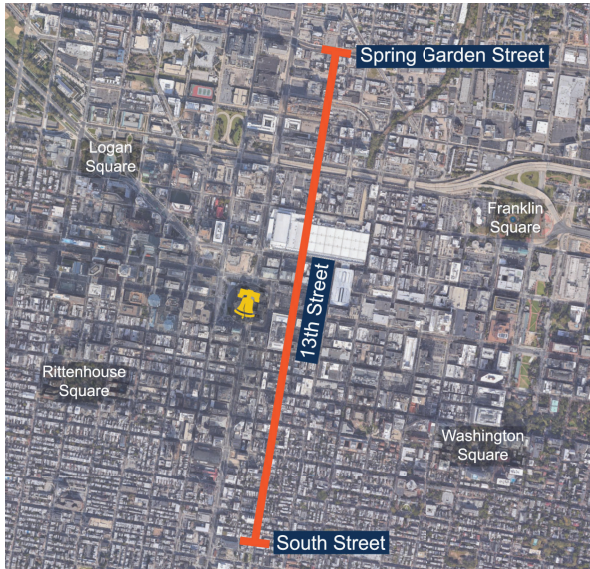


13TH STREET ROADWAY RECONFIGURATION & PROTECTED BIKE LANE PROJECT

2018 Fact Sheet

Upgrading parking and loading and providing a consistent and protected bikeway will improve safety and encourage bicycling along the corridor.



PROJECT BOUNDARIES:
South St to Spring Garden St

- PRIMARY PROJECT GOALS:**
1. Create a high-quality northbound bike connection through Center City
 2. Reconfigure parking and loading locations to eliminate conflicts
 3. Refresh lane markings and crosswalks
 4. Improve predictability by delineating space for bicycles

IMPROVING SAFETY FOR EVERYONE

13th Street between Spring Garden and South Street is Philadelphia's primary northbound bicycle connection through Center City.

Reconfiguring this section of 13th Street will add necessary safety upgrades to the existing bicycle facilities and provide an opportunity to reexamine the parking and loading layout.

Intersection treatments at key locations will increase predictability and awareness. Pedestrians will have newly-refreshed crosswalks, people driving will have new paint markings, and all travelers will benefit from a better overall street configuration.

FATALITIES & INJURIES



43 people walking and 17 people on bikes were injured in crashes on 13th Street between 2013 and 2017.

PEOPLE ON BIKES

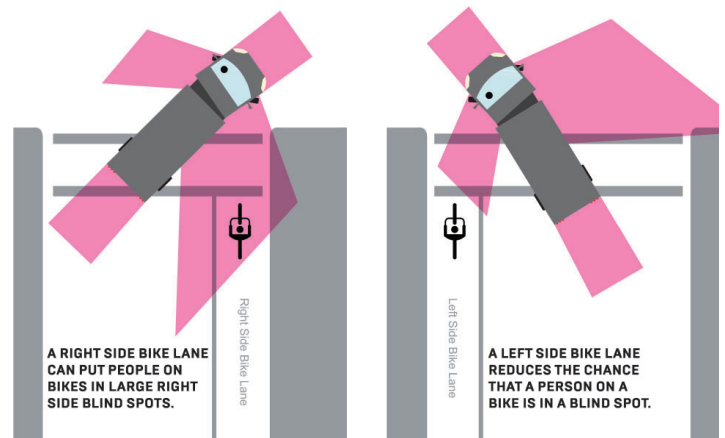


13th Street is well used already by people on bikes. On average, **over 500 people on bikes per day** used the bike lane in 2017.

WHY SWITCH TO THE LEFT HAND SIDE AND PROTECTED 13TH STREET?

This project provides the opportunity to increase the safety of the bicycle lane by relocating the bicycle lane to the left-hand side. Research shows that a person on a bike in a left-hand bicycle lane has a reduced chance of being in the blind spot of a person driving.

A recent serious right-hook crash occurred on **December 15, 2017**, when a person on a bicycle was struck on 13th Street at Pine as she rode her bike to work.



Please send questions and comments to:
otis@phila.gov care of
Jeannette Brugger, Bicycle & Pedestrian Coordinator

CITY OF PHILADELPHIA
otis

For more information:
<http://www.phila.gov/otis>

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WHY PARKING & LOADING RECONFIGURATION MAKES SENSE

There are significant loading demands for businesses on some sections of 13th Street. The existing loading zones do not match the location, size, and frequency of business loading needs so loading happens in the existing bicycle lane. Roadway reconfiguration will allow the City and PPA to work with businesses to increase legal and appropriately sized loading areas.

WHY LEFT-SIDE BIKE LANES MAKE SENSE

Right-hook crashes are when a vehicle turning right hits a bicycle that is continuing straight in the same direction. A left-side bike lane on 13th Street will help limit the places in which these dangerous crashes can occur. While left-hook crashes are also dangerous, left-side blind spots are smaller because drivers sit on the left side. This is especially true for large trucks and for buses.

13TH STREET: TYPICAL EXISTING CONDITIONS



ROADWAY CONFIGURATION:

- 7-foot wide parking & loading lane on the left (west) side of the street
- 10-foot motor vehicle travel lane
- 3-foot painted buffer
- 6-foot buffered bike lane on the right (east) side of the street

13TH STREET: TYPICAL PROPOSED CONDITIONS



ROADWAY CONFIGURATION:

- 6-foot protected bike lane on the left (west) side of the street
- 3-foot painted buffer with flexible delineator posts
- 10-foot motor vehicle travel lane
- 7-foot wide parking & loading lane on the right (east) side of the street