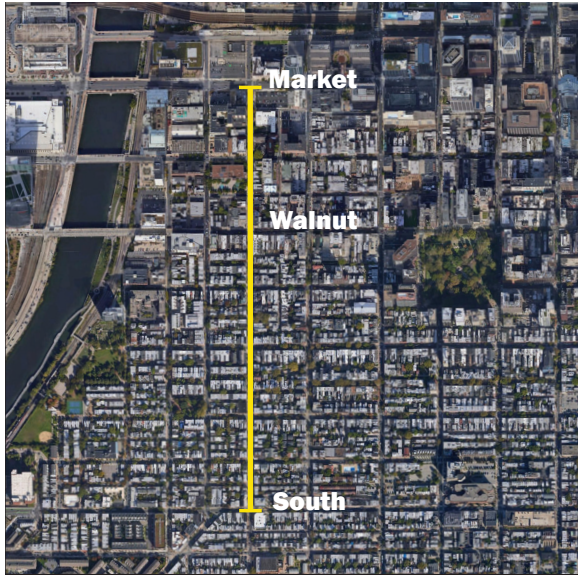


# 22ND STREET PROTECTED BIKE LANE PROJECT

2019 Fact Sheet

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



## PROJECT BOUNDARIES:

22nd Street, South Street - Market Street

## PRIMARY PROJECT GOALS:

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

## FATALITIES & INJURIES



74 people were injured in crashes on 22nd street between South and Market streets between 2013 and 2017; **36% were people walking and 11% were people riding bikes.**

## PEOPLE ON BIKES



22nd Street is well used already by people on bikes. On average, **over 1,500 people on bikes per day** used the bike lane in 2012.

## IMPROVING SAFETY FOR EVERYONE

Twenty-second Street is Center City West's primary north-bound bicycle connection.

The restriping and repaving project will provide safety upgrades to the existing bicycle facilities and better delineate the space for all travelers within the roadway. The project will relocate the bicycle lane to the left-hand side from Snyder Avenue to Race Street. In addition, where the bike lane is curbside between Market and South Streets, it will be upgraded to a protected bicycle lane.

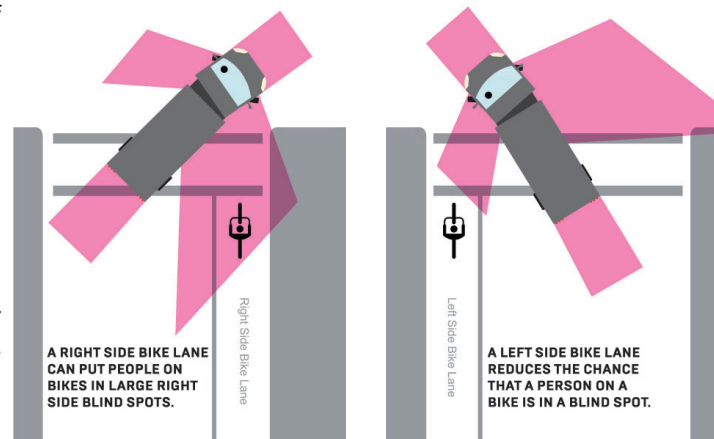
This will encourage people to bicycle and connect to existing bikeways, including South and Lombard Streets and the new ramp to JFK Boulevard.

Updated intersection treatments will increase predictability and awareness and all travelers will benefit from a better overall street configuration.

## WHY SHIFT TO THE LEFT-HAND SIDE AND PROTECT THE 22ND STREET BIKE LANE?

This project provides the opportunity to increase the safety of the bicycle lane by relocating it to the left-hand side of the street. Research shows that a person on a bike in a left-hand bicycle lane has a reduced chance of being in the blind spot of a person driving. This will also remove people on bikes from the side of the street with bus stops, which will reduce bus/bike conflict points.

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.



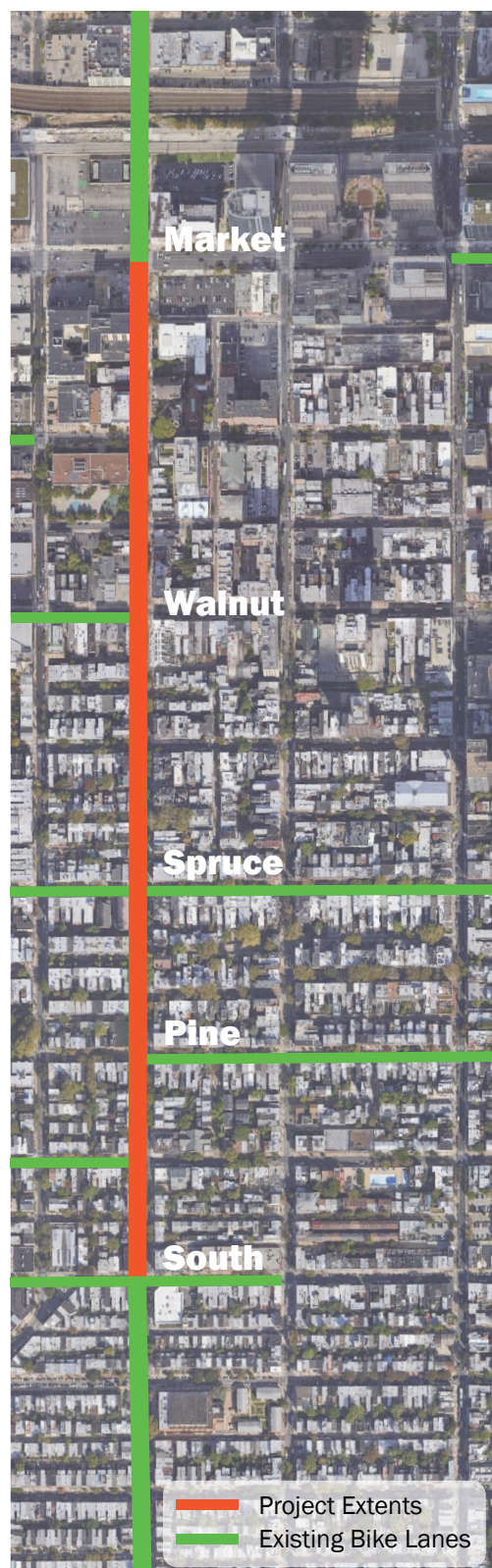
Please send questions and comments to:  
[otis@phila.gov](mailto:otis@phila.gov) care of  
Jeannette Brugger, Bicycle & Pedestrian Coordinator

CITY OF PHILADELPHIA  
**otis**

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

# 22ND STREET PROTECTED BIKE LANE PROJECT

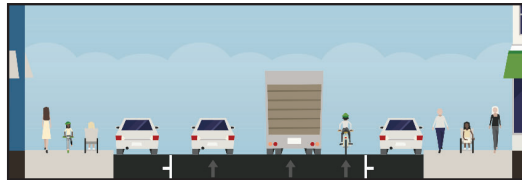
2019 Fact Sheet



## Race Street - Market Street

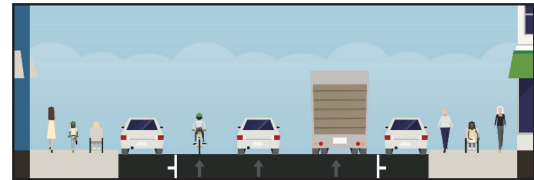
### EXISTING

Parking on both sides  
Two north-bound vehicle lanes  
One right-hand conventional bike lane



### PLANNED

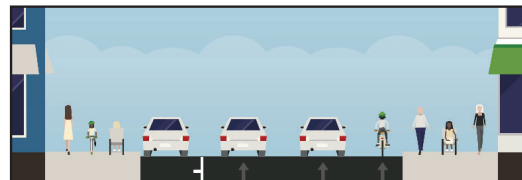
Parking on both sides  
Two north-bound vehicle lane  
One left-hand conventional bike lane



## Market Street - South Street - PROJECT FOCUS

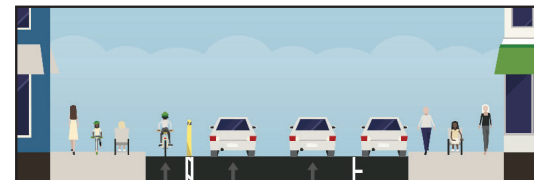
### EXISTING

Parking on the left-hand side  
Two north-bound vehicle lanes  
One right-hand conventional bike lane



### PLANNED

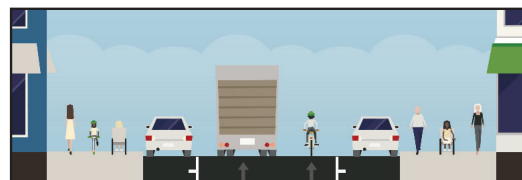
Parking on right-hand side  
Two north-bound vehicle lanes  
One left-hand protected bike lane



## South Street - Snyder Avenue

### EXISTING

Parking on both sides  
Two north-bound vehicle lanes  
One right-hand conventional bike lane



### PLANNED

Parking on west side  
Two north-bound vehicle lanes  
One left-hand conventional bike lane

