



The Spring Garden Street Improvement Project is a City of Philadelphia Streets Department project that will make Spring Garden Street - between Pennsylvania Avenue and Columbus Boulevard - **safer, greener, and better for everyone.**

Planned improvements include:

- Streetscape improvements
- Stormwater management improvements
- Traffic signal upgrades
- Bicycle lane improvements
- Median treatments
- Street lighting improvements
- Pavement striping and signage

The City solicited input from the public on the proposed improvements in November and December 2020. This initial round of public outreach connected with residents, businesses, property owners, employees, commuters, and recreational users to locate safety issues along the corridor, choose a location for bicycle lane upgrades, and identify other multimodal improvements.

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**The ALLways River to River project is an equitable bicycle- and pedestrian-friendly investment in Philadelphia's Spring Garden Street that will provide a safer, sustainable, and stronger multimodal link connecting the Delaware and Schuylkill Rivers.**

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**Robust outreach was critical to moving the project from the conceptual phase,** which had been led by a local non-profit in previous years, to a City-led project that is entering the engineering and design phase. The City's use of a variety of online tools – a virtual open house, live question and answer sessions, one-on-one stakeholder meetings, thousands of postcards, a survey, an interactive mapping tool – and commitment to engaging a diversity of

voices – through translation, interpreters, and paper questionnaires – generated comments and ideas from all corners of Spring Garden Street.

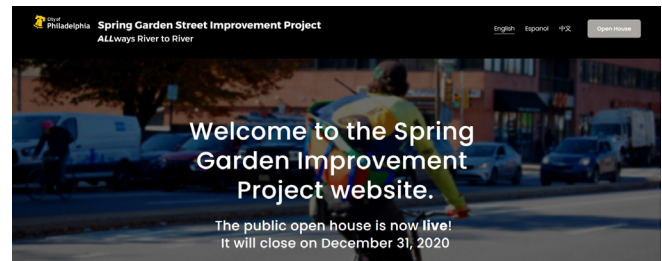
At the end of the engagement period, the project record had **2,100 comments** and **the project's social media posts had been viewed over 41,000 times**. While traditional, in-person public meetings were not an option due to the COVID-19 pandemic, the Spring Garden Street Improvement Project's virtual engagement ended up reaching more of the public than previously imagined.

Based on this outreach, there was clear public consensus on four key points:

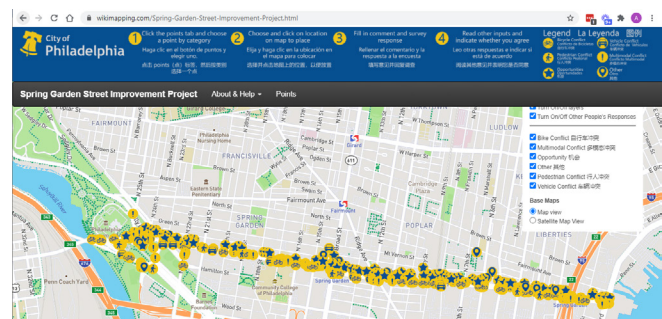
## Conclusion #1 -

**Pedestrians and bicyclists want safety improvements on Spring Garden Street.** Bicycle and pedestrian safety were mentioned more than 1,500 times during the first round of public engagement. There is strong consensus that the current configuration of Spring Garden Street does not adequately protect bicyclists from fast-moving vehicles, right-turning vehicles (right hooks), illegally double-parked vehicles, and “dooring” incidents. In addition, signal countdown times for pedestrians are too short and crossing distances are too long (in some cases).

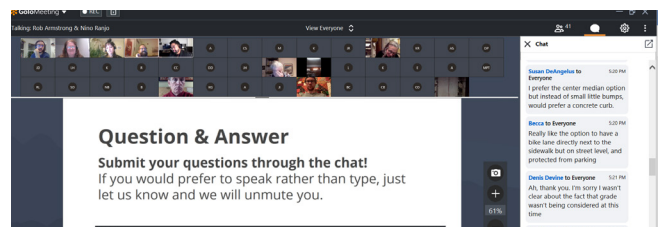
Many comments focused on turning conflicts (approximately 400 comments).



**Project website** - the project website provided educational material about the project and hosted the virtual open house in English, Spanish, and Simplified Chinese.



**Interactive map** - the interactive map asked the public to share their experience on the corridor. The map allowed the public to point out different kinds of safety conflicts (where conditions were unsafe), as well as things the public likes on the corridor and wants to keep.



**Virtual Coffee Hours/Live Q&A** - two virtual coffee hours, or live question and answer sessions, were hosted by the project team to present about the project and to speak with the public.

**Bicycle Lanes Location Survey** - the survey asked the public to weigh in on where they preferred the bicycle lane on Spring Garden Street.



Let us know how you feel about Option 1.

- ☐ I like Option 1.
- ☐ I do not like Option 1.

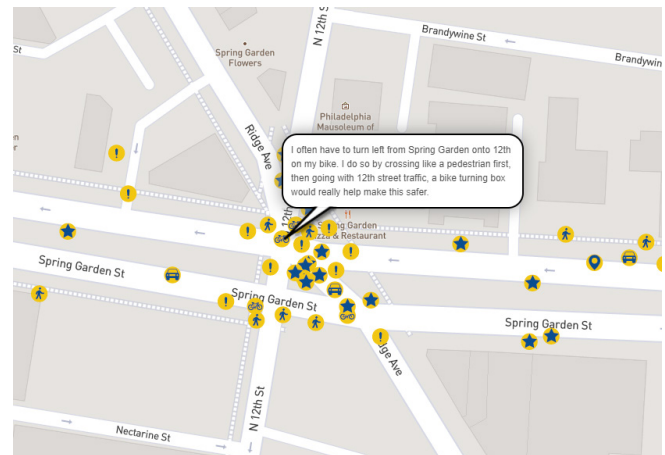
The public has suggested a range of solutions including protected intersections, raised intersections, mid-block crossings, wider medians to protect crossing pedestrians, and longer signal countdown times. Many also voiced a desire for a bicycle facility that is raised to the sidewalk level instead of at the street level (120 comments). The consensus between the public and stakeholders is that the safest design is the one that they desire.

Community members identified the **six key intersections** to look at during the design process: Pennsylvania Avenue, 17th St, Broad St, Ridge Avenue/12th St, mid-block between 11th and 12th, and Columbus Blvd. Ridge Avenue/12th and Broad St were mentioned 150 and 100 times (respectively) during the first round of public outreach.

## Conclusion #2 -

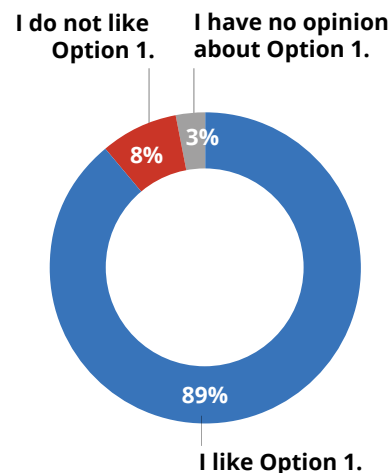
**Participants were overwhelmingly in favor of curbside parking protected bicycle lanes** (Option 1). Of the 889 people who responded to the survey, 89% liked the curbside parking protected bicycle option (Option 1) the best. Most survey respondents disliked the Option 2 - median bicycle lanes option (65% disliked it) and the Option 3 - buffered bicycle lanes option where the bicycle lanes would be between the parking and travel lanes (73% disliked it). All proposed options would impact parking and loading zones.

Interactive map comments at Ridge Ave/12th St



**“The primary issue is safety. Not just from a business standpoint, but also from a community standpoint. Spring Garden Street is currently unsafe for both cyclists and pedestrians.”**

*Business owner*





**Participants want a green, clean, and beautiful corridor** (160 comments).

**“Spring Garden Street historically had a large planted median down the center - hence the name. Bring that lushness back!”**

**“More murals - those we have are terrific!”**

**“Additional greenery and water management would drastically improve Spring Garden’s beauty and environmental impact.”**

### Interactive map comments at Pennsylvania Avenue



among commenters that connections from Spring Garden to West Philadelphia (via Eakins Oval and the Schuylkill River Trail) and the lower River Wards (via Columbus Blvd and the Delaware River Trail) are unsafe for bicyclists. Other commenters requested predictability and consistency of signage, wayfinding, and bicycle infrastructure with what already exists in Philadelphia.

**“With the upcoming renovation of Festival Pier by DRWC, I am sure there will be many opportunities to increase bike and pedestrian safety crossing Columbus and Spring Garden.”**

*Interactive map comment*