

Vision

The Pedestrian and Bicycle Plan envisions a Philadelphia in which walking and biking are an integral part of daily life, and vital components of a first class multi-modal transportation system. Philadelphia residents, workers and visitors consider traveling on foot or by bike to be a safe, effective, and accessible choice; one of the benefits of being in the City. Our transportation system supports other city goals for sustainability, active living, economy and community.

Goals

Increase the CONNECTIVITY of the bikeway and walking networks: Filling in the gaps in the bike lane and sidewalk networks will make it easier to bike or walk to neighborhood destinations such as stores, schools, parks, recreation centers, and libraries, and to make connections with the transit system. Extending the networks, including separated paths and trails, will also enable more Philadelphians to commute to work by bike or on foot.

Measures: Miles of bike lanes added
Critical sidewalk gaps connected
Miles of off-road trails added (exclusive of sidewalk trails)

Improve SAFETY for pedestrians and bicyclists: Philadelphia's recently adopted Complete Streets Policy requires that all transportation facilities be designed with attention to the needs of all users, including the most vulnerable. Improvements to the design, operation, and maintenance of streets, sidewalks, and intersections will reduce pedestrian and bicycle crashes. Public safety campaigns, combined with enforcement, can foster a higher level of predictability among all users of the roadway. Bicyclists should feel safe riding in the street as the law requires.

Measures: Bicyclist and pedestrian crashes –
Reduce fatalities 50% by 2020
Reduce injuries 50% by 2020
Pedestrian and bicyclist education programs in schools
Traffic safety education programs for all users and enforcement authorities

ENCOURAGE biking and walking to promote healthy, active living and to enjoy the associated economic and environmental benefits: Philadelphia's sidewalks and bikeways should be inviting to potential walkers and bikers. Walkable neighborhoods that provide access to daily destinations such as schools, stores, and recreation within a short distance of home have demonstrated economic benefits. Many short auto trips could be replaced by biking or walking trips, with resulting benefits for residents' health and fitness and reductions in air pollution.

Measures: Commuting mode share:
Increase Bicycle mode share from 1.6% to 5% by 2020
Increase Walk mode share from 8.6% to 12% by 2020
Pedestrian and bicyclist counts
Triple bicyclist counts at key locations
Increase pedestrian counts at key locations by 50%
DVRPC Household Travel Survey
Increase total of Walk, Bicycle, and Transit by 10%

Promote and enhance the role of sidewalks and streets as the PUBLIC REALM: Re-envision and establish sidewalks and streets as public space for all people to enjoy. Sidewalks are the part of the street environment where pedestrians should feel safe from vehicles and free to move in comfort. The level of pedestrian amenities, maintenance and management should be raised to make the sidewalks and streets a vital part of the City's civic life, and accessible to all.

Measures: Rate of violations found during sidewalk audits
 Level of public and private funding committed to the public realm

Garner RECOGNITION for Philadelphia as a leader in bicycle and pedestrian achievement: Recognition comes from external entities and from those who live and work in Philadelphia. Many Philadelphia neighborhoods are already recognized as among the most walkable and bikeable in the country. However, the City can gain additional recognition by increasing intermodal connections between its various travel modes and by trying or pioneering new engineering practices or policies.

Measures: Reach League of American Bicyclists Bicycle-Friendly Community Platinum level by 2013
 Walk-Friendly Community Awards, new program starting in 2010 through APBP
 External "mentions" and references in news articles, magazines, etc.