

Date introduced: May 8, 2025

Overview

Legislative Summary

This map shows a section of West Philadelphia, Pennsylvania. A green line highlights the proposed bike lane on 59th Street, running from Market Street in the north to Baltimore Avenue in the south. The map includes a grid of streets with labels such as North 63rd, North 62nd, North 61st, North 60th, North 59th, North 58th, 57th, 56th, 55th, 54th, 53rd, 52nd, 51st, 50th, 49th, 48th, 47th, 46th, 45th, 44th, 43rd, 42nd, 41st, 40th, 39th, 38th, 37th, 36th, 35th, 34th, 33rd, 32nd, 31st, 30th, 29th, 28th, 27th, 26th, 25th, 24th, 23rd, 22nd, 21st, 20th, 19th, 18th, 17th, 16th, 15th, 14th, 13th, 12th, 11th, 10th, 9th, 8th, 7th, 6th, 5th, 4th, 3rd, 2nd, 1st, and Arch Street. A legend in the top right corner indicates the City Boundary. A north arrow is located in the bottom right corner.

Proposed Effective Date

This legislation would be effective immediately after enactment.

Fiscal Impact Analysis

Bike lane project costs range from \$24,000 to \$195,000 per mile, depending on the type of bike lane. The proposed bike lane is approximately 1.15 miles in length. Therefore, the project is estimated to be a one-time cost between \$27,600 to \$224,250. Bike lane project costs can increase when features such as green paint and lane separation elements are added. Real costs may vary from this estimated range. This range was calculated using average costs from fiscal year 2025. The Department of Streets has the funding to absorb the costs of this bike lane project within its existing budget.

Budget Process

The Department of Streets' budget process provides funding for OTIS bike lane projects. Often, larger projects from the Pennsylvania Department of Transportation (PennDOT) or Department of Streets paving projects include funding for bike lane projects. State and federal grants largely fund bike lane projects with any grant matching requirements provided by City Vision Zero funds. A list of common grant funding sources include:

- PennDOT's Transportation Alternatives Set-Aside or Multimodal Transportation Funds,
- Pennsylvania Department of Environmental Protection Funds,
- Delaware Valley Regional Planning Commission Travel Options Program, and
- U.S. Department of Transportation Safe Streets and Roads for All Funds.

Bike Lane Project Process

OTIS leads bike lane projects that aim to enhance safety for all road users. Bike lane projects:

- Aim to connect neighborhoods with a bike network and improve safety.
- Often, start in response to safety concerns from Philadelphia communities.
- Include an OTIS analysis of bicycle counts, traffic and engineering studies, and crash data.
- Include before and after studies to track safety and traffic impacts for projects.
- Include community engagement activities, such as engaging with Registered Community Organizations, tabling at public events, and attending community meetings.

Legislative History

2012

Bill 120327 - Enacted

Bill number 120327 was signed into law on June 20, 2012. This legislation requires an ordinance for the establishment of bike lanes on City streets if the bike lane requires removal of a parking lane, a travel lane, or both.

Prepared by: Policy and Fiscal Analyst Unit, Mayor's Office of Legislative Affairs

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This document is a summary of proposed legislation as introduced and is prepared by the Mayor's Office of Legislative Affairs for general information only. It does not represent the official legal position of the City. Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.