



SUMMARY OF PEDESTRIAN/ BICYCLE PLAN POLICY PAPER RECOMMENDATIONS



BICYCLE NETWORK:

BICYCLE NETWORK DESIGN

- Develop a Philadelphia Complete Streets Design Manual to replace the Bike-Friendly Design Guidelines Manual and typical street design guides currently used by the Streets Department.
- Draw on latest best practices for full array of bikeway facilities, including currently used facilities and emerging designs

BICYCLE TREATMENT AT INTERSECTIONS

Improve bicyclist safety and comfort through intersections with tested engineering solutions.

- Implement advanced stop bars ("bike boxes") at intersections with high bicyclist and motor vehicle volumes, especially on multi-lane arterials.
- Carry bike lanes across right-turn lanes by marking them as solid green

BICYCLE PARKING

Encourage bicycle ridership through provision of convenient, secure places to park.

- Add bike racks at a rate of 1,500 per year for five years for a total of 7,500 additional racks.
- Establish a permanent "Request-a-Rack" program
- Create bike parking in street parking spaces
- Establish bike stations;
- Integrate bicycle parking with transportation facilities;
- Provide bicycle parking for large events.

BICYCLE ACCESS TO TRANSIT

- Install bicycle securing devices inside all SEPTA rail vehicles
- Explore development of a Boston-style bicycle car on the Regional Rail system for tourism use
- Integrate bike stair channels on stairways in public transit facilities to provide access to platforms.
- Adopt "universal design" principles wherever possible at regional rail and rapid transit stations



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PEDESTRIAN NETWORK:

SIDEWALK DESIGN GUIDELINES

Provide an attractive pedestrian environment that includes adequate space for pedestrians to walk comfortably, separated from traffic, and accommodate amenities and necessary utilitarian functions.

- Establish a sidewalk zone system with minimum dimensions for the Walking Zone and for the Furnishings Zone, which also buffers pedestrians from traffic.
- Two people need 5 feet of sidewalk width to pass or walk comfortably side by side.
- When 2 people walking together meet another pedestrian on the sidewalk, they need about 8 feet to pass without dropping into single-file.
- Tie new sidewalk standards to the proposed street classification system so that the standards will reflect the nature and levels of pedestrian activity.
- Encourage street trees and sustainable street furnishings to control storm water and heat-island effect
- Accommodate necessary utility infrastructure
- Allow for amenities that enhance the pedestrian environment
- Accommodate commercial enterprise that enliven the street life of the neighborhood

STREET CROSSINGS

Reduce the incidence of pedestrian injuries and fatalities by designing crossing locations for greater safety and pedestrian comfort.

- Maintain a robust crosswalk network
- Refine policy for marking crosswalks at mid-block and uncontrolled intersection crossings.
- Design intersections so that geometries and traffic operations maximize pedestrian safety and comfort
- Increase installation of curb extensions (bumpouts)
- Establish guidelines for the use of raised medians for pedestrian refuge areas
- Expand use of traffic calming to reduce speeding and protect pedestrians.

PEDESTRIAN SIGNALS

Design traffic and pedestrian signals so that they provide clear information to pedestrians, adequate time to cross, and minimize delay for pedestrians waiting at the curb.

- Expand the provision of pedestrian signals
- Prioritize pedestrian safety and mobility in signal timing and traffic control.
- Keep signal cycles as short as possible.
- Ensure that clearance intervals are properly timed.
- Develop criteria for Leading Pedestrian Intervals

DRIVEWAYS AND LAY-BYS

Protect the sidewalk as a safe space for pedestrians by minimizing the vehicular intrusion of driveways and lay-by lanes.

- Limit the number and location of driveways
- Strictly limit lay-by lanes to protect sidewalk space for pedestrians.
- Limit parking pads or garages in the front of houses.
- Minimize the impact of driveways on the natural environment.

REQUIREMENTS FOR SIDEWALKS IN NEW DEVELOPMENT

Expand the City's sidewalk network into all new residential, commercial and mixed-use developments.

- Require sidewalks in new developments that follow the standards established in the Pedestrian and Bicycle Plan for sidewalk design based on the new street classification system.
- Promote sustainable development practices for new sidewalks through the use of permeable sidewalk surfaces and green curb/buffer strips without sacrificing the pedestrian walking zones.

SIDEWALK RETROFIT

Establish guidelines for requiring property owners to build or replace missing sidewalks.



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HEALTH AND SAFETY:

EDUCATION

- Enhance and expand current education programs focusing on pedestrian and bicycle safety. (Bicycle Ambassadors, Safe Routes Philly, formerly BEEP)
- Partner with local universities for bicycle and pedestrian safety education
- Create an awareness campaign emphasizing the rules of the road pertaining to bicycles and pedestrians as a part of the larger transportation community.
- Improve training of staff whose jobs affect pedestrian or bicyclist safety, in order to implement the Plan.
- Educate bicyclists on strategies and techniques for safe bicycle locking.

ENFORCEMENT

- Improve pedestrian and bicyclist safety by increasing enforcement of traffic laws regulating the interaction between vehicles, bicyclists, and pedestrians.
- Improve enforcement of traffic and parking laws that affect pedestrians and bicyclists.
- Reduce incidence of bicycle theft.
- Update Philadelphia laws to conform to state traffic law and the Uniform Vehicle Code regarding bicycling and walking, except where different rules are appropriate to Philadelphia's urban conditions. Repeal the "mandatory sidepath law"
- Establish a Philadelphia Pedestrian and Bicycle Safety Committee to be in charge of reducing bicycle and pedestrian deaths by 50% by the year 2020. This Committee will be responsible for the development of safety education campaigns and improving enforcement of traffic laws.
- Improve training of police officers and PPA personnel on traffic and parking laws as they relate to bicyclists and pedestrians.
- Design enforcement campaigns that target locations with high rates of pedestrian or bicycle crashes, and campaigns to target behaviors that endanger bicyclists and pedestrians.
- Expand use of automated enforcement for red-light running to more locations.

ENCOURAGEMENT

- Develop a marketing campaign to promote the benefits of walking and bicycling - partner with Philadelphia Department of Public Health
- Implement recommendations of Bike Sharing study
- Conduct and expand events to encourage bicycling and walking - Bike Philly, Bike Month, Walk and Bike to School Day, International Cycling Championship, Create a Cyclovia,
- Distribute materials encouraging residents and visitors to experience the City of Philadelphia by foot and pedal-websites, maps, self-guided walking tours, directional signage



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MANAGEMENT AND MONITORING:

CONSTRUCTION DISRUPTION

- Improve enforcement of regulations governing temporary closures of sidewalks and streets;
- Ensure that any sidewalk shed or sidewalk closure allows for safe pedestrian passage around and/or through the construction area;
- Protect bikeways from disruption due to temporary street closures.

MANAGEMENT OF SIDEWALK ENCROACHMENTS

- Recommend changes to the City Code to clarify laws governing sidewalk encroachments and allow for administrative approvals where appropriate.
- Create an interagency Public Space Committee to advise the Streets Dept on permit applications for sidewalk encroachments.
- Improve enforcement of laws and regulations to reduce sidewalk clutter.

PEDESTRIAN NETWORK MAINTENANCE

- Set standards for acceptable sidewalk condition, following PROWAG guidelines
- Require sidewalk inspection when properties are sold.
- Commit City funds to the maintenance of publicly owned sidewalks
- Upgrade snow-removal policies to improve pedestrian circulation after snowstorms

BICYCLE NETWORK MAINTENANCE

- Bring the bikeway network to a state of good repair and keep it maintained.
- Develop a Snow Removal Policy For Bike Lanes and Multi-Use Paths

BICYCLE DETOUR STANDARDS

- Develop criteria for appropriate guidelines for bike facility detours
- Minimize the impact of closed or impassable bike lanes

BICYCLES IN BUILDINGS

- Develop an ordinance that requires building managers with freight elevators to allow bicycle access upon request from a tenant.
- Encourage building managers to increase off-street parking options.

CRASH REPORTING AND ANALYSIS

- Revise the Commonwealth crash report form to include information needed for analysis of bicycle and pedestrian crashes.
- Improve the precision of crash analysis for better focus on countermeasures;
- Improve Police Department and Streets Department response and countermeasures to reduce crash rates.

PEDESTRIAN AND BICYCLE COUNTS

- Seek assistance through DVRPC for counts using new equipment they have recently procured.
- Request that DVRPC's Household Travel Survey be repeated on a recurring 10-year cycle.
- Require that all intersection traffic counts conducted as part of traffic studies submitted to the City, including studies prepared by developers, include pedestrian and bicycle counts.
- Develop appropriate methodology for pedestrian and bicycle counting program