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Safe Spaces for Cyclists: Protected Bike Lanes in Philadelphia, PA

TESC: December 08, 2021

OFFICE OF 
**TRANSPORTATION,
INFRASTRUCTURE
& SUSTAINABILITY**



Project Background & Overview

The City of Philadelphia applied for FY 2016 PennDOT Transportation Alternatives Program (TAP) Grant Funding. State and Federal funding awarded for the Safe Spaces for Cycling project was 93% of the City's full ask.

| | |
|-------------------------------|-----------|
| Anticipated Cost | \$619,362 |
| Final Cost | \$738,419 |
| Difference | \$119,057 |



Project Background & Overview

The City of Philadelphia applied for FY 2016 PennDOT Transportation Alternatives Program (TAP) Grant Funding. State and Federal funding awarded for the Safe Spaces for Cycling project was 93% of the City's full ask.

TAP 2016 funding allowed the City to procure:

- Traffic analysis for five (5) different corridors
- Detailed signing plans for three (3) different corridors
- Full pavement marking and delineation plans for five (5) corridors
- Partial pavement marking and delineation plans for one (1) corridor
- Finalization of pavement marking and delineation plans for two (2) corridors
- PS&E package coordination, assembly, and submission
- Post-bid services
- Construction following PennDOT bid and let process

Safe Spaces for Cyclists: Original Grant Application Locations

The original TAP 2016 Grant Application identified **15 high-priority bicycle corridors for protected facilities** spread throughout the city. These corridors represent key connections between employment centers, recreation hubs, and residential neighborhoods:

- 1 Umbria Street Protected Bicycle Lanes
- 2 Ryan Avenue Two-Way protected Bicycle Lanes
- 3 Torresdale/Frankford Avenues Two-Way Protected Bicycle Lanes
- 4 Race Street Protected Bicycle Lanes
- 5 10th and 13th Street Protected Bicycle Lanes
- 6 Columbus Boulevard Protected Bicycle Lanes
- 7 Parkside Avenue Protected Bicycle Lanes
- 8 N 33rd Street Protected Bicycle Lanes
- 9 Spruce & Pine Street Protected Bicycle Lanes
- 10 Walnut Street Protected Bicycle Lanes
- 11 30th Street Protected Contraflow Bicycle Lane
- 12 Civic Center Boulevard Protected COntraflow Bicycle Lane
- 13 Lombard & South Streets Protected Bicycle Lanes
- 14 Lindbergh Boulevard Protected Bicycle Lanes
- 15 W Passyunk/Oregon Avenue Protected Bicycle Lanes

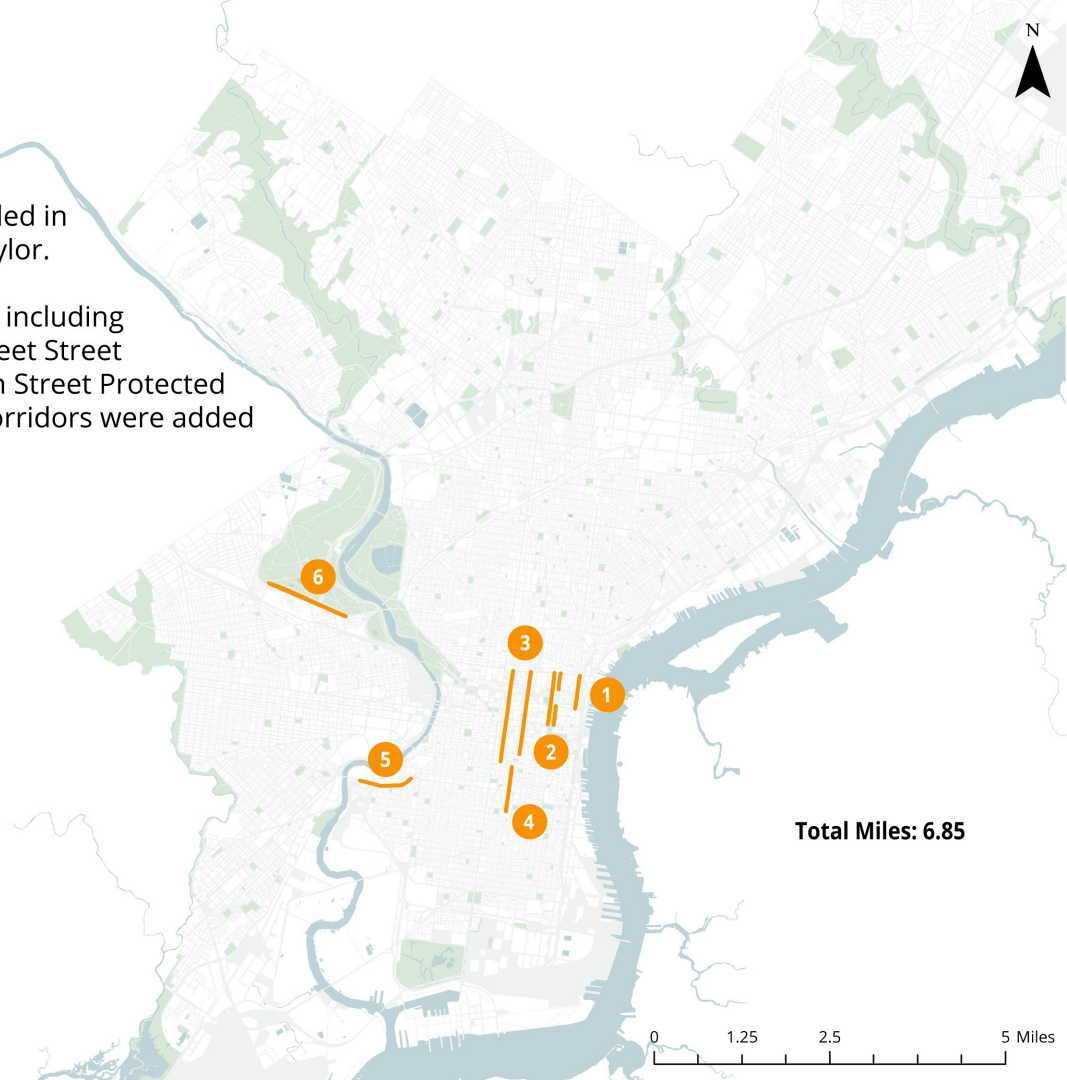


Safe Spaces for Cyclists: Locations at Project Kickoff Meeting

Of the original 15 Grant Application locations, two were included in the scope of the work undertaken by OTIS and McCormick Taylor.

The City moved several of the original high-priority corridors - including the Spruce & Pine Street Protected Bicycle Lanes, the 30th Street Street Protected Contraflow Bicycle Lanes, and the Lombard & South Street Protected Bicycle Lanes - to other project packages. New high-priority corridors were added to the Safe Spaces for Cyclists package in their place:

- 1 2nd Street Protected Bicycle Lane
- 2 5th & 6th Streets Parking Protected Bicycle Lanes
- 3 10th & 13th Streets Protected Bicycle Lanes
- 4 11th Street Two-Way Parking Protected Bicycle Lane
- 5 Grays Ferry Avenue Protected Bicycle Lanes
- 6 Parkside Avenue Parking Protected Bicycle Lanes



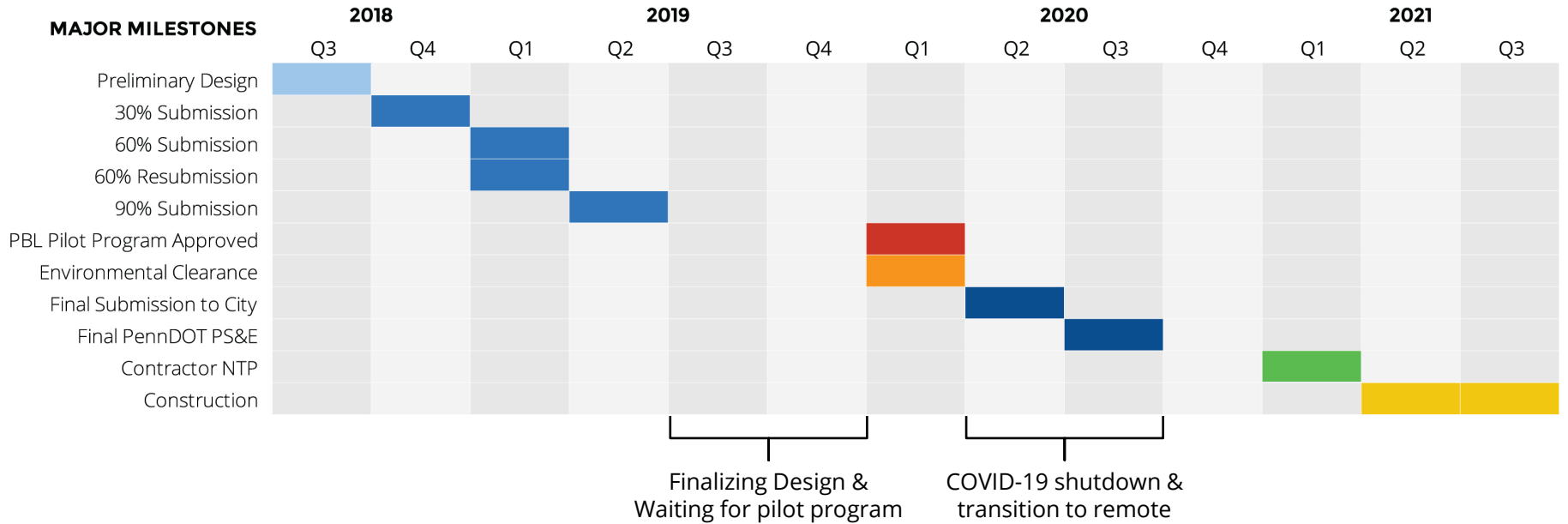
Total Miles: 6.85



Project Schedule



MAJOR MILESTONES





Public Process

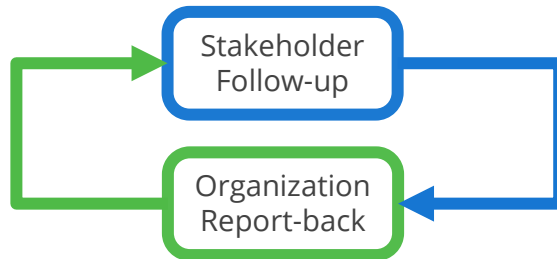


Outreach Strategy

& Repeat

City outreach coordination followed a specific path, intended to achieve consensus and ensure even and consistent communication within neighborhood groups:

- ▼ Project meetings between one or two City staff members and one or two group Board members.
- ▼ Project presentations by one or two City staff members to the full group Board (or committee).
- ▼ Public meeting(s) organized and staffed by the City, in coordination with neighborhood group.





Key Stakeholder Meetings

Because project locations were spread across the City, OTIS and the Streets Department coordinated with stakeholders from multiple neighborhoods, businesses, and community organizations including (but not limited to):

1. Bella Vista Neighbors Association (BVNA)
2. Franklin Bridge North Neighbors
3. Jefferson University Hospital
4. Hawthorne Empowerment Coalition
5. Midtown Village Business Association
6. Parkside Association of Philadelphia (PAP)
7. Passyunk Square Civic Association
8. Philadelphia Chinatown Development Corporation (PCDC)
9. Philadelphia City Council
10. Philadelphia Parking Authority
11. Queen Village Neighbors Association (QVNA)
12. Washington Square West Civic Association



Explaining the project to the public

EXISTING BIKE NETWORK & RIDERSHIP



Philadelphia has a higher bicycle commuting mode share than any other US city with over 1 million residents.



More than 4,700 bikes per day cross the South Street Bridge, making it the most-biked in the state.



The total number of people riding bikes in Philadelphia has increased 14% in the last 5 years.



Sidewalk riding decreased 27% between 2012 and 2017 as the network of bicycle infrastructure has grown.

A BIKE NETWORK THAT ISN'T SERVING EVERYONE

Our current bicycle network best serves two types of people who ride bikes: **"STRONG & FEARLESS"** riders and **"ENTHUSED & CONFIDENT"** riders. These two groups account for only 12% of the population.



Strong and Fearless: People willing to bicycle with limited or no bicycle infrastructure

Enthusied and Confident: People willing to bicycle if some bicycle infrastructure is in place

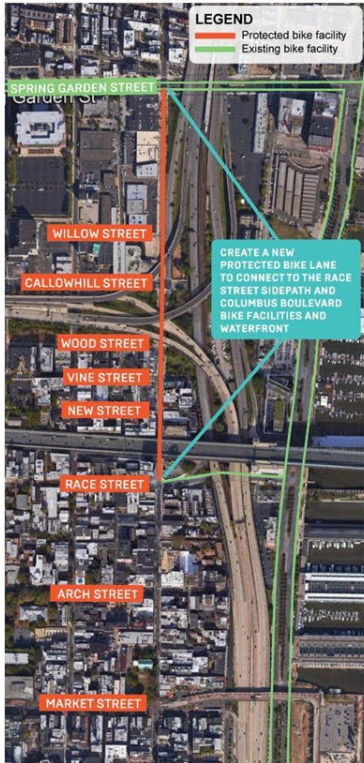
Interested but Concerned: People willing to bicycle if high-quality bicycle infrastructure is in place

No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place

Current Ridership Data: US Census Bureau American Community Survey & Bicycle Coalition of Greater Philadelphia Annual Counts III Types of Cyclists developed by Robert Galter at the City of Portland, OR. Percentages for Types of Cyclists from a 2011 survey of adults in the 50 largest US metro regions by Jennifer DB, Ph.D.

Left: One of several project boards presented to the public at meetings about 2nd, 5th and 6th Street as part of the Safe Spaces for Cycling project public outreach. This board provides some context for the City's desire to upgrade existing bicycle facilities from conventional to high-quality protected bicycle facilities.

WHAT IS HAPPENING ON 2ND STREET?



PROJECT ELEMENTS:

- Restripe 2nd Street between Spring Garden and Race Streets, including crosswalks
- Add flexible delineator posts to the bike lane buffer between Spring Garden and Callowhill Streets
- Add a new left side protected bicycle lane between Callowhill and Race Streets
- Reconfigure parking and loading as needed to better serve all road users
- Add intersection treatments to increase visibility and safety for all road users

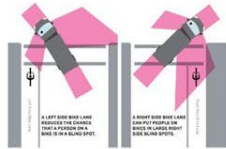


DELINEATOR POSTS

- Separate people riding bikes from people driving
- Designate a protected space for people biking
- Reduce stress for everyone on the road

SAFETY BENEFITS OF LEFT SIDE BIKE LANES

- Trucks and other large vehicles like buses have smaller blind spots on their left side
- Makes people riding bicycles more visible to drivers, improving safety



WHY PROTECT BIKE LANES?

The City of Philadelphia is committed to creating a transportation system that is accessible to everyone. Part of that commitment is our belief that **every Philadelphian should have access to a safe and comfortable bikeway within a quarter mile of their home, whether they're 8 or 80 years old.**



Adding protection to bike lanes prevents situations like the one pictured here, where a person riding a bicycle has to weave around a vehicle that is blocking the bike lane.

Left: One of several project boards presented to the public at meetings about 2nd, 5th and 6th Street as part of the Safe Spaces for Cycling project public outreach. This board, one of two project-specific boards for 2nd Street, provides project context for neighborhood stakeholders.

10TH STREET, SPRUCE TO LOMBARD - VOTE HERE

CITY OF PHILADELPHIA

OPTION A:

Protected bike lane on 10th Street from Spring Garden to Lombard Streets with varied treatments from Vine to Sansom Streets.



PROTECTED AT INTERSECTIONS AND MIDBLOCK:



STRENGTHS

- Prevents people in cars from blocking the bike lane
- Clearly delineates space for all roadway users
- Lowers the chance that people on bikes will have to weave around loading vehicles in the bicycle lane
- Creates a high-quality connection to the Spruce and Pine bike lanes

DEFICIENCIES

- New loading zones may be required to maintain short-term residential loading ability along the curb

VOTE FOR PROTECTED BETWEEN SPRUCE - LOMBARD:

OPTION B:

Protected and other bikeway treatments from Spring Garden to Lombard Streets. Painted, unprotected bike lane from Spruce to Lombard Streets.



PROTECTED INTERSECTIONS:



UNPROTECTED MIDBLOCK:



STRENGTHS

- Preserves short-term residential loading in No Parking areas instead of a change to No Stopping Anytime
- Creates a high-quality connection to the Spruce and Pine bike lanes

DEFICIENCIES

- Does not prevent vehicles from blocking the bike lane, which increases the chance of conflict between people driving and people riding bikes
- Creates a less predictable and more inconsistent bikeway facility through Center City
- The safety benefits of a protected bike lane will not apply to people traveling on 10th Street between Spruce Street and South Street

VOTE FOR UNPROTECTED BETWEEN SPRUCE - LOMBARD:

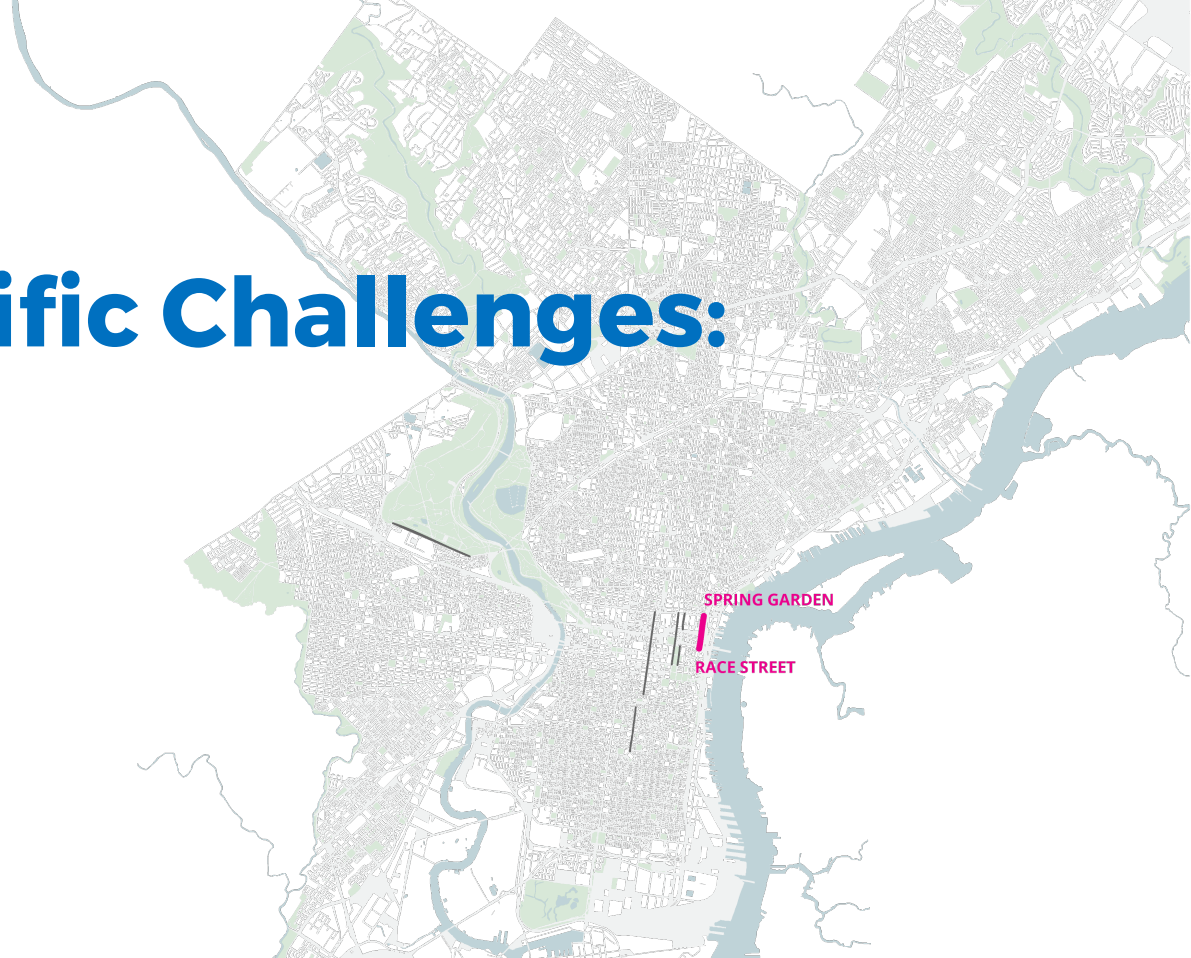
Left: One of several boards presented to the public at meetings about 10th and 13th Streets. This board presents two alternatives for 10th Street. Each alternative is contextualized with surrounding land use, strengths, deficiencies, and specific examples of proposed treatments. Meeting participants were given the option to vote for one option over the other via this board.



Design Considerations & Challenges



Site-Specific Challenges: 2nd Street



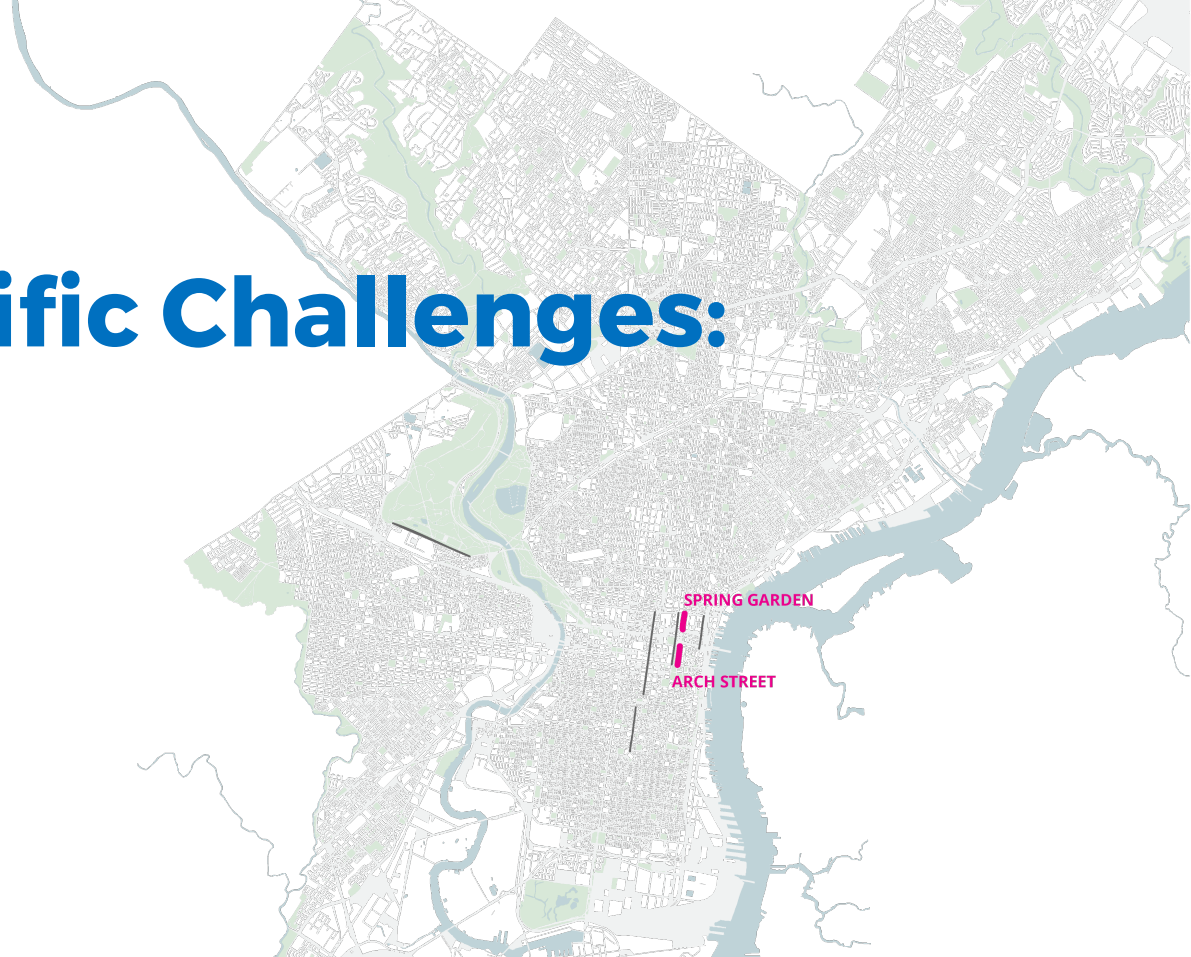
2nd Street: Spring Garden to Race

- **Capacity analysis:** second lane is only needed in the AM peak.
- **Parking Regulations:** Coordination with PPA to implement AM peak-hour clearance and develop appropriate regulatory signage.
- **I-95 Off-ramp:** New markings address previous mismatch (single approach to double receiving) and ensures alignment.
- **Existing Speed Cushions:** Added advance warning / lateral markings to existing speed cushions, moved one out of the bike lane.

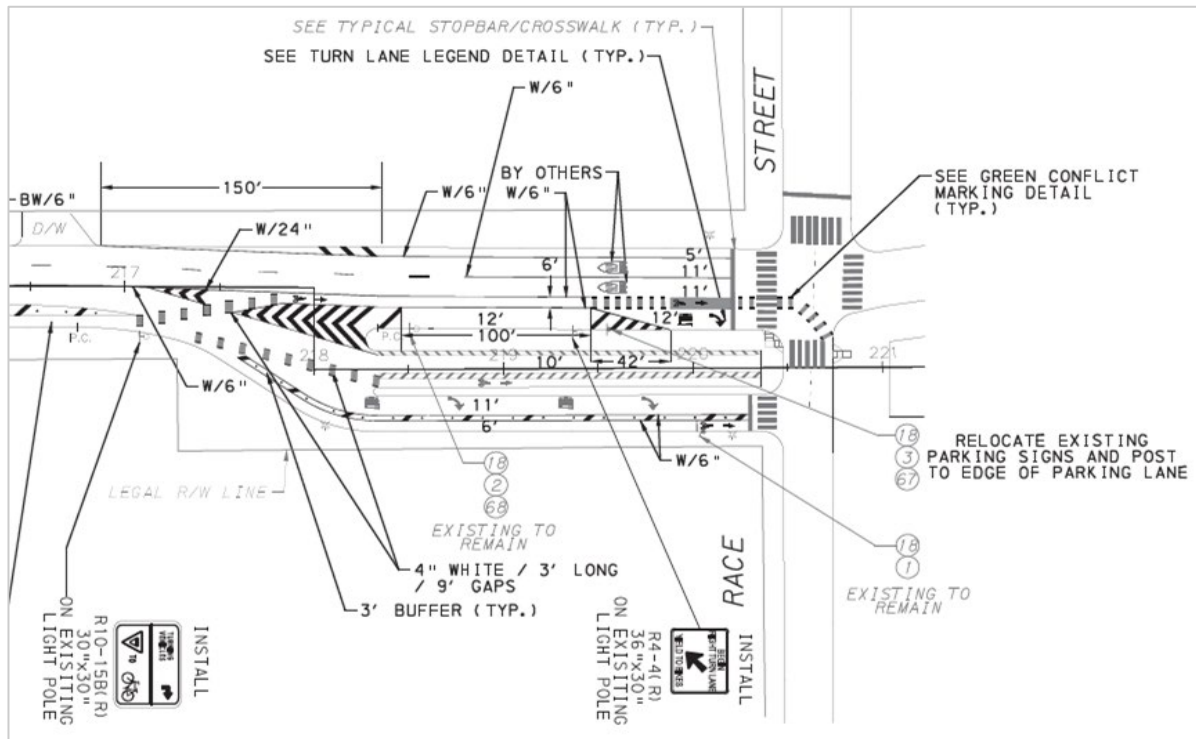




Site-Specific Challenges: 5th Street

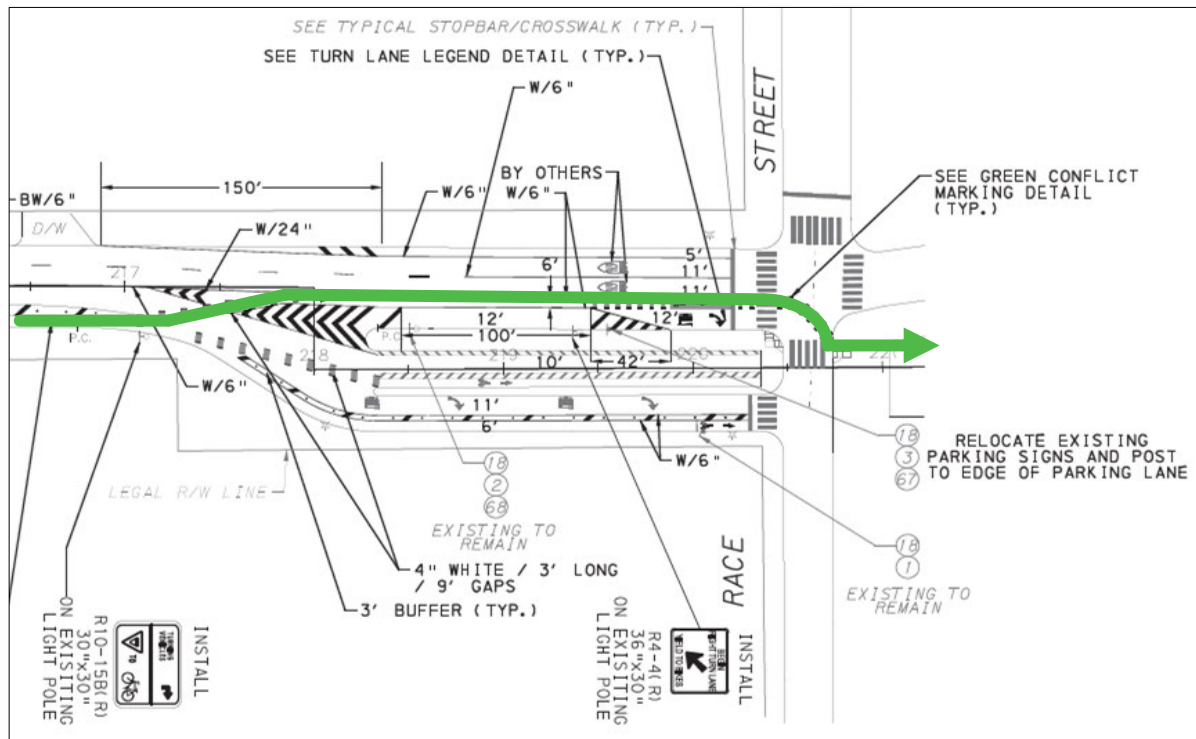


5th Street: Arch to Spring Garden



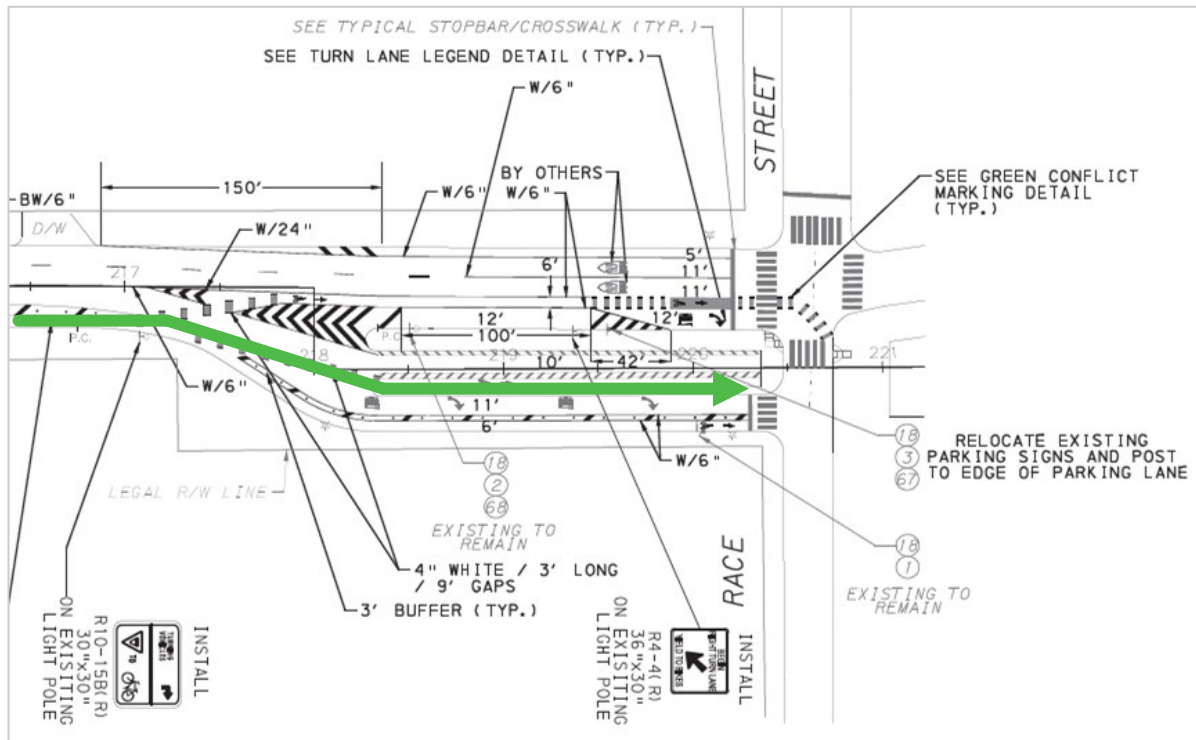
- **Reduction in scope:** Original extents were Market to Spring Garden.
- **Triple Split at Race Street:** The bicycle lane splits into three sections -

5th Street: Arch to Spring Garden



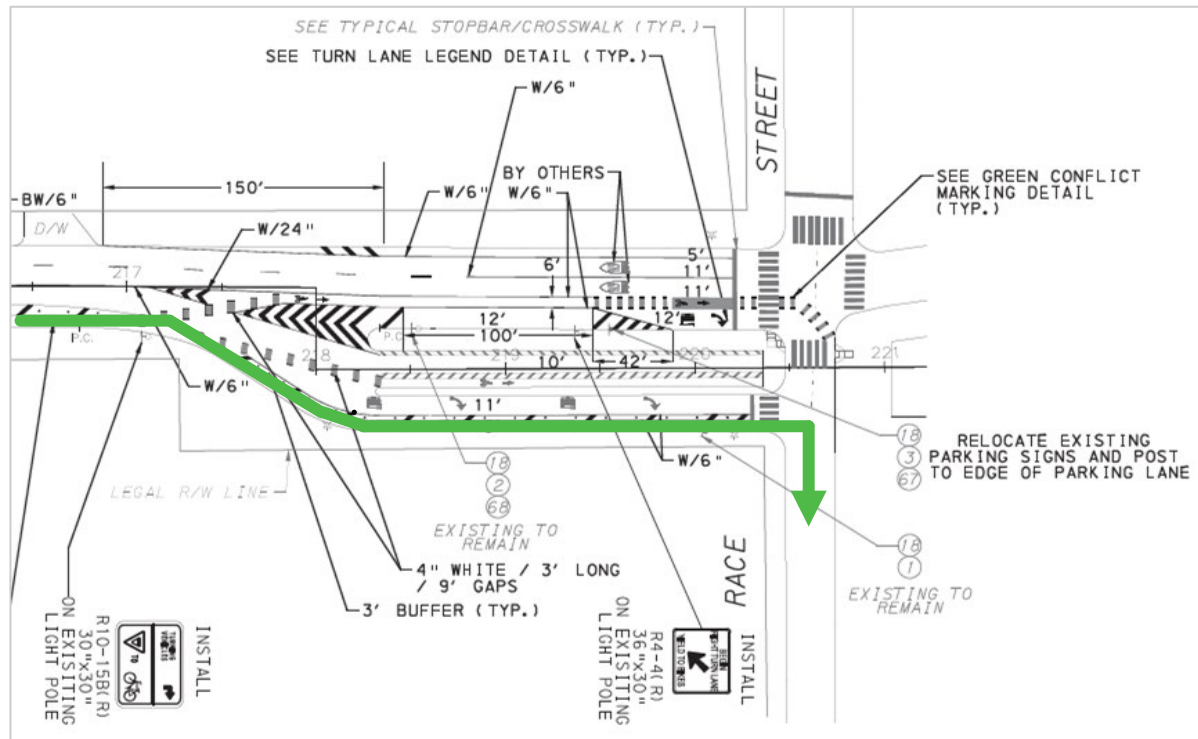
- **Reduction in scope:** Original extents were Market to Spring Garden.
- **Triple Split at Race Street:** The bicycle lane splits into three sections -
 1. Ben Franklin Bridge ped/bicycle access,

5th Street: Arch to Spring Garden



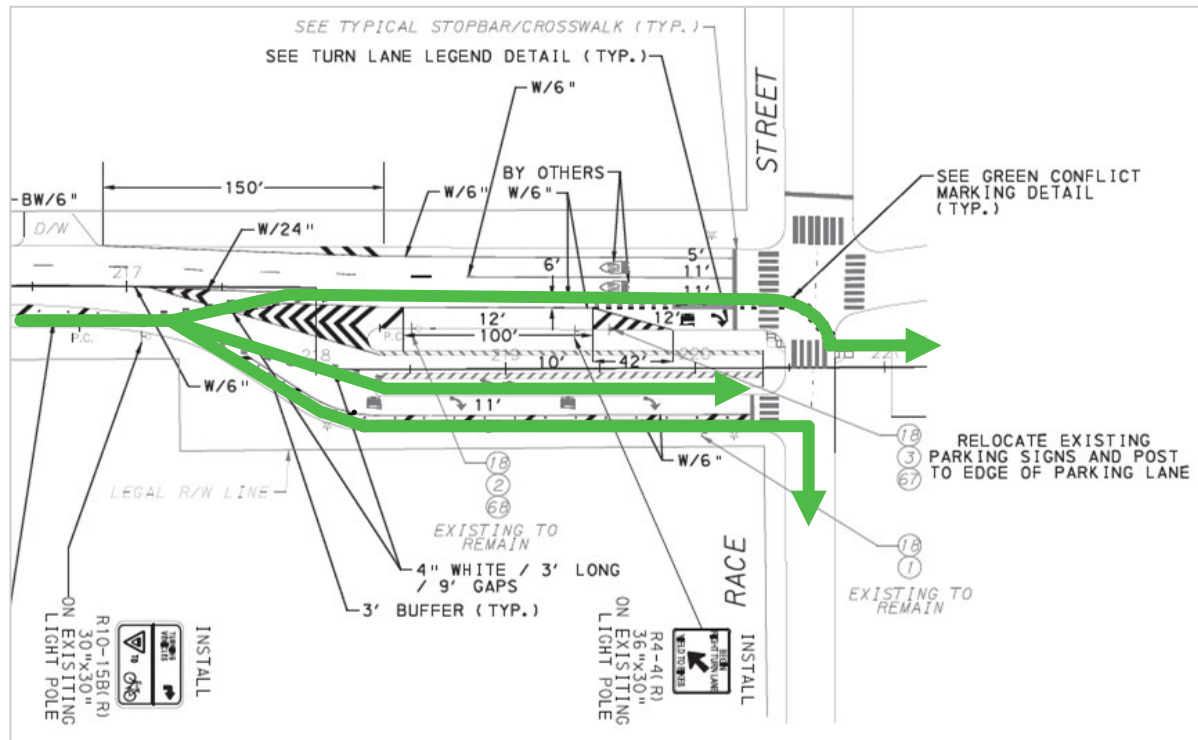
- **Reduction in scope:** Original extents were Market to Spring Garden.
- **Triple Split at Race Street:** The bicycle lane splits into three sections -
 1. Ben Franklin Bridge ped/bicycle access,
 2. 5th Street tunnel protected bike lane, and

5th Street: Arch to Spring Garden



- **Reduction in scope:** Original extents were Market to Spring Garden.
- **Triple Split at Race Street:** The bicycle lane splits into three sections -
 1. Ben Franklin Bridge ped/bicycle access,
 2. 5th Street tunnel protected bike lane, and
 3. right turn on Race Street.

5th Street: Arch to Spring Garden



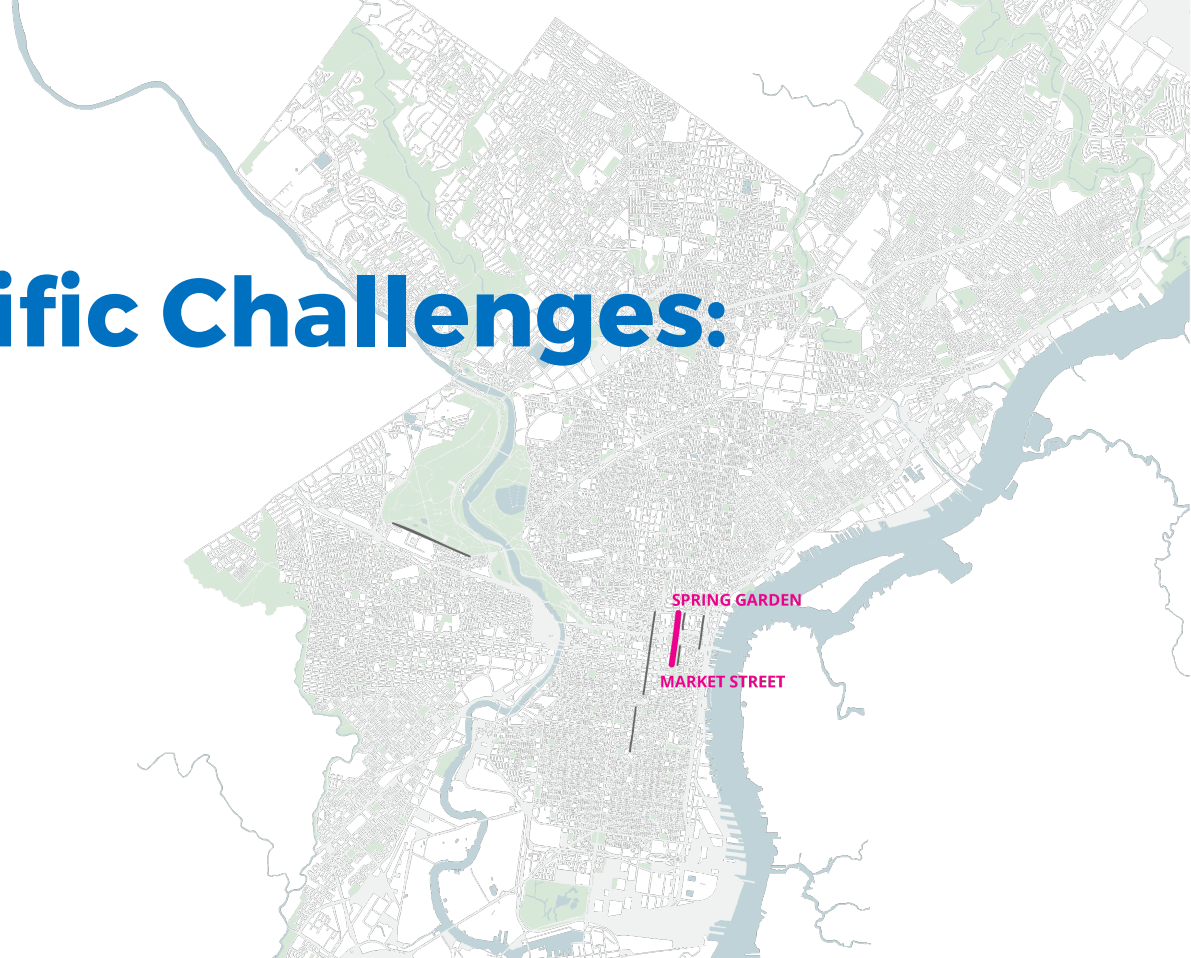
- **Reduction in scope:** Original extents were Market to Spring Garden.
- **Triple Split at Race Street:** The bicycle lane splits into three sections -
 1. Ben Franklin Bridge ped/bicycle access,
 2. 5th Street tunnel protected bike lane, and
 3. right turn on Race Street.

5th Street: Before and After Comparison





Site-Specific Challenges: 6th Street





N 6th Street: Spring Garden to Market

- **Implementation Phase 1: Streets Department Repaving**
 - Designed by Philadelphia Streets Department ahead of 2019 repaving project.
 - After repaving, Streets installed line striping from Spring Garden to Market, and flexible delineator posts between Spring Garden and Callowhill.
- **Implementation Phase 2: PennDOT Let & Contractor Work**
 - Standard delineator spacing guidelines changed between implementation of Streets repaving and Safe Spaces finalization. Additional delineator posts needed between Spring Garden and Callowhill.
 - OTIS field verified existing delineator posts and sent updated CAD files to McCormick Taylor for integration with PS&E package. McCormick Taylor updated and finalized 6th Street plans for PS&E submission.
 - Bid package included additional delineator posts between Spring Garden and Callowhill, (16' C to C mid-block / 8' spacing C to C at intersections), new delineator posts south of Callowhill (per McCormick Taylor's design using updated standard spacing), and green cycle lane coating at specific locations.

N 6th Street: Before and After Comparison



S 6th Street: Before and After Comparison





Site-Specific Challenges: 10th Street





10th Street: Spring Garden to Lombard

- **Design: full corridor extents**
 - McCormick Taylor completed full pavement marking and signage plans for 10th Street from Spring Garden to Lombard
 - Any existing southbound bike lane on the left side of the cartway was maintained and upgraded to a delineator-protected bike lane
- **Implementation: minus Winter to Filbert**
 - No existing bike lane in this section: two-lane cross-section with sharrows.
 - Due to Chinatown congestion and legislation requirements, the bike lane could not be extended through this segment.
 - 10th Street between Winter and Filbert retains a two-lane cross section with sharrows.
 - Short-term plans include installing green-back sharrows.

N 10th Street: Vine Street Expwy. Bridge



N 10th Street: Before and After Comparison

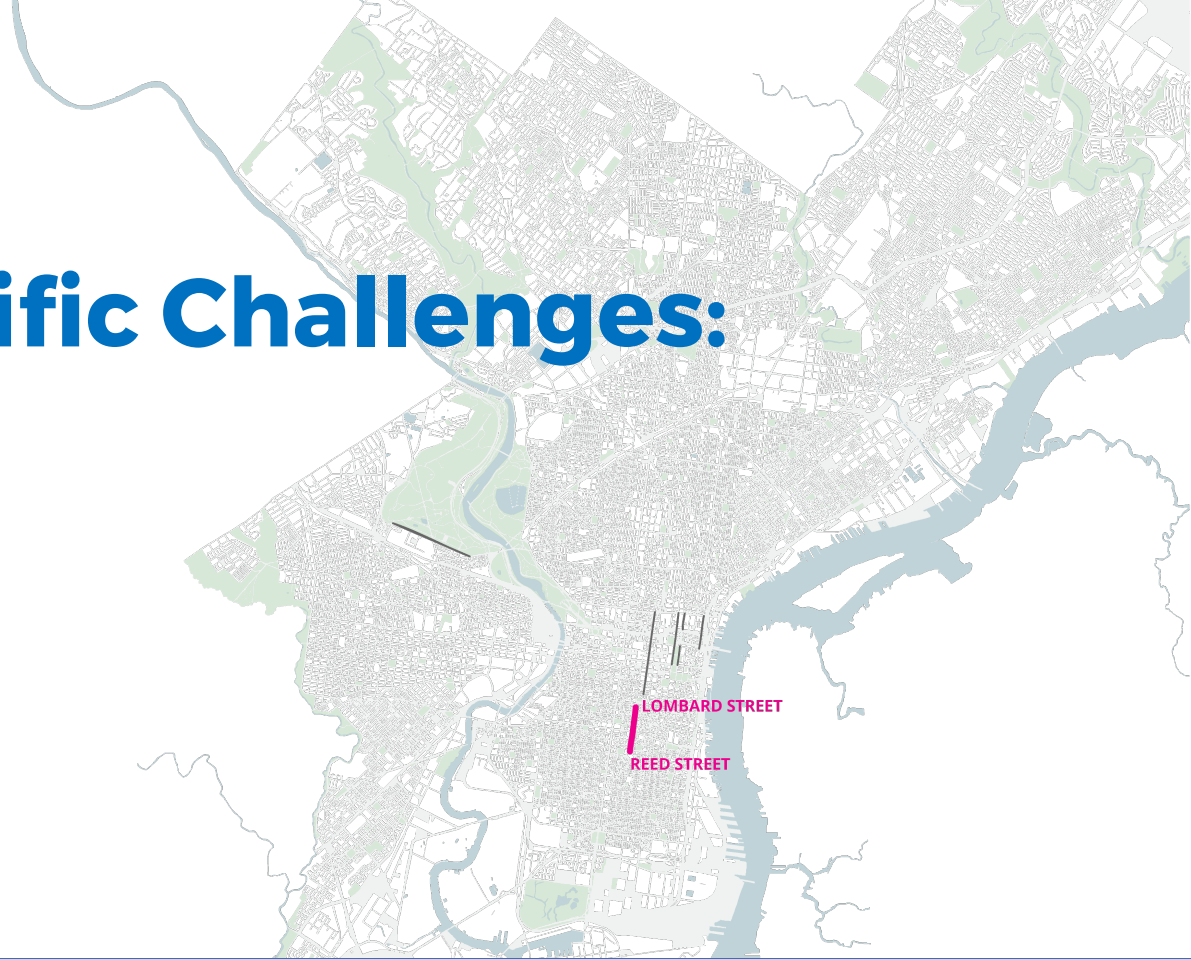


S 10th Street: After





Site-Specific Challenges: 11th Street



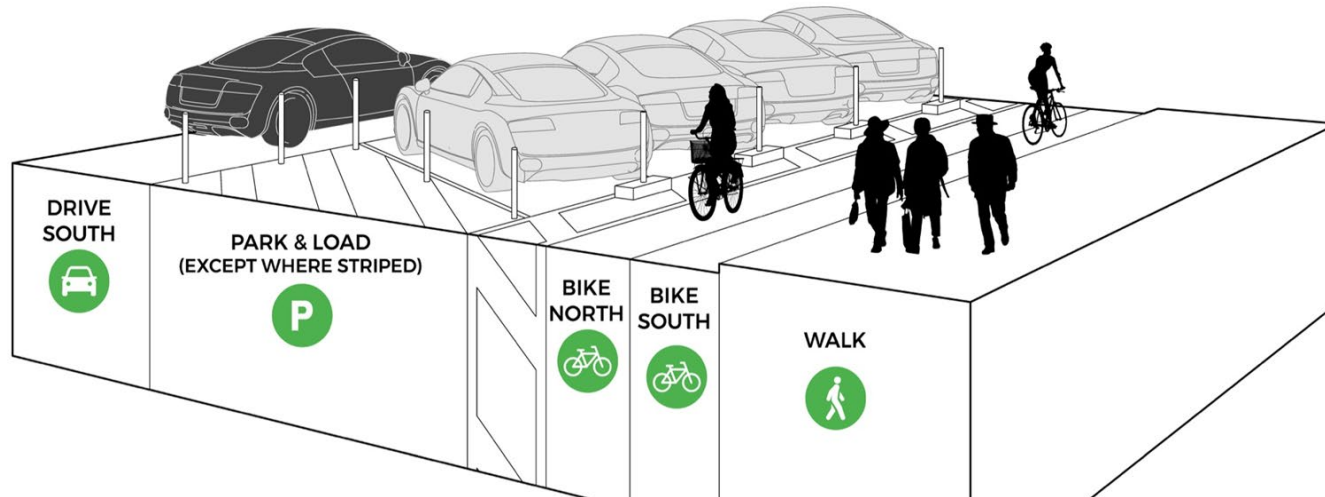
Pre-project Conditions

NB conventional bike lane, SB sharrows, and back-in angle parking on both sides of the street. A SEPTA bus route with stops on almost every block and frequent truck loading, combined with obsolete trolley tracks down the center of the cartway, created unsafe conditions for all users.



Proposed Redesign

Full repaving to cover trolley tracks, large corner clearances with delineator posts to preserve sight lines, and a two-way parking-protected bike lane along the western curb.



Balancing Uses and Needs

Parking and loading were identified as priorities for residents through community outreach. Needed to balance need for street parking with safety improvements for people walking, people riding the bus, people on bikes, and people driving.

City of Philadelphia **OCIS** 11th STREET REPAVING & COMPLETE STREET SAFETY PROJECT
April 16th, 2019 @ Palumbo Recreation Center

11TH STREET, BAINBRIDGE STREET - REED STREET

1. What is your home zip code? _____

2. What is your work zip code? _____

3. Which of the following best describes you? (check all that apply)

| | | |
|--|---|--|
| <input type="checkbox"/> Live on 11th Street | <input type="checkbox"/> Work on 11th Street | <input type="checkbox"/> Travel along 11th Street |
| <input type="checkbox"/> Parent | <input type="checkbox"/> Elected Official or Representative of Elected Official | <input type="checkbox"/> Representative of a local Organization or Association (Please identify) _____ |
| <input type="checkbox"/> Other _____ | | |

4. How do you most often travel on 11th Street? (number your top 3)

| | | |
|--|---------------------------------------|---|
| <input type="checkbox"/> Walk/Roll | <input type="checkbox"/> Drive myself | <input type="checkbox"/> Bicycle (your own) |
| <input type="checkbox"/> Bike Share (Indego) | <input type="checkbox"/> Bus | <input type="checkbox"/> Taxi or Ride Share |

5. In your experience, which of the following pose significant safety challenges when walking across 11th Street? If you do not cross 11th Street, please skip to the next question. (check up to three)

| | | |
|--|--|---|
| <input type="checkbox"/> Drivers turning and not yielding to people walking at intersections | <input type="checkbox"/> Speeding drivers | <input type="checkbox"/> People biking not yielding to people walking in crosswalks |
| <input type="checkbox"/> Not enough time to cross the street on green cycles | <input type="checkbox"/> People biking on the sidewalk | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Drivers parking in the crosswalk and block sightlines | <input type="checkbox"/> Long distance to walk across the street | |

6. In your experience, which of the following pose significant safety challenges when riding a bicycle along 11th Street? If you do not ride a bicycle on these streets, please skip to the next question. (check up to three)

| | | |
|--|--|--|
| <input type="checkbox"/> Blocked by vehicles that are loading/unloading or double parked | <input type="checkbox"/> Drivers turning and not yielding to cyclists at intersections | <input type="checkbox"/> Speeding motor vehicles |
| <input type="checkbox"/> Blocked or cut off by buses picking up or dropping off passengers | <input type="checkbox"/> People walking crossing illegally | <input type="checkbox"/> Other _____ |

Please turn this page over for additional questions!

City of Philadelphia **OCIS** 11th STREET REPAVING & COMPLETE STREET SAFETY PROJECT
April 16th, 2019 @ Palumbo Recreation Center

7. In your experience, which of the following pose significant safety challenges when driving a vehicle along 11th Street? If you do not ride a bicycle on these streets, please skip to the next question. (check up to three)

| | | |
|--|---|--|
| <input type="checkbox"/> Blocked by vehicles that are loading/unloading or double parked | <input type="checkbox"/> Pedestrians crossing mid block or against the light | <input type="checkbox"/> Speeding motor vehicles |
| <input type="checkbox"/> Blocked by vehicles turning onto east/west streets or driveways | <input type="checkbox"/> Delayed by people on bikes changing lanes | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Cut off by drivers illegally passing | <input type="checkbox"/> Limited visibility caused by other drivers parking up to crosswalk | |

8. Do you support the repaving and complete street safety project?

9. Do you have any questions, comments, or concerns about this project that you feel we didn't address at this event or you would like us to know?

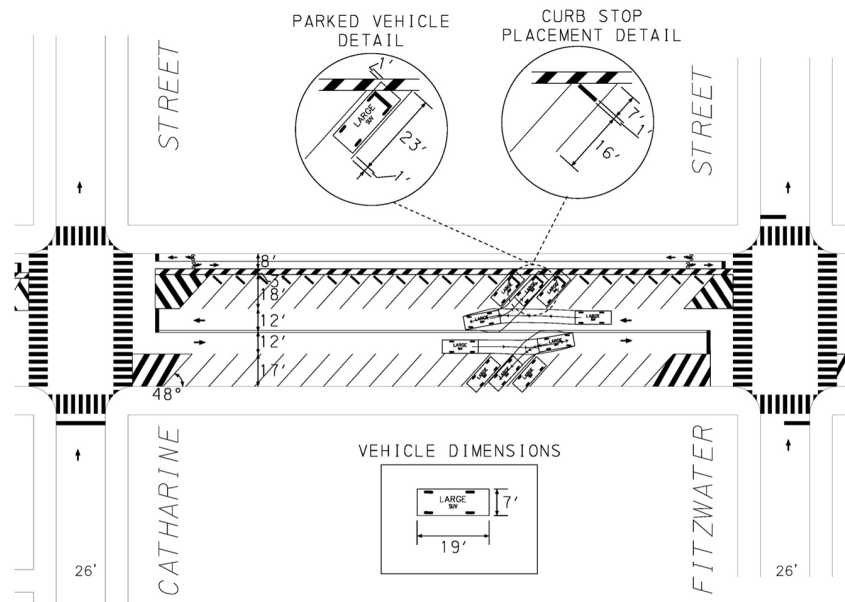
Thank you!



Design Considerations

Multiple designs evaluated to determine how to preserve as much parking as possible while meeting safety standards and goals.

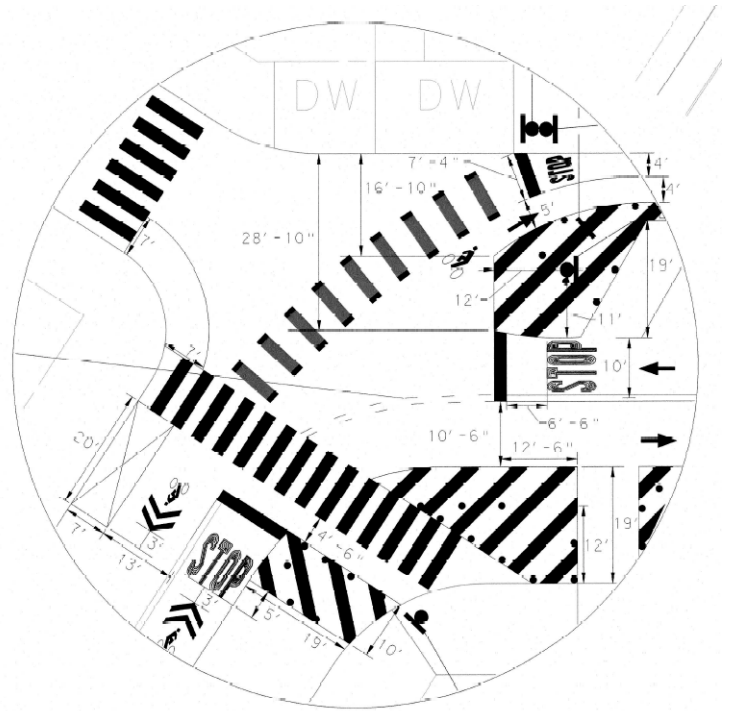
Angle of parking was also looked at. Analyzed reducing from existing 60-degree angle to 45-degree angle but ended up keeping 60-degree to preserve more parking.



Intersections

Every intersection between Bainbridge and Reed Streets was individually evaluated for vehicle turns and sight lines. Individual driveways were also individually considered. No single standard treatment was applied.

11th and Reed was a wide, open intersection with free-flow traffic. Final plans added a low-cost solution: a new pedestrian crossing and a new stop sign to calm traffic, get people walking and biking safely through the intersection, and better delineate space for all users.



Construction Phases

There were no delineators on 11th Street for a period after repaving and line striping. The City used temporary materials including metal barriers to enforce appropriate parking behaviors and maintain a clear bikeway.





Clockwise from top-left:

Shortly after the installation of curb stops.

The same section of 11th Street with added bicycle yield and pedestrian crossing markings providing safe access across the bicycle facility to a nearby daycare.

The intersection of 11th Street and Reed Street following the redesign.

A closeup of one of the signs placed on delineators at corners alerting drivers to the presence of the bicycle facility.

A protected corner clearance and some cleared parking used for outdoor dining in January 2020.





Site-Specific Challenges: Parkside Ave



52ND STREET

GIRARD AVE

Safety between Girard and 52nd

Primary purpose of the Parkside Avenue redesign was traffic calming.

In 2018, the crash rate per MVM within the project extents was **2.87**, compared with a rate of **2.35** per MVM for similar roadways.

There were no fatalities in the 3-year data used to prepare Parkside Avenue's safety study, but **a pedestrian was killed, and a child seriously injured in a crash within the project limits** between crash analysis completion and community outreach kickoff.

Crash History

Crash data was acquired from PennDOT for the most recent three years available (2015-2017). The three-year traffic crash history is included in Appendix A of this report.

Crash Rates

Comparison of the actual crash rate and the fatal crash rate for this roadway to the statewide averages is as follows: (See Appendix B)

- 2017 Statewide fatal crash rate = 1.12 per 100 million Vehicle-Miles (reference 2017 Pennsylvania Crash Facts and Statistics)
- SR 3017 (Parkside Avenue):
 - ~~No fatal crashes within the project limits~~
 - Statewide crash rate for urban not full access controlled undivided facility (10,000 – 99,999 ADT) = 2.35 per Million Vehicle-Miles (2013-2017 homogenous report)
 - Parkside Avenue within the limits of the project has an actual crash rate of 2.87 per Million Vehicle-Miles (based on the three-year crash history evaluated)

Crash Clusters

List of project area locations with greatest number of crashes.

| Ranking | Location | Number of Crashes | Percent of Total |
|---------|---|-------------------|------------------|
| 1 | Parkside and Belmont Avenue | 8 | 20.5% |
| 2 | Between 49 th & 50 th Streets | 4 | 10.25% |
| 2 | Parkside and 50 th Streets | 4 | 10.25% |

Design & Construction: Phase 1

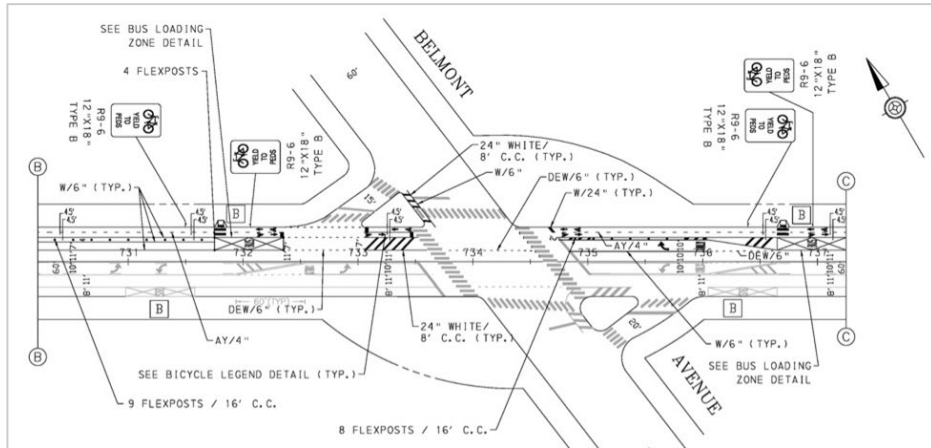
Parkside Avenue was repaved in 2018, while plans for the Safe Spaces project were still in early development.

The Streets Department installed water-based markings on the north side of the street to avoid spending public dollars on Thermo markings that would be eradicated within only a few years, and to preclude the need for eradication to protect the new asphalt surface.

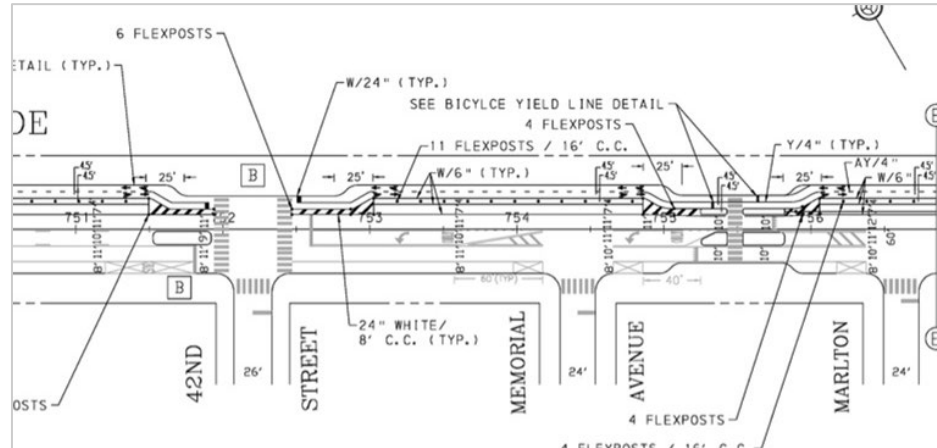


Design & Construction: Phase 2

The Streets Department designed the Parkside Avenue roadway layout and sealed the final plans, but McCormick Taylor finalized them by addressing PennDOT formatting comments and incorporated the sealed sheets into the bid package.



Above: the complex intersection of Parkside Avenue and Belmont Avenue, showing the new line striping, signage, and delineator along the north side of the street in black.



Above: Concrete islands and curb extensions installed within the project limits as part of the Parkside Edge project. The Streets Department incorporated these additional safety features into the final Safe Spaces design.

Parkside Avenue: Before & After Comparison



Parkside Avenue: Before & After Comparison





Lessons Learned

Process Best Practices

- **Be flexible!**
 - State approval required for pilot program
 - Annual paving lists might include the corridor you're redesigning
- **Stay Organized!**
 - Tracking submissions, revisions, comments, responses, approvals, and deadlines for ECMS projects is crucial.
 - Having multiple locations means multiple reports for things like environmental clearance and safety approval.
- **Expect Comments!**
 - PennDOT reviewed all designs submitted with the PS&E package, not just those on State Routes.
- **Be Creative!**
 - Limited design and construction budget meant no signal upgrades, new curb, etc.





Status Updates

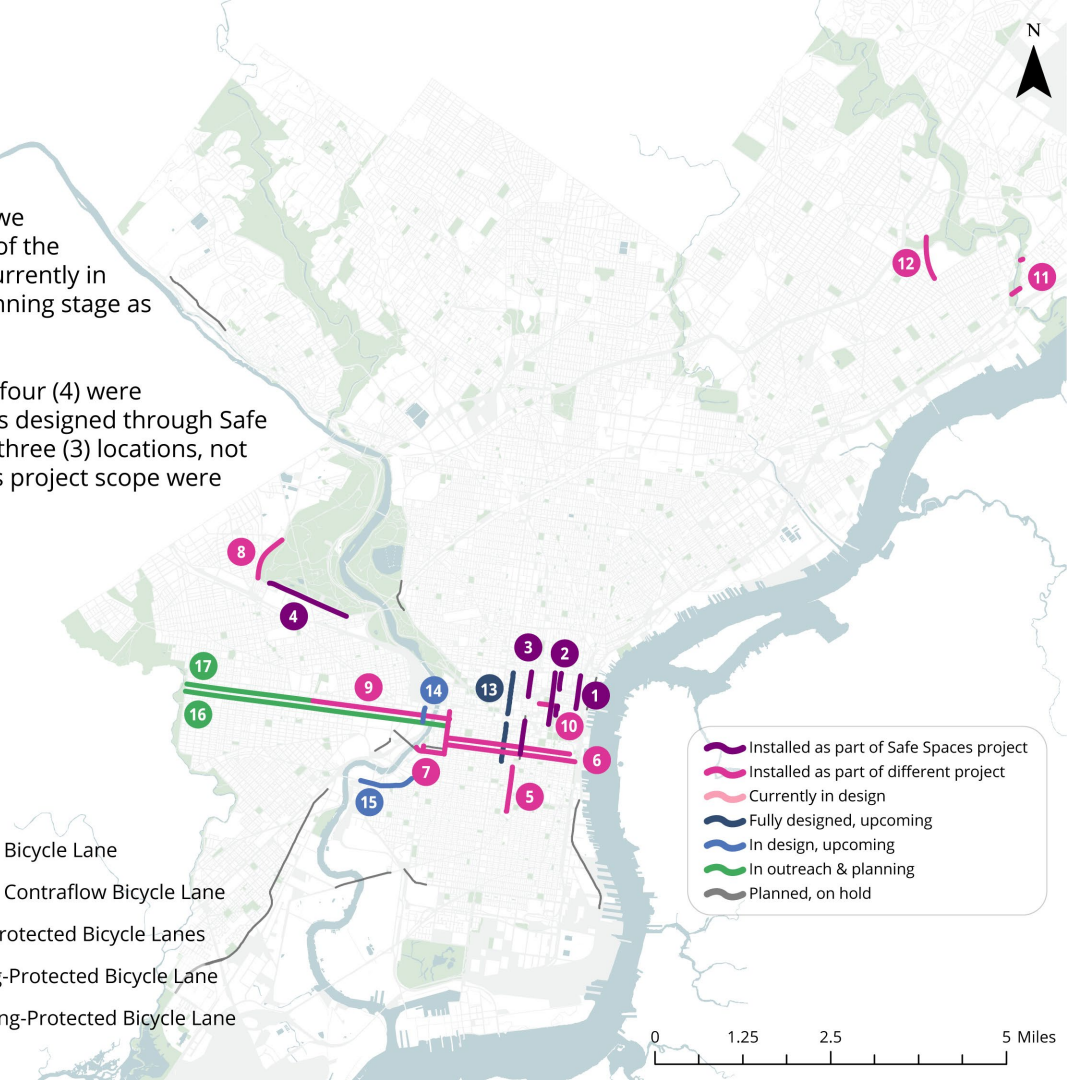
Safe Spaces for Cyclists: Corridor Status as of 12/2021

Of the 15 original locations included in the TAP 2016 Grant application: we installed nine (9) as parts of other projects; we designed one (1) as part of the Safe Spaces project to be installed with future City repaving; one (1) is currently in design as part of another project, and one (1) is in the outreach and planning stage as part of upcoming PennDOT repaving.

The City added five (5) new locations to the Safe Spaces scope, of which four (4) were designed and installed as part of the Safe Spaces project and one (1) was designed through Safe Spaces and installed as part of a Streets repaving project. An additional three (3) locations, not included in the original TAP 2016 Grant Application or in the Safe Spaces project scope were upgraded in the intervening years.

- 1 2nd Street Protected Bicycle Lane
- 2 5th & 6th Streets Protected Bicycle Lanes
- 3 10th Street Protected Bicycle Lane
- 4 Parkside Avenue Parking-Protected Bicycle Lanes
- 5 11th Street Two-Way Parking Protected Bicycle Lane
- 6 Spruce & Pine Streets Upgraded Bicycle Lanes
- 7 South Street Protected Bicycle Lane
- 8 Parkside Avenue Protected Bicycle Lane
- 9 Chestnut Street Parking-Protected Bicycle Lane
- 10 Race Street Parking-Protected Bicycle Lane
- 11 Torresdale/Frankford Avenues Protected Bicycle Lanes
- 12 Ryan Avenue Two-Way Protected Bicycle Lane

- 13 13th Street Protected Bicycle Lane
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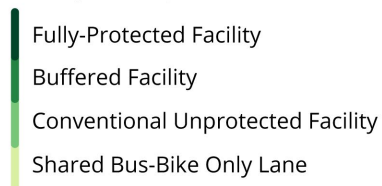
Expanding Philadelphia's High-Quality Bicycle Network

The Philadelphia Streets Department and the City's design consultants designed 7.2 miles of new protected bicycle facilities as part of the Safe Spaces for Cyclists project, using TAP 2016 Grant funding.

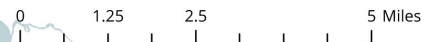
The Philadelphia Streets Department installed 1.36 miles as part of a repaving project, and a contractor installed an additional 4.47 miles following PennDOT PS&E approval, let, and bid. The remaining 1.69 miles will be installed as part of upcoming Streets Department repaving.

As of December 6th 2021, there are 370.6 miles of bicycle facilities across Philadelphia (not including trails and sharrow-only facilities). Of those, 16.4 miles are protected, including the 5.83 miles designed as part of the Safe Spaces for Cyclists project.

Philadelphia Bicycle Facilities¹



All Facilities:¹ 370.6 miles
Protected Facilities: 16.4 miles
Safe Spaces Facilities: 5.83 miles



¹Accurate as of the end of the 2020 paving season, excludes sharrow-only and sharrow-climbing bicycle facilities.

Data: All bicycle facility classifications and calculated lengths from the City of Philadelphia's Bicycle Network GIS data and Street Centerline shapefile. All Trail facility status classifications from the City of Philadelphia's Existing and Planned Trail GIS shapefiles, updates June 2021.

Expanding Philadelphia's High-Quality Bicycle Network

The City of Philadelphia continues implementing our High-Quality Bicycle Network in the interest of advancing Vision Zero, Congestion Mitigation, Active and Healthy Transportation, and sustainability goals.

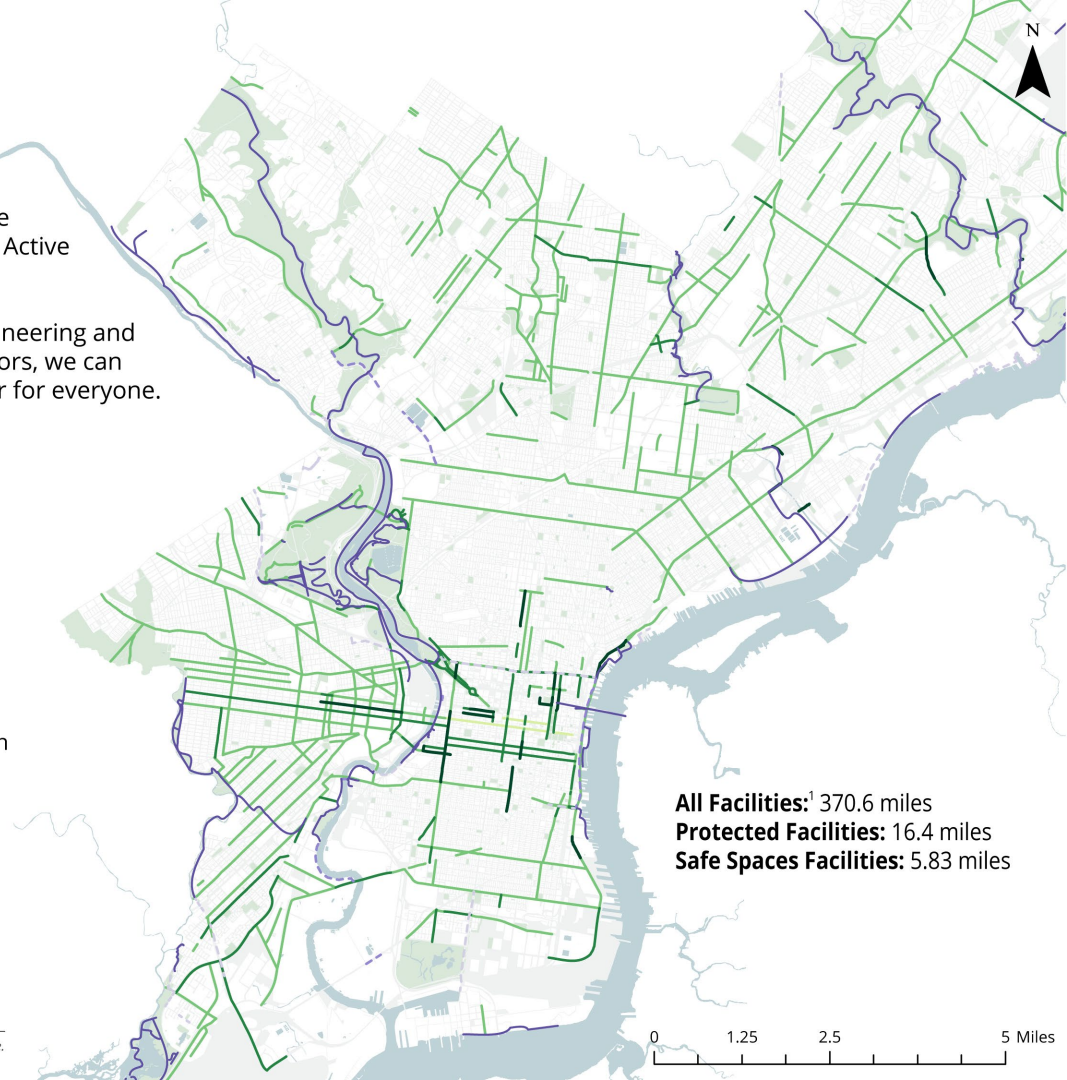
Through Grant Funding and collaborative efforts between the City's Engineering and Construction teams, engineering consultants, and construction contractors, we can advance our goals in creative ways and make Philadelphia's Streets safer for everyone.

Philadelphia Bicycle Facilities¹

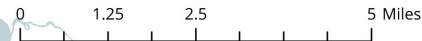
- Fully-Protected Facility
- Buffered Facility
- Conventional Unprotected Facility
- Shared Bus-Bike Only Lane

Philadelphia Trail Facilities

- Existing Trail Facility
- Trail Facility In Construction
- Trail Facility In Design



All Facilities:¹ 370.6 miles
Protected Facilities: 16.4 miles
Safe Spaces Facilities: 5.83 miles



¹Accurate as of the end of the 2020 paving season, excludes sharrow-only and sharrow-climbing bicycle facilities.

Data: All bicycle facility classifications and calculated lengths from the City of Philadelphia's Bicycle Network GIS data and Street Centerline shapefile. All Trail facility status classifications from the City of Philadelphia's Existing and Planned Trail GIS shapefiles, updates June 2021.



Final Construction Summary

- **Contractor forces through PS&E Bid:**
 - 2nd Street - Spring Garden to Race: *full design*
 - 5th Street - Arch to Race: *full design*
 - 5th Street - Callowhill to Spring Garden: *full design*
 - 6th Street - Spring Garden to Callowhill: *additional delineator posts*
 - 6th Street - Callowhill to Market: *delineator posts and green cycle-lane coating*
 - 10th Street - Spring Garden to Winter: *full design*
 - Parkside Avenue - Girard to 52nd: *full design*
- **City forces through City paving:**
 - 10th Street - Market to Pine: *full design*
 - 11th Street - Bainbridge to Reed: *full design*
- **Upcoming:**
 - 13th Street, South to Spring Garden: *fully designed, awaiting 13th Street repaving*
 - Grays Ferry Avenue, FedEx Drive to Washington: *in design, planned for CW paving*



Thank you!

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