

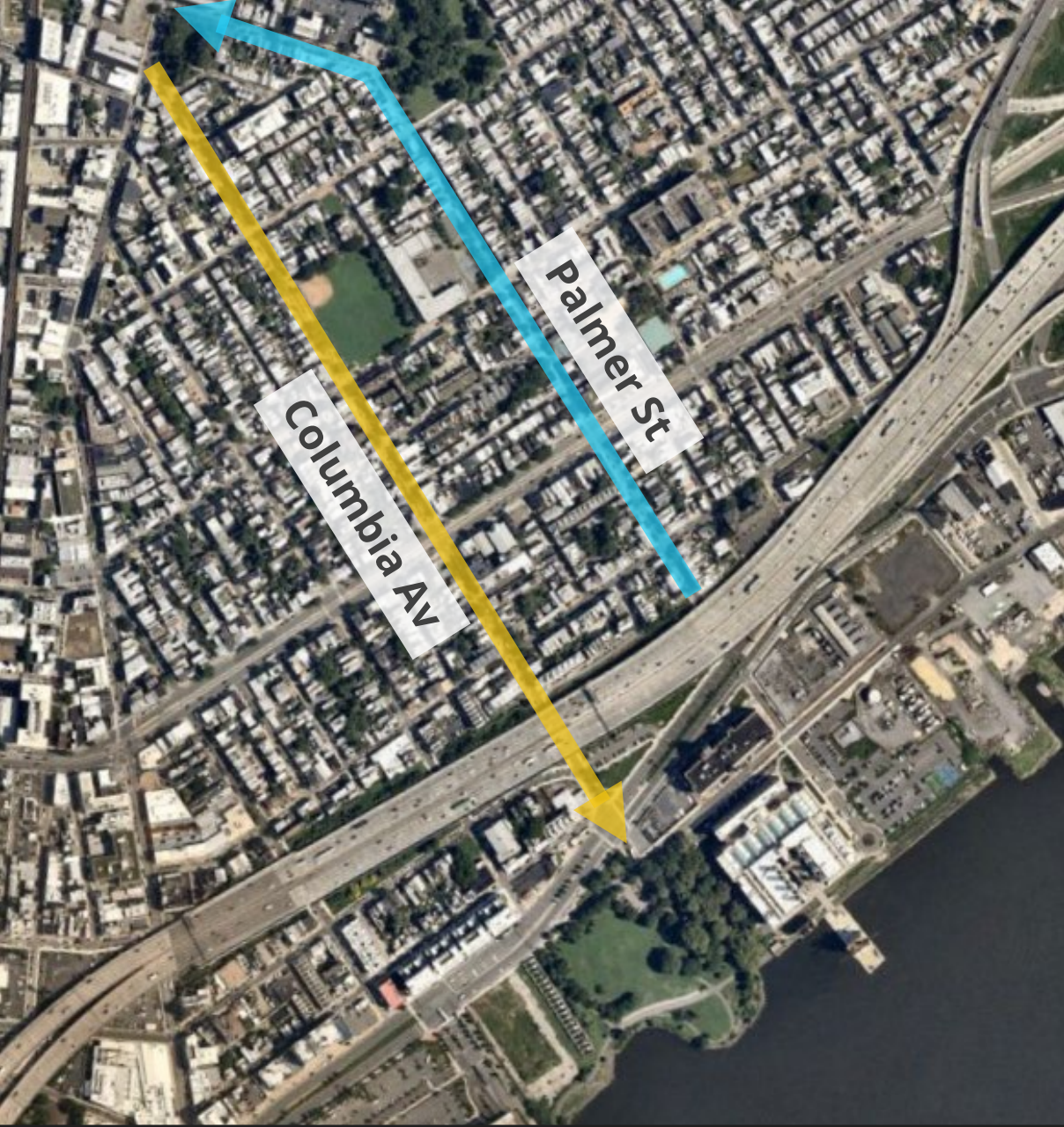
Columbia & Palmer Neighborhood Bikeways

FNA Community Meeting

September 17, 2025



Office of
**Multimodal
Planning**

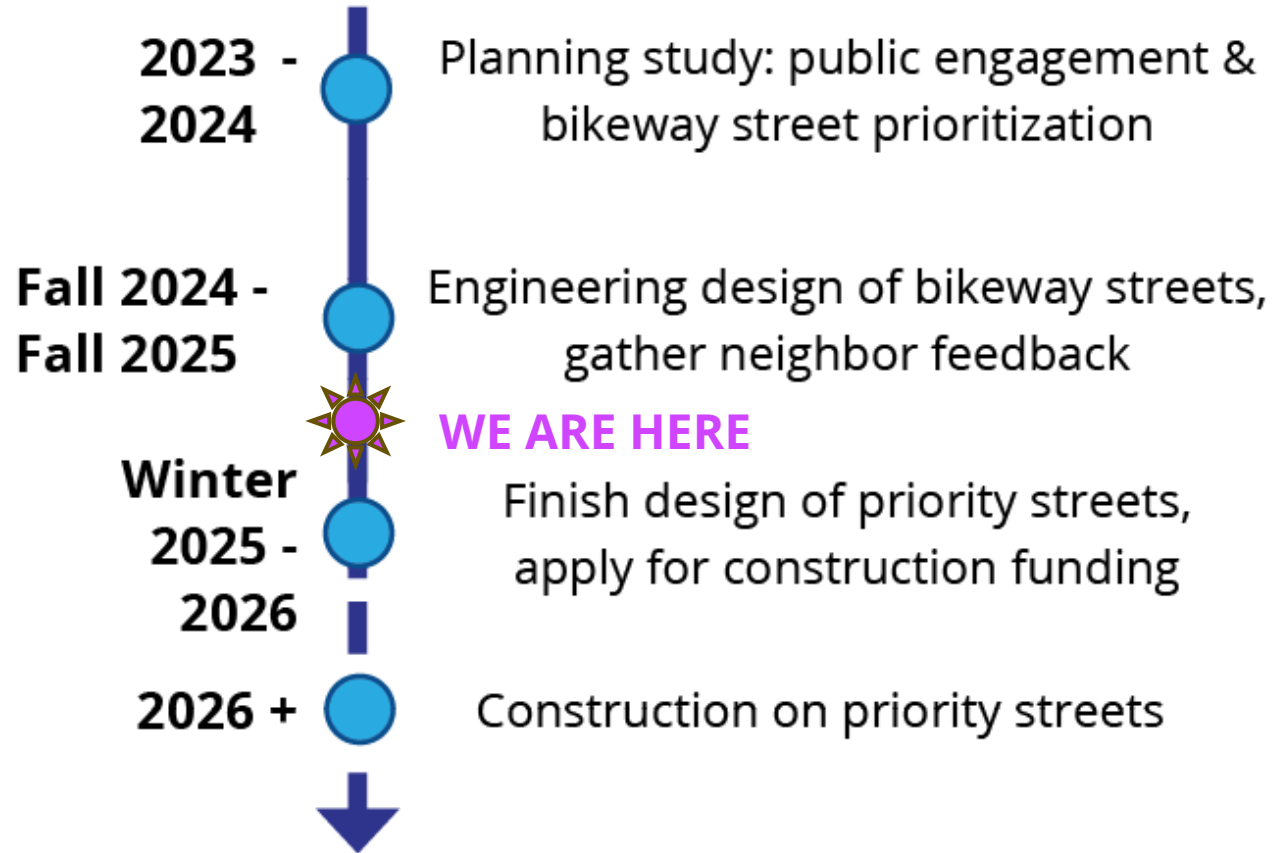


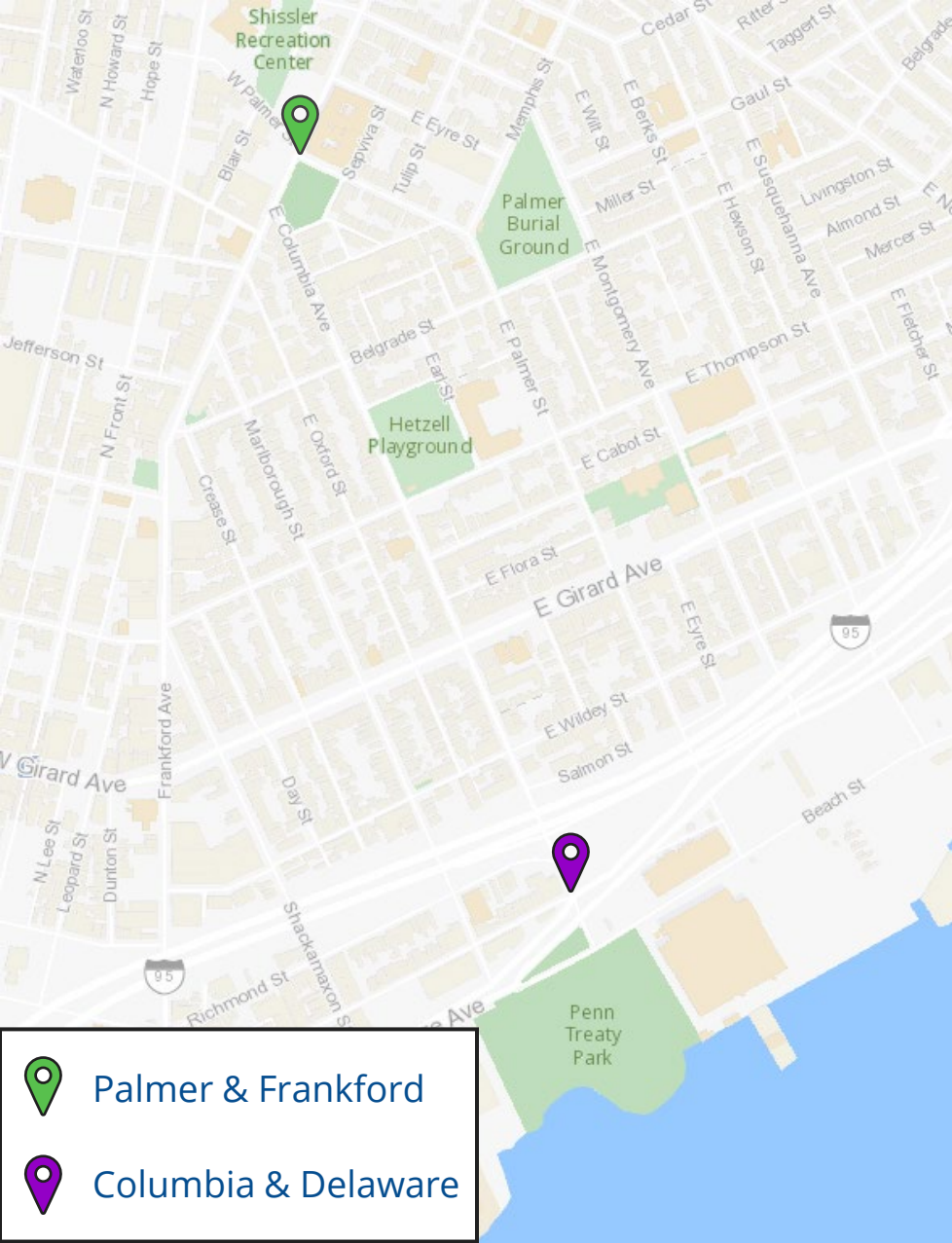
Project Overview & Goal

Goal:

Create traffic-calmed neighborhood streets with slower speeds and safer conditions for people of all ages and abilities — whether walking, biking, or driving 🚲 🚶 🚲 🚗

Engagement to Date





Key Decisions

1. Eastbound: Palmer & Frankford
2. Westbound: Columbia & Delaware



Eastbound



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Eastbound Options: Palmer & Frankford

Eastbound Layout A

Parking-separated contraflow bike lane: Palmer → Sepviva

- ✅ Benefits: Separates bikes from traffic and provides traffic calming
- ⚠️ Concerns: Traffic queues, loading conflicts near Neumann Senior Home
- 🚕 Requires dedicated loading zones



Eastbound Layout A

Westbound Palmer queues would increase in peak periods, particularly PM peak hour

🚗🚗 Approx. 3 car lengths in the AM peak hour

🚗🚗 Approx. 14 car lengths in the PM peak hour

Field observations also completed to vet traffic model results

Peak Hours: 7:45 – 8:45am & 5:30 – 6:30pm



95th percentile queue data = the worst few minutes of the highest traffic hour of the day



Eastbound Layout B

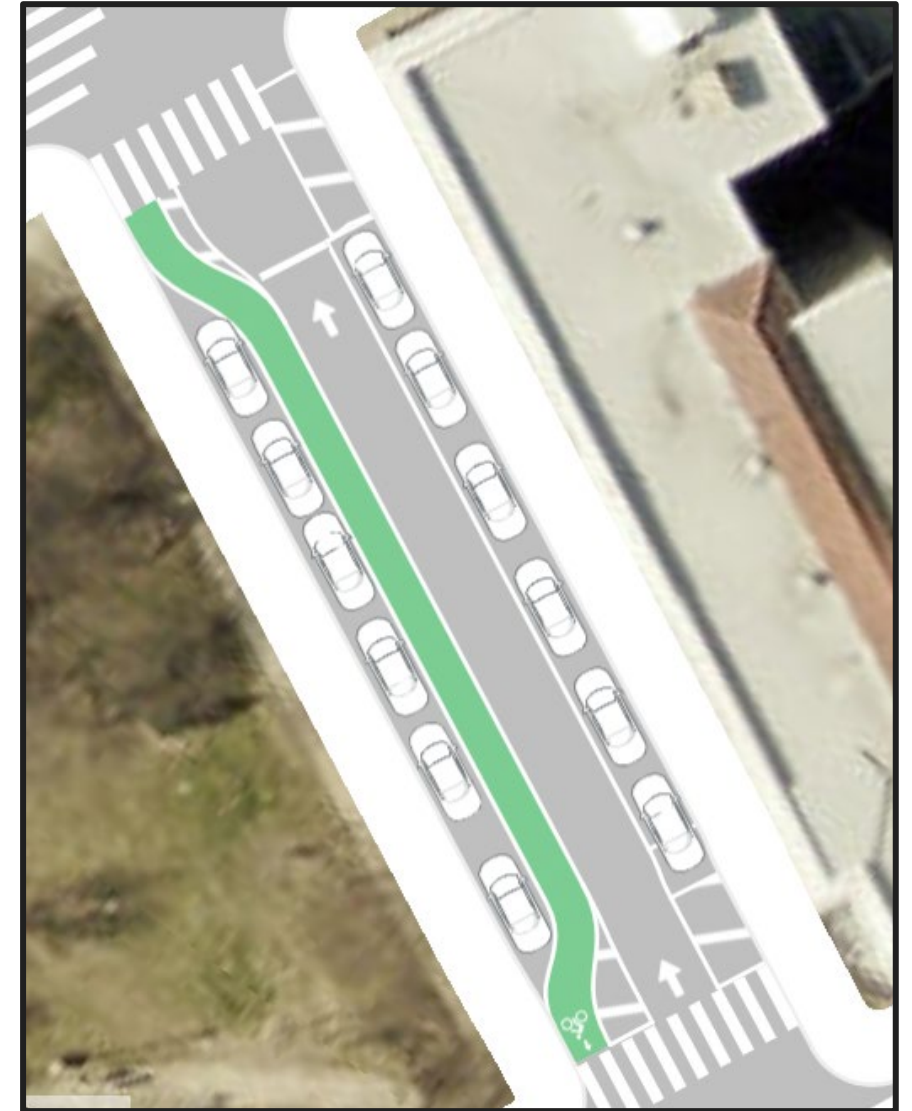
Striped Contraflow Bike Lane

- ✓ **Simpler** – familiar design used elsewhere in Philly. Just paint, simpler to implement
- ✓ **More flexibility** – more room for drivers to maneuver and pass turning vehicles

⚖️ **Trade-offs:**

Less physical separation for people biking

More space for drivers means higher speeds



Loading on this Block

Existing ADA Spots

EXISTING



Curbside regulations

Unregulated

Handicap Spot

Daytime Loading

Proposed loading zone

PROPOSED



Included with both alternatives

City Recommendation

Install Layout A with this project

Address concerns with:

- Loading zone at Neumann
- Install traffic calming + monitor queues



Above: Parking-separated bike lane at S 47th & Springfield

Westbound Options: Columbia at Delaware Avenue



Westbound A



Westbound B

Westbound Route A: Columbia Contraflow Bike Lane

Details:

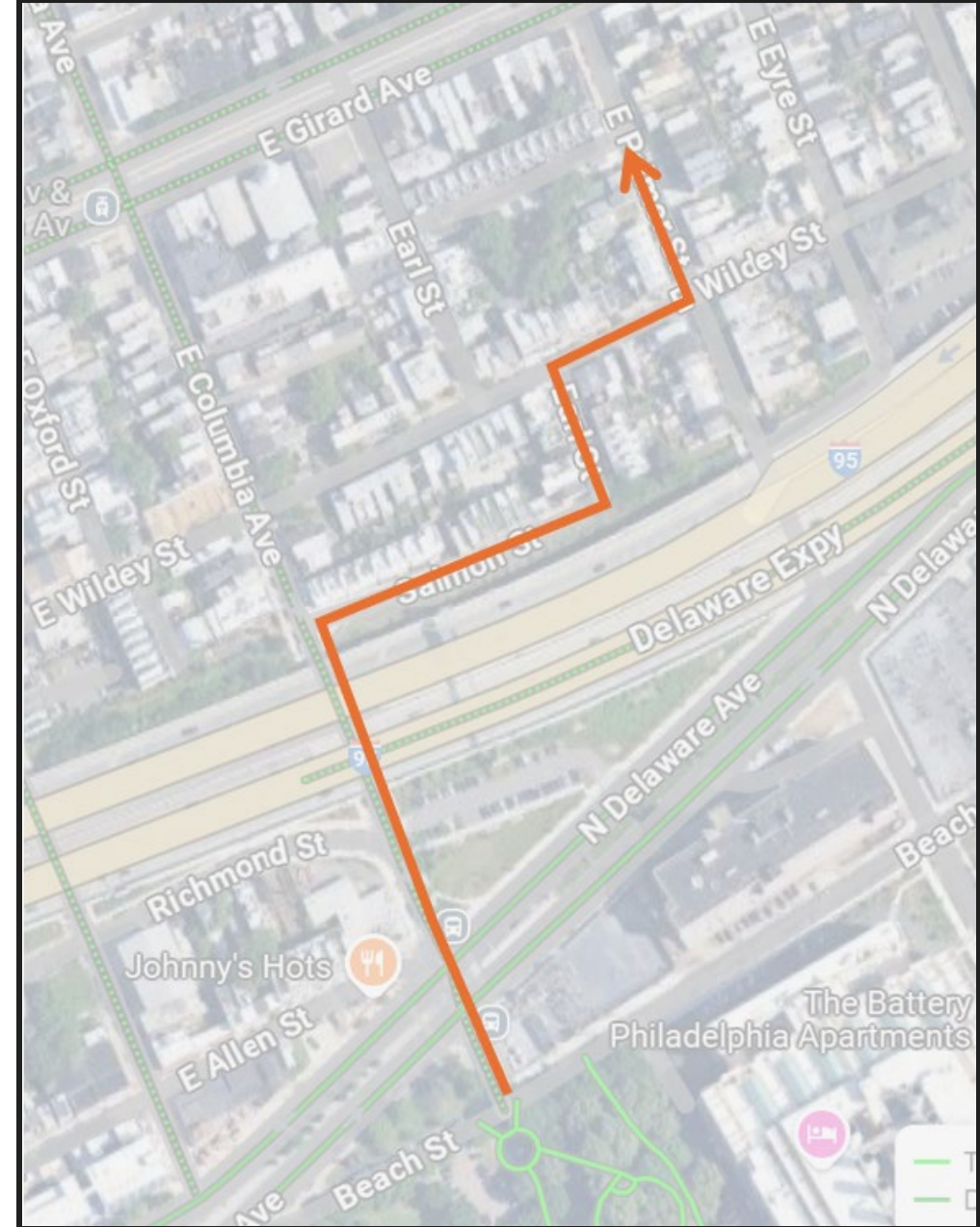
Contraflow bike lane + sidepath

Pros:

Low-stress route from Penn Treaty
Minimal interaction with drivers

Concerns:

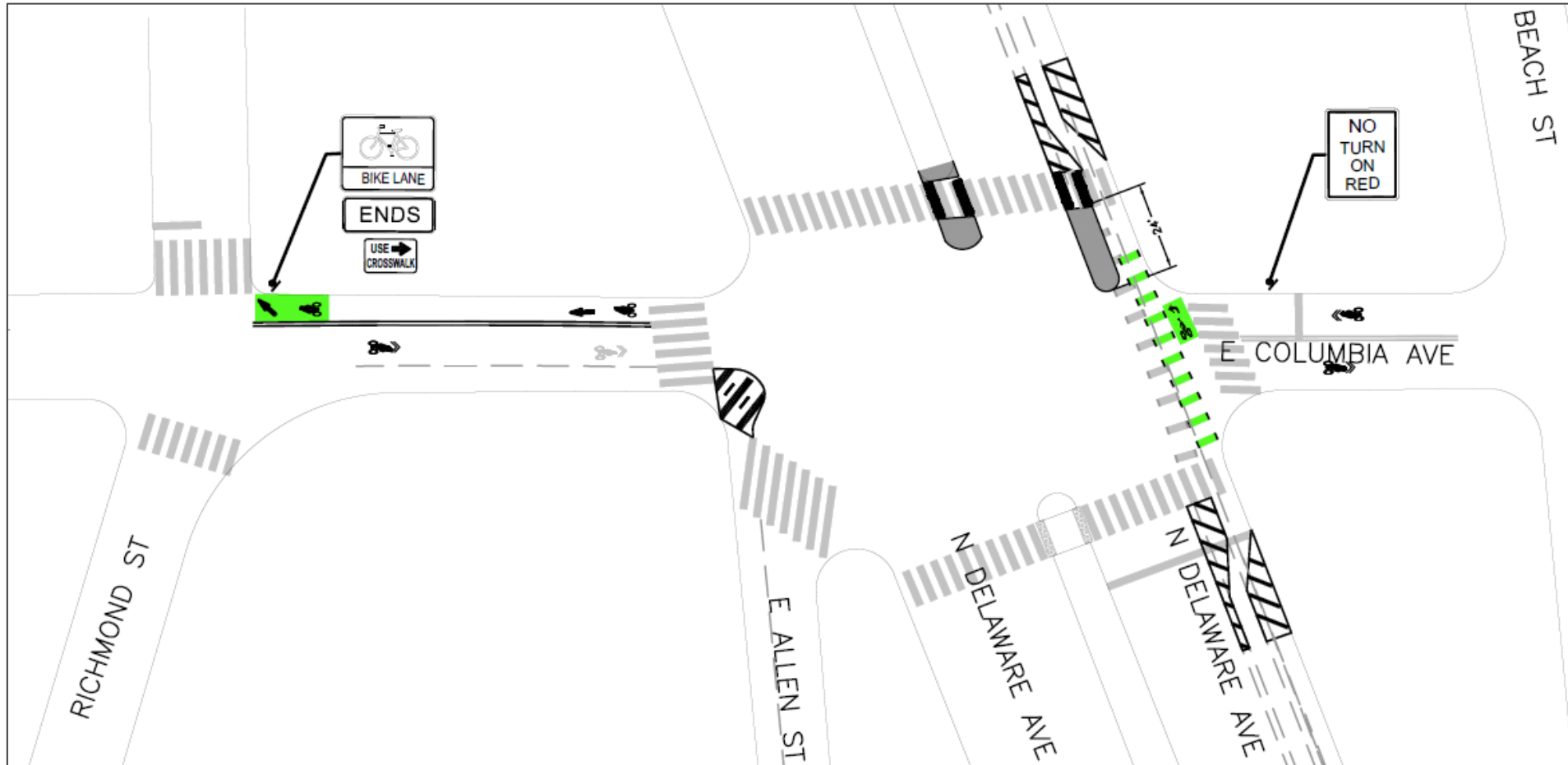
Removes 4 parking spaces by surface lot

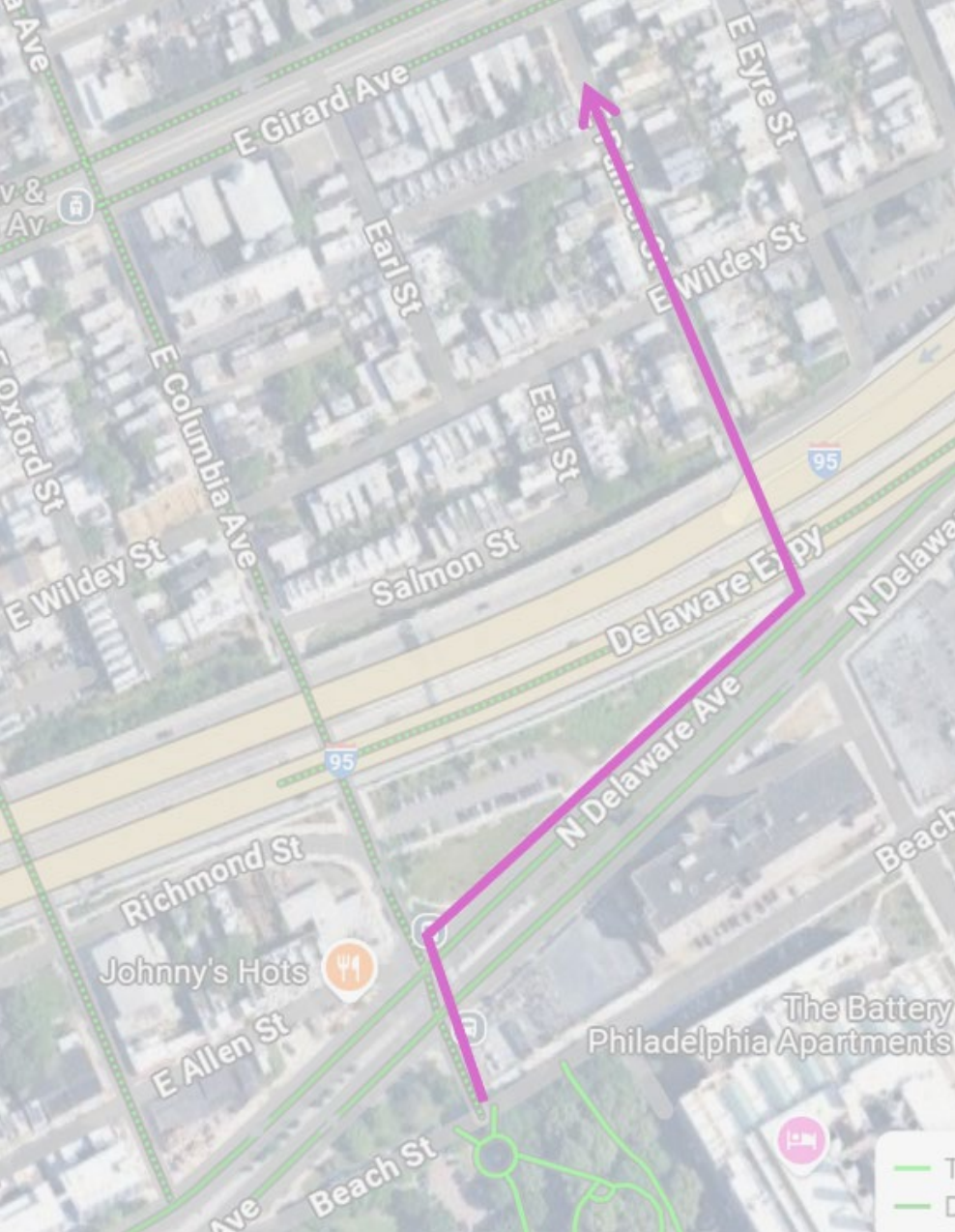


Westbound Route A: Columbia Contraflow Bike Lane



Westbound Route A: Columbia Contraflow Bike Lane





Westbound Route B: Delaware Ave Bikeway

Details:

Two-way separated bikeway along southbound Delaware Av

Pros: Could extend to Aramingo → connection to I-95 paths + traffic calming of Delaware Av

Challenges: Separate project required, PennDOT approval needed for lane removal, longer timeline for design

City Recommendation

✓ Advance Route A (Columbia Av → Contraflow Bike Lane & Shared Path under Bridge)

Provides a safe, direct westbound bikeway connection

Minimal parking loss (~4 spaces)

Includes daylighting + traffic calming at Earl/Wildey

🕒 Study Route B (Delaware Ave) for future project

Valuable long-term connection to I-95 paths & riverfront

Requires PennDOT approval & lane repurposing

More complex implementation





Next Steps & Timeline

Moving forward together

- Finalize route decisions by voting tonight
- Finalize engineering design plans this Fall
- Coordinate with PennDOT (Frankford, Girard, Delaware)
- Seek construction funding

Community Vote

How to vote on bikeway options

1. Vote in-person at tonight's meeting



How can people who aren't here today vote?

1. Virtually via QR Code



Thank You

Jeannette, Kristen, & Adam

Office of Multimodal Planning
Central District