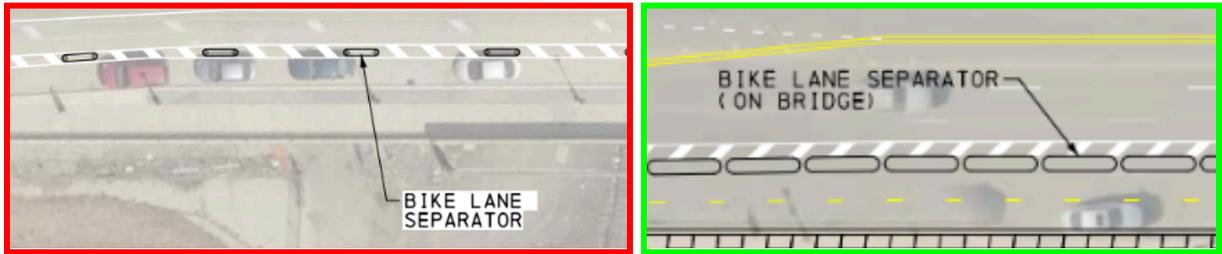


Follow up comments from Philly Bike Action post-CCRA/FNSA Meeting

Bike Lane Separators on Walnut St

We're very glad to hear that these separators will be concrete. However, separators should be closely spaced close for maximum protection.

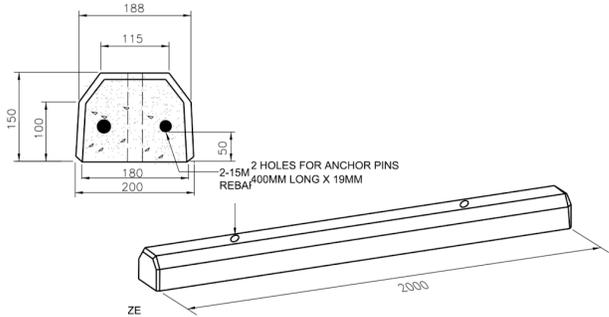
- Gaps wide enough for a car to enter will allow cars to block the bike lane, which will pose extreme risk to cyclists who will have to merge into the turning lane to avoid obstacles.
- Concrete separators will also provide protection for cyclists when no cars are parked.



Bike Lane Delineators on Walnut St over River

We understand there is a hesitation to bolt things into river bridges, but we have seen successful modular curbs on Grays Ferry bridge and Chestnut Street bridge, and in the plan for Market St bridge.

While concrete is always the preferred material for protection, we ask PennDOT to explore any **continuous modular curb** option in the 1 ft buffer zone.



S 23rd St during 15 month Market St Detour

We understand that congestion is a concern on S 23rd St between Market and Walnut, but parking regulations on this stretch are already fairly prohibitive so we feel temporary removal of said parking is commensurate with the need for a safe bike way during the detour.

