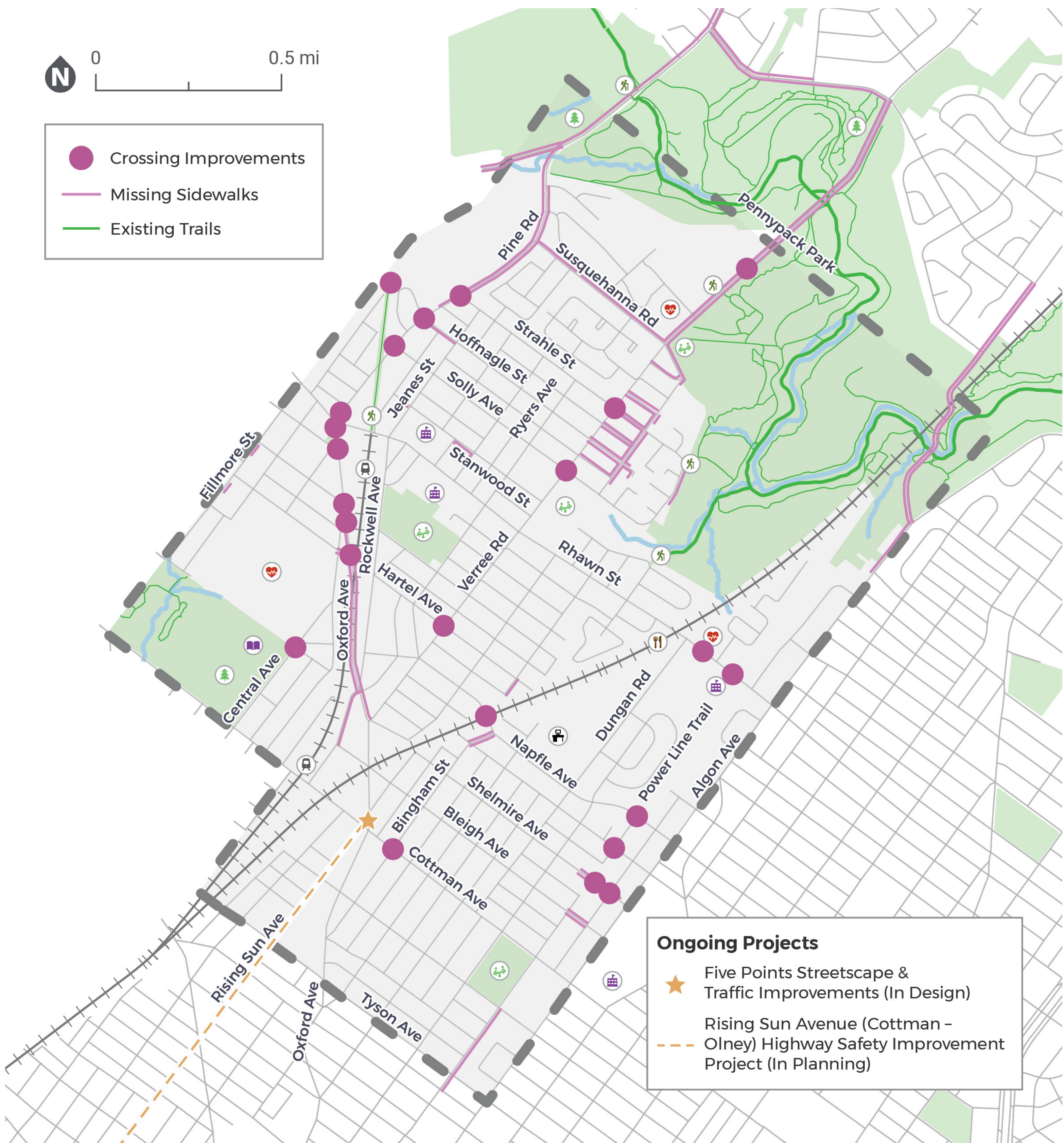


This map shows locations for crossing improvements, identified by your neighbors.

Your neighbors identified four corridors that need to be improved for people walking.



What we heard previously

Park Access Corridors
Verree Rd and Pine Rd

- Aggressive Driving
- Speeding
- Lack of Sidewalks

Vision for the corridor

A recreational corridor where families and visitors can comfortably walk between parks and nearby destinations.

What else do you envision for these three corridors?

Add sticky notes here!

What we heard previously

Commercial Corridors
Oxford Ave and Cottman Ave

- Missing Crossings
- Aggressive Driving
- Lack of Sidewalks
- Unpleasant Walking Environment

Vision for the corridor

A calmer, more inviting corridor with better connections to regional rail stations and more visible crossings.

What else do you envision for these three corridors?

Add sticky notes here!

Are there important locations we missed? Add sticky notes here!

Your neighbors shared that they'd like to bike to parks more safely. This proposed bike network aims to make those rides easier, safer, and better connected.

Are there important destinations or connections we missed?
Add sticky notes on the map.



What programs would you like to see in Fox Chase and Burholme to encourage you and your family to be more active and to walk or bike more?

Traffic safety education program in schools

Bike and Walk to school events / programs

Bicycle lessons or learn-to-ride clinics for all ages

Seasonal walking or biking programs

Other programs in mind? Add sticky notes here!

Neighborhood Bikeway



Definition: Quiet, low-traffic neighborhood street enhanced with signs, pavement markings, and traffic calming infrastructure.

Impact: Prioritizes people biking while maintaining local vehicle access, reduces speeding.

Where Appropriate: Small, quiet residential streets.

Cost: \$ – \$\$\$

Conventional Bike Lane



Definition: Painted bike lane that provides dedicated space for people biking.

Impact: Improves predictability and comfort, but lacks physical separation from traffic.

Where Appropriate: Medium to low volume streets with speeds of 30 mph or less.

Cost: \$ – \$\$

Buffered Bike Lane



Definition: Bike lane with a painted buffer that increases space between people biking and moving vehicles.

Impact: Provides additional comfort by reducing exposure to passing vehicles but lacks physical separation from traffic.

Where Appropriate: Streets with higher traffic volumes where separated bike lanes are not possible.

Cost: \$ – \$\$

Separated Bike Lane



Definition: Bike lane separated from traffic by plastic bollards, concrete, or planters.

Impact: Creates a safer, lower-stress experience for people of all ages and abilities.

Where Appropriate: Streets with high traffic volumes and higher speeds

Cost: \$\$\$ – \$\$\$\$

Parking Protected Bike Lane



Definition: Bike lane separated from traffic by parked cars.

Impact: Maintains parking and creates a safer, lower-stress experience.

Where Appropriate: Streets with high traffic volumes and higher speeds, and enough space for parking and bike lanes.

Cost: \$\$\$ – \$\$\$\$

Shared Use Path



Definition: Wide path shared by people walking, biking, and rolling separated from traffic.

Impact: Provides safe and accessible options for people traveling in different ways.

Where Appropriate: Along streets with very high speeds or traffic, or along utility corridors, railroads, and parks.

Cost: \$\$\$ – \$\$\$\$

Put stickers on your three favorite bicycle facilities.

Where and what type of bicycle facilities would you like to see in your neighborhood?

Add a sticky note here!

Cost Per Mile			
\$	Low: Typically \$5,000 or less	\$\$\$	Medium: Typically \$100,000 to \$300,000
\$\$	Moderate: Typically \$5,000 to \$100,000	\$\$\$\$	High: Typically \$300,000 or more