

Welcome!



City of Philadelphia
Lombard/South Protected
Bicycle Lane Project

Meeting Purpose

1. Share Existing Conditions and Data
2. Share Details of Proposed Project
3. Gather Feedback from Public



Lombard and 26th Street



South and 23rd Street

Project Timeline

2011

Paint Buffered
Bicycle Lanes
Installed

2017

Civic Group and
Council Outreach

Today

Public
Listening
Session

Develop
Plans

Check in
with
Community

Data
Collection

2018

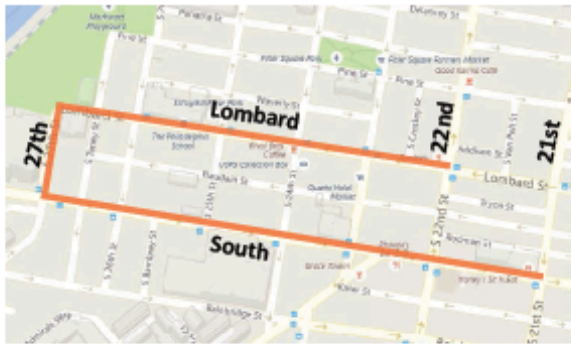
Potential
Pilot Project
Installation

Check Back
Meeting with
Community

*Please review the information boards.
We encourage you to talk with representatives
from the City and share your thoughts.*

For more information contact:
Jeannette Brugger
Bicycle & Pedestrian Coordinator
215.686.5521
jeannette.brugger@phila.gov

Existing Conditions



Existing Paint Buffered Bike Lanes

Crash History, 2012-2015

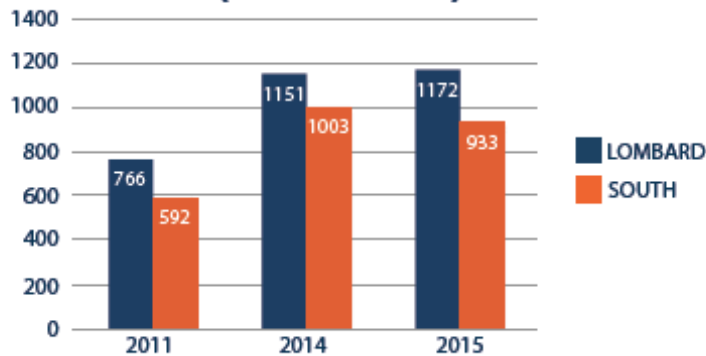
	Total Injuries	Severe Injuries
Pedestrians	10	0
Bicyclists	11	1
Motor Vehicle Occupants	29	0
TOTAL	50	1



Lombard and 26th Street

Lombard and South Streets are regularly used bicycle lanes providing connections to Center City and University City neighborhoods, and numerous institutions and commercial spaces. These streets also provide access to the Schuylkill River Trail via the South Street Bridge, the bridge with the highest pedestrian and bicycle traffic in the state

Average Daily Bicycle Counts (2011 - 2015)



Source: DVRPC Bicycle Count Program

In 2012, Average Daily Motor Vehicle Traffic (2012)

- 6,465 cars on Lombard St
- 6,647 cars on South St



South and 23rd Street

Why Lombard & South?



City of Philadelphia
Lombard/South Protected
Bicycle Lane Project

Loading in the bike lane



Bicyclist maneuvers around cars stopped in the bike lane



Driving Vehicles Encroaching In Bicycle Lanes



Bus Staging



Bicyclist navigating around busses

Obstructions



Plastic people obstructing bike lane

Unsafe Driving Behavior



Cab using bicycle lane to pass vehicles

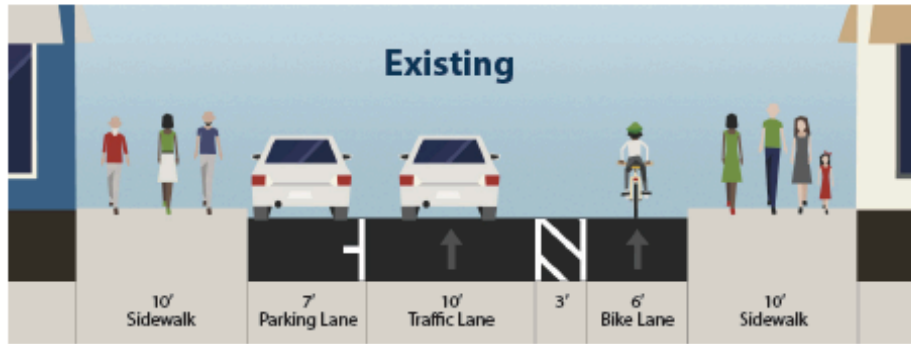


Vehicle parked in bike lane and crosswalk

Pilot Project & Benefits



City of Philadelphia
Lombard/South Protected
Bicycle Lane Project



What Is Happening in 2017

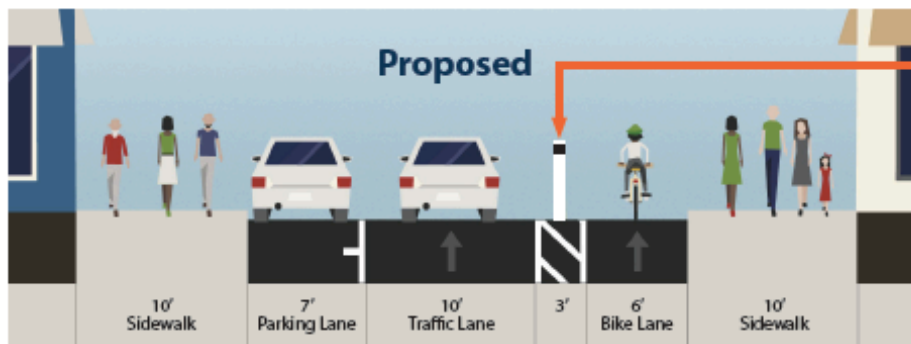
- Repainting existing crosswalks and buffered bicycle lane

Flexible delineator posts on Ryan Avenue in Philadelphia



What Could Happen in 2018

- Adding flexible delineator posts every 20 feet in the buffer as part of a 6 month pilot project



6 Month Pilot Project

1. Listening Session
2. Compile Comments
3. Check in with City Council, Civic Associations and public
4. Collect before-pilot data
5. Install pilot
6. Collect after-pilot data
7. Conduct check in meeting with community

Measures of Success

1. Vehicle travel time
2. Bicycle and vehicle counts
3. User and resident perception via survey
4. Tracking crash reports

Benefits

- Creates a safe space for people of all ages to bike
- Reduces bicycle weaving due to loading vehicles
- Clearly separates bicycle and pedestrian spaces

New York City's protected bike lane on 9th Avenue led to a **58% reduction in injuries to all street users**, not just cyclists - NYC DOT

Streets with protected bike lanes in D.C. saw **sidewalk riding decrease by an average of 56%** - CityLab, 2014

Challenges & Opportunities



Residential and Business Loading

Challenge: Loading in the bike lane, which creates bicycle and vehicle conflict

Opportunity: Two new loading zones on each block in the existing parking lane

Trade-offs: Some loss of daytime vehicle parking



Existing loading zone

Existing no parking zone

Proposed additional loading zone

Each block of the project could include a loading zone on both the east and west ends of the block in the parking lane

What do you think?

The Philadelphia School (Lombard Building)

Challenge: Bus loading and staging in the bike lane, which creates bicycle and vehicle conflict

Opportunity: Bus loading and staging on 25th Street

Trade-offs: Some parking spaces not available to residents during the day



- No Parking Anytime
- 2 Hr Parking Except Residential Permit Parking
- No Parking School Hours (7am-6pm)/ Parent Drop off Area
- Bus Unloading and Waiting Area *Parking during non-school hours

What do you think?

Challenges & Opportunities



City of Philadelphia
Lombard/South Protected
Bicycle Lane Project

SEPTA Bus Stops

Challenge: Mixing zones must remain for bus stops

Opportunities:

- Education campaign for bikers
- Mixing zone signage
- Bicycle rumble strips and yield bars



Bus Stop

Flexible delineator posts

Yield bars in the bike lane to notify people biking that they must yield to passengers entering and exiting busses



Other Issues and Comments

What do you think?