

# 10TH & 13TH STREET ROADWAY RECONFIGURATION & PROTECTED BICYCLE LANE PROJECTS

## GOALS & OBJECTIVES

- Create high quality bicycle network in Center City
- Reconfigure the parking and loading layout to meet the needs of residents and businesses
- Reduce potential conflict between right-turning vehicles and people biking

## PROJECT SUMMARY

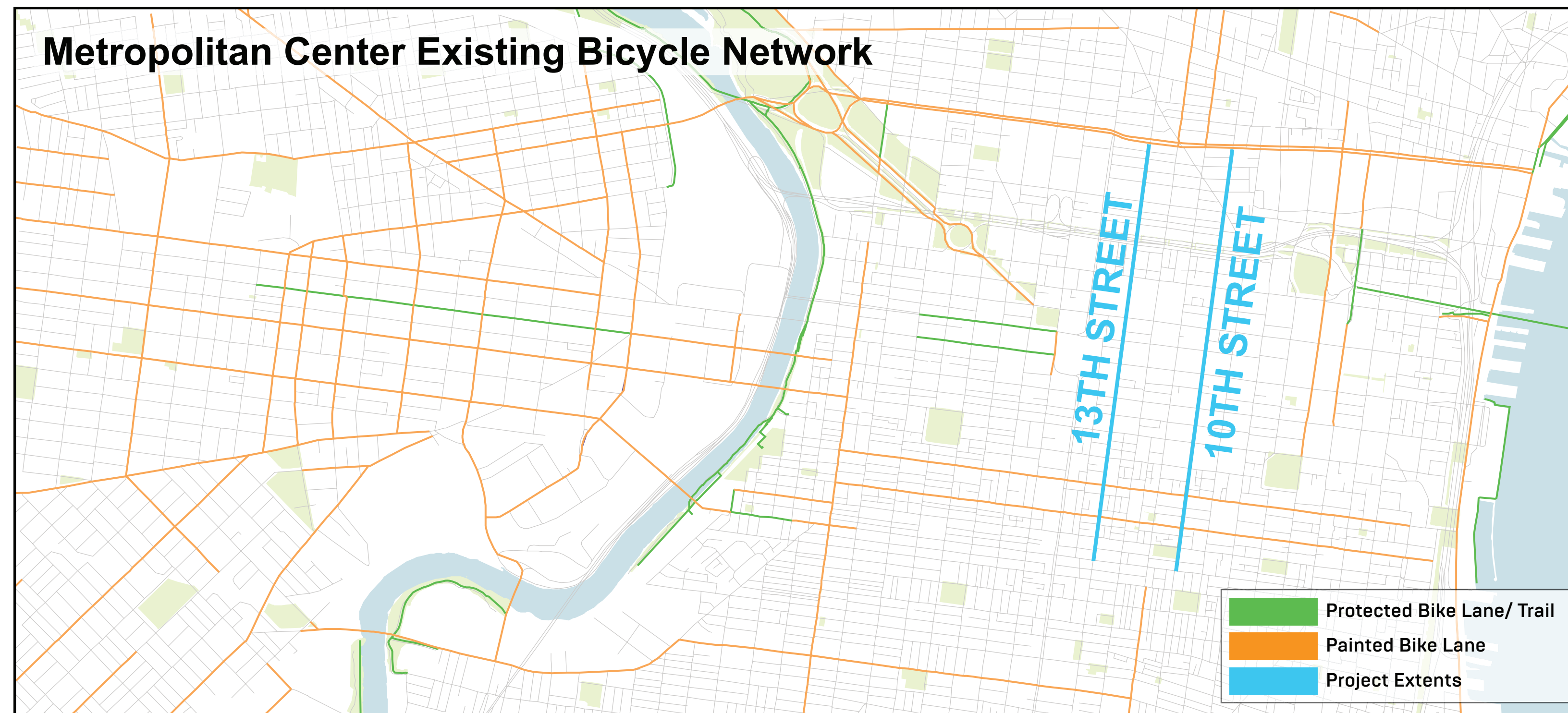
- Refresh crosswalks and roadway striping
- Upgrade parking and loading layout
- Redesign intersections for increased safety
- Install flexible delineator posts along the existing 10th and 13th Street bicycle lanes to create separated, dedicated spaces for people biking and people driving
- Move bike lane from right to left on 13th Street to improve the visibility of people riding bikes at intersections
- Move parking from left to right on 13th Street to preserve curbside access for residents, businesses, and visitors
- Build high quality bicycle network links with Transportation Alternative Program funding for protected bicycle lanes



## 1-YEAR PROJECT TIMELINE



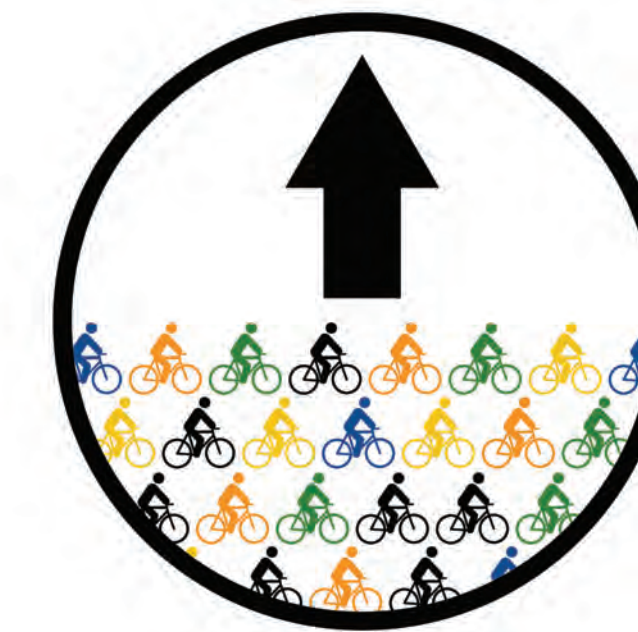
# EXISTING BIKE NETWORK & RIDERSHIP



Philadelphia has a higher bicycle commuting mode share than any other US city with over 1 million residents.



More than 4,700 bikes per day cross the South Street Bridge, making it the most-biked bridge in the state. This project will connect to South Street, strengthening the network for all of those riders.



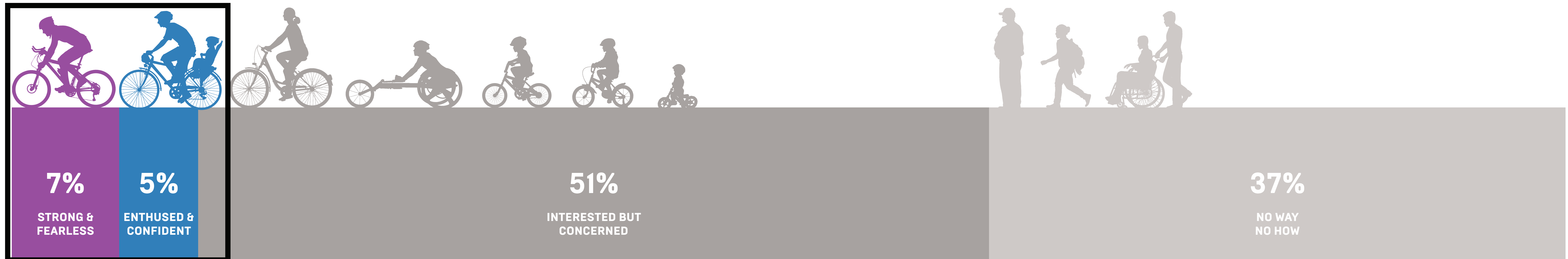
The total number of people riding bikes in Philadelphia has increased 14% in the last 5 years.



Sidewalk riding decreased 27% between 2012 and 2017 as the network of bicycle infrastructure has grown.

## A BIKE NETWORK THAT ISN'T SERVING EVERYONE

Our current bicycle network best serves two types of people who ride bikes: **“STRONG & FEARLESS”** riders and **“ENTHUSED & CONFIDENT”** riders. These two groups account for only 12% of the population.



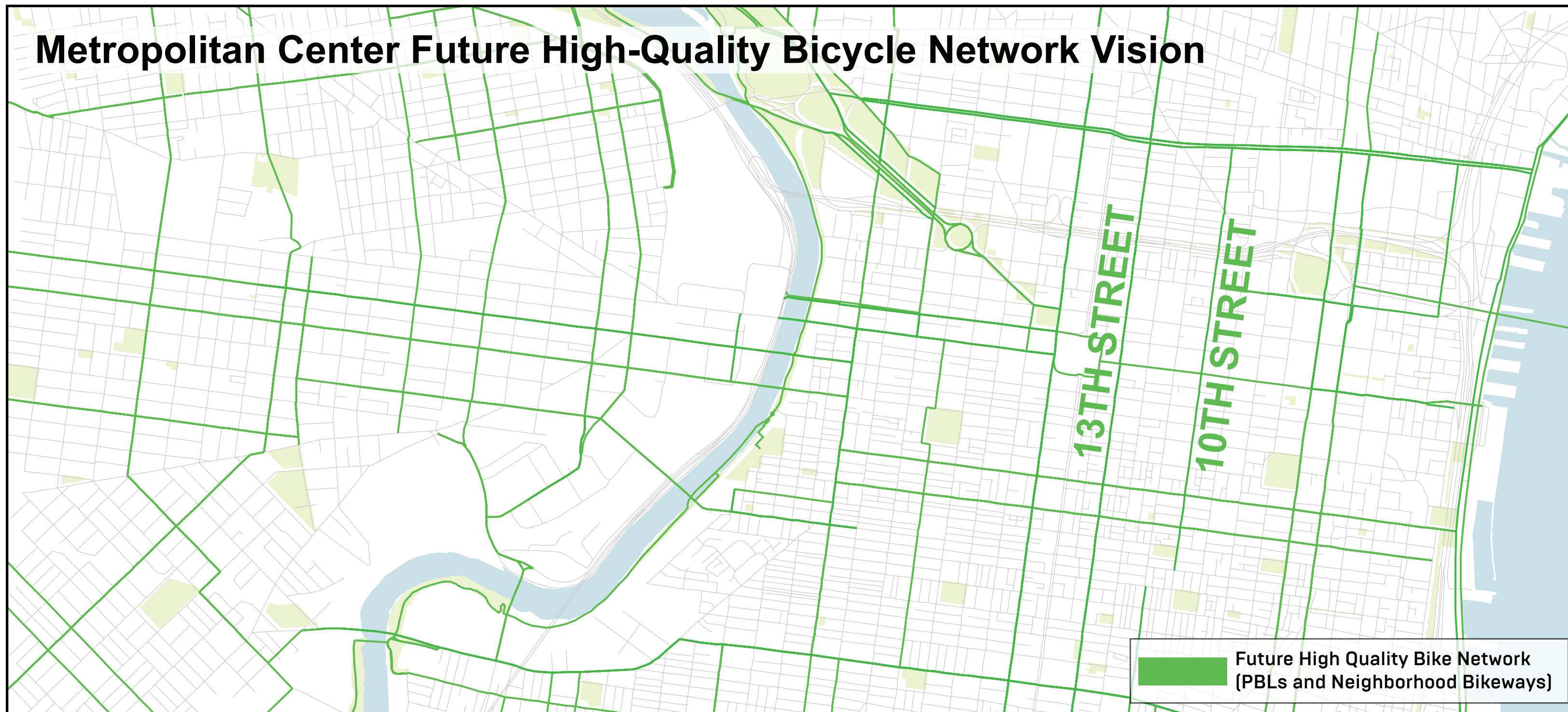
**Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure

**Enthusied and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place

**Interested but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place

**No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place

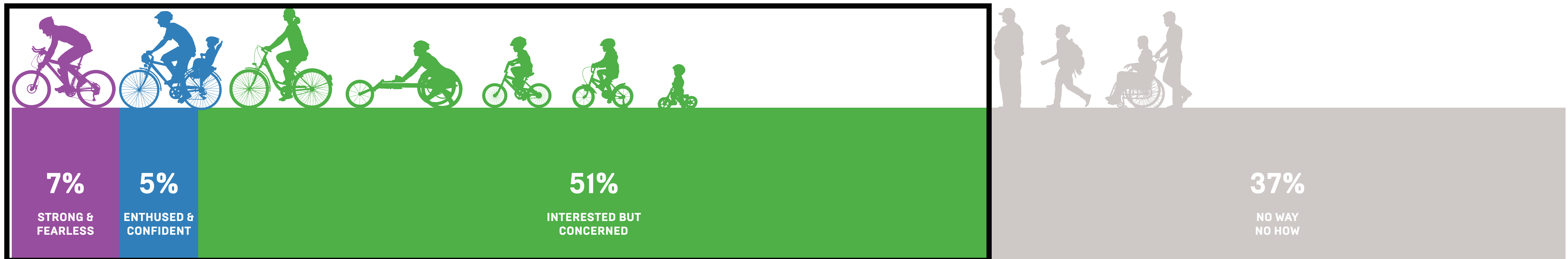
# KNITTING THE NETWORK - VISION



NEIGHBORHOOD BIKEWAYS	PROTECTED BIKE LANES
<p><b>WHAT</b> Combines traffic calming, wayfinding, &amp; intersection improvements.</p> <p><b>WHERE</b> For low-volume, low-speed streets that offer alternatives to high-volume roads.</p> <p><b>WHO</b> Cities like Portland &amp; Minneapolis have similar successful networks.</p> <p><b>EXISTING</b> 13th and 15th Streets in South Philadelphia are designated neighborhood bikeways.</p> <p><b>FUTURE</b> 13th and 15th Streets in North Philadelphia will be designated neighborhood bikeways.</p>	<p><b>WHAT</b> Physically separated by a barrier to increase bike rider comfort and safety.</p> <p><b>WHERE</b> For streets with heavy vehicle traffic, transit routes, large vehicles, and/or higher speeds.</p> <p><b>WHO</b> The US has nearly 300 miles of protected bike lanes in cities across the country.</p> <p><b>EXISTING</b> There are nearly 3 miles of protected bike lanes in Philadelphia today.</p> <p><b>FUTURE</b> There are 40 miles of protected bike lanes planned for Philadelphia by 2025.</p>

## CREATING A BICYCLE NETWORK THAT MEETS EVERYONE'S NEEDS

Philadelphia's future High-Quality Bicycle Network will serve more riders, specifically people who are **"INTERESTED BUT CONCERNED."** If we make Philadelphia's bike network safe and comfortable for the majority of the population, more people will and the roads be safer for all travelers.



**Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure

**Enthused and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place

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Types of Cyclists developed by Robert Geller at the City of Portland, OR. Percentages for Types of Cyclists from a 2011 survey of adults in the 50 largest US metro regions by Jennifer Dill, Ph.D.

# WHAT IS HAPPENING ON 10TH STREET?

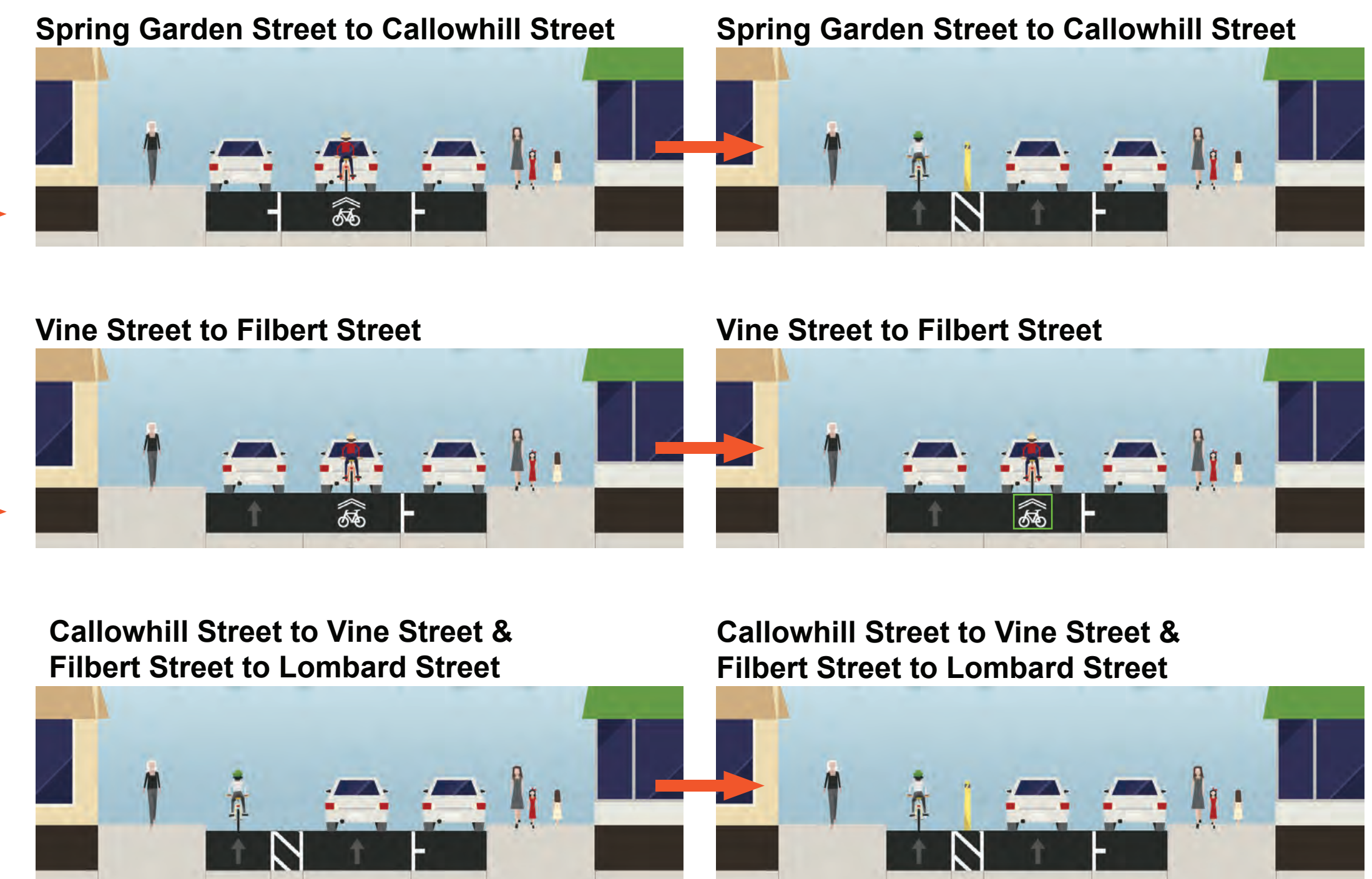


## PROJECT ELEMENTS:

- Restripe 10th Street between South Street and Spring Garden Street, including crosswalks
- Add flexible delineator posts to the bike lane buffer between Lombard Street and Filbert Street, and between Vine Street and Spring Garden Street
- Add green-backed sharrows between Filbert Street and Vine Street (through Chinatown)
- Reconfigure parking and loading as needed to better serve all road users and businesses along the street
- Add intersection treatments to increase visibility and safety for all road users

## EXISTING

## PROPOSED



## DELINEATOR POSTS

- Flexible delineator posts separate people riding bikes from people driving
- Designate a protected space for people biking
- Reduce stress for everyone on the road



## GREEN-BACK SHARROWS

- A basic feature of neighborhood bikeways
- Provides a signal to people riding bikes and people driving motor vehicles that bicycles have priority on the roadway and may use the full lane
- Already exist on parts of South 15th Street and South 13th Street

## WHY PROTECT BIKE LANES?

The City of Philadelphia is committed to creating a transportation system that is accessible to everyone. Part of that commitment is our belief that **every Philadelphian should have access to a safe and comfortable bikeway within a quarter mile of their home, whether they're 8 or 80 years old.**

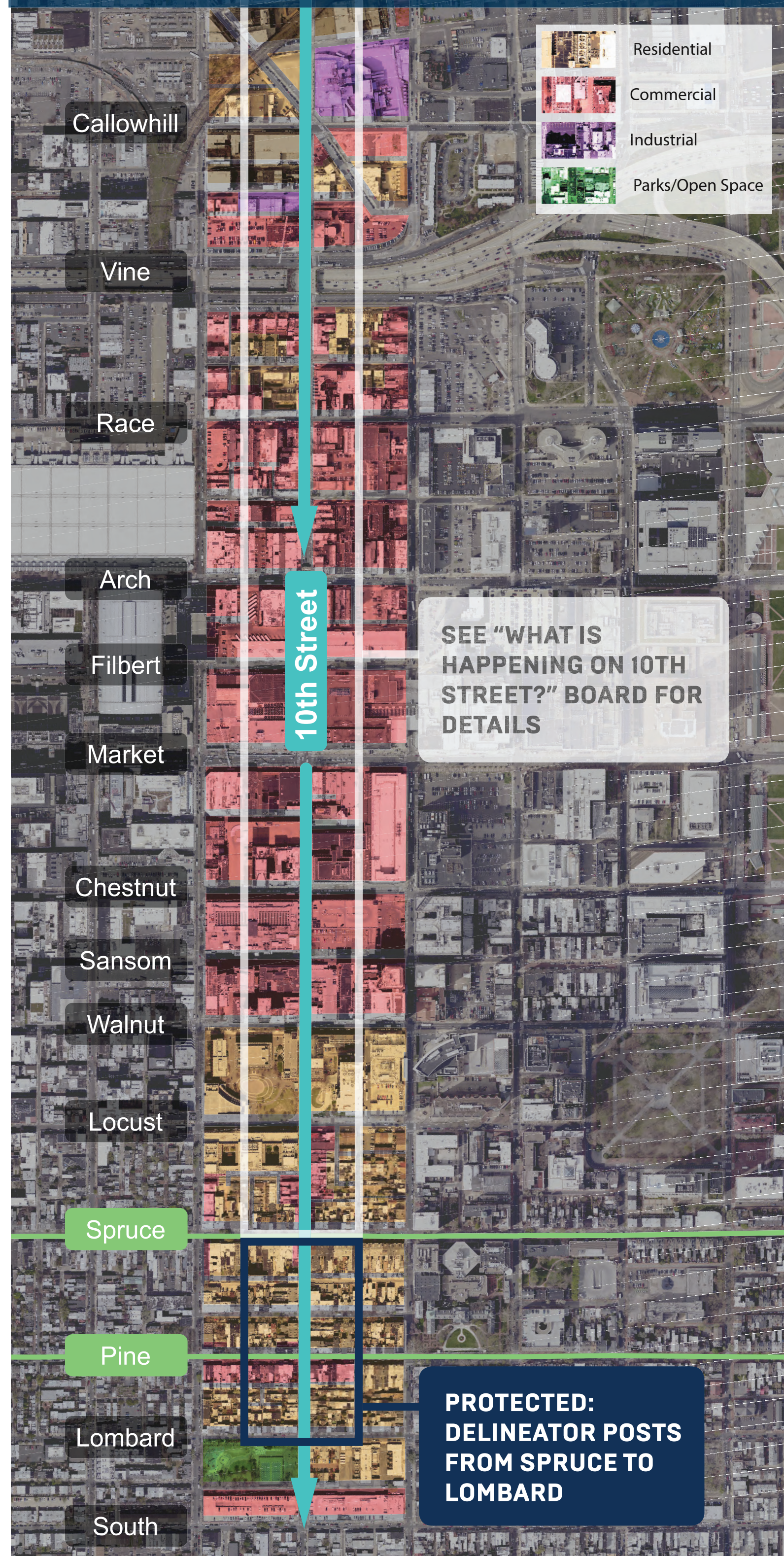


Adding protection to bike lanes prevents situations like the one pictured here, where a person riding a bicycle has to weave around a vehicle that is blocking the bike lane.

# 10TH STREET, SPRUCE TO LOMBARD - VOTE HERE **otis**

## OPTION A:

Protected bike lane on 10th Street from Spring Garden to Lombard Streets with varied treatments from Vine to Sansom Streets.



### PROTECTED AT INTERSECTIONS AND MIDBLOCK:



#### STRENGTHS

- Prevents people in cars from blocking the bike lane
- Clearly delineates space for all roadway users
- Lowers the chance that people on bikes will have to weave around loading vehicles in the bicycle lane
- Creates a high-quality connection to the Spruce and Pine bike lanes

#### DEFICIENCIES

- New loading zones may be required to maintain short-term residential loading ability along the curb

### VOTE FOR PROTECTED BETWEEN SPRUCE - LOMBARD:

## OPTION B:

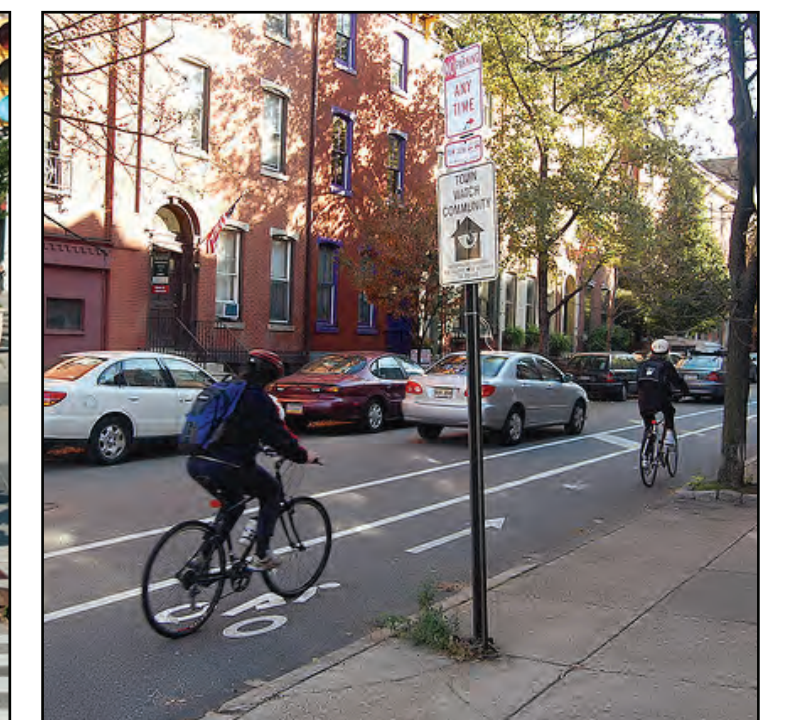
Protected and other bikeway treatments from Spring Garden to Lombard Streets. Painted, unprotected bike lane from Spruce to Lombard Streets.



### PROTECTED INTERSECTIONS:



### UNPROTECTED MIDBLOCK:



#### STRENGTHS

- Preserves short-term residential loading in No Parking areas instead of a change to No Stopping Anytime
- Creates a high-quality connection to the Spruce and Pine bike lanes

#### DEFICIENCIES

- Does not prevent vehicles from blocking the bike lane, which increases the chance of conflict between people driving and people riding bikes
- Creates a less predictable and more inconsistent bikeway facility through Center City
- The safety benefits of a protected bike lane will not apply to people traveling on 10th Street between Spruce Street and South Street

### VOTE FOR UNPROTECTED BETWEEN SPRUCE - LOMBARD:

# WHAT IS HAPPENING ON 13TH STREET?



## PROJECT ELEMENTS:

- Restripe 13th Street between Spring Garden and South Streets, including crosswalks
- Move the bike lane to the left side of the street
- Move the parking and loading to the right side of the street
- Reconfigure parking and loading as needed to better serve all road users and businesses along the street
- Add flexible delineator posts to the bike lane buffer
- Add intersection treatments to increase visibility and safety for all road users

## EXISTING

13th Street Existing (Typical) looking North



- Parking & loading lane on the left (west) side of the street
- One motor vehicle travel lane
- Painted bike lane buffer
- Bike lane on the right (east) side of the street

## PROPOSED

13th Street Proposed (Typical) looking North



- Protected bike lane on the left (west) side of the street
- Painted buffer with flexible delineator posts
- One motor vehicle travel lane
- Parking & loading lane on the right (east) side of the street

## WHY PROTECT BIKE LANES?

The City of Philadelphia is committed to creating a transportation system that is accessible to everyone. Part of that commitment is our belief that **every Philadelphian should have access to a safe and comfortable bikeway within a quarter mile of their home, whether they're 8 or 80 years old.** A quality bicycle network, which includes protected bicycle lanes:

- Makes riding a bike **more accessible to all people**
- **Improves safety** for all roadway users
- Decreases sidewalk cycling
- Supports a **healthy and active** Philadelphia
- **Benefits businesses** along the corridor

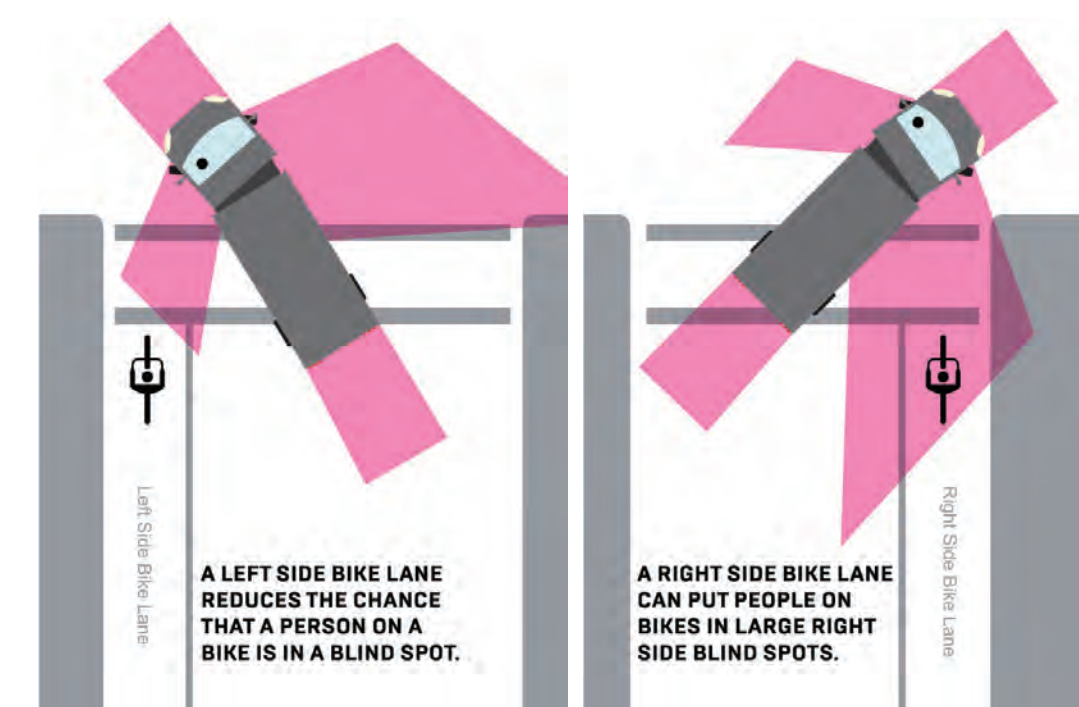


## DELINEATOR POSTS

- Flexible delineator posts separate people riding bikes from people driving
- Designate a protected space for people biking
- Reduce stress for everyone on the road

## THE SAFETY BENEFITS OF LEFT SIDE BIKE LANES

- Trucks and other large vehicles like buses have smaller blind spots on their left side
- Putting bike lanes on the left side of the street makes people riding bicycles more visible and more safe



Adding protection to bike lanes prevents situations like the ones pictured here in Center City, where a person riding a bicycle has to weave around a vehicle that is blocking the bike lane.

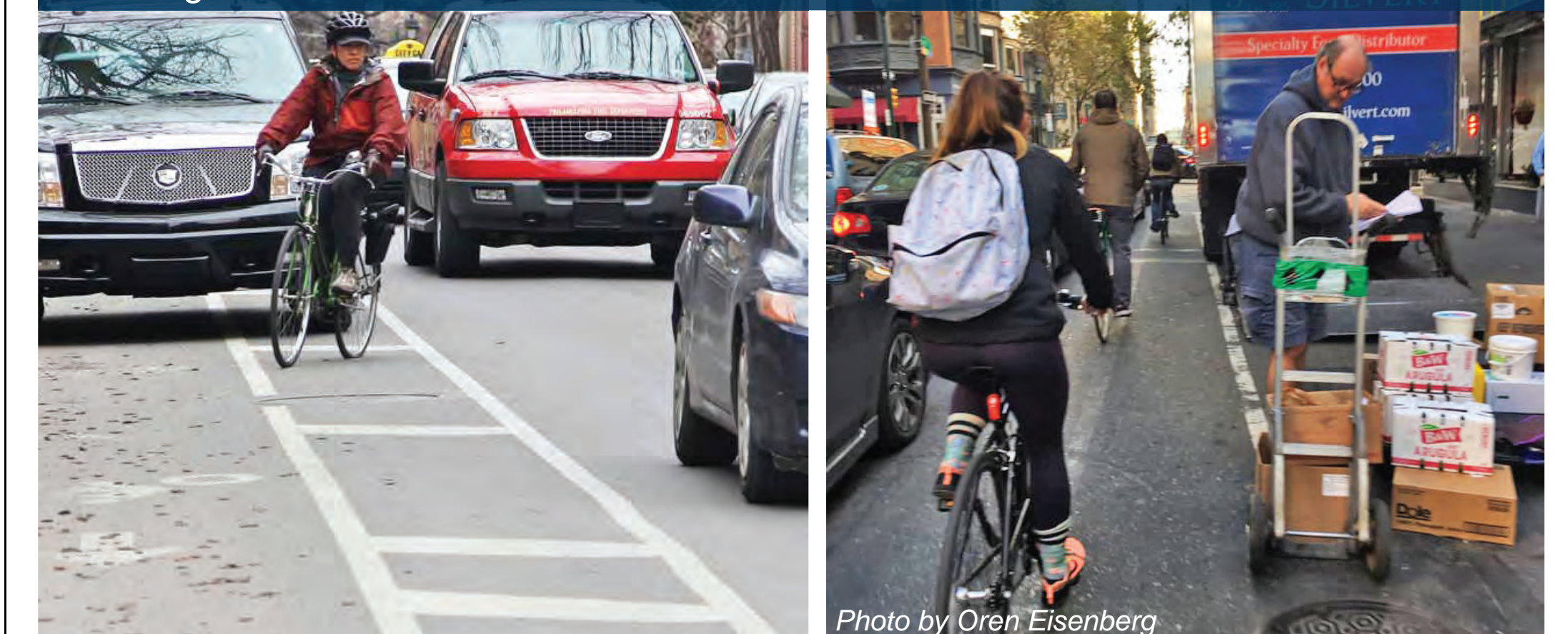
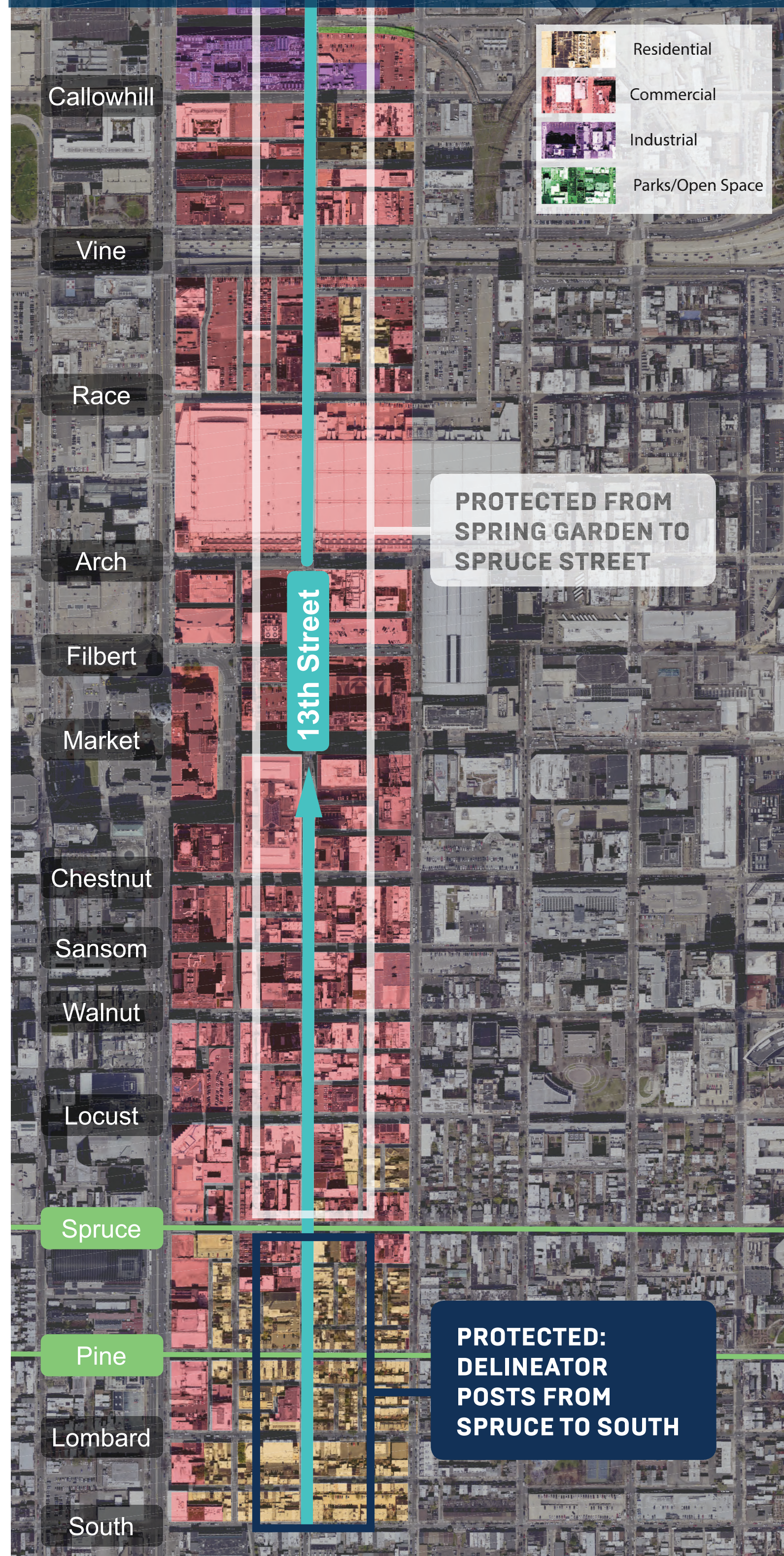


Photo by Oren Eisenberg

# 13TH STREET, SPRUCE TO SOUTH: VOTE HERE

## OPTION A:

Protected bike lane on 13th Street from Spring Garden Street through Center City to South Street



### PROTECTED AT INTERSECTIONS AND MIDBLOCK:



### STRENGTHS

- Prevents people in cars from blocking the bike lane
- Clearly delineates space for all roadway users
- Lowers the chance that people on bikes will have to weave around loading vehicles in the bicycle lane
- Creates a high-quality connection to the Spruce and Pine bike lanes
- Creates a high-quality connection to South Street and the 13th Street Neighborhood Bikeway

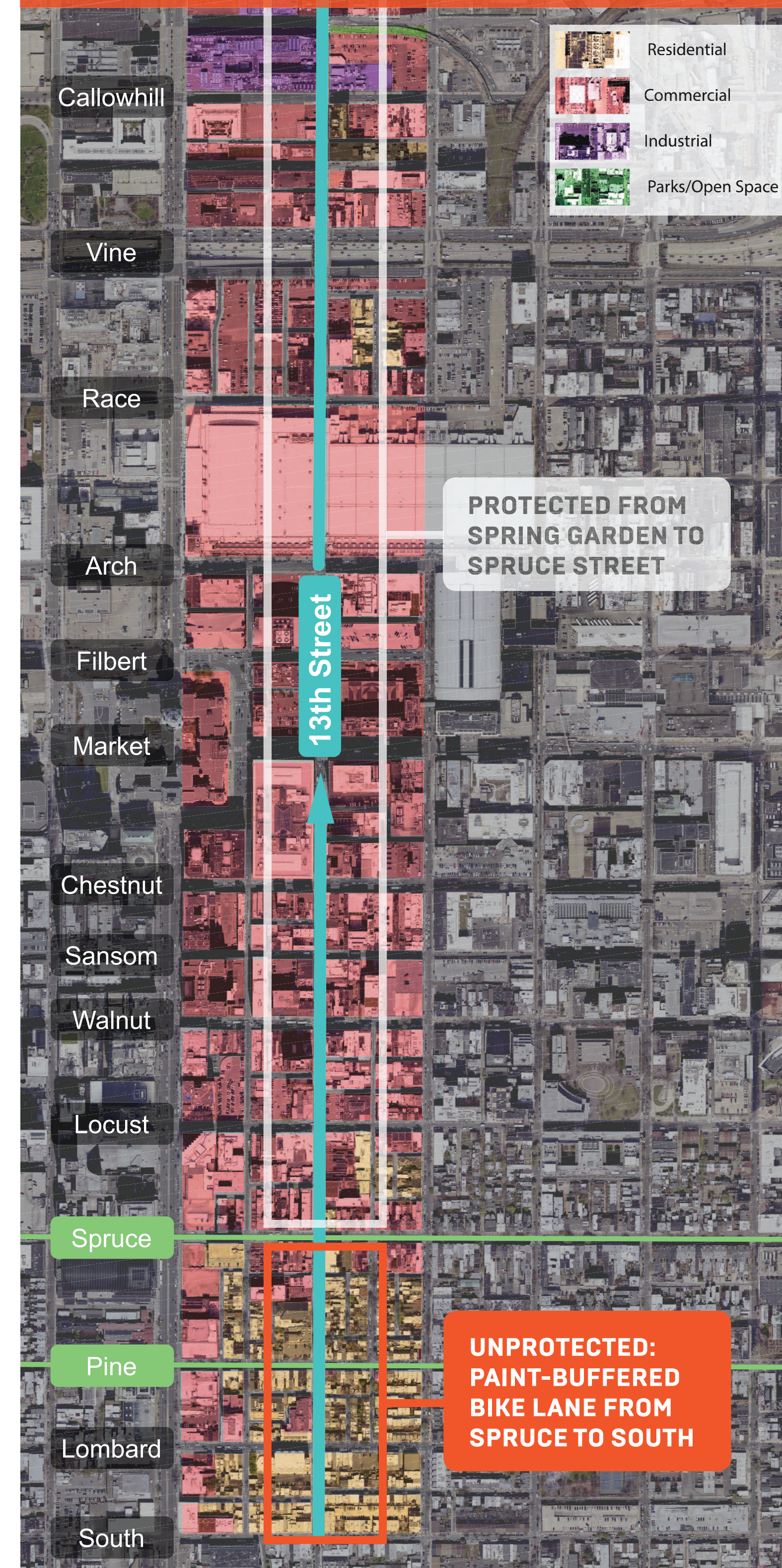
### DEFICIENCIES

- New loading zones may be required to maintain short term residential loading ability in the cartway
- Will require a change to the church parking within the bicycle lane at St. Luke's Episcopal Church

**VOTE FOR PROTECTED BETWEEN SPRUCE - SOUTH:**

## OPTION B:

Painted, unprotected bike lane on 13th Street from Spruce to South Streets, protected bike lane from Spruce to Spring Garden Streets



### PROTECTED INTERSECTIONS:



### UNPROTECTED MIDBLOCK:



### STRENGTHS

- Preserves short-term residential loading in No Parking areas instead of a change to No Stopping Anytime
- Preserves pick-up and drop-off access for St. Luke's Episcopal Church
- Creates a high-quality connection to the Spruce Street bike lane

### DEFICIENCIES

- Does not prevent vehicles from blocking the bike like, which increases the chance of conflict between people driving and people riding bikes
- Creates a less predictable and inconsistent bikeway facility through Center City
- Does not connect to the Pine Street bike lane or the 13th Street Neighborhood Bikeway
- The safety benefits of a protected bike lane will not apply to people traveling on 13th Street between Spruce Street and South Street

**VOTE FOR UNPROTECTED BETWEEN SPRUCE - SOUTH:**

## THIS PROJECT IS AN OPPORTUNITY TO ADJUST PARKING & LOADING

The City wants to help make parking and loading work better for everyone. The City is partnering with the Philadelphia Parking Authority (PPA) and stakeholders on 10th and 13th Streets to analyze and update the parking and loading layout on each block.

## HOW WILL THE PARKING & LOADING LAYOUT CHANGE?

### FALL 2018

- City staff documented existing parking and loading conditions along 10th and 13th Streets and took detailed measurements of existing regulations and zones.
- City staff walked both 10th and 13th Streets with PPA staff to identify opportunities for improvements to existing parking and loading layouts, and noted areas that will need special attention.

### WINTER 2018/2019

- City staff and PPA staff will work with businesses, residents, and other community stakeholders to identify opportunities for improvements in the parking and loading layout on each block.

### SPRING 2019

- City staff and PPA staff will recommend a final parking and loading layout for each block and share their recommendations with community stakeholders.
- The City and PPA will work with businesses along 10th and 13th Streets to organize loading along both corridors, and will help coordinate the implementation of the new loading strategies.

## WHAT WE NEED FROM YOU

- Input on parking and loading needs on your blocks of 10th and 13th Streets.
- Contact information from residents and business owners on 10th and 13th Streets for follow-up communication.