

SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

PUBLIC OPEN HOUSE FOCUS ON BROAD TO 22ND STREET

Wednesday, April 4 2018

Please come any time between 6pm - 7:30pm to learn more

The Office of Transportation & Infrastructure Systems (oTIS) is hosting an open house regarding the upcoming repaving, restriping, and reconfiguration of Spruce and Pine Streets from Front to 22nd Streets. This work along Spruce and Pine Streets will make the corridors safer for people walking, biking, riding transit, and driving.

PROJECT OBJECTIVES:

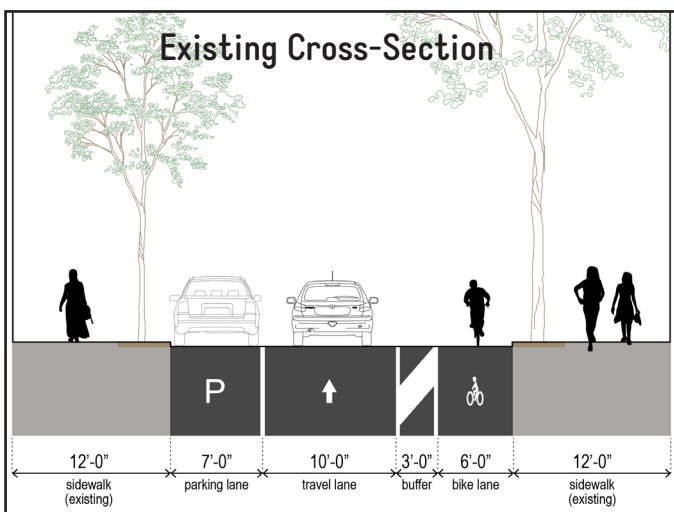
1. Increase safety for people walking, bicycling, riding transit, and driving along both corridors
2. Reduce the number of possible crashes that occur between right-turning vehicles and people biking
3. Improve intersection pavement markings where bikes and vehicles mix
4. Refresh crosswalks
5. Address on-street parking and loading for residents and businesses

*****Please note, this project does NOT include the installation of flex posts for a protected bike lane*****

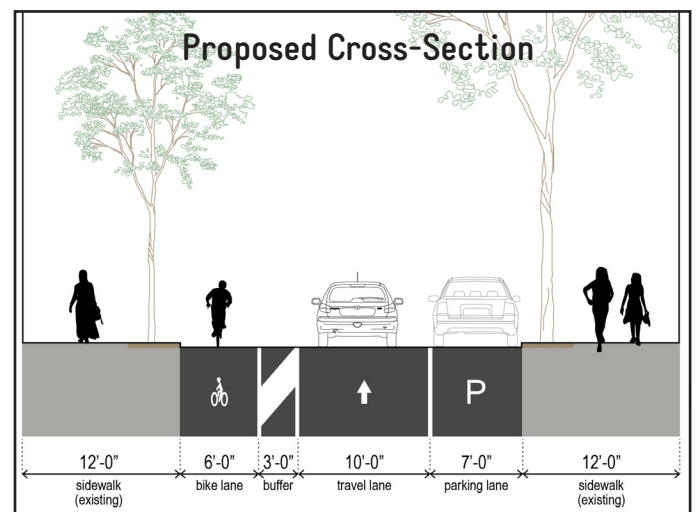
**MERCK EDUCATION CENTER AT
THE KIMMEL CENTER**
300 S Broad St.
Enter via Broad or Spruce Streets



RECONFIGURATION



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



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

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>

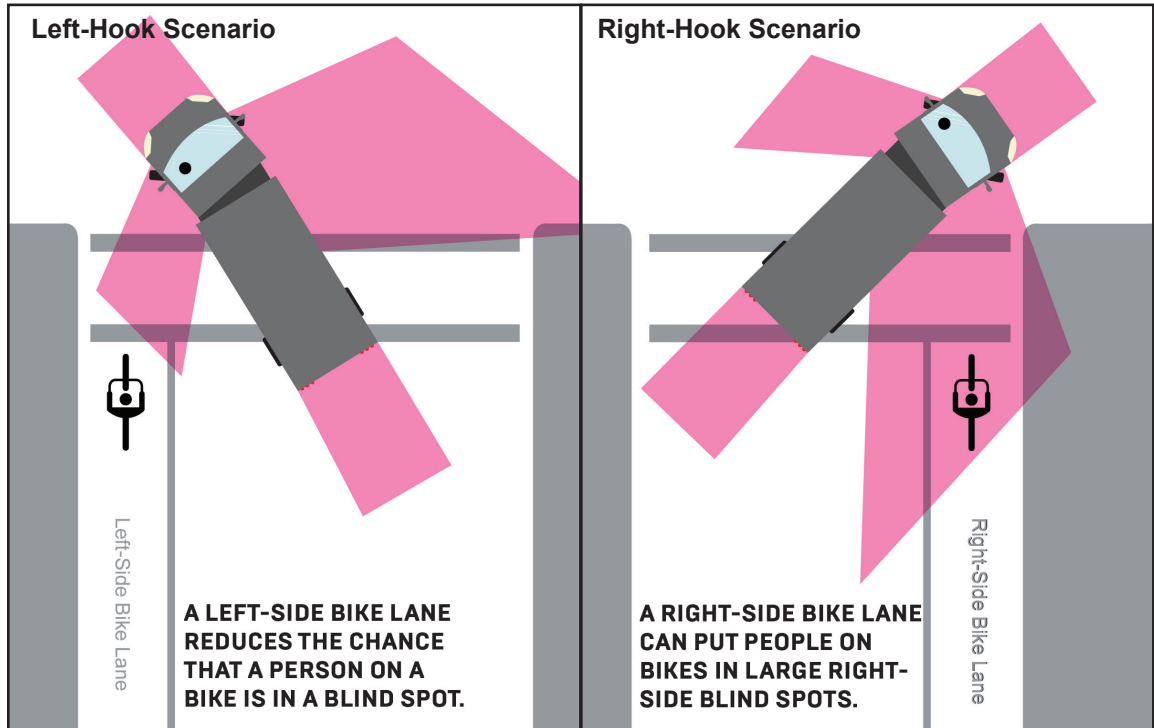
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WHY MOVE THE BIKE LANES TO THE LEFT SIDE?

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