

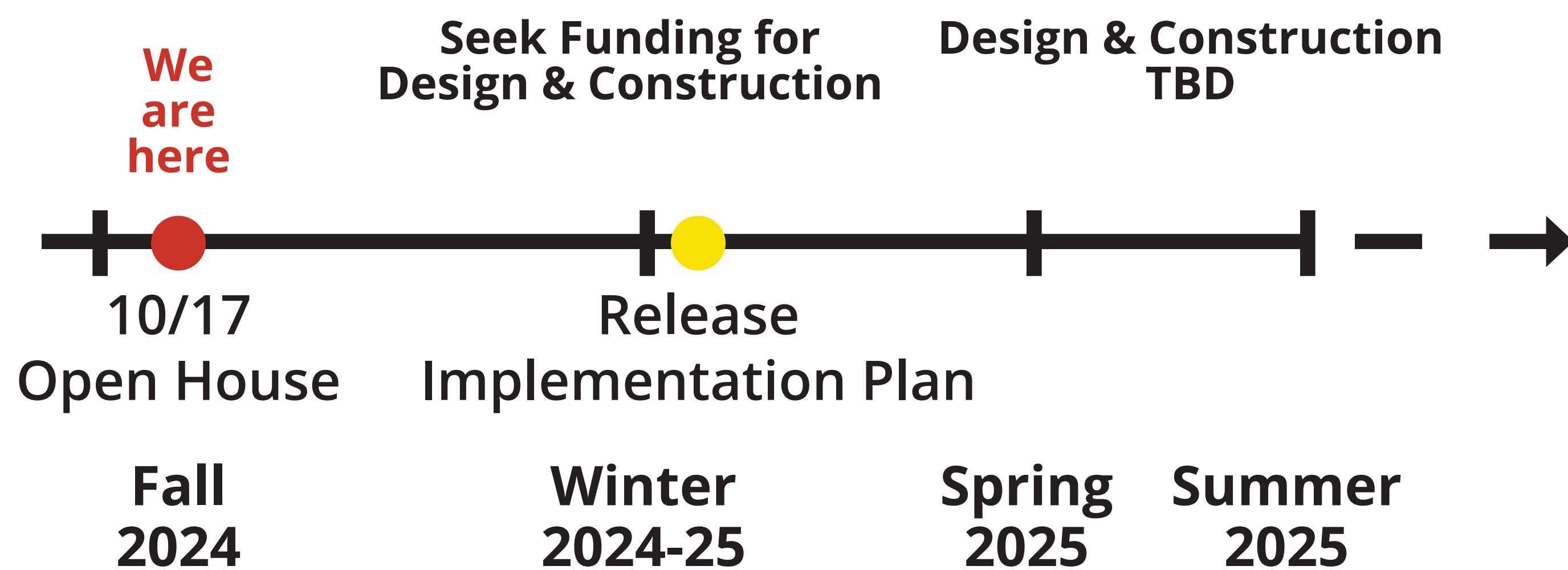
Spruce & Pine Streets Bike Lane Safety Upgrade Project

OCTOBER 2024

Meeting Format

1. Sign In
2. View the Open House Information Boards
3. View the Block-by-Block Loading Recommendations
4. Fill out the Exit Survey before leaving

Project Timeline



Meeting Goals

- Share details about the City-recommended infrastructure & policy changes on Spruce & Pine
- Gather feedback on loading needs and recommendations on each block along the corridor

MEETING CODE OF CONDUCT

- **Show respect** to City staff and fellow meeting attendees; communicate politely and calmly.
- If you have a long question/discussion at a board, **step aside** to let others read.
- Critique **ideas** and not individuals; do not demean and disparage others.
- Failure to follow these rules will result in being asked to leave the building.

1. Busiest Bike Lanes in Philadelphia

1,583/day

(47,517/month)

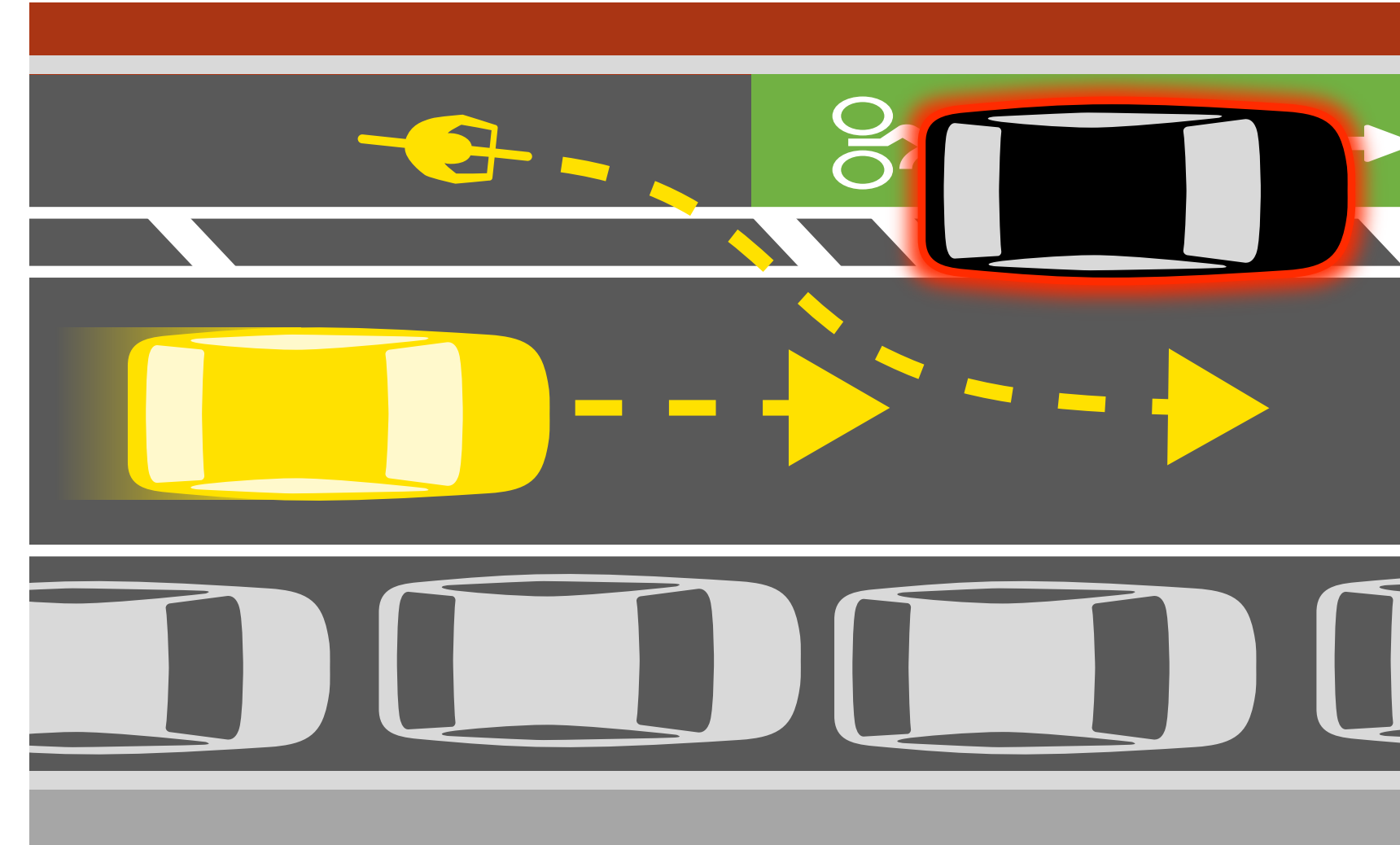
People biking on Spruce and Pine on average in September 2024

(Source: DVRPC Permanent Bike Counters, Spruce & Pine at Broad Street)



(Source: City of Philadelphia)

2. Frequently Blocked by Vehicles



When a car stops in the bike lane, bikers need to merge into the vehicle lane.

On average, vehicles block the bike lanes roughly **every other block.**

(Based on weekday peak hour observations; vehicles observed every 1.92 blocks)

3. Currently Unsafe for All Users

Crash statistics on Spruce & Pine between 2019 and 2023:

5

Killed

2

Seriously injured

144

Reported crashes in total

20

Involved people biking

38

Involved people walking

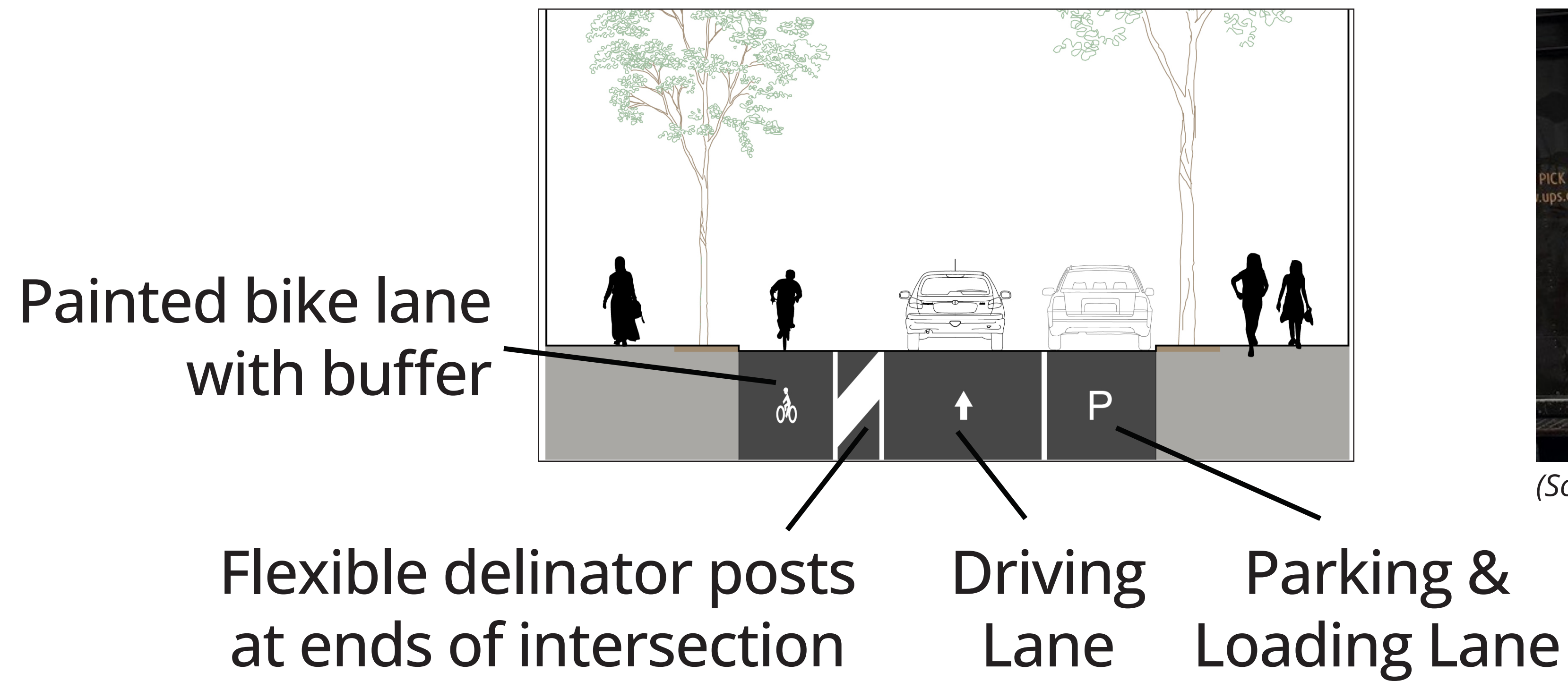
(Source: PennDOT, City of Philadelphia)



In July 2024, a drunk driver killed Dr. Barbara Friedes and crashed into parked cars on Spruce at 18th Street.

(Source: NBC10 Philadelphia)

Current Street Layout



(Source: City of Philadelphia)

40-foot loading zones were recently installed on Spruce & Pine from Broad to 22nd, at the start of each block.

However, they do not satisfy peak loading demand, and more loading space is needed.

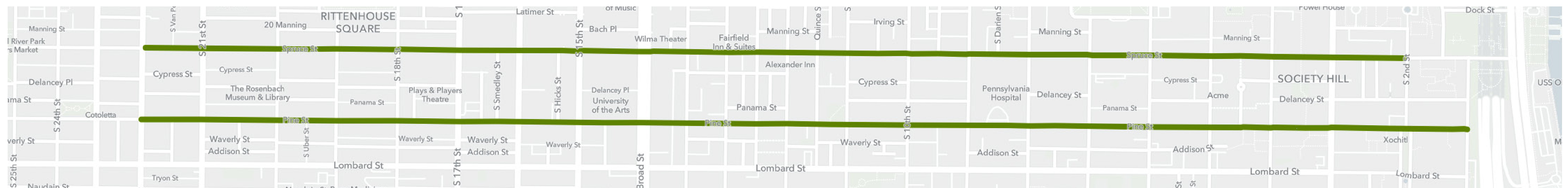
Project Goals

- Provide separate and safe space for people biking across Center City
- Increase traffic safety for all users of the street
- Improve loading access for residences and businesses
- Implement policies to enforce proper biking and vehicle loading



(Source: City of Philadelphia)

Overall Project Map



Proposed Policy Changes

1

Change curbside bike lane regulations to No Stopping Anytime

2

Add new loading zones on each block in the parking lane

View Philadelphia Parking Authority and City recommendations in detail at the meeting tables

3

Increase enforcement & penalties for drivers blocking the bike lane

4

Relocate religious institution parking to nearby streets

Current move is temporary; final plan for Center City is in progress



Example 60-foot loading zone on the 400 block of Pine Street
(Source: Google Street View)

What have stakeholders said so far?
Collected from CCRA meeting, RCO leader conversations, emails

- *No Stopping Anytime regulations work if there are plenty of loading spaces on the other side.*
- *More loading zones at all hours of the day are needed; sometimes deliveries are later at night.*
- *What about mid-block loading? The end of the blocks is too far for me to walk with groceries.*

Legislation for these policies has been introduced in City Council by Council President Johnson.

Proposed Infrastructure Upgrades

1
Add concrete curb sections in the bike lane buffer on all blocks (Front-22nd)



Example of concrete curb sections separating a bike lane in Chicago

(source: City of Chicago)

2
Add crashworthy planters in the bike lane buffer at each corner



Example of a bike lane separated with planters in Toronto. The City is working out planter maintenance details with partners.

(source: John Greenfield)

Benefits of Separated Bike Lanes

- Deters drivers from stopping in the bike lane
- People biking are physically separated from people driving
- Upgrading from painted to separated bike lanes can reduce crashes by up to **40%**

(Source: Federal Highway Administration)

What have stakeholders said so far?

Collected from CCRA meeting, RCO leader conversations, emails

- *I'm excited to have full separated bike lanes and be able to bike without fear.*
- *Planters are nicer looking than posts or concrete.*
- *Can emergency vehicles get through/over the concrete sections?*
- *Will the concrete sections slow vehicle traffic, too, or just separate the bike lane?*

