



Memorandum: Columbia & Palmer Neighborhood Bikeway Route Options

To: Fishtown Neighbors Association Board
From: Jeannette Brugger, AICP, Adam Smith, PE, Kristen Ciambella
Subject: Columbia Avenue and Palmer Street Fishtown Neighborhood Bikeway Route Analysis
Date: April 7, 2026

Summary

This memo reviews two Fishtown neighborhood bikeway route options, summarizes concerns raised by neighbors, and evaluates multiple alternatives. It focuses on two locations with unique design elements: (1) the eastbound route on Palmer Street at Frankford Avenue adjacent to Palmer Park, and (2) the westbound route on Columbia Avenue at Delaware Avenue.

Based on traffic analysis, engineering review, and community input, the City recommends moving forward with Eastbound Route A1 and Westbound Route A.

What is a Neighborhood Bikeway?

A Neighborhood Bikeway, sometimes called a Bike Boulevard, is a local street designed as a safer, lower-stress route for people biking. These streets are designed to reduce vehicle speeds and discourage cut-through traffic, making it more comfortable for people of all ages and abilities.

Unlike streets with dedicated bike lanes, neighborhood bikeways rely on traffic calming features, signage, and other improvements to support shared use of the street.¹ They are typically implemented on streets with lower traffic volumes where design changes can meaningfully slow vehicle speeds and improve conditions for all users.

The proposed routes on Columbia and Palmer would establish a continuous, traffic calmed connection between Front Street and Penn Treaty Park, improving neighborhood-level access to the waterfront, while maintaining local access for residents and drivers.

Project Background

In 2023 and early 2024, City staff worked with Fishtown residents to select neighborhood streets that connect community destinations. A network of bikeway priority streets were chosen during the process (See Figure 1). Columbia Avenue and Palmer Street were among the high priority suggestions.

In late 2024, the City and contractors started the engineering design of these first two streets. This phase includes finalizing the routes, design decisions, and intersection treatments along each street.

¹ *Guide for the Development of Bicycle Facilities, 5th Edition, 2024*, American Association of State Highway and Transportation Officials (AASHTO), accessed at: <https://aashtojournal.transportation.org/aashto-releases-5th-edition-of-comprehensive-bicycle-guide/>

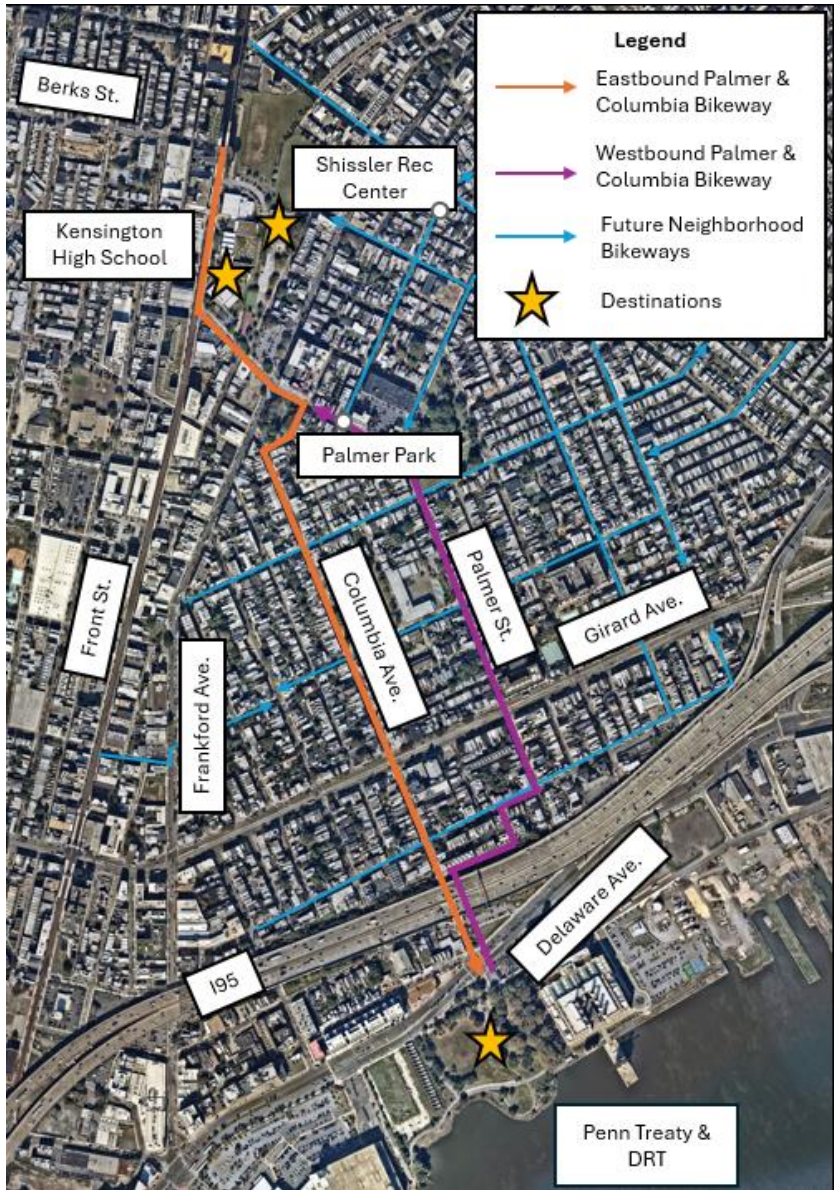


Figure 1: Network of Neighborhood Bikeway Priorities

Finally, in January, April, and September of 2025, the City met with Fishtown residents at Fishtown Neighbors Association (FNA) community meetings and separately attended FNA board meetings. City staff presented this project and these design options, and some attendees shared concerns about the City-recommended routes and provided alternatives for consideration.

Neighbors participated in a survey on two options in Fall 2025 and the resulting votes favored both City recommendations. For more information, please see the appendices, which include a public engagement summary and the results of the September 2025 FNA-organized survey regarding the two locations discussed below.

Design Options

Eastbound Route at Palmer Street & Frankford Avenue



Figure 2: Proposed Eastbound Routes at Palmer St. and Frankford Ave.

The above map shows the five routes considered to support eastbound bicycle traffic from the intersection of Palmer Street and Frankford Avenue to Columbia Avenue. Each of these routes were presented to the FNA Board in early September 2025 and Route A was discussed further at the mid-September FNA public meeting.

Eastbound Route A

Eastbound Route A is the initial proposal recommended by the City in early 2025. This route:

- Connects directly from Palmer Street west of Frankford Avenue to Sepviva Street, a narrow, low-traffic street that intersects with Columbia Avenue, the main eastbound route.
- Rebalances the extra-wide single 20-foot driving lane on Palmer Street between Frankford and Sepviva to provide a contraflow, parking-separated bike lane for eastbound cyclists. This rebalancing improves traffic safety on this section of Palmer Street for all users, as right-sized travel lanes help calm driver speeds to appropriate neighborhood-level speeds.

This route is broken down into two options: Route A1 and Route A2:

- Route A1: provides a parking-separated bike lane on Palmer Street from Frankford Avenue to Sepviva Street (See **Error! Reference source not found.**).
- Route A2: provides a conventional contraflow striped bike lane on Palmer Street from Frankford Avenue to Sepviva Street (See **Error! Reference source not found.**).

Eastbound Route A1

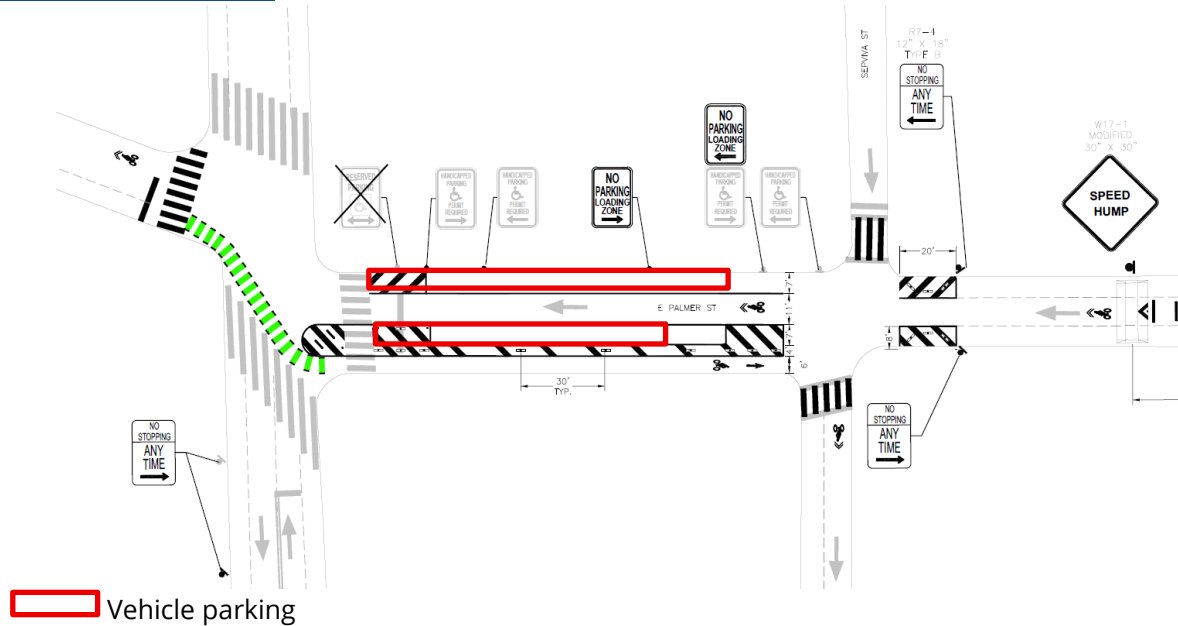


Figure 3: Proposed traffic improvements to support Eastbound Route A1

There was concern from some residents about two aspects of this proposal:

- Potential for congestion caused by narrowing the travel lane on Palmer – the extra width is currently utilized as a de facto turn lane, and
- Prevalence of loading and stopping in the travel lane on Palmer Street today that blocks some capacity of the lane and a concern that it will block all through traffic if the lane is rightsized.

To investigate the two stakeholder concerns above, the City contracted with a consultant to collect turning movement counts at the intersection of Palmer and Frankford during weekday peak periods (6:00 AM – 9:00 AM and 3:00 PM – 7:00 PM) in April 2025.

The counts showed that the peak hours for the intersection are:

- 7:45 AM – 8:45 AM
- 5:30 PM – 6:30 PM

The peak hour count data was used to conduct traffic analysis with Synchro and SimTraffic software. This analysis showed acceptable Level of Service (LOS) for all movements at the intersection in both peak hours, with minimal delay to drivers (See Table 1).



Figure 4: Photo of Palmer Street looking from Sepviva Street towards the Frankford Avenue

However, SimTraffic 95th percentile queue data showed increased queue lengths in the proposed condition for westbound Palmer (See Table 2). Specifically, queues on Palmer could extend back into the stop-controlled intersection with Memphis Street for approximately 21% of the PM peak hour (less than 13 minutes). No queue spillback is seen in the AM peak hour (or anticipated in other periods of the day). The following tables summarize the level of service, vehicle delay, and 95th percentile queue data.

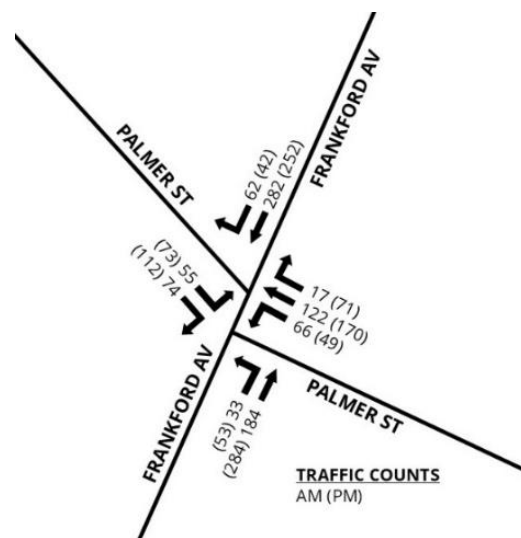


Figure 5: Peak hour turning movement volumes

Street	Movement	Existing				Proposed			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		HCM LOS [^]	HCM Delay [^] (sec)	HCM LOS [^]	HCM Delay [^] (sec)	HCM LOS [^]	HCM Delay [^] (sec)	HCM LOS [^]	HCM Delay [^] (sec)
Palmer St	EB	B	17.6	C	28.1	B	16.8	B	19.8
	WBL	B	15.5	B	15.9	B	18.3	C	22.0
	WBT	B	16.6	C	21.0				
Frankford Av	NB	A	8.6	A	9.4	A	8.6	A	9.4
	SB	B	10.4	A	9.6	B	10.4	A	9.6
Overall		B	12.3	B	15.4	B	12.7	B	14.5

Table 1: HCM 6th Edition LOS and Delay Results

Street	Movement	Existing			Proposed		
		Storage Length (ft)	AM Peak Hour	PM Peak Hour	Storage Length (ft)	AM Peak Hour	PM Peak Hour
Palmer St	EB	440	87	216	440	103	239
	WBL	135	90	82	627	194	723
	WBT	627	108	170			
Frankford Av	NB	130	124	163	130	130	164
	SB	470	159	140	470	161	141

Red denotes queues which exceed available storage length.

Table 2: SimTraffic 95th Percentile Queue Results

Staff also completed traffic observations to assess existing traffic conditions and potential impacts from the proposal. During an evening peak hour (5:30 PM – 6:30 PM) in mid-June, observations showed few queues stacking up with an average queue length of around six cars (See Figure 6).

The maximum queue length extended south past Sepviva Street towards Tulip Street (See). The queue lengths observed were not unreasonable during peak hours. On average, the queue backed up to approximately halfway between Frankford and Sepviva. Of the 58 traffic signal cycles observed, all vehicles from the queue made it through the light except on two occasions.

In addition to observing the queues, data was also tracked on how many double-parking events occurred along Palmer between Frankford and Sepviva. During the peak hour observed, seven vehicles double-parked on Palmer in front of Neumann Senior Housing. These vehicles typically remained for multiple signal cycles. This reinforces the need for an appropriately sized loading zone in front of Neumann. City staff have started this conversation with the Philadelphia Parking Authority and Neumann Senior Housing staff.



Figure 6: Visualization of average queue length on Palmer Street from Frankford Avenue to Tulip Street



Figure 7: Visualization of furthest queue length on Palmer Street from Frankford Avenue to Tulip Street

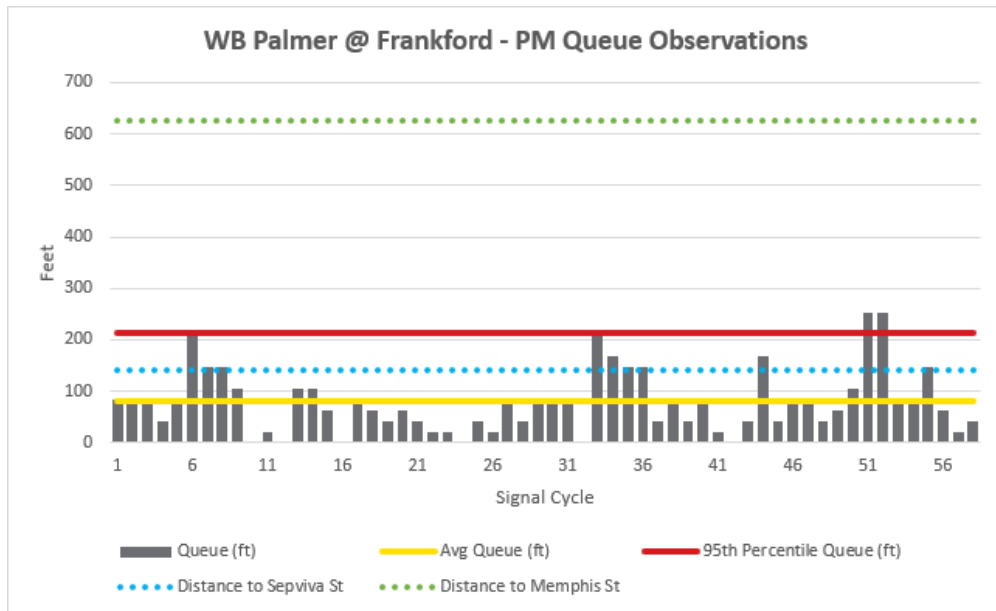


Figure 8: Peak PM observations at Palmer St and Frankford Ave

Eastbound Route A2

Route A2 provides a conventional contraflow striped bike lane on Palmer Street from Frankford Avenue to Sepviva Street (See Figure 8). The layout could include curbside separation at each corner and a painted contraflow bike lane in the midblock.

Some challenges with this layout include:

- Parking drivers would have to maneuver through the bike lane to parallel park, which would both block the bike lane and cause visibility concerns between the person biking and the driver leaving a parking space
- Painted bike lanes can be double-parked in and cause a person biking contraflow to need to drive in on-coming traffic.

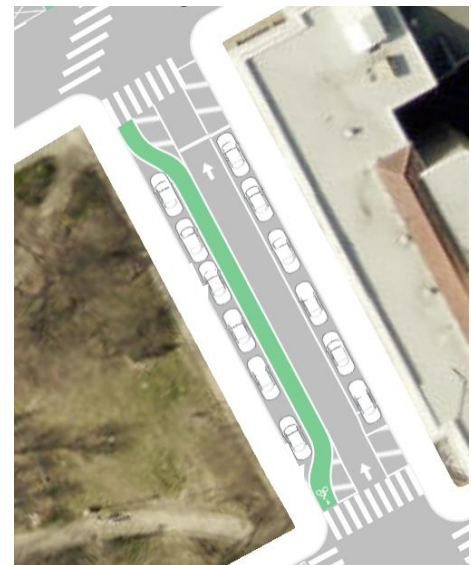


Figure 9: Conceptual layout of a painted contraflow bike lane

Eastbound Route B

FNA requested that the City look at the sidewalk along the north side of Palmer Park, adjacent to Palmer Street, for a bike connection between Frankford Avenue and Sepviva Street. City standard width for a combined bikeway and sidewalk (sidepath) is 10 – 12 feet

with pinch points at 8 feet (See Appendix A for more detail).² As shown in the graphic below, the width along this section is not wide enough for a sidepath. While the total width is acceptable at 11 feet, it has frequent pinch points that are as narrow as 5 feet 4 inches. Substandard pinch points include bike racks and tree pits. While bike racks could potentially be relocated, it is not anticipated that there would be broad support for eliminating the five trees along this portion of the park.

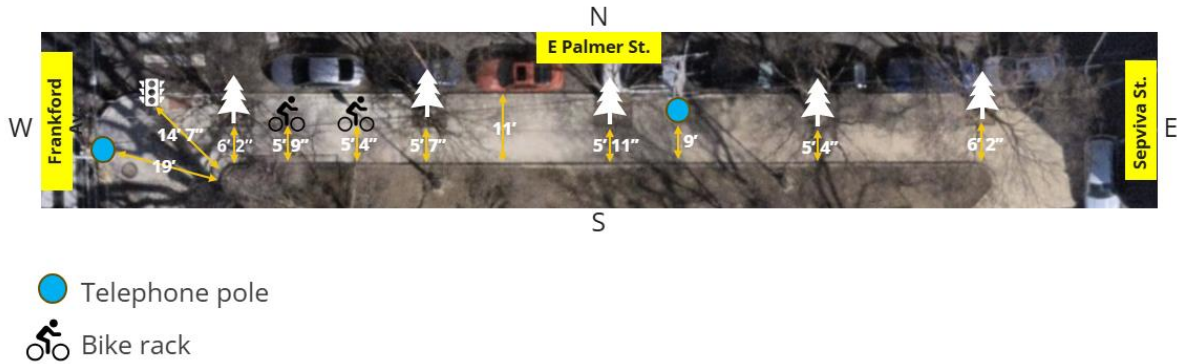


Figure 10: Proposed improvements supportive of Eastbound Route B

Eastbound Route C

FNA requested that the City look at the sidewalk along the west side of Palmer Park, adjacent to Frankford Avenue, for a bike connection between Palmer Street and Columbia Avenue. City standard width for a combined bikeway and sidewalk (sidepath) is 10-12 feet with pinch points at 8 feet (See Appendix for more detail). As shown in the graphic, the width along this section is not wide enough for a sidepath and has pinch points as narrow as 5 feet 6 inches at a bus shelter.

Figure 11: Proposed improvements supportive of Eastbound Route C

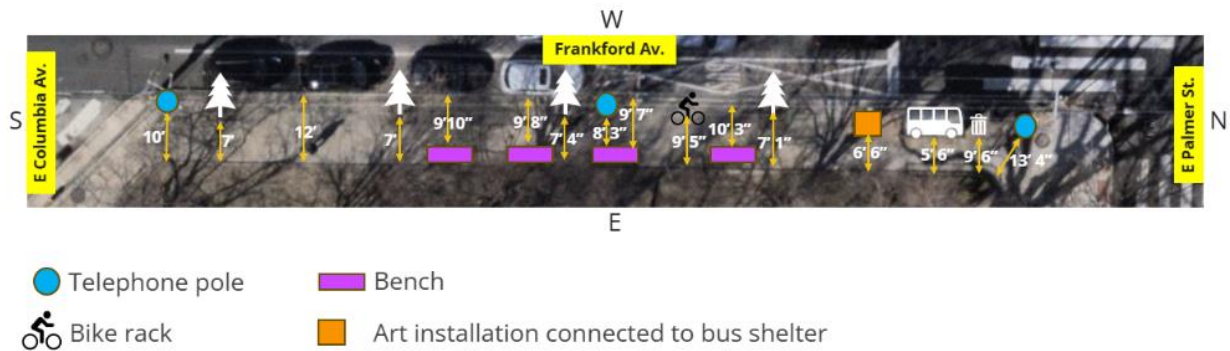


Figure 11: Proposed improvements supportive of Eastbound Route C

² Philadelphia Complete Streets Design Handbook, 2024, Kittelson Association, Inc. for the City of Philadelphia, accessed at: <https://www.phila.gov/media/20250113141740/Complete-Streets-Design-Handbook-2024.pdf>

Eastbound Route D

FNA requested that the City look at the parking lane along the west curb of Frankford Avenue between Palmer Street and Columbia Avenue. The concept would remove parking and add a separated bike lane southbound on Frankford. Challenges to this concept include:

- The removal of approximately seven parking spaces, or 127 feet
- The uncontrolled crossing at Columbia & Frankford would require cyclists to make a left turn across both directions of Frankford traffic from the curbside lane on the west side. This would be challenging for the person biking to find appropriate gaps in traffic and safely cross both directions of vehicle traffic.

Eastbound Route E

FNA requested that the City look at the parking lane along the east curb of Frankford Avenue between Palmer Street and Columbia Avenue. The concept would remove parking and add a separated contraflow bike lane southbound on Frankford Avenue. Challenges to this concept include:

- The need to remove a SEPTA bus stop on the southeast corner of the intersection of Palmer & Frankford as the contraflow bike movement would conflict with buses trying to get to the curb to pick up and drop off passengers
- The removal of approximately 7 parking spaces, or 127 feet
- The need to remove a recently added Indego bikeshare station in the parking lane along this block

City Recommendation for the Eastbound Route

Due to the concerns and constraints detailed in this section, **City staff recommend moving forward with Eastbound Route A1, the contraflow, parking-separated bike lane on Palmer Street.** Other routes have space constraints, modal conflicts, and traffic safety concerns.

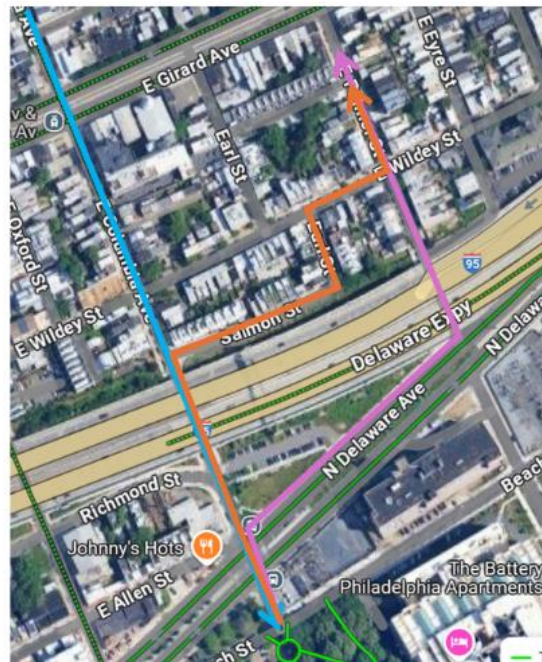
A September 2025 on-line and in-person survey conducted by FNA shared some of the information in this memo and polled neighbors on their preference between Eastbound Route A1 and Eastbound Route A2, which were labeled as Eastbound A and Eastbound B, respectively. Nearly 70% of respondents chose Eastbound Route A1. See Appendix C for details from the survey questions and results.

Palmer Street Bikeway: Westbound from Columbia & Delaware Avenues

The start of the Palmer Street bikeway is at Penn Treaty Park. To access the denser part of the neighborhood west of I-95 from Penn Treaty Park, the City recommended the below-referenced Route A. There were several concerns and suggestions by neighbors, detailed herein.

Westbound Route A

Westbound Route A is the route originally proposed by City staff. This route follows Columbia Avenue from Penn Treaty Park west to the intersection of Columbia Avenue & Delaware Avenue. Between Delaware Avenue and Richmond Street, there is a new contraflow bike lane and then west of Richmond Street repurposes the wide sidewalk under the bridge as a shared use path to access Salmon Street. At Salmon Street, the route connects to Palmer Street via Earl Street and Wildey Street.



-  Eastbound route
-  Westbound A
-  Westbound B

Figure 12: Proposed Westbound Routes at Columbia Avenue and Delaware Avenue



Figure 13: Uncontrolled intersection at Wildey St. and Earl St.

There were some neighborhood group concerns about two aspects of this route:

- loss of on-street parking spaces between N Delaware Avenue and Richmond Street, and,
- a mid-block entrance at an uncontrolled intersection for people biking from Earl Street to Wildey Street (See Figure 14).

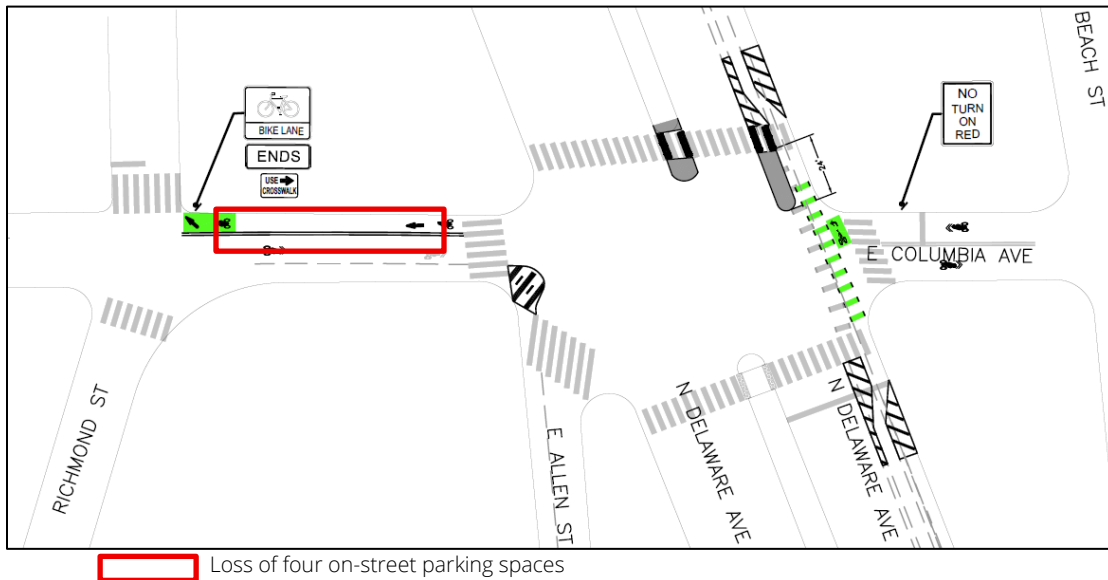


Figure 14: Draft Design of Westbound Route A on Columbia Avenue (Richmond Street to Beach Street)

There would be a loss of approximately four on-street parking spaces on the north side of the street between Delaware Avenue and Richmond Street adjacent to the parking lot. This would allow a safer dedicated contraflow bike lane on this block and connect from the sidepath-width sidewalk under I-95 to Penn Treaty Park.

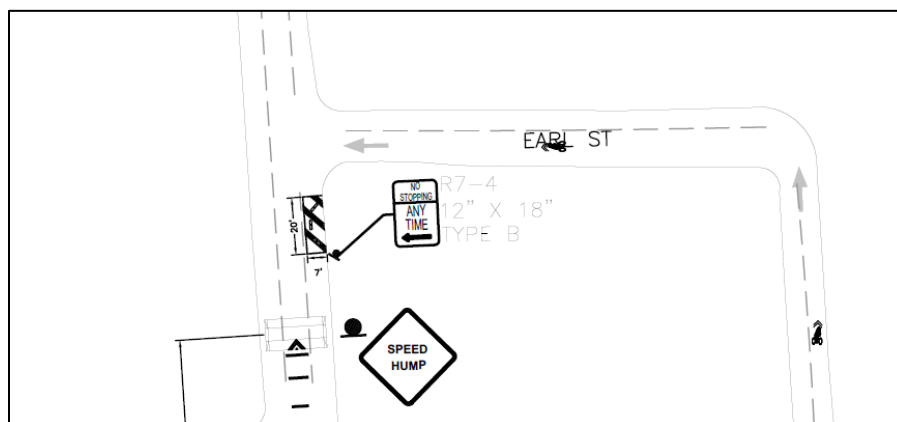


Figure 15: Draft design of Earl Street at Wildey Street

On Wildey Street prior to its intersection with Earl Street, there will be a speed cushion and daylighting area so that drivers on Wildey Street slow their driving speed and can see those entering from Earl Street.

Westbound Route B

The neighborhood group suggested a two-way separated bike lane from Palmer Street to Columbia Avenue along the north side of Delaware Avenue. If this proposal was pursued, the logical northern terminus would be at Aramingo Avenue/Richmond Street instead of Columbia Avenue as that is where the third southbound travel lane begins today.

There are several positive aspects to this connection:

- This would be a valuable bike connection to the paved paths under I-95 (via the southern terminus at Aramingo Avenue) and to points north in the neighborhood via Palmer Street from the intersection of Palmer Street & Delaware Avenue.
- A separated bikeway here would improve the safety of people biking along Delaware Avenue as the bike lanes there today are painted only.
- Adding a separated bikeway here will require removing a vehicle lane. Narrowing the space for drivers on this Vision Zero High Injury Network roadway should reduce speeds and therefore the quantity and severity of crashes.

However, this option has several challenges:

- Removing a vehicle lane will require a PennDOT-approved traffic analysis since Delaware Avenue is a PennDOT street and this section is directly connecting to on- and off-ramps to I-95. This would require a PennDOT Highway Occupancy Permit.
- There are visibility concerns on southbound Delaware Avenue due to the I-95 overpass above it which could cause drivers to turn on or off of Delaware with more limited awareness of people biking on the proposed bikeway.

[City Recommendation for the Westbound Route](#)

A September 2025 online and in-person survey conducted by FNA shared some of the information in this memo and polled neighbors on their support for near-term Westbound Route A. 72% of respondents support Westbound A. See Appendix C for details from the survey questions and results.

The City recommends a two-pronged approach for this area:

- **Move ahead with Westbound Route A in the near-term as part of this project.** If Westbound Route B is constructed, Westbound Route A can remain or be reevaluated.
- **Study Westbound B for future design and construction.** The benefits of this route could outweigh the challenges, and it could potentially be a valuable addition to the high-quality bicycle network as well as providing safety benefits to all road users.

Palmer Street Bikeway Feasibility

In addition to the specific intersections discussed above, the City also heard concern from residents about the overall feasibility of Palmer Street as a neighborhood bikeway corridor. This concern was rooted in whether traffic volumes have increased along the corridor to a point where it would not be a comfortable bike route meeting the “all ages and abilities” standard.

Automatic Traffic Recorder (ATR) counts were taken along Palmer Street between June 28-July 9, 2025, by the Delaware Valley Regional Planning Commission (DVRPC) at two locations:

- Between Wildey Street and Girard Avenue
- Between Girard Avenue and Thompson Street

ATRs count the number of vehicles passing a specific location, the classification of the vehicles (i.e., passenger vehicle, motorcycle, large truck, etc.), and their speed. The counters collect at least a week of data, providing information on traffic behaviors throughout each day of the week. While the ATR counts were collected in the summer, standard factoring provided by [PennDOT](#) was used to develop the Average Annual Daily Traffic (AADT) data – the number of vehicles per day for an average day across the whole year.

■ Maximum
■ Acceptable
■ Preferred

The following table provides a summary of the count data collected at the two Palmer Street locations.

Metric	Wildey – Girard	Girard – Thompson
<i>AADT</i>	2,347	2,647
<i>Truck Percentage</i>	6%	3%
<i>Peak Hour Period</i>	5:00 – 6:00	5:15 – 6:15
<i>Peak Hour Volume</i>	261	286

Table 3: Palmer Street ATR counts summary

Traffic data used in analysis is typically taken from a Tuesday – Thursday, as these are traditionally the most typical weekdays and usually have the highest traffic volumes. Given the nightlife activity around Fishtown, weekend data was also reviewed to ensure there weren’t any atypical peak periods on Friday or Saturday nights that should be analyzed as well. While evening volumes do increase on weekends, they do not exceed the typical PM peak hour periods identified in the table above.

The AADT captured on Palmer Street suggests that a neighborhood bikeway is the appropriate treatment. The AASHTO guide recommends that Neighborhood Bikeways or Shared Lanes may be appropriate where AADT does not exceed 3,000 vehicles. In the case of Palmer Street, AADT is above the preferred values but below the maximum volume. With the proposed traffic calming mitigation, the City feels the volume will drop within the acceptable range. Further traffic reduction on Palmer is likely following the change in direction of Berks Street between Delaware Avenue and Girard Avenue, which is expected to shift some traffic that previously used Palmer. Regardless, traffic volumes after project implementation should be monitored and further mitigation considered if the volumes have not been reduced as anticipated.

Minimize Motorized Through Traffic Volumes and Speed Differential			
	Peak Hourly Traffic Volume* (vehicles/hr)	Average Daily Traffic Volume (ADT)	Operating Speed (mph)
Preferred	150	1,000	15
Acceptable	300	2,000	20
Maximum	450	3,000	25

Table 4: Bicycle Boulevard Motor Vehicle Traffic Volume and Speed Performance Criteria

The ATRs collected data on speeds, in addition to volume and classification. This data showed that speeds were much higher on Palmer Street from Wildey to Girard than from Girard to Thompson. While average speeds north of Girard stayed at a safe level throughout the day, average speeds peaked south of Girard in the late night and early morning periods. In the AM peak period, the speeds south of Girard were also above the preferred upper bound of 20 mph. This shows the effectiveness of the speed cushions already in place north of Girard Avenue and is an encouraging sign that proposed traffic calming south of Girard will reduce speeds to an acceptable range.

City Recommendation for Palmer Street

In response to concerns raised by neighbors about the overall feasibility of Palmer Street as part of the neighborhood bikeway network, City staff evaluated traffic volumes and vehicle speeds along the corridor and compared them to established neighborhood bikeway guidelines. This analysis shows that Palmer Street generally falls within acceptable ranges for a neighborhood bikeway. While some segments experience higher volumes and speeds during certain periods, the proposed traffic-calming treatments are expected to reduce speeds and improve comfort and safety. Based on this analysis, **the City recommends keeping Palmer Street as part of the neighborhood bikeway and moving forward with the proposed design**, with traffic conditions monitored following implementation.

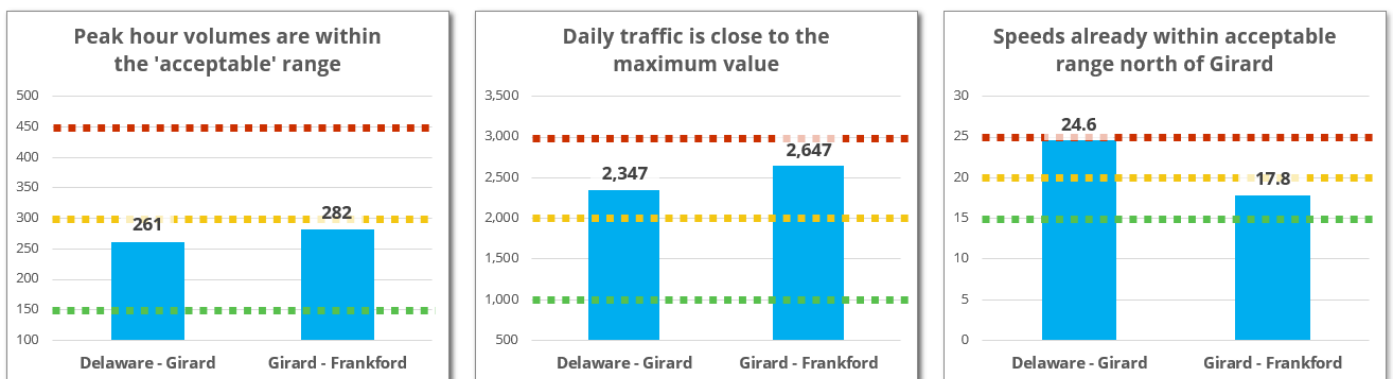


Figure 16: Volume, Traffic, & Speed Data for Palmer Street

Next Steps

The design contract for this project is nearing 60% preliminary design and it's important to move this decision forward to be included in the final design.

City staff will do the following to move this project forward:

- Take the analysis, neighborhood survey results, and additional stakeholder comments into consideration to finalize the route and designs discussed in this memo,
- Coordinate closely with Councilmembers and other stakeholders to keep them posted on the project progress,
- Finalize the design documents with the consultant team,
- Coordinating closely with PennDOT on Frankford Avenue, Girard Avenue, and Delaware Avenue design treatments, and;
- Seek construction funding.

Appendices

Appendix A: Philadelphia Complete Streets Design Handbook Shared Use Path Design Standards

Figure 14: Philadelphia Complete Streets Design Handbook, page 105

Bicycle Component



TREATMENT 4.5.8
SHARED-USE PATH

Shared-use paths within the right-of-way support multiple uses, such as walking, biking, and in-line skating. They are typically asphalt, concrete, or firmly packed crushed aggregate. Shared-use paths are separated from motor vehicle traffic by a barrier or open space. Design guidelines for shared use paths located outside the public right-of-way are not addressed in this Handbook.



Philadelphia Bicycle Map



K&T Trail (Google Street View)



Cobbs Creek Trail (Google Street View)

APPLICATION:

- A shared use sidepath, adjacent to the roadway, may substitute for sidewalks on Park Roads (3.6) and Scenic Drives (3.7).
- A multi-use trail may be applied similarly

CONSIDERATIONS:

- Shared-use paths accommodate inexperienced cyclists or those that don't feel comfortable riding on the street.
- Shared-use paths require a significant amount of land and have several restrictive design requirements.
- In some situations, existing sidewalks can be converted to shared-use sidepaths if enough width is available to accommodate the expected level of use by both pedestrians and bicyclists.

DESIGN:

- Shared-use paths should be designed to accommodate both pedestrians and bicyclists. They should be accessible for people with disabilities.
- Where heavy use by both pedestrians and bicyclists is expected, separate paths should be planned.
- Signs should be provided at all shared-use path entrances with information on the intended trail users and the path's route. Signs can also mitigate conflicts between multiple user groups by indicating who has the right of way.
- Shared-use paths should be at least 10' wide. Paths intended for limited use may be 8' wide. 2' wide graded areas should be provided on either side of the path.
- Shared use paths on or under bridges should be 8' wide with a vertical element for separation, such as a jersey barrier or railing.

- Paths should provide frequent connections to the street network, but also have few street or driveway crossings.

GREEN STREET OPPORTUNITIES:

- Consider using pervious pavement.

ROLES & RESPONSIBILITIES:

- Maintenance depends on the surface material of the path. Shared-use paths require inspection, sweeping and repairs.
- Shared use paths must be presented to the Philadelphia Planning Commission during conceptual design so that the Department of Streets can move forward with approval of the shared use path final design.

EXAMPLES:

- 58th Street Greenway
- K&T Trail
- Delaware River Trail
- Frankford Creek Greenway
- Cobbs Creek Trail
- Port Richmond Greenway (planned)

RESOURCES:

- AASHTO Chapter 14 Shared Use Path Design
- Shared Use Path Application - <https://www.phila.gov/documents/shared-use-path-application/>

Available at: <https://www.phila.gov/documents/complete-streets-design-handbook/>

Appendix B: Public Engagement Summary

Timeline of Public Engagement for the Fishtown Neighborhood Bikeway Project, later the Columbia & Palmer Neighborhood Bikeway Project

2023 – 2024: Conceptual Design Phase

July 19, 2023 Public FNA Meeting

- Project introduction and data gathering, workshop at public FNA meeting
- Roughly 50 attendees

Nov 15, 2023

- Public FNA Meeting & Bike Ride
- Online Public Survey with 188 respondents

May 15, 2024 Public FNA Meeting

- Public FNA Meeting
- Tabling & Engagement at Kinetic Sculpture Derby
- Public Online Survey with 657 completed surveys

2025: Preliminary & Final Design Phase

January 15, 2025 Public FNA Meeting

- Public FNA Meeting & board comments

September 8th, 2026

- FNA Board Meeting Project Presentation

September 17th, 2025 FNA Public Monthly Meeting

- Distributing a flyer at each address on Palmer & Columbia pre-meeting with the public meeting information and QR code for voting on the alternatives
- Public FNA Meeting, FNA-stream of the meeting: <https://www.youtube.com/watch?v=dRzIL-6DBo>

September 22, 2025 Residents Meeting at Neumann Senior Center

Appendix C: Fishtown Neighbor Survey & Survey Summary, Fall 2025

On September 17, 2025, City Office of Multimodal Planning staff presented this project and a subset of the route options in this memo to the attendees of the monthly Fishtown Neighbors Association meeting. The following are resources from the meeting:

1. The YouTube link to the FNA-stream of the meeting:
<https://www.youtube.com/watch?v=dRzIL-6DBo>
2. The meeting presentation slides: https://www.phila.gov/media/20250919110000/FNA-Community-Meeting_09172025.pdf

A public survey was created by Fishtown Neighbors Association and was provided to neighbors in both on-line format on meeting fliers and paper format the September 17 and September 22 public meetings. The survey questions included:

1. Eastbound Palmer Street, Which version do you support?
 - a. Eastbound Route A: Parking Protected Contraflow Bike Lane
 - b. Eastbound Route B: Striped Contraflow Bike Lane
 - c. Neither

2. Westbound Columbia Avenue at Delaware Avenue
 Do you support moving forward with Westbound Route A as part of near-term implementation with the Neighborhood Bikeways project?
 - a. Yes
 - b. No

Voting results were tallied and analyzed by Fishtown Neighbors Association members. Results included:

OVERALL RESULTS

1. Eastbound Palmer Street and Frankford Avenue

	Choice	Overall	Percent
	<i>Proposal A</i>	196	69.3%
	<i>Proposal B</i>	11	3.9%
	<i>Neither</i>	76	26.9%
	<i>Total Counted</i>	283	100%

2. Westbound from Columbia Avenue and Delaware Avenue

	Choice	Overall	Percent
	<i>Yes</i>	203	72%
	<i>No</i>	79	28%
	<i>Total Counted</i>	283	100%

BY PROXIMITY TO PROPOSAL

1. Eastbound Palmer Street and Frankford Avenue

Choice	16XX E Palmer of 4XX Sepviva	Anywhere along the Route	Anywhere Else	Overall
<i>Proposal A</i>	6	41	155	196
<i>Proposal B</i>	2	3	8	11
<i>Neither</i>	37	51	25	76
<i>Total Counted</i>	45	95	188	283

2. Westbound from Columbia Avenue and Delaware Avenue

Choice	9XX E Columbia	Anywhere Along the Route	Anywhere Else	Overall
<i>Yes</i>	0	49	154	203
<i>No</i>	0	45	34	79
<i>Total Counted</i>	0	94	188	282

BY COUNCIL DISTRICT

1. Eastbound Palmer Street and Frankford Avenue

Choice	District 1	District 5	District 7	Overall
<i>Proposal A</i>	65	111	20	196
<i>Proposal B</i>	3	8	0	11
<i>Neither</i>	12	29	35	76
<i>Total Counted</i>	81	148	55	283

2. Westbound from Columbia Avenue and Delaware Avenue

Choice	District 1	District 2	District 7	Overall
<i>Yes</i>	63	120	20	203
<i>No</i>	16	27	36	79
<i>Total Counted</i>	81	147	56	282

IN-PERSON vs. ONLINE

1. Eastbound Palmer Street and Frankford Avenue

Choice	Rec Center 9/17/25	Neumann Sr Center 9/22/25	Online	Overall
<i>Proposal A</i>	14	0	182	196
<i>Proposal B</i>	0	0	11	11
<i>Neither</i>	15	32	29	76
<i>Total Counted</i>	29	32	223	283

2. Westbound from Columbia Avenue and Delaware Avenue

Choice	Rec Center 9/17/25	Neumann Sr Center 9/22/25	Online	Overall
<i>Yes</i>	13	0	190	203
<i>No</i>	14	33	32	79
<i>Total Counted</i>	27	33	222	282