Meeting Purpose

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

Project Timeline

2011
- Paint Buffered Bicycle Lanes Installed

2017
- Civic Group and Council Outreach
- Public Listening Session
- Develop Plans
- Check in with Community

Today

2018
- Data Collection
- Potential Pilot Project Installation
- Check Back Meeting with Community

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

**Crash History, 2012-2015**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>11</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupants</td>
<td>29</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>50</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>

**Average Daily Bicycle Counts (2011 - 2015)**

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTH</strong></td>
<td>592</td>
<td>1003</td>
<td>933</td>
</tr>
<tr>
<td><strong>LOMBARD</strong></td>
<td>766</td>
<td>1151</td>
<td>1172</td>
</tr>
</tbody>
</table>

*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

Meeting Date: July 17th, 2017
Why Lombard & South?

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

Meeting Date: July 17th, 2017
Pilot Project & Benefits

**Existing**

10' Sidewalk 7' Parking Lane 10' Traffic Lane 3' Bike Lane 10' Sidewalk

**Proposed**

10' Sidewalk 7' Parking Lane 10' Traffic Lane 3' Bike Lane 10' Sidewalk

**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

**What Is Happening in 2017**

- Repainting existing crosswalks and buffered bicycle lane

**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

Meeting Date: July 17th, 2017
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

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

What do you think?
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

What do you think?

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