







## EXISTING

## S 8TH ST TO S 5TH ST



0' 50' 100'



0' 20'



0' 15'

Typical personal and commercial vehicle size for reference.

## PLANNED

## S 8TH ST TO S 5TH ST



0' 50' 100'



0' 20'



0' 15'

Typical personal and commercial vehicle size for reference.

PROTECTED INTERSECTIONS FOR CYCLISTS

no parking enforcement

Daycare

Empty Church - Perfect for loading zones

Why not loading zone?

I like on this block Mo too! I agree!

and this design looks good!

No concrete barrier / Emergency vehicles would not be able to pass!

The current bike lane is not wide enough when ambulances are parked in the parking lot near to the hospital.

Agree! Lots of loading/unloading around these too.

This is a VERY dangerous spot for cyclists! Motor vehicles constantly turn left without yielding to bikers/pedestrians. A traffic light regulating car/bike traffic is essential here! - and bigger signs!!

I agree it's scary everyday when I drive by and see near misses

The biggest problem for Emerg. Vehicles is Auto traffic. Bike lanes do NOT cause delays. All studies have found.

Almost all of these homes have parking on Cypress

GOOD POINT, LOOK AT ADJACENT PARKING OPTIONS

concrete barriers: if cyclists aren't in ambulances, PROBLEM SOLVED!

I live on Ashwell (MIDCO) street. They make it work. This is not a concern for this side of a street.

school dedicated loading on both cypress where they can unload and continue down to

Expanding loading zones

- there is near gonna be enough parking on the streets for everyone who lives there - let's just make it possible to load and unload and for handicapped parking and limit metered parking.

THIS! Yes! +2

Bad idea - This is too simplistic and an awful non-starter for not paying residents on this St.

- Allow load and unload.

- Curb Cut
- No stopping anytime
- Metered and unmetered parking (2-4 hours)
- Regulated parking (accessible or other)
- Bus Zone
- Loading\* only
- Fire hydrant

\*Loading zones are planned to be active in the daytime with nighttime parking.



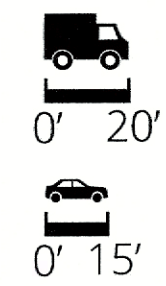


## EXISTING



## S 11TH ST TO S 8TH ST

0' 50' 100'



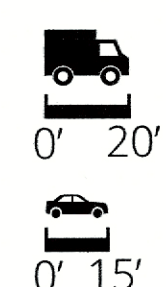
Typical personal and commercial vehicle size for reference.

## PLANNED



## S 11TH ST TO S 8TH ST

0' 50' 100'



Typical personal and commercial vehicle size for reference.

- Curb Cut
- No stopping anytime
- Bus Zone
- Loading\* only

- Metered and un-metered parking (2-4 hours)
- Regulated parking (accessible or other)
- Fire hydrant

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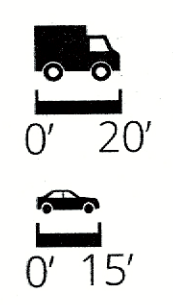


## EXISTING

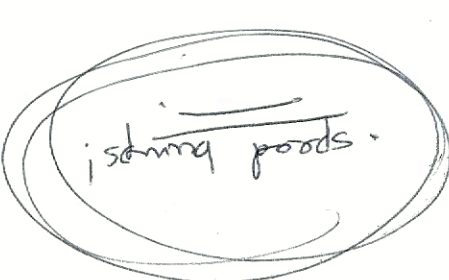
## S BROAD ST TO S 11TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.



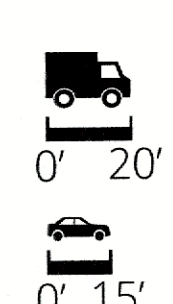
Biggest issues are spacing  
 boxes are not following regulations  
 cameras are not working  
 quality of life  
 zone here!  
 to add loading  
 good idea  
 Loading zone  
 for this building during  
 construction  
 head of to be accommodated  
 why not add some 8am - 5pm or similar loading spots.  
 Seems like a compromise

## PLANNED

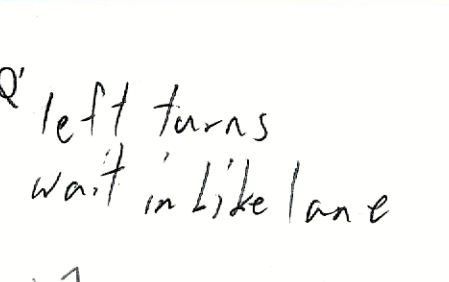
## S BROAD ST TO S 11TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.



left turns wait in bike lane  
 +1  
 raised crosswalk  
 Cars pull out into the lane here waiting for traffic, so anything to maximize visibility so they can see before inching out  
 need to consider how bikes will turn efficiently on to 13th st bike lane from Spruce  
 bike lane barriers should have gaps big enough for cyclists to pass through in anticipation of turning X2  
 add bikes explicitly into light cycle **YES!** +1+1  
 Consider bike boxes for turning ✓  
 Drainage issue still needs to be fixed. All vehicles on turn corner back to 1127 st in flood water after rain!  
 Why does Philly PD like to park on the bike lane here? +1 +2  
 Would love to see the 11th St Bike Lane connect to this! I don't know where to go between here and Bainbridge

- Curb Cut
- No stopping anytime
- Metered and unmetered parking (2-4 hours)
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- Bus Zone
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- Fire hydrant

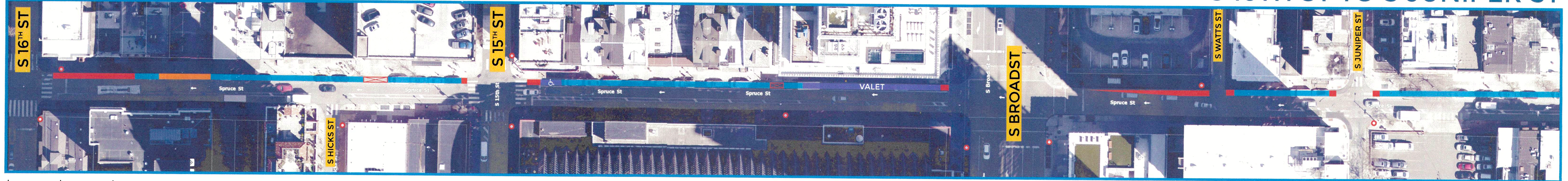
\*Loading zones are planned to be active in the daytime with nighttime parking.





## EXISTING

## S 16TH ST TO S JUNIPER ST



0' 50' 100'

Typical personal and commercial vehicle size for reference.  
People stop a lot of times in turning lane.

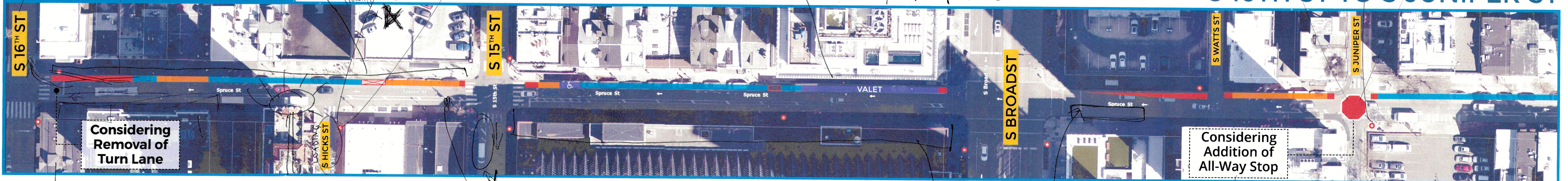
TERRIBLE BLOCK ALWAYS CONGESTED + BLOCKS LOADING  
Back them on side streets and Trucks might park here  
Could be considered as an additional space.

Does the valet need to be this big? How is the use?  
MORE POLICE ENFORCEMENT

People make left-turns and is pretty dangerous like this?  
Clearance  
This is good, like this? People crossing if loading zone is on the other side. We will have more.

## PLANNED

## S 16TH ST TO S JUNIPER ST



0' 50' 100'

People in this street think that bears close to their house to drop off groceries is more important than safety. I believe the inconvenience of having to walk groceries down the street is worth it in order to allow bikers to have a safe car-free space.  
Some folks have mobility issues...  
Stop the Drake from blocking the bike lane. It's dangerous make 15th westside loading zone.

CARS ALWAYS PARKED IN BIKE LANE HERE (EAST & WEST OF DRAKE BUILDING) YES!!! TOTALLY!  
Cops Park Here!!!

KIMMELL ALWAYS HAS DROP-OFFS - BLOCKING THE BIKE LANE +1

There is a truck that parks here every single morning (~ 2 of box truck) sometimes 2!

Must "day light" intersection of spruce/juniper constantly +1 barricaded. +1

- Curb Cut
- No stopping anytime
- Metered and unmetered parking (2-4 hours)
- Regulated parking (accessible or other)
- Bus Zone
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\*Loading zones are planned to be active in the daytime with nighttime parking.





DATA ON DELIVERIES!  
DATA ON TICKETING?  
DATA ON STOPPING WITH THIS CURB?

## S 19TH ST TO S 16TH ST



0' 20'  
0' 15'  
Typical personal and commercial vehicle size for reference.

## PLANNED



0' 20'  
0' 15'  
Typical personal and commercial vehicle size for reference.

## S 19TH ST TO S 16TH ST

- Curb Cut
- No stopping anytime
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- Regulated parking (accessible or other)
- Bus Zone
- Loading\* only
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\*Loading zones are planned to be active in the daytime with nighttime parking.

LOADING ZONE HERE IS CONFUSING; FEW PEOPLE USE IT.

NEED TRAFFIC CALMING, SIGNAGE, CUSTOMERS, POSTS, SIGNS

\* Enhance curb here, to stop people cutting the corner at speed

LOADING ZONE AS POSSIBLE AS FAR AS END OF BLK!

SIGNALS FOR RUNNING IN AND OUT OF LOADING ZONES.

GOOD IDEA

NEED BIKE SIGNALS + BETTER HOOPS TO STOP LEFT TURNS

MUST ENFORCE NO TRACKS IN CROSSWALKS, "STRETCHING" LOADING ZONES

MOORE ADA PARKING!

HUGE BIKE MEMORIAL - BUNDLES + BETTER SIGNS

Great! needed esp w the Drake etc over there





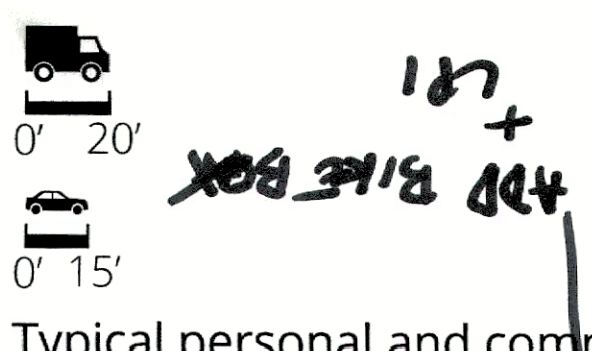


S 22ND ST TO S 19TH ST  
DYNAMIC DESIGN 11  
PPE OPTION?

## EXISTING



0' 50' 100'



Typical personal and commercial vehicle size for reference.

NEED SOUTH BOUND SPRUCE BIKE LANE  
\*SECURITY ISSUE \* (SO. PHILLY DOES W/ ONE WAY IN THE TRAIL)

WHY ARE WE MARKING USING PERLES CARDS!!

\* MARK IT ALL LOADING

\* MARK BOTH SIDE + RED ONLY

KEEP FOR MOBILITY CHALLENGED  
- MAKE HAND-TRUCK LOADING

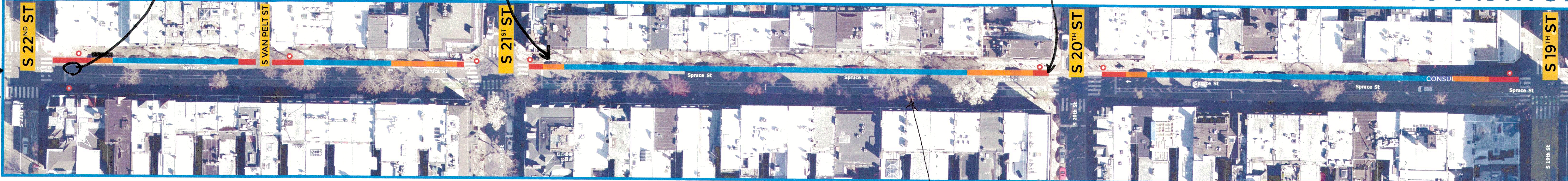
THE MORE LOADING THE BETTER  
DARKER INTERSECTION  
Bump out

\* COMMERCE EXCLUSIVE FOR LOADING CERTAIN TIMES?

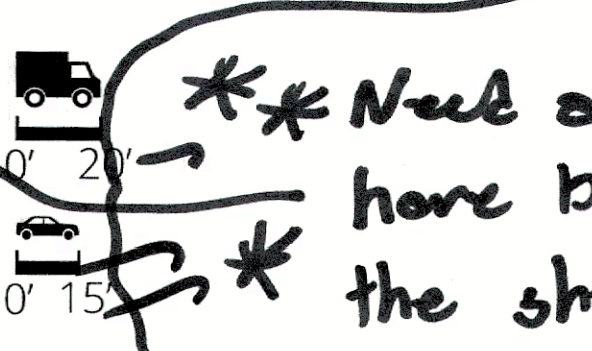
\* NEED GOOD EDU + SIGNAGE FOR DELIVERY DRIVERS

\* CITY INVEST IN OFF-STREET PARKING

## PLANNED



0' 50' 100'



Typical personal and commercial vehicle size for reference.

\*\* Need a better way to have bikes merge into the narrow traffic lane - bike signal?

Need L TURN SIGNALS FOR BIKE ONLY AT EVERY LEFT!!!

- PRIORITY LOADING ZONES + PLANTERS OVER COVERAGE

Delivery trucks for biz

We need real barriers for the bike lane

DOUBLE LOADING!!!

THE ONLY REMAINING PART OF JERSEY ARE THE JERSEY BARRIERS!  
ADD THEM ALL ALONG THE BUFFER ZONE

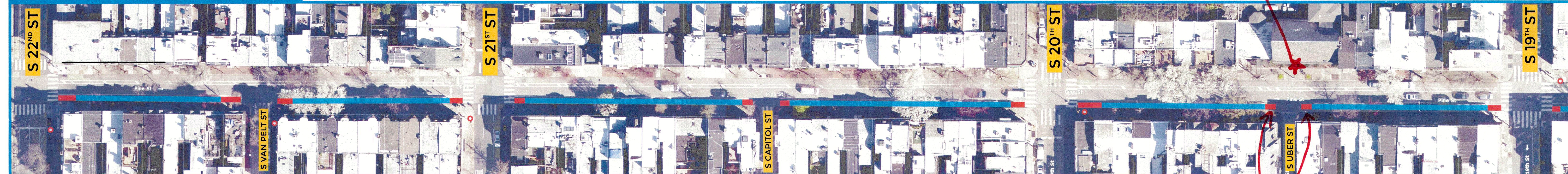
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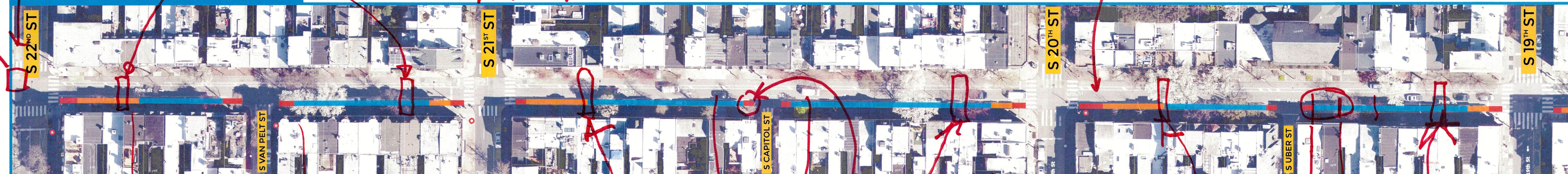
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⊗ Curb Cut

■ No stopping anytime

■ Metered and unmetered parking (2-4 hours)

■ Regulated parking (accessible or other)

⊗ Bus Zone

■ Loading\* only

○ Fire hydrant

\*Loading zones are planned to be active in the daytime with nighttime parking.

CONTRA FLOWS  
ALL DAY

FERRY  
PARKS here  
every  
afternoon

S 22<sup>ND</sup> ST TO S 19<sup>TH</sup> ST

all of these  
should be  
curb bumpouts

400  
LOADING  
PARKING

MORE  
LOADING  
MIDBLOCK

SPEED  
TABLETS!

raised  
cross  
walks  
SPEED CUSHION  
ON EVERY  
BLOCK  
SLOW THE  
TRAFFIC!!!

RAISED  
pedestrian  
crosswalks

ACCESSABILITY!!

MORE  
PARK  
SPACES

MORE POLICE  
ENFORCEMENT

SIDE  
STREET  
LOADING

JERSEY  
BARRIER

S 22<sup>ND</sup> ST TO S 19<sup>TH</sup> ST

Bike  
way  
X park  
2-Strip  
Ride or  
Travel

EXTEND TO 23<sup>RD</sup>  
SO YOU CAN TRAVEL SOUTH

Daylighting with  
Protection

LOADING  
ZONE

Please  
enforce  
these little  
no parking  
zones.

SPEED  
TABLETS!

LOADING  
IF  
SMALL  
STREETS

MORE  
LOADING  
ZONE  
ENFORCEMENT



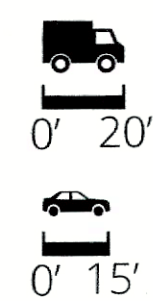


## EXISTING

## S 19TH ST TO S 16TH ST



0' 50' 100'



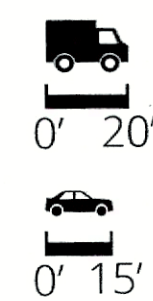
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## PLANNED

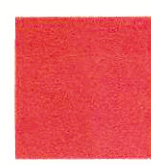
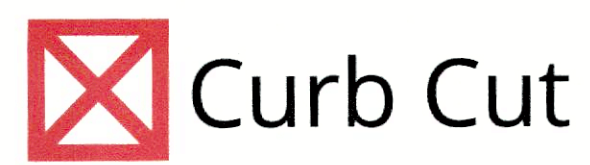
## S 19TH ST TO S 16TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.



No stopping anytime

Loading\* only

Metered and unmetered parking (2-4 hours)

Fire hydrant

Regulated parking (accessible or other)

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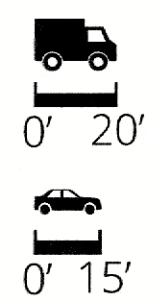




EXISTING



0' 50' 100'



Typical personal and commercial vehicle size for reference.

Bike signal before green light ✓

S 16TH ST TO S JUNIPER ST

PROTECTED INTERSECTIONS!  
RAISED CWS & INTERSECTIONS

remove right turn lane. make straight left turn. No cars in bike lane

Raised Crosswalk!

} and everywhere else

yes!! ↓ protected intersection for cyclists  
why dedicated turn lane here? More safe without.  
↑ yes, this is dangerous

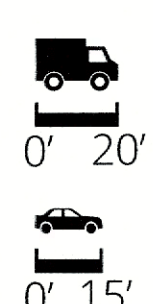
YES!!!  
yes again!

PLANNED

MORE POLICE ENFORCEMENT



0' 50' 100'



Typical personal and commercial vehicle size for reference.

Make all of Hicks  
10 more temp parking

PAINTED LOADING ZONES IN EACH BLOCK SO THEY ARE MORE VISIBLE!!

no parking to allow loading for Drake +

street indication of thru bike lane to alert left-turning motorists!

Raised Crosswalk!

Yes! Exactly  
+1!  
Daylighting!

Consider implementing storm water/ permeable infrastructure where possible

protected bike lanes on Broad St, too!

- Curb Cut
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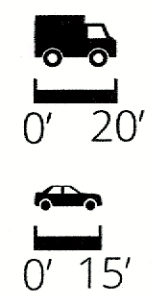


EXISTING

S JUNIPER ST TO S 11TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

I bike, I vote.  
Act Now Cherelle + Kenyetta!

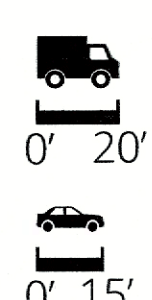
No access + loading zone + concern @ emergency vehicles + narrowness of streets accommodate bus, bikers + car + walkers.  
need anti-left hook bike only green at every #'d street...  
people park here a lot, esp Uber Eats/doorDash  
More loading zones!

PLANNED

S JUNIPER ST TO S 11TH ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

Explicit bike phase in light cycle

more education needed on yielding for bikers on these flashing green +1 +1

Support the loading zone! !!!

MORE BOLLARDS ✓

More protected bike lanes citywide! ✓

- Curb Cut
- No stopping anytime
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EXISTING

S 11TH ST TO S 8TH ST



0' 20'  
0' 15'  
Typical personal and commercial vehicle size for reference.

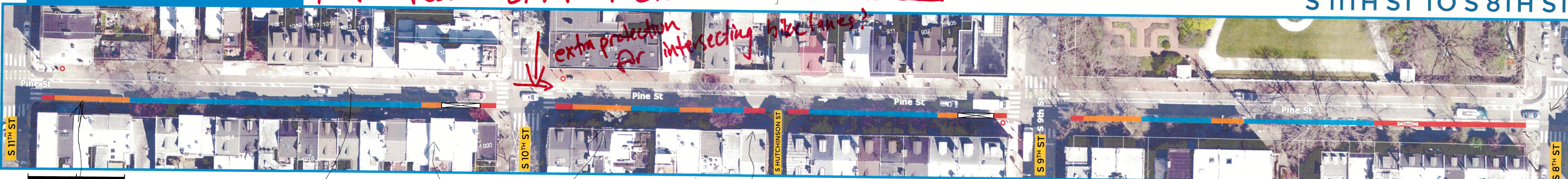
And no police parking in the bike lane ✓✓

Make it easier to left turn right turn on bike here - have to cross traffic to make it across

PLANNED

MORE POLICE ENFORCEMENT of bicycle & car behavior

S 11TH ST TO S 8TH ST



0' 20'  
0' 15'  
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\*Loading zones are planned to be active in the daytime with nighttime parking.

Any bike lanes!  
\*No Stopping Legislation does NOT mean include wording to forbid stopped cars with drivers in the car. PPA will give 20 min grace period. The legislation should include an amendment forbidding ppa grace period.  
- Also please discuss/memo to USPS who is a chronic offender not just UPS/Fedex  
Thank you!





## EXISTING

## S 8TH ST TO S 6TH ST



0' 50' 100'



0' 20'



0' 15'

Typical personal and commercial vehicle size for reference.

*the Pine people going to hospital turn who care - need signal*

*make this block all loading lots of trucks*

*cycles vehicle @ 609 1st block in the morning all day long*

## PLANNED

## S 8TH ST TO S 6TH ST



0' 50' 100'



0' 20'



0' 15'

Typical personal and commercial vehicle size for reference.

*Meta Comment: Add major businesses/landmarks to map so it's easier to place each block*

*No parking ever on the bike lane  
All parking only in the parking lane  
NO exceptions!*

- Curb Cut
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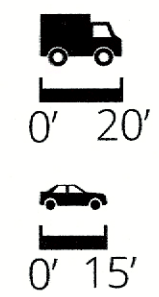


## EXISTING

## S 6TH ST TO S 3RD ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

*signage that's more visible*  
*get rid of left turn*  
*save space*  
*look @ loading zone on numbered streets too*  
*the zone - more loading*  
*on Lawrence Ct*  
*look @ loading zone on numbered streets too*  
*consider about oil delivery or other side*

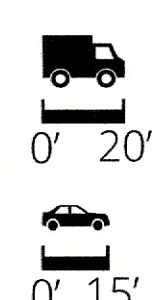
*loading @ different times helps*  
*do it at night*  
*order off street parking for residential*

## PLANNED

## S 6TH ST TO S 3RD ST



0' 50' 100'



Typical personal and commercial vehicle size for reference.

*more loading to streets*  
*Protected Bike lanes are long overdue. Negligence through inaction has killed far too many!!*  
*Why here? Not necessarily here. Think about 1 loading zone per block, not 2*  
*Two loading bays seem necessary.*  
*Consider 2 zones per block, not 2*  
*Remove the fitting zone = better*  
*Consider 2 zones per block, not 2*

- Curb Cut
- No stopping anytime
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