

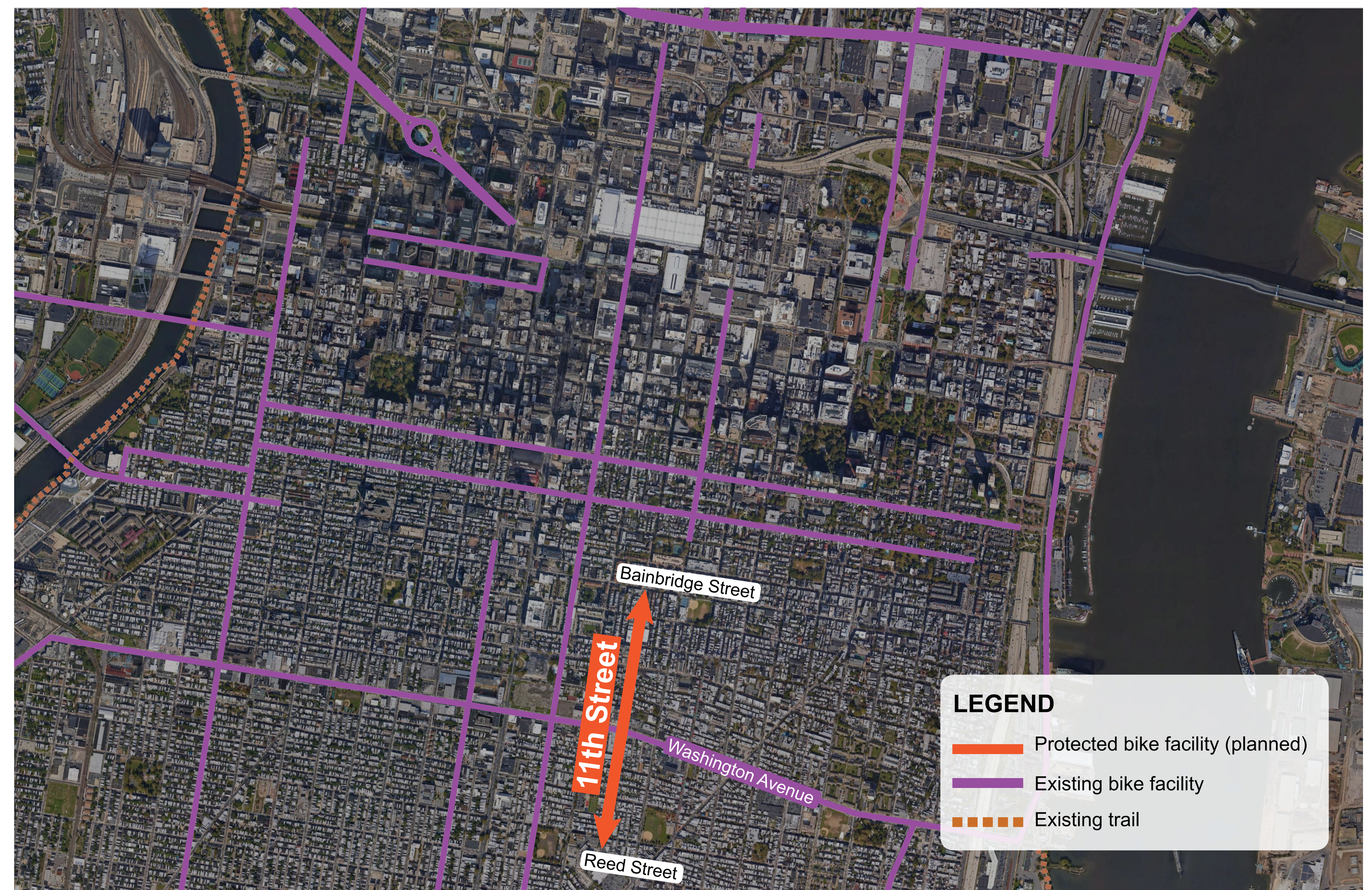
# 11TH STREET REPAVING & COMPLETE STREET SAFETY PROJECT

## GOALS & OBJECTIVES

- Provide a smooth roadway surface
- Increase comfort for people walking and taking transit
- Increase safety by creating dedicated spaces for people walking, biking, driving, and taking transit
- Install a link in the high-quality bicycle network

## PROJECT SUMMARY

- Repave 11th Street from Reed Street - Bainbridge Street
- Pave over the unused trolley tracks
- Protect crosswalks from illegally parked cars by adding painted bulb-outs at intersections to define space for people walking and riding transit
- Add a two-way parking protected bicycle lane on the west side of 11th Street to create a dedicated space for people biking



## 9 - MONTH PROJECT TIMELINE

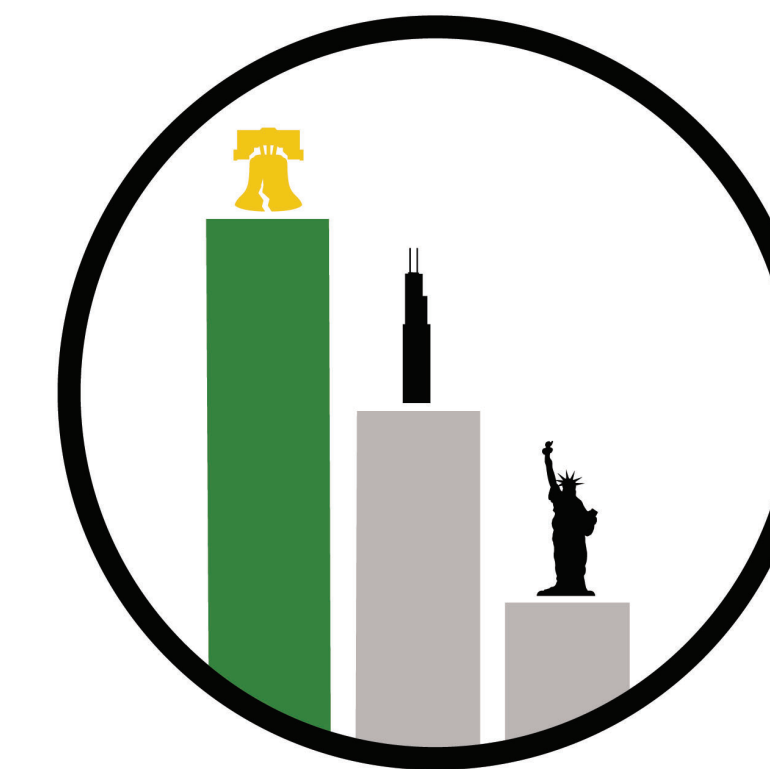
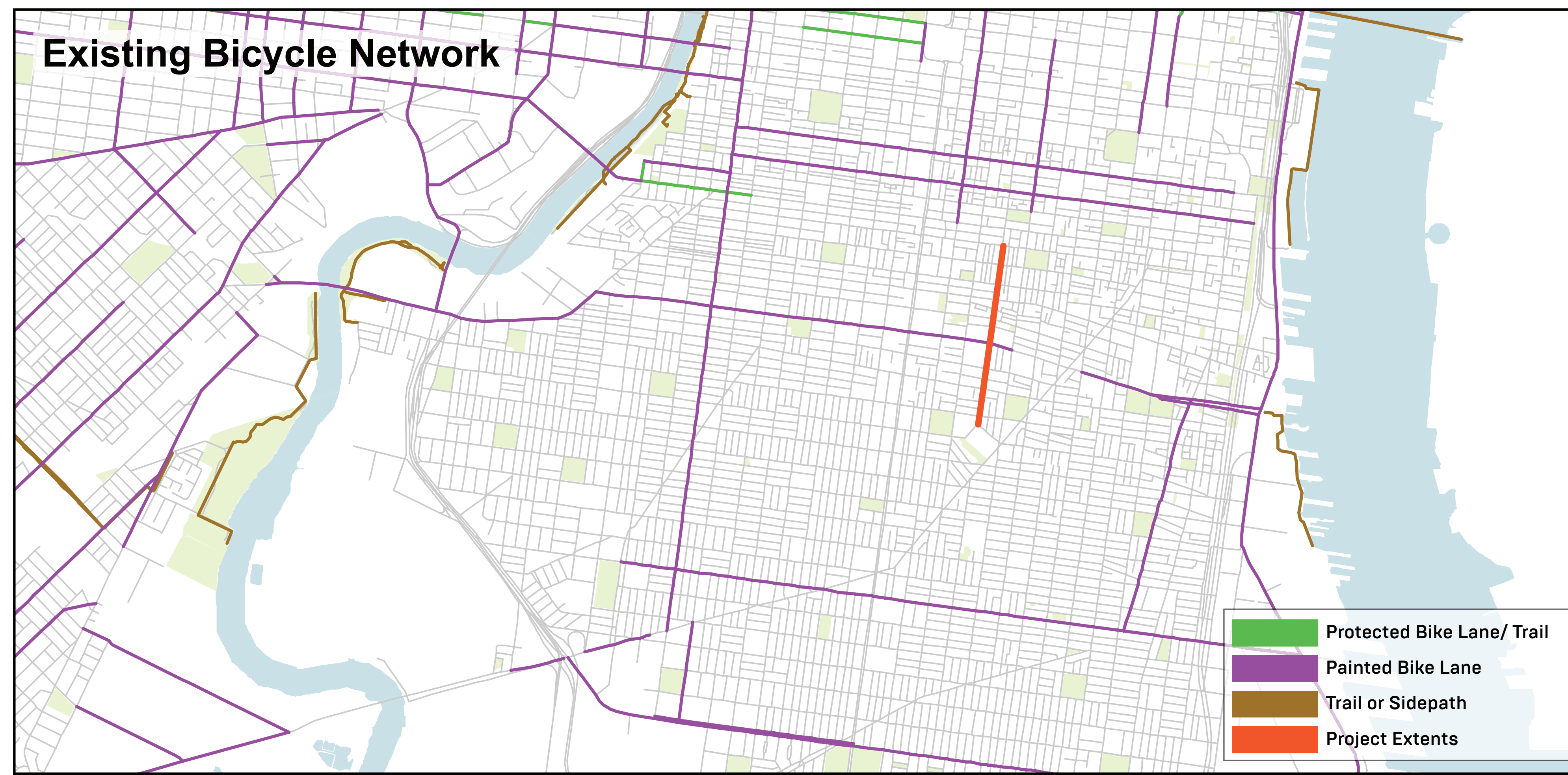




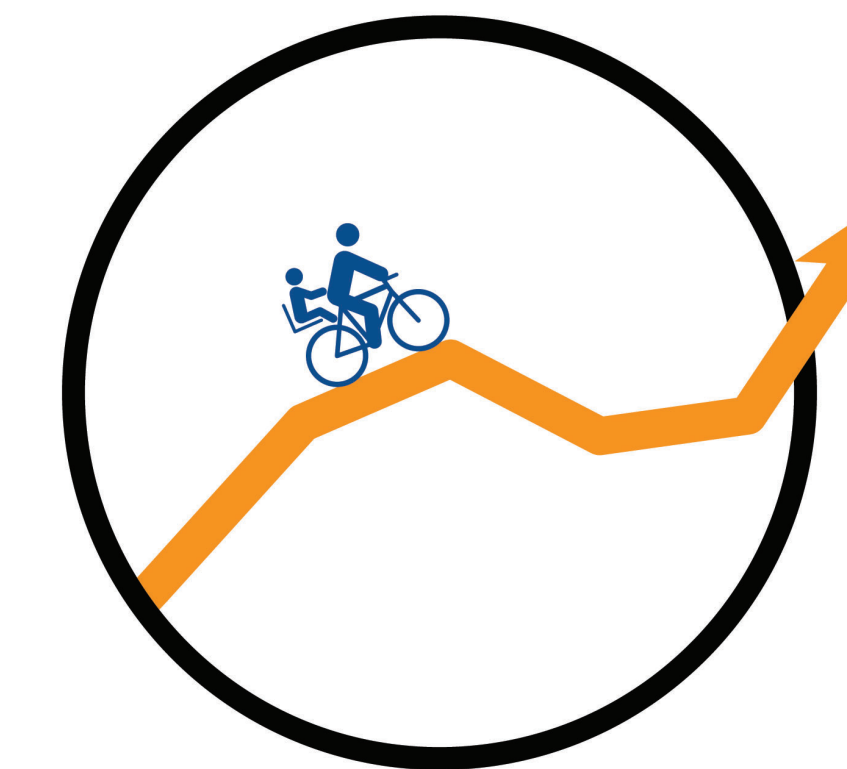
# EXISTING BIKE NETWORK & RIDERSHIP

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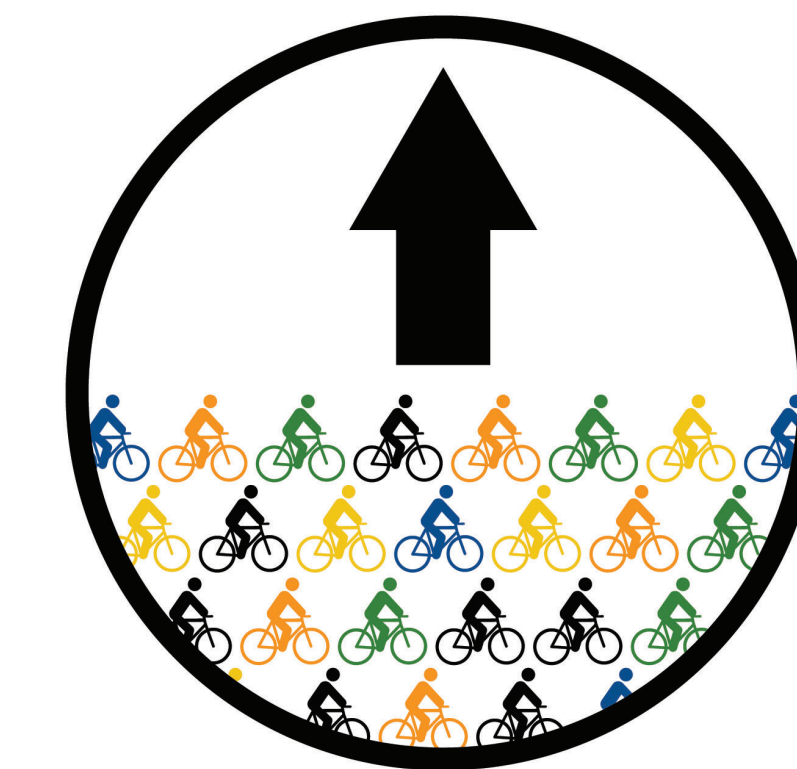
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Philadelphia has a **higher bicycle commuting mode share than any other US city** with over 1 million residents.



11th Street is a link in the bicycle network. South Philadelphia has **one of the highest bike mode share in the US at more than 15% of residents biking to work.**



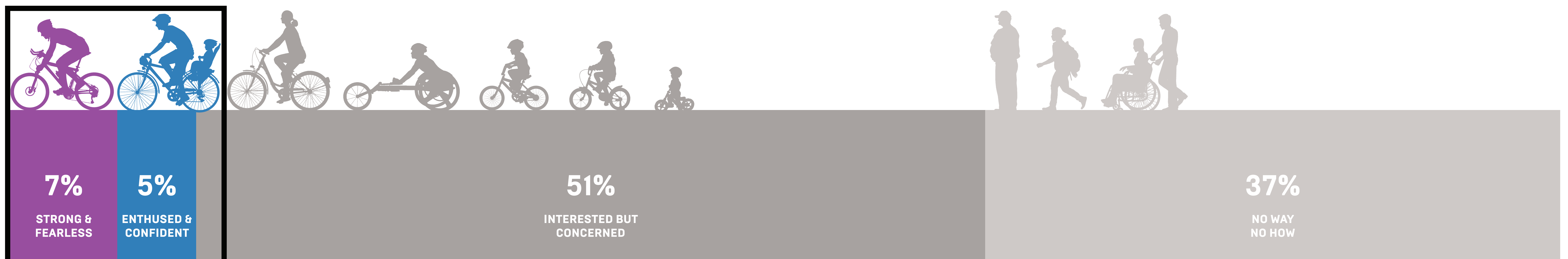
The total **number of people riding bikes in Philadelphia has increased 14%** in the last 5 years.



**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

**Not Interested, Not Able:** People unwilling or unable to bicycle even if high-quality bicycle infrastructure is in place

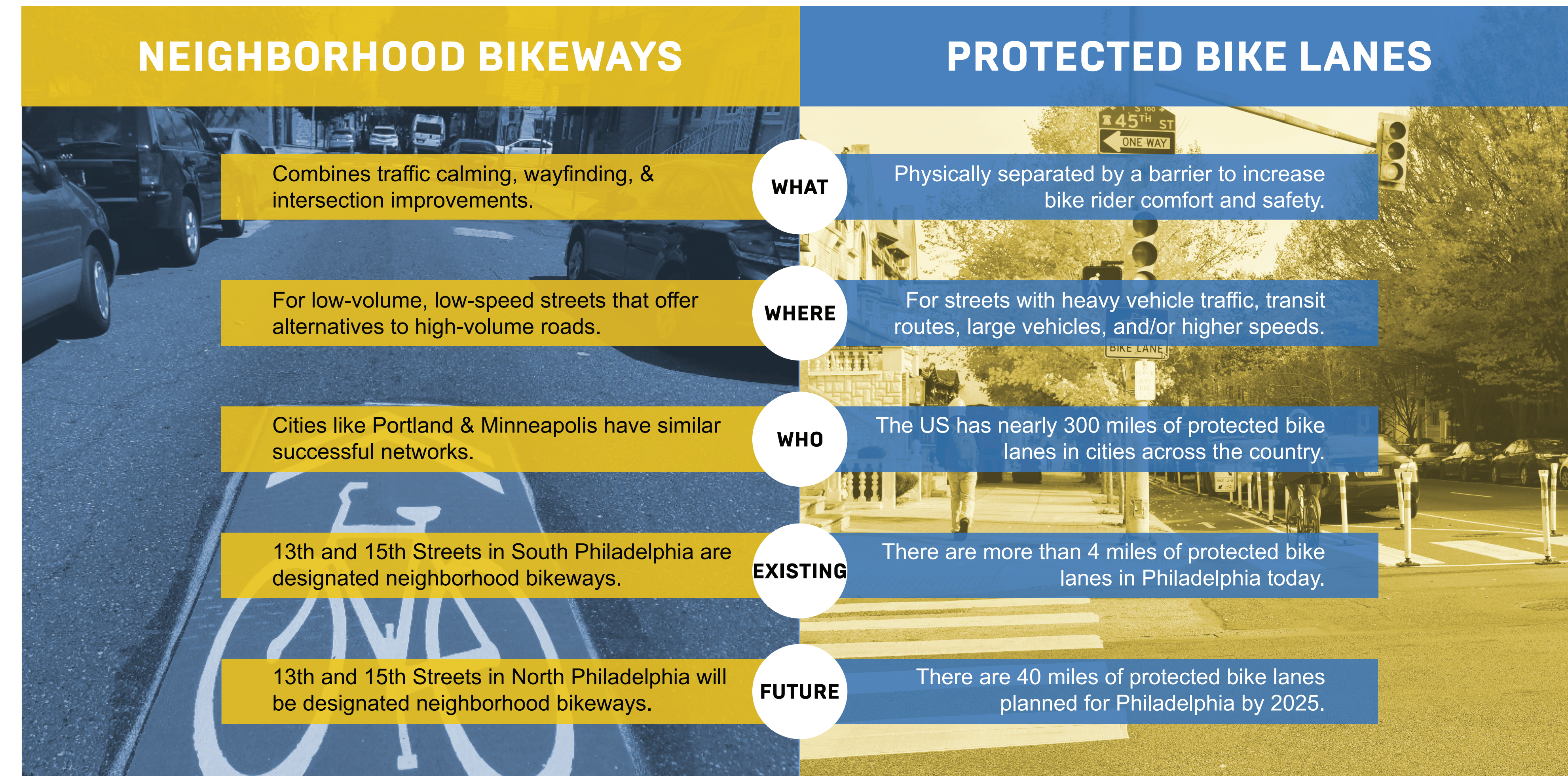
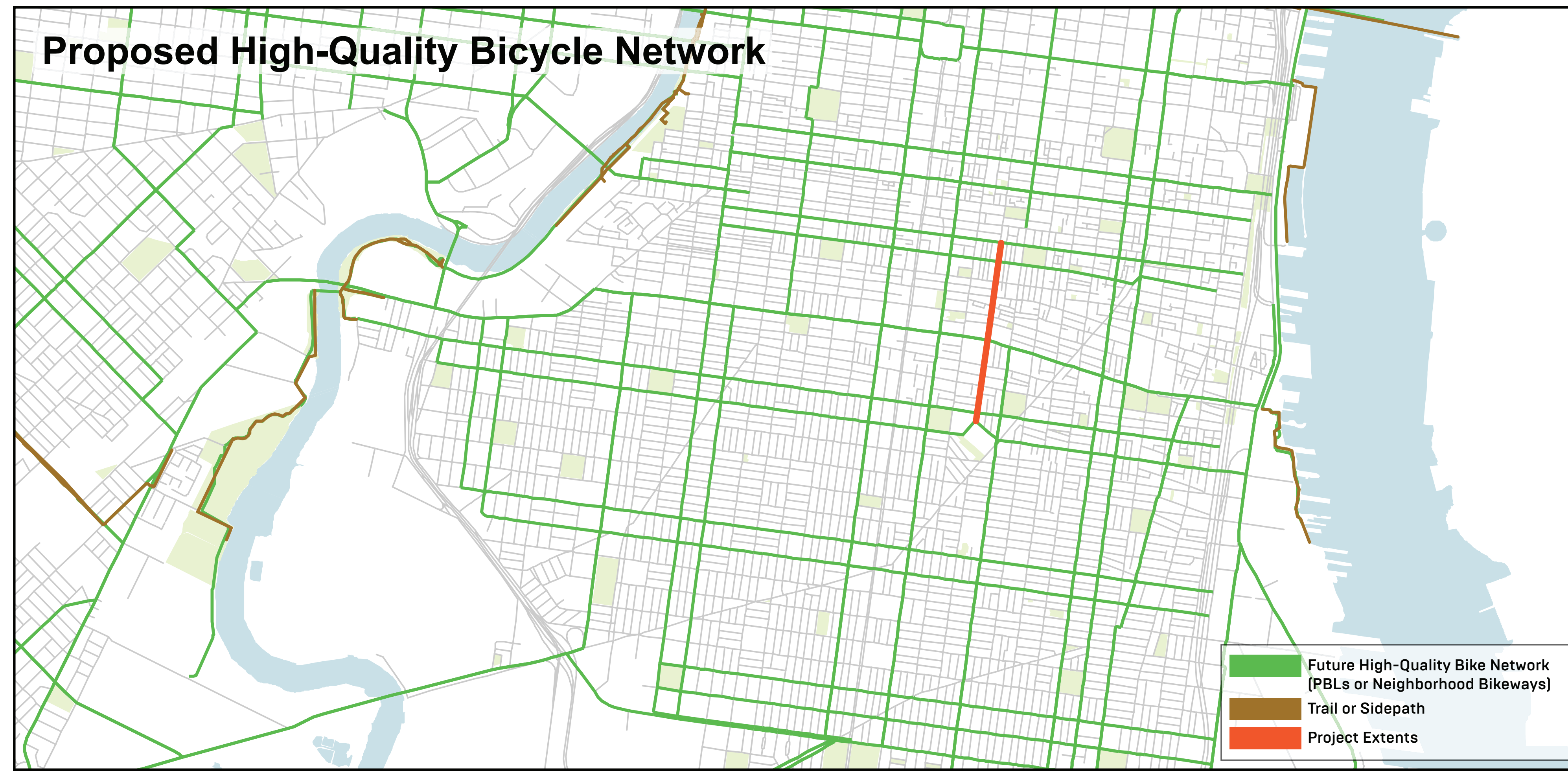
Current Ridership Data: US Census Bureau American Community Survey & Bicycle Coalition of Greater Philadelphia Annual Counts /// Types of Cyclists developed by Robert Geller at the City of Portland, OR. Percentages for Types of Cyclists from a 2011 survey of adults in the 50 largest US metro regions by Jennifer Dill, Ph.D.



# KNITTING THE NETWORK - VISION

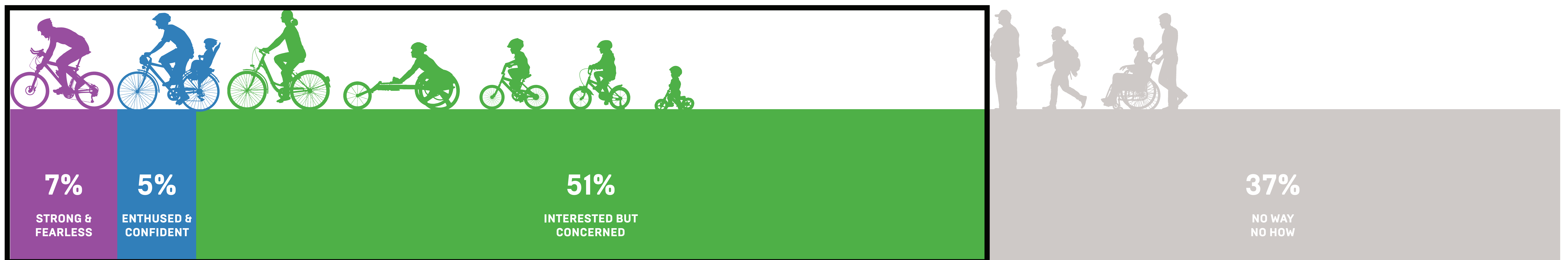
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## A BIKE NETWORK THAT MEETS EVERYONE'S NEEDS

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.



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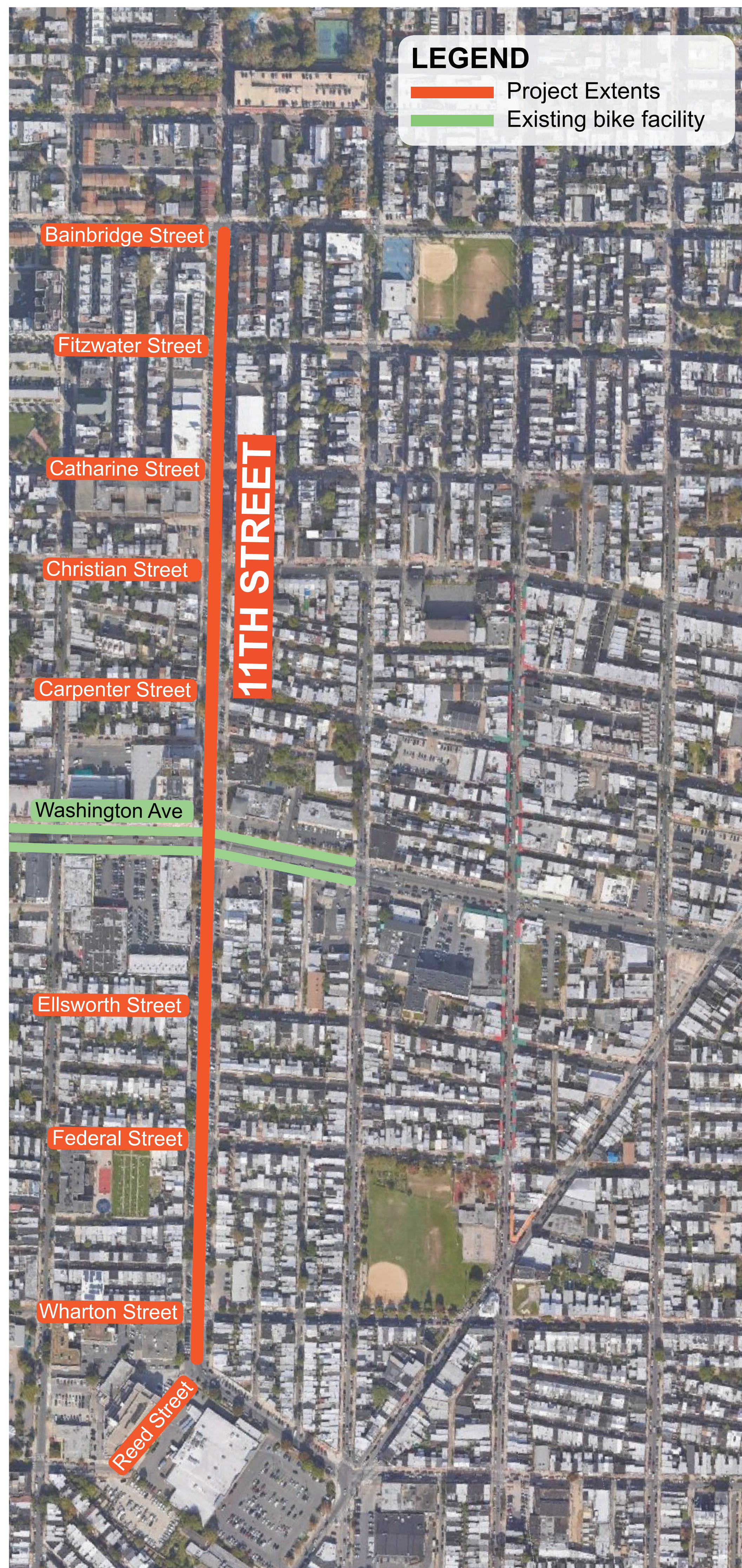
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# WHY RECONFIGURE 11TH STREET?

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## SAFETY ISSUES TODAY:

- Degraded pavement surface
- The gap in the trolley tracks
- Illegal stopping and loading in the road behind parked cars and in the bike lane
- Illegal parking and loading in the corner clearance areas and crosswalks
- Driving and passing in the bike lane
- Shared space at bus stops for buses, people riding transit, and people biking

## SURVEY OF ROAD USERS:

- Over 50 people surveyed in Summer 2018 to gather information on perceptions of traffic safety.
- School crossing guards highlighted many safety issues, including parking near crosswalks and speeding vehicles.
- More than 50% of survey respondents feel more comfortable crossing 10th or 12th Street than crossing 11th Street.
- Nearly 50% of survey respondents wait for SEPTA buses in the road next to parked cars instead of on the curb.
- Survey respondents were concerned about drivers speeding and running red lights.





# BENEFITS FOR PEOPLE WALKING & RIDING TRANSIT

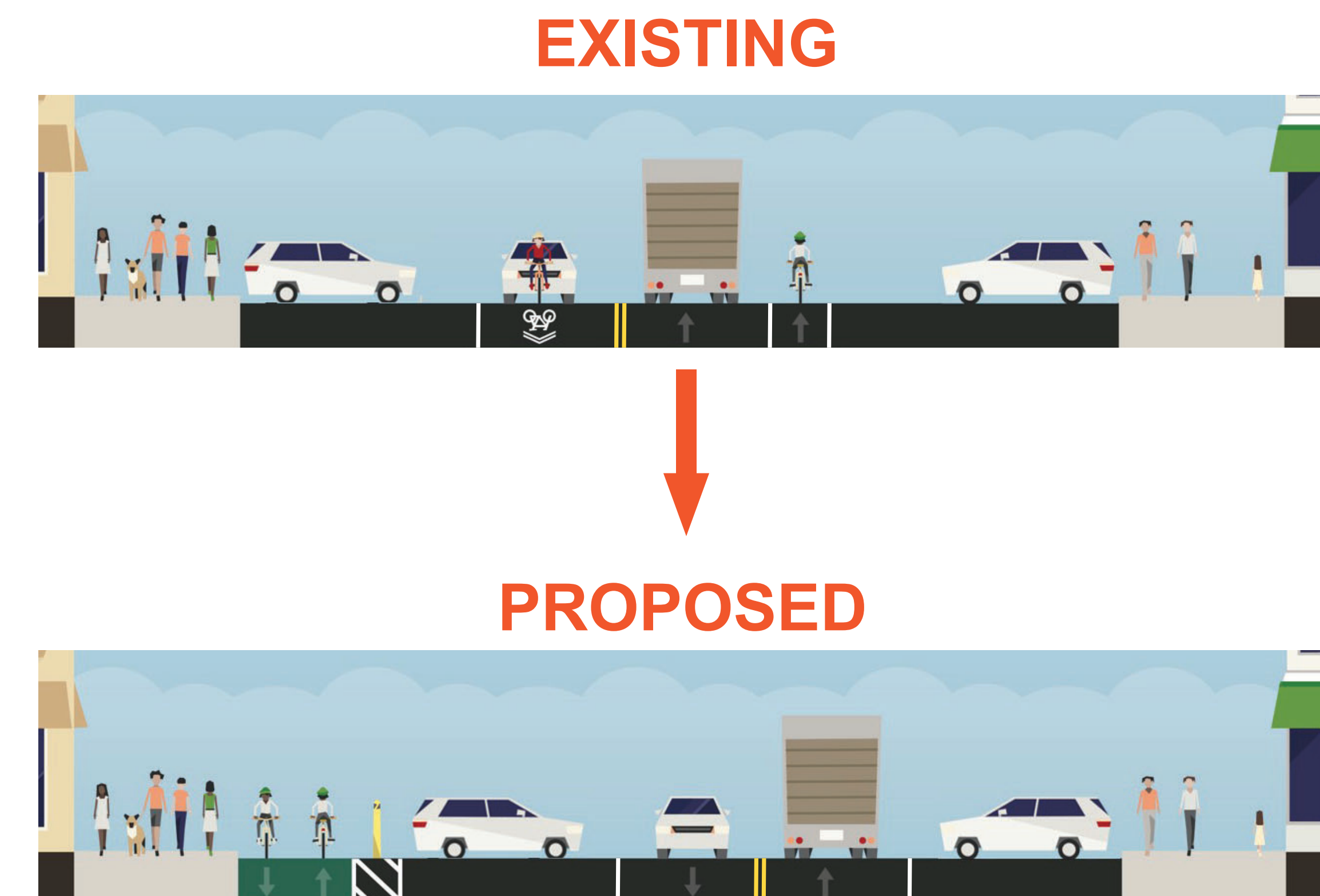
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## PROJECT ELEMENTS:

- Pave over the unused trolley tracks on 11th Street south of South Street
- Add painted bulb-outs at intersections to shorten crossing distance for people walking and provide waiting space for transit riders
- Add a two-way parking protected bicycle lane on the west side
- Reevaluate the location of parking and loading along the corridor to encourage safe and legal behavior



### Existing, west to east:

- Parking
- 1 vehicle travel lane with sharrow southbound
- 1 vehicle travel lane northbound
- Conventional painted bike lane
- Parking

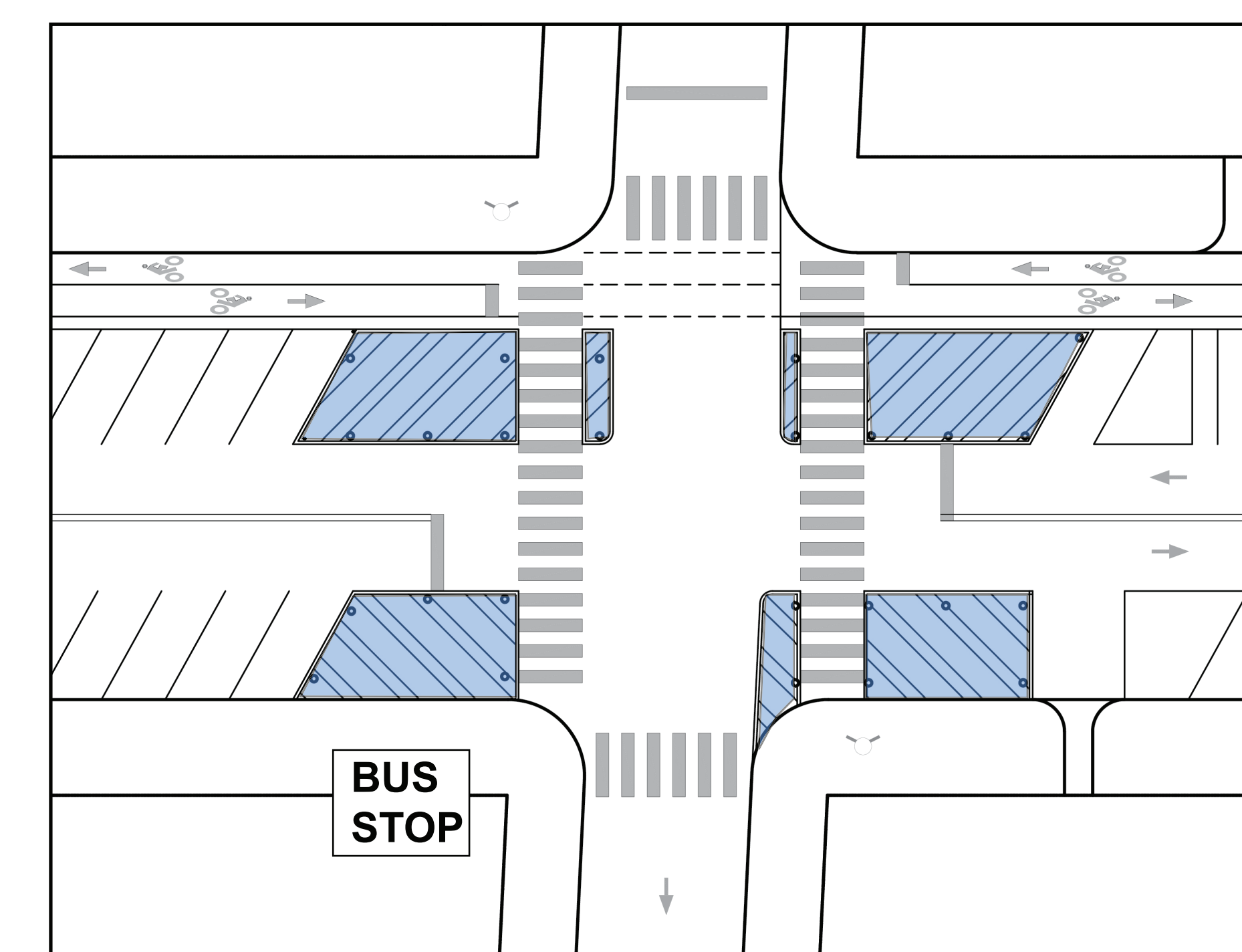
### Proposed, west to east:

- Two-way protected bikeway
- Painted buffer with vertical element
- Parking
- 1 vehicle travel lane southbound
- 1 vehicle travel lane northbound
- Parking

## SAFETY BENEFITS FOR PEOPLE WALKING & RIDING TRANSIT

- Remove the unused trolley tracks
- Add new **painted bulb-outs** to prevent illegal parking in or too close to crosswalk
- Define a space for transit riders to wait
- Remove conflicts between people taking transit and people biking
- Define space for people driving to reduce illegal passing, weaving, and loading
- Reduce stress for everyone on the road by increasing predictability

### Proposed Intersection Layout



### Pedestrian Bulb-Outs in Fishtown





# BENEFITS FOR PEOPLE BIKING & DRIVING

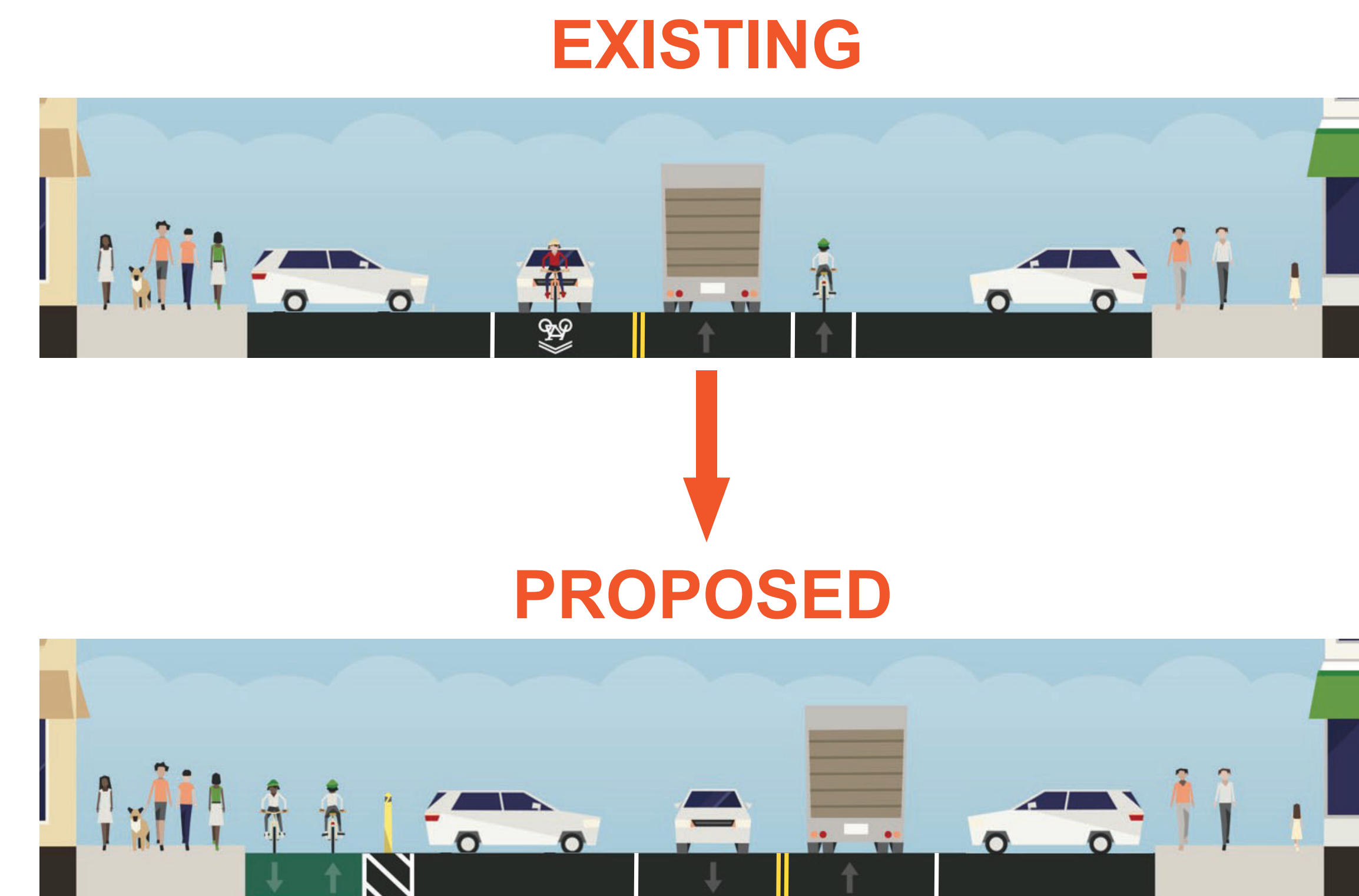
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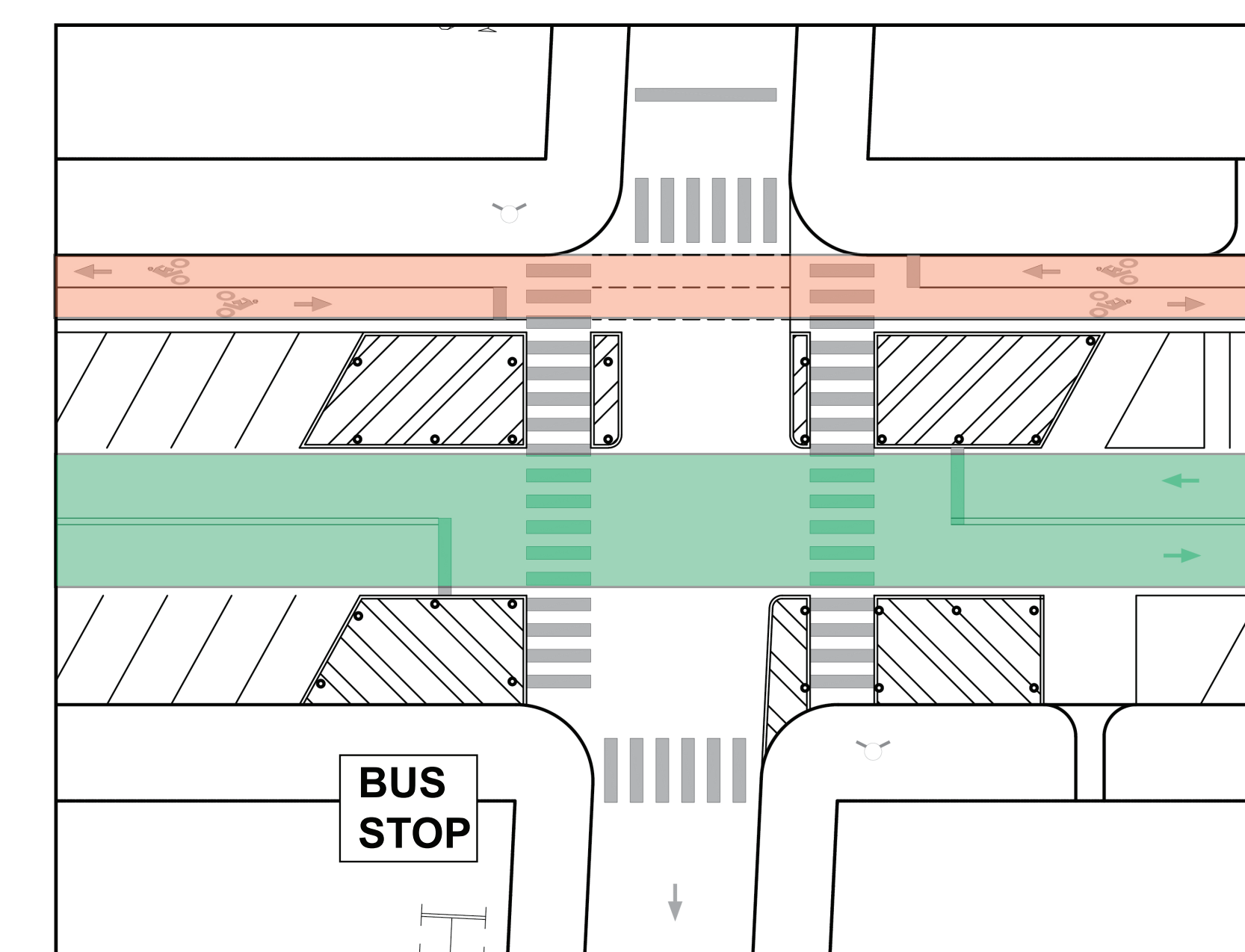
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## SAFETY BENEFITS FOR PEOPLE BIKING & DRIVING

- Remove the unused trolley tracks
- Add a **two-way parking protected bikeway** to provide separate spaces for people biking and driving
- Remove conflicts between people taking transit and people biking
- Define **space for people driving** to reduce illegal passing, weaving, and loading
- Clear illegal parking at corners that obstruct sight lines for people driving making turns
- Improve the intersection of 11th & Reed to control driver movements and facilitate pedestrian and bicycle crossings movements at 11th & Reed

### Defined Space For All Roadway Users



### Parking Protected Two-Way Bikeways





# PARKING & LOADING RECONFIGURATION

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

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 11th Street to analyze and update the parking and loading layout on each block.

## HOW WILL THE PARKING & LOADING LAYOUT CHANGE?

The parking and loading lane on the west side of the street is moved away from the curb and sight-line gored areas are changed to increase safety for all people traveling along the corridor. In addition, there is no longer space to illegally load in the roadway and painted bike lane, so loading zones will be required.

### WINTER 2018/2019

- City staff documented existing parking and loading conditions along 11th Street and took detailed measurements of existing regulations and zones.

### SPRING 2019

- City staff walked 11th Street with PPA staff to identify opportunities for improvements to existing parking and loading layouts, and note areas that will need special attention.
- 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
- 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 property owners along 11th Street to organize loading along the corridor, and will help coordinate the implementation of the new loading strategies.

## WHAT WE NEED FROM YOU

- Input on parking and loading needs on your block of 11th Street.
- Contact information from residents and business owners on 11th Street for follow-up communication.