



13TH STREET REPAVING &
BIKE LANE UPGRADE SAFETY PROJECT
SOUTH – SPRING GARDEN STREETS

CALLOWHILL NEIGHBORS MEETING
4.10.23



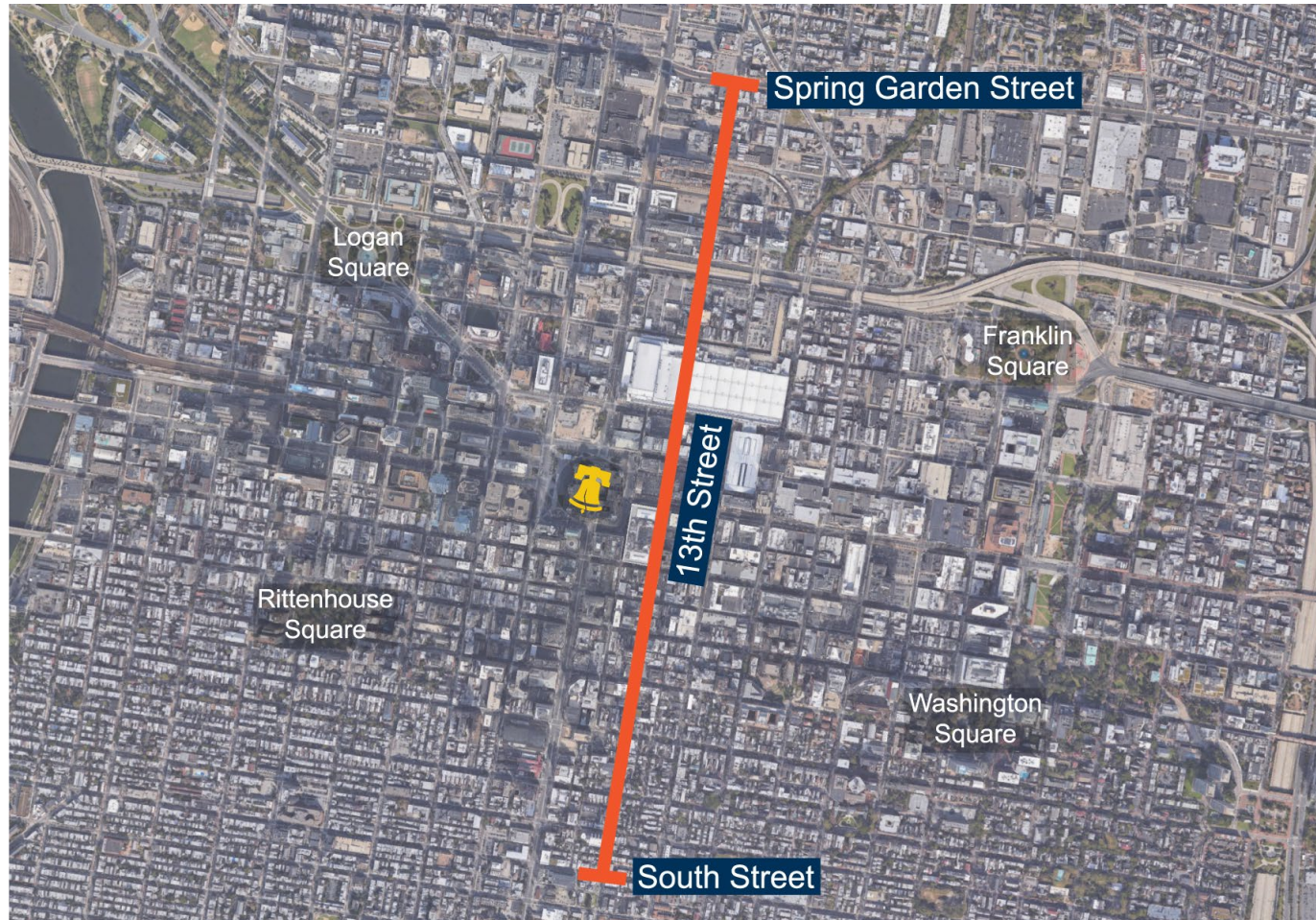
City of
Philadelphia

PRESENTATION OUTLINE

- Introductions
- What is proposed and why?
- Project Details
- Timeline
- Next Steps



PROJECT LIMITS: 13TH, SOUTH – SPRING GARDEN

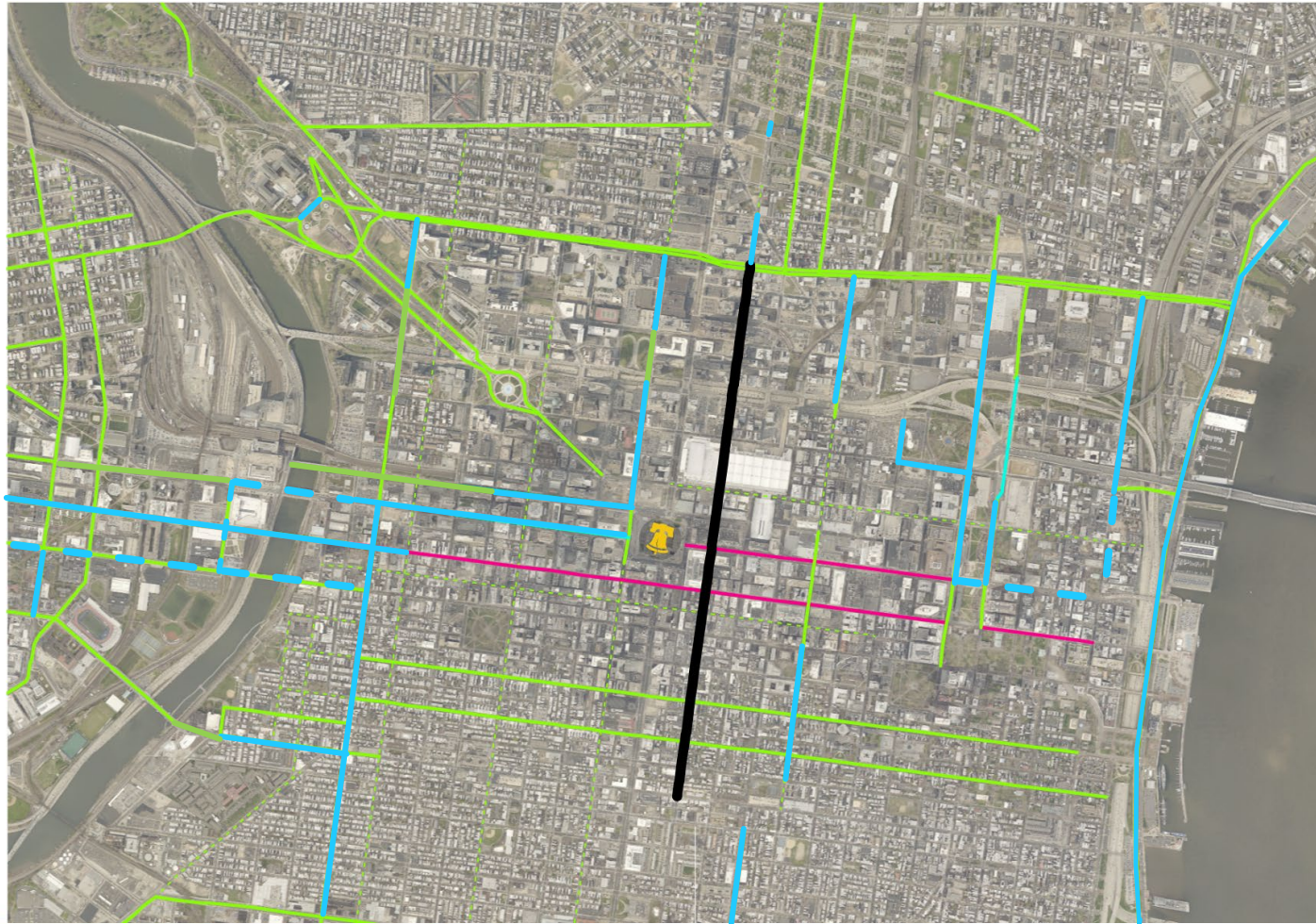


WHAT IS PLANNED?

- Parking and loading moved to the east/right side of 13th Street
- Bike lane moved to the west/left side of the street
- Addition of flexible delineator posts to keep drivers/cars out of bike lane



13TH IS A KEY NORTHBOUND BIKE ROUTE



- Project Extents
- Separated Bike Lane
- Painted Bike Lane
- Bus/Bike Bike Lane
- Sharrows
- - - Proposed SBLs

CRASHES OCCUR ON 13TH STREET

CRASHES ON 13TH STREET



Between 2017 and 2021, **84 crashes** were reported within the project corridor. **30** of those crashes involved people walking and **12** involved people using bicycles.

INJURIES ON 13TH STREET

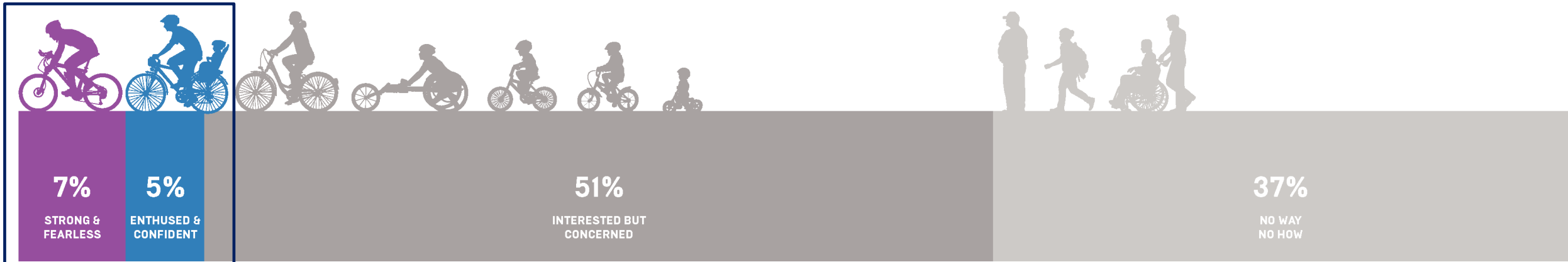


90 people were injured between 2017 and 2021 within the project corridor. **5** people were seriously injured.

DOUBLE PARKING AND LOADING IN BIKE LANES



WHY SEPARATED BIKE LANES?



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

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

Source: City of Portland, OR

WHY SEPARATED BIKE LANES?

- Makes bicycling more **accessible to all people**
- **Improves safety** for all users of the roadway
- **Decrease in sidewalk** cycling
- Supports a **healthy** and active Philadelphia
- Has a **positive economic impact on businesses** along the corridor
- Consistent with **best practices** (NACTO, FHWA)



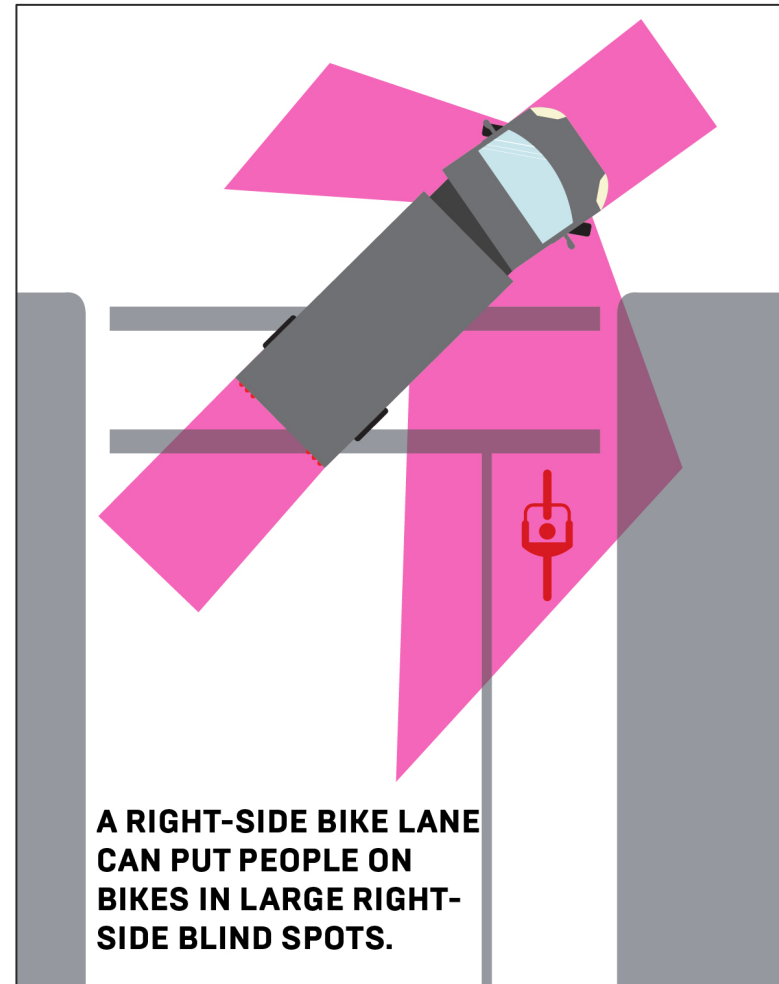
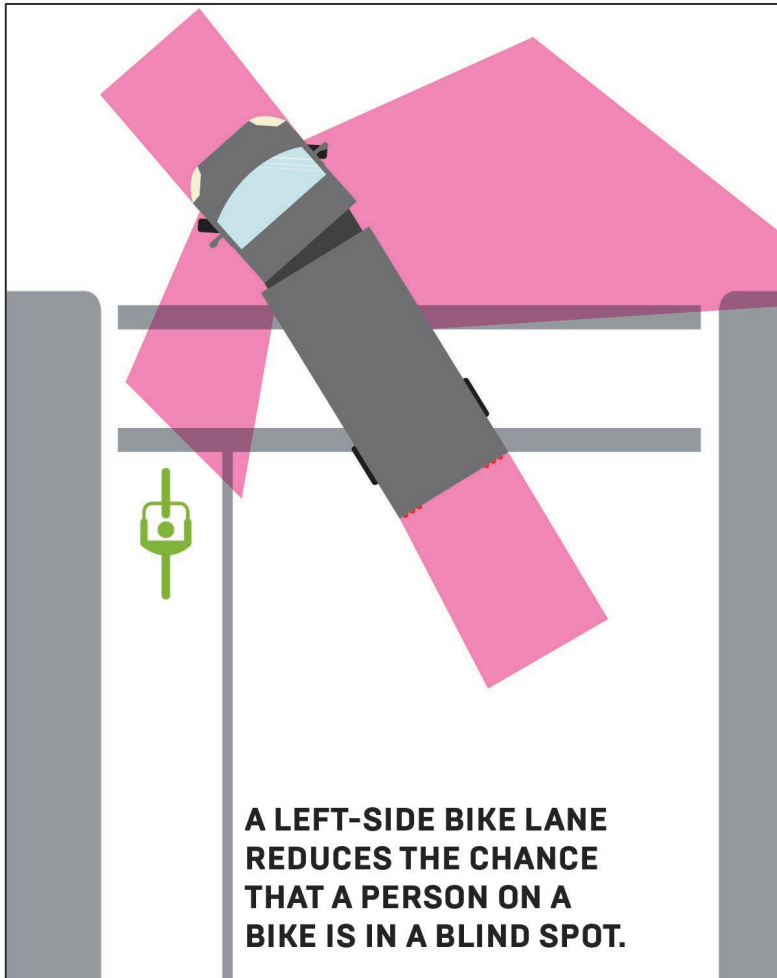
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WHY LEFT HAND BIKE LANES?



WHAT WILL HAPPEN TO PARKING & LOADING?

- Block by block analysis on-going along 13th Street
- Get in touch to request a loading zone as the layout is finalized with PPA
- Locust – Chestnut Streets will be all-loading for business and customer during the daytime and nighttime parking



MORE DETAILS ON THE PRINT OUTS ON THE TABLE

TIMELINE



2019

March/April
2023

April & May 2023

Summer
2023

Outreach
to RCOs &
Businesses


Finalize
Parking/Loading
Layout

Share Block by
Block plans w
RCOs

Repaving &
Restriping &
New Signs



NEXT STEPS

- Door to door engagement to share information about project & how to get loading zones
 - Finalize parking and loading layout with PPA/Streets/Businesses
 - Pre-construction outreach
 - Road repaving & sign installation
- 



QUESTIONS?

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