**To:** Councilmember Mark Squilla
**CC:** Office of Transportation and Infrastructure Systems, Department of Streets
**From:** Philly Bike Action

**Subject:** 11th St Bike Lanes

***PBA recommendation:*** the city should **extend the 11th St bicycle lane to Spring Garden St this year** with plans for a future extension to Huntington St. 11th is an immensely popular bike commuting route that needs safe infrastructure. Philly Bike Action's manual counts show that bikes and scooter volumes on 11th St match those on 13th St and account for nearly 30% of the current vehicle traffic on 11th. Installing a protected bike lane will not increase traffic congestion and will maintain existing loading and parking space. It is hard to imagine a more ideal place to install a bike lane in Philadelphia.

***Bike Count Summary:*** Philly Bike Action conducted **manual counts of bike and scooter riders** at several intersections along 11th street between Fitzwater and Chestnut. The main takeaways were:

- **11th St is independently useful and 13th St alone isn't enough.** Over 90% of riders in the existing 11th street bike lane choose to continue north until Spruce St instead of using 13th Street. Nearly 50% of riders continue north on 11th street **past** Spruce.
- **Micromobility volumes on 11th street are already similar to volumes on 13th St.** We observed 194 riders in a 90-minute period at Spruce and 11th compared to 208 riders observed at Spruce and 13th. This is despite 11th having no dedicated space for bikes and scooters.
- **Bikes and scooters account for nearly 30% of the vehicles observed on 11th** between Pine and Spruce (peak AM count of 130 bicycles/scooters vs 330 automobiles in an hour). 11th Street's peak traffic volume is easily accommodated by a single traffic lane. *Fewer cars use 11th St than 3rd St!*
- **Existing trolley tracks make a protected bike lane particularly needed on 11th St.** Despite "No Stopping" regulations, vehicles frequently stop illegally on the east curb, forcing the large volume of riders to navigate into the treacherous trolley tracks.
- **A protected 11th st bike lane would avoid the gaps that have plagued 13th street.**

Currently, 11th St has two travel lanes with an east side parking/loading lane from Bainbridge to W Huntington Street (near Lehigh). However, the **street functions as a single lane most of the time** due to narrow travel lanes, bus and truck traffic, and illegally stopped vehicles.

Because the street already functions as a single lane, a **protected bike lane** on the west side of the street would cause no functional change for drivers while providing many benefits:

- **Protect** bike and scooter riders on one of Center City's busiest streets for micromobility.
- **Balance** the distribution of space fairly based on how the road is used today.
- **Create** a continuous, high-comfort micromobility corridor from South Philly to Callowhill.
- **Connect** the existing 11th St bike lane with the Spruce & Pine bike lanes plus future bike lanes on Spring Garden and Market St.
- **Support** businesses on East Market by creating a new high-quality bicycle connection.

**Connecting with Spruce & Pine is important, but the lane needs to go farther.** While many of the riders use 11th street to connect to the Spruce street bike lane, nearly half of all riders continue north on 11th street past Spruce. **Major destinations are north of Spruce street** including Jefferson Station, the Fashion District, Reading Terminal, and Chinatown. Ending an 11th street bike lane at Spruce street would fail to serve hundreds of riders every day and miss an opportunity to bring increased economic activity to the Market east area.

Philly Bike Action urges the City to create a **continuous, protected, northbound bike lane** on 11th street from Bainbridge to W Huntington Street, starting with the section from Bainbridge to Spring Garden.

The sections below details the methodology and data from PBA's manual counts, the comparisons between bicycle counts on 11th and 13th, and a comparison of bicycle volumes with automobile traffic volumes.

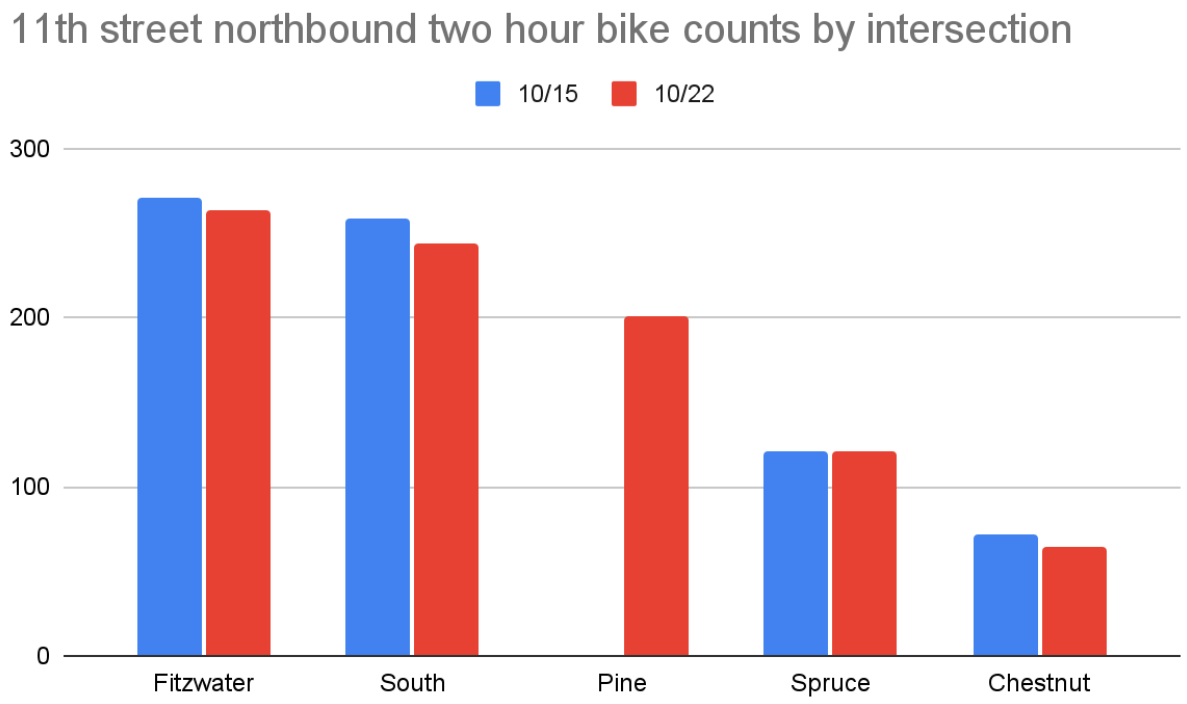
## Data and Methodology

Philly Bike Action volunteers did bicycle counts on Wednesday 10/15 and 10/22 from 7:30 am to 9:30:

- On 10/15 we counted at 11th and Fitzwater, South, Spruce, and Chestnut.
- On 10/22 we counted at 11th and Fitzwater, South, Pine, Spruce, and Chestnut.

We counted bicycles and scooters in 15-minute increments, tracking if riders were traveling north vs east/west and whether riders traveled straight through the intersection or turned.

We did not count riders riding the wrong way, nor traveling south at 11th and Fitzwater.



## Comparison with 13th Street

- Our data illustrates that despite the existence of protected bike lanes on 13th street, riders coming north on 11th have a very strong preference to stay on 11th. **Over 90%** of the northbound riders who were riding in the existing 11th street bike lane continue north on 11th **until at least Spruce**.
- **49%** of the riders at Spruce street choose to continue biking north even **past Spruce**.

Riders are most likely choose to forgo the extra protection for two reasons:

1. **They are traveling to destinations on 11th street**. Major trip generators such as Jefferson University Hospital, Jefferson Station, Reading Terminal Market, Fashion District, and Chinatown are on 11th north of Spruce street.
2. **The bike lanes on 13th street have major dangerous gaps** around Woody's and the Wanamaker building. These gaps in the separated bike lane minimize the safety benefit riders get from detouring to 13th street. There are no existing loading or parking areas along the east of 11th street, thus **a protected bike lane could be implemented on 11th street without the gaps that have plagued 13th.**

The Bicycle Coalition of Greater Philadelphia conducts bicycle counts each year at 13th and Spruce. This year, BCGP observed 208 bikes and scooters traveling north on 13th street at Spruce between 7:30am and 9am on 9/25. This is statistically identical to the 193 and 191 PBA observed in the same 7:30–9 window. This demonstrates that **there is already enough demand** to support northbound bike lanes on **both 13th and 11th**.

## Comparison with Automobile Counts.

The Delaware Valley Region Planning Commission conducted a vehicle traffic count on 11th street between Pine and Spruce street from October 28, 2025 until November 13, 2025. This count revealed:

- **Average peak AM** traffic volume of 330 automobiles per hour
- **Average peak PM** traffic volume of 358 automobiles per hour
- **Maximum observed volume** of 413 automobiles in one hour
- **Total daily traffic volumes** between 4500 and 5800 automobiles per day

This traffic volume will be **easily accommodated** with a single automobile lane without causing congestion. According to the City's 3rd street traffic study from March of 2025, single-lane streets in Center City can easily accommodate up to 570 automobiles every hour, well above the maximum observed vehicles per hour on 11th street.

The peak AM traffic volume observed on 11th street was between 8 and 9 am. PBA's counted 135 and 130 micromobility riders traveling north on 11th street between Pine and Spruce streets during the 8–9 am hour. This suggests that **bikes and scooters account for 25–30% of all traffic on 11th street** during the AM rush.

11th street is 26 ft wide. Allocating 8 ft of that width to a bike lane would give micromobility riders space 30% of the space on the street, perfectly **proportionate to their usage** of 11th street.

**Person Counting:** Jeremy

**Cross Street:** Fitzwater **Date:** 10/15/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 23 | 1 | 1 | 0 |
| 7:45 | 55 | 4 | 7 | 1 |
| 8:00 | 33 | 3 | 3 | 0 |
| 8:15 | 25 | 4 | 1 | 1 |
| 8:30 | 43 | 5 | 2 | 4 |
| 8:45 | 40 | 8 | 5 | 2 |
| 9:00 | 29 | 4 | 1 | 1 |
| 9:15 | 23 | 1 | 0 | 2 |
| **Total** | 271 | 30 | 20 | 11 |
| **8 to 9 Total** | 141 | 20 | 11 | 7 |

**Person Counting:** Jacob

**Cross Street:** South Stree **Date:** 10/15

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 19 | 1 | 2 | 1 |
| 7:45 | 46 | 2 | 1 | 1 |
| 8:00 | 31 | 1 | 2 | 0 |
| 8:15 | 27 | 0 | 4 | 0 |
| 8:30 | 41 | 1 | 1 | 1 |
| 8:45 | 40 | 4 | 2 | 0 |
| 9:00 | 30 | 1 | 2 | 1 |
| 9:15 | 24 | 1 | 2 | 0 |
| **Total** | 258 | 11 | 16 | 4 |
| **8 to 9 Total** | 139 | 6 | 9 | 1 |

**Person Counting:** Andrew

**Cross Street:** Spruce **Date:** 10/15/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 12 | 5 | 20 | 0 |
| 7:45 | 21 | 25 | 29 | 5 |
| 8:00 | 12 | 13 | 28 | 3 |
| 8:15 | 17 | 10 | 32 | 3 |
| 8:30 | 16 | 27 | 32 | 5 |
| 8:45 | 8 | 27 | 44 | 4 |
| 9:00 | 20 | 15 | 34 | 3 |
| 9:15 | 15 | 10 | 25 | 3 |
| **Total** | 121 | 132 | 244 | 26 |
| **8 to 9 Total** | 53 | 77 | 136 | 15 |
| **7:30 to 9 Total** | 193 | | | |

**Person Counting:** Rob

**Cross Street:** Chestnut **Date:** 10/15/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 8 | 1 | 5 | 1 |
| 7:45 | 13 | 2 | 6 | 3 |
| 8:00 | 6 | 2 | 1 | 1 |
| 8:15 | 12 | 1 | 5 | 2 |
| 8:30 | 7 | 2 | 10 | 0 |
| 8:45 | 4 | 5 | 11 | 2 |
| 9:00 | 13 | 3 | 6 | 4 |
| 9:15 | 9 | 3 | 3 | 1 |
| Total | 72 | 19 | 47 | 14 |
| 8 to 9 Total | 29 | 10 | 27 | 5 |

**Person Counting:** Ben

**Cross Street:** Fitzwater **Date:** 10/22/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 20 | 1 | 3 | 2 |
| 7:45 | 38 | 3 | 3 | 4 |
| 8:00 | 35 | 5 | 3 | 0 |
| 8:15 | 39 | 2 | 1 | 1 |
| 8:30 | 42 | 2 | 2 | 4 |
| 8:45 | 39 | 5 | 6 | 2 |
| 9:00 | 26 | 3 | 3 | 0 |
| 9:15 | 25 | 1 | 2 | 1 |
| Total | 264 | 22 | 23 | 14 |
| 8 to 9 Total | 155 | 14 | 12 | 7 |

**Person Counting:** Tanya

**Cross Street:** South Street **Date:** 10/22

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 18 | 1 | 0 | 0 |
| 7:45 | 35 | 2 | 0 | 0 |
| 8:00 | 34 | 0 | 1 | 1 |
| 8:15 | 35 | 1 | 1 | 1 |
| 8:30 | 37 | 3 | 1 | 1 |
| 8:45 | 41 | 2 | 2 | 0 |
| 9:00 | 23 | 1 | 3 | 1 |
| 9:15 | 21 | 2 | 3 | 0 |
| Total | 244 | 12 | 11 | 4 |
| 8 to 9 Total | 147 | 6 | 5 | 3 |

**Person Counting:** Andrew

**Cross Street:** Pine Street **Date:** 10/22/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 14 | 2 | 13 | 2 |
| 7:45 | 33 | 1 | 26 | 6 |
| 8:00 | 25 | 2 | 20 | 1 |
| 8:15 | 30 | 8 | 12 | 3 |
| 8:30 | 32 | 1 | 34 | 4 |
| 8:45 | 30 | 7 | 21 | 4 |
| 9:00 | 18 | 2 | 12 | 1 |
| 9:15 | 19 | 0 | 15 | 2 |
| Total | 201 | 23 | 153 | 23 |
| 8 to 9 Total | 117 | 18 | 87 | 12 |

**Person Counting:** Hanna Kahler

**Cross Street:** Spruce **Date:** 10/22/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 11 | 8 | 15 | 1 |
| 7:45 | 26 | 15 | 34 | 3 |
| 8:00 | 15 | 12 | 28 | 5 |
| 8:15 | 16 | 18 | 34 | 2 |
| 8:30 | 15 | 18 | 41 | 2 |
| 8:45 | 14 | 23 | 40 | 2 |
| 9:00 | 12 | 10 | 36 | 1 |
| 9:15 | 12 | 9 | 27 | 3 |
| Total | 121 | 113 | 255 | 19 |
| 8 to 9 Total | 60 | 71 | 143 | 11 |
| 7:30 to 9 Total | 191 | | | |

**Person Counting:** Jacob/Caleb

**Cross Street:** Chestnut **Date:** 10/22/2025

| Time | North Bound | | East/West Bound | |
|---|---|---|---|---|
| | Straight | Turn | Straight | Turn |
| 7:30 | 4 | | 5 | |
| 7:45 | 13 | 1 | | |
| 8:00 | 10 | 3 | 5 | 2 |
| 8:15 | 6 | 3 | 2 | |
| 8:30 | 8 | 2 | 5 | |
| 8:45 | 7 | | 8 | 1 |
| 9:00 | 10 | 2 | 12 | |
| 9:15 | 6 | 3 | 7 | 1 |
| Total | 64 | 14 | 44 | 4 |
| 8 to 9 Total | 31 | 8 | 20 | 3 |