

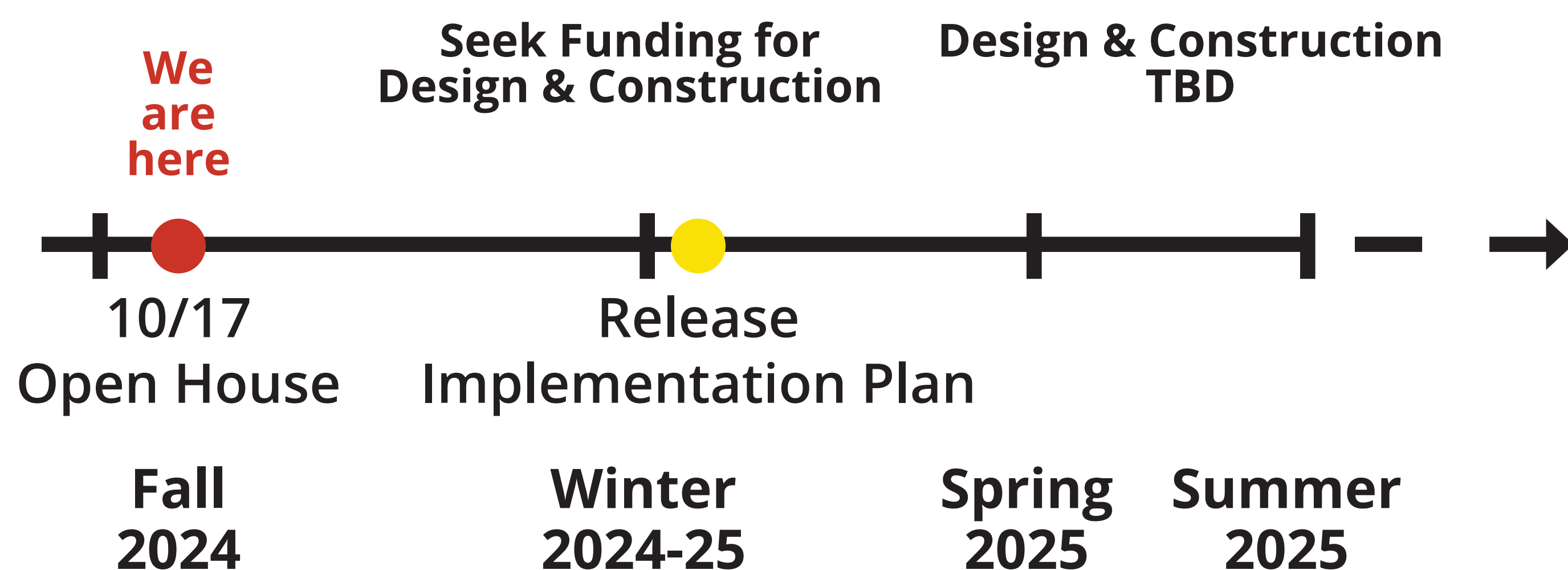
# Spruce & Pine Streets Bike Lane Safety Upgrade Project

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)**

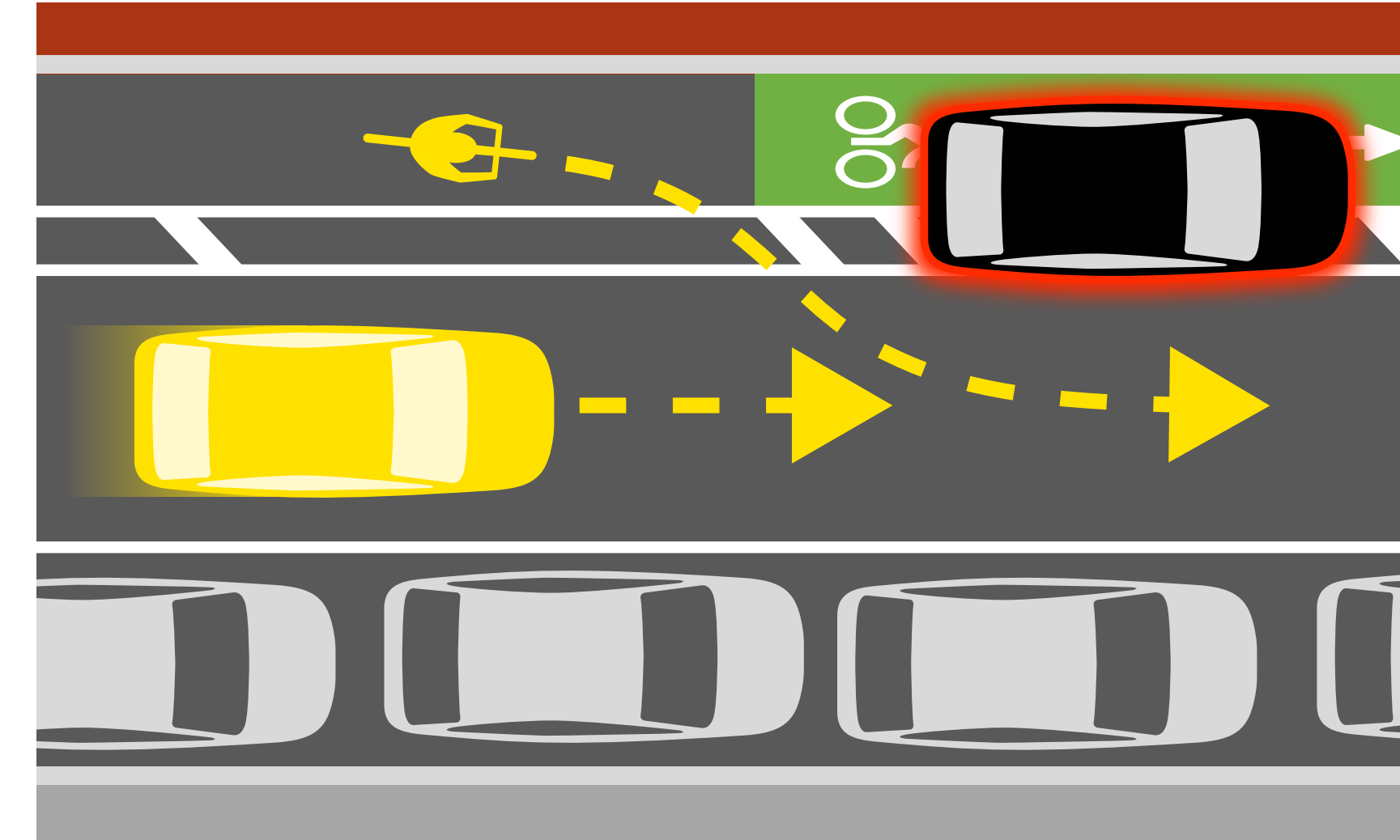
People biking on Spruce and Pine on average in September 2024

*(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**

**Seriously Injured**

**2**

**Killed**

**144**

**Reported crashes in total**

**20**

**Involved people biking**

**38**

**Involved people walking**

*(Source: PennDOT, City of Philadelphia)*

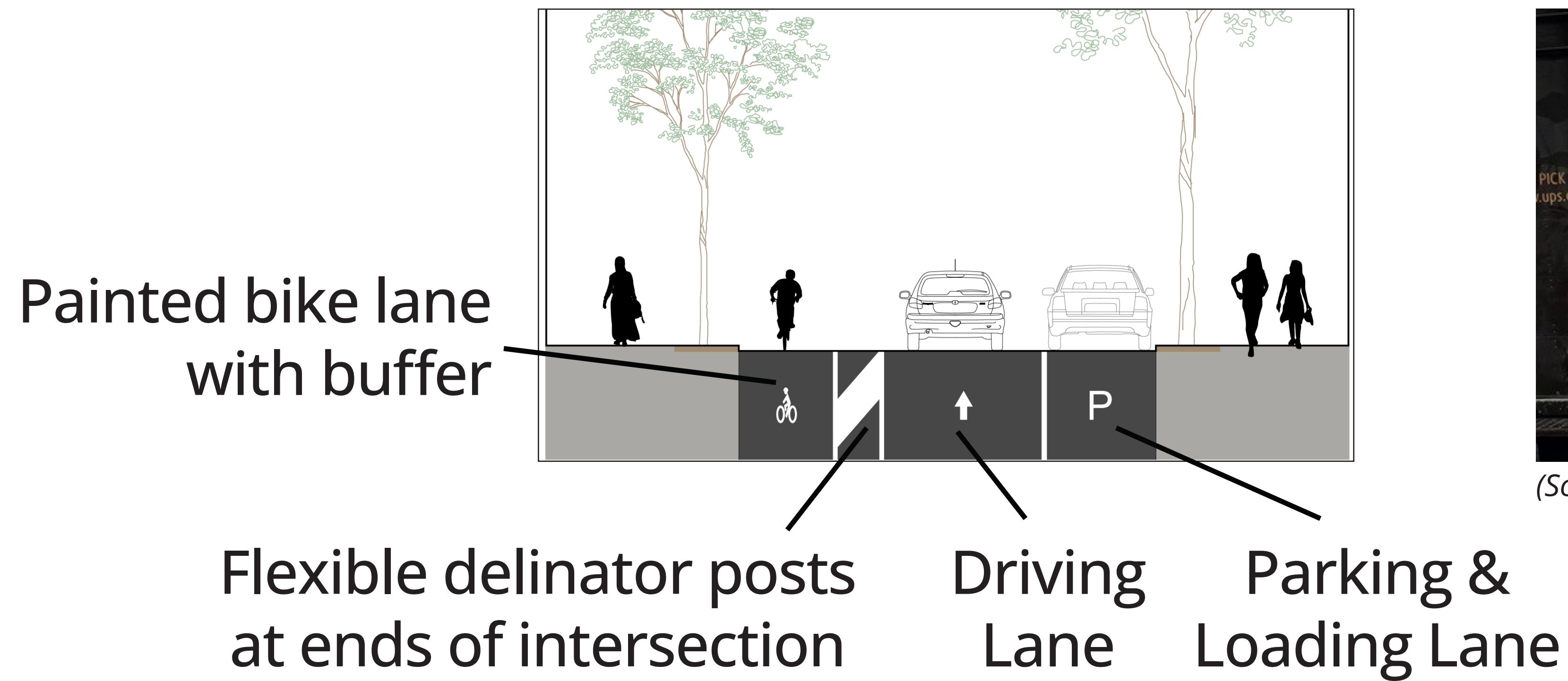


*In July 2024, a drunk driver killed Dr. Barbara Friedes and crashed into parked cars on Spruce at 18th Street.*

*(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.

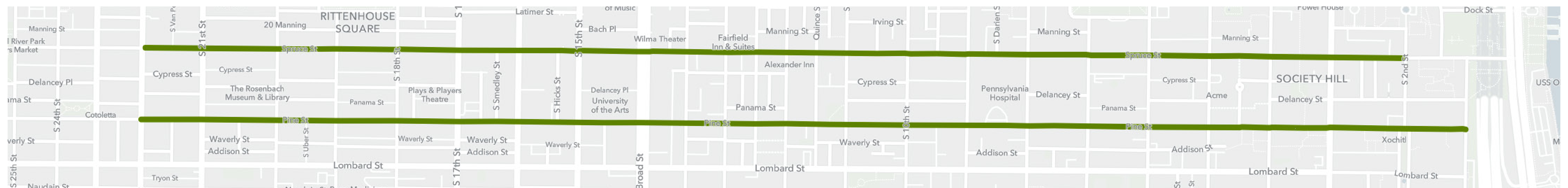
## Project Goals

- 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-22<sup>nd</sup>)



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?*



## Share your thoughts here!

What do you think about the City recommendations for Spruce & Pine Streets? What are your comments or concerns?

A large rectangular area with a dotted border, intended for attendees to write their feedback.

## Next Steps Before You Leave



1. Review the block-level maps on the tables



2. Fill out the exit survey


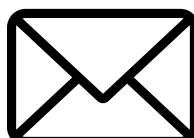
### Tonight's Table Exercise

- Loading needs for residents and businesses
- Loading zone locations/times on each block
- Other curbside issues or concerns

## Next Steps for the City

- Summarize feedback from tonight's meeting
- Finish the design/implementation plan
- Continue to work with City Council and RCOs
- Continue to seek funding sources

Project website:  [bit.ly/3TQRVzq](https://bit.ly/3TQRVzq)

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# Thank you!