

Better Mobility Philadelphia 2015

Making transportation safe & accessible for an economically competitive Philadelphia

Making it easier and safer to get around Philadelphia makes our city more vibrant and economically competitive. Our next mayor must continue to build inspiring places to walk and bicycle -- like the new Schuylkill Banks Boardwalk -- while also making our neighborhood streets safer for all road users through low-cost safety improvements and policy changes.

More people bicycle in Philadelphia than in any other big city in the US and we consistently rank high on lists of pedestrian-friendly cities. Bicycling, walking and public transportation are great competitive advantages for Philadelphia: they make getting around more convenient, less expensive and more enjoyable. But pedestrians are killed and injured disturbingly often and we are not keeping pace with our big city peers in installing protected bike lanes.

Safer neighborhoods	Attracting employers	Healthier cities
Faster public transit	Retaining residents	Improved mobility
New private investment	Stable neighborhoods	Affordable

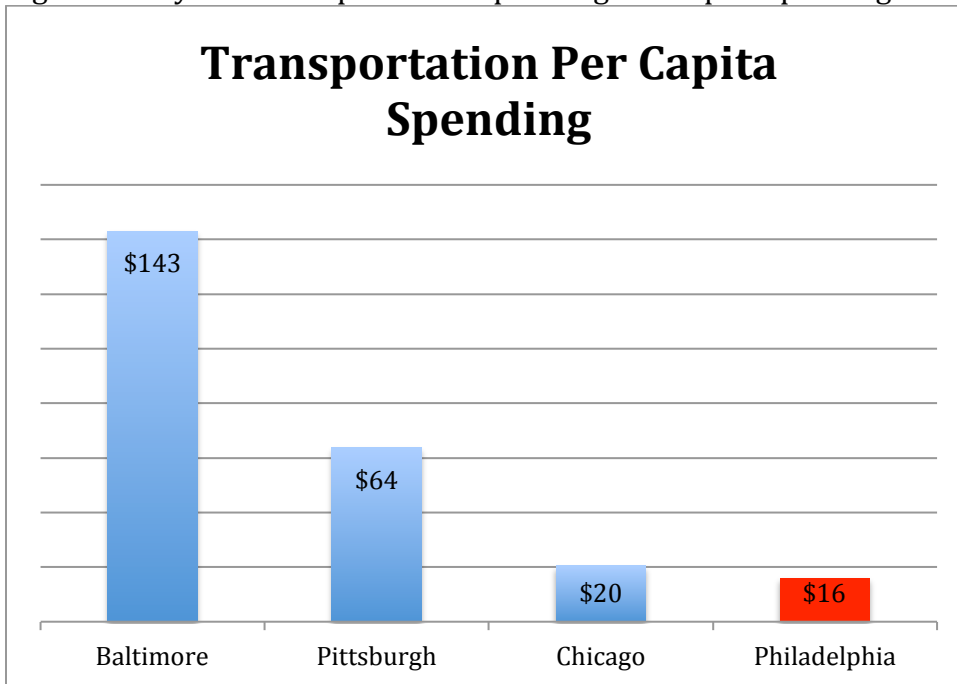
To make all road users – walkers, bicyclists, transit users and motorists – safer, the next mayor must:

- Bring Philadelphia's streets and sidewalks into a state of good repair**
- Adopt a Vision Zero policy to reduce traffic crashes**
- Connect the on-street bikeway network**
- Build 25 miles of trails that are part of the Circuit**
- Improve the walkability of streets and sidewalks**
- Prioritize transportation and infrastructure policy**
- Enhance accessibility to public transit**
- Ensure access to bike share**
- Enliven Philadelphia's streets**
- Manage on-street parking for efficient and effective use**

While Philadelphia's transportation infrastructure has benefited from considerable state and federal funding since 2009, compared to several other peer cities, local investment in street infrastructure lags behind. By one measure, departmental operating budget, Philadelphia's investment is low compared to several peer cities.

A comparison of the operating budgets of several cities' "streets" departments on a per capita basis reveals that Philadelphia ranks last in terms of spending¹. (Figure 1)

Figure 1- City Streets Department Operating Per Capita Spending 2013



For more jobs, better mobility, safer streets, and improved public health for all Philadelphians, we call upon the next mayor to commit to better transportation.

¹ Comparison of operating expenses associated with construction, repair and maintenance of city-owned streets, highways and bridges and excludes public transit and sanitation. Sources for Figure 1 include: City of Baltimore Fiscal Year 2015 Agency Detail, p. 215; 2014 City of Pittsburgh Operating, pp.8, 258; City of Chicago 2014 Budget Overview, pp.59,110-121; [Philadelphia] Mayor's Operating Budget in Bridge for FY 2014, pp.2, 68. All figures are actual 2013, except for Pittsburgh, which is budgeted 2013.

Strategy 1 | Bring Philadelphia's Streets and Sidewalks into a Good State of Repair. *Roads, bridges, sidewalks and lighting in good state of repair improve traffic safety.*

Philadelphia's roads, bridges and sidewalks are suffering from years of disinvestment. On average, streets should be repaved every ten years. For many years, the City has worked on a schedule of repaving streets every 12 to 15 years.²

When fewer streets are repaved, fewer bike lanes are installed or repainted. And given these fiscal restraints, there is great reluctance to try innovative or high-quality infrastructure, such as green lanes or physically separated bike lanes that require design and additional maintenance expenses. Philadelphia's rate of bike lane installation averages 5.7 miles a year,³ which is less than what many other peer cities have been able to accomplish. Philadelphia will launch a new public transit system, bike share, in spring 2015, which will add many more bicyclists to city streets. Increasing the installation rate of bike lanes, especially protected bike lanes, is needed to accommodate the current and soon-to-increase number of people bicycling for transportation in Philadelphia.

How We Got Here

According to the Streets Department, the backlog of streets in need of repaving has grown to over 900 miles, up from 600 miles just five year ago (see Figure 2). The backlog has grown because the paving budget available for paving has been decreased due to court and federally-mandated installation of ADA-compliant curb ramps (4,958 ramps at 826 intersections). For several years, curb ramps were consuming 50-60% of Philadelphia's paving budget.⁴ While curb ramps provide an important public benefit and must be installed to comply with federal law, they have come at the expense of the city's street infrastructure. Despite an injection of approximately \$10 million through the stimulus bill in 2009, the amount of city funding available for resurfacing (paving & ADA ramps) has fluctuated between \$4-11 million annually over the past ten years, a level insufficient to maintain a state of good repair and to install ADA ramps at the same time.

The Philadelphia Streets Department estimates it should repave 29 miles of federal aid arterials per year and 130 miles of local streets to maintain the city's network in a state of good repair. Due to fiscal constraints, Philadelphia restored just 24 miles of surface in 2014 and 22 in 2013. While the number of miles is projected to

²<http://planphilly.com/articles/2013/05/01/less-frequent-paving-creates-challenge-for-streets-department-s-bike-lane-painting>

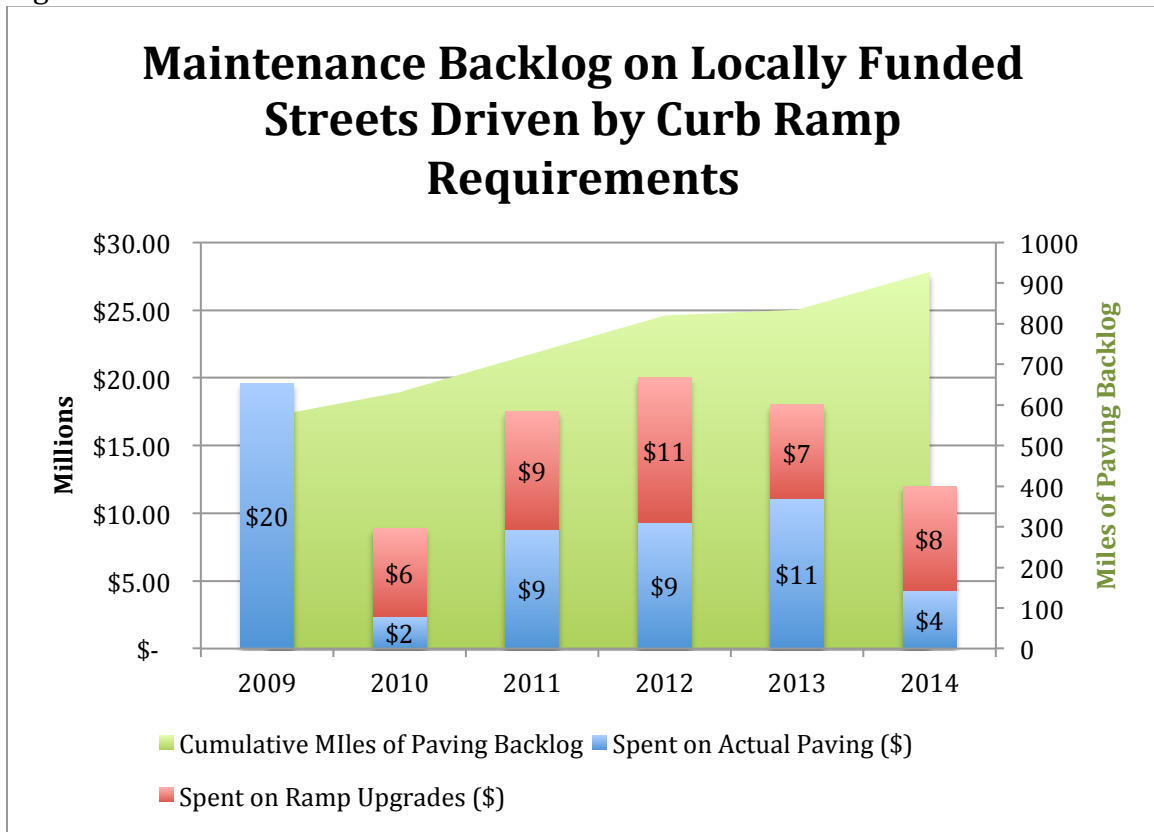
³ In press. 2014. Figure 9 in *Safer Streets Philadelphia* by Bicycle Coalition of Greater Philadelphia

⁴ http://articles.philly.com/2012-10-09/news/34323865_1_new-ramps-intersections-domes

increase in 2015, the funds likely to be available in 2015 is still half or less than what is needed to repave 130 miles annually.

Sidewalks are essential to a walkable city, and Philadelphia has an extensive sidewalk network, but a combination of legal and funding constraints over a long period of time has led to a serious deterioration of sidewalk conditions in many neighborhoods. The 2010 sidewalk inventory of arterials and collectors found that approximately 10% were in poor or very poor condition. This did not include issues like uneven surfaces caused by tree roots heaving the pavement, which is a widespread problem. By some estimates, Philadelphia spends over \$3 million annually on sidewalk claims.

Figure 2



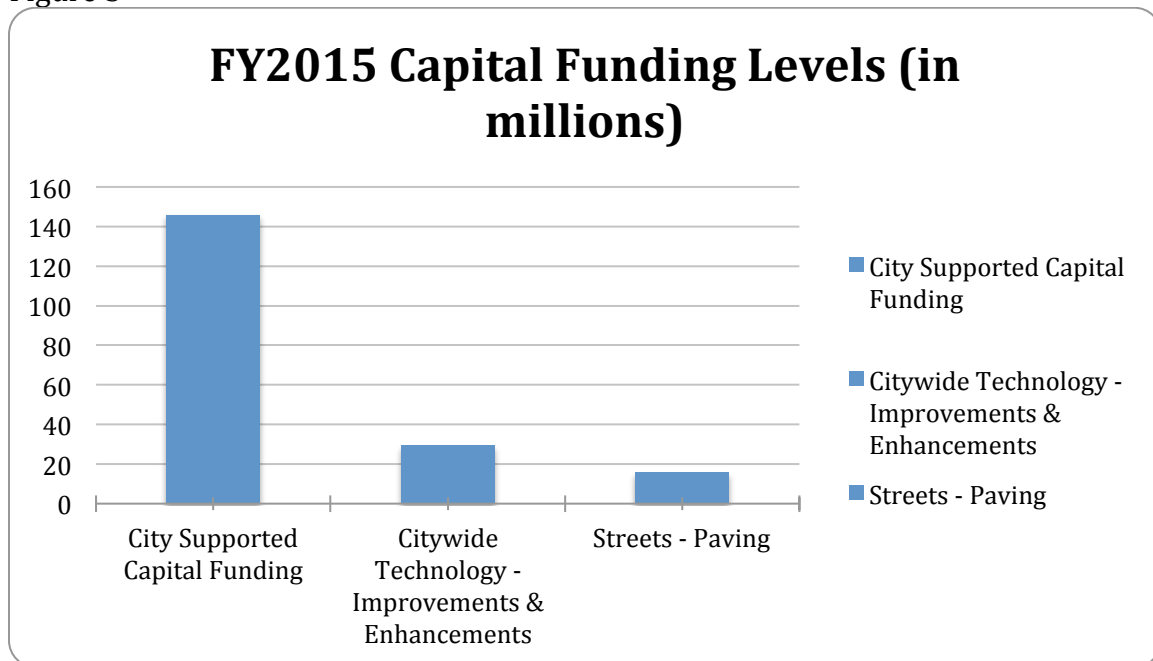
Source: Streets Department, City of Philadelphia

This paving backlog has grown despite the fact that the Nutter Administration secured over \$100 million in federal and state funding for a variety of transportation projects such as bike share, trails, signal timing improvements and low cost safety measures. Under the Nutter administration, the Mayor’s Office of Transportation and Utilities (MOTU) provided leadership and coordination among a variety of agencies that impact the condition of the city’s transportation

infrastructure. It is critical that this policy and coordination function be continued and further strengthened by the next administration.

Furthermore, the City of Philadelphia must start to increase its own operating and capital budgets in order to bring its streets and sidewalks into a good state of repair. Currently, the City of Philadelphia dedicates more capital funding for technology than paving.⁵

Figure 3



Source: City of Philadelphia, Five-Year Financial and Strategic Plan FY15-19. p. 45, Exhibit A p.74 and 97

Proposed Action Steps:

- Increase (by at least doubling) the paving budget in the city's Capital Budget to a level sufficient to repave 130 miles of streets annually and to provide 20% match for Federal Aid Funding to repave an additional 29 miles.
- Increase the automobile registration fee by \$5 (as permitted by Pennsylvania's new transportation bill) to generate a dedicated funding source for paving, striping and maintenance.
- Revise the Code provision that governs sidewalk maintenance and create a new program with matching fund for property owners who need assistance with sidewalk repairs.
- Require sidewalk inspections whenever properties are sold.

⁵ Capital budget figures are from Five-Year Financial and Strategic Plan FY15-19

Strategy 2 | Adopt a Vision Zero Policy. *Safer streets for all Philadelphians will save lives and money. In addition to preventing needless injuries and deaths, Philadelphia will become more economically competitive if it did not lose hundreds of millions of dollars in medical and legal costs annually.*

Between 2008-2013, on average, 94 adults and children are killed in Philadelphia traffic crashes annually.⁶ Of that number, approximately 63% are occupants of motor vehicles, 35% are pedestrians and 2% are bicyclists.

Although motor vehicle occupants make up a majority of the fatalities of traffic crashes, pedestrians are, in fact, the most vulnerable road user. For every 1000 crashes that occur in Philadelphia involving a pedestrian, 19 pedestrians die. By comparison, for every 1000 crashes that involve motor vehicles, 7 occupants die⁷.

Philadelphia pedestrians are also more vulnerable compared to pedestrians who are involved in crashes in other cities. Compared to Baltimore City, Allegheny County (Pittsburgh) and Cook County, Illinois (Chicago), Philadelphia has the highest annual pedestrian death rate and shares the highest bicyclist death rate with Chicago⁸. Philadelphia has the second highest motorist death rate of these four counties.

Table 1 - Fatality Rate Per 1000 Residents

County	Annual pedestrian death rate (per 100,000 persons)	Annual bicyclist death rate (per 100,000)	Annual motor vehicle occupant death rate (per 100,000)
Baltimore City, MD	0.9	0.2	4.2
Allegheny County, PA	0.7	0.1	7.2
Cook County, Illinois	1.6	0.3	11.3
Philadelphia, PA	2.0	0.3	8.8

⁶ Based on 2009-2013 PennDOT crash data provided by Delaware Valley Regional Planning Commission.

⁷ (in press.) Bicycle Coalition of Greater Philadelphia. *Safer Streets Philadelphia*. Table 2

⁸ Source for Table 8 is 2012 FARS data

<http://www.governing.com/gov-data/pedestrian-death-counties-census-tracts-per-capita-rates.html>, which as derived from National Highway Transportation Safety Administration Fatality Analysis Reporting System data and U.S. Census Bureau 2008-2012 American Community Survey estimates

The toll of these preventable deaths goes beyond grief. On average, these deaths cost the City of Philadelphia nearly \$565 million annually in medical and legal costs and in lost taxes and workplace productivity⁹. The economic toll of injuries from traffic crashes and fatalities and property damage is \$1 billion. For economic reasons alone, the City should take preventative steps to reduce traffic crashes by adopting an approach that meets Vision Zero, a system with no fatalities or serious traffic injuries .

Reducing bicycle and pedestrian fatalities by 50% by 2020 is already an adopted goal of the City’s Pedestrian/Bicycle Plan. It should be broadened to include all traffic crash victims.

To date, Philadelphia has had mixed results in reducing traffic deaths. Looking back over the past five years (2009-2013), crashes have increased very slightly, fatalities have dropped slightly (except for pedestrian crashes, which increased by 16%), and injuries have slightly fallen (except for bicycle injuries, which increased by 15%.)

Table 2 - Change in Traffic Crashes by Mode between 2009 and 2013

Total Traffic Crashes	Motor Vehicle Crashes	Pedestrian Crashes	Bicycle Crashes
4%	4%	0%	16%
Total Fatalities	MV Fatalities	Ped Fatalities	Bicycle Fatalities
-6%	-15%	16%	-100%
Total Injuries	MV Injuries	Ped Injuries	Bicycle Injuries
-4%	-6%	1%	15%

Source: 2009-2013 PennDOT crash data provided by Delaware Valley Regional Planning Commission.

Although Philadelphia has made significant investments in trails, curb ramps and in safety improvements (through the Automated Red Light Enforcement Program), more remains to be done to drive down traffic crashes involving pedestrians.

⁹ Table 3 from (in press). Bicycle Coalition of Greater Philadelphia. Safer Streets Philadelphia. Source of data is 2009-2013 PennDOT crash data provided by DVRPC.

Set Philadelphia's Vision Zero Goal

- Reduce traffic fatalities and severe injuries by 50% by 2020.

Proposed Action Steps:

- Use a data driven process to identify the City's most dangerous corridors, intersections and types of collisions that contribute to fatalities and severe injuries (alcohol impairment, speed, distracted driving, failure to yield)¹⁰.
- Identify safety interventions, such as leading pedestrian signals, longer pedestrian countdown phases, and pedestrian refuge islands, at Philadelphia's top 20 pedestrian crash intersections.
- Prioritize investments in safety measures.
- Continue to apply for and deploy state Automated Red Light Enforcement and federal safety funding to invest in safety measures.
- Adopt measures to improve enforcement of the City's Traffic Code by the Police Department.
- Work with the state legislature to pass state legislation to 1) allow the hiring of a civilian traffic enforcement unit, 2) the installation and operation of speed cameras and 3) more specifically define "yield the right of way to pedestrians."
- Install speed cameras on road segments where speeding is the primary cause of crashes.

Strategy 3 | Connect the On-Street Bikeway Network. *A connected bikeway network will improve safety and accessibility by calming streets, decreasing traffic crashes, and providing better connectivity between residences and employment centers.*

In 2012, the Philadelphia City Planning Commission adopted a Pedestrian/Bicycle Plan (the plan). The plan sets ambitious 2020 goals of reducing bicycle fatalities and injuries by 50%, increase the bicycle commuting rate to 6.5% and improve the connectivity of the city's bicycle network. Meeting these goals will make our streets safer and less congested.

Philadelphia has been and remains a leader in conventional bicycle infrastructure. Based on the 2014 Benchmarking Report published by the Alliance for Biking and Walking, Philadelphia has over 400 miles of on-street miles of bike

¹⁰ This analysis should include adjusting the crash data by a measure of pedestrian activity at each location, either specific pedestrian counts or walk to work mode share for the surrounding census tract. This will give additional insight into the nature of the problem and potential solutions at each location.

lanes; the fifth highest number of miles of bike lanes among large cities (and the highest number among east coast cities). On a per square mile basis, it is the fourth highest of all large American cities; close to 3 miles of bike lanes per square mile. These numbers demonstrate that Philadelphia made impressive strides in the 1990s and 2000s in installing a large number of bike lanes and it remains a leader of conventional (5-foot wide) bicycle infrastructure among large American cities.

The plan designates specific streets and bicycle facilities for each segment of the bicycle network. This includes 400 miles of new bike lanes, marked shared lanes (sharrows), “bicycle friendly streets,” and physically-protected bicycle lanes.

To meet the goals of its own Pedestrian/Bicycle plan, and to stay competitive with other east coast cities, Philadelphia not only needs to keep pace with bike lane installation, but also needs to install lanes with higher degrees of protection. The next administration should act on the Pedestrian/Bicycle Plan’s recommendations while setting its sights even higher by applying to become a Green Lane Project city.¹¹ Dedicating more of its own local funding toward meeting network goals and leveraging that funding with state and federal funding will make closing the gaps in the bikeway network achievable.

Commit to Existing and New Bicycle Network Goals

- Install 30 miles of physically-protected bike lanes
- Install 75 new miles of standard bike lanes (15 miles annually)
- Refresh 10 miles of bike lanes annually

Proposed Action Steps

- Endorse full implementation of the Pedestrian/Bicycle Master Plan
- Apply for federal and state funding to match leverage local funding for bike lane installation.
- Develop, coordinate and implement a community outreach strategy on bike lane installation; announce new lanes for forthcoming paving seasons and work with Council members on community outreach.

Additional Steps to Improve Bicycle Policies

- Set enforcement goals agreed to by Streets, Parking Authority & Police Departments.
- Develop a robust bicycle theft reduction task force that includes establishing a city-wide registration program and stings to target and arrest bike thieves
- Work with SEPTA, Center City District and Parks & Recreation to develop a location for a large bike parking area (or bike station) to service downtown employees.
- Adopt best practices for Complete Streets

¹¹ See www.peopleforbikes.org/green-lane-project.

- Establish a regularly scheduled abandoned bicycle pick-up program
- Install up to 30 bike corrals & 600 sidewalk racks purchased by private citizens or businesses.
- Operate a “request a rack” and “request a corral” program to identify new locations.
- Establish snow removal, sweeping and detour policies.
- Maintain up-to-date website content.
- Add bicycle specific requests to the 311 system.
- Establish agreement with the Philadelphia Parking Authority to implement enforcement measures to reduce parking in bike lanes.

Strategy 4| Build 25 Miles of the Circuit. *Longer and more connected trail networks will help provide more recreational and transportation opportunities to a greater percentage of Philadelphia’s population. Underserved communities will have greater access to green space if more open and connected trails are built throughout the city.*

The Circuit is the region’s 9-county bicycle and walking trail network. Planned for 750 total miles, it is the most ambitious urban and suburban trail network in the country and already is a major boost to our region’s economic competitiveness and quality of life. Philadelphia has 87 miles of the planned network, 54 miles of which (62%) have been built¹².

Since 2009, Philadelphia has worked hard to plan for and add to its trail system, with great success. It released a trail master plan in 2013 and has built 16.7 miles in the past three years. It has been very successful at raising federal and state funds for trails, highly leveraging its scarce capital program dollars. This momentum should continue in the next administration.

Trail building is the most economically-productive form of transportation investment. According to a study released by the Centers for Disease Control, a \$1 investment in trails for physical activity led to \$2.94 in healthcare savings¹³. Every day Philadelphia residents use trails to exercise, to relax, and to connect to jobs, green space, and communities. Philadelphia’s next administration should maintain the trail building momentum by finishing the Philadelphia sections of the Schuylkill River Trail and East Coast Greenway, two major spines of the Circuit that lie within Philadelphia.

¹² 2014. Eight Facts to Know About the Circuit. http://connectthecircuit.org/uploads/media_items/circuit-progress-report-june-2014v2.original.pdf

¹³ 2005. Wang, et. al. “Cost Benefit Analysis of Physical Activity Using Bicycle/Pedestrian Trail.” in Health Promotion Practice; April 2005 Vol. 6, No. 2, 174-179

Trail Building Goals

- Build remaining 8 miles of the Schuylkill River Trail to make it continuous from Roxborough to Fort Mifflin
- Build remaining 10 miles of the East Coast Greenway along the Delaware River
- Build 7 miles of watershed trails such as the Cresheim, Tacony-Frankford, and Pennypack Trail.

Strategy 5 | Improve the Walkability of Streets and Sidewalks. *Philadelphia is the nation's fourth-most walkable large city.¹⁴ Walking is a vital mode of transportation for children, the elderly and people who don't own cars. Numerous studies have found that improving walkability increases economic activity and reduces crime by adding "eyes on the street."*

Sidewalks are fundamental to the pedestrian network and a key element of the public realm. The sidewalk is the part of the street where pedestrians should be able to move freely and comfortably without fear of vehicular conflicts. However, competition for narrow sidewalk space is fierce and too many sidewalks are cluttered with encroachments or even closed for long periods of time due to construction. Weak regulations and inadequate enforcement mean that pedestrian flow is often cramped or even displaced into the street where walkers must compete with motor traffic.

The public realm and the pedestrian experience can be enhanced through wider use of pedestrian plazas, which take advantage of excess pavement. These plazas convert awkwardly configured, and sometimes unsafe, intersections into attractive and lively open spaces, such as The Porch, located just outside 30th Street Station. The pedestrian plaza program could be expanded if it were simplified and provided with more public support.

Action Steps:

- Encourage each District Council person to pilot at least one pedestrian plaza
- Take an active role to expand the pedestrian plaza program so that more neighborhoods can create pockets of pedestrian friendly spaces.
 - Fund new pedestrian plazas, and either install and operate them directly or fund partner organizations to do so.
 - Streamline the renewal process, whereby existing plazas are auto-renewed except in cases of neighbor complaints or other poor management.

¹⁴ <http://www.walkscore.com/PA/Philadelphia>

- Develop a standardized process in which pedestrian plazas are considered for permanence based on an evaluation of success as temporary plazas.
 - Take a more active role in selecting sites for new pedestrian plazas based on where they would have the most impact and success in increasing the safety and comfort of pedestrians, enhancing the economic vitality of a commercial area, or addressing a need for open space.
- Enhance pedestrian crossings with safety measures such as leading pedestrian intervals, curb bumpouts and pedestrian refuge islands.
 - Expand Streets and L&I enforcement resources to ensure compliance with City Code and regulations that impact sidewalk and street right of ways (ROWs.)
 - Strengthen code provisions and regulations that apply to sidewalk cafes and food vendors to provide adequate width clearance for pedestrians, especially on overcrowded Center City streets, consistent with the 2013 Complete Streets Design Handbook and the 2012 Pedestrian and Bicycle Plan.
 - Establish clear policies and enact necessary legislation or regulations to minimize sidewalk closures during construction projects and improve signage requirements.
 - Post Complete Streets Checklist online within 60 days after they are filed.
 - Adopt best practices from peer cities for sidewalk snow removal that minimize corner and intersection blockages.

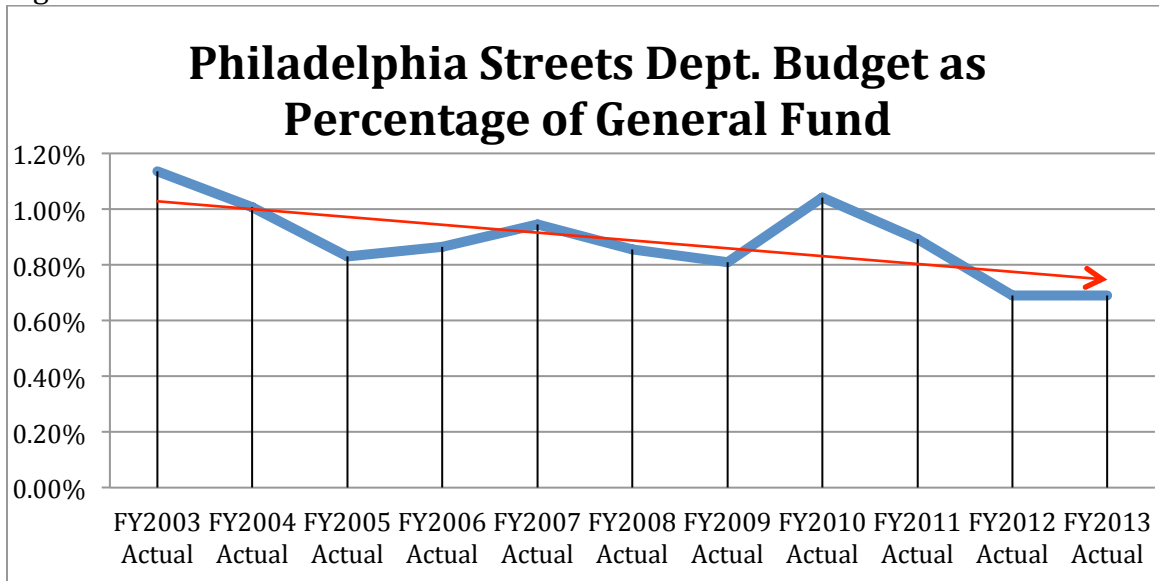
Strategy 6 | Prioritize Transportation and Infrastructure Policy and Local Investment

Philadelphia's transportation and infrastructure operating funds are well below its peer cities. Philadelphia can change this by boosting operating resources. It should also create a coordinated framework to oversee transportation infrastructure.

Transportation policy and planning is carried out both by the Mayor's Office of Transportation and Utilities and the Philadelphia City Planning Commission. Transportation operations and maintenance is managed by three Streets Department divisions that comprise the transportation "side" of the Department. These functions need to continue and be coordinated at a high level within the administration.

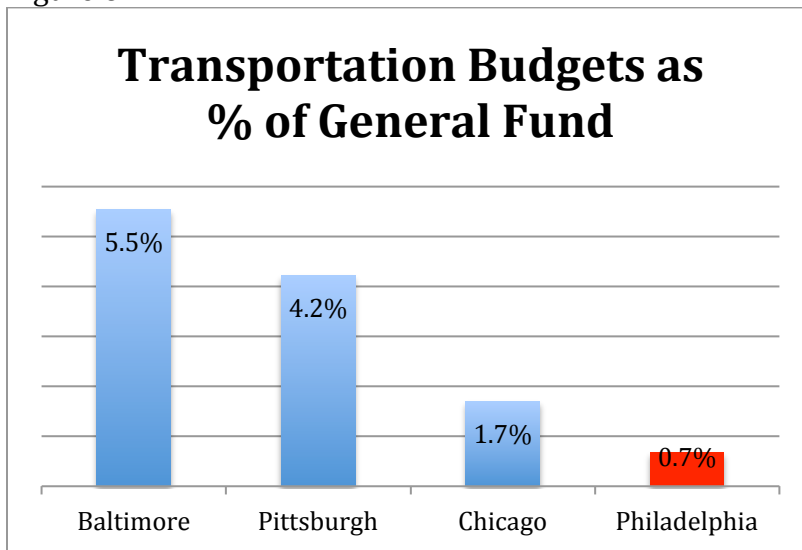
The operating budget for the Transportation side of the Streets Department is one third that of the Sanitation side. The Streets Department-Transportation operating budget is currently less than 0.7% of the General Fund and has declined by 50% over the past ten years. Other peer cities such as Chicago, Pittsburgh and Baltimore all have budgets that range from 1.5%-5.5% of their general funds.

Figure 5



Source: Philadelphia Five-Year Financial and Strategic Plans

Figure 6



Source: City Operating Budgets for 2013

Proposed Action Steps

- Increase the Streets Department Transportation Operating Budget sufficient to meet the demands of keeping 90% of the City’s streets and sidewalks in good state of repair.
- Appoint a Deputy Mayor or other senior official to be responsible for transportation infrastructure, policy, enforcement and coordination among Streets, Water, Police, Parks & Recreation Departments, SEPTA, and Philadelphia City Planning Commission.

- Maintain the Deputy Commissioner for Transportation position to report to both the Streets Commissioner and Deputy Mayor.
- Create a Complete Streets Office supervised by the Deputy Commissioner for Transportation that develops and coordinates transportation policy, as well as complete streets & bike share operations and management.
- Appoint the Deputy Commissioner for Transportation to the SEPTA Board and Delaware Valley Regional Planning Commission Board.
- Expand Transit First committees and report annually on outputs/outcomes
- Create a reporting unit within the Office of Complete Streets that coordinates among all Streets Department Transportation divisions.
- Create an annual performance report that provides information on:
 - Number of potholes filled
 - Street miles repaved
 - ADA ramps installed
 - Bike lane miles installed & refreshed
 - Crosswalks installed and refreshed
 - Average milling lag time
 - Miles of streets swept
 - Miles of sidewalks repaired
 - State of utilities coordination
 - Number of (traffic, pedestrian, bicycle) signals repaired/replaced
 - Average response time to utility cut patching
 - Number of plumber cuts repaired & average lapse time
 - Number of Complete Streets checklists online

Strategy 7 | Enhance Accessibility to Public Transit.

An effective and efficient public transit system is critical to Philadelphia's economic competitiveness and the mobility of its residents.

Over the past 15 years, SEPTA ridership has increased by 50%. Meanwhile, its budget is at a 15-year low. Meanwhile, PATCO is only now slowly implementing long delayed capital improvements.¹⁵ Improving transit service in a time of limited funding requires maximizing the efficiency of existing services and increasing integration with other methods of transportation. Expanding SEPTA access for people arriving on bicycles is a cost-effective way to improve transit access.

The next Mayor should use the mayor's bully pulpit and representation on the SEPTA Board to advocate for investments and policy changes to improve SEPTA's accessibility and service.

Proposed Action Steps

¹⁵ <http://www.courierpostonline.com/story/news/local/south-jersey/2014/06/21/drpa-ceo-faces-angry-riders-old-perceptions-transition/11227865/>

- Re-invigorate the “Transit First” committee and implement recommendations to improve service on key routes
- Request recommendations from the Transit First committee on how to improve bus service along key routes
- Advocate for SEPTA to:
 - Make weekly and monthly fare passes unlimited
 - Adopt 24-hour bicycle access policy on regional rail and subway service
 - Make permanent 24-hour subway service
 - Establish Volunteer Ambassador Program at PHL, 30th Street & Suburban Station
- Urge SEPTA and PATCO to add more secure indoor and outdoor bicycle parking at key regional rail and subway stations as identified by SEPTA and PATCO ridership¹⁶:
 - 30th St Station, Suburban Station, Market East
 - Market-Frankford Line between 46th and Allegheny: nearly all stations
 - Broad St Subway line stations: Snyder, Ellsworth-Federal, Lombard-South, Spring Garden and Cecil B Moore
- Repurpose the South Broad Street Concourse
- Expand the electronic farecard system and establish a process to gather feedback and fine-tune the electronic farecard implementation.
- Conduct multiple studies on ways to increase capacity, frequency and the quality of service on subway, trolley and regional rail lines. Investigate the possibility of implementing the Metrorail concept.

Strategy 8 | Ensure Access to Bike Share. *Bike Share will introduce biking as a new, convenient way to get around for many Philadelphians. Philadelphia should sustain and expand the bike share system so that is used and valued by a true cross section of Philadelphians.*

In 2015, Bike Share will launch with the placement of approximately 60 stations throughout sections of Center City, West Philadelphia and North and South

¹⁶ A crowd source bike parking survey conducted by the Bicycle Coalition and the Delaware Valley Regional Planning Commission identified rail stations where the demand for better bike parking was highest; <http://blog.bicyclecoalition.org/2013/03/crowdsourced-bike-parking-map.html>

Philadelphia. In 2016, an additional 60 stations will be placed to cover more neighborhoods in South, West and North Philadelphia.

Bike Share represents an inexpensive, accessible, and healthy new form of public transit.

The City of Philadelphia needs to continue efforts to increase the use bike sharing throughout Philadelphia to ensure that its bike share system is accessible, convenient, and a relevant transportation as well as a recreation choice for all.

Proposed Action Steps:

- Support the ongoing expansion of Bike Share into all of Philadelphia where there is demand and opportunity
- Integrate SEPTA and Bike Share farecards to weave together the fabric of Philadelphia's public transportation network.
- Explore and implement strategies to make the benefits of Bike Share affordable and accessible to all Philadelphians.

Strategy 9 | Enliven City Streets. *Nearly 100 North American cities operate some kind of Open Streets or Cyclovía program that promotes physical activity, sustainable transportation and community spirit.¹⁷ Philadelphia's lack of such a program is conspicuous.*

When the Streets Department held a street party to celebrate the opening of the South Street Bridge in 2010, the excitement and happiness quotient surpassed all expectations. Replicating that type of closure could be done on many key neighborhood streets or bridges. Philadelphia should explore a more formally programmed and robust open streets program throughout the City. Logistics include sponsorship, closure costs, site selection, partnerships and programming. Although the April to October MLK Drive weekend closure is technically an "open street," it lacks programming, services, and accessibility to and from residential neighborhoods. Other than closing MLK and the Ben Franklin Parkway and Broad Street for festivals and parades, Philadelphia has no purposed program that encourages all Philadelphians to use the street for exercise, recreation, and fun.

Proposed Action Steps:

As a start, we urge the next Administration to commit to:

- Host a pilot Sunday or Open Streets program during June, July and August 2016.
- Expand the program in 2017-2019

¹⁷ <http://openstreetsproject.org/initiatives/>

- Analyze cost reduction measures that could make open streets more affordable

Strategy 10| Manage parking efficiently and effectively. *The public sector owns and controls a vast supply of parking spaces on public streets. This asset should be managed as a resource for the use of the public, primarily for transportation related purposes.*

Attitudes towards parking vary widely and disputes over parking are common. Automobile parking is not always the best use of street space, but it will always be highly desired and it has important side-benefits; for example, creating a physical buffer between pedestrians on the sidewalk and moving traffic in the street. On the other hand, when on-street parking overflows into illegal spots, it causes traffic congestion and hazardous conditions.

Publicly owned on-street parking spaces are more efficient than individually-owned spaces because they can be used by more drivers over the course of a day. Replacing a public on-street space with a private space, typically by creating a driveway to a parking pad or garage, means making it harder for your neighbor's mother to visit or for the UPS truck to make a delivery. This type of front-loaded parking is particularly disruptive in rowhouse developments because it typically prevents the construction of livable rooms with a window on the street, and because it introduces so many driveways across the sidewalk.

The public on-street supply must be managed carefully, not to maximize revenues, but to ensure availability of spaces. This can be done through setting the parking rates at a level that will promote sufficient turnover of parked cars. A review of sixteen studies of parking behavior in cities found that an average of 30 percent of traffic in central business districts is caused by drivers searching for parking¹⁸. Establishing an appropriate level of parking availability can reduce the amount of time it takes to find a space, and potentially reduce congestion. While increased revenues are not the goal of this action, to the extent that revenues do increase, it is vital that the Philadelphia School District receives its fair share.

Attention is also needed to the off-street garages and lots that comprise the bulk of the parking supply in Center City. These facilities are licensed by the City and required to post rates, but the signs are not adequate for drivers to comparison shop. The parking rate signs are often complex and confusing, with small print, and can be placed in hard-to-see locations, sometimes even facing the wrong direction.

Proposed Action Steps:

¹⁸ 2007. Shoup, Donald. "Cruising for Parking," in *Access*; Spring 2007 Number 30

- Develop a streamlined and transparent process for civics and business improvement districts to create more loading zones to reduce double parking in commercial corridors.
- Wherever curb parking is in short supply, set a price on it with a goal of establishing an maximum of 85% occupancy level per block, so that one empty space can be found on any block at any time.
 - Establish adjustable rates at parking kiosks
 - Desticker a few spots on residential permit blocks to create availability of short term parking.
 - Fine tune the resident parking permit program in areas where residential vehicle demand exceeds the supply of curb parking spaces by considering changes such as expanded hours of coverage, increased fees for additional cars per household, and/or limiting the number of permits per household.
 - Don't scuttle good policy by allowing meter feeding.
- Strengthen enforcement of zoning code provisions that prohibit individual private garages or parking pads in rowhouse and twin neighborhoods, especially when neighbors don't want them.
- Increase enforcement of parking within 20 feet from crosswalks to enhance visibility and safety at intersections¹⁹.
- Develop and enforce a standard sign for all parking lots and garages that are licensed by the City and open to the public, with a few basic facts allowed and required: the Cost per Hour, the Maximum Daily cost, and the Evening cost (if any). The signs would be designed to be visible for a minimum distance in advance of each garage entrance.

Figure 7: Example of Simplified Parking Rate Sign



¹⁹ <http://www.streetfilms.org/daylighting-make-your-crosswalks-safer/>

- Determine how to create a flexible and functional parking garage wayfinding system coupled with intelligent transportation systems to alleviate the cruising and queuing that occur as drivers search for available parking in the core of Center City.

Perform a comprehensive review of all existing valet licenses and review current enforcement practices