

SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

CORNER MEETINGS ON PARKING & LOADING

WASHINGTON SQUARE WEST

Spruce & Pine Streets, from 8th St–Broad St

The Spruce & Pine Repaving and Safety Project will shift the parking and loading on each street from the left to the right hand side.

These Corner Meetings are an opportunity for residents, business owners, and property owners on the block to look at a proposed parking and loading plan with oTIS and the Philadelphia Parking Authority and discuss proposed options.

If you live or work on an adjoining block and want more information, please feel free to attend and ask questions before or after the Corner Meeting.

MEETING GOALS:

1. Confirm parking & loading needs for businesses and residents
2. Share proposed parking & loading layout
3. Gather feedback and share project details

TO SIGN UP TO ATTEND:

Please fill out the form linked here so we can contact you in case of weather delay or other scheduling issues: <http://bit.ly/sprucepineotis>

WED., MAY 30, 2018

900 Block of Pine – 5:00PM
Meet at SW corner of 9th & Pine, at the 40 bus stop.

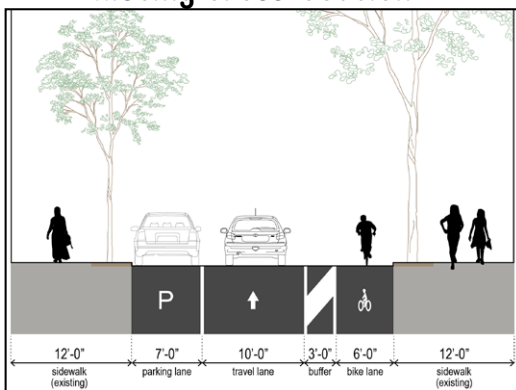
1000 Block of Pine – 5:30PM
Meet at SE corner of 10th & Pine, in front of M. Finkel & Daughter.

1100 Block of Pine – 6:00PM
Meet at NW corner of 11th & Pine, at the entrance to Louis I. Kahn Park.



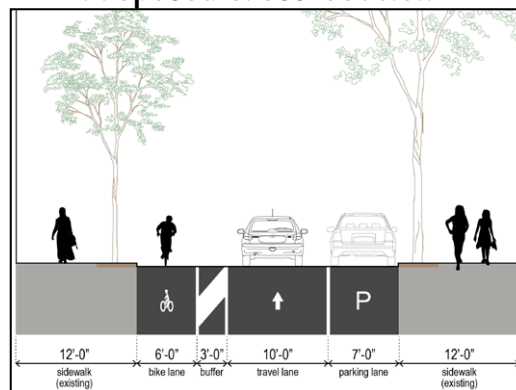
RECONFIGURATION

Existing Cross-Section



- On-street parking and loading is on the left
- Bike lane is on the right

Proposed Cross-Section



- On-street parking and loading is on the right
- Bike lane is on the left

Updated: March 2018

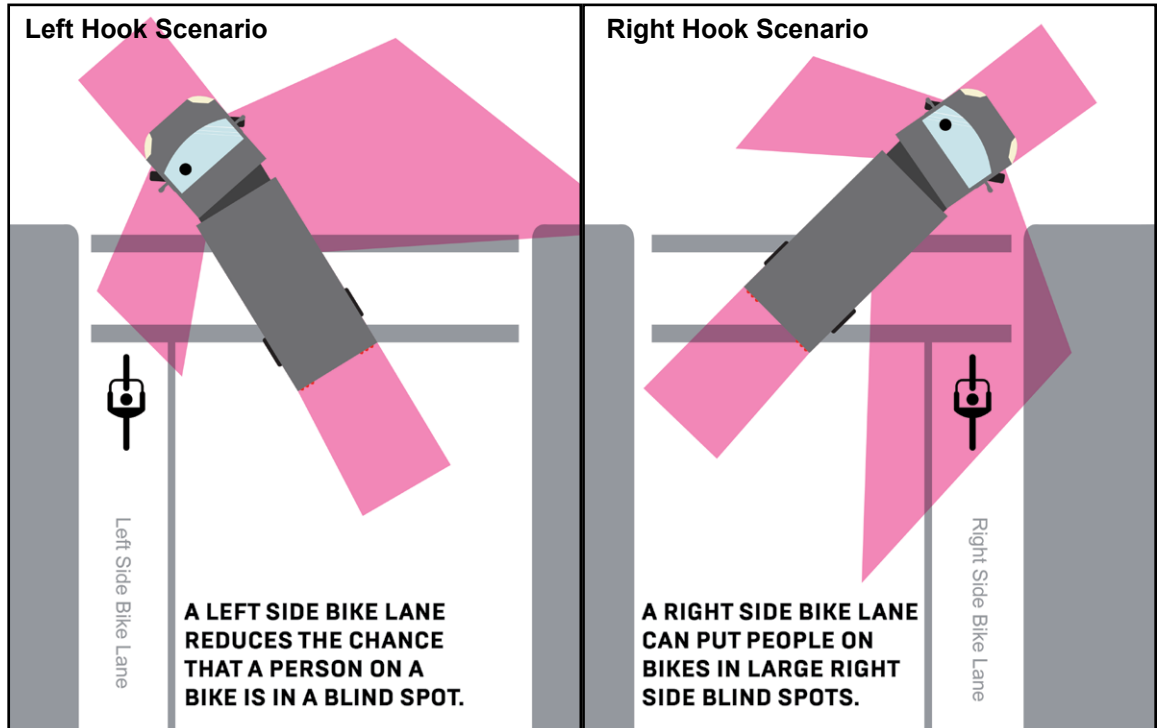
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WHY MOVE THE BIKE LANES TO THE LEFT SIDE?

According to the Institute of Transportation Safety Engineers,¹ switching the bike lanes on Spruce and Pine from the right side of the street to the left side will make people on bikes more visible to people driving.¹

This is especially true for trucks, which have larger blind spots on their right sides than they do on their left sides.

Moving the bike lanes to the left side of the street eliminates conflicts with buses that stop on the right side.



1. "The Difference Between Right And Left Bike Lanes," *Institute of Transportation Engineers: ITE Journal*; Jul 2014; 84,7; ProQuest pg. 14

WHY IS SWITCHING THE BIKE LANE IMPORTANT ON SPRUCE AND PINE STREETS?

The line striping and paving conditions on Spruce and Pine Streets have deteriorated. This repaving and safety project provides the opportunity to address these issues, along with making safety improvements. Recent serious crashes include:

November 28th, 2017: A cyclist was killed in a right hook crash with a trash truck at 11th and Spruce as she rode her bike to work.

December 15th, 2017: A cyclist was seriously injured in a right hook crash with a box truck on 13th and Pine as she rode her bike to work.



CRASHES ON SPRUCE & PINE



There were **90 crashes on Spruce and 95 crashes on Pine** from 2012 to 2016. 21 involved a bicycle and a vehicle and 18 involved a pedestrian and a vehicle.

FATALITIES & INJURIES



178 people were injured in crashes on Spruce and Pine between 2012 and 2016. This does not include the 2017 crashes that resulted in one death and one serious injury.

Updated: March 2018

Please send questions and comments to:
Office of Transportation & Infrastructure Systems (oTIS)
otis@phila.gov

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