

22ND STREET ROADWAY RECONFIGURATION & PROTECTED BICYCLE LANE PROJECT

GOALS & OBJECTIVES

- Create a high quality bicycle network in Center City
- Reduce potential conflict between right-turning vehicles and people biking
- Reduce potential conflict between buses drivers and passengers and people biking
- Reconfigure the parking and loading layout

PROJECT SUMMARY

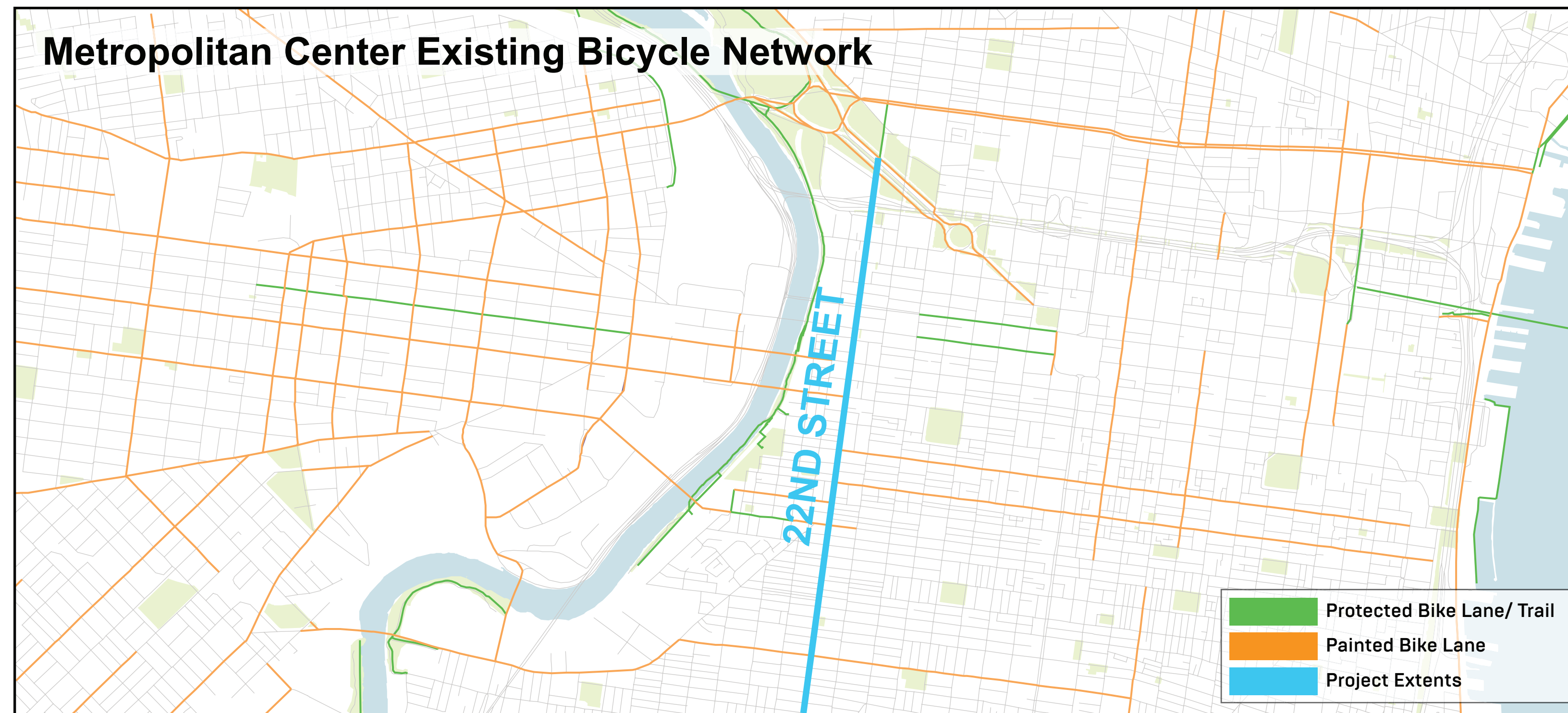
- Repave 22nd Street from Market Street - Snyder Avenue
- Restripe 22nd Street from Race Street - Market Street
- Move the bike lane from the right to the left on 22nd Street to improve the visibility of people riding bikes
- Move the parking and loading lane from left to right on 22nd Street to preserve curbside access for drivers
- Install flexible delineator posts along the 22nd Street bicycle lane between Market - South Streets to create separated, dedicated spaces for people biking
- Build high quality bicycle network links as part of routine repaving projects



1-YEAR PROJECT TIMELINE



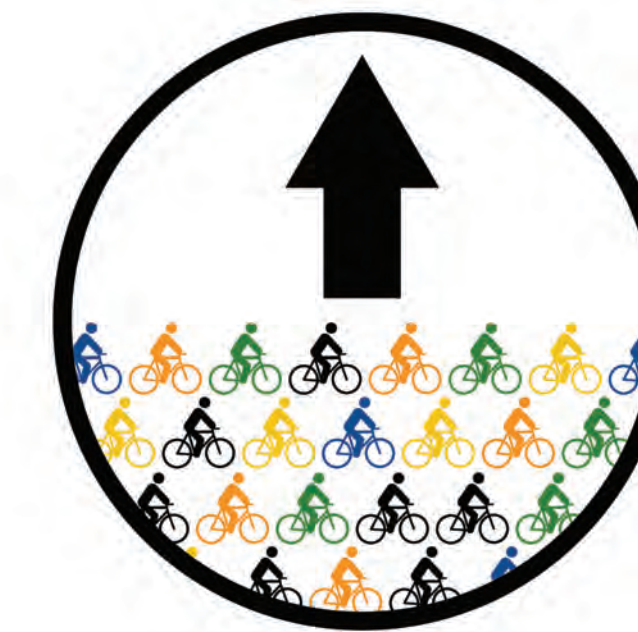
EXISTING BIKE NETWORK & RIDERSHIP



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



More than **1,500 bikers/day** use 22nd Street.



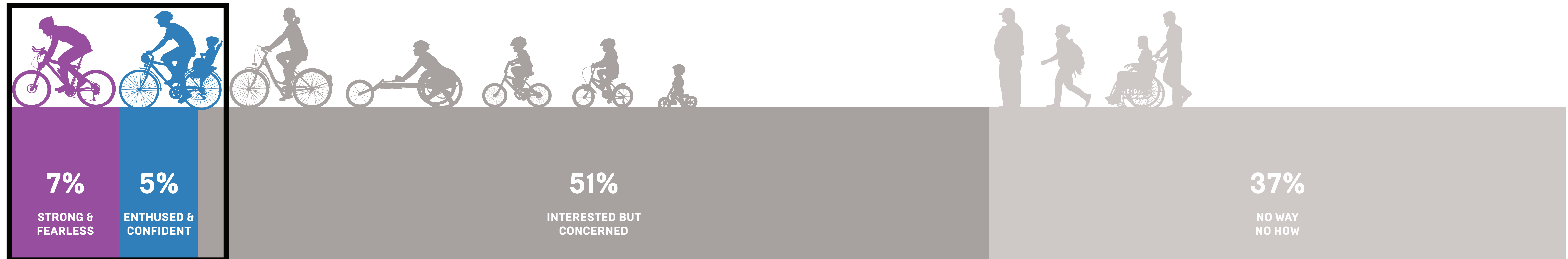
The total **number of people riding bikes in Philadelphia has increased 14%** in the last 5 years.



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.



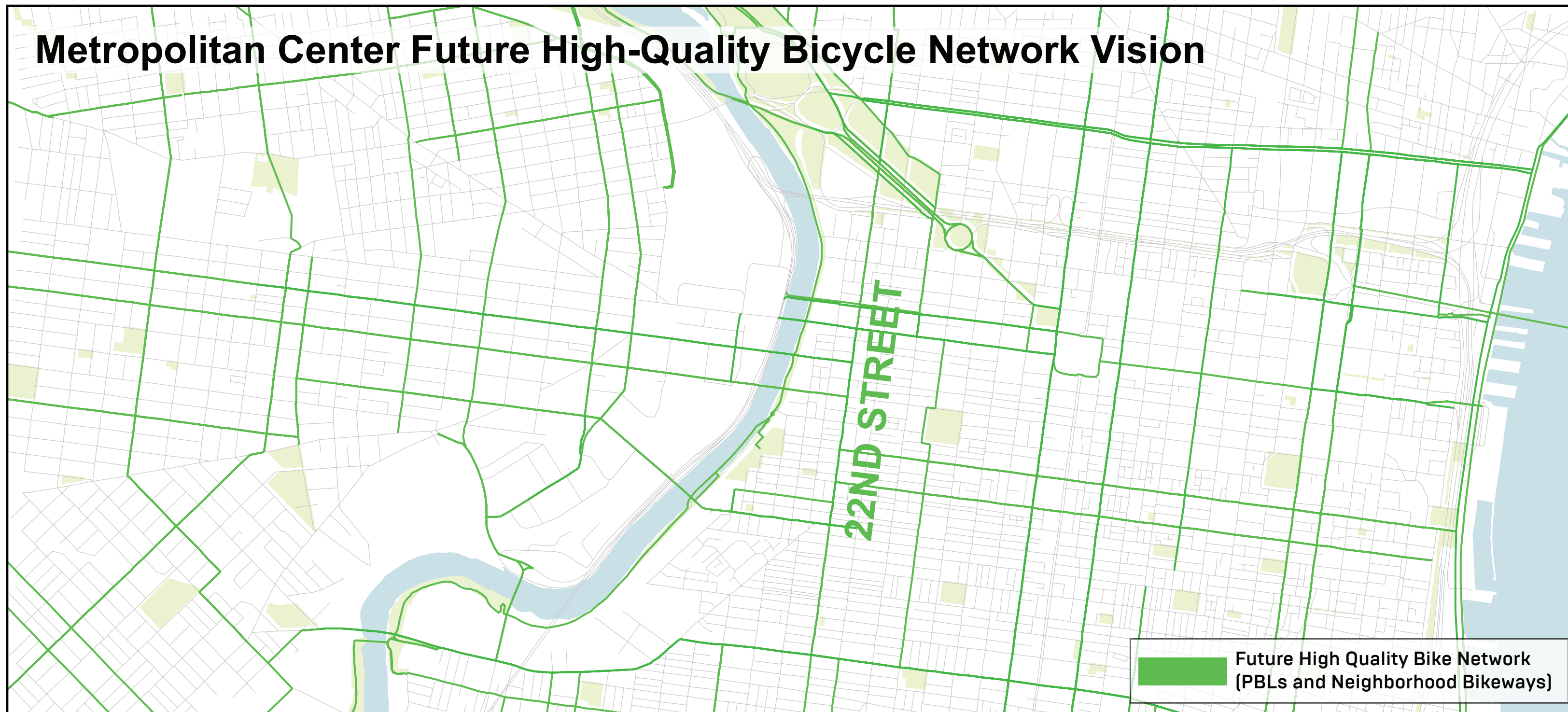
Strong and Fearless: People willing to bicycle with limited or no bicycle-specific infrastructure

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

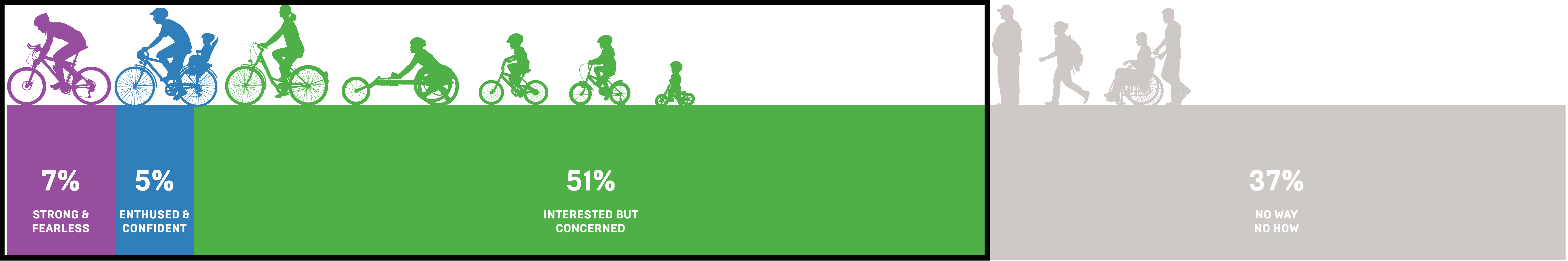
KNITTING THE NETWORK - VISION



NEIGHBORHOOD BIKEWAYS	PROTECTED BIKE LANES
<p>WHAT Combines traffic calming, wayfinding, & intersection improvements.</p> <p>WHERE For low-volume, low-speed streets that offer alternatives to high-volume roads.</p> <p>WHO Cities like Portland & Minneapolis have similar successful networks.</p> <p>EXISTING 13th and 15th Streets in South Philadelphia are designated neighborhood bikeways.</p> <p>FUTURE 13th and 15th Streets in North Philadelphia will be designated neighborhood bikeways.</p>	<p>WHAT Physically separated by a barrier to increase bike rider comfort and safety.</p> <p>WHERE For streets with heavy vehicle traffic, transit routes, large vehicles, and/or higher speeds.</p> <p>WHO The US has nearly 300 miles of protected bike lanes in cities across the country.</p> <p>EXISTING There are nearly 3 miles of protected bike lanes in Philadelphia today.</p> <p>FUTURE 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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No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place

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 22ND STREET?



PROJECT ELEMENTS:

- Restripe 22nd Street from Race Street - Market Street and move the conventional bike lane from right (east) to left (west)
- Repave 22nd Street from Market Street - South Street, move the bike lane from right (east) to left (west), and add flexible delineator posts to the bike lane buffer
- From Market Street - South Street move the parking/loading lane from left (west) to right (east)
- Repave 22nd Street from South Street - Snyder Avenue and move the conventional bike lane from right (east) to left (west)

EXISTING

PROPOSED

Race Street - Market Street



Market Street - South Street



South Street - Snyder Avenue



PROJECT FOCUS

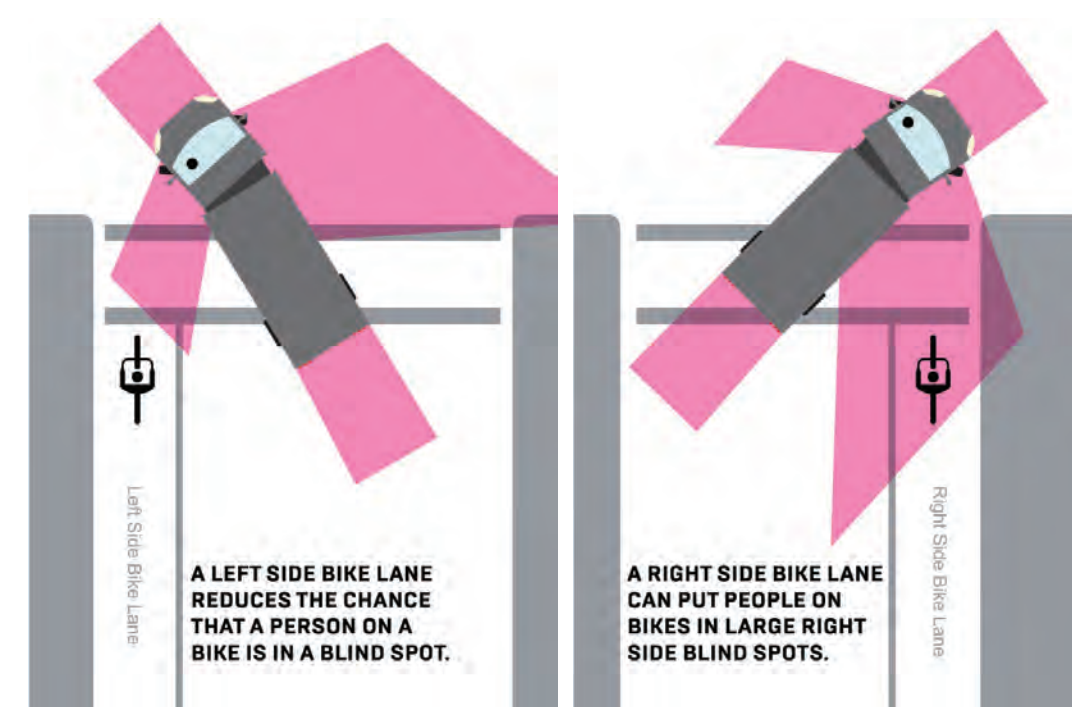


DELINEATOR POSTS

- 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



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 goal 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.**



Photo credit: Tom Beck

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.

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 22nd 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 will move from the left (west) side of 22nd Street to the right (east) side of 22nd Street.

WINTER 2018/2019

- City staff documented existing parking and loading conditions along 22nd Street and took detailed measurements of existing regulations and zones.
- City staff will walk 22nd 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.

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 property owners along 22nd Street 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 block 22nd Street.
- Contact information from residents and business owners on 22nd Street for follow-up communication.