



Bill number: 240813

Introduced by: Gauthier

Cosponsor(s): Not applicable

Assigned committee: Streets and Services

Date introduced: 09/26/2024

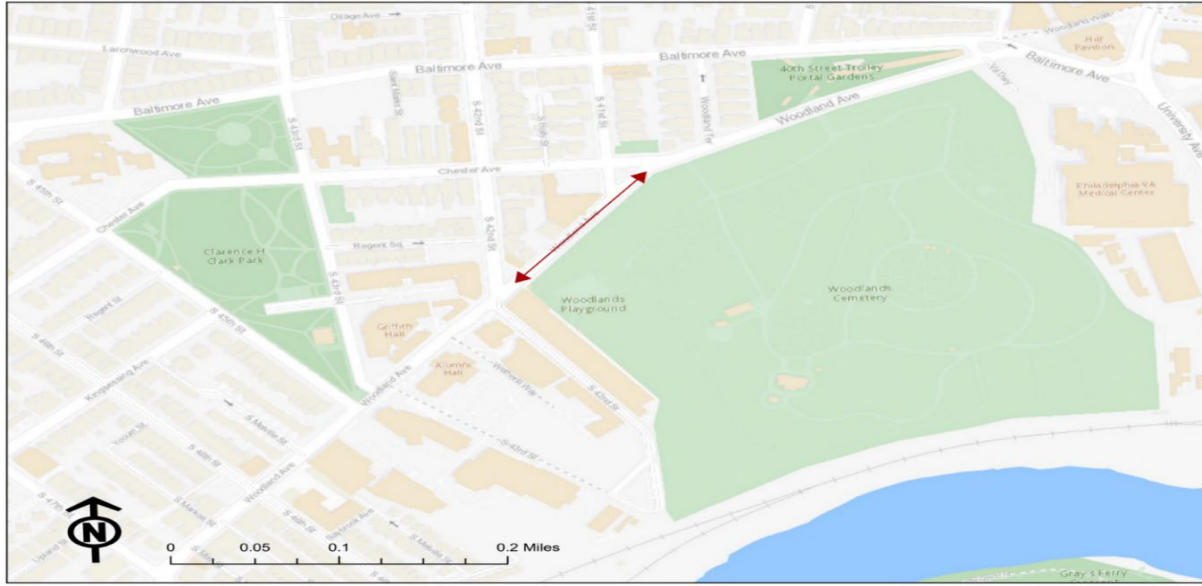
Fiscal Note

Overview

This bill would allow a bike lane on a portion of Woodland Avenue. The Office of Transportation and Infrastructure Systems (OTIS) estimates the cost to install bike lanes to be a one-time cost of \$24,000 to \$195,000 per mile, depending on the type of bike lane. The proposed bike lane is approximately 0.13 miles in length. Therefore, the project is estimated to cost between \$3,120 to \$25,350. The cost to install this bike lane is anticipated to be absorbed with the Department of Streets' existing budget.

Legislative Summary

This bill would approve the addition of one bicycle lane in each direction on Woodland Avenue from Chester Avenue to South 42nd Street (see map). The bill would also remove a parking lane on the south side of the street within the same limits. Existing parking restrictions on the relevant portion of Woodland Avenue would be terminated, and the area would be designated a "No Stopping Anytime" zone.

Proposed Two-Way Bike Lane: 4100 Block Woodland Ave**Proposed Effective Date**

Approval of the bicycle lanes and removal of the south side parking lane would become effective immediately. Changes to the parking restrictions would become effective upon placement of parking signage consistent with the bill.

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 0.13 miles in length. Therefore, the project is estimated to be a one-time cost between \$3,120 to \$25,350. 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

Date prepared: 03/07/2025

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