

10TH STREET PROTECTED BIKE LANE PROJECT

2018 Fact Sheet

Providing a consistent and protected bikeway will improve safety along the corridor.



PROJECT BOUNDARIES:

Lombard Street to Spring Garden Street

PRIMARY PROJECT GOALS:

1. Upgrade the existing bike lane to a high-quality facility through Center City
2. Refresh lane markings and crosswalks through Center City
3. Improve predictability by delineating space for bicycles

IMPROVING SAFETY FOR EVERYONE

10th Street between Spring Garden and Lombard Street is Center City East's primary south-bound bicycle connection.

Restriping this section of 10th Street will provide a safety upgrade to the existing bicycle facilities and better delineate the space for each traffic type.

Intersection treatments will increase predictability and awareness. Pedestrians will have newly-refreshed crosswalks, people driving will have new paint markings, and all travelers will benefit from a better overall street configuration.

FATALITIES & INJURIES



99 people were injured in crashes on 10th street between South and Spring Garden between 2013 and 2017; **50% were people walking and 10% were people riding bikes.**

PEOPLE ON BIKES



10th Street is well used already by people on bikes. On average, **over 900 people on bikes per day** used the bike lane in 2018.

WHY PROTECT THE 10TH STREET BIKE LANE?

Protected bicycle lanes serve more potential riders than painted bicycle lanes. Protected bicycle lanes will allow for more Philadelphians, not just the bold or athletic, to use a bicycle for transportation and recreation. Research shows that many people who would like to bicycle, but don't, are concerned about potential vehicle bicycle conflicts.



7%

STRONG & FEARLESS

5%

ENTHUSED & CONFIDENT

51%

INTERESTED BUT CONCERNED

37%

NO WAY NO HOW

Source: City of Portland, OR

Please send questions and comments to:
otis@phila.gov care of
 Jeannette Brugger, Bicycle & Pedestrian Coordinator

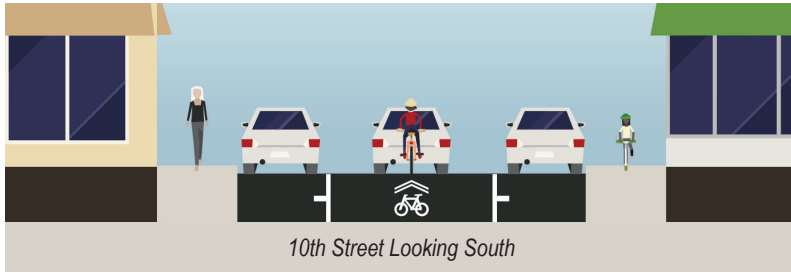
CITY OF PHILADELPHIA
otis

For more information:
<http://www.phila.gov/otis>

10TH STREET PROTECTED BIKE LANE PROJECT

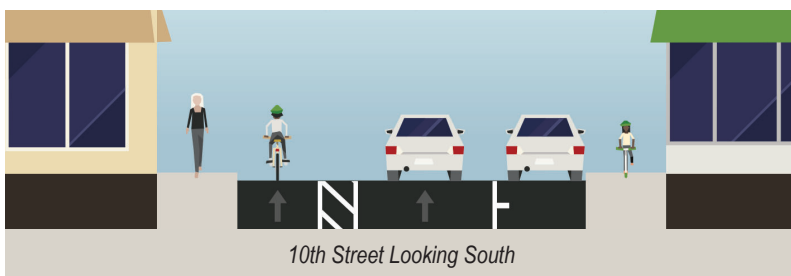
2018 Fact Sheet

10TH STREET: TYPICAL EXISTING CONDITIONS



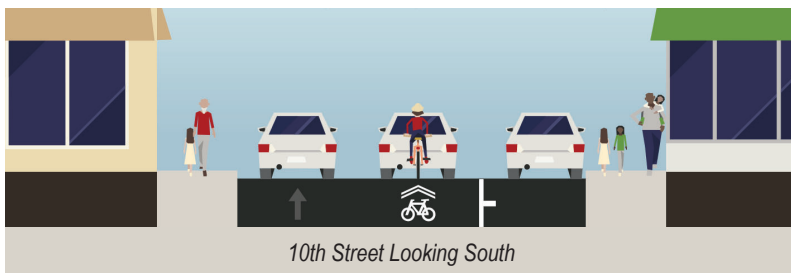
Spring Garden Street to Callowhill Street

- 7-foot parking lane
- 12-foot vehicle travel lane with sharrows
- 7-foot parking lane



Callowhill Street to Vine Street & Filbert Street to Lombard Street

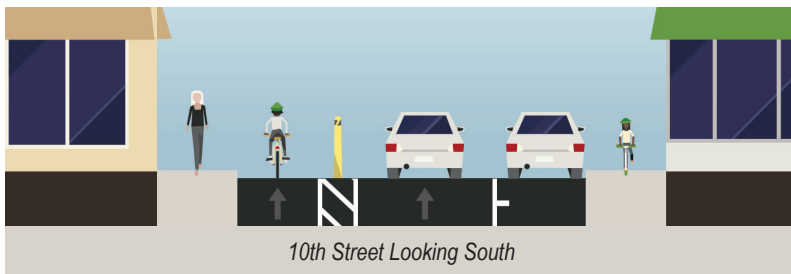
- 6-foot bike lane
- 3-foot painted buffer
- 10-foot travel lane
- 7-foot parking lane



Vine Street to Filbert Street

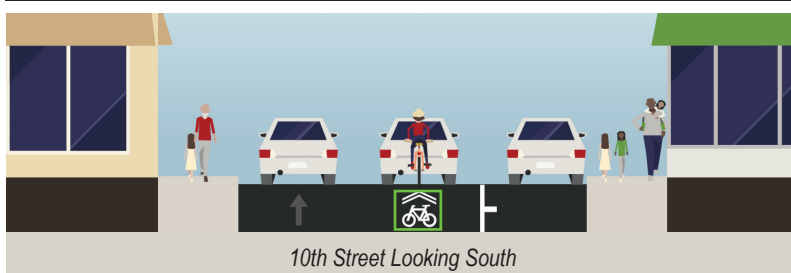
- 9-foot vehicle travel lane
- 9-foot vehicle travel lane with sharrows
- 8-foot parking lane

10TH STREET: TYPICAL PROPOSED



Spring Garden Street to Vine Street & Filbert Street to Lombard Street

- 6-foot protected bike lane
- 3-foot buffer with delineator posts
- 10-foot travel lane
- 7-foot parking lane



Vine Street to Filbert Street

- 9-foot vehicle travel lane
- 9-foot vehicle travel lane with green-backed sharrows
- 8-foot parking lane