

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Exit Survey	I was hoping to see parking protected bike lane options but this will be much safer than what we have now. I will return to the area as a shopper/customer when this becomes reality. Please enlist PPA to enforce it.	A parking separated bike lane design is not an option for this corridor. The design would eliminate all curbside access for people parking and inhibit emergency vehicle access to the bike lane curb. With new City Council legislation for No Stopping Anytime, PPA can more easily enforce the new regulations.
Exit Survey	Do not agree with the installing of protected bike lanes. It is a city with a need to balance everyone's needs.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Exit Survey	I've already been hit by a car as a pedestrian and a cyclist on spruce st. Please take the safety of this city's residents seriously. I'm really scared of losing my friends who are cyclists and am concerned that a few residents will selfishly prioritize their convenience over this chance to change this city's culture of endangering people and their safety.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Exit Survey	I don't see compromise between the needs of person bikings and the needs of those who live on these streets. This is completely focused on person bikings.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Exit Survey	Do what you say: focus on the High Injury Network. Stop being political!! Thank you!	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Portions of Spruce Street are on the Vision Zero High Injury Network.
Exit Survey	Process did not include residents of the bike lane streets. Solution ignores quality of life for residents. The issue is speed - speed calming (cushions, cameras) should be used. Spruce & Pine are not on the High Injury Map! This solution is an ADA nightmare. Residents need accommodation for delivery, etc.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Portions of Spruce Street are on the Vision Zero High Injury Network. The City is considering the addition of traffic calming elements in the layout, including speed cushions. The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns. People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit . The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is
Exit Survey	The decisions have been made without pre decision from residents. This project is all about bicycle safety with little to no consideration to homeowner's being inconvenienced. We are the trip base. No clear ideas for funding.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation.
Exit Survey	The plans outlined in this meeting were basically rammed down our throats without any input from us. The plans are biased heavily towards person biking and not toward local residents	Thank you for your comment. The meeting on October 17th as well as other meetings with Civic Associations are a means of giving feedback to the City's proposal. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Exit Survey	Please have protected bike lanes. Our lives depend on it. Protected intersections would be great. Bollards like they have in front of police buildings would be great to prevent people from parking and crashing into cyclists. Parking matters less than people's lives. I am a cyclist and have been hit twice on Spruce and Pine. My boyfriend has been hit on Pine. We were both in the lane following the rules. I have almost died while biking and I don't want to be a statistic. Please. Please install concrete protected bike lanes.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. Vertical elements must be crash-worthy. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Not confident this is solving the problem. Need <u>everyone</u> safe not just bikes. - Need <u>traffic enforcement</u> for bikes and vehicles. - Not reasonable to deny residents loading access which was deal when these lanes were first done. - Would rather see my tax \$ go to traffic enforcement than more hardware. - If you takeout street parking, city needs to provide off street parking. Last garage at 21st & Lombard went in 2018.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.
Exit Survey	Roads are narrow - plan will create a less walkable and livable and desirable city. Poorly planned. Meeting was not well promoted.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.
Exit Survey	Diminishment of my home value should reduce my RE tax by at least 50%. Build resident only parking garages w/ free parking, w/ resident park permit.	Bike lanes can be a selling feature for homes. For example, in Vancouver, 65% of realtors would use a bikeway as a selling feature. An Urban Land Institute study found that homes near active transportation are worth more than comparable homes not near active transportation. Source: https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf .
Exit Survey	Spruce and Pine should be open to pedestrians and cyclists only	Closing Pine and Spruce to motor vehicle traffic would have network-wide implications, the analysis of which would be outside the scope of this project. In addition, a portion of Pine Street is used by SEPTA buses, as well.
Exit Survey	This is a good step in the right direction. Promoting safe bike lanes will encourage more use. I would love to see more experiments with streets completely closed to cars during certain times of day or days of week. More walkable/bikeable cities are great for everyone!	Thank you for your email. Closing Pine and Spruce to motor vehicle traffic would have network-wide implications, the analysis of which would be outside the scope of this project. In addition, a portion of Pine Street is used by SEPTA buses, as well.
Exit Survey	I'm worried that if we just use paint, cars will ignore it and will be business as usual. Also, daylighting	Concrete curbs and planters are being considered to upgrade the existing paint-buffered bike lanes. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Love the daylighting at the corners. Make sure it's enforced w/ physical blockers!	In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	How can we stop people from just parking in the cross walk now? I'm worried that frustrated drivers will disregard loading zones	In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk. We will work with PPD and PPA on an enforcement plan after implementation. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the regulations along the corridor.
Exit Survey	Please consider daylighting at corners and intersections to improve visibility. Also, great job OTIS staff	In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Initially, this seemed an easy decision. After the death of the doctor in a cycle lane - cyclists needed protection. However, it is more complex. Most cyclist accidents happen at intersections. How can cyclists be protected better here. And residents needed to be respected too, so how do we balance different people's needs on the face of it, the cyclist is more important as it is their safety, whilst residents will just be inconvenienced. I have no interest in residents complaining about difficulties with their uber eats deliveries. But it will cause a lot of inconvenience to residents, with the least mobile being the most affected. For example, people without the strength to carry suitcases, shopping, toddlers to/from loading bags. I don't know the answers. I suggest attempts are made to make it easier/more palatable to residents. a good solution for low mobility residents. Residents on Pine & Spruce having parking permits beyond just their local zone. So they could park in ??? Queen's Village too (even if they didn't use it), free Indego membership for Pine & Spruce Street residents, free Septa passes for Pine & Spruce residents. My last suggestions is can we trial this on a section of one road? Maybe then we'll have more chance of finding mitigations for residents. Finally, climate change means we must get out of our cars. so the direction of	In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk. Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. There is no plan to provide additional parking as part of this effort. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. Several streets in Center City have similar layouts to Spruce & Pine - with loading zones and a separated bike lane, including 13th Street and 10th Street. We will phase implementation on this corridor, starting with No Stopping Anytime and new loading zones this Spring.
Exit Survey	It is impractical, making the roadways more dangerous. There are better ways to address the issues	In similar layouts in NYC and other cities, converting painted bike lanes to separated bike lanes reduced all types of crashes by up to 40 percent (Crash Modification Factor development, FHWA). In addition, in Philadelphia on corridors with complete street improvements there were 17% fewer total crashes resulting in injuries, compared to High Injury Network trends. (https://storymaps.arcgis.com/stories/fc5cd38e377448aa8616d7d61dd4a34)
Exit Survey	How will we deal with moving trucks that 1. Are big enough to drive over concrete barriers (too low) 2. are probably being paid enough that \$125 fine will not disincentivize them. Can we increase fines for business vehicles like that?	The new City Council legislation for No Stopping Anytime includes higher fines for drivers and does not differentiate between type of vehicle driven. We will look into whether higher fines for business should be considered for repeat or commercial offenders, thank you for your comment.
Exit Survey	Concerned about ADA title II compliance	People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit .
Exit Survey	I want to see as many planters as possible. Although I understand there are budget constraints. I also want to make sure we address the importance of protecting pedestrians as much as cyclists, which these protection measures seem to do a good job of. Also, What about combined bike lanes and left turn lines at Pine and 5th and a few others in Society Hill? I think it's extremely important that we also remove these mixing zones and protect those segments of the bike lane with concrete as	Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.

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Exit Survey	Prefer added bike lane protections design with planters! City beautification, cleaner air, more safety for bikes and pedestrians! Opportunities for local orgs to participate in upkeep of greenery! Safer bike lanes equal safer sidewalks equal safer for people not in vehicles. MORE HANDICAP ACCESSIBILITY SPOTS	Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/ .
Exit Survey	Planters are hazardous. This does not solve the intersection problems and you are cramming this down residents throats. Timed traffic signals work! I am disappointed!	We are working to balance the needs for all roadway users to improve traffic safety. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. The City is considering the addition of traffic calming elements in the layout, including speed cushions and raised crosswalks. The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow people biking to travel through multiple green lights before they have to come to a stop at a red light.
Exit Survey	More bicycle protection, preference for concrete planter, prioritize loading zones over parking, increase signage for motor vehicles pulling intout of loading zones, more cyclist awareness overall	Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.
Exit Survey	This is a great start! Please prioritize concrete planters and more loading zones. Also more traffic calming measures to improve pedestrian safety, there are tactics to implement so we can no longer be the deadliest city for pedestrians and bicyclists	Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	I prefer the planter protection. Curbs should be taller so cars can't roll over. More ADA parking designated not just in front of own home. Yes to loading zone	Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. The separated bike lane elements are still in the conceptual design phase. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/ .
Exit Survey	Think about implementing permeable/green infrastructure in any redesign of bike lanes. Plan future meetings/open houses in venues with higher capacity.	Roadway reconstruction would be required to include significant green infrastructure including new permeable surfaces. Full roadway reconstruction is not being considered for Spruce and Pine at this time. Thank you for your patience at a very well-attended public meeting. We will work to ensure future meetings have the appropriate staffing and capacity.
Exit Survey	SPEED ENFORCEMENT. Cement Pills should be curb instead. Pills are easily driven over.	The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city. Adding traffic calming will slow driver speeds. The City is considering the addition of traffic calming elements in the layout, including speed cushions. The separated bike lane elements are still in the conceptual design phase.
Exit Survey	This is a step in the right direction, but I am afraid it does not go far enough. The concrete protection is too small and the planters are too few. Even with the proposed improvements, Dr. Friedes would still have died. Other cities can give their citizens real protection. Please do better.	Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.
Exit Survey	I feel unsafe as a pedestrian on these streets on a daily basis and was a witness to Barbara Friedes' death. Love the overall idea of concrete barriers to protect all road users but wonder if other traffic calming measures should also be considered in addition to what is proposed such as speed humps, etc.	Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving. The City is considering the addition of traffic calming elements in the layout, including speed cushions.
Exit Survey	Please ensure drivers turning know to yield to person bikings. I find the intersections most dangerous. Please repave the bike lanes, many potholes on Spruce/Pine. How do we ensure side streets and parking lots perpendicular to Spruce/Pine know they have to watch for bikes?	Spruce and Pine aren't currently on the repaving list and were repaved less than 5 years ago, in 2019. Please report potholes to 311 for repair. We are analyzing key intersections for turn conflicts between people biking and people driving.
Exit Survey	This is a horrible idea! It will create more traffic and is dangerous for residents if they need emergency medical attention or have children, elderly that need assistance close to their homes. There need to be additional rest areas and a minimum	Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks to access the bike lane curb in case of emergency. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Cars blocking low usage side streets by parking in bike lane. Bad for cars and bikes	Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.
Exit Survey	Love the idea of planters. Anything that is concrete and at least a foot high. Increased signage notifying cars of bikes (especially when turning) and bike signals would also be great. Thank you for working to protect cyclists!	Thank you for comments. The separated bike lane elements are still in the conceptual design phase. We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike
Exit Survey	1) increasing bike safety could decrease car use which would ultimately benefit people who need cars 2) the 20 minute rule seems reasonable to drivers and residents but is the most dangerous for me as a cyclist 3) enforcing sidewalk rules would alleviate local concerns	Thank you for comments. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	I moved to West Poplar in part due to how dangerous Spruce and Pine bike lanes are	Thank you for your comment.
Exit Survey	Please fully protect spruce and pine and make the intersections safer. I have almost been hit multiple times biking and walking on Spruce and Pine. Please Please Please. We do not need more deaths. I have no concern about parking. Thank you!	Thank you for your comment.
Exit Survey	This is a terrible idea! It must not happen. The residents are against it. Exploiting tragedy for a minority right that takes a right from residents!	Thank you for your comment.
Exit Survey	Infra built but not supported/regulated is failing its citizens. No sense in building it if the city doesn't support. Use the European models you study and visited in Copenhagen.	Thank you for your comment.
Exit Survey	Long lines?	Thank you for your comment.
Exit Survey	Infrastructure makes everyone safer!	Thank you for your comment.
Exit Survey	Limit cars in the city	Thank you for your comment.
Exit Survey	Safety over convenience	Thank you for your comment.
Exit Survey	Adding loading zones is definitely needed! I support a protected bike lane with real poured concrete. Adding crash proof barriers is a must and any opportunity to save lives is necessary.	Thank you for your comment.
Exit Survey	Adding protected barriers could prevent untimely, preventable, and tragic deaths	Thank you for your comment.
Exit Survey	Amazing!!! I can water the plants if needed	Thank you for your comment.
Exit Survey	As a Pine St resident, cars and trucks are constantly parked in the bike lanes. It makes things dangerous for myself and neighbors. Let's follow the lead of cities globally and provide protected bike lanes, prioritizing PEOPLE in our lovely city. I don't want any more cyclist/pedestrian deaths. Thanks!	Thank you for your comment.
Exit Survey	AS ALWAYS OTIS PROFESSIONALISM SHINES THRU!!	Thank you for your comment.
Exit Survey	Bike ride on regular basis. Groceries...	Thank you for your comment.
Exit Survey	Bollards are much better than flexposts. Build it!	Thank you for your comment.
Exit Survey	Concrete and planters. Protected bike lanes.	Thank you for your comment.
Exit Survey	Concrete barriers ASAP	Thank you for your comment.
Exit Survey	Concrete curbs are a step in the right direction. I would encourage adding as many loading zones as possible. Also I want to support projects like these so I can come home to my cat at the end of the day	Thank you for your comment.
Exit Survey	Concrete now!! (& planters!)	Thank you for your comment.
Exit Survey	Concrete protection is needed. I feel increasingly unsafe. Thank you!	Thank you for your comment.
Exit Survey	Concrete Protections are necessary to protect peds, including cyclists and workers!	Thank you for your comment.
Exit Survey	Concrete separated lanes!	Thank you for your comment.
Exit Survey	Cyclists deserve safety. Better curb policies can preserve resident needs.	Thank you for your comment.
Exit Survey	Don't listen to the NIMBYs! People's lives are part of this equation. Thank you for the work you do!	Thank you for your comment.
Exit Survey	Enforcement wouldn't keep drivers from hitting person bikings or forcing them to move into vehicle lanes. Concrete barriers are the ONLY option.	Thank you for your comment.
Exit Survey	Everyone adores city centers with low/no traffic. Not every street in Philly needs to be a cycling paradise, but we deserve a coherent network of dedicated safe bike infrastructure. This can only improve center city.	Thank you for your comment.

Includes Exit Surveys from 10/17/24 Meeting, Emails to OTIS, Society Hill Civic Meeting written comment cards, and Loading Zone online tool comments References and Links at the end of the document.

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Exit Survey	Excellent & thorough presentations. These ideas should be implemented throughout the city. Thank you!	Thank you for your comment.
Exit Survey	Great! Long overdue!	Thank you for your comment.
Exit Survey	Great suggestions, protected by parked cars or concrete barriers is worlds safer! And the street will still function. Pre-2017 there was parking on both sides and they functioned fine as a single vehicle car lane, as do streets such as South St and Bainbridge St. today! And then adding more loading zones will go a long way to helping immediate neighbors. Lastly physical barriers at the left turns will really help! So many cars don't look! maybe add signs reminding drivers to look for person bikings when making turns. Thank you OTIS.	Thank you for your comment.
Exit Survey	Great work to the OTIS team on a difficult job!	Thank you for your comment.
Exit Survey	Higher barriers, more separation, love the planters.	Thank you for your comment.
Exit Survey	I am a big supporter of this plan! It will make me feel safer as a pedestrian and cyclist and extra loading zones help traffic flow for me as a driver and a SEPTA user. Thank you for your hard work. I am a lifelong resident and am very excited at the prospect of concrete-protected bike lanes.	Thank you for your comment.
Exit Survey	I am a homeowner on Spruce St and a cyclist and a father of 2 young children and I am For more cycling protections and preservation of life.	Thank you for your comment.
Exit Survey	I appreciate all the work going into this. If there is a way to help the narrative in the city that cyclists are bad and drivers are entitled (and vice-a-versa) that would really help move implementation along. I cycle from Pennsport to West Philly everyday for work. Having a safe route to get there means everything. Thanks!	Thank you for your comment.
Exit Survey	I appreciate the intention and effort behind increasing the amount of loading zones. I think that planters are a nice idea, along with cheaper corner flex-posts. Thank you!	Thank you for your comment.
Exit Survey	I believe strongly that physical barriers are the only way to adequately protect person bikings, drivers, and pedestrians. I drive my kids from 6th/Spruce to TPS and back most days. There are cars stopped in the bike lane almost every block. I don't feel safe biking in the city, but this might make me feel safe enough. I know some of my neighbors are worried about loading close to their homes, but safety had to outweigh convenience!	Thank you for your comment.
Exit Survey	I bike most days on Spruce/Pine between my commute to work and general everyday errands/mobility around the city. I frequently feel less safe on Spruce/Pine than other on bike lane streets as constant merging and re-merging puts me at more risk. Protection would dramatically improve mine and many other vulnerable road user's lives!	Thank you for your comment.
Exit Survey	I cant wait to feel safe when I bike on these streets. We need concrete barriers! Right now I often feel like I am skiing on a giant slalom course because of the constant weaving around trucks parked in the bike lane. Everyone should have the option to safely bike whether they're 8 years old or 88.	Thank you for your comment.
Exit Survey	I grew up on a river - people used to always complain about boaters being loud on the river (usually rowers because it was early morning) I think that applies here - you live on a public accessway, it has to be shared.	Thank you for your comment.
Exit Survey	I have stopped biking on these lanes recently due to all the recent accidents and feeling unsafe. With the proposed measures, I will be able to bike again without worrying for my safety	Thank you for your comment.
Exit Survey	I love to bike	Thank you for your comment.
Exit Survey	I ride Spruce & Pine every day and frequently take my kinds of them. This project is phenomenal and really makes me feel like the city values my safety. I strongly support the city installing concrete protection on every block of the bike lanes. Thank you!	Thank you for your comment.
Exit Survey	I strongly support protecting the bike lanes with concrete. I want to commute by bike safely.	Thank you for your comment.
Exit Survey	I take Spruce and Pine by bike every day en route to work and I was terrified after Dr. Friedes' death over the summer. Protected bike lanes are shown by extensive evidence from peer cities like NY to make people safer. Please, OTIS, Council - listen to your constituents. We ALL deserve to get safely to our destinations, no matter how we travel!!	Thank you for your comment.
Exit Survey	I think concrete protection will make this safer and more pleasant to walk around due to shorter ped x-ing.	Thank you for your comment.
Exit Survey	I think the plan is excellent and I appreciated the format of this event.	Thank you for your comment.
Exit Survey	I want this done ASAP. I want it to be extended to the ends of both Pine and Spruce. No more excuses please. Skip the design and just construct.	Thank you for your comment.
Exit Survey	Ignore the entitled babies who cannot fathom parking somewhere besides right in front of their house. Their convenience is not worth more than a life	Thank you for your comment.
Exit Survey	I'm elated to see more concrete protections proposed. I strongly support the proposal. We should end free parking for Spruce + Pine church congregants.	Thank you for your comment.
Exit Survey	I'm excited for this to be implemented and hope it can be used/changed/improved as needed. Also help improve other bike lanes in the city. Great pilot program. Thanks!	Thank you for your comment.
Exit Survey	I'm glad city will protect bikes! Shared roads are important. I'd love to see more road diets!	Thank you for your comment.
Exit Survey	I'm so sorry that it took multiple deaths to get to this point but I'm glad that OTIS has kept up the effort.	Thank you for your comment.
Exit Survey	NOT ENOUGH INFORMATION. Need clear plans for protection and extent. This is a major artery for bike riders in/out of center city. Just near neighbors cannot dictate what happens on these streets. Future venues need to be larger to accommodate the interest and the demand.	Thank you for your comment. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation.
Exit Survey	I don't really know what the recommendations are... Except for loading.	Thank you for your comment. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation.
Exit Survey	I'm concerned that the plans for bike lane protecting are still vague and incomplete. I wish it didn't require a doctor dying to get this. I hope bike lanes get protected with concrete and bollards, and not just on these streets.	Thank you for your comment. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	I think the concrete protection across the entire bike lane will be much safer for person bikings and pedestrians. I understand the emergency vehicle requirement for the middle barriers to be 8 in tall (curb height) but I wish they could be highest to prevent any cars from riding over. Fire trucks need to be built smaller (they are in other countries). Protection for all people above convenience of parking!	Thank you for your comment. The separated bike lane elements are still in the conceptual design phase.
Exit Survey	My suggestions are to do nothing. Enforce existing traffic/motor vehicle/bike laws. You can't make it idiot proof	Thank you for your comment. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	This solves nothing and makes my life more difficult. Relying on enforcement is a joke.	Thank you for your comment. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	No one wants change, but it happens	Thank you for your comments.
Exit Survey	Concrete is ideal - No parking - No stopping is good.	Thank you for your comments.
Exit Survey	Decreasing car needs improves everyone's concerns - less traffic, more parking, safer means of travel. Highly desire protected bike lanes! I got hit in April & a protected lane would have prevented it.	Thank you for your comments.
Exit Survey	I support the proposals - but they do not go far enough. I understand the parking concerns but where I live I can't park on my block always to carry groceries. Why should Pine / Spruce parking be so much more important than safety? Also, we need concrete barriers everywhere, for everyone, including driver safety. Also, shoutout OTIS staff for a great handling of a packed meeting!	Thank you for your comments.
Exit Survey	It can always go further, be safer for vulnerable road users. The engagement process felt civil. I hope we can get physical separation along the bike lanes and change policies like no parking to no stopping while adding loading lanes. Thank you!	Thank you for your comments.
Exit Survey	It is critical to establish safer streets in Philadelphia with permanent protection for bikes and pedestrians this CANNOT WAIT. Fund this now and follow the example of other cities who have taken action with the proven results we are in dire need of. No more deaths!	Thank you for your comments.
Exit Survey	It is high time that we have real protected bike lanes. The current infrastructure is NOT safe. Cities all over the country and across the world are light years ahead of Philadelphia. Our city is ideal for biking and walking if we would only create safe travel options. We cannot keep bowing down to those who say "it has always been this way" For many years I did not ride a bike in the city because I was hit by a car. I now ride regularly but am afraid especially after the tragedy on Spruce Street. While I was not riding I could not teach my kids to ride and because of that my daughter is afraid to ride. We hamper everyone if we do not create safe spaces. Please - make the city the great place it can be and give us real protected lanes. Thank you.	Thank you for your comments.
Exit Survey	Please add concrete barriers so people can safely bike in the area. The current infrastructure allows people to park and leave their car in the bike lane which endangers the bike riders.	Thank you for your comments.
Exit Survey	Please do this quickly. We need separation for bikes! Consider RAPID expansion to other corridors.	Thank you for your comments.
Exit Survey	Please don't go with a half measure. The protective structures have to actually be barriers rather than flimsy bollards.	Thank you for your comments.
Exit Survey	Please have the concrete barriers extend from river to river! I bike on spruce daily and I love the plan!	Thank you for your comments.
Exit Survey	Please improve Spruce & Pine Bike LANES! It improves the neighborhood for cyclists, pedestrians and motorists by providing a safe, healthy and environmentally-conscious alternative to driving!	Thank you for your comments.
Exit Survey	Please keep us safe. My kids should be able to ride their bikes to school and friends' houses. Physical protection keeps us safe from cars - concrete now!	Thank you for your comments.
Exit Survey	Please no matter what ensure drivers cannot enter the lane at any point. Use concrete. Use infrastructure. Nothing else will work. Thank you	Thank you for your comments.

Includes Exit Surveys from 10/17/24 Meeting, Emails to OTIS, Society Hill Civic Meeting written comment cards, and Loading Zone online tool comments
References and Links at the end of the document.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Exit Survey	Please physical barriers	Thank you for your comments.
Exit Survey	Please prioritize safety of person bikings and pedestrians lives. Over the preferences of some neighbors to unload groceries at any time of day.	Thank you for your comments.
Exit Survey	PLEASE PROTECT THE BIKE LANES ON SPRUCE + PINE W/ SOLID, CONCRETE BARRIERS . I COMMUTE TO WORK BY BIKE ON SPRUCE REGULARLY AND WANT TO COME HOME SAFELY TO MY FAMILY.	Thank you for your comments.
Exit Survey	Safe transportation, whether that be biking, walking, driving, public transit, etc. is something we all deserve to have. We need bike safety that also allows flexibility for people trying to get where they need to go. Paint is not protection!	Thank you for your comments.
Exit Survey	The pace of Safety is TOO slow. People are dying of old age, not just collisions! Stop trying to please a small, entitled wealthy group of motorists/homeowners. Look at Jersey City and Paris!	Thank you for your comments.
Exit Survey	The proposed changes are a good start but not enough. It's an embarrassment that we need to even have meetings to discuss if cars or human lives are more important. The format of this meeting was poorly planned and not conducive to accommodating the thousands of people who cycle in Philly every day. The "reported crashes" statistics were wildly misleading without estimating all of the unreported crashes.	Thank you for your comments.
Exit Survey	This is a good effort and implementation/progress updates would be appreciated. Very excited to hopefully have safer streets.	Thank you for your comments.
Exit Survey	This is a necessary step to protecting the lives of EVERYONE. I bike Spruce and Pine everyday and EVERY time I ride I feel at risk. Cars constantly swerve into the bike lane and park in the land requiring cyclists to maneuver into fast traffic.	Thank you for your comments.
Exit Survey	This plan for more concrete barriers, better loading / better enforcement feels hopeful! I believe that better bike infrastructure makes it safer and easier for cars and bikes to share the road - its for all of us!	Thank you for your comments.
Exit Survey	We need safer bike infrastructure throughout the city, as well as these dedicated loading zones on every block to allow drivers to do deliveries without blocking traffic, while giving bikes a safe and dignified forums.	Thank you for your comments.
Exit Survey	We need to hone greater protection. I don't think car riders view this as a benefit for them as well. More safety and enforcement is better for everyone. More management. Thank you!	Thank you for your comments.
Exit Survey	Will make biking on spruce and pine much safer! Fully in support, looking forward to changes being implemented	Thank you for your comments.
Exit Survey	Enforcement of traffic + lane laws - Higher barriers - timed traffic lights to slow speeds	Thank you for your comments.
Exit Survey	I'd like to see safer streets that prioritize sustainable transportation mode. Highly in favor of protected bike lanes along spruce and pine	Thank you for your comments.
Exit Survey	PLEASE protect these bike lanes. They're meant to be the safest in the city and are some of the most highly trafficked and it will make a massive difference for people who live and work here. These lanes are blocked constantly and really difficult to ride/walk safely even for experienced person bikings. That's unacceptable. I hope these improvements can give back a small part of the city to vulnerable residents and road users. Please protect these bike lanes in what I hope is the first wave of changing tide for a safer and more equitable future for all Philadelphians	Thank you for your comments.
Exit Survey	Protected bike lanes now please	Thank you for your comments.
Exit Survey	Wish there was more done to protect person bikings/walkers than even proposed.	Thank you for your comments.
Exit Survey	I like the idea of concrete pills interspersed with planters, and that this allows emergency vehicles to pass if necessary	Thank you for your comments.
Exit Survey	More concrete, more planters	Thank you for your comments.
Exit Survey	Looks promising. Some good changes. Might be hard to enforce but making businesses and buildings responsible for the way people misuse bike lanes when they visit/patronize might make them pay more attention and help with the urgency of protecting lanes. Also, tell the churches to take transit or park off site and use some sort of shuttle service. WTF. It's a BAD, BAD Tradition.	Thank you for your comments.
Exit Survey	More zoom calls for people to yell at you. Loading zones are amazing. Whew ppl are crazy	Thank you for your comments.
Exit Survey	My only problem was that it took OTIS about 20 minutes to explain to all the people waiting outside why very few people were being let inside. It's common courtesy to explain to people what's going on.	Thank you for your comments.
Exit Survey	A. Traffic Signals B. Motorized Vehicles C. Inaccurate #'s D. Elderly E. Families F. Unsafe Driving G. \$ that is needed for other things H. Biggest Stakeholders not having large enough #'s	Thank you for your comments.
Exit Survey	I have emailed my comments and concerns	Thank you for your comments.
Exit Survey	It is my impression that increased travel by cyclists greatly improves the overall traffic situation. Never mind parking! The future is (hopefully) less one-person-in-a-car-that-needs-to-be-parked. So make cycling work, including safety.	Thank you for your comments.
Exit Survey	I've lived here off Pine and 8th for 7 years. I bike on the bike lane, my neighbors do too. So, this proposal is about the safety of us and our neighbors. The people who live here. It is fundamentally important. I wholeheartedly support the effort. The loading zones are a great compromise.	Thank you for your comments.
Exit Survey	Keep it up! This needs to be everywhere in the City.	Thank you for your comments.
Exit Survey	Keep up the good work!	Thank you for your comments.
Exit Survey	Live on Spruce, own apt + plan to stay forever. Love the proposed changes! Everyone should be safe using the street!	Thank you for your comments.
Exit Survey	Lives of person bikings are more important than door-to-door driving!	Thank you for your comments.
Exit Survey	Looking forward to seeing designs for the concrete protection!	Thank you for your comments.
Exit Survey	Love that it has gotten this far but not what has happened to get the awareness. I would love to not have to worry about cars hitting me while just trying to go about my day. Cant believe people are against this.	Thank you for your comments.
Exit Survey	Make entire bike paths separated by concrete, ensuring safe travel.	Thank you for your comments.
Exit Survey	Make the barriers happen + help us turn safely on bikes!	Thank you for your comments.
Exit Survey	Making cycling safer in Philly will encourage more ridership- benefits for physical and mental well being of residents, and reduces traffic and carbon emissions for a cleaner, greener, Philadelphia	Thank you for your comments.
Exit Survey	More loading zones are great. Really looking forward to having physical bike lane protection. More curbs, more concrete, more planters, all good.	Thank you for your comments.
Exit Survey	More loading Zones! I love the concrete, More pls	Thank you for your comments.
Exit Survey	More protection for Bikes.	Thank you for your comments.
Exit Survey	My family bikes along these bike lanes daily. My 13 year son must ride his bike to his rowing club on Boat House row weekly. I want the peace of mind that he will be safe while he commutes!	Thank you for your comments.
Exit Survey	No amount of concessions will satisfy drivers and NIMBYS, so please move forward with more protections for person bikings.	Thank you for your comments.
Exit Survey	No one deserves to die and we need to do all we can to keep community members SAFE	Thank you for your comments.
Exit Survey	Our streets need to be safer. This plan is a good start. Keep at it! Fewer cars, more bikes.	Thank you for your comments.
Exit Survey	Philly deserves to be a city that is accessible to all- biking, walking, we need to ensure everyone is safe traveling around	Thank you for your comments.
Exit Survey	Philly needs protected bike lanes.	Thank you for your comments.
Exit Survey	PLEASE DO THIS. IT'S COMMON SENSE	Thank you for your comments.
Exit Survey	Please keep cyclists safe?	Thank you for your comments.
Exit Survey	Please make it safe so my daughter can bike to school!	Thank you for your comments.
Exit Survey	Please make these upgrades ASAP	Thank you for your comments.
Exit Survey	Please protect the lanes ASAP!	Thank you for your comments.
Exit Survey	Prioritize safety along some of the busiest bike lanes in the city!	Thank you for your comments.
Exit Survey	Protected bike lanes are proven and effective. They keep cyclists and pedestrians safe. Thanks!	Thank you for your comments.
Exit Survey	Safety is more important than convenience!	Thank you for your comments.
Exit Survey	Safety over convenience	Thank you for your comments.
Exit Survey	Support planters along corridors - adds so much and looks great!	Thank you for your comments.
Exit Survey	Thank you - we need more bike safety! I still cry when I bike down Spruce & 18th St.	Thank you for your comments.
Exit Survey	Thank you for doing this!! I'm so excited to have concrete protection in these lanes. I will feel much safer.	Thank you for your comments.
Exit Survey	Thank you for helping me stay alive on my way to and from work by bike- planters are great! Slower, more respectful driving would also help Chestnut street could use this treatment on both sides of the bring along the whole roadway. Thank you!	Thank you for your comments.
Exit Survey	Thank you for the proposals! Expanded loading & concrete protection is ideal	Thank you for your comments.
Exit Survey	Thank you! This is an important project and the neighborhood/city deserves great infrastructure. Keep it going!	Thank you for your comments.
Exit Survey	Thanks for creating a safer journey.	Thank you for your comments.
Exit Survey	The city has long needed improved pedestrian-focused infrastructure. This is a great step in the direction of giving people the confidence to be able to safely navigate across the city by a bike/scooter/etc.	Thank you for your comments.
Exit Survey	The current routes are unsafe. This is a great step to making our streets safe for all commuters, not just motorists. I rely on bicycling to get to work and to my family, and I am tired of being afraid to travel due to vehicles monopolizing the street. expedite this project!	Thank you for your comments.
Exit Survey	-The more people bike, the less parking/traffic competition there is for cars. This is win-win!	Thank you for your comments.
Exit Survey	The streets belong to the city, the streets must be able to change as the needs of the city change	Thank you for your comments.
Exit Survey	This Long overdue. Decades overdue. Protected bike lanes Need to be enacted. Now along w/ traffic easement measures being applied IN MANY cities	Thank you for your comments.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
Exit Survey	TINY PILLS! THAT'S IT ?? DO IT NOW! Thank you! BUT WE NEED MORE! ASAP	Thank you for your comments.
Exit Survey	Very excited to have our major Center City arteries be safe for walkers and cyclists! Feel proud that our city is making this change.	Thank you for your comments.
Exit Survey	Very pro protected bike lanes.	Thank you for your comments.
Exit Survey	We live and work in the area and are constantly putting ourselves and our children at risk without more bike protections. We need this and more!	Thank you for your comments.
Exit Survey	We need safe E/W bike trails. Thank you	Thank you for your comments.
Exit Survey	Would love the planter for safety + aesthetics! Great work!	Thank you for your comments.
Exit Survey	Yes for safer bike lanes	Thank you for your comments.
Exit Survey	Yes please to loading zones!	Thank you for your comments.
Exit Survey	Yes! Let's do this! I've recently become handicapped and biking is making me feel like I can move around the city independently (I cannot walk), but wish it was safer. Thank you for pushing for this.	Thank you for your comments.
Exit Survey	Love DC style concrete barriers	Thank you for your comments.
Exit Survey	encourage cycling and other forms of transit	Thank you for your comments.
Exit Survey	I bike the length of Spruce and Pine each day. Physical barricades are the only to stop the frequent parking in bike lanes. Cars turning across bike lanes is also dangerous. Better signage might help Thank you!	Thank you for your comments. We are analyzing key intersections for turn conflicts between people biking and people driving.
Exit Survey	Really like using planters as dividers - functional and look nice. Mainly concerned about bike safety. Well done presentation.	Thank you for your comments. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety.
Exit Survey	I love the plan. Strongly support protected bike lanes, keeping cars out of them, additional loading zones instead of long-term parking. Thank you for doing this. I'm in CCRA and the loud negative comments don't represent all of us. Better protection will help my friends who don't feel safe biking right now become bike commuters. If planters prove cost-prohibitive, consider LARGE rocks.	Thank you for your comments. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety.
Exit Survey	I think concrete protection + increased loading zones is a welcome step in the right direction. I'm concerned the concrete pills will not provide robust enough protection, and would do next to nothing to stop a speeding vehicle like what killed Dr. Barbara Freides	Thank you for your comments. Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.
Exit Survey	I think drivers/delivery crews' usage of bike lanes is egregious. Frankly, it's disrespectful so close to the memorial to the slain doctor. The recommendations are fantastic, and I would just like to add that I would love to see curb bump outs and other safety measures for pedestrians in the future.	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout, including speed cushions, raised crosswalks, and intersection daylighting. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Build it! Need safe conditions and slower traffic at intersections	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	Still needs improvements! Too many cars will park in the bike lane unless there is an actual barrier	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	Thank you! We need more bike lanes throughout the city, and when not possible, speed bumps and road diets, even when on one-way, stop sign every block, please keep the concrete all the way to Broad st. on Pine st.	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	LOVE the project. This is the progress I want to see. I prefer prioritization on crosswalks. Loading zones and n/s corridors then protected lanes, but protected lanes are the right direction. Thank you!	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines.
Exit Survey	My only concern is that there's MORE TO DO! Big kudos to OTIS and small kudos to Mayor City Council for this proposal. We need concrete protected bike lanes on Spruce, Pine, 22nd, 13th, Spring Garden, and everywhere. Let's get it done ASAP	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project. Please follow along at the Complete Streets Project page for info on other projects we're working on: https://www.phila.gov/programs/complete-streets/projects/
Exit Survey	Need bike safety in the whole city	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Please make separated protected bike lanes happen here + elsewhere in the city.	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	We need concrete protection and raised bike lanes along Pennsylvania, Fairmount, BFP, Broad and Girard	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Concrete now! Loading Zones along both streets that start earlier. Create a network of protected lanes.	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	THERE IS ALREADY TOO MUCH INJURY AND DEATH AS A RESULT OF CITY INACTION.	Thank you for your comments. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	As a cyclist who commutes along these streets daily, I'm excited to see some progress being made towards installing safer, protected bike lanes, especially after the recent death and many close calls personally. My wife is currently too scared to cycle on event these roads but I hope having a safer bike lane will encourage her to ride her bike to work and get one more car off the road. I am also excited to see additional loading zones to help keep stopped cars/trucks from blocking either the bike lane or driving lane.	Thank you for your comments. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	Super supportive of this project. As a person biking in Philly, I have never felt safe on these bike lanes, which should be some of the safest in center city. Residents NEED and WANT this concrete bike lane!! Only concern is to ensure left turning vehicles know/see person bikings, as it is so dangerous to bike sometimes when cars are thoughtlessly turning left. excited for concrete NOW!	Thank you for your comments. We are analyzing key intersections for turn conflicts between people biking and people driving.
Exit Survey	The proposed solutions do not aggressively enough the danger posed by drivers	Thank you for your comments. The separated bike lane elements are still in the conceptual design phase.
Exit Survey	Thanks for your work! Small concrete barriers aren't tall enough	Thank you for your comments. The separated bike lane elements are still in the conceptual design phase.
Exit Survey	There is no decent reason that the bike lane can't extend all the way to the river. Thank you!	Thank you for your comments. The bike lane does not extend to the river today because of parking demand and lower driver volumes west of 22nd Street.
Exit Survey	Planters are great and I support them. The lower concrete barriers are also great. Just increase enforcement of no stopping.	Thank you for your comments. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Please enforce ppl parking in bike lanes! Please prioritize human lives on bikes over vehicles! Please encourage more person bikings- all types of people bike!!! Concrete barriers- no flexpoles, enforce traffic laws!!! Thank you!!!	Thank you for your comments. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Not enough protection for Bike/ped and catering to oversized vehicles	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	Please do everything possible to provide physical protection for people who bike and walk on Spruce + Pine. People's lives are more important than short-term convenience of residents is drivers. Thank you!	Thank you for your comments. The City is considering the addition of traffic calming elements in the layout.
Exit Survey	Once the meeting/open house got moving it was great, otherwise sad about the slow start. Great work with the plans ?? & keep it up, thank you.	Thank you for your patience at a very well-attended public meeting. We will work to ensure future meetings have the appropriate staffing and capacity.
Exit Survey	A larger capacity meeting area would've been great considering the demand. I'm looking forward to safer bike lanes and I think that trumps property owner convenience	Thank you for your patience at a very well-attended public meeting. We will work to ensure future meetings have the appropriate staffing and capacity.
Exit Survey	Please make bike lane protected and too narrow for car. Cameras for automatic ticketing of commercial vehicles. High cost of tickets for commercial vehicles	The bike lane design will not be wide enough for drivers to travel in the bike lane. Speed enforcement measures are not planned for this corridor. Adding traffic calming will slow driver speeds. The new City Council legislation for No Stopping Anytime includes higher fines for drivers.
Exit Survey	I would like more options for east west streets with bike lanes, more options for biking to West Philly. I love the parking protected bike lanes on Washington, 11th Street, etc. Any dedicated bike lanes are ideal for safety for cyclists	The City is concurrently working on other bike network projects.
Exit Survey	We need a southbound street west of Broad to have bike lanes	The City is concurrently working on other bike network projects.
Exit Survey	Concrete on Spruce/Pine should just be the start. We need protected bike lanes on every street! On residential blocks, we can make parking by permit only to preserve spots for residence. But honestly protecting people is SO much more important than parking.	The City is concurrently working on other bike network projects.
Exit Survey	I love concrete protection, please implement! I don't feel safe in unprotected bike lanes, so this would help me bike more. But I would love to see this extended - ending the bike lane just short of the River Trail sucks because I love biking to the River Trail. I don't want ?? in the network. Also, extending the 11th Street Bike lane from Bainbridge would help a lot - I feel unsafe after Bainbridge, but I love ?? bike lane.	The City is concurrently working on other bike network projects.
Exit Survey	MAKE BETTER (SAFER) INTERSECTIONS, BUMPOUTS, BIKE SIGNALS, ALL RED FOR CARS TO ALLOW BIKES + PEDS	The City is considering the addition of traffic calming elements in the layout, including speed cushions and raised crosswalks. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines. We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Raised crosswalks, bump outs, and bike turn signals would also help. The better infrastructure you build, the more people will use it. Keep it up!	The City is considering the addition of traffic calming elements in the layout, including speed cushions and raised crosswalks. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines. We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Had pedestrian deaths, please consider alternate methods specific to the contexts Spruce at 4th st is very different from Spruce at Broad. Also look at intersections where most accidents occur & speed humps everywhere!	The City is considering the addition of traffic calming elements in the layout, including speed cushions.

Includes Exit Surveys from 10/17/24 Meeting, Emails to OTIS, Society Hill Civic Meeting written comment cards, and Loading Zone online tool comments
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City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Exit Survey	Protected bike lanes, loading zones, speed tables/ lower speed limit	The City is considering the addition of traffic calming elements in the layout, including speed cushions.
Exit Survey	Safety over everything. Let's fill the gaps in the current proposal by eliminating the size and # of spaces between barriers. Traffic calming could help too.	The City is considering the addition of traffic calming elements in the layout.
Exit Survey	OUR CITY IS LONG OVERDUE FOR CONCRETE PROTECTED BIKE LANES AS WELL AS MORE TRAFFIC CALMING STREET DESIGNS SUCH AS RAISED CROSSWALKS EVERY TRAFFIC DEATH IS FROM POLICY/DESIGN FAILURE. PLEASE NO MORE BIKE/PEDESTRIAN DEATHS	The City is considering the addition of traffic calming elements in the layout.
Exit Survey	There needs to be traffic calming measures in place	The City is considering the addition of traffic calming elements in the layout.
Exit Survey	Raised crosswalks, protected intersections, concrete separation (ideally planters) and loading zones on the parking side of the road will save lives no matter how you travel on the street.	The City is considering the addition of traffic calming elements in the layout. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines.
Exit Survey	More traffic calming at crosswalks. More loading zones and enforcement to increase turnover at zones. Entirely car free streets is the dream.	The City is considering the addition of traffic calming elements in the layout. The loading zone layout is under development with new loading zones on each block.
Exit Survey	1st step should be speed bumps, making enforcement of parked, unattended cars should be also done 1st. Fatalities not due to neighbors unloading cars.	The City is considering the addition of traffic calming elements in the layout. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Major issues on accessibility to my residence; barriers would impede access for parents/infants. Speed bumps would slow traffic. Heavier fines would deter bad behavior. Apply to state for cameras. Wrong solution for a single lane residential St.	The City is considering the addition of traffic calming elements in the layout. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Bike lane barriers will not work and will be destroyed over time due to home utility work, emerging vehicles, huge trucks going to Acme-CVS and tourist buses.	The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements. Loading vehicles, utility vehicles and construction, large trucks, and emergency vehicles all operate on one-lane roads in Philadelphia; this will likely be the case on Spruce and Pine Streets, as well, especially with loading zones on each block to fulfill the neighborhood and commercial loading needs.
Exit Survey	I've noticed in the chestnut protected bike lane in west Philly the lane is often full of trash and leaves, other debris. I badly want protected bike lane here on spruce and pine but there needs to be a plan for keeping it clean	The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.
Exit Survey	1. Need to consider maintenance and cleaning of bike lanes especially in fall and winter. 2. Equity issues - many privileged people living on Spruce & Pine say that they need to unload groceries in front of their house - is ridiculous! The rest of Philadelphia does not have this luxury and we walk with our groceries. 3. Need to think more about the turning zones for person bikings - box turn boxes need to be bigger. 4. Get rid of mixing zones - they are dangerous for person bikings and cars do not understand how to yield. 5. Enforcement - have you considered having part-time PPA employees on bikes during peak hours? I know that as a person biking, I would take a job working only an hour or two in the rush hours to ticket cars parked along my route. I think this could be a way to easily increase enforcement by using people who are willing to work only short hours rather than 7 hour shifts. 6. Need to think about education for drivers - drivers in the City experience road rage and don't have experience biking and so they don't know how scary it is. Consider visibility campaign to show car drivers why this is necessary!	1. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements. 2. Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. 3. 4. Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration. 5. Thank you for this idea; we will follow up with our partners at PPA on this. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. 6. E244
Exit Survey	Develop a system for repair & replacement of concrete pillars. Add bike turn signals where bikes cross-traffic. Loading zones on N/S streets? Increased penalties for companies violating bike lane (Amazon/UPS). Turn whole 1500 block of Spruce to loading zone, parking garage already on the block and it's one of the worst offenders for bike lane parking. Develop a system to add this to other bike lanes in the city. Steal concrete designs from Montreal, a similar city to Philly. Ensure the concrete goes back in quick after paving. Bike signal at the end of the Spruce lane at 22nd to help merge into lane of traffic.	The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements. The loading zone layout is under development with new loading zones on each block. The City is working on other corridors in the bike network concurrently with this project. We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	1. Bike lane maintenance need protocol for road repair condition of existing bike lanes such as on 11th street is ATROCIOUS and causes bikes/ scooters to weave in and out of lane, not just from debris but because of the state of the road/bike lane. 2. Intersections safety because suddenly merge with left hand turn drivers. Can intersections have planters/interference to minimize wide L turns and visual clues to bikers/drivers to be cautious?	1. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements. 2. We are analyzing key intersections for turn conflicts between people biking and people driving. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. We are analyzing key intersections for turn conflicts between person bikings and drivers.
Exit Survey	There should be block to block considerations e.g. for medical/religious organizations (esp medical) that can have urgent through/not necessarily redirectable access needs.	The City is working closely with emergency services departments to make sure that emergency vehicles can access the bike lane curb in case of emergency. The City worked with religious institutions to relocation religious relaxed parking to nearby blocks not on Spruce and Pine Streets.
Exit Survey	This is a terrible idea. Will make the lives of residents impossible. The concrete barriers will make it impossible for emergency vehicles to park. What is one to do if there is a fire or flood where would the workers park?	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks to access the bike lane curb in case of emergency.
Exit Survey	ADA citizens having access. Not turning bike lanes on residential streets into super highways for bikes. Who is even allowed in the bike lanes - what types of transportation? Decrease the speed limit. Put in speed cameras. Emergency vehicles need to pass on one lane streets.	People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit . The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks to access the bike lane curb in case of emergency. With new City Council legislation for No Stopping Anytime, the only permitted users of the bike lane are road users classified as pedalcyclists. Pedalcyclists are defined as "a vehicle propelled solely by human-powered pedals ("bike" or "bicycle") or a pedalcycle with electric assist." The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.
Exit Survey	There needs to be more transparency on funding apportionments and these plans should have been posted online	The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation. Please continue to check the project webpage (https://www.phila.gov/programs/complete-streets/projects/spruce-pine-traffic-safety-project) and email otis@phila.gov with any questions or concerns. The materials for the October meeting and other project materials are on the project webpage.
Exit Survey	Please extend to Schuykill Trail from 22nd to 24th. Planters in all X-zones across from bike lanes to neck (reduce) crosswalks down. Speed bumps also mid-block would be great. Please extend protection to intersections to slow turning cars.	The City is working on other corridors in the bike network concurrently with this project. The City is considering the addition of traffic calming elements in the layout. Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.
Exit Survey	How did this plan get so far without neighborhood input.	The City worked with civic organizations and elected officials to publicize this meeting. The meeting on October 17th as well as other meetings with Civic Associations are a means of giving feedback to the City's proposal. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.
Exit Survey	This plan was sprung upon us without notice very last minute. Even tonight's presentation was designed to minimize community input. It is clear Otis and the city do not care about us residents	The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.
Exit Survey	Conclusions have been made without any input from residents on Spruce and Pine. Focus should be on speed bumps and enforcement.	The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns. Speed enforcement measures are not planned for this corridor. Adding traffic calming will slow driver speeds. The City is considering the addition of traffic calming elements in the layout, including speed cushions. The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.
Exit Survey	1. The process was done without resident input and meetings were widely dispersed. 2. Plan was developed primarily with bike coalition/activists and not home owners 3. Design does not account for unintended consequences -- traffic congestions and inability of cars to pull over will delay EMS transit leading to resident fatalities (by fire, etc) due to delays in care 4. more loading zones needed -- each resident should be within 500ft or less of zone. need both ends and middle of block 5. some of the alternatives are unsightly -- destroying the historical flair of the area. does this mean homeowners will no longer have to follow historic requirements? 6. Concrete barriers: leaves snow, will cause safety issues for cyclists. Separate/additional maintenance will be required (e.g. wet leaves are dangerous on bikes) 7. more cars will stop in road, increase in traffic congestion 8. loading zones only on 1 side of street -- peds will either need to walk to lights or cross at middle of street (cumbersome, dangerous) 9. this does nothing to protect pedestrians. from unsafe cyclists/scooters who run lights and break rules 10. cyclist - particularly motorized - should be registered so they can be ticketed if not following rules 11. speed bumps as an alternative - not speeding saves lives 12. enforce no drunk/reckless driving, this is what caused death of barbara friedes 13. calculate/monitor # of pedestrian injuries due to person bikings (elephant in room) 14. would appreciate slowing down this process to work on a plan that benefits cyclists/pedestrians while protecting homeowners quality of life, beauty of city, and maintainability 15. this should go hand in hand with educating cyclists/scooters on safe cycling and rule following	Thank you for your comments. 1. The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage (https://www.phila.gov/programs/complete-streets/projects/spruce-pine-traffic-safety-project) and email otis@phila.gov with any questions or concerns. 2. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. 3. 7. Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. Drivers in the moving vehicle lane will still be able to pull over into the loading zones. 4. 7. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street and mid-block loading zones in some locations, as well. 5. We strive for impactful traffic safety project designs that match the aesthetics of the area. This project will not impact or change the historic requirements of buildings on Spruce and Pine Streets. 6. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements. 8. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street and mid-block loading zones, as well, which will help with loading to properties on the bike lane side of the street. 9. 13. While people in motor vehicles bear the most responsibility for keeping streets safe, all people -- including cyclists -- should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. In addition, each of the 38 pedestrians involved in crashes along Spruce and Pine in the last 5 years were involved in crashes with people driving.

Includes Exit Surveys from 10/17/24 Meeting, Emails to OTIS, Society Hill Civic Meeting written comment cards, and Loading Zone online tool comments References and Links at the end of the document.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
Exit Survey (continued)		10. There is no requirement in Pennsylvania or the United States for a bicycle to be licensed. Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk vehicle compared to motorized vehicles; most experts agree that the costs of licensing would outweigh any potential benefits. 11. The City is considering the addition of traffic calming elements in the layout, including speed cushions. Speed is a major factor in crash severity. 12. Enforcement and design of roadways are both key elements in traffic safety. The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city. 14. We will phase implementation on this corridor, starting with No Stopping Anytime and new loading zones this Spring. Physical separation for the bike lane is still under conceptual design and a separate phase of the project. 15. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.
Exit Survey	This format seems misleading for concerned people borderline voice erasure. Publicize what event is.	The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation.
Exit Survey	Bike behavior is a separate conversation	The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.
Exit Survey	Higher barriers would be great, but as a whole this looks great. Better enforcement of loading zones and double parking.	The current proposal is for a 6" high mountable curb that will enable emergency vehicle access while separating the bike lane. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	The current proposal does not address accessibility of deliveries (people and packages) without major traffic concerns. Eliminate the parking lane completely to make this work	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	It will not help, overreaction to a one-off, hurts residents who cannot unload, bad idea	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	No stopping is a problem for people who live in rowhomes who are disabled, elderly or have small children, most rowhomes have no off-street loading areas for these folks to access their homes. Society Hill is full of rowhomes and elderly who really need to be able to be dropped off next to their homes. Society Hill bike lanes have had no cyclist deaths. We have	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	Please do not do this - unfair to all of us who need these spaces to park and drop off/ pick up	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	The proposal disregards the needs of Pine/Spruce residents and breaks the commitment the City made to allow 20-minute attended loading in bike lane - S.O.P.	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	Loading zones are great for business. Lost loading zone on 7th & Sansom and many customers say that has deterred them from bringing business.	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.
Exit Survey	I love the plan. It will give us safer streets. I hear concerns from residents about loading zones. I think we need to add more to the plan. Also, I hear concerns about speeding. Could speed cushions be added? Speed camera? Thank you for taking comments and doing this plan!	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases. The City is considering the addition of traffic calming elements in the layout. The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.
Exit Survey	Provide STOP Sign at Spruce at Juniper so we can make it across the street to the loading zone. Keep as Loading zone until midnight. NOT 6 PM. Need loading zone at least until midnight. Unloading groceries, getting in/out of ride share. Residents use the parking zone, not just delivery trucks.	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. The City is looking into the possibility of a stop sign at Juniper Street and Spruce Street.
Exit Survey	As a single 83 year old (illegal) - lived at 604 Pine Street since 1986. I was fine with the bike lane since I could use it for a few minutes to load and unload my car - now that is being taken.	The loading zone layout is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Do not prioritize loading and parking for the millionth time.	The loading zone layout is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Don't reduce the loading zones or make them usable for long-term parking!	The loading zone layout is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Good improvements loading zones are a great improvement. I used to drive a truck in the city and now mostly bike. I think the improvements will benefit everyone	The loading zone layout is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Loading zone have been a long time going year	The loading zone layout is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Please police the bikes and scooters (especially electric) who go too fast, disrespect traffic rules and ride on the sidewalk! I'm in favor of some loading zones (not many) and solid barriers in the bike lanes	The loading zone layout is under development with new loading zones on each block for residents and deliveries. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.
Exit Survey	There needs to be a plan in place for permanent improvements (sidewalk level lanes - bus boarding islands). The loading zones in front of bus zones are a BAD idea and will encourage loading in the bus zones. Please expand curbs to the whole city!	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering the addition of traffic calming elements in the layout. The City is working on other corridors in the bike network concurrently with this project.
Exit Survey	My property will be inaccessible being on the north side of Pine Street. Need loading zones on side streets for the North side Pine properties. This arrangement will at least provide better loading zones for affected properties. [Includes diagram]. These loading zones should be large to accommodate moving trucks and neighbors needs. These loading zones will be more accessible for the affected properties on Pine - the same can be done for Spruce	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	There may be some opportunities for additional loading zones in front of apartment buildings/grocery stores. Otherwise, looks great!	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	This is a great proposal. I fully support PROTECTED bike lanes along Spruce and Pine Streets. Please consider mid-block loading on streets where that would still be safe for cyclists -> loading zones on the parking side-to increase accessibility/loading access for people who have mobility limitations	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	Use data (sets) to coordinate [hard to read - maybe 'delivery']. [hard to read] loading zones! One day!	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	We live in a high rise with business on Spruce Street. Loading Zones are an absolute need for our residents	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	We must have loading zones! Ambulances, mail delivery, people in wheelchairs & using walkers, parents with carriages, movers, construction, other including unloading suitcases, groceries, etc.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	The insertion of one or two mid block loading zones would alleviate some residents concerns. I mainly bike these streets-very often so a protected bike lane more loading zones might satisfy both concerns p.s. the format of tonight wasn't explained very well in advance	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street and mid-block loading zones, as well. Thank for your patience at a very well-attended public meeting. Project Open Houses are typically open-house format meetings with no defined presentation and an open attendance timeframe where attendees can come and go at any time during the meeting time, view and comment on meeting materials, and have one-on-one conversations with staff. We will work to explain this more clearly in the future.
Exit Survey	Additional loading zones will reduce available parking which is already grossly inadequate. Carrying items from your vehicle's loading zone to a house located in the middle of the block is unreasonable.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	Get rid of street parking on Spruce & Pine. Make it all loading. Every street, loading zones are used by delivery trucks all day long. There is no way to have a protected bike lane with on street parking, even if you doubled loading zones	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. We are working to balance the needs for all roadway users, including those who need to load or unload goods or people.
Exit Survey	We should consider drastically reducing (eliminating) parking if we're adding protected bike lanes. The loading zones are not big enough to accommodate all steps (Ubers, deliveries, loading, etc.)	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
Exit Survey	17 cars on blocks. Moving trucks are always there. Need to get permits. Need garages. Cars need to be there too. There are dead buildings. Speed limit on bikes/scooters.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. There is no plan to provide additional on-street or structured parking as part of this effort. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.
Exit Survey	Physical protection (concrete planters/pills/steeppers) is the highest priority. This cannot be compromised. Second is the increase in loading zones on every block, as for a few residents actually own cars. Parking should be more expensive (though I know that's not OTIS purview). Finally, it's critical that the protected bike lanes be kept clean of glass/debris/leaves, and show consistently.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.
Exit Survey	More loading Zones! Add cyclist protection and signaling at intersections. Ensure priority for peds, bikes, bus traffic. Time intersections for bikes and add signal priority for buses	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals. The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow person bikings to travel through multiple green lights before they have to come to a stop at a red light.
Exit Survey	More loading zones! There are so many streets in the area that are car havens, including ample parking. Spruce and Pine are the only two east/west arterials, so should be made as safe as possible. Delivery trucks are a reality we need to give them (an ubers) plenty of loading places to pull off. Enforcement would be amazing too (if in scope), of course Philly is full of creative drivers/parkers. More separated is great for safety, but I'd love to see maximum visibility too (to see cars coming and to prevent cars from pulling out into the lanes/intersections). THANK YOU!! You are my heroes - a grateful person biking	The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Enforce the actions of cyclists on pavements + at traffic lights+stops. Provide adequate loading zones, 1 per block isn't enough	While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	More loading areas on the plan please, add speed bumps. Cars go way too fast on these residential streets. Will concrete raised curb protect bike lane users? Is it tall enough? Do we need planters along the whole lane?, Please add bike turning signal to intersections, Can you support citizen reports on violations in bike lane? Ex: In "the app" take a photo of violating vehicle and submit photo with license plate	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City is considering the addition of traffic calming elements in the layout. The separated bike lane elements are still in the conceptual design phase. There is no citizen-reporting bike lane blockage enforcement app at this time. We will refer this idea to the Vision Zero Policy Committee for study as part of the new Vision Zero Action Plan.
Exit Survey	Limit/Remove street parking on Spruce/Pine, make it loading only with a protected bike lane. Analyze impact on delivery trucks.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. There will be before and after data for traffic safety, parking and loading impacts, and user comfort on the corridor.
Exit Survey	it is important to be mindful of the buses - many of us commute by bus and would be a shame to lose them. Strongly agree with putting concrete barriers to separate the bike lanes but would ask for no loading zone mind-block unless specifically designated would also like something from PPA about monitoring for double parking which is also a bike nuisance on the streets	The loading zone layout is under development with new loading zones on each block for residents and deliveries. There is no plan to remove bus service from the corridors at this time.
Exit Survey	Consider higher fines for commercial vehicles.	The new City Council legislation for No Stopping Anytime includes higher fines for drivers.
Exit Survey	I think it would be improvement to limit parking even further.	The parking and loading lane layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Exit Survey	Need to provide resident only parking in park lanes - 24/7. Planters will end up an eyesore like virtually all other planters in the city.	The parking and loading layout is still under consideration. We are researching if planters can be incorporated into the proposed separated bike lane design and working on maintenance details.
Exit Survey	This is a reactionary plan without input from residents and businesses along the streets who are affected by this. I don't agree that the bike coalition is heard but not pedestrians and drivers. As happened 5 years ago, the city took residents opinions lightly and none of our ideas and comments had any effect.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Exit Survey	I am glad that there finally seems to be a plan to address safety, but I think it needs to go further. We need real barriers for the bike lanes. Short concrete curbs do nothing to stop a vehicle from driving over them into the bike lane. We need more planters or Jersey barriers. Bicycle signals at the intersections could assist in the safety of everyone, not just cyclists. Loading zones on the opposite side of the street from the bike lanes is good. When people stop in the bike lanes to unload, even for a minute, it causes cyclists to have to go into traffic. It is unsafe. This project is a decent start.	The separated bike lane elements are still in the conceptual design phase. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency. We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Concrete protection is overdue and it should not be easily mountable by a car	The separated bike lane elements are still in the conceptual design phase .
Exit Survey	I have a hard time believing that private vehicles won't drive over the curb separators into the bike lane. Daylighting at every corner with hard barriers like the planters is essential. Love the planters, they should be used along the whole blocks as much as possible. Thank you for these absolutely necessary safety improvements for all of us users of Spruce & Pine, especially the most vulnerable!!	The separated bike lane elements are still in the conceptual design phase. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Bigger concrete pills- worries cars could drive over bike signals at traffic lights	The separated bike lane elements are still in the conceptual design phase .
Exit Survey	THIS PLAN IS MUCH BETTER THAN THE TYPICAL HORRIBLE BIKE SAFETY OF PHILLY CITY STREETS, ADDING 3FT HIGH BARRIERS TO THE BUFFER WILL FINALLY BRING OUR CITY TOWARDS THE STANDARD SET BY EVERY OTHER US CITY FOR CYCLIST SAFETY	The separated bike lane elements are still in the conceptual design phase. Jersey barriers would not permit emergency vehicle access.
Exit Survey	The concrete needs to be tall / substantial enough that if another drunk driver decides to murder someone again they crash into the concrete before they hit a living breathing person. Also you should consider mid-block crosswalks. That would make it easier to load/unload closer to a house.	The separated bike lane elements are still in the conceptual design phase. Mid-block crosswalks are not part of this plan and would require the installation of new ramps, and other traffic control and safety treatments. New loading zones on each block will increase the opportunities for people driving to unload on the corridor.
Exit Survey	Please make concrete barriers higher than a curb! At a low height they will do nothing to actually stop a vehicle going 25+ mph. Other than that, thank you! Let's make it happen! Also we need more north/south connections!	The separated bike lane elements are still in the conceptual design phase . Jersey barriers would not permit emergency vehicle access.
Exit Survey	This is our opportunity to radically improve our bike infrastructure. Large concrete (not short) and planters midblock. It's important we take protections seriously to entirely prevent parking in the lanes AND dissuade speeding. My spouse was hit in the bike lanes on both Spruce and Pine.	The separated bike lane elements are still in the conceptual design phase. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The City is considering the addition of traffic calming elements in the layout, including speed cushions.
Exit Survey	I believe the bike lane barrier should be higher. I recommend protected daylighting at every intersection. Please protect pedestrians and cyclists!	The separated bike lane elements are still in the conceptual design phase. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Higher concrete barriers. Daylighting that's protected and physically disallows cars from stopping so close to /on the crosswalk. Please protect pedestrians and bike lanes! Please let's stop bowing down to cars and protect the people . I like the concrete flower planters .	The separated bike lane elements are still in the conceptual design phase . In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Please: make curbs higher -expand loading zones - traffic calm the intersections, not just lanes	The separated bike lane elements are still in the conceptual design phase . In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We area also considering loading zones on numbered streets so that those on the bike lane side of the street can load and unload without crossing a street in most cases.

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Source	Comment	Response
Exit Survey	<p>1. Disabled residents need doorsteps access.</p> <p>2. Speed bumps protect cyclists at lower cost and without the disadvantages of this proposal for residents.</p> <p>3. People will still stop outside of their homes but with this proposal will block the street, it will make life worse!</p> <p>4. The concrete barriers look like an impediment to drainage in heavy rain causing a risk to road users.</p> <p>5. Cyclists do not travel at the same speed, the barriers cause a risk to cyclists when they need to overtake, the proposal will cause more cyclists accidents.</p> <p>6. Residents parking is now terrible, the proposal must include a method of addressing this, not just make it worse!</p> <p>7. The proposal reduces parking for commuters coming into the city to work during the day - not good for commerce!</p> <p>8. Loading bays must have no time restriction during from 6:30 to 7:30 to allow residents to park.</p> <p>9. Bikes that travel above 10 mph should be prohibited.</p>	<p>1. People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://phila.gov/disabled-parking-permit.</p> <p>2. The City is considering the addition of traffic calming elements in the layout, including speed cushions. Any loading in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor.</p> <p>3. People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street.</p> <p>4, 5. The separated bike lane elements are still in the conceptual design phase. The proposal is a 6" high mountable curb sections that are spaced for drainage and permeability for bikers getting in and out of the bike lane, as needed.</p> <p>6, 7. There is no plan to provide additional on-street or structured parking as part of this effort. The parking spaces on Spruce and Pine today are mostly 2-hour or resident parking permit spots, not typically targeted to out-of-town workers.</p> <p>8. Most loading zones will be daytime loading with nighttime parking.</p> <p>9. The City of Philadelphia does not currently have a specific speed limit for people biking. People biking are subject to the same speed limit as people driving on the same street. Ten mph is the speed of a slow/medium biker.</p>
Exit Survey	<p>Concrete barriers (low-level) may be an improvement provided they are partial and interspersed w/ flexible posts. Planters are not suitable for Spruce & Pine, as they are able to get damaged by collisions and will become rapidly unsightly if not very well maintained- frequently replaced.</p> <p>Loading bays, as provided, on every block are badly needed.</p> <p>There should also be a City commitment to dealing w/ the cars queued, including</p> <ul style="list-style-type: none"> - Enforcement of bad behaviors by cyclists, including riding on sidewalks and re light jumping - Cameras + PPA patrols- Considerations of blockages created by stalled/broken down vehicles. 	<p>The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. We are researching how planters can be incorporated into the proposed separated bike lane design and working on maintenance details.</p> <p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p>
Exit Survey	I find solid and fixed barriers quite dangerous. I say this as a seasoned cyclist with over 20,000 miles on all kind of road any obstacles on the ground (water, ice, leaves, dirt, etc.) Will force a change of direction and cause a hit) even at slow speed.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.
Exit Survey	Interested to see design considerations for bike boxes on cross streets to allow for turning. Also interested in gap design of concrete curb to allow for storm drainage. Doesn't need to be as wide as 15 feet gaps. Take advantage of opportunity to add green space (see city of Seattle pike/pine bike lane improvements to concrete curb dividers. prefer daylighting intersections w/ loading zone at end of block. Taller Barriers	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	I think the concrete is a great idea. An important part of this bike lane is for it to be wide enough for people to ride side by side. Also add daylighting/ curb cuts where possible. Increase enforcement against mo-peds using the bike lane. Everyone using the bike lane should be considered; commuters, delivery people and leisure riders	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Concrete protection DESPERATELY needed. Would love to see intersection daylighting in addition to proposed changes	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Need greater visibility w/system elements. New considerations for color and other environmental elements that are more visible to drivers (currently elements are flat to surface or white) and under scaled to communicate.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Will the concrete be moveable? People need more flexibility. Also care about whether City has budget for this	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that are spaced for access and drainage. These may be movable by standard Streets Department vehicles like forklifts, depending on the final design. The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.
Exit Survey	Please protect the bike lanes, cars are swerving into the painted bike lane and risking serious death or injury to cyclists	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Concrete elements: 1. Will they be tall enough to deter drivers going over them? 2. Will they be secured to roadway securely enough to withstand hits? I have seen similar treatments in other cities (D.C., Charlotte) fail for these reasons.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	CONTINUOUS CURB. METAL BOLLARDS.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. Vertical elements must be crash-worthy.
Exit Survey	I believe protecting the bike lanes with concrete is critical. The concrete needs to be tall enough so cars and trucks cannot drive over it. I consider a 6 inch curb insufficient. Planters that are a few feet tall would be great.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	I love that concrete protection is on the table. My concern is the pills won't be high enough to stop a SUV or pickup truck. For emergency vehicles: why can't we treat streets with parking like those with PARKING on both side of the street	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	I think I'd prefer concrete barriers/planters to parking protection - I'd be concerned about getting hit with a car door. I just hope this actually happens - I've been pretty afraid to bike commute since Dr. Friedes was killed. I just want to feel safe moving through the city.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	I wish the concrete cut bs were higher	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	If cars can enter the bike lane they will abuse it	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	If you leave a way for a vehicle to block the bike lane at the intersection, then leave gaps big enough for bikes to get around the car	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Increase the height of concrete barriers	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Jersey barriers	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Like : concrete, planters to protect crashes, NO STOPPING Dislike, concrete being intermittent (ex. Make it continuous); can make it easier for motorcycles / mopeds to inappropriately weave in and out of bike lane traffic	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. Continuous concrete curb would require full drainage redesign for the streets and is cost prohibitive at this time.
Exit Survey	Make curbs high enough to stop cars. Extend to park along SRT Good job!	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Physical separation will be great but it will be important to maintain a degree of "permeability" between the bike and traffic lanes. Sometimes fast cyclists used to pass slower ones. And sometimes vehicles will need to get around the inevitable blockages. Thank you!	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that are spaced for drainage and permeability for people bikings getting in and out of the bike lane, as needed.
Exit Survey	Tall curbs are necessary to protect the bike lanes. 4" is not high enough. 8" is better but should be higher. But overall YES to concrete protection!	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	The largest, safest logistically feasible barriers to protect the bike lane need to be built. The lives of many Philadelphians depend on it.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	The smaller concrete barriers are fine. I have a feeling drivers may try to drive over them if they aren't taller. The smallest most out of the way spots for temporary onloading that isn't scheduled regularly should be prioritized. I understand business on blocks needing temp loading spots, but Amazon, Fed Ex, etc. shouldn't be a priority. As much of the permanent concrete barriers as possible should be implemented all over the city.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Please use non-mountable concrete protection! Mountable curbs will compromise the design. Toronto Barriers are probably cheaper as well. Of course, any barriers/protection is better than none. Overall, love the plan! INDEGO STATION AT 21ST AND SPRUCE	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Put the citizens of Philly's safety at the top of the list. Protect bike lanes with actual protection , concrete barriers. Adding speed bumps, cars are always speeding which endangers all people both walkers, person bikings, riders, etc. It is so common to have to swerve in and out of traffic due to cars double parked/parked in bike lanes and without any speed bumps cars are speeding which makes going in and out of traffic even more challenging and dangerous. There's no reason cars need to be going more than 15-25 in center city. PROTECT BIKE LANES AND REDUCE SPEED OF CARS	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. The City is considering the addition of traffic calming elements in the layout, including speed cushions.

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Source	Comment	Response
Exit Survey	Replace all flex posts with fall bollards. Raised crosswalks. Bikes stages in light cycle.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. Vertical elements must be crash-worthy. The City is considering the addition of traffic calming elements in the layout. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Stronger concrete protections would be nice. Daylighting at the intersections please!	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	There should not be concrete barriers on Spruce or Pine. Where would drivers go if emergency vehicles were on street?	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane.
Exit Survey	Time signals for bike speeds	The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow person bikings to travel through multiple green lights before they have to come to a stop at a red light.
Exit Survey	Add lots of loading zones and protection for cyclists at intersections and of course in the lanes along the block. Bike & ped priority signaling is also needed. Time the lights for bikes not cars!	The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow people biking to travel through multiple green lights before they have to come to a stop at a red light. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Enforcement of traffic + lane laws - Higher barriers - timed traffic lights to slow speeds	The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow people biking to travel through multiple green lights before they have to come to a stop at a red light. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The separated bike lane elements are still in the conceptual design phase
Exit Survey	Add concrete protection. Go to state to allow video monitoring of cars to allow automated tickets for vehicular violations.	We will address this idea with the Philadelphia Parking Authority, who oversee parking violations.
Exit Survey	Is there any proposal for the person bikings to assume some responsibility such as licensure and insurance?	There is no requirement in Pennsylvania or the United States for a bicycle to be licensed. Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk vehicle compared to motorized vehicles; most experts agree that the costs of licensing would outweigh any potential benefits.
Exit Survey	The City should guarantee the safety of pedestrians and cyclists. - Turning points are very dangerous spots (e.g. cars turning left and not yielding to cyclists/pedestrians) Traffic lights to regulate car/bike traffic are essential here (similar to the traffic lights on Market Street) - Protected bike lanes with concrete (or similar) are necessary. - Painted loading zones to increase visibility of these. - More ADA parking in each block! People with low mobility should have the right to find parking spots!	Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals. The City is analyzing key intersections for turn conflicts between people bikings and drivers. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit .
Exit Survey	We need bicycle specific lights at corners so drivers know to be aware of cyclists in the bike lane! This would help prevent left hooks on these streets	Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Add bike stoplights to prevent left hooks - love the concrete barriers and loading zones.	Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals.
Exit Survey	Please ensure drivers turning know to yield to person bikings. I find the intersections most dangerous. Please repave the bike lanes, many potholes on Spruce/Pine. How do we ensure side streets and parking lots perpendicular to Spruce/Pine know they have to watch for bikes?	Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals. Spruce and Pine aren't currently on the repaving list and were repaved less than 5 years ago, in 2019. Please report potholes to 311 for repair. The City of Philadelphia currently does not have a program to enforce safe left-turning movements. The City is limited by state legislation on what automated/camera enforcement can be installed in the city.
Exit Survey	There should be clear indications/sign/signals at intersections for turning movements of bikes and cars. If bikes need to make two-stage turns, create bike boxes in front of stop bars so they have space to maneuver. Put breaks in concrete barriers to be able to leave the bike lane if necessary (obstruction) but not big enough for cars to intrude. Use raised crosswalks, bump outs, etc. at intersections to slow traffic and turn movements, make everyone more visible.	We are analyzing key intersections for turn conflicts between people biking and people driving. Use of dedicated bicycle signals would also require the installation of a dedicated turn lane and signal for turning drivers based on the Manual of Uniform Traffic Control Devices (MUTCD.) With limited curb to curb width as well as relatively low turn volumes, there is neither room nor need for dedicated bike signals. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. The City is considering the addition of traffic calming elements in the layout, including speed cushions. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
Exit Survey	Citizen should be able to submit violators via video - like NYC idle violators.	There is no citizen-reporting bike lane blockage enforcement program at this time, but we will refer this idea to the Vision Zero Policy Committee for study as part of the new Vision Zero Action Plan.
Exit Survey	Enlist local residents to help enforce no stopping zones. Similar to NYC's initiative to have local residents report in no idling violations with videos uploaded into transit authority	There is no citizen-reporting bike lane blockage enforcement program at this time, but we will refer this idea to the Vision Zero Policy Committee for study as part of the new Vision Zero Action Plan.
Exit Survey	Need more info about the bike lane design <u>not</u> the parking design! The purpose of the meeting was on the flyers about the <u>bike lane not parking!!</u> We need more meetings to discuss design of the bike lane. With will set a precedent and we need to get it <u>right!</u>	This project will be installed in phases, with loading zones and No Stopping Anytime first and then separated bike lane treatments. The separated bike lane elements are still in the conceptual design phase.
Exit Survey	I like the spaced out curb barriers, but they should also have gaps big enough for cyclists to enter and exit easily. The left turn lane on Broad and Pine should be removed as I forces a merge - same for Spruce. The barriers/curbs should also have flex posts mounted on them for extra visibility. It would be nice if there was a curb paint system to demarcate loading zones/et. rather than dozens of signs.	Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.
Exit Survey	Remove left lanes and put continuous bike lane at intersections. Spruce & broad, broad and pine, 5th and pine. There should be more loading on my block 1500 Spruce because of the hotel The Drake. Hospital situation at 8th and Spruce needs to be fixed. Cars merging across the bike lane to load at hospital	Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.
Exit Survey	No mixing zones. 4 way stop at Spruce & Juniper	Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.
Exit Survey	Also please get rid of the joint turn + bike lanes - anecdotal on Pine/5th / I am nearly hit every other week. Suggestions : speed bumps at intersections to promote cars slowing down to not hit peds. Maybe raised ped walkways? Can bike lane be raised? Can we plant trees along the lane/in the crash planters? Again would suggest continuous concrete barrier along the lane not intermittent.	Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration. The City is considering the addition of traffic calming elements in the layout, including speed cushions and raised crosswalks. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines. The separated bike lane elements are still in the conceptual design phase. Plants in on-road planters typically must be sparse or low to avoid a sight-line obstruction. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. Vertical elements must be crash-worthy.

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Source	Comment	Response
Exit Survey	Enforce prohibition of e-bikes on sidewalks. Ticket cyclists that run red lights	While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. . We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.
Exit Survey	Need enforcement of loading zones. Keep cars out of bike lanes.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Need more enforcement! None of this will work unless you combine with enforcement policy	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Please fine cars when they are in the bike lane. Hopefully cars will not be able to breach the bike lanes w/ these improvements. I want cars to be MESSED UP if they drive in the bike lane.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Great to see action taken. Need <u>strong</u> and <u>full</u> concrete ?? Cannot set ???. Bike lane needs to be for bikes only. Concrete looks too low on the renderings. Meantime: increase enforcement of bike lanes.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Need more enforcement/higher fines for drivers stopping on street - CONCRETE!! Plastic is <u>not</u> sufficient!	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	ENFORCEMENT OF PROPOSED LOADING ZONES IS VITAL TO THE SUCCESS OF THIS PROJECT.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	I am worried PPA won't actually ticket cars pulled over in bike lane	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	More enforcement to keep vehicles out of bike lane please both parked cars and high speed electric bikes/motor bikes. I also bike often on Spring Garden - it feels very dangerous esp. at the peter pan bus loading zone	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	This only works if it (no parking in bike lanes) is enforced. People walking, running, and with mobility aids also often use the bike lane due to poor sidewalk and curb cut conditions. Improving this would also be beneficial.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	I'm concerned that people will still idle/park across the concrete curb sections I bike every day to work and errands, this would make me safer	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations.
Exit Survey	Protected concrete bike lane the whole way! cars won't stop parking unless they physically can't! Advanced enforcement to ensure people aren't parking in loading zones. Daylighting to advance visibility - can be hard to see especially going north/south when crossing. More planters where possible. Raised crosswalks/intersections. Consideration of speed of e-bikes/scooters. PS would be cool to have wayfinding on the curb	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety.
Exit Survey	I'm concerned that the legislation for no parking/stopping/etc. is not going to be enforced because PPA has a 20 grace period. An amendment should be included that they ticket on-sight. Otherwise KJ is just missing the point. NO GRACE PERIOD IF PPL ARE "With Their Vehicle" - this was told to me by someone who worked on the legislation. P.S. YES CONCRETE - I've been biking in CC/Philly since 2002 & commute daily on Spruce & Pine. USPS should not be parking in bike lanes. Mayor should issue an announcement that federal vehicles are <u>also</u> forbidden to stop in bike lane. As well as private delivery vehicles. My kids love to bike and I want them to be safe too!!!	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.
Exit Survey	Need more bike lane protection. More ticketing for drivers inappropriately stopped/parked. Better system for cars turning through bike lane. Consider closing Spruce and Pine through car traffic. More cameras catch hit and run turning left through bike lane 22nd street bike lane- switch left to right is dangerous	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. that are spaced for access and drainage. Closing Pine and Spruce to motor vehicle traffic would have network-wide implications, the analysis of which would be outside the scope of this project. The City of Philadelphia currently does not have a program to enforce safe left-turning movements or safe driving. The City is limited by state legislation on what automated/camera enforcement can be installed in the city.
Exit Survey	Enforcement is going to be critical. That includes ticketing cyclists, scooters, etc. going the wrong direction, blowing through lights, etc.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.
Exit Survey	Enforcement of traffic + lane laws - Higher barriers - timed traffic lights to slow speeds	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The separated bike lane elements are still in the conceptual design phase Jersey barriers would not permit emergency vehicle access. The signals on Spruce & Pine are currently timed for 20 mph. Ten mph is the speed of a slow/medium person biking, and the signals are currently timed to allow people biking to travel through multiple green lights before they have to come to a stop at a red light.
Exit Survey	Please make sure the no stopping will actually be enforced. also, please address the cars Parked in bike lanes outside of Center city as well. For example, Baltimore Ave has a big problem & it's super dangerous w/ trolley tracks. It's 2024 & time to make the streets safe & equitable for all modes of transportation. Stop prioritizing cars over safety of peds + person bikings. I like the proposed concrete + planter solution.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Protected bike lanes are necessary. We also need better enforcement	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Imperative the concrete barriers remain throughout and that PPA gets funding necessary to enforce traffic violations on Spruce/Pine. These changes are badly needed. Important to remember the vast majority of those in Philly already can't unload in front of their doors, and they are doing just fine. Please expand these protected lanes from river to river! We need a comprehensive bike network.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Making sure the protecting extends fully to Broad St. PPA enforcement.	With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new regulations. Turning movements are being analyzed at each turn lane location. The layout at these locations is still under consideration.
Exit Survey	Fully protected bike lanes would be best. I would be open to more loading zones. If there is enforcement loading zones abuse. There needs to be more enforcement in general of traffic infractions to disincentivize bus actors from breaking traffic laws and putting people at risk. Generally I am in favor of the proposed changes. Some protection is better than none. But more sweeping and extreme change would help me to feel safer. Please roll out projects like these across the City. I live in Brewerytown where aside from the river trail, there is insufficient infrastructure and I am scared for my safety. Please improve that area as well as literally the entirety of the City. Thank you!	With new City Council legislation for No Stopping Anytime, PPA can more easily enforce the new regulations. The new City Council legislation for No Stopping Anytime includes higher fines for drivers. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
Exit Survey	Increase enforcement of cyclists too - going wrong way on 1-way streets. Will bike paths be open to motorized bikes? not e-bikes -> scooters. Some concern about concrete barriers - prefer planters/total separation of bike lane from car lanes. Also - need citywide public awareness campaign to (arrow up) increase awareness of cycling + traffic laws. I was in a bike crash on June 5 - in bike lane on South Street approaching Taney when car right-hooked me + crossed my bike path. I broke my shoulder, in this case barriers would not have helped me because driver turned onto Taney (intersection) w/ no warning - Driver said "he didn't look + didn't see me - public awareness campaign shift culture in Philly - I know - but necessary!	With new City Council legislation for No Stopping Anytime, the only permitted users of the bike lane are road users classified as pedalcyclists. Pedalcycles are defined as "a vehicle propelled solely by human-powered pedals ("bike" or "bicycle") or a pedalcycle with electric assist." While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that will enable emergency vehicle access while separating the bike lane. The City creates Vision Zero education campaigns to raise awareness about dangerous driving behaviors such as aggressive driving and speeding.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
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Source	Comment	Response
Exit Survey	The best bicycle infrastructure does more than improve safety. Bike staples on Pine Street would unlock a new level of economic vitality for shops there.	Yes, an Urban Land Institute study found that homes near active transportation are worth more than comparable homes not near active transportation. Citation: https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf
SHCA Meeting	How will ambulances pick up sick people from their house and other police emergencies?	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
SHCA Meeting	Biker Magazine named Philly one of the safest places to bike in the USA. Hunter College found over 1,000 pedestrians are hit by bikers in New York every year. How will pedestrians be protected from bikers?	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
SHCA Meeting	The Bike Coalition of Philadelphia has stated on the internet that between 2019-2023, 10 pedestrians were killed by persons riding their bikes	That statement is incorrect. There has been no reported pedestrian deaths caused by bicyclists during 2019-2023.
SHCA Meeting	When will the final vote be taken? How will SHCA present our views if vote is taken already? How will roofing/water supply mechanical contractors find ways to deal with homes on these streets?	The City is working closely SHCA leadership, who are part of a Stakeholder Working Group. People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When contractor or utility work is required, a Streets Department lane closure permit can be obtained for the moving vehicle lane at this webpage and an associated traffic control plan will be required: https://stweb.phila.gov/streetclosure/ . This is the approach required today as No Parking regulations do not allow these vehicles to be parked in the bike lane for greater than 20 minutes.
SHCA Meeting	What do you propose to do about all the lost parking spaces on Spruce in a heavily dense area? Our block is 1/2 single family homes and 1/2 rentals. Parking is very difficult.	There is no plan to provide additional on-street or structured parking as part of this effort. The new loading zones will largely be daytime loading and night-time parking.
SHCA Meeting	How much has ridership increased since the bike lanes have been installed? That is, can we guess how much more biking would happen in safer bike lanes?	Bike counts have increased significantly over the past 14 years since the bike lanes were installed. We don't have a good formula to predict bike ridership between painted and separated bike lanes but other corridor comparisons do show an increase in bikers with separated conditions.
SHCA Meeting	Question - are we supposed to stop in the traffic lane to load or unload?	People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street.
SHCA Meeting	Were the statistics presented by OTIS regarding cyclist use of bike lanes and trucks stopped in bike lanes for all of Pine & Spruce or just for Society Hill? Are those stats relevant given that other parts of Spruce/Pine are highly commercial.	Statistics provided are for all of Spruce and Pine Streets, not just Society Hill.
SHCA Meeting	Question: Is this a single position SHCA is taking on ALL proposed changes or taking a separate stance for each initiative? 1. Bill that was unanimously passed by city council, 2. Bill already signed into law? 3. crosstown motion proposal that is yet to be voted on. There are many possible issues with seeking unilateral approval especially for a motion still requiring refinement	Question to SHCA leadership, not City of Philadelphia. No answer provided.
SHCA Meeting	Why can't OTIS get more pertinent photos of what they plan to implement on their website? Currently, there are two (2) photo examples: one from Chicago the other from Toronto but the photos show totally commercial areas—not one house in sight! We need to see proof that entirely restricted bike lanes work on our narrow streets.	There are examples of residential areas with 1 driving lane separated bike lane streets in several US Cities, including New York City, Chicago, San Antonio, Houston, and Boston. See the list and links in the reference section at the end of this document for more information. The separated bike lane elements are still in the conceptual design phase.
SHCA Meeting	1. Do the counters include other forms of transportation (scooters, ebikes, hoverboards)? How do you know its only counting bikers, 2. Has a traffic study been done to determine what types of vehicles can't be replaced by bikes? 3. Plan for emergency vehicles	There are several different types of traffic counters. Tube counters used by the City measure weight of the vehicle/bike, spacing between wheels, and speed to tell what type of vehicle or bike is being counted. 2. Cannot answer/do not understand the question. 3. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
SHCA Meeting	The pictures in Chicago are on a 4 lane commercial avenue. Does any existing barriers exist in a 1 lane block in other cities?	There are examples of residential areas with 1 driving lane separated bike lane streets in several US Cities, including New York City, Chicago, San Antonio, Houston, and Boston. See the list and links in the reference section at the end of this document for more information. The separated bike lane elements are still in the conceptual design phase.
SHCA Meeting	Loading zones across the street, even if somehow available, will induce pedestrian street crossings exponentially. How many additional pedestrian deaths will this scheme cause?	People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. It is not anticipated that the policy and infrastructure changes will cause pedestrian crashes or fatalities.
SHCA Meeting	Seems like we are set up for failure if someone supports bills from city council but not the proposal for concrete barriers.	Thank you for your comment.
SHCA Meeting	The OTIS graphic shows 38 injured while walking b/t 2019 and 2023. These were collisions with bikes or cars? How many of each? How will the plan address pedestrian safety?	These pedestrian crashes involved drivers. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.
SHCA Meeting	How will residents of Spruce or Pine move? A moving truck cannot fit in a loading zone, and may need to be there for an extended time	People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When people rent moving trucks, a temporary loading permit can be obtained from the district police station for the parking and loading lane. For more information, visit: https://stweb.phila.gov/tnp/
SHCA Meeting	Question: how would protected lanes help reduce the illegal ATVs and dirt bikes that swarm the driving lanes, bike lanes, and sidewalks	The City is considering traffic calming elements in the layout and aims to provide distinct spaces for people who bike, drive, and walk. There are not focused treatments in the plan to address ATVs or dirt bikes. We can further look into the issue of ATVs and dirt bikes, as requested.
SHCA Meeting	How will emergency vehicles get to these residents on these streets? Has there been any studies on the traffic and the effect on emergency vehicles? How will roofers and other repair people park in front of your house on these streets	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency. In addition, Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street.
SHCA Meeting	How can you narrow roads with bus routes?	There is no plan to narrow the moving vehicle lane on these streets, therefore the bus will have the same space to travel.
SHCA Meeting	We have to do more to protect pedestrians and cyclists on our streets. Too many people have been injured or killed in addition to protecting bike lanes with concrete barriers which is critical, how can we deter people who speed through our streets? Traffic calming measures have been implemented on South St, but neighboring streets like Lombard and Pine need these measures too. 501 Lombard Neighbor	The City is considering the addition of traffic calming elements in the layout.
SHCA Meeting	Have you ever read the 2018 HSH Report + its recommendations to address bike lane	Yes, we've read that study.
SHCA Meeting	If permanent barriers are installed how will the bike lanes be maintained? i.e. snow removal. 2nd who enforces the rules & when does it start.	The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.
SHCA Meeting	1. Why not limit loading/unloading to 5-10 minutes + give Spruce + Pine St residents a "resident loading" sticker for their car so bikers know they're permitted to be there. 2. How would concrete barriers effect snowplows?	Any loading of a car in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor. The concrete barriers will not impact snowplows plowing the moving vehicle lane.
SHCA Meeting	As a senior I'm afraid to ride my bike all the way to the art museum having to go into car lanes to go around all the parked cars and trucks. We need safer lanes. I live @ One Independence Place. I miss riding my bike and thinking of giving my joy bike away.	Thank you for your comment.
E-mail	<p>Whatever you are doing to protect pedestrians and cyclists in Center City is obviously not enough. You know what traffic safety measures need to be taken however you continually fail to take the necessary & obvious steps. Cars, contractor trucks & delivery trucks routinely park in the bike lanes with impunity. Unless enforcement is increased their behaviour will not change. But you all know this already and obviously just don't care. I really wish all of you would try riding a bike around the city to see what it's like.</p> <p>As elected officials, you should all be embarrassed that Philadelphia's bike fatality rate is 3x that of NYC.</p> <p>How can you explain cutting the Vision Zero budget by \$1.5 million, 60% (!), when other city agencies, including the Mayor's office budget, saw huge budget increases? Obviously pedestrian & cyclist safety is not one of your priorities. You obviously just don't care about pedestrian safety.</p> <p>[includes screenshot of budget]</p> <p>The thing is, all of you know all of this information already. In Council President Johnson's statement yesterday, he said he wants more traffic studies, although he ignored the traffic safety studies for Washington Ave.</p> <p>Dr. Barbara Friedes's death is clearly on all of your hands. It simply should not have happened. Speed cameras on Broad St would not have helped, but a true protected bike lane would have.</p> <p>Without making a press event out of it, I dare any of you to get out of your city funded SUVs and just ride your bike through the city. Any time of day or night, just ride through the city. I bet you're all too scared to just do that.</p> <p>You all are failing at doing the most basic part of your job - protect the people in your city. It looks like you just don't care."</p>	OTIS cc:ed on email to Council, no response needed

Includes Exit Surveys from 10/17/24 Meeting, Emails to OTIS, Society Hill Civic Meeting written comment cards, and Loading Zone online tool comments
References and Links at the end of the document.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
E-mail	I'm a resident of Spruce Street and I support efforts to make the bike lanes safer on Spruce and Pine, where I drive almost every day. Could you share the materials that were presented to the Center City Residents Association on October 8? The website for the program is blank: Spruce/Pine traffic safety project materials Office of Transportation and Infrastructure Systems City of Philadelphia.	Thank you for your support. Materials can be found at https://www.phila.gov/programs/complete-streets/projects/spruce-pine-traffic-safety-project/
E-mail	How will OTIS be collecting input during the Oct 17 open house? People sign in with their address and put stickers and comments on poster boards? A paper/digital survey? Asking so we can prepare folks for what to expect! PS - Thank you for your work last night, I heard you gave an excellent presentation."	CM Squilla's office response: Yes, an open house means not a presentation and boards instead. We'll have block by block regulation diagrams for comment for folks who live there or have loading zone regulations and also a comment board with post its.
E-mail	I am emailing to express my support of the prospective safety updates to the Spruce and Pine Street bike lanes. As someone who lives in West Philadelphia (XX XX Avenue, 19143) but regularly bikes into Center City for work, these changes would have a measurable impact on my safety and quality of life. They would create a tangible buffer between drivers and bikers, prevent injuries related to aggressive driving and swerving, and reduce care congestion. I am deeply excited at this prospect and hope for successful implementation.	Thank you for your support and for sharing your input.
E-mail	I'm writing as one of your constituents to fully support the Spruce & Pine Streets Bike Lane Safety Upgrade Project as noted in this Otis communication [linked]. I urge both of your offices to fully fund this significant public safety measure. I would also support similar basic safety infrastructure to be added to 13th Street. I live at the corner of 13th and Spruce, and I see car users parked in the bike lane, regardless of the bollards and 'no stopping' signs, every single day. The physical barriers described in the Otis design note have been shown in other cities, as well as sections of Market Street, to significantly decrease this illegal and dangerous behavior. Thank you both for your ongoing efforts to protect our lives and safety.	Thank you for your support and for sharing your input.
E-mail	I live on spruce st and one of the reasons is because of the bike lane. I strongly support building protected bike lanes on spruce and pine street.	Thank you for your support and for sharing your input.
E-mail	We are bikers and our son bikes to work. Right after the Chief Resident was murdered, our son hit a car that made a sudden left turn into the bike lane. Thankfully it was time so he hit the car instead of it hitting him. He was banged up but walked away from the accident. Given all that has happened, a short stopping period in the bike lanes for loading & unloading is necessary. A deeper issue is all the motorized bikes & scooters who drive quickly. Their speeds are greater than many manual bikers and they show no respect or adherence to crosswalks & traffic signs. They go counter to traffic & up on sidewalks, indiscriminately."	Thank you for your email. With new City Council legislation for No Stopping Anytime, the only permitted users of the bike lane are road users classified as pedalcyclists. Pedalcyclists are defined as "a vehicle propelled solely by human-powered pedals ("bike" or "bicycle") or a pedalcycle with electric assist." Any loading in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor. We will work with PPD and PPA on an enforcement plan after implementation. OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.
E-mail	I am writing to support the creation of concrete and planter-separated bicycle lanes along the length of Spruce and Pine St. I also support changing the no parking to signs to no stopping signs and the creation of a loading zone on each block. Unfortunately, I am unable to attend the meeting in person as I am a nurse practitioner at CHOP and will be working night shift on Oct. 17. I use these bike lanes to go to and from work almost every day and these safety upgrades are long overdue. I hope this email will be counted as support for the project.	Thank you for your support and for sharing your input.
E-mail	"I've seen the impact that dedicated, separate bike lanes has on traffic reduction in New York and Paris. I have also experienced the health benefits as a senior riding my bike. I wish I could ride safely in Center City and look forward to the day that I can. Please make safe, separate bikelanes and priority."	Thank you for your support and for sharing your input.
E-mail	"I understand there is new proposed legislation around reinforcing the bike lanes along Pine and Spruce Streets. As a resident of the area, I wanted to share some thoughts. 1) bikers need to be regulated. I regularly see bikers blow through sidewalks with no regard for pedestrians, often elderly or children in strollers. Bikers also often have headphones in and only look in one direction, only concerned for their safety and oncoming cars. They cannot ask for all these accommodations and have no accountability for their own actions. Will there be licenses for bikers? Are they required to pass a city biking test? 2) allocation of tax payer dollars - is this really the most important issue that the city needs to focus on right now? What about the rampant crime, verbal and physical assault of pedestrians by the mentally ill, and healthy food and nutrition needed by low income families? There are tons of things that deserve the cities time, attention and limited resources. This feels like a pilot program that will continue to increase taxation on city residents with limited payback. Philadelphia already overtaxes it's residents, making it harder to justify living in the city. This legislation seems to be a reaction to the Doctor that was killed. Her death was tragic and absolutely should not have happened. In all of the coverage and the subsequent bike reform campaigning, it seems to miss addressing that the issue was the driver who struck her was drunk at the time. Drunk driving and any kind of operating of a vehicle or mode of transportation under the influence needs to be squashed. These changes to bike lanes are a small measure that won't impact larger behavioral issues like drunk driving."	Thank you for your email. While we understand your concern, there is no requirement in Pennsylvania or the United States for a bicycle to be licensed. Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk vehicle compared to motorized vehicles; most experts agree that the costs of licensing would outweigh any potential benefits. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.
E-mail	"I am a resident of Delancey Pl and frequently bike around town using the Spruce and Pine bike lanes, among others. I am all for the concrete barriers and planters being proposed. I know these are not legal (yet), but wouldn't it be quicker and cheaper to have parking protected bike lanes, negating the need for construction? Can some levers be pulled in Harrisburg to allow? This would also allow other bike lanes around the city to be parking protected as well and not just the latest, high profile Spruce and Pine ones. It would be cost-prohibitive to install concrete curbs on every bike lane in the entire city. But we don't have to wait for the latest fatality, just stripe some paint. Spruce parking lane would have to be moved. Pine parking lane is already in place, just scooch over a little bit."	Thank you for your support and for your comments. A parking separated bike lane design is not an option for this corridor. The design would eliminate all curbside access for people parking and eliminate the ability of emergency vehicles to access the bike lane curb.
E-mail	"As both cyclists and people who live on the south side of the 900 block of Spruce St. (one of us is also a city planner by training), we believe we have a very good and balanced perspective on having both a safe bike lane and a street that can accommodate all the activities that use our street. We feel that the current bike lane already provides reasonable protection for cyclists. The shift from the right to the left side of the street has clearly made it safer because vehicles can see cyclists more clearly when turning left. Traffic moves at a 20 mile per hour pace along Spruce and Pine. The terrible accident that occurred recently on Spruce St. was horrible, but a very unusual accident due to extreme reckless driving into the bike lane that one hopes will never be repeated. One of us has previously written several letters to councilman Squilla urging better enforcement of the rules prohibiting or limiting stopping in the bike lanes along Spruce and Pine, but the fact of the matter is that with cars moving at the pace they do a cyclist can normally swing into the traffic lane to get around the stopped vehicles without great danger. It feels much safer cycling along Spruce and Pine in Center City, even when one has to weave into the automobile lane every block or two, than in bike lanes that are not well protected. Outside Center City the traffic races by more quickly and at certain bottlenecks one finds cars regularly parked in the bike lanes. The solution is not to wall off the bike lanes in Center City, but to better enforce current regulations about stopping in the bike lanes and above all crack down on reckless driving everywhere throughout the city. You are surely aware of how much enforcement of speeding laws has been curtailed over the past five years and how much traffic deaths have increased at the same time. To put concrete curbs along the length of the bike paths along Spruce and Pine is quite simply an overreaction. Spruce St. has only three narrow lanes. Currently one is used for parking, one for traffic, and one for the bike lane. In this case the bike lane also acts as a parking area for many kinds of vehicles, some of which could be accommodated in loading zones in the current parking lane, and some of which, we feel, are unfortunately better accommodated in the bike lane. Let me enumerate the kinds of vehicles that use the bike lane.	Thank you for your comment. Portions of Spruce Street are on the Vision Zero High Injury Network. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. Any loading in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor. People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When people rent moving trucks, a temporary loading permit can be obtained from the district police station for the parking and loading lane. For more information, visit: https://stweb.phila.gov/tp/ The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Email (continued from above)	<p>1.Uber drivers, taxis, delivery vehicles of USPS, FedEx, and UPS. All of these vehicles could park in the current parking lane if loading zones were provided on every block. The city must decide if the trade-off between creating loading zones and losing resident parking spaces is worthwhile.</p> <p>2.Construction vehicles working on buildings on the bike lane side of the street, PECO and other utility trucks, and moving vans. These are vehicles that cannot be accommodated in the current parking lane and, unfortunately for cyclists, need to be in the bike lane. If a moving van for a house on the south side of Spruce were required to park in the current parking lane, the amount of foot traffic back and forth across the street would be an enormous inconvenience to the movers and perhaps create problems for traffic flow.</p> <p>It is impossible to conceive of narrowing Spruce St. to one lane of traffic, with no ability whatsoever for one car to go around another in case of an emergency, a stalled car, etc. If a concrete curb is put in place, it will be soon run over, damaging cars and the curb itself. One has only to see the abuse that the current flexible poles take to understand that there are inevitably occasions when vehicles go around the current traffic lane. We note that in the OTIS Bike lane Safety Upgrade Plan showing the concrete curb in Chicago, there are at least two lane of moving traffic. We have only one! And the idea of installing and maintaining planters along a bike lane in a city like Philadelphia which can hardly maintain its other open spaces is ludicrous!</p> <p>With Philadelphia's narrow streets used in so many ways, compromises must be found that can accommodate all users. We believe that the current bike lane configuration, with more loading zones in the parking lane to accommodate the short-term vehicles and better enforcement of the no parking or no standing regulations, is a better solution than permanent concrete barriers that may be better protection for cyclists but will create havoc for traffic.</p> <p>If the city really wanted to make major changes to the way people move through it, perhaps it should consider making Walnut and Chestnut open only to buses and cyclists and ban all through vehicles, allowing only trucks making deliveries. European cities do it all the time and it works very well.</p> <p>We thank you for your consideration of our thoughts."</p>	
E-mail	<p>"I hope this email finds the correct inbox. I am stationed at U.S. Coast Guard Sector Delaware Bay in Philly and I would like to gauge the City interest in repurposing planter barriers for bike lane barriers. I looked at the following link, Spruce and Pine streets bike lane safety upgrades project Programs and initiatives City of Philadelphia [includes link] and think we may have barriers that will be useful and no longer needed at our location . The following barriers would be a no cost option and add an opportunity for the City to test safety measures while minimizing costs in searching for permanent solutions.</p> <p>The dimension's of the planters are Height: 3 ft, Width: 30 in, Length: 8 ft, attached pictures for reference [photos are attached to the email]"</p>	Resolved separately; these are made of concrete and are not crash-worthy.
E-mail	<p>"If you saw how many pedestrians nearly run over by bike riders who only looks to cars not to folks crossing They cross over the crosswalk- blocking curbside cuts - not concerned about folks walking Also there were folks putting up cones to make more safe the bike lanes yet 2 of those those folks(one of which was a dad/ kid) who decided to ride as I was crossing on my light- going against my Safety to cross Broad street- (I know this is pine/ spruce issue) - wide street Has alarming amount of bike riders on sidewalks Absurd I am a bike rider of many years- got injured by idiot speeding on sidewalk But as much I never got back to normal Not as bad as my client that took 4 surgeries- 3 years to get back to normal- this is a bike rider speeding around corner damaging her - on sidewalk Only way for everyone to be safe - is cameras everywhere - Bike riders are supposed to follow traffic rules- they do not</p> <p>And cars getting worse - 3-4 th car going through red light. Folks turning on no turn at red</p> <p>Cameras or no way</p> <p>In summary- if at open areas- bikes do not slow down on sidewalks- either direction Do not care if pedestrians are possibly walking More motorized bikes/ scooters on sidewalks"</p>	<p>Thank you for your email.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road. Public Awareness Campaign for all Philadelphians to be aware of cycling and traffic laws.</p> <p>The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.</p>
E-mail	<p>My wife and I are unable to attend today's open house regarding the Spruce and Pine street bike lane upgrades. Is it possible to see the material that would be presented and provide feedback over email?</p>	CM Squilla's office responded.
E-mail	<p>"Spruce and Pine streets from Front to 22nd streets have painted bike lanes with a painted buffer and flexible delineator posts at intersections. These treatments define a space for people to bicycle, but they don't separate cyclists from people who are driving. The bike lanes are also frequently blocked by drivers who are parking or loading.</p> <p>The goals of this project are to:</p> <ul style="list-style-type: none"> •Upgrade the painted bike lanes to separated bike lanes. •Add features that will increase safety for all users on the corridor. <p>The project will add concrete and planter separation to the most used bike corridor in Center City. The secure vertical concrete separation will prevent drivers from entering the bike lanes and create a distinct and safe space for cyclists.</p> <p>As an avid cyclist, I am fully supportive of this measure. I also believe Ben Franklin Parkway and the art museum need improved protection as I lost a friend (Dr. Heather Peters) in 2021 who was riding , was struck and killed by a driver (who was never prosecuted)"</p>	Thank for your support and for your input on this project. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.
E-mail	<p>"I would like to voice my strong objection to the proposed "Bike Lanes Safety Upgrades for Spruce and Pine Streets Corridor." We live on the north side of the 200 block of Pine Street, and so are among those most impacted by the plan.</p> <p>As a threshold matter, I note the obvious, that the proposed scheme would cause the number of pedestrian street crossings on the concrete bike lane streets to increase exponentially, as people are forced to shuttle back and forth across the street to unload groceries, or luggage, or anything from their cars. Pedestrian deaths occur in proportion to pedestrian street crossings. Most at risk will be parents trying to mind small children, people with visions obscured by packages, the elderly, the infirm, the most vulnerable. Have studies been done to quantify the number of excess deaths? And how many excess pedestrian deaths are acceptable to justify blocking the bike lanes? Already more than five times the number of pedestrians die from motor vehicle collisions than do bikers in Philadelphia. What is the rationale for increasing the number of pedestrian deaths, let alone doing so by conscious design?</p> <p>It goes without saying that the scheme would significantly limit access to our homes, even if parking spaces across the street were removed to create "loading zones." It goes without saying also that those loading zones would inevitably be inadequate, let alone inconvenient even if available, and introduce the dangerous prospect of multiple trips back and forth across traffic.</p> <p>We will all circle the block endlessly waiting for a spot to open because we have no viable choice, congestion and the environment be damned. How would we get wheelchairs across traffic, over the concrete barrier, and safely to our door? How would one move in or out, or take delivery of a new washer and dryer? Not only does this scheme remove access to our house, but it eliminates parking spaces near our house – yet another taking.</p> <p>I'm not certain what problem concrete barriers are supposed to solve. Certainly, they wouldn't prevent reckless driving, let alone a drunk driver careening down the street at 50 miles per hour from jumping them. Most bicycle accidents occur at intersections. It's difficult to imagine what actual data leads to the conclusion that we need to create concrete barriers for miles on end, why we need to remove all access to northside houses on Pine Street.</p>	<p>Thank you for your email.</p> <p>It is not anticipated that pedestrian-involved crashes will increase due to this plan. Portions of Spruce Street are on the Vision Zero High Injury Network. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. The City is considering mid-block and numbered street loading zones, as well.</p> <p>People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When people rent moving trucks, a temporary loading permit can be obtained from the district police station for the parking and loading lane. For more information, visit: https://stisweb.phila.gov/tnp/</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
Email (continued from above)	<p>I'm strongly favor of biking and of adding bike lanes to the city, but not for granting a dangerous monopoly on what should be a public asset to a relatively small (if quite loud) group of people, and I am certainly not in favor of relinquishing access to my home of twenty-five years. As a side note, I spend a lot of time sitting in front of my house, and I can say with long observation and experience that the bike lane on my block of Pine Street doesn't get heavy use, at any hour.</p> <p>Until earlier this year I worked in Berlin, Germany, a bike-forward city. On occasion I biked to the office there. Berlin does not have concrete barriers; everyone – bikes, cars, scooters, pedestrians, whatever – shares the public spaces. Nor do other bike-forward cities of which I am aware rely on concrete barriers. Yes, you can find examples of them in, say, New York, but they exist under very different circumstances, and are the exception and not the general plan.</p> <p>Since the creation of the Pine Street bike lane, we have seen relentless land-grab moves by the bike lobby. When the lanes were created, there was explicit agreement that on-street parking for houses of worship would continue during limited hours. After disruptive protesting, the bike lobby succeeded in removing that. At one point we had to pay to move the Pine Street bike lane from the south side to the north side of the street. I never quite understood why, but as a result, we lost many unpruned old-growth trees (three within a block of our house alone) to delivery vehicles. We paid also for unsightly vertical posts to be planted at the ends of blocks; inevitably, they have not been maintained and are in notable disrepair after just a short while. I doubt also there is any actual data as to their effectiveness, whatever that effectiveness was supposed to be. Finally, I've heard that soon we will not be permitted to stop in front of our houses, ever, for any reason. This of course would be another violation of the agreement around the creation of the bike lanes, and I sincerely hope it will not prove to be the case.</p> <p>The vertical sticks are unsightly; the concrete barriers will be more so. I realize aesthetics likely won't carry the day, but quality of life should at least factor. Every day panel trucks park in front of our house while their drivers deliver packages. With concrete barriers, it will shock no one with those drivers (and residents) simply stop in the middle of the street to unload, while cars pile up behind them, honking all the while. Our trees will have died in vain.</p>	
Email (continued from above)	<p>I realize those most impacted by the proposed scheme are greatly outnumbered by those who live on different streets; I realize also that the bike lobby is focused and loud and organized and likely includes voices who don't even live in Philadelphia. But I hope we could make decisions based on reason and fairness and the public good, and not simply based on volume.</p> <p>Any regular pedestrian in Philadelphia will tell you he or she has had more close scrapes with bikes than cars. Bikers routinely ride on sidewalks, ride the wrong way on one-way streets, flout traffic laws (including those aimed at safety), and ride in packs to terrorize our neighborhoods. Not all bikers do this, but neither do all drivers drive drunk. It seems odd that if we wanted to increase biker safety, we wouldn't start first with the bikers themselves. It seems manifestly unfair to start ticketing and fining people simply trying to unload their groceries, rather than thinking about law-breaking bikers. It seems perverse to reward their behavior with a privileged monopoly over public spaces.</p> <p>Decades ago at a low point in urban planning we divided our city from its waterfronts with expressways. We are still recovering – in the case of the 95 cap, literally – from those mistakes. Now the bikers want to pave a bike expressway through the heart of our neighborhoods, where they don't live and for which they do not care, so they can pass through at speed. Haven't we already learned from that mistake?</p> <p>It's wrong to grant a dangerous monopoly over public spaces to a small group of potential users, especially when granting that monopoly consists of a taking from those that live there. It's especially wrong knowing that doing so will result in additional</p>	
E-mail	Hi, I'm at the open house. I'm not going to make it inside because there's a couple hundred people here and you're letting in 5 every 10 minutes, roughly, but my feedback is that I support infrastructure to physically separate the bike lanes. Concrete barriers. Not flex posts.	Thank you for your support and input about this project.
E-mail	Thank you for your time and attention to my email. I'm an avid cyclist and wanted to voice my support for the recently proposed bike lane project on Spruce and Pine. It is vital that in this popular section of Philadelphia that we have safety measures in place to make cycling and pedestrian traffic safer. I was unable to voice support at the open house this evening due to a prior commitment, but hope this project moves forward.	Thank you for your support and input about this project.
E-mail	"I waited in line for the open house but was unable to wait long enough to enter. I would like to share my feedback on the bike lanes on Spruce and Pine as I'm a resident on 17th and Locust. I'm in favor of fully separated bike lanes (concrete) and including loading zones on every street for delivery drivers and postal workers. I think it's imperative we are thoughtful of everyone's needs. <p>As for planters, while I love the aesthetic I realize there would be major costs with upkeep for these planters and it's easy for trash to pile up as seen on the Walnut Street business corridor. I would prefer funds go towards more bike lanes within the city versus the upkeep of one small section. We need to be mindful of all areas of the city for bike access and providing funding.</p> <p>Thank you for your time and I hope this can be implemented soon so we avoid future injuries or deaths. "</p>	Thank you for your support and input about this project. We are researching if planters can be incorporated into the proposed separated bike lane design and working on maintenance details.
E-mail	I live on Spruce Street (400 block) and use the bike lanes and I am AGAINST this protected bike line plan. Do not approve it. It will not solve any problems while making life more inconvenient for the people who actually live here.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
E-mail	<p>"I respectfully submit the following right to know request to the City of Philadelphia:</p> <p>(1) With respect to the event held by the Office of Transportation and Infrastructure Systems ("OTIS") at Jefferson University Bluemle Life Sciences Building located at 233 South 10th Street on October 17, 2024, All sign in sheets and information collected from those attending the event All presentation materials presented or otherwise visible at the meeting All comments received on, concerning or about the presentation materials All invitations to the event All publicity for the event</p> <p>(2) All emails to, from or copying any OTIS personnel and the any of the following individuals: Chris Gale, Eily Porter-Webb, Nicole Brunet, Jess Harris, John Boyle, Patrick Monahan, Sonja Bontrager, Phil Mittereder, Uma McGuire, Connor Descheemaker, Caleb Holtmeyer, Christopher Dascher, Jessie Amadio, Sam Rassin, Megan Shannon, Jaquan Collins, Timothy Staub, Jake Thompson, Wesley Noonan-Sessa, Adrian Velonis, Jacob Pritchett, Aliza Yousey, and Bill West.</p> <p>(3) All emails to, from or copying any OTIS personnel in and the any email address including the following domain names: bicyclecoalition.org, bikeaction.org, centercityresidents.org, washwestcivic.org, societyhillcivic.org, centercityphila.org and oldcitydistrict.org.</p>	This message was referred to the City Law Department and processed as a Right to Know Request.
E-mail	I was unable to attend the public house for the Spruce/Pine project (it conflicted with my kid's bedtime as I'm sure was the case for many other parents). I wanted to write in to express my support for adding physical barriers to separate the bike lanes from car traffic. I commute to my office in center city from west Philly 5 days a week and take Spruce Street home every day. It has gotten increasingly unsafe in recent years with people driving like maniacs. I biked across the 1800 block of Spruce about two hours before Dr. Friedes was killed there last summer and every day I am upset because her death was so preventable and yet nothing has changed. Please put real protection in place ASAP!	Thank you for your support and input about this project.
E-mail	Unfortunately I was unable to attend tonight's open house concerning improving the bike lanes on both Pine and Spruce. However, I would like to express my feedback as a resident on 17th and Locust. I am fully supportive of introducing concrete separated bike lanes for both Pine and Spruce. This will ensure the safety for both bikers and pedestrians while providing a clear delineation for drivers. Several cities across the country and the world have instituted concrete barriers for bike lanes to great success. Ensuring this would increase the likelihood of more bikers to move around the city and ultimately help Philadelphia meet its climate goals. I am also supportive of creating clear loading zones on every street for delivery drivers. Planters on the other hand would be a short term solution to a long term problem. The constant maintenance and upkeep would be a burden for the city and not entirely ensure safety for Philadelphians. Thank you for your time and consideration.	Thank you for your support and input about this project. We are researching if planters can be incorporated into the proposed separated bike lane design and working on maintenance details.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
E-mail	<p>"I am submitting my thoughts by email only because, after waiting online at tonight's open house for almost 90 minutes, without moving more than about 50', I gave up and went home.</p> <p>First and foremost, and as one who frequently bikes on Pine and Spruce Streets, I am grateful that you are proposing to add concrete to separate the bike lanes from the driving lanes. Also for the move towards making the bike lanes no stopping/parking/standing anytime. Thank you!</p> <p>However, knowing the way that at least some people drive in Philadelphia, I believe that the concrete needs to be much more substantial than the sporadic, 3 - 4" high "curb sections" shown in your photo from Chicago. Those sections would not have prevented Barbara Friedes murder nor would they prevent many drivers from simply driving over them and parking/standing in the bike lane. Instead, the concrete should be high enough (e.g., >6" high) and of sufficient length and frequency that it would be impossible for a car to drive into the bike lane. The concrete could be continuous "Jersey barriers," as is used in much of NYC, or a more substantial curb interspersed with steel or concrete bollards (the flexible ones simply don't and won't keep cars out of the bike lanes). Of course, continuous planters would be another perfectly acceptable way to protect the bike lanes. It also might work to have a combination of moving the parking lane so that it's between the bike and driving lanes, coupled with stronger (steel/concrete) and more frequent bollards between the bike and parking lanes.</p> <p>Also, one of the most dangerous things about driving in and near the center of the city is that cars too often turn into an intersection without regard for cyclists in the bike lane. I think that problem could be mitigated by, among other things, narrowing the turning lane for the cars so that they are forced to slow down by the sharpness of the turn. It might also help to change the timing of the traffic lights so that cyclists and pedestrians have a green before the cars do.</p>	<p>Thank you for your email. The separated bike lane elements are still in the conceptual design phase.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety.</p> <p>The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.</p>
Email (continued from above)	<p>Finally, I strongly encourage you to better manage events like this that are likely to draw a big crowd. This is the second OTIS event I attended where the crowd was way larger than the venue could support, leading to wasted time and frustration for all. (The first was the last Washington Avenue meeting at the Christian Street Y.) It would be good to book larger venues or to have a large number of smaller venues that require pre-registration cut off at a level that allows for everybody to get in and participate. And, if an event is grossly over-subscribed, to have a clear Plan B so that people don't stand on line for hours not knowing what is going on. For example, you could have told everybody on line tonight that they should go home and come to another open house that you would be scheduling in the neighborhood and in the near future.</p> <p>I, of course, would be happy to discuss any of this further. "</p>	
E-mail	<p>"I am writing to support the creation of concrete and planter separated bicycle lanes along the length of Spruce and Pine St. I also support changing the "no parking" signs to "no stopping" signs and the creation of a loading zone on each block.</p> <p>Unfortunately, I was unable to attend the meeting in person today due to work. I use these bike lanes multiple times per week to move about the city and to receive care at Penn Medicine. My husband is a nurse at CHOP and uses these bike lanes to go to and from work almost every day, and I worry about him every shift given how cars park and veer into the bike lanes all the time on those streets. I hope this email will be counted as support for the project. "</p>	<p>Thank you for your support and input about this project.</p>
E-mail	<p>"Thank you for running a great open house event this evening despite the capacity challenges. I have two main comments:</p> <ol style="list-style-type: none"> Barrier mounting - In DC they use various precast concrete barriers to quick-build bike lanes, which generally work very well. However I have seen them turn into hazardous obstacles when they are hit by a vehicle and knocked out of their mounting and into the bike lane. If any precast elements are used, they must be very strongly secured to the roadway and maintained when they are inevitably turned into obstacles by vehicle strikes. Barrier height - I recently moved here from Charlotte where there is a main downtown bike lane similar to what is proposed for Spruce and Pine, but is a great example of how NOT to do concrete barriers. The barrier is very solid poured concrete but is too low and sloped, resulting in it being very easy to mount by regular vehicles, and as a result is frequently used as free parking (see photos at the bottom of the message. [photos attached to email]) 	<p>Thank you for your support and input about this project.</p> <p>The separated bike lane elements are still in the conceptual design phase. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>"How are the streets going to be cleaned with these obstacles in the way?</p> <p>How is snow going to be cleared?</p> <p>How does this address the dangerous intersections?</p> <p>The main problem is lack of enforcement. Not solved.</p> <p>Nobody is listening to the residents of these streets who do not want these barriers and especially not the hazardous planters that nobody will maintain."</p>	<p>Thank you for your email. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new layout.</p> <p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.</p> <p>The City is seeking funding for purchase, installation, and maintenance of the separated bike lane elements.</p> <p>Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety.</p>
E-mail	<p>"Good morning Michael Carroll,</p> <p>I appreciate the time you spent with me last night at the meeting. I understand that your remit was about saving biker lives and that's what drives the OTIS proposal. I ask you to broaden beyond the unidimensional goal to include the real life implications of the proposal. Please include my comments as part of the feedback to last night's meeting at Jefferson Hospital.</p> <p>OTIS's proposal will create a divided highway with restricted curb access and inefficient, dangerous conditions which will put residents at risk. Traffic will be unable to yield to emergency vehicles. Emergency responders' access to properties will be delayed. Sanitation workers will be blocked from crossing side to side. Cattle chute lanes will cause slinky-style traffic jams on adjacent streets when residents stop in the traffic lane to make drop offs and deliveries.</p> <p>Many properties on Spruce and Pine are exclusively accessed via their curb-front doors and do not have rear access. Residents - many with mobility limitations - will be unable to drop off children, elderly relatives and groceries. Disabled or injured residents will be unable to navigate in and out of their homes. Moving vans will be unable to get into position. Furniture and large appliances will be impossible to deliver. Property maintenance from painting to construction will also be impacted. If forced to use loading zones, far from mid-block and often unavailable, people with limited mobility and caregivers will be unable to function independently. We were told Pine and Spruce are "just like other streets in Philadelphia". If you need to drop groceries or load the car, "just stop in the middle of the street and cars will wait". If you need a moving van or a new refrigerator, "apply for a street closure permit". All I can say, and I think you know very well, is Pine and Spruce are not streets like Emily Street in South Philadelphia...they are busy East-West corridors where pausing traffic will have consequences.</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p>
Email (continued from above)	<p>We see no need for new laws when existing speed limits and parking restrictions have not been enforced. Proven traffic control methods such as speed cushions and bumps have never been tried on these streets. Last night I was told that narrowing the vehicle lane causes motorists to drive more slowly. It is fiscally irresponsible to spend any resources on city blocks other than those documented on your high injury network map but bump installation, more easily installed and less costly, could slow traffic to 20 MPH which would reduce crashes.</p> <p>You mentioned that residents were consulted earlier in the process. I do not doubt your claim but, I have not met one person who was part of that group. I would suggest a direct mail survey of Pine and Spruce residents for feedback on the OTIS proposal. Bikers are a random group from many different locations so you must rely on them to speak out but you know where the residents can be found - so, if you really want resident feedback, reach out directly. Pine and Spruce residents feel in danger and at risk.</p> <p>Thank you for your attention."</p>	

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Reponse Table
January 29 2025

Source	Comment	Response
E-mail	<p>"Huge thank you to your team for orchestrating the Spruce Pine open house last night. I was really impressed with the patience all your team members had while explaining things and hearing lots of different viewpoints, and also with the level of detail and research that went into the specifics of the plan and how well all of the OTIS team members were able to speak on the reasons behind specific choices.</p> <p>Also the fact that no one was turned away even though the event had to run longer than anticipated, I think a lot of people really appreciated that. "</p>	Thank you for your comment
E-mail	<p>"We have seen time and time again cars plowing through brick and cinder blocks. No barrier can fully protect bikers from automobiles.</p> <p>Think about requiring bikes to ride on side streets in Center City, like Sansom, Filbert Juniper, etc.</p> <p>But whether riding on main or side streets bikers should always ride against the traffic. Oncoming traffic from behind is usually lethal. At least if the bikers can see an errant driver they have a chance of getting out of the way.</p> <p>This may require signs at the bike stops at the opposite end of the street, but it's still safer & more cost effective than building bike lane walls.</p> <p>A concerned former Philadelphian. "</p>	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
E-mail	<p>"Following last evening's meeting, I am writing to OPPOSE the proposed Spruce and Pine Sts. bike lane safety upgrades project. As a senior citizen with mobility challenges, I have found separated bike lanes, such as those on Market St., 22nd St., and 11th St., especially difficult to safely cross. I have seen pedestrians struck by bicycles on those streets and have had many close calls myself. All too often, bicycles run through stop signs and red lights, creating a hazard for pedestrians attempting to cross the street. They also frequently travel the wrong direction in the bike lanes. More recently, the bike lanes have attracted electric scooters, bikes, and mopeds that travel at high speeds. All of this has created very hazardous conditions for those of us who have difficulty stepping up and down curbs, and necessarily walk slowly, sometimes with assistance devices. We cannot easily jump out of the way. The more unimpeded the bike lanes become, the faster and more reckless the bike traffic becomes. There is also the issue of snow removal. The standard city snow removal equipment has no way to remove snow from separated bike lanes, as been demonstrated especially on 22nd St., creating further hazards for all pedestrians, especially those with mobility challenges.</p> <p>Title II of the the Americans with Disabilities Acts mandates that municipalities provide safe access to street crossings. Historically this has focused on curb ramps, but those ramps mean nothing if they lead the pedestrian into a hazardous situation. I respectfully request OTIS and the city council to give at least equal weight to the needs of our senior and mobility challenged residents as you do young, healthy cyclists.</p> <p>Thank you for your kind consideration. "</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/.</p>
E-mail	<p>"I made it into the OTIS presentation last night. I have dysgraphia so was not able to leave hand written comments. Please enter the following into the official record of comments made by people in attendance.</p> <p>Thank you for providing this first glimpse of what's is clearly a proposal that has been in development for some time. The fact that the exhibits were not available ahead of time, so that they could be reviewed and understood, feels dismissive and put a burden on those of us seeing them for the first time to digest a lot of information and respond immediately.</p> <ol style="list-style-type: none"> The proposed changes are focused completely on bicycle safety to the exclusion of pedestrian safety and the impact of the residents of the affected blocks of Spruce and Pine streets. There are no provisions for improving pedestrian safety, such as licensing of bicycles (we are already routinely subjected to hostile and threatening behavior from a limited number of cyclists), licensing and speed limits on electrified bikes (more accurately described as lightweight motorcycles), and installing speed tables. Limiting traffic to the 25MPH limit is key to everyone's safety. Cyclists routinely ignore traffic signals and stop blocking pedestrian crosswalks. The lack of address of these chronic and persistent behaviors leaves pedestrians at risk. Without licensing of bicycles and with no chance of repercussion from their behavior, cyclists will continue to, intentionally or not, put pedestrians at risk. Specifically both my wife and a good friend were run over by cyclists who left before providing identification. My wife recovered; 5 months later, my previously very fit friend still has pain and limited mobility from his significant injuries. The proposed changes more than double the size of loading zones, seemingly exclusively on the western end of each block. Resident of the middle or eastern end of the block, especially those on the 'divided bike highway' side of the street, if they want to abide by the law, will be forced to walk the entire length or the block and cross at 1 or 2 streets with every load they are carrying in. This is agist, an untenable burden and will encourage drivers to block traffic, risking costly fines and exposing themselves to abuse from both cyclists and drivers. <p>5. The lack of engagement of the residents most severely impacted by the proposed plan is deafening. By the time I became aware of what was being considered, a concrete plan, that made no recognition of Spruce and Pine residents, was well defined and fleshed out. We find ourselves now being cast as 'anti-bicycle / against safety / selfish' when we are merely trying to live as we have without even more burdens on our daily lives. Please consider an organized, thorough survey of all residents of the affected blocks and consider reasonable options to improve safety for all, not just some.</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.</p> <p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.</p>
Email (continued from above)	<p>5. The lack of engagement of the residents most severely impacted by the proposed plan is deafening. By the time I became aware of what was being considered, a concrete plan, that made no recognition of Spruce and Pine residents, was well defined and fleshed out. We find ourselves now being cast as 'anti-bicycle / against safety / selfish' when we are merely trying to live as we have without even more burdens on our daily lives. Please consider an organized, thorough survey of all residents of the affected blocks and consider reasonable options to improve safety for all, not just some.</p>	<p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.</p>
E-mail	<p>"As a 39 year resident on Pine Street in Washington Square West. I have deep concerns about creating such a barrier in front of my house and my neighbors houses. This will be an unforgiving disruption to be able to access my house and also impede traffic in all the neighborhoods in many ways. We are talking about a narrow concrete fenced-in one lane on the busiest streets.</p> <ol style="list-style-type: none"> All momentary delivery activity will stop all traffic . Anyone dropping off passengers or picking up passengers will stop all traffic. (I have a 95 year old mother in law) These barriers will be unforgiving and cause more accidents than prevent them. The tragic accident death in Rittenhouse was caused by a drunk driver who could have caused such havoc with or without barriers. <p>Nothing could have stopped this man's threat of criminal behavior. He could have killed a fellow driver, pedestrian or committed such a tragic event with the biker. He's the criminal.</p> <ol style="list-style-type: none"> Concrete walls will make it hard to maneuver simple everyday access to the area.....take way needed parking spots and cause traffic chaos. Bikers are welcome everywhere of course but they need to obey the same rules as car drivers : stop at stop signs and lights, go slow and drive defensive. Cars are indeed more of a deadly threat for sure but if we all are alert and drive cautiously accidents will be few and rare in my opinion. I constantly watch bike lanes in my rear view mirror as should all drivers. Pulling into a bike lane should be rare and extremely brief.... We are a residential area and we need to consider all needs carefully. <p>Thanks for this opportunity to give my opinion.</p>	<p>Thank you for your email. This project will be installed in phases, with loading zones and No Stopping Anytime first and then separated bike lane treatments. The separated bike lane elements are still in the conceptual design phase.</p> <ol style="list-style-type: none"> The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. Revised regulations on the street are not anticipated to cause congestion and passenger pick up and drop off should occur in the new loading zones not in the moving lane. Furthermore, Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving. The bike lane design is still in design but will not remove parking spaces. Regarding behavior and enforcement for people biking: We will work with PPD and PPA on an enforcement plan after implementation for all users. Any loading in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor.
E-mail	No reason- 3 blocks fast on sidewalk. Speed [body of email includes two photos, on of a cyclist on the sidewalk, and one of a car driving up a cross street to Spruce St.]	Unclear intent of this message.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
E-mail	<p>"I hope this message finds you well. My name is [redacted], and I'm writing as a resident of the 2000 block of Pine Street, sharing both my own concerns and those of my neighbors regarding the proposed cement barriers for the bike lanes on Pine and Spruce Streets. First, I would like to thank Michael Carroll for taking the time on Thursday night to present the proposal and for engaging with all who could take part in this important conversation.</p> <p>While we fully support the goal of making our streets safer for cyclists and pedestrians, we believe this proposal may have unintended consequences that could significantly impact the daily lives of residents and those who come into the neighborhood for work or services.</p> <p style="text-align: center;">Key Concerns:</p> <ul style="list-style-type: none"> • Emergency Access: One of our main concerns is that the cement barriers could delay emergency vehicles, such as police, fire trucks, or ambulances, when responding to homes or businesses. Every second counts in emergencies, and these delays could have serious consequences. • Impact on Services: The barriers could complicate routine services like trash collection, deliveries, and moving vans. This would not only affect residents but also those who come into the area for work and rely on efficient access. Navigating narrow streets like Pine and Spruce would become increasingly difficult, leading to congestion and service disruptions. • Daily Life Disruptions: Many homes along Pine and Spruce Streets do not have rear access, meaning front-door access is essential. Tasks like dropping off groceries, picking up children, or assisting elderly family members would become unnecessarily complicated due to the barriers. 	<p>Thank you for your email. This project will be installed in phases, with loading zones and No Stopping Anytime first and then separated bike lane treatments. The separated bike lane elements are still in the conceptual design phase.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p>
Email (continued from above)	<p style="text-align: center;">Enforcement of Traffic Laws:</p> <p>While infrastructure like cement barriers is one approach to improving safety, we believe that enhancing enforcement of existing traffic laws—such as speed limits and stop signs—could greatly improve safety without the need for new infrastructure. This would help protect cyclists, pedestrians, and drivers alike, and address many of the same concerns the barriers aim to solve.</p> <p style="text-align: center;">Reference to Other Cities:</p> <p>In other cities, cement barriers are typically placed on wider, multi-lane streets where traffic can flow around them. Streets similar to Pine and Spruce—narrow, one-lane residential streets—are generally not chosen for this type of infrastructure because of the risks of bottlenecks and restricted access for emergency services. It's important to take into account how this type of infrastructure functions on streets like ours.</p> <p style="text-align: center;">Resident Feedback and Consultation:</p> <p>I understand that residents were consulted earlier in the process, though none of my neighbors recall being part of that group. To ensure more comprehensive feedback, I would suggest conducting a direct mail survey of Pine and Spruce residents. Since bicyclists come from various locations, they may speak out independently, but it's important to reach residents whose homes are directly impacted. This approach would provide valuable local insight and ensure that resident feedback is fully represented.</p> <p style="text-align: center;">Request for More Adequate Loading Zones:</p> <p>If the cement barriers do get approval, it is essential to address the inadequacy of the current 40-foot loading zones. The demand for loading and unloading space far exceeds this limit, and expanding these zones would better meet the needs of</p>	
Email (continued from above)	<p style="text-align: center;">Moving Forward:</p> <p>I, along with my neighbors, want safer streets, and we believe that by addressing the unintended consequences of the proposed barriers, focusing on better enforcement of traffic laws, expanding loading zones, and reaching out directly to residents for feedback, we can find a solution that benefits everyone—cyclists, pedestrians, and residents alike.</p> <p>Thank you for your time and consideration, and I look forward to continuing this conversation with your offices."</p>	
E-mail	<p>"I am writing because I am a resident of the 2100 block of Pine Street and I am concerned about the city's plans to create a barrier around the bike lane. I have lived here for approximately twenty years and have always appreciated the way the city goes about proposing changes to better the welfare of city residents. As a former cyclist myself, I understand and appreciate the concern for safety.</p> <p>However, I feel that the attention to this issue that has been displayed thus far has not only skirted the concerns of residents of both Pine and Spruce and scapegoated us in the ongoing deliberations of what to do, but it has also generated an inhospitable atmosphere that promotes misunderstanding of the issue and its stakes and creates unsustainable hostility toward residents of both streets. I have been repeatedly accosted by bicyclists over the past two months in ways that I would never have imagined possible. I hold the city responsible for creating such an atmosphere.</p> <p>I ask that Otis explore all options that might be taken to ensure the safety of everyone involved. What is presently being explored will have a direct negative impact on the wellbeing of residents. It is astonishing to me that we have not been approached nor our concerns weighed."</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p>
E-mail	<p>"I live on the 2000 block of Pine Street. I am not in favor of the current OTIS proposal for improving bike lane safety on Pine and Spruce Streets. I support the views of many of my Pine Street neighbors who are asking OTIS to consider other ways of making the bike lanes safer without prohibiting residents from being able to stop in front of their homes, complicating essential activities such as trash collection and deliveries, and hindering access by emergency vehicles. I urge you to consider other solutions to keep bikers and pedestrians safer.</p> <p>Thank you for all the work you do on behalf of the residents of Philadelphia."</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>This project will be installed in phases, with loading zones and No Stopping Anytime first and then separated bike lane treatments. The separated bike lane elements are still in the conceptual design phase.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>"I am a retired civil engineer living within Old City. I serve on the Society Hill Civic Association board.</p> <p>In having spent years living and working abroad within multiple historic cities with their parking lots full of bicycles rather than cars, I was one of the first through the doors of the Jefferson Bluebell Building this past week for reveal of your Spruce and Pine Streets bike lane safety upgrade project, and emerged a strong proponent of it.</p> <p>At the reveal I know your reps took in much concern over the impact of this project on the functionality of property along Spruce and Pine with only curbside access. In personally promoting this project to the SHCA board where multiple members live on these streets with this concern, I too have felt this heat. But I also took in an intriguing suggestion for change by one of the board members that I feel is worth sharing with you:</p> <p>Remove all parking from Spruce and Pine. Leave the bike lane positioned as it is with the buffer in the form of either painted lines, concrete curbs or planters. Mark lines for vehicle traffic in the middle of the remaining street width so there is only one through lane, thus eliminating the temptation to weave and speed between two through lanes.</p> <p>Any vehicle needing to stop for access to a property pulls over to the curb directly in front of it, thus opening up space to go around the stopped vehicle. Garbage trucks, too; they pull over and other traffic goes around them, thus eliminating maddening traffic back ups.</p> <p>The only problem - what to do with all the cars that currently park on these streets? There is no quick and simple answer. But it seems this solution, with its accompanying parking problem, drives the desired behavior of using fewer vehicles and more intermodal transportation within the city.</p> <p>Thanks for the consideration."</p>	<p>Thank you for your comment.</p> <p>This project will be installed in phases, with loading zones and No Stopping Anytime first and then separated bike lane treatments. The separated bike lane elements are still in the conceptual design phase.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
E-mail	<p>"I am a resident at 20XX Pine Street. I am sending this email to reiterate my concerns regarding the proposed changes to the parking signage on Pine Street, altering the current "No Parking" signs to "No Stopping", as well as to express my greater concerns regarding the proposed cement barriers included in the OTIS proposal for these corridors.</p> <p>I will first say, in addition to living on Pine Street, I am an everyday pedestrian commuter, frequent driver and occasional cyclist in Philadelphia. I comprehend and am sympathetic to the intentions of this proposal, but have great concerns related to the way in which it has been developed, potential unintended safety consequences, and negative impact for the quality of life of residents. I do believe a better proposal would have resulted if the input of pedestrians and residents were equivalent to the input of only cyclists and if the goal had been for safety and concerns of all groups. I struggle to understand why OTIS did not survey impacted homeowners in the early stages of plan development.</p> <p>Resident's primary concerns are related to secondary safety hazards created by these changes. Inability for vehicles to pull over (or worse, concrete barriers), will impede safe and rapid access for emergency response vehicles trying to navigate congested streets. Delays in emergency access may result in increased fatalities by fire or emergency medical situations (such as heart attack or stroke) where time is critical. Furthermore, without the ability to pull over, drivers may be forced to stop in the street, causing traffic congestion and potentially dangerous situations for pedestrians as well as cyclists. Events such as moving, appliance or furniture delivery will lead to increased street closures (official or not) and vehicular use of surrounding alternate routes will increase traffic down smaller side streets and could paradoxically result in increased accidents.</p> <p>Another concern is the impact concrete barriers will have on city services, such as street sweeping, leaf, snow, and ice removal. Existing plows would need to be modified and additional staff required to maintain these areas, which could potentially result in increased cost to tax paying homeowners. Without such maintenance, new hazards will exist for cyclists - such as wet leave or residual snow/ice in the bike lane. Even currently, at my intersection (20th and Pine) cyclists routinely exit the bike lane into the street or onto the sidewalk to avoid puddles and leaves.</p>	<p>Thank you for your comments. The City worked with civic organizations and elected officials to publicize this meeting. The meeting on October 17th as well as other meetings with Civic Associations are a means of giving feedback to the City's proposal. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When people rent moving trucks, a temporary loading permit can be obtained from the district police station for the parking and loading lane. For more information, visit: https://stsweb.phila.gov/trp/</p> <p>The City is seeking grant funding for purchase, installation, and maintenance of the separated bike lane elements.</p> <p>The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering mid-block and numbered street loading zones, as well.</p> <p>Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.</p> <p>We will work with PPD and PPA on an enforcement plan after implementation.</p>
Email (continued from above)	<p>Of course, the convenience factor is a huge concern. As I am sure you are aware, many homeowners on Pine and Spruce streets have no parking or entry into their home other than the front door. While in theory, designating loading zones addresses this, the reality is that these areas are often full, particularly during peak times, and they do not serve residents living in the center of the block effectively. For example, for a homeowner like me, living on the south side of the street near the center of the block, the current loading zone to the west is 300 feet (100 yards or 1 football field away) and the next loading zone is 100 feet to the east, across an intersection. Even if the loading zones were unoccupied (which is rare), this would make it exceedingly difficult to unload packages, especially after a large grocery run or when managing heavy deliveries. In addition, for families, this presents a considerable inconvenience and safety risks. For example, how would one navigate with a young child and multiple packages or how will the elderly or disabled be impacted?</p>	<p>There is no requirement in Pennsylvania or the United States for a bicycle to be licensed. Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk vehicle compared to motorized vehicles; most experts agree that the costs of licensing would outweigh any potential benefits.</p> <p>The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.</p>
E-mail	<p>Lastly, I care very much about the beauty of our city. I appreciate that Mayor Parker has been working on this issue and that our streets are being cleaned up. Concrete curb barriers will not enhance the appearance of our city, particularly historic Pine Street. Maintained planters at intersections which is part of this proposal is a good option that does not sacrifice safety or convenience but of course, come with the cost of maintenance.</p>	<p>Thank you for your support and input about this project. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. In addition, the City is seeking funding for purchase, installation, and maintenance of the separated bike lane elements. AS you noted, the City does own snow plows (and street sweepers) which will fit down the bike lanes. We will continue to work with our partners to make sure maintenance is prioritized.</p>
E-mail	<p>I want to emphasize that this proposed change would not have altered the outcome in the tragic death of Dr. Barbara Friedes. This incident was related to an intoxicated, speeding driver who veered out of control and was not related to a stopped vehicle. Such reckless behavior is a separate issue that our community needs to address comprehensively, and although I wish it could, this stopping change or any of the proposed changes in this plan, will not prevent similar future tragedies.</p>	<p>OTIS cc:ed on email to Council, no response needed</p>
E-mail	<p>I urge city council to slow down and reexamine these proposed changes and consider resident feedback and adjustments. Some of the resident suggestions made to date include speed bumps, increased loading zones at either ends and the middle of each block and resident parking or stopping passes. Increased enforcement of existing traffic rules for vehicles, cyclists and motorized scooters could positively impact safety. Bike registration fees could cover costs and help identify and limit the impact of dangerous riders. Safety cameras could provide better insight into future improvements.</p>	<p>Thank you for your patience at a very well-attended public meeting. We will work to ensure future meetings have the appropriate staffing and capacity.</p> <p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. Extending loading zone hours into evenings and weekends is very much being considered.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://phila.gov/disabled-parking-permit/</p>
E-mail	<p>We all want safer streets for our pedestrians, cyclist and vehicles, but there is work to be done. I urge the City Council to reconsider these proposed change, examine the potential unintended safety consequences and as well as negative impact on residents and consider alternative measures before moving forward.</p>	<p>Thank you for your comment about this project. A parking separated bike lane design is not an option for this corridor. The design would eliminate all curbside access for people parking and eliminate the ability of emergency vehicles to access the bike lane curb.</p>
E-mail	<p>Thank you for your time and consideration of the important matter. I look forward to your response and would be happy to participate in ongoing discourse."</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>The City is also seeking funding for purchase, installation, and maintenance of the separated bike lane elements.</p> <p>We designed the best facility we could in year 2012 and 2018. In 2018 the City was clear that designing the facility in paint and flex posts would allow the facility to be changed if need arose. The recent traffic fatalities and public outcry mean we need to take another look at the design. Traffic safety concerns have increased and this parking and loading can take place in the new loading zones that are an integral part of this plan instead of the bike lane.</p> <p>Please continue to check the project webpage with any questions or concerns.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
E-mail	<p>"I am writing to provide my support for the Spruce and Pine Streets Bike Lane Safety Upgrades Project. I am a Philadelphia resident and regular cyclist.</p> <p>After reviewing the posted materials, I have the following comments/feedback:</p> <ol style="list-style-type: none"> This project lacks a clear goal, conflates inputs, outputs, and objectives, and provides no measurable targets for determining project success. <ul style="list-style-type: none"> The goal of the project is undefined, and it is not clear how the project ties into the city's goals as outlined in Philadelphia2035 or the Vision Zero Action Plan 2025. There are no specific, measurable targets for determining project success. The data points provided as justification for the project are not convincing. <ul style="list-style-type: none"> Providing a relative measure ("busiest") within a subpar/nonexistent cycling network does not provide meaningful information. Absent additional information, it is not clear that the number of cyclists using the current bike lane supports the creation of a protected lane. As you have heard during public feedback sessions, vehicles legally parked in the existing bike lane do not necessarily provide support for the creation of a protected cycling lane. There are a number of alternative approaches that could be implemented to fix the cycling lane parking issue. The safety statistics provided lack context, have no rate information, and cover a broad time frame. Since the majority (86/144) of crashes did not involve cyclists or pedestrians, it is not clear how these data points support the project. The impacts on other street users (vehicle traffic, public transit, emergency vehicles) are not discussed. Presumably there will be an improvement in vehicle flow if existing conflicts between cyclists, stopped vehicles, and other vehicles are reduced. The proposed infrastructure upgrades do not reference or reflect current best practices. 	<p>Thank you for your support and comment about this project. The City is working on a more detailed plan for policy changes, like new loading zones and No Stopping signs, and physical separation.</p> <p>The project aligns with the City's most recent strategic transportation plan, Connect, particularly the goals of Vision Zero and Great Streets (which includes developing a High Quality Bike Network). Separated bike lanes are also a key component of our Vision Zero Action Plan.</p> <p>Crash data provided in meeting materials was from the most recent 5-year range where data is available. This is industry standard practice.</p> <p>The proposed improvements align with best practices from NACTO. The design does not include protected intersections as they would not be feasible with the scale of intersections along these corridors.</p>
Email (continued from above)	<p>The design of this project should reflect current and emerging best practices for one-way road design and cycling infrastructure, including protected intersections. NACTO provides many publications on this topic. [email includes two links to NACTO]</p> <p>I request that OTIS revise this project to include:</p> <ol style="list-style-type: none"> Clear, measurable objectives aligned with City goals, More comprehensive data analysis, and A design that reflects best practices for urban street design and protected cycling infrastructure. <p>Thank you for your work on this project. I look forward to seeing more from OTIS in the future.</p>	
E-mail	<p>"I really wanted to attend the meeting last Thursday night (Oct. 17th) on the proposed Spruce and Pine bike lane protection upgrades, but could not. As a South Philly parent of two young children (9 and 12) who bike, and bike commuter myself who uses those lanes, I cannot urge you more to implement the fully protected (i.e., some kind of concrete) bike lanes, and the loading spaces. I am also a professor of urban planning at Rowan U, and I imagine that I am preaching to the choir, but you must know the research that supports fully protected bike lanes as essential for increasing biking among women and children. I heard that sadly yet predictably many nearby residents came out against the proposed changes last Thursday. I wish I could have been there in vocal support, but I had to work. Despite the opposition, this is the right thing to do, and the more protected bike lanes there are, and the more connected the network, the more support there will be.</p> <p>Good luck in getting this through! Once those are in, hopefully you can fully protect the lanes on 11th!"</p>	<p>Thank you for your support and comments about this project.</p>
E-mail	<p>"I was unable to attend the open house for the Spruce & Pine Streets Bike Lane Safety Upgrade Project, so wanted to send an email giving my full support for the project, as well as provide some comments on the proposal.</p> <p>Next year I'll likely be taking my soon to be one-year-old daughter out for bike rides. I would not feel safe biking from my house in South Philly to the Schuylkill River Trail on a weekend and having to constantly swerve out of lanes to bypass vehicles. Instead I would likely drive to the trail and add to vehicular congestion. With No Stopping regulations and protection, I will feel a lot more comfortable accessing the Schuylkill River Trail (and other destinations) via Spruce and Pine.</p> <p>Below are some additional comments for consideration:</p> <ul style="list-style-type: none"> Spruce Street <ul style="list-style-type: none"> o200 block - The fire hydrant on the NW corner of 2nd/Spruce is inactive and parking in front/near it can likely be accommodated. Same with the fire hydrant near 3rd Street o600 block - Same comment about the fire hydrant o800 block <ul style="list-style-type: none"> oSame comment about the fire hydrant oConsider adjusting the bike lane away from the curb so that the ambulance zone is provided with 8' from curb face. <ul style="list-style-type: none"> o1200 block - Same comment about the fire hydrant o1300 block - The shared left turn/bike lane should get the same treatment as Pine St approaching Broad St <ul style="list-style-type: none"> o1500 block <ul style="list-style-type: none"> oIs there a documented reason as to why the 300 block of S. 15th doesn't have loading/parking on the west side? If not, consider allowing loading for the CVS along S. 15th Street. oRight turn lane was never striped/marked in thermoplastic after repaving. <ul style="list-style-type: none"> o1600 block - Same comment about the fire hydrant o1700 block - Can the No Stopping zone in front of Rittenhouse Market be a loading zone? 	<p>Thank you for your support and input about this project. The City is working on a more detailed plan for both policy changes, like new loading zones and No Stopping signs, and physical separation.</p>
Email (continued from above)	<ul style="list-style-type: none"> o1800 block <ul style="list-style-type: none"> oSame comment about the fire hydrant oMarathon on the Square uses the loading zone 24/7 as trash storage. Can this be enforced? o1900 block - Same comment about the fire hydrant o2000 block - Same comment about the fire hydrant o20th to 22nd - When PECO resurfaced in ~2021, it does not appear that they used a green paint with proper retroreflectivity. Consider reapplying these green markings. <ul style="list-style-type: none"> oPine Street o1300 Block - Consider a policy change that requires reapplication of pavement markings after utility cuts to reduce maintenance costs to reduce this: https://maps.app.goo.gl/TiDXJqwxEpCdwimk7. I provided an example from Baltimore during my time on the mayoral transition committee. o500 Block - Consider, based upon Exhibit 6A (https://www.mass.gov/doc/chapter-6-signals/download), if the right turn into 5th Street should be signalized, with a separate bike signal. oAlong the corridor, the signing at bus stops says "No Stopping Any Time". The "No Stopping Bus Zone" signs should have been used instead so that PPA can ticket the Bus Zone violation. Right now, it is the same fine as No Stopping Any Time, but if council raises the fine for Bus Zone violations, PPA won't be able to enforce the correct violation. <p>I made quite a few comments about the defunct fire hydrants. It appears that the 2019 shift of the bike lane to the left side treated these fire hydrants as active for the parking signage. Here's an article explaining it: https://www.inquirer.com/philly/news/think-you-cant-park-there-take-a-closer-look-at-that-fire-hydrant-20170824.html</p>	

City of Philadelphia Spruce Pine Lane Upgrade Project
Comment Reponse Table
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Source	Comment	Response
E-mail	<p>"I am writing as a concerned homeowner on Pine Street. I attended the open house last Thursday, October 17, and it would be an understatement to say that I was blindsided (as were all of my neighbors) by the plans to put up concrete barricades on Pine and Spruce streets. I learned about the meeting from a neighbor late the night before and none of us knew any of the proposed changes were being contemplated. It is quite curious to all in our neighborhood as to why we weren't consulted at all. Clearly, we all want safety for bikers, and I am a biker, as well as those who reside and own property on these streets. Can't we work together as a collective community to create a solution that is safe for everyone?? Undoubtedly, decreasing and altogether eliminating accidents and deaths should be everyone's goal whether one is a biker, pedestrian or a resident of these streets.</p> <p>Rather than supporting a dialogue with the residents who live on Pine and Spruce streets, many of the bikers who support the proposed changes are confrontational and seem to have ill intent. This is very concerning at best. Please see the attached from Reddit on Monday, October 21. https://www.reddit.com/r/philillycycling/comments/1g92Zn/round_on_doorstep/?share_id=jdJUE23wmpk07eV_RH1N&utm_content=1&utm_medium=ios_app&utm_name=ioscss&utm_source=share&utm_term=1&rdt=36251 I also personally experienced the extreme wrath of a few bikers who interjected when I was merely conversing with a couple OTIS employees regarding the fact that the streets in Society Hill are narrow and were constructed when transportation was primarily horse and carriage rather than the "comps" which were depicted in the mock ups of Toronto and Chicago multi-lane streets.</p> <p>The other attachment is from the Bike Coalition of Greater Philadelphia's site itself (https://bicyclecoalition.org/philadelphia-fatal-crash-data-first-6-months-of-2024/) regarding fatalities which seems inaccurate but clearly bicycle fatalities, while horrible when they occur, are very few. And certainly none are from stopped cars.</p> <p>The proposal that was presented will not only create an enormous public safety issue/crisis but also undue hardship for the</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>In addition, the City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks. People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>Trash day should continue to work as it does today when Sanitation trucks generally remain in the travel lane - drivers should not be passing them today as it is dangerous, not just to cyclists in the bike lane, but to the Sanitation workers as well.</p> <p>We designed the best facility we could in year 2012 and 2018. In 2018 the City was clear that designing the facility in paint and flex posts would allow the facility to be changed if need arose. The recent traffic fatalities and public outcry mean we need to take another look at the design. Traffic safety concerns have increased and this parking and loading can take place in the new loading zones that are an integral part of this plan instead of the bike lane.</p> <p>The City worked with civic organizations and elected officials to publicize this meeting. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.</p>
Email (continued from above)	<p>It is very important to take into account the age of population in Society Hill which is comprised of older people or, in the last several years, younger people moving in with small children or having babies. ALL of these residents need to be able to safely exit vehicles close to their homes and unload strollers, wheelchairs, walkers, ambulatory devices and groceries and certainly ambulances are not uncommon.</p> <p>There are several potential issues:</p> <ol style="list-style-type: none"> 1.If an ambulance is required after the proposed changes are completed how would this work? This was difficult even when there were 2 lanes. I had to deal with this several times when I had to call ambulances for my parents and it was difficult even with 2 lanes for cars. I can't even imagine how I could have done it with only one lane for cars and nowhere to pull over. And, God forbid, if there is a backup in traffic the ambulance won't even be able to bypass traffic to reach the person who needs it. 2.If someone's alarm goes off or there is a robbery – it already takes substantial time for the police to come. I have had this experience when it took a significant amount of time for the police to arrive when our home alarm went off. 3.In the case of a fire – how could fire engines and rescue reach their destination if they can't get through traffic? This presents a public safety hazard. 4.What if there is a utility issue like a gas leak which is frequent in our neighborhood - how would that work? 5.Sanitation – Pine street is already very congested with SEPTA and tour buses. If there is no way to pass on trash day (which is a weekday and during rush hour) there will be massive traffic issues that could stretch blocks. <p>The Headhouse Square area is also a historic district and the historic integrity and aesthetics should be maintained. I know homeowners are required to adhere to strict standards for our homes on Pine street in accordance with the historic neighborhood regulations and I do think the proposed changes will not comply with the historic landmark status of the area.</p>	
Email (continued from above)	<p>We ALL want EVERYONE to travel safely whether it's on foot, bike, scooter, hoverboard etc. I don't think residents would be opposed to speed bumps as I personally feel like I am taking my life into my hands when unloading groceries or dropping off elderly neighbors due to speeding cars. But putting up barriers the whole way is dangerous and frankly unconscionable and discriminatory toward the residents whose taxes I might add have significantly increased over the past couple of years while crime has increased and our basic safety has decreased in Society Hill.</p> <p>Lastly, when the residents of Pine and Spruce streets agreed to the bike lane several years ago, we were guaranteed the right to have 20 minutes to pull over a car in the bike lane to unload passengers, groceries etc by the city of Philadelphia and OTIS. The proposal would nullify this agreement.</p> <p>Please do NOT vote on October 24 to not allow stopping for the residents and let's PLEASE work together to create a solution that is comprehensive, inclusive and safe for everyone.</p> <p>[email includes two attachments as described above]</p>	
E-mail	<p>"I am writing as a concerned elderly resident on the 200 block of Pine Street. I attended the open house on October 17 and I was alarmed at the proposed changes to Spruce and Pine streets. I have lived on Pine street since 1969 and I love my neighborhood. I have consulted with the many people I know in my neighborhood and none of us were aware of the potential changes to our street. We felt blindsided when we saw the drawings of the proposed changes.</p> <p>The proposals for placing concrete barriers along Pine and Spruce Streets is deeply concerning on several levels:</p> <ol style="list-style-type: none"> 1.Should I, or a neighbor, need an ambulance due to a serious medical incident such as a heart attack, if there are barriers up I don't think they will reach me in time before I suffer serious irreversible medical consequences. 2.If I need an emergency repair due to a water leak or city utility in our historic area (which happens quite often) they won't be able to have easy access. 3.I have mobility issues and frequently have pickups and drop offs which will be difficult if there are concrete barricades. 4.Pine street has both SEPTA and frequent tourist buses which, even now, cause a significant amount of congestion so if there are barricades and there is an emergency how would a fire truck, ambulance or the police be able to respond in a timely manner? <p>What happens to someone who has an emergency such as a fire or a medical emergency? Is the person supposed to die? I urge you to please take into account the residents thoughts which seem to have been discounted and we were never even consulted. Please do not pass the no stopping referendum on October 24th and create a long term study about the traffic and safety for the residents of Pine and Spruce streets and the bikers who use our streets."</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
E-mail	<p>"I wanted to write regarding the proposed changes to bike lanes in the society hill area. I encourage you to reconsider the proposal. While I recognize how tragic the recent death of the Penn CHOP resident is -- and I can not imagine the pain her family is feeling -- the root cause was a drunk driver not abiding by traffic laws, not absent planters or concrete meridians.</p> <p>I would strongly encourage the city focus first on enforcing existing laws and study the impacts of proposed changes from a 360 view, particularly impacts to pedestrians due to compromised sight lines at intersections.</p> <p>As an example, I tried to cross a street where I had lost a sight line due to an illegally parked car. There was a stop sign for oncoming traffic, but generally cars don't pay attention to stop signs which was the case here. Had I not been very cautious in crossing the street, I would have been hit.</p> <p>More people walk than bike in the city and not everyone has the mobility to bike. As I understand it, there have been more fatal accidents involving pedestrians than bikers in the past few years. I'm unsure why that's not more of a pressing issue to councilmembers and why we are only considering bikers wants.</p> <p>Lastly, this is still a car dependent city. We may not want it to be, but when folks are being shot at, or knifed at, on septa it diminishes anyone's ability to say mass transit is safe and you should use it. As it is, trucks and cars stop in lanes of traffic (I once called your office when a moving van had blocked pine street between 3rd and 4th and response I received back was ""what do you want us to do, they need to park someplace) and these proposed changes will cause that behavior to increase with its downstream effects of anger and frustration.</p> <p>Please reconsider. "</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.</p> <p>In addition to the pedestrian safety improvements anticipated as part of this project, we are also currently working on many other projects throughout the City which focus primarily on pedestrian safety.</p>
E-mail	<p>"As a resident of Philadelphia I wanted to express my utmost SUPPORT for the Spruce and Pine bike lane and implementing No Stopping along with concrete protection! I am so proud our city is providing infrastructure for cyclists and enforcing the no stopping policy! It's something that helps literally everyone from pedestrians to drivers. Giving cyclists a space to safely travel keeps them off our sidewalks and for each cyclist that feels safe riding there is one less car driving on the road creating traffic and taking parking! And it's great for the environment and public health! There is literally ZERO downside to implanting this policy.</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>I had to leave the line tonight before I got into the event but wanted to send my feedback. I wanted to express concern that the proposed concrete barriers aren't high enough. Low, mountable curbs in the name of emergency vehicle response allows delivery trucks and SUVs (which is most cars these days) to mount and park in the bike lane. They also provide little crash protection from speeding, distracted, or drunk drivers. It makes no sense to have crash rated barriers at intersections if you're not going to offer any crash protection between blocks with low curbs. I'm not sure why it's even necessary to allow emergency vehicles in these bike lanes. There is already no access to the establishments on the right side of the roads so it's clearly not about gaining access to the places closest to the bike lane and it seems like a strange exception to make when all of south Philly has parking on both sides of the road and emergency vehicles still get to where they need to be and simply block the road when they get there. People just drive 2 streets over to get around because it's a grid. I foresee the same situation on Spruce and Pine where a vehicle drives down the car lane, parks, then drivers go to chestnut or walnut to get around. Bikes don't have a bike lane 2 streets over that they can use to get around an obstacle. Please provide adequate height concrete protection to prevent crashes and parking in the bike lanes.</p>	<p>Thank you for your support and comment about this project. The separated bike lane elements are still in the conceptual design phase. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>I'm writing to you to thank you for your support of the get out of the bike lane bill. As a resident in your district, it is great to see you support a solution that will make the roads safer for everyone. I don't bike but I have loved ones that do. Knowing they'll be safer means so much to me.</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>Thank you and I look forward to the bill passing soon.</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>"As a resident of your district, I am frequently in center city for my job, to visit with friends, and for the dining and shows (Hamilton, next week)</p> <p>I find that biking is one of my favorite ways to get in and around from Olde Richmond. I do own a car and choose to drive from time to time, but have never found myself inclined to park in a bike lane to save a few minutes. I hope you will protect people like me, and proceed with a plan to provide adequate, concrete barriers to prevent people from driving / parking in bike lanes, and SAVE LIVES in the process.</p> <p>This is a positive change, it's in line with other leading cities (DC, Boston, New York), and it helps establish a safe alternative method of transit in the city.</p> <p>This issue is so important to me, and I hope to be biking down safe, protected lanes in the near future."</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>"I wanted to express my support of physical separation between auto and bike lanes along spruce and pine street. This separation makes biking much more accessible for people who are otherwise scared to bike.</p> <p>Also, in the 11th street bike lane from Bainbridge to Warton, there's been heavy construction equipment blocking the bike path for a long time. That's been a pain because I see a lot of bicyclists make their way out into traffic, and they look like they come out of nowhere since it isn't at an intersection"</p>	<p>Thank you for your support for this project. The City is working on separated bike lane projects on other corridors in the bike network concurrently with this project.</p>
E-mail	<p>"I am writing in support of protecting our bike lanes on spruce/pine with concrete barriers and also in support of the new stay out the bike lane bill!</p> <p>We live in a massive city where we need to share space. People are not entitled to have Uber and DoorDash block active traffic lanes for one person's personal convenience.</p> <p>Thank you for supporting this bill."</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>While I have OTIS cc'd I would love to reiterate my support for the most maximal version of their proposal (fully concrete dividers and loading zones on every block). Our local economy now includes tens of thousands of daily drivers who are being financially incentivized to break laws and act selfishly. We need physical infrastructure to guide people to behave in more prosocial ways because they currently have the strongest incentive possible (money) to break laws and put us all in danger.</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>"Hello, I am a resident at 9XX Pine Street. I am very supportive of the planned changes for the bike lane safety, and as someone who is impacted directly since I live in a townhome on the bike lane side of Pine street, I definitely understand the importance of bike safety.</p> <p>Maybe a silly question, but I want to make sure it is asked and fully considered...I have a garage off of Pine street, and want to confirm that any changes to Pine Street will still allow us to reverse park our car into our garage. Today, we ensure we aren't hitting any bikers when we park :) Going forward, should there be some form of barrier created, I just want to confirm the design will ensure safety of bikers while also allowing for ease of garage parkers who's garage is on bike lane side of street.</p> <p>I am not sure how many there are on Pine and Spruce, but assuming we are not alone, but also assuming this is being considered fully</p> <p>Hope this is clear, thank you"</p>	<p>Thank you for the support for this project. Yes, driveways onto Spruce and Pine will continue to have access to the roadway.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
E-mail	<p>"I live on Spruce Street and I feel what is being proposed is scary for the narrow streets of Center City. I am all in for safe lanes, as both of my teenagers are runners and use the Spruce Street lanes regularly. However, I feel many of the bikers in this city are terrorizing everyone else. That is just not my personal experience, but I heard from people at Society Hill Synagogue who spoke of bikers yelling slurs at members getting out of their cars there, even at casket bearers. Moreover, I personally do not know of anyone who has not been hit or almost hit by bikers on the sidewalk or flying through red lights.</p> <p>I believe that these pro-bike groups are exploiting the horrific death of the doctor last summer and empowering them will only make life in the city worse for everyone. They exhibit the win-lose mentality that is unique to the protestors who hate everyone and everything that exists outside of their bubble.</p> <p>As we all know, Philly was proudly named one of the safest places to bike in the USA [link in email] and that Dr. Friedes, an amazing pediatric oncologist, was the first bicycle fatality in 5 years[link in email]. One is way too many, but the truth is that disgusting drunk driver could have wiped out a family on the sidewalk or a pedestrian crossing the street, but instead it happened to be her in the bike lane. Alcohol was the problem not the bike lane. In my opinion, we should be advocating for more effective drunk driving laws instead of this power play by the bike mafia. In fact, the only 2 fatalities on our block this century occurred when a motorbike killed a pedestrian on the 300 block of Spruce and another bike was speeding too fast on the corner of 5th and Spruce and killed himself. I believe that there will be more of these tragic events as the bikers become faster and more empowered. Just take a trip up to Manhattan, to see the mayhem that happens when bikers take precedent over pedestrians and everyone else.</p> <p>Please kindly protect our neighborhood. "</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.</p> <p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. .</p> <p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.</p> <p>The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks.</p>
E-mail	<p>"The proposals for placing concrete barriers along Pine and Spruce Streets that were presented at the OTIS meeting on Oct. 17th, 2024, along with the legislation to ban temporary stopping in the bike lanes city-wide, are the most alarming that I have ever heard of during my over 20 years in Society Hill. I live on the second block of Pine. If these are passed, it will make it impossible to live on our street. We won't be able to stop and bring packages in, which is a necessary part of living. In addition, it will be a safety hazard for emergency vehicles and absolutely impossible for the elderly to continue to live in their homes as well. I don't even understand how a City could do this to its residents. I understand there are safety issues with bikers but we need to coexist and not push residents on these streets to sell their homes. And this is exactly what will happen. I will not live in this City with such inconveniences. It is already hard to live in this City with the crime.</p> <p>I urge you to change the solution or I will not be able to live in my house anymore."</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>"I am writing in opposition to the proposed actions to restrict access to the designated "bike lanes" on Spruce and Pines Streets in the Society Hill section of Philadelphia. The proposed actions would impose restrictions on vehicular access to those bike lanes. Furthermore, there has been consideration of installing physical barriers to restrict access to the "bike lanes". This absolute restriction, while certainly due to concern for the safety of bike riders, would cause considerable difficulties for the residents of the affected streets.</p> <p>As you well know, many of the properties on Spruce and Pine Streets have access limited to those street sides. There are no back alleys that provide access for ingress, egress, or delivery. The creation of permanent barriers adjacent to existing bike lanes would also inhibit emergency services access. The physical configuration of the streets in the older sections of Philadelphia have very limited options for modification. The present challenges for users of the streets including bicycle riders, passenger cars, delivery trucks, and emergency services are often substantial. Adding more restrictions would only serve to multiply those challenges. In your consideration of this matter please keep in mind the adage, the cure is worse than the disease.</p> <p>I believe that the proposed actions by the Office of Transportation and Infrastructure Systems (OTIS) are an over reaction to serious accidents involving bicycles and vehicles. Some of these accidents reflect bad driving by vehicles and others reflect bad operation of bicycles (also scooters) by their riders. We should not and do not accept the premise of continued accidents without taking reasonable preventative actions. At the same time we should not undertake supposed corrective actions that would impose considerable difficulties for the residents of Spruce and Pine Streets. It may be appropriate to enable more aggressive enforcement of existing rules of the road on both vehicles and bicycle and scooter operators. A closer examination of the nature of those involved in vehicle / bicycle accidents would likely indicate some opportunities for action. Although the number of accidents is small from a statistical analysis point of view, there may be some common elements that</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>Speed enforcement measures are not planned for this corridor. Adding traffic calming will slow driver speeds. The City is considering additional traffic calming elements in the layout, including speed cushions. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new layout.</p> <p>Bike lanes can be a selling feature for homes. For example, in Vancouver, 65% of realtors would use a bikeway as a selling feature. An Urban Land Institute study found that homes near active transportation are worth more than comparable homes not near active transportation. Citation: https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf</p>
Email (continued from above)	<p>We should investigate the if physical bike lane barriers would improve or degrade property values. Improvement in property values resulting from physical barriers would be supportive of those barriers but degradation in property values could be a reason to be skeptical of the value of the barriers."</p>	
E-mail	<p>"I want to share feedback about Bill #240657 "Get Out of the Bike Lane". While I appreciate the intent behind the legislation strongly disagree with it from a practical standpoint. I live on the 200 block of Spruce St and I am lucky enough to be able to park temporarily in the S American St alley when I need to pack my car or unload heavy items that I can't carry from a parking spot that may be several blocks away (we don't have a driveway and we street park). My biggest concern is what will happen when an emergency vehicle needs to stop in front of a house, a moving truck needs to unload, or a truck with a large delivery such as an appliance or furniture needs to stop temporarily in front of a house? Will the entire street be blocked for the time it takes an EMT to go into a house or for a truck to unload? There is no place for an emergency vehicle, a moving truck or furniture truck to stop on my block unless it's the bike lane. An emergency or delivery vehicle blocking the street to traffic will result in grid lock.</p> <p>How are people who live on streets with bike lanes expected to get deliveries, jump into an uber, drop off heavy items from their cars? We live in a very old city with narrow streets. Blocking the bike lane entirely to any type of stop does not make</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>"I live on 5th and Lombard. I bike to work almost every day on the Spruce/Pine bike lanes. I have been almost hit a number of times. I would like to register my support for the protected bike lane plan. It's time. I would like my daughter to one day be able to ride to school. But with the state of the bike lanes right now, in which I have to zig-zag in and out of them due to parked cars, etc., it's just not safe.</p> <p>We need your support to make Philly a more bike-friendly, family-friendly city. "</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>"I wanted to write to you in support of the proposed bike lane changes on the Spruce and Pine bike lanes, including 'no stopping' laws and concrete barriers/planters. I use the bike lanes both to commute for work and to reach the Schuylkill Trail with my kids on weekends. Our city is significantly underinvested in bike lanes and we have very little truly safe bike infrastructure - this was highlighted by the tragic death of Dr. Friedes and other similar traffic deaths in the city. Concrete barriers or separation via parked cars are the only way to make these lanes truly safer from cars, and neighboring cities such as NY or DC have had good success with such infrastructure.</p> <p>It would be a significant improvement to have at least one safe East & West route in Spruce & Pine (ride these lanes with kids in tow and you can truly understand the danger caused by speeding cars and illegally parked cars). I appreciate the council's recent efforts to begin to rectify this situation and would very much appreciate any efforts you could make towards the cause."</p>	<p>Thank you for your support for this project.</p>
E-mail	<p>As a resident on Spruce Street I am opposed to Bill 240657 that will make stopping in bike lanes illegal. I urge you to vote against it in the interest of homeowners like my wife and me along Spruce and Pine Streets.</p>	<p>OTIS cc:ed on email to Council, no response needed</p>
E-mail	<p>"I am writing to ask you to vote "Yes" on the No Stopping in Bike Lanes bill (Bill 240657) at Thursday's city council session.</p> <p>I live in your district and every day I commute using Spruce St (the street I live on) to get to work in Center City. I use the Indego bike share from Spruce @ S 8th St (in front of Pennsylvania Hospital) for my commute. Every day on Spruce St I have to weave in and out of parked cars in the bike lane, and I do not like it. It's scary and I don't think the people driving like it either as I slow them down when I get in front of them to pass the parked car/truck in the bike lane. While what I really want is a protected bike lane with some kind of barrier, this is a great first step. Please vote yes on Bill 240657."</p>	<p>OTIS cc:ed on email to Council, no response needed</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Reponse Table
January 29 2025

Source	Comment	Response
E-mail	<p>So there's this big debate about the biking lane --</p> <p>Are bikers required to follow the same laws as drivers? If the road is going east bound i.e. Pine Street Are bikers Vespa's scooters suppose to be going east for example. Or they can go east west any way they want? I just saw six bikers go in the opposite direction of traffic coming toward me and two that are on scooters.</p> <p>Many of them don't even wear a helmet. With regard to scooters did you know several people have been rundown along Walnut Street near 18th and 19th? I personally was hit by a young Asian man on a scooter racing by their shake shack at 20th and Sansom several months ago. Maybe it's time that bikers scooters and Vespa all have insurance since they're creating injuries and accidents besides vehicles.</p> <p>Is city Council or the mayor addressing these issues?</p>	<p>Thank you for your email. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.</p> <p>With new City Council legislation for No Stopping Anytime, the only permitted users of the bike lane are road users classified as pedalcyclists. Pedalcycles are defined as "a vehicle propelled solely by human-powered pedals ("bike" or "bicycle") or a pedalcycle with electric assist. Throttle-controlled electric bicycles and electric mopeds, such as Vespas, are not considered pedalcycles.</p> <p>Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk</p>
E-mail	<p>I am a senior citizen and resident of the Center City One condominium at Spruce and Juniper Streets. I do not own a car, and I depend on delivery services, pickup services like Lyft, and SEPTA for my transport. I do not support the no-stopping bill, introduced by Councilmember Jamie Gauthier on your behalf, and now going to Mayor Parker for her consideration after the 17-0 vote.</p> <p>In our building, we have hundreds of residents, plus a restaurant, dry cleaners, nail salon, and convenience store. How in heaven's name are we supposed to get deliveries and get around?? I support the bikers, but I think areas of high resident density and commercial operations should be an exception to these bike lanes with no stopping. I consider this to be irrational and also a direct attack on the elderly in the city.</p> <p>I am sending this communication to the mayor as well.</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. The City is also considering improvements to the Spruce and Juniper intersection to make it easier and safer for pedestrians to cross.</p>
E-mail	<p>I could not leave feedback directly on information sheet.</p> <p>I think over all really good start. I think both examples both offer some protection but prefer the planters. Who would maintain the planters? Who will be designing the planters etc.</p> <p>Any thoughts about bicycle traffic lights as well?</p> <p>I would address the concerns if nay sayers. It looks like to me a wheel chair, stretcher / pedestrian can fit in between planter very easily. What are the proposed dimensions between planters?</p> <p>I think speed enforcement (no one goes the speed limit) & red light running has to be addressed city - a \$100 ticket is not a deterrent & I have NEVER seen anyone stopped for running a light. In a typical 12 block walk in center city on any given day I see typically 4 cars running lights.</p> <p>Can we also add speed bumps in some locations?</p> <p>Do you have buy in from Amazon , FedEx & ups? They'll have to go back to using hand trucks.</p>	<p>Thank you for your support and comment about this project. Planters are being considered as part of the design of curb separated bike lanes on Spruce and Pine. In advance of the engineering and design phase, it will be determined if planters can be included based on cost, maintenance, and safety. Plants in on-road planters typically must be sparse or low to avoid a sight-line obstruction. We are researching if planters can be incorporated into the proposed separated bike lane design and working on maintenance details.</p> <p>The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.</p> <p>Adding traffic calming will slow driver speeds. The City is considering additional traffic calming elements in the layout, including speed cushions.</p> <p>Bicycle traffic signals would not be considered as they require dedicated turn lanes to separate vehicle movements from bike movements - these corridors do not have space for this. Instead we design to encourage drivers to make turns at low speeds.</p> <p>Delivery companies have not been consulted. The proposed loading zones will provide them an easier delivery setup than the overwhelming majority of urban streets they operate on.</p>
E-mail	<p>I understand that bike lanes are frequently filled by cars and trucks.</p> <p>I think there should be steep fines for this.</p> <p>I understand also there is a plan to put various types of concrete barriers down several main arteries, including Pine Street. It seems like this plan was created without any consideration of the neighbors or consultation with neighborhood associations. That is really taking away the rights of the citizens who will be most adversely affected.</p> <p>I know you do not have the right to stop this bill from being voted on.</p> <p>I do hope that you can use your persuasion and experience in compromise to help facilitate conversation and moderation.</p>	<p>Thank you for your email. The new City Council legislation for No Stopping Anytime includes higher fines for drivers.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p>
E-mail	<p>Maybe no bike lanes on spruce and Pine from 8 th - up and down. We have folks living years in their homes; trying to stay put. These are folks paying big taxes being told they cannot unload groceries etc onto their expensive homes. Wide/narrow streets with bikes on sidewalks. I saw folks with police in sight bikes n sidewalks with folks coming out of Kimmel and Academy. A lot of these folks on walkers etc. Acme at 5 th/ bikes speeding between Pine at and the market; not slowing at gaps(walkway)</p> <p>I am a victim of a bike rider riding on sidewalk not able to ride bike again. I know a person who had multiple surgeries and could not do her love of swimming for some years. As one CC who walks everyday; I nearly run over by bikes and cars 3-4 times a week. Bikers on streets; going pass crosswalk and just checking car traffic; not pedestrians. 3 decor 4 th car going through red light. Cars barely or not stopping st 2 nd and Pine and same at 2 nd nd and Lombard street.</p> <p>Bikes are not following rules of the road (going past opened door at 8 th and Locust as person was getting off bus - and not stopping at stop sign being a danger to pedestrians.</p> <p>Until cameras up everywhere; we should not cater to bikes. 90 percent (not exaggerating) do not follow rules. And this will help with cars ... electric scooter; two parents riding motorcycles on sidewalks(have pics of both- McCall and St Mary school s)</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is currently limited to five new corridors for Automated Speed Enforcement (ASE) corridors by State law. The City is working with state legislators to allow the expansion of ASE to be more widely available in the city.</p> <p>Adding traffic calming will slow driver speeds. The City is considering additional traffic calming elements in the layout, including speed cushions.</p> <p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. .</p> <p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.</p>
E-mail	<p>I live on the south side 200 block of Spruce Street and I strongly protest the new no stopping on my street.</p> <p>When I bring home groceries by car or have a taxi pick up or drop off, the new requirement would mean that I have to either stop in a spot around the corner or in a traffic lane. What sense does this make? There are only a handful of bikers at my end of the street. I am fine with banning car stops of over 5 or 10 minutes (many contractors park all day) but occasional stops of a short duration must be allowed. There have been times when I have been on crutches or otherwise disabled, how will I get around?</p> <p>The real problem with Philly streets will not be stopped by imposing new limits on the home owners. The real problem is lack of enforcement of traffic rules. As a pedestrian I have been nearly hit by:</p> <ul style="list-style-type: none"> •drivers turning a corner without looking for pedestrians (who have a green light), •speeding cars, •oblivious drivers, •cars gliding through a stop sign without a full stop. <p>None of these will be changed by this new ordinance.</p> <p>Please spend the money on enforcing the current laws with more cameras and active traffic management. The new ordinance will require more employees to enforce, please use them in a way that will improve life for all residents.</p>	<p>Thank you for your email. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. In organizing the parking and loading layout, we are looking to reinforce daylighting at intersections, including 20' No Stopping Anytime areas at each crosswalk.</p> <p>Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed. The City is considering additional traffic calming elements in the layout, including speed cushions.</p>
E-mail	<p>Unfortunately, I'm unable to attend the meeting this evening regarding bicycle lanes in Society Hill. I am a homeowner on Delancy Street. My husband and I ride our bikes to/from work and other social activities several times per week. I fully support the proposed bike lane infrastructure changes because they increase the safety and livability of my neighborhood, increase property values, add to quality of life, reduce pollution and traffic, and so much more.</p>	<p>Thank you for your support for this project.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
E-mail	We live at 11th and Locust. We moved to Philadelphia from Los Angeles in July. I am an ardent cyclist and was excited to know that two nearby streets had bike lanes on them and could carry me to other intersecting streets with lanes or over to the Schuylkill River Trail. I was extremely disappointed to find that the lanes are unprotected. Basically, just some paint on the street...much the same as we had in LA. These lanes are extremely dangerous. I have seen many near accidents since moving here and have been involved in a couple myself. It is very common to find cars or delivery trucks parked in the lanes which then required the cyclist to move into the traffic lane. In effect, the lanes as they are currently designed and set up are neither protected nor exclusively for bikes. The City can do better than this. The streets are not and cannot be solely for drivers. Pedestrians and cyclist have to be able to safely use them. Please help bring about the change needed to make these bike lanes safe for cyclist. Protected lanes are needed.	Thank you for your support for this project.
E-mail	I unfortunately won't be able to attend today's Civic Association meeting. I'd like to thank you for holding the meeting and briefly summarize my thoughts on the issues to be discussed. I believe that Philadelphia in general but even CC and Society Hill focuses too much on the convenience of drivers even though a significant portion of trips of residents are undertaken by foot or bike. Safety for both pedestrians and cyclists is poor when compared to similarly sized cities elsewhere, especially in Europe. The proposed changes are much needed steps in the right direction, and I fully support 1. construction of physical barriers protecting bike lanes on Spruce and Pine, 2. legislation on prohibiting stopping on bike lanes together with construction of loading zones replacing parking spots (these cannot interrupt the bike lanes as that would introduce dangerous situations where bikes must switch lanes and defeat the purpose of the legislation. I assume that's planned anyway.), and 3. construction of a bike lane on third. I know that this has all been already approved, yet I want to express my support, since it came to my attention that several people have launched public efforts opposing these decisions. Thanks for reading and for all the work in support of our community.	Thank you for your support for this project.
E-mail	I am unable to attend tonight's bicycle meeting in Society Hill. I am a resident and live on Delancey at 3rd, we own our home. My household likes to use bikes for work commutes as well as other occasions. I fully support the proposed bike infrastructure changes because they increase the safety and livability of my neighborhood, increase property values, add to quality of life, reduce pollution and traffic, and so much more. When I look at other cities, like New York, DC, Paris, we are far behind when it comes to bikability. This is a shame because Philly used to be a leader in this. Let's make it happen.	Thank you for your support for this project.
E-mail	I don't understand why we chose Bike Lane / Car Lane / Parking? Bike Lane / Parking / Car Lane would provide the same lanes of traffic, would protect bikes from drunk drivers drifting into the bike lane, and would prevent cars from stopping in the bike lane. I assume that the reason for the current layout was that, at the time, we wanted to allow vehicles to stop in the bike lane for loading/unloading. I seem to recall that that was an explicit aspect of the discussion to create the bike lanes in the first place. Now that stopping in the bike lane is prohibited, can we move to a bike lane protected by a row of parked cars?	Thank you for your support and comment about this project. A parking separated bike lane design is not an option for this corridor. The design would eliminate all curbside access for people parking and eliminate the ability of emergency vehicles to access the bike lane curb.
E-mail	I don't qualify to attend the meeting that just started, because I live in Queen Village and not Society Hill. But I wanted to let you know that I support these changes very strongly. I am a bicycle commuter, from my house to Penn. These bike lanes really do need protecting. Thank you for your support of these important developments for the safety of Philadelphians.	Thank you for your support for this project.
E-mail	I am unable to attend tonight's SHCA Community Meeting on Bike Lane matters affecting Society Hill. However, I want to send this email to share my thoughts as resident. I live on Pine Street. Unfortunately, I see cars parked in the bike lane every day. Not only do I see cars parked there, I also see cars swerve into the bike lane to get around stopped traffic. Hardly do I see the drivers take any care for the bikers they are supposed to share the road with. As someone who would like to feel safe biking in the city (literally on the street in front of my residence), it's hard for me to see such aggressive drivers and want to get on a bike. That is such a shame. Good city infrastructure is not car-centric. However, this news about a possible protected bike lane has me feeling more optimistic. Numerous studies will show the importance of having a protected bike lane. No longer would cyclists have to worry about cars parked in their lane or even cars swerving toward them; people could ride a bike feeling safe and secure they can get to their destination. Bike lanes encourage people not to take their car everywhere. This makes our city more human-scaled. A human-scaled city is a greener city. The positive domino-effect from adding a protected bike lane would go on and on. As a resident of this street, I don't care if I have to walk further to get into my Uber or Lyft; there are designated loading zones for ride share vehicles to stop in. It would be a huge win for our neighborhood. It would be a massive improvement for our whole city. Both Pine and Spruce have some of the most scenic streets in the city. Rather than fill those streets with loud and dangerous cars, we can encourage more people to bike along these protected bike lanes and feel safe doing so. I'm really encouraged by the prospect of this. It's the first time I've thought about biking in the city. I'm so happy our city could be moving in the right direction. Our city will reap the benefits for this decision. I am sending this to encourage the approval of these bike lanes. I believe it will be a huge step in the right direction for making our city that much better. I look forward to your support of this decision and seeing my community grow as a people-centric community rather than one that revolves around the automobile.	Thank you for your support for this project.
E-mail	The rushed, proposed changes to the Pine and Spruce Street bike lanes are ill-conceived and profoundly unfair to non-cyclists. Dr. Barbara Friedes was the victim of a crime when she was killed by a speeding, drunk driver (who was also a danger to pedestrians and other drivers). These misguided, knee-jerk responses to appease the bicycle coalition come at the expense of all others, severely compromising safety and accessibility for inhabitants of these two residential streets, and dramatically reducing the efficiency of the Center City grid for all non-cyclist users. For residents these are not minor inconveniences. What happens to those who are handicapped or infirmed and their families, parents of young children, senior citizens with mobility issues who have lived in these neighborhoods for decades? These proposals compromise the basic home access on which these residents depend, and which is a major reason why they live on these streets. Is the message "don't have children and don't grow old here?" It is cruelly ironic that the Public Open House notice I received on October 10th - just 20 days ago- touted the host location as "ADA Accessible," when the proposed changes will most certainly reduce accessibility for the disabled. Both the cement barricades and the "no stopping" proposals will grind Center City traffic to a halt if implemented. These dense, residential streets also serve as major east/west arteries. Pine Street is a primary conduit to I-95. The reality is that, whether due to a no-stopping provision or cement barricade, the many commercial vehicles which service these streets will now be blocking traffic. Delivery services (Amazon, UPS, FedEx, USPS), SEPTA buses, trash trucks, contractors servicing 200-year-old houses, Ubers and taxis, moving trucks for the many apartment buildings, emergency vehicles and drop-off and pick-up for Pennsylvania Hospital, which straddles these two streets- even if there is no physical barrier, is it really safer for everyone if traffic moves into the bike lane to pass stopped vehicles? As I conclude, I am furious that I even need to write this letter. A coalition of cyclists (an overwhelming majority of whom do not live on the affected streets) is pushing an agenda that impedes upon the safety and reasonable access rights of our more vulnerable residents. The safety statistics show- this is politics, not social welfare. Do better.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency. Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.
E-mail	Mark, Thanks for your presence at the Jefferson and Society Hill Bike Lane meetings. Whatever the outcome, my recommendation for additional loading zones would be to place them on each numbered street river to river for Pine and Spruce adjacent to the sidewalks of properties facing the bike lanes. By bracketing the bike side of the affected block with loading zones on the numbered streets at each intersection, owners, delivery and moving trucks can avoid bike and car traffic on Pine or Spruce and have a more direct and safer access to their properties. (I speak from personal experience, I own a rental property at 16th and Pine on the north side fronting the bike lane. In a pinch, I can park at the north west corner of the intersection of Pine and 16th street with flashers, a legal loading zone would work wonders here as well as each numbered street) Thank you for your consideration.	OTIS cc:ed on email to Council, no response needed

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
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Source	Comment	Response
E-mail	I appreciate your support for the 'Get Out the Bike Lane' bill, prohibiting parking & stopping in bike lanes citywide. As a daily bicycle commuter and homeowner in Councilman Squilla's district, I am writing to ask that you also offer continuing support for the plans to improve safety along the Spruce & Pine Street bike lanes. Improving bike safety is of the utmost importance for the City of Philadelphia.	Thank you for your support for this project.
E-mail	I want to thank you for your support on the subject bill. As a very regular rider of the City's bike lanes, I hope this really makes the difference we are all hoping for. Thank you! On a very related note, I also want to express my support for the OTIS plans to improve the safety of cyclist on both Spruce and Pine streets, from river to river, by adding concrete barriers and/or planters to better separate cyclists from cars. The death of Dr. Friedes hit me pretty hard because it could have just as easily been me or my wife as we use the bike lanes on those two streets more than any others.	Thank you for your support for this project.
E-mail	Thanks for your support for safer bike lanes. While I don't bike, my children do and I appreciate that there will be measures to make biking safer in Philadelphia.	Thank you for your support for this project.
E-mail	I appreciated seeing you last night at the Society Hill Spruce/Pine/3rd meeting. While I know the meeting was contentious at moments, your support for safety, first and foremost, was really nice to hear. I will continue to be an active member of my RCO and hopefully we can come to some level of consensus that gets us towards safety, even if it requires some change.	Thank you for your support for this project.
E-mail	Thanks for all your help and support for safer bike lanes and enhanced protections which will not only aide cyclists, but also pedestrians, and help with more controlled vehicular traffic. As a healthcare provider, I appreciate that you are concerned about these safety issues for all.	Thank you for your support for this project.
E-mail	I want to thank you for your support on the subject bill. As a very regular rider of the City's bike lanes, I hope this really makes the difference we are all hoping for. Thank you! On a very related note, I also want to express my support for the OTIS plans to improve the safety of cyclist on both Spruce and Pine streets, from river to river, by adding concrete barriers and/or planters to better separate cyclists from cars. The death of Dr. Friedes hit me pretty hard because it could have just as easily been me or my wife as we use the bike lanes on those two streets more than any others. Thank you again.	Thank you for your support for this project.
E-mail	I recently saw the presentation by OTIS for the Bike Lane Improvement plans for Spruce and Pine Streets. I was extremely disappointed to see you are supporting this plan. The communication was rolled out to the residents as a done deal at the October 17th meeting with very limited input from the people who are impacted the most. For the most part, these are residential streets that bicyclists use along with cars (both residents and others passing through), contractors, emergency vehicles, taxis / uber, emergency vehicles, city maintenance vehicles, delivery vehicles (amazon and others), Postal Service vehicles and others. These streets serve a variety of users, not just bikes, and need to be shared, not blocked off for one group, who are not one of the major users of the street. In the presentation, the only numbers that were reported were the number of bikes using the lanes daily and there was no supporting documentation around when the data was collected, the timing of the data collection, the other types of vehicles using the streets. The plan for a loading zone will only increase the parking problems that we have on the street while not providing the ability to unload things like furniture and other heavy items as well as simple things like groceries without a major impact to the residents, your constituents. Another question is why are the Bike Lanes stopped beyond 22nd street and how many bicyclists been involved in accidents there? And since we are in overreaction mode, since there are more pedestrians killed on the city streets than bicyclists, how about we put concrete barriers on all cross walks? I do not have a problem with the bike lanes in general, but I do have a problem when we start physically blocking off sections of the street. The streets are made to be shared, and we are all required to follow all traffic laws. How about we start enforcing them on the bicyclists. The recent accident was heartbreaking but this overreaction by OTIS is only making a bad event worse. When the lanes were proposed during the Nutter Administration an agreement was included that would provide the ability to park in the lanes for 20 minutes. Now the city is saying the heck with that, so I ask, what good is the city's word on anything.	Thank you for your email. The City worked with civic organizations and elected officials to publicize this meeting. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The improvements in this plan will reduce driver speed. The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency. We designed the best facility we could in year 2012 and 2018. In 2018 the City was clear that designing the facility in paint and flex posts would allow the facility to be changed if need arose. The recent traffic fatalities and public outcry mean we need to take another look at the design. Traffic safety concerns have increased and this parking and loading can take place in the new loading zones that are an integral part of this plan instead of the bike lane. Please continue to check the project webpage with any questions or concerns.
Email (continued from above)	This decision, made by no one who lives on these streets, has all the earmarks of a hasty decision made to satisfy the loudest protesters while totally ignoring the needs of the majority of people directly impacted. I expected something like this from the head of City Council, but I expected more from you Mark. The mayor talks about One Philadelphia. How about we start acting that way and share all of Philadelphia, including the streets.	
E-mail	We are residents of the Center City One Condominium located at 1326 Spruce Street – a 182-unit condominium with a significant frontage along Spruce Street. I am writing response to the mayor's promise to listen to all stakeholders in regards to the bike lanes on Spruce and Pine Streets. As she stated on August 30th: "It is important that the voices of the people who actually live and are directly impacted where we want to make these adjustments have their voices heard." Well, here is our voice. Everyone agrees that cyclists should be able to ride in the city safely. The recent accident involving a drunk driver on Spruce Street was a terrible tragedy. Reasonable measures can and should be taken to improve safety for cyclists. But in doing so, reasonable accommodations must be made for the residential and business realities of city life including opportunities for safe loading and unloading of vehicles in front of high-density, multi-unit residential buildings like Center City One. Our building has already been negatively impacted by the relocation of the parking lane to the north side Spruce Street. This change removed two safe and constantly-used loading zones in front of our building. Our attempts to have the loading zones restored on the north side of the street have been denied. The parking lane change, coupled with the removal of the stop sign at Juniper has made the intersection of Juniper and Spruce Streets very dangerous for pedestrians as well as south-bound vehicle and bicycle cross-traffic as drivers speed to beat the traffic light at Broad Street. We have many special needs residents with visual and physical challenges who depend on being able to access transportation options in front of the building. And from time-to-time all residents need to safely load or unload luggage, groceries, deliveries, or hail cabs or ride-shares. These activities would be rendered impossible by hardened barriers, further rendering high-rise living in the City less tolerable. Our parking spot is several blocks away & I have been verbally & physically harassed by bicycle riders when stopping to let my disabled wife out of the car even though the stop is for less than a minute.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is looking into the possibility of a stop sign at Juniper and Spruce Streets and other ways to increase the safety of this pedestrian crossing. The City is considering additional traffic calming elements in the layout, including speed cushions and raised crosswalks. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. Bike lanes can be a selling feature for homes. For example, in Vancouver, 65% of realtors would use a bikeway as a selling feature. An Urban Land Institute study found that homes near active transportation are worth more than comparable homes not near active transportation. Citation: https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf
Email (continued from above)	In summary, we urge the City to find solutions that take into consideration the basic day-to-day needs of the residents of multi-unit, high-density buildings like Center City One. Proposals that prevent any stopping in front of buildings like ours do not reflect the realities of city life, which requires give-and-take from all concerned. A drastic measure like that will negatively impact the value of our home & would most likely necessitate our having to sell and move out of Philadelphia.	
E-mail	There is a post in NextDoor saying that there is an effort to put concrete barriers up to protect the bike lanes. Is this true? I can't believe it is. Dangerous and will only create more danger. The bikers might be safe, but homeowners and elderly/disabled (of which I am one) will be devastated. Someone in the thread suggested returning to Nutter's policy of allowing brief pullovers for deliveries. This make a lot more sense than making already narrow streets even narrower.	Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit
E-mail	Thank you for allowing input regarding loading zones on Spruce and Pine Street. The Academy of Vocal Arts occupies 1916-1920 Spruce Streets and frequently has deliveries from various sources both for packages but also for specific events that involve catering, event supplies, theatrical scenery and props, and from time to time, valet parking. A loading zone in front of our buildings would be very helpful and beneficial.	Thank you for your comments. In response to the many loading zone requests for the 1900 block of Spruce Street, the City recommendation is a 60' loading zone at the end of the block and a 40' loading zone at the start of the block. Please refer to the Loading Zone Recommendation for more details, available at the Spruce Pine Project Webpage here: https://www.phila.gov/programs/complete-streets/projects/spruce-pine-traffic-safety-project/

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E-mail	<p>My family and I live at 20XX Spruce Street. I also maintain a home office there since the pandemic. We have lived here since 1999. Loading zones will not alleviate the physical risks of bodily harm or disruptions caused to residents or bicyclists as a result of the problems caused by a permanent bike lane.</p> <p>Philadelphia is home of some of the narrowest city streets in the country. On Spruce and Pine Streets as they are now, there is one lane for parked cars, one lane for motorists, and a bike lane. Hardly room for residents or businesses to load or unload passengers or goods. I don't believe placing a loading zone in the middle of a block, end of a block, or elsewhere is going to improve this situation. Elderly or infirm residents will not be able to utilize a loading zone even a half-block away. An ambulance picking up a severely injured or dying resident will not be able to load that person in a quick and safe manner in an emergency.</p> <p>Presently, on Spruce or Pine Streets when loading or unloading passengers or goods, vehicles must stop in the traffic lane to load or unload in order not to stop in a bike lane. This causes traffic to drive into the bike lane in order to get around the stopped motorist. Hardly safe for bicyclists. Proposals for a 1)No Stopping Law; 2)Physical Barriers; or 3)A Physical Separation for all bike lanes only exacerbates the situation.</p> <p>If you want to install a more permanent bike lane you need to REMOVE and RELOCATE on the street parking on those streets that permit bike lanes. Otherwise, I foresee a number of legal challenges and lawsuits arising as a result. I urge you to consider this recommendation. If loading zones are to be installed as a result of the problems caused by a more permanent bike lane, there should be at a minimum 4 loading zones per block evenly spaced in order to serve residents and businesses on both sides of the streets.</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design.</p> <p>The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit.</p> <p>There is no plan to provide additional on-street or structured parking as part of this effort.</p> <p>The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.</p>
E-mail	<p>I am reacting to the online Spruce/Pine survey used to get people's feedback to the proposed bike lane regulations. It is a terrible user interface. If I were you, I wouldn't feel confident I had elicited all the feedback I should have.</p> <p>I entered my comments, added the info about living here, and submitted my comments. I didn't see the comments showing up. What is the story on that?</p>	<p>Thank you for sharing your comments with us in the online platform. We have provided paths to provide comments through the online platform, in person at community meetings, through written submission, and via email. We are continuing to solicit comments and will follow up with you separately to make sure your comment was counted.</p>
E-mail	<p>First of all, the link in your letter (Option 1) didn't work https://shorturl.at/Bp05s. The QR code option (Option 2) lead to a confusing site. So I'm writing.</p> <p>I am strongly opposed to concrete barriers. They are ugly, will make the street look like a construction zone. They will block emergency vehicles from accessing homes on the north side of Pine (bike lane side). They will attract graffiti. Cars will crash into them. It's an overkill solution to the bike lane safety issue. Solves one problem, creates many more.</p> <p>If you're adding loading zones, I'd suggest one in the middle of the 1500 block of Pine. There is a hydrant in the middle of the block. Put a loading zone on either side of the hydrant spot (roughly 1520 Pine).</p> <p>I am mostly in favor of short term loading in the bike lane as was the rule. Everybody has to share the road. Bikers should be happy they have a lane; they used to have nothing. Now they have a lane 95+ percent of the time all to themselves. If they occasionally have to share the lane with a loading vehicle, it's still a win for the bikers and is fair to everyone.</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.</p>
E-mail	<p>We live at 7XX Spruce and watch the intersection of 8th and Spruce near Penn Hospital daily. We tried to submit comment through the website but it would not open. Here are our comments.</p> <p>First, it is a shame that the City is responding in a knee jerk way to a very vocal group. We watch bicyclists curse and yell at residents, workers, and hospital patients daily. Everyone needs to turn it down a notch. There is no law enforcement presence ever and no one setting expectations of courtesy. New design will not change that.</p> <p>Second, hard barriers will be dangerous. Some bicyclist or pedestrian will be crushed between a car and a barrier, and a barrier at 8th and Spruce will block emergency vehicles if they need to move around traffic.</p> <p>Third, if you are determined to replace the common sense rule of 20 minutes for us to unload in a bike lane, put the new loading area in the middle of the block. A loading area at the already busy area at 8th and Spruce will make the situation more complex and dangerous. The same is true of 7th and Spruce because of McCall School traffic.</p> <p>Fourth, until the issue is resolved please allow brief parking in the bike lanes to safely discharge passengers rather than requiring them to jump into the middle of the street. Contractors, children, the elderly are all users of this area. A bicyclist can easily slow down for them and be courteous.</p>	<p>Thank you for your comment. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people—including cyclists—should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.</p> <p>We are working with Pennsylvania Hospital on the layout on their block and will not block emergency access to the ER.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. While we are calling for some midblock loading zones, loading at the beginning of the block is preferred as drivers can pull directly into them without parallel parking. This makes them easier to use and therefore more likely to be used. This also minimizes delays to other drivers due to parking maneuvers.</p>
E-mail	<p>My home is 2XX Pine Street. I would be in support of protected bike lanes, but there must be loading zones both in at the ends of the block AND in the middle of the block for those who live here. Without this people will stop in the middle of the street to unload and block traffic, causing there to be a lot of loud beeping throughout the day and night. We want safety for bikers but we also love our peaceful and quiet neighborhood.</p> <p>Please place a mid block loading zone on Pine Street between 2nd and 3rd Street,</p>	<p>Thank you for your support for this project. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. While loading zones are being prioritized at the start and end of blocks, midblock loading zones are also being considered at certain locations.</p>
E-mail	<p>Dear OTIS,</p> <p>This is in response to your letter to Society Hill residents asking for our views on loading zones along Spruce and Pine Streets to accommodate more rigid bike lane regulations.</p> <p>I am one of many, many in our neighborhood who are angry about the city's high-handed manner in imposing these ridiculous new bike lane rules upon us—by which I mean the new "no stopping" rules as well as proposed fixed barriers to wall off the bike lanes from automobiles and trucks.</p> <p>When the Spruce and Pine bike lanes were forced upon us 15 years ago, the mayor's office assured residents that we would still be able to stop our cars momentarily in the new bike lanes for purposes of loading and unloading. Now, the city is breaching that promise and making life for us residents far more difficult.</p> <p>These bike lanes should never have been placed on these two narrow (one-lane!), busy traffic corridors, and what you are doing—with both the no-stopping rule and the proposed barriers—will create a mess. People need to pull over in front of their houses to load and unload—not just groceries, but elderly people in walkers and wheelchairs as well as young children. Contractors too need access to unload heavy materials for home repairs.</p> <p>Moreover, you have imposed these new rules upon us without consultation—and really without concern for the quality of life in our neighborhood. My suggestion is a sensible one: Relocate the bike lanes to broader streets like Market, Washington and South, which have ample width to accommodate bikers.</p> <p>And the next time you decide to make such major changes affecting our quality of life, don't wait to tell us about them until it is too late for us to object to our elected officials.</p>	<p>Thank you for your comments. People unloading people or goods from cars on Spruce and Pine should use the loading zones on each block and cross the street at crosswalks to access the left side of the street. People with disabilities will maintain access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street.</p> <p>Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/. The City worked with civic organizations and elected officials to publicize the meeting for Spruce and Pine. Please continue to check the project webpage and email otis@phila.gov with any questions or concerns.</p> <p>The City is not considering removing the bike lanes on Spruce and Pine. The City designed and installed the bike lane in 2012 and switched the sides of the street in 2018. With the installation in 2018, the paint and flex post installation was purposely flexible to allow for a change if a need arose. The recent traffic fatalities and public outcry mean we need to take another look at the design. Traffic safety concerns have increased, including traffic fatalities, serious injuries, and public concerns. Parking and loading on the corridor can take place in the new loading zones that are an integral part of this plan instead of the bike lane.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. The changes to Spruce and Pine will be phased, with the No Stopping and Loading Zones installed and enforced at the same time in Spring 2025. The separated bike lane elements are still in the conceptual design phase.</p>
E-mail	<p>I would like you to cancel the barriers that you are planning to install along Pine Street. Barring that, I would like the loading zone to be along Pine Street from 19th to 20th streets.</p>	<p>Thank you for your comment, we will review to determine if this location is feasible to install a loading zone. The loading zone layout is under development with new loading zones on each block for residents and deliveries.</p> <p>The changes to Spruce and Pine will be phased, with the No Stopping and Loading Zones installed and enforced at the same time in Spring 2025. The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections that allow for emergency access are spaced to maintain on-street drainage needs.</p>

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Source	Comment	Response
E-mail	<p>I own and live at 12XX Pine St, and wish to submit my feedback on the proposed new loading zones in front of my house.</p> <ol style="list-style-type: none"> 1. I see demand for no fewer than three (3) loading zones on the 1200 block of Pine. Our block is very active with package delivery, taxi/Uber, contractors, and food delivery throughout the day. The map seems to show only two loading zones. That is not enough. I would suggest another at Pine and Camac, on the east side of Camac. 2. The loading activity for food delivery, taxi/Uber — and even package delivery these days — extends well into the evening hours. Loading zones are absolutely necessary until at least 9pm. 3. I will single out food delivery as a particular demand on our block because there are two popular sushi restaurants on this block that are almost exclusively delivery-focused (as opposed to eat-in). While some is via bike, much is also by car. Therefore cars are not just delivering food but picking it up. This creates significant extra loading-zone demand because drivers must often wait several minutes for food to be ready. And again, this activity is mostly in the evening. 4. The "bus zone" at the end of the block near 12th St. is currently our de-facto loading zone. I think it used to be a bus stop for the #40 bus, but it is not currently an active stop on any route. Is it necessary to keep this as a bus zone, or can that be repurposed for a larger official loading zone? <p>Thank you for your time and consideration.</p>	<p>Thank you for your comment, we will review to determine if these loading zone locations are feasible. The loading zone layout, including timing, is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.</p> <p>Existing bus stops will be maintained during the implementation of the loading zones. All bus stops will be reviewed with SEPTA during the design of the concrete protected bicycle lane to determine if they will be maintained, decommissioned, or can be converted to loading zones or additional parking areas. Note that SEPTA's bus network redesign proposal does include the Route 40 operating full-time on Pine Street, east of Broad.</p>
E-mail	<ul style="list-style-type: none"> -Loading zones are important for residents, even more for elderly residents. -Locate them near the homes, preferably senior's owner occupied homes. -Locate enough of them, so they will not all be taken as parking spots. -When crossing the street, pedestrian crossing is needed. -Thanks for thinking of us Sr residents in Phila. 	<p>Thank you for your support of the project. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to ots@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street.</p>
E-mail	<p>I live on 13/pine area. The loading is out of control... yellow tail, sumo , mixto , Paulie Gee all of them. Give them a designated spot and time period to unload... the bike lane is not it , nor is the front of my house(bike lane side) Continuing like this is like waiting for an accident to happen! Have a great day!</p>	<p>Thank you for your email. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries.</p>
E-mail	<p>As a senior citizen living on the north side of the 1600 block of Pine Street, loading zones on the South side of the street would be of little help to us. One of us uses a cane or walker, so crossing the street can be tricky. Being dropped off on the south side of the street in a loading zone with 7-8 bags of groceries or paper goods from a big box store, and having to make numerous crossings of the street in addition to having to have someone watch the goods so they don't get stolen is more than unfair. A 5-10 park for an uber on the north side is preferable for unloading and moving on.</p> <p>I understand the need to reduce congestion, but there has to be a share the lane attitude for bikers & drivers. The concern for residents seems to be missing from the newly passed legislation. Already, Ubers stop in the middle of the street to let us out to avoid stopping in the bike lane, and the cars behind them then move to the left and pass the uber, making crossing the street even more dangerous.</p> <p>And I can't imagine, with parking so tight in the neighborhood, that the loss of parking spaces for intermittently used loading zones is a great solution either.</p> <p>Thanks for your consideration.</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. If there is a specific location where you require a loading zone that does not require using a crosswalk to access their home, please send an email to ots@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street</p>
E-mail	<p>Today we went shopping, and were able to pull to the curb in front of our house and unload. If your ordinance is enforced, and especially if OTIS goes ahead with their misguided plans for a bike lane barrier, we will be deprived of our rights as residents, and deprived of "barrier free" access to our home.</p> <p>we are octogenarians and handicapped persons, and for our older neighbors, and our many younger neighbors with children, we are being deprived of safe access to load and unload people and packages. The bike lane and twenty minute parking have been working safely for all for several years, and we see no reason to change the rules. If speed is an issue, install speed pillows or lighted radar speed meters. If that does not suffice, then exclude 7-9 AM and 4-6 PM and make the rush hour no stopping. Over 5 million riders have gone by and there have been no major safety issues in society hill.</p> <p>We have lived in our house for forty years and paid our taxes, been good citizens, care about our community, and we demand your support. I am passionate about this, because this is our family's home. The trees we planted in our yard years ago are a salvation of green and beauty, as are our plants are taken out in the spring and returned in the winter, some are as old as our marriage, 53 years. We want to grow older with them.</p> <p>We will not be forced to move to a high-rise building where we can do none of our normal things to escape this misguided regulation which denies us access. This Ordinance will selfishly remove our ability to load and unload, to get in a cab or Uber at the curb, and has turned it into a crime. And how will a new tenant move in next door, with a truck a block away? Or by blocking the street, or how will a roofer place a dumpster at the curb for debris or a 40 ladder?? This is unrealistic in practice. How will blocked streets help emissions or traffic?</p>	<p>Thank you for writing and for your comments.</p> <p>Portions of Spruce Street are on the Vision Zero High Injury Network where 80% of serious injury and fatal crashes happen on 12% of City streets. Between 2019 - 2023, 2 people walking were killed in crashes with drivers and 5 people were seriously injured on Spruce and Pine Streets. These crashes occurred throughout the corridors from 22nd to Front Streets and several other serious crashes occurred in 2024.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is also considering the addition of traffic calming elements in the layout.</p> <p>We are working hard to make sure this project maintains use and safety for all users, residents, travelers, and visitors, alike. We do not want to displace anyone with this plan. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering mid-block and numbered street loading zones, as well. People unloading people or goods from cars on Spruce and Pine should use the new loading zones on each block and cross the street at crosswalks to access the left side of the street. When people rent moving trucks or require a dumpster, a temporary loading permit can be obtained from the district police station for the parking and loading lane. For more information, visit: https://stweb.phila.gov/tnp/. Note that moving trucks and dumpsters would not be allowed in the bike lane under the previous No Parking regulations without a permit as these uses would exceed the 20 minute allowable parking usage.</p> <p>People with disabilities will have access to the sidewalk via the new loading zones along both corridors as well as the existing parking lanes. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to ots@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Qualifying individuals can apply for a disabled parking permit at this link: https://philapark.org/disabled-parking-permit.</p>
Email (continued from above)	<p>In real estate terms, this is a taking by the city of the free use of our property due to changes in access akin to closing off the street, as we have no alley. In terms of the ADA Code, we are being denied barrier free access. We have yet to see the actual "barrier" proposed by OTIS which will further deny us access and we will oppose it.</p> <p>No one has spoken to how we get the bikers to act in legal ways, with lights and reflectors as required by law. How we get scooters and electric bikes to slow down and go the direction of traffic. There is no policing of the bikes and their scowflaw approach to running red lights or stop signs.</p> <p>We need to find a way that we all are able to work together and find a solution that young and old can live safely together. These are changing times we understand that, but it's up to you to find a solution that works for all of us well. We support change, and reducing carbon emissions and bike riding, but there needs to be a livable balance.</p> <p>We need you to slow this process down and work it out area by area and not ruin your constituents lives.</p>	<p>We will work with PPD and PPA on an enforcement plan after implementation. While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street.</p>
E-mail	<p>Hello I want to state how opposed I am to concrete or permanent barriers along the bike lane. I live on the 600 block of Spruce on the bike lane side. I ride a bike occasionally and just this year have seen 2 roll over serious car accidents on this block at the turn from 6th st. Both accidents were caused by cars speeding down Spruce. One took out a tree in front of our home and totalled a couple of cars. The other hurt the driver and totalled many cars. My neighbor's four year old had been playing on the side walk just minutes before this happened. Speed should be the number one focus for safety. Speed kills and not just bikers. Pedestrians are in danger from these speeding cars as well. The CHOP resident was killed by a speeding drunk driver.</p> <p>Barriers will not protect the bikers, in fact they may cause more accidents if the bikers hit them or a car hits the curb and overcompensates. Scooters rush past bikers in the lane which often endangers both parties. Scooters or bikers may switch to the side walks which they do occasionally anyway.</p> <p>A clear marking of the bike lane(fluorescent paint) with and without plastic barriers that can retract at the start and end of each block in conjunction with speed bumps would be best. 10 - 20 minute stopping in the lane should be allowed but also enforced. Why have a rule if you are not going to enforce policy? Are buses, ambulances, and other cars supposed to stop while people get into Ubers or cars in the middle of the street? Many of the elderly on the block have walkers or canes and cannot walk down the block to a loading zone. They can barely make it to the curb with help. Down the block would be impossible. Pennsylvania Hospital got a speed bump on 8th street- why can't we? What would happen if someone needs a moving van?</p> <p>Also, 6th street in front of the McCall School should be THE only loading zone for parent drop off AND school buses.</p>	<p>Thank you for your comments.</p> <p>Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>Any loading in the bike lane by a driver in a vehicle will negatively impact the safety of people biking as they will need to swerve out of the bike lane into the moving vehicle lane. The new loading zones are designed to meet the loading needs for people who live and work and deliver goods on the corridor.</p> <p>We are looking into the loading issues at McCall School with staff and parents.</p>

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Email (continued from above)	<p>The Franklin lights on Cypress have been hit and destroyed twice by parents from that school in the last couple of years. The parents also block 7th street at drop off and pick up times which adversely impacts the Pennsylvania hospital traffic and the hospital employee buses as they travel from Delancey onto 7th, not to mention the impact on the Septa buses on 7th.</p> <p>Society Hill was not meant for all this traffic. Should there be fees for stopping or driving through here - a la NYC? Should there be bike cops who deal with the bikers who run the lights and don't obey the rules of the road? Can there be stop light cameras to control speed if we can't get speed bumps?</p> <p>I think you will have an even bigger problem if the curbs get installed and bikers fall or accidents happen because of them. Please rethink the barriers. Everyone needs to be safe - people who live on the bike lane including pedestrians, school children and the bikers.</p>	
E-mail	<p>I have written you in the past about the Spruce and Pine Street bike lanes. I believe that the current configuration, which OTIS spent an enormous amount of time planning, is a good one for Philadelphia. It designates the lanes and protects cyclists at the corners, but allows flexibility for vehicles to use the bike lane when necessary. It certainly would lessen use of the bike lanes for vehicles if the city created loading zones on every block, but the plan to install continuous concrete barriers between the bike lane and the traffic lane is ill-considered, in my opinion. I challenge OTIS to find another city where there is only one traffic lane and the bikeway is essentially walled off from traffic by a concrete barrier.</p> <p>I would thus suggest that if the city is determined to try out this approach of concrete barriers, that it do so on an experimental basis for two or three blocks. OTIS can monitor the situation and see if it works, what the problems are, etc. and then make sound decisions based on actual observations.</p> <p>I hope the city will not rush headlong into spending money on an approach that I think will be expensive and unworkable.</p> <p>Thank you for your consideration.</p>	<p>The changes to Spruce and Pine will be phased, with the No Stopping and Loading Zones installed and enforced at the same time in Spring 2025. The separated bike lane elements are still in the conceptual design phase. We will continue to work together with residents, neighbor groups, and other stakeholders on regulation changes and keep in touch in advance of the changes.</p>
E-mail	<p>I'm in favor of barriers to protect biker riders even though I have a car and do my shopping necessitating unloading groceries. I'm happy to drive to the end of the street to do so. Human lives are more important than minor inconveniences. Bike riders don't contribute to global warming and are making the world a better place. I myself might bike if it felt safer as it does in Europe.</p> <p>Please do what you can.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>As a resident of Society Hill, I am writing in support of the recently proposed plans to construct concrete protective barriers and planters for the bike lanes on spruce and pine street. This is an important infrastructure development for safety in one of the city's most trafficked bike lanes. The current bike lanes are at best borderline unusable and at worst deathly dangerous at all hours of the day.</p> <p>I am hopeful that we can catch up to peer cities in terms of safe, beautiful, and environmentally friendly infrastructure, and this project is a good start. All residents of the neighborhood and city at large (including motorists) will benefit from lessened traffic congestion and vehicle noise and exhaust if we make biking a more viable and user friendly experience for people of all ages and abilities. And I believe the proposed parking changes and loading zones will also improve efficiency and safety on out neighborhood streets.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>I am a longtime resident of Society Hill including over 20 years on the south side of Spruce street and an avid cyclist. These changes are long overdue. The creation of loading zones on the right side of the street will allow residents on both sides of the street to pull in to unload or pick up passengers. Currently those who live on the right side of Spruce and Pine rarely can pull up anywhere near their house as usually there are no open parking spaces. This was our experience when we lived on Spruce for many years. Similar to streets in the neighborhoods south of Society Hill where there is parking on both sides of the street, if someone with mobility issues must be picked up or dropped off in front of their house the driver can also stop their car (briefly) in the travel lane and load/unload. Without the concrete barriers people will ignore the No Stopping and the law will be ineffective. Everyone who blocks the lanes believe "it will be just for a minute" but as we have seen that leads to constant cars and delivery trucks in the bike lane.</p> <p>Many thanks for your leadership on this issue.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>I'm writing in support of the proposed no stopping bill and concrete protections on Spruce and Pine street.</p> <p>I support this legislation to prevent traffic deaths and in doing so I remember Dr. Barbara Friedes, who was murdered just months ago on spruce street while riding her bike. I hope this legislation can make a difference in preventing traffic deaths and keeping people alive - no matter how they choose to travel within our city.</p> <p>As a Pine st resident and frequent user of our lovely bike lane I'm all too familiar with people "picking up and dropping off people and goods" - a seemingly innocent act that puts vulnerable road users in danger. It's a shame that two of the most highly trafficked and pleasant bike lines in the city are constantly used as illegal loading zones by so many of our neighbors, and I hope the support of myself and hundreds of others will turn these into concrete protected bike lanes (with plans for designated loading zones) that our community can enjoy for years to come.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>As an avid cyclist and someone who commutes to university city via bike, a protected bike lane is crucial to have on Pine and Spruce St. I have lived in society hill for the past 12 years, and there has been countless incidents where a car has almost struck me while I was biking in society hill. Cars continue to park in the bike lane in front of the synagogue, and along that stretch, forcing me to enter the car lane and puts me at risk of being hit. I urge you to pass the bill to protect the bike lanes, for my safety, and the countless others who use these lanes to commute to work everyday.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>As a member of the Society Hill Civic Association, I was greatly saddened to learn that the SHCA board voted last night to oppose physical protection on the Spruce and Pine bike lanes. While I am personally eager to see physical protection come to the bike lane that is outside my front door, I am mostly saddened by the SHCA's unwillingness to represent the residents true position on this issue.</p> <p>SHCA hosted a community meeting on October 29th to hear the neighborhood's opinions about the planned changes to the bike lanes. At that meeting, 44 residents spoke. 18 spoke in favor of physically protecting the bike lanes, 22 opposed, and 4 were neutral. Despite the sizable community interest in protecting the bike lanes, the SHCA followed-up this community meeting by creating an ad-hoc bike lane "task force" that consisted only of residents who opposed physical protection of the bike lane. Moreover, the board meeting on Dec 2nd where this vote was held was not announced, leaving no additional opportunity for residents like myself to voice support for protecting Spruce and Pine. It is troubling to me that the SHCA board does not make a larger effort to solicit resident input and appears to ignore that input when it doesn't like it.</p> <p>Given that the board's only attempt to solicit community feedback on the issue resulted in an unambiguously divided opinion among residents, it is irresponsible and unrepresentative for the SHCA board to issue a position either in favor or against protecting the Spruce and Pine bike lanes. I hope that Councilmember Sequilla understands that the SHCA board does not speak for the many Society Hill residents who are excited by the prospect of physically protected bike lanes. I also hope the SHCA board can reflect on its deficiencies in representing the broad opinions and desires of the residents of Society Hill and endeavor to more fully engage and represent the residents.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>This motion is seen by the community of the many Philadelphians who use bicycles as transport as being wrongful in purpose and sadly reveals that its proponents are out of touch with the dangers faced by the many who use the lanes.</p> <p>It is also interesting to note that that the motion received only 14 yes-votes from the 23 board members present.</p> <p>Please continue your much appreciated efforts to make bicycle travel safer for the hundreds and hundreds of Philadelphians.</p>	<p>Thank you for your support of the project.</p>

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E-mail	<p>I was disappointed to hear that the Society Hill Civic Association voted to oppose the bike lane safety upgrades and the "No Stopping" bill for Spruce and Pine Streets.</p> <p>I live at 6XX Spruce Street and I am strongly in favor of these upgrades and moving to no stopping. I have spoken to numerous neighbors on my block who are also supportive, including my neighbors at 6XX, 6XX, 6XX.</p> <p>There are so many compelling reasons to support physical barriers, but one point made by OTIS in October has stuck in my mind. OTIS staff reported that physical bike lane barriers reduce ALL accidents by 40%, not just bike-related accidents. That statistic, plus the awful and preventable injuries we have seen on our streets, answers all my questions on this issue.</p> <p>I strongly urge you to move forward with the no stopping change and to continue supporting physical bike lane barriers.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>There was a fire last night at 9XX Spruce. This morning there is a fire truck in the bike lane. Example of essential city services. They wouldn't be able to park here if a concrete barrier is installed to protect the bike lane.</p>	<p>Thank you for your email. The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p>
E-mail	<p>Dear Councilmember Mark Squilla, Society Hill Civic Association, and OTIS,</p> <p>I am writing to express my strong support for protected bike lanes in Philadelphia. Make this city safe for our bikers. If it says "no stopping" it should be reinforced with frequent monitoring and tickets. If we are encouraging people to come and stay in Philadelphia, it has to be safe for bikers.</p>	<p>Thank you for your email. With new City Council legislation for No Stopping Anytime and clear Loading Zone locations and hours, PPA can more easily enforce the new layout.</p> <p>Thank you for your support of the project.</p>
E-mail	<p>I am writing to express my continued support for the installation of loading zones and bike lane protection on Spruce and Pine streets.</p> <p>As a resident of Spruce St, I am strongly in favor of the safety benefits I (and my neighbors) will gain from a protected bike lane. I am also strongly in favor of loading zones which will improve the efficiency of receiving my various USPS/amazon/etc... deliveries without blocking traffic. I am a member of the Society Hill Civic Association (SHCA) and, unfortunately, limited effort was made by the board to reflect the diverse opinions of Society Hill residents in their recent vote this week. The vote was done last minute and without any public announcement. The vote was held in a Zoom meeting that was closed to SHCA members that are not on the board. This was disappointing to me and it's important to me that you know the current less-than-ideal practices of the SHCA.</p> <p>I am thankful for your continued support of safe streets for all road users.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>I hope you will take the split votes of the Society Hill Civic Association for what it means — a signal of the continuously growing support for protected bike lanes. Ten years ago, bike lanes were seen as a fringe issue. Today, almost 40% of the board of the SHCA sees the need for this type of protection.</p> <p>Infrastructure improvements always need to be looking to the future. Changes are already upon our city, and bikes are joined by e-bikes, that make bikes more accessible for people of more ages, life situations, and health statuses. Our city bicycle use is only going up from here!</p> <p>I hope you will continue to be supporting and building towards the multi-modal Philadelphia of tomorrow, and declining to put too much weight on the opinion of those who would see Philadelphia frozen in some nonexistent past. Thanks for protecting our children, our non-drivers, and our sidewalks by prioritizing truly safe bike infrastructure.</p>	<p>Thank you for your support of the project.</p>
E-mail	<p>The proposal for concrete barriers on bike lanes is misguided. Automobiles, motorcycles, scooters, and pedestrians must share the narrow streets of central Philadelphia; riders in each category must be prepared to yield to any of the others in some circumstances, and each must put everyone's safety above their own immediate concerns. Placing concrete barriers to define bike lanes severely reduces needed flexibility in use of our streets and creates only an illusion of safety for cyclists, as cars will always need to make turns across bike lanes, which is the greatest source of danger. It also places unwarranted priority on providing cyclists with an unimpeded ride, a privilege not shared by anyone else. The city's emphasis should be on enforcing lawful, considerate behavior for all users of our streets, not erecting more barriers.</p>	<p>Thank you for your email. Speed is a major factor in crash severity. The improvements in this plan will reduce driver speed and separate people biking from people driving.</p> <p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p> <p>Speed enforcement measures are not planned for this corridor. Adding traffic calming will slow driver speeds. The City is considering additional traffic calming elements in the layout, including speed cushions.</p>
E-mail	<p>I am following up on Councilman Squilla's message below about a loading zone installed in front of 1520 Spruce (the Touraine) and other buildings with residents who are mobility impaired. My mother lives in the Touraine and uses a rollator for mobility. She is now effectively a prisoner in her home since we can't pull up in front of the building to help her into the car with her walker. Taxis are out as well. There is simply no place for a car to stop for her in front of her building.</p> <p>We are facing a serious issue with my mother. Nobody has a solution. It seems that she must stay at home and end any transportation by car until a Loading Zone is, hopefully, established at some point in the future. This is not a reasonable situation for mobility-impaired city residents on Spruce and Pine and surely will attract the attention of the ADA. We need loading zones clearly established in the next few days.</p> <p>I support the need for bike lanes. But the demands of the most fit and able-bodied residents of the Spruce and Pine should not come at the expense of our mobility-impaired most vulnerable residents, including people who use rollators, walkers, and wheelchairs. Please advise us: how to do we get my mother into a car? Do we stop just outside of the bike lane in the street and hold up traffic while we wait for the bike lane to clear so that my mother can slowly make it to the car? Do we cancel doctor's appointments and even holiday gatherings outside of her home because the logistics of getting a frail elderly person into a car have become nearly impossible? Should mobility-impaired residents of Pine and Spruce be told there is no place for them? Should my mother now move to a nursing home, as one biker helpfully advised me?</p>	<p>Thank you for your email. We will phase implementation on this corridor, starting with No Stopping Anytime and new loading zones this Spring. The No Stopping Anytime ordinance will not be enforced until the new loading zones are in place. People unloading people or goods from cars on Spruce and Pine should use the loading zones on each block and cross the street at crosswalks to access the left side of the street. We are also exploring how loading can be accommodated on adjacent side streets near the Touraine.</p>
E-mail	<p>Hello</p> <p>We have been residents on the 1300 block of Pine since 1985.</p> <p>We are very much opposed to much of the ideas involving the immobile barriers for the bike lanes.</p> <p>We have a 96 yr old mother...</p> <p>We are in our 70's and need access to drop off and get in a car briefly.</p> <p>Here's the ideas I have :</p> <ol style="list-style-type: none"> 1. A new loading zone in front of 1234 Pine might be welcome. It would service Frugal Frames, Sumo Sushi and the mental center at 1235 Pine. But be aware legal parking and parking garages are disappearing! Parking is very scarce!!! Don't overdue it on residential blocks . 2. Reduce brief stopping in bike lanes to 5-10 minutes not 20 minutes. Residents don't want to be terrorized living their life. 3. NO HARD CONCRETE BARRIERS This would snag traffic on these very busy streets. Hard barriers provide zero tolerance for emergency situations..... Think a fire rescue or utility emergency. And I'm sure delivery trucks will just stop and hold up traffic no matter many loading zones we have. Maybe a barrier at an intersection to help with biker awareness? 	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>The loading zone layout is under development with new loading zones on each block for residents and deliveries. We will look at this location for a loading zone.</p> <p>The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.</p> <p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout.</p> <p>Portions of Spruce Street are on the Vision Zero High Injury Network. We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p>
Email (continued from above)	<ol style="list-style-type: none"> 4. The horrible criminal accident near Rittenhouse last year was a drunk driver who could have killed a pedestrian, another driver or biker. It was an aberration of normal road usage...a crime Not business as usual. All the barriers in the world could not have prevented his outrageous behavior. 5. Keep the neighborhoods safe and sane. We all need to share the road and be aware. Bikers need to be mindful as well (and most of them are)like most car owners. We all need to stop, look and listen.....Bikers insurance not a bad idea either. 	

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Source	Comment	Response
E-mail	<p>My name is XX. I am a homeowner at 1XX Lombard Street, Philadelphia 19147 and writing in support of the city's plan to protect the bike lane on Spruce and Pine and the no-stopping bill.</p> <p>It is my belief that the motion passed by SCHA to oppose the effort and ask for no-barrier is a loud minority and not a true reflection of what would most benefit Society Hill, District 1, and Philadelphia as a city. A few data points that feel inconsistent with the motion and the reality of the neighborhood demographic:</p> <ul style="list-style-type: none"> •Median age of District 1 = 34 years old // Zip 19106 and 19107 = 35 years old. There are numerous studies that have found that GenZ and Millennial generations are in favor of walkable neighborhoods (2020 Deloitte millennial survey). Additionally, the 2017 National Realtors Association found that Millennials and GenZ are willing to spend more money on property if the community is walkable and pedestrian friendly. •2022 5-year ACS shows that only 24% of respondents in zip codes 19106 and 19107 take a car to commute to work. And while only ~250 people in those two zip codes bike to work, 9,414 residents walk or work from home... 52% of people do not take a car to commute to work. While commuting is only a slice of data, I think it's reflective of a changing demographic of travel preference and indicates that this issue is an accessibility to your front door complaint by homeowners on Spruce and Pine. <p>I believe that the loud minority of folks asking for no physical barrier are not considering an irony ... that Society Hill's # 1 complaint for years is cars driving too fast down Spruce and Pine, especially drag racing. The physical barrier will help reduce the speed and thus folks will find it as a great addition to the neighborhood.</p> <p>Last, while I grew up in a small town and totally get America's former love of the car (quote from the movie Rush)... there's been a strong movement in most urban cities to move away from car-centricity. West End London is now entirely car free, NYC Times square is entirely car free, Chicago's Fulton Market & Lakefront are car-free -- and, our very own CCD's open street pilot was a major success!</p> <p>I support the Mayor's safer, cleaner, greener agenda and thank you all for continuing to push for innovation and growth in the city we all love.</p>	<p>OTIS cc:ed on email to SHCA and Council; no response given.</p>
E-mail	<p>We reside at The Touraine, which is mid block between 15th and 16th on spruce. There is currently a loading zone in front of our building. To use it our car needs to cross the current bike lane to park there but there is enough space for a car to pull up and NOT block the bike lane.</p> <p>We are very concerned that this loading area may disappear. If it does and a new loading area is established across the street where there is no bike lane, the personal risk to all touraine residents will greatly increase. How would we cross the street mid block to get into our building with rolling carts, luggage, packages and anything else from our cars? It would only be a matter of time before a resident was hit by a car or a truck. Many of our fellow residents are elderly. This change would greatly increase their danger.</p> <p>We request that our current loading area in front of the touraine remain intact for the safety of all residents.</p> <p>Please follow up with me on any current plans to remove it and where any new one might be proposed.</p>	<p>Thank you for your email. The Touraine does not currently have a loading zone in front of the building. The bike lane runs along the curb in front of the building, with No Parking signage.</p> <p>The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. Brief loading for the Touraine could also potentially be accommodated on nearby Hicks St without having to cross a street.</p> <p>The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today.</p>
E-mail	<p>I suggest creating a loading zone in front of the Touraine. Otherwise we'll need to park in the middle of Spruce St to unload passengers and drop off packages. Another option is to eliminate parking on the other side of the street. Then we'll need to cross the street in the middle of traffic and bikers in order to get to our building entrance Dangerous.</p>	<p>Thank you for your email. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. Brief loading for the Touraine could also potentially be accommodated on nearby Hicks St without having to cross any streets.</p>
E-mail	<p>As a resident of the Touraine, it appears to make sense for tenants to load/unload on Delancey Street and use the rear entrance of the building to access the freight elevator.</p>	<p>Thank you for your email. The loading zone layout is under development with new loading zones on each block for residents and deliveries.</p>
E-mail	<p>Recommendations for loading zones 1520 Spruce Street 1. Make the other side of Spruce Street total loading zone and NO PARKING! We have lots of deliveries on this street and need a convenient loading zone for senior citizens. 2. Create a 10 minute only loading zone in the bike lane 3. Dedicate 16th between Delancey and Spruce as a 20 minute loading zone and NO PARKING</p> <p>In addition, what are you going to do regarding bike, motorized bikes and scooters, speeding on the sidewalks. Many are food delivery services who have no regard for pedestrians.</p>	<p>Thank you for your email. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.</p> <p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.</p> <p>We will work with PPD and PPA on an enforcement plan after implementation. Bicycling on the sidewalk is often a sign of people feeling unsafe to be on the roadways, but once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road.</p>
E-mail	<p>Suggestion is to make the whole street a Loading Zone and make part of 16th Street a Loading Zone.</p>	<p>Thank you for your email. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.</p>
E-mail	<p>As a 7X year old resident of Philadelphia living at 15XX Spruce St. 19102, I am deeply concerned about the new bike lane restrictions. I understand that bikers' safety must be protected. However, so must the safety and health of senior citizens. It will be a significant hardship for me if I cannot be dropped off at the curb in front of my building, and I am sure that many of my 65 plus fellow residents are in the same position. I would urge that the city council enact a regulation that permits curbside pickup and drop in front of apartment buildings like mine. Have you considered that the injuries that may occur if the current resolution remains permanent would severely damage the city's citizens and lead to potential lawsuits against the city? Surely some reasonable accommodation can be made to insure the safety of both bikers and citizens who need curbside parking. I believe the council overreacted and acted in haste after the recent death on Spruce St., and while it was terrible and perhaps preventable, an overreaction does no one any good.</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit.</p>
E-mail	<p>I am a resident of the Touraine and this bike lane law is going to be very bad for the residents. I can't imagine what it will be like for taxis picking up people or deliveries or dropping off heavy groceries from your car. The only way to counteract this would be to carve out a space in front of the building so that cars or trucks could pull up and not be in the way of the bikers, who, by the way, bike on the sidewalks and in the middle of the streets. One of the reasons for living here is for the convenience and that will be abolished with this new law.</p>	<p>Thank you for your email. The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.</p> <p>The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. In addition to loading zones on the north side of Spruce St, loading zones are also being considered on numbered streets near Spruce and Pine. For the Touraine, brief loading needs could also potentially be accommodated on nearby Hicks St without having to cross any streets.</p>
E-mail	<p>XX XX and myself are the owners of the property located at 11XX Spruce Street which is a professional office. Next door to us is Tria Cafe Washington West at 11XX Spruce Street a popular wine bar which is owned by XXXXXX. We are jointly making this request for a loading zone along the frontage for both of these properties on Spruce Street.</p> <p>Currently along the north side of Spruce Street at the corner of 12th there is no parking area followed by metered parking where residents with parking permits leave their vehicles for days or weeks without moving. Directly across the street from our buildings is the bike lane which is segregated with the permanently affixed white blaster cones. See attached photo.</p> <p>To unload, we are required to park in the bike lane mid block on Spruce and unload and carry such materials across the street, which is dangerous for people unloading, bicyclists and motor vehicles.</p> <p>Putting in a loading zone in front of 11XX Spruce Street and removing a couple of the metered spots would be ideal for individuals who need to unload between Quince Street and 12th Street.</p> <p>We appreciate your courtesy in this regard. If you want to discuss this please call me at the number below.</p>	<p>Thank you for your email. The loading zone layout and timing is under development with new loading zones on each block for residents and deliveries. We will look closely at this corner and likely add a loading zone in advance of 12th Street here.</p>
Online Tool	<p>Traffic on Spruce and Pine will be a living Hell. Ambulances, fire trucks will all come to a stop while someone backs into a space or waits for a bus.</p>	<p>Spruce and Pine Street have similar or lower traffic volumes than South Street, which has one vehicle lane. If the majority of drivers who need to stop or park use the parking and loading lane, there should not be excess congestion due to the upgraded bike lane and parking and loading layout. The City is working closely with emergency services departments to make sure that emergency vehicles can access the bike lane curb in case of emergency.</p>
Online Tool	<p>Why is no one in this city enforcing bikers to follow the rules of the road?? Daily I see bikers running red lights, riding against traffic, flying through intersections at yellow lights. Are they not somewhat responsible for their own safety?</p>	<p>While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs.</p>
Online Tool	<p>Loading zones are unnecessary. Enforce current regulation of no more than 20 minute stop in bike lane.</p>	<p>With the passing of No Stopping legislation, loading zones are an important tool to ensure there is space for loading to take place outside of the travel lane.</p>
Online Tool	<p>Loading zones are not needed. Simply enforce 20 minute stopping limit in bike lane</p>	<p>With the passing of No Stopping legislation, loading zones are an important tool to ensure there is space for loading to take place outside of the travel lane.</p>
Online Tool	<p>totally against barriers that will attract graffiti and vandalism</p>	<p>We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.</p>

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Online Tool	Enforce the current 20 minute standing law as residents agreed to years ago. Don't ambush us now. Address the causes of these tragic bike accidents that are due to drivers and bikers not following rules of the road, drunk driving etc.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Online Tool	It is wrong for OTIS to not be looking for and finding areas for new, regular parking spaces to compensate for the daytime parking proposed for elimination. OTIS is supposed to care about all users of the streets.	It is not possible to create more on-street parking spaces on most Center City streets. There is, however, a substantial amount of available off-street parking in the area.
Online Tool	The proposed changes will create an enormous public safety crisis and undue hardship for the residents. The street is narrow and SEPTA and tour buses are frequent.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Each street will continue to have the same vehicle capacity - with one travel lane on each corridor. The addition of loading zones will minimize disruptions to the flow of traffic and the dense street grid allows for many alternate travel routes.
Online Tool	Cars and buses share the road with bikes and trucks. I support bike lanes, but not for exclusive use of bikes. Cyclists also need to share the road.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The overwhelming majority of public streets are reserved primarily or exclusively for the movement and storage of private automobiles.
Online Tool	How is it that an elitist minority has been able to bully the Mayor, Council & OTIS to override promises from Mayor's Nutter and Kenny that residents' needs would be protected? What exists works for all...Brief curb stopping YES, Barriers - NO	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Online Tool	There have been at least 2 pedestrians injured in Center City due to unsafe driving. Clearly, more pedestrians are hurt than bikers. Why are we perseverating over bike lanes when attention should be paid instead to pedestrians?	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is concurrently working on many projects to improve pedestrian safety.
Online Tool	If the goal is safety for bikers and pedestrians, then enforce speeding laws, not inconveniencing neighbors.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Curb-separated bike lanes encourage lower driver speeds.
Online Tool	This will put pedestrians on sidewalks in particular danger. If a bike stops in their lane, barriers prevent others from getting around them, so they will then ride up on the sidewalk to get by. There will be no wiggle room for either bike or vehicles.	The bike lane is wide enough to allow passing. Most curbs are not low enough for a biker to easily hop up to the sidewalk so this behavior is not anticipated.
Online Tool	The biggest problem is the lack of enforcement of current laws, not making new laws. I am a pedestrian who has been nearly hit by speeding cars and cars not paying attention to limits or pedestrians. Enforce current laws first.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. While enforcement is important, the ideal approach is to design streets to be self-enforcing, encouraging the desired behavior from road users.
Online Tool	The proposal won't increase bike safety (wrecks happen at intersections) or slow traffic while imposing incredible burdens on residents, especially the disabled, elderly and parents of children.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Online Tool	Totally against concrete barriers. Add to existing problems. Enforce traffic laws for bikers, who often don't stop at intersections, go around cars to increase their own speed and usually fail to signal.	While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. Studies have shown biker behavior improve as the infrastructure provided to them improves.
Online Tool	This bike lane zig-zagging all over the road is an absolute disgrace. Drivers don't know what those nonsensical lines mean, so they just cut across it/park across it.	The Spruce and Pine bike lanes have a very consistent cross-section with just a few variations where vehicle turn lanes interrupt the bike lane.
Online Tool	Please remove the bike lanes on Spruce Street. Our street are not wide enough to accommodate bike lanes on our streets. The bikers are not pedestrian friendly.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Removal of these bike lanes is not being considered.
Online Tool	Pedestrian deaths occur in proportion to street crossings, and this scheme increases crossings exponentially on two busy streets, with those most-vulnerable being most at risk. How many excess deaths are acceptable to justify this single-use monopoly?	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Other traffic calming improvements are being considered as part of the project to reduce drivers speeds and improve pedestrian safety at intersections.
Online Tool	NO BARRICADES please. Please make this entire block a loading zone with NO barricades of any kind. Many residents have mobility/disability issues and need the loading zones. Promised to always have ability to leave cars in bike lane temporarily	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	People will die if the curbs are put in to separate the bike zone from cars. Where will elderly be able to get out of cars? Where will packages get delivered? Septa buses stop? Stop the madness, this will chase more people out of the city!!!	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. SEPTA bus stops are not impacted as the bike lane is along the opposite curb.
Online Tool	Young families and elderly have it tough enough living in the city and providing a lot of tax dollars. These proposed changes do not make their lives easier and the bike lanes should continue to provide temporary loading.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Totally against idea of barrier and loading zones. Enforce speed limits and this problem will be solved	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Online Tool	Just lower speed limit to 15mph, like what keeps 1st graders safe in school zones. Reduced parking means people drive more to look for parking spots, increasing accidents. More dangerous to elderly and disabled.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is considering additional traffic calming elements in the layout, including speed cushions.
Online Tool	Bike lane separation serves an elite entitled minority at the expense of residents including people with disabilities, elderly and pedestrians. Vehicle speed is the problem and that should be addressed with other speed calming measures..bumps/cushions..n	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is considering additional traffic calming elements in the layout, including speed cushions.
Online Tool	No bike curbs unless you want people dead	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.
Online Tool	I would like to see all no stopping areas more assertively marked with paint, flex posts, or even curb extensions. The no stopping rule within 20ft of an intersection is rarely followed. Paint, flex posts, or curb would help.	In coordination with the block by block loading plan, the City is reviewing No Stopping areas at intersections and working to ensure flex posts are installed where needed to provide daylighting.
Online Tool	bike lanes are not ada compliant and block handicap access on north sides of pine and spruce street	People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/ .
Online Tool	No barriers! It is not acceptable that residents who are elderly or with ADA issues do not have access to the street in front of their home.	People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/ .
Online Tool	Against concrete barriers and no stopping along Pine Street - they deny access to homes, especially for elderly and handicapped residents - bicyclists and motorists need to both share the road - residents should not be held hostage to bicyclists	People with disabilities will have the same access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/ .
Online Tool	Sacrificing the bike lane here for a left turn lane induces unneeded conflicts between bikes and cars. Every other cross street doesn't have this design.	The City is completing a traffic analysis for this left turn lane to determine whether it can be removed.
Online Tool	Focus should be on direct measures to control speed. 20 minute stopping should be allowed & limits enforced. Barriers & loading zones are not a solution & unfairly burden residents, especially vulnerable ones, without addressing the real issue.	The City is considering additional traffic calming elements in the layout, including speed cushions.
Online Tool	The restaurants, Yellow tail, sumo, Mixto, paulie gees Have no business parking in the bike lane. I suggest no parking on Pine during business hours or take a portion of the parking something has to be done.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and business deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Current expanded loading zone not being used as intended. Expanding this further would just make the shortage of parking of the neighborhood even worse.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. We continue to coordinate with PPA on enforcement of the loading zones to ensure they are being used appropriately.
Online Tool	Please allow temp loading in the bike lane and do NOT put in barricades. The inconvenience will decrease the value of our homes. A loading zone at the end of the block doesn't help someone who lives in the middle of the block for groceries or a roadrip.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Consider loading zone in middle of block as well as ends, for drop off and pickup.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Taking all street parking off of Spruce and Pine sounds great! Unlimited room for loading/unloading and a protected bike lane.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering numbered street loading zones, as well.
Online Tool	This plan forces a painful compromise between parking and loading availability. Given this, loading zones should be at the middle of each block, not at one end.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. While we are calling for some midblock loading zones, loading at the beginning of the block is preferred as drivers can pull directly into them without parallel parking. This makes them easier to use and therefore more likely to be used. This also minimizes delays to other drivers due to parking maneuvers.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
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Source	Comment	Response
Online Tool	Cars are constantly blocking this part of the bike lane. Make sure the loading zones across the street are enforced to ensure their availability, and loading-only until midnight. I live here and support	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well. We continue to coordinate with PPA on enforcement of the loading zones to ensure they are being used appropriately.
Online Tool	The "bike" lane, barriers, loading zones are a nightmare created by the City for those of us who own property and live on Spruce and Pine Sts. and pay significant taxes. Thousands of owners, residents, and businesses need loading access.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Why is it OK to make elderly & disabled people w/ packages or a parents with small children & luggage in tow cross a busy street but, not expect a bike rider to navigate safely in and out of traffic lanes as needed? Don't create a divided highway!	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	There needs to be at least three loading zones on the block. One at the far east one at the far west and at least one midway through at Cap Street.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Further to the question about moving vans. How do we get delivery of a new refrigerator, etc.? What about house maintenance? Loading Zones - not useful	Moving vans and maintenance vehicles would not legally be allowed in the bike lane today as they would be staying longer than 20 minutes. Similar to residential streets throughout the city, temporary parking permits can be acquired for these vehicles.
Online Tool	This is a neighborhood with many homes over 200 yrs. old. There is constant maintenance for plumbing, roofs, electric...On an average day there will need to be larger unloading lanes to support the related trucks as well as the regular delivery trucks.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. Maintenance vehicles would not be allowed in the bike lane today as they would likely be staying longer than 20 minutes. Similar to residential streets throughout the city, temporary parking permits can be acquired for these vehicles.
Online Tool	When we allowed bike lanes to be put in a while ago, we were promised that temporary parking be allowed for a short time for loading and unloading. Feeling like this is bait and switch, all in favor of cyclists and ignoring the needs of residents.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City designed and installed the bike lane in 2012 and switched the sides of the street in 2018. With the installation in 2018, the paint and flex post installation was purposely flexible to allow for a change if a need arose. The recent traffic fatalities and public outcry mean we need to take another look at the design. Traffic safety concerns have increased, including traffic fatalities, serious injuries, and public concerns. Parking and loading on the corridor can take place in the new loading zones that are an integral part of this plan instead of the bike lane.
Online Tool	Allow stopping in bike lanes, or swap parking for loading zones every ~100ft. Car-free families w/infants can't carry babies+groceries from distant corners. No-stopping bike lanes w/parking = blocked traffic lanes for unloading. Pick one.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Protected bike lanes only work if paired with frequent loading zones, or else cars will block traffic lanes. You can't expect parents w/infants to carry babies+groceries 100+ feet from block ends. So either: 1) allow brief bike lane stops, 2) remove parki	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	We would love loading zones on our block. That would be more convenient for us and make the road safer for everyone. I don't use the bike lane now because it is unsafe. I would love to make the bike lane just for bikes. Reduce street parking.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	I want a separate and dedicated bike lane and more loading zones on the North side. I am even in favor of removing parking from the street entirely to accommodate pedestrians and bike riders.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	There should be a loading zone for trucks only and cars only. Therefore delivery trucks have a chance to load and so do cars.	The City is developing a plan to address neighborhood loading needs. The loading zone layout is under development with new loading zones on each block for residents and deliveries, while maintaining overnight parking for residents. The City is considering midblock and numbered street loading zones, as well.
Online Tool	Have strong concerns about ambulance, police and fire safety vehicle access on Pine street if the proposed concrete barriers are put in place. Has this plan been evaluated by fire, safety and emergency agencies? Parking will happen in loading zones.	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	We agreed to the bike lane with the understanding that we could stop to load and unload children, elderly, groceries etc. What about ambulances? Firetrucks? Workers for emergencies? We must be able to stop and create a solution where ALL can be safe!!!!	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Would raised protected bike lanes both enhance biker safety through a physical detrance while allowing an emergency vehicle to mount the lane as needed? I think I used similar lanes in Denmark. Is there evidence for such a compromise solution?	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Where would emergency vehicles park in all this when there is a fire or another emergency? Let's be reasonable here, this is a heavily populated residential area that needs services and you can't block that.	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Against concrete barriers - they will make it impossible to load and unload in front of my house and then you cannot possibly live here anymore. It is also extremely dangerous for emergencies and access to my home.	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Please have enough loading zones so that traffic doesn't block emergency vehicles. I'm concerned the concrete barriers could block emergency services for residents on that side of the street. I hope that's not the case.	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Explain to me how concrete barriers wouldn't slow down an ambulance or firetruck or police car from getting down these already narrow streets? Our lives are at stake too! Protect your citizens and stop making Philadelphia less handicap/family-friendly!	The City is working closely with the Fire Department, who are supportive of mountable concrete sections mid-block and planters at intersections, which will enable fire trucks and other emergency vehicles to access the bike lane curb in case of emergency.
Online Tool	Loading zones, if they must exist need to be more than one space long so that trucks can unload. The City needs to find new parking spaces to replace those that will be taken up by loading zones.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. It is not possible to create more on-street parking spaces on most Center City streets. There is, however, a substantial amount of available off-street parking in the area.
Online Tool	Two loading zone per each block is needed	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Honest question: for those moving in / moving out of homes along Spruce and Pine, what are they to do? Are we expecting that block to be closed to traffic as the truck will be smack in the middle of the street? I really would like to understand.	Moving vans are not legally allowed in the bike lane today as they would be staying longer than 20 minutes. Similar to residential streets throughout the city, temporary parking permits can be acquired for these vehicles.
Online Tool	I love this idea. It would be really convenient for me as a homemaker on Spruce where I frequently do need to load, and I always feel terrible parking in the bike lane. All for it!	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Need more numbered streets to have a lot of loading zones so restaurants and companies can get deliveries on spruce and pine yet parking is not sacrificed on those streets.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	There should be loading zones on the numbered north-south streets, especially on the south of of Spruce and the north side of Pine. This way all residents can use a loading zone without have to cross the street.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	City law requires a no stopping zone 20ft prior to the intersection. Not all of these no stopping zones are 20ft long.	The loading zone layout is under development and No Stopping zones at intersections are being reviewed to ensure they are the correct length.
Online Tool	If grace period loading on bike lane is not available, we need multiple 20 foot loading zones on each block during business hours.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Loading zones are used regularly by residents. If the bike lanes are unavailable for stopping, please provide loading on the opposite side of Spruce. Speed control also seems important.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City is considering the addition of traffic calming elements in the layout.
Online Tool	I live on spruce in CC and support these changes, but more loading zones are needed for these apartments because the bike lanes are constantly blocked along this stretch due to ubers/residents on this block	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	First, concrete barriers would be illegal under many levels of the law relative to property rights, constructional "takings," etc. Second, I do support loading zones on Pine and Spruce (likely on corners) for truck deliveries. 5-10 min. stopping ok	The concrete curbs would be placed in the street, within the public right-of-way. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	We lost 31 parking spots when the bike lanes were moved from one side of Spruce St and Pine St to the opposite side. The loading zones would further reduce parking for residents.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. Aside from areas serving overnight loading needs, loading zones will revert to parking overnight.
Online Tool	This section of Spruce is on my bike to work. It is one of the worst for having vehicles blocking the bike lane. No one lives on this block. Can all parking be covered to loading zones on this block and a raise crosswalk added to help people cross?	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. The City is considering additional traffic calming elements in the layout. A raised crosswalk typically involves drainage and inlet modifications, which would have longer design timelines.
Online Tool	I oppose physical barriers. Pausing for unloading/loading should continue to be allowed.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	The wishes of the limited number of bicyclists should not outweigh the opinions of stakeholders, SEPTA, automobile & truck traffic. If barriers are added, cyclist must be forced to obey the rules of the road - Stop at red lights, stay off sidewalks, etc.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project
Comment Response Table
January 29 2025

Source	Comment	Response
Online Tool	I do not think there should be concrete barriers. However, there should be spaces limited to 20 minutes for cars and deliveries (each separate) and parking in bike lane should be prohibited.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Barrier protection of bike lanes is essential. Otherwise lives are in danger as we know. Bike lanes should also include runners given out broken footpaths. They should exclude motorized bikes and scooters. Loading zones are fine but switch off engines	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Existing bike lanes in the area have a strong safety record without physical barriers, therefore barriers are not essential to cyclist safety. Advocating for other measures (like enforcement) might achieve safety goals.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. While enforcement is important, the ideal approach is to design streets to be self-enforcing, encouraging the desired behavior from road users.
Online Tool	Totally against the proposed dividers. No need for loading zone, just leave 20 minutes limits for parking in the bike lanes.	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Please install concrete barriers as soon as possible!	The policy and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	No barricades and no "no stopping" signs please. We should focus on SHARED USABILITY of our narrow streets for all stakeholders: residents, cyclists, and drivers. No stakeholder groups should be valued above others.	The separated bike lane elements are still in the conceptual design phase. The proposal is 6" high mountable curb sections. The Fire Department prefers mountable curb sections, which will enable fire trucks to access the bike lane curb in case of emergency. Vertical elements must be crash-worthy and not metal.
Online Tool	The "loading zone" proposal won't work, is unnecessary, and will needlessly increase conflict over street use. Temporary parking in the bike lane is the current compromise and should be retained. Calm traffic and serve the residents' needs.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Oppose barriers, oppose new loading zones, street parking is already very difficult for residents.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Totally against the proposed dividers. No need for loading zone, just leave 20 minutes limits for parking in the bike lanes. Or take all on street parking off Pine and Spruce.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Keep 20 loading rule for bike lanes. Society Hill is safe for bikers. We need access close to our homes for picking up/dropping off of handicap and elderly visitors., Ubers etc.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Totally opposed to barriers which would discriminate against everyone other than entitled bikers but in terms of loading zones, the no Stopping spot at the corner of Pine and Van Pelt should be a Loading Zone since that's how it is used every day.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	I am against concrete barriers and support maintaining the 20 minute stopping allowance in the bike lane for the many commonsense reasons offered by others. Please consider adding speed bumps and enforcing speed limits.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. The City is considering the addition of traffic calming elements in the proposed layout, including speed cushions.
Online Tool	Absolutely against barriers, the city should consider bike streets away from the main residential areas. While bikers and their safety is important tax paying citizens shouldn't have basic delivery options taken away. As it is parking was taken away.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	Pine street is too narrow for a physical barrier. Also it would not look good in our hOHome	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. Pine Street (and Spruce Street) would have enough width for a travel lane wider than on most residential streets in the city.
Online Tool	This is going to cause chaos. You already don't have enough parking spots for everyone who lives in a high traffic area with grocery stores, gyms, parks, schools, etc. there is a dire need for more loading zones. Protecting bike lanes will cause chaos.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well.
Online Tool	No barriers!	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Stopping in bike lanes must be allowed for passenger vehicles for limited stops to load and unload. Concrete or other similar barriers are not appropriate on this narrow street as they would prohibit any negotiation of the road in case of emergency.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. If curbs are implemented along the corridors, they would function similar to most residential streets in the city though would be better for emergency response since emergency vehicles can mount the curbs being considered.
Online Tool	New research shows that barriers are DANGEROUS and Deadly by trapping the bikers between 2 non-flexible barriers https://www.forbes.com/sites/tanyamoh/n/2024/11/11/for-cyclists-some-bollards-are-safer-than-others-new-research-finds Piz STOP!	The linked study discusses dangers of rigid bollards, which are not proposed for these corridors.
Online Tool	Changes look great. Increased enforcement doesn't work, slowing traffic doesn't work. Barriers do. Loading zones will fill the void left by preventing stopping. Same old bad faith arguments holding the city back. Thank you!	Thank you for your comments.
Online Tool	Here's an idea: Make all of Spruce and Pine No Stopping or Parking and put loading zones on the North Side of thestreets, river to river. These streets are too narrow to accommodate every need!	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Rules for thee but not for me. Will we begin to fine bikers that drive in bike lanes at night without lights on front and rear. Will bikers pay a permit fee like resident car permits to pay for all this infrastructure?	While people in motor vehicles bear the most responsibility for keeping streets safe, all people — including cyclists — should follow the rules of the road and make sure pedestrians, our most vulnerable road users, are safe to travel on sidewalks and cross the street. The City is working with the Bicycle Coalition and other advocacy groups to promote the Bike Nice/Drive Nice education campaign and educate kids and adults on road safety through the Vision Zero and Safe Routes Philly programs. We will work with PPD and PPA on an enforcement plan after implementation. Once improvements have been made, OTIS often works with our partner enforcement agencies to ensure everyone, including people biking, are following the rules of the road. Bikes are generally not licensed because it would be impractical and expensive to implement a system to register every bicycle, considering the bureaucratic complexities, low potential revenue, and the fact that bicycles are considered a relatively low-risk vehicle compared to motorized vehicles; most experts agree that the costs of licensing would outweigh any potential benefits.
Online Tool	if PARKING was ONLY for the Residents of each particular street... then there might not be a problem. but all of the measures suggested and proposed by OTIS will make living on these streets very difficult for those who rely on a car.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	I have a disabled child and live on 1600 block of pine st. Opposed to physical barriers. Stopping for loading should be allowed. Especially necessary for those with physical disabilities.	People unloading people or goods from cars on Spruce and Pine should use the loading zones on each block and cross the street at crosswalks to access the left side of the street. People with disabilities will maintain access to the curb adjacent to the parking and loading lane and crosswalks on both roadways as they do today. If there is a specific location where you or your neighbor require a loading zone that does not require using a crosswalk to access their home, please send an email to otis@phila.gov so that we can determine if it is feasible to incorporate an additional loading zone into the design on the intersecting street. Parking spaces for people with disabilities are tied to the address of drivers with physical disabilities. Currently, we are unable to include additional new parking spaces for people with disabilities without an approved Disabled Persons Parking Sign application. To apply for a Disabled Persons Parking Sign visit: https://philapark.org/disabled-parking-permit/
Online Tool	Parking is already a challenge for residents and adding a loading zone takes away from spots available. Adding speed bumps, I believe would benefit both drivers and bicyclists.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. The City is considering additional traffic calming elements in the layout.
Online Tool	We were originally promised that OTIS would meet with neighbors block by block but that has not happened. This online process is not a substitute for walking the blocks with residents who live here. OTIS needs to manage its confirmation bias and listen.	OTIS is working through the RCOs and a Stakeholder Working Group with representatives from each RCO and not doing block-by-block meetings for this project. While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses.
Online Tool	Spruce and Pine streets are too narrow to accommodate a physically separated bike lane. I propose getting rid of them and relocate bike lane to Market Street.	Pine Street (and Spruce Street) currently, and in the proposed condition, have enough width for a travel lane wider than on most residential streets in the city. A functional bike network requires bike accommodations be more closely spaced than just forcing cyclists up to Market St. The Spruce and Pine bike lanes are not being considered for removal.
Online Tool	I live right here and constantly experience vehicles block the bike lane. Protecting the bike lane and providing a dedicated space for vehicles to load and unload will reduce so many conflicts on the road!	Thank you for your comment.
Online Tool	Can we make parking by resident permit only (i.e. no 2-hour or free overnight parking) to make-up for parking spots lost to loading zones?	Many blocks on Spruce and Pine are currently residential parking blocks. Residents can follow the process linked here to convert their block to residential permit parking: https://philapark.org/residential-parking-permit/
Online Tool	Romania doesn't need a parking spot	The City is obligated to provide consultate parking spaces.
Online Tool	The reason why a barrier is needed is that cars often veer into the bike lane to go around cars attempting to parallel park or even ride share cars are stopping to drop off passengers. It's so dangerous for cyclists.	Thank you for your comment.
Online Tool	The city needs to reverse this no stopping regulation recently passed by city council and signed by the mayor. no input was solicited from the neighbors most effected by this change. There are much better ways to improve safety	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users.

City of Philadelphia Spruce Pine Bike Lane Upgrade Project

Comment Reponse Table

January 29 2025

Source	Comment	Response
Online Tool	We oppose the barriers vehemently. It will be dangerous for everyone, not to mention restricting access for the elderly, the mentally and physically disabled, pedestrians, families, children. Spruce and Pine are major East/West thoroughfares.	While the No Stopping legislation has been signed into law, the implementation plan and physical treatments are still in development and design. The City is reaching out and still considering comments on parking and loading needs and physical access to the curb on the corridors for residents and businesses. The City is considering additional traffic calming elements in the layout.
Online Tool	Loading Zones are not the answer. Slower traffic and careful walking & biking are what's needed. The refusal of bikers to STOP, look and then go just as a parked cars do when merging into traffic is pure entitlement.	We are working to balance the needs for all roadway users to improve traffic safety. Data shows that separated bike lane corridors increase safety for all users. Studies also show that cyclist behavior typically improves when safe, separated bike infrastructure is installed.
Online Tool	Assign block by block parking for tax paying homeowners	Many blocks on Spruce and Pine are currently residential parking blocks. Residents can follow the process linked here to convert their block to residential permit parking; https://philapark.org/residential-parking-permit/
Online Tool	Please protect the lives of my family members by installing concrete barriers that will prevent car users from slaughtering people.	Thank you for your comment.
Online Tool	Please take into consideration that there are six theaters within three blocks of Broad Street, between Lombard and Walnut Streets: Suzanne Roberts; Marian Anderson; Perelman; Wilma; Miller; Academy of Music. Spruce and Pine Streets are used heavily for valet.	The loading zone layout is under development with new loading zones on each block for residents and deliveries. The City is considering numbered street loading zones, as well. There is a substantial amount of off-street parking available for visitors to nearby theaters.

Links and references

Philadelphia Parking Authority application for Disabled Parking Permit Space	https://philapark.org/disabled-parking-permit
Developing CMFs for Separated Bike Lanes, Federal Highway Administration, September 2023	https://highways.dot.gov/media/33856
Complete Streets Projects Transform Traffic Safety, City of Philadelphia OTIS, September 2023	https://storymaps.arcgis.com/stories/fc5cd38e377448aa8616d7d61ddd4a34
Action Transportation and Real Estate: The Next Frontier: Urban Design Institute, March 2016	https://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-
Streets Department moving vehicle lane closure	https://stsweb.phila.gov/streetclosure/
Streets Department temporary no parking permit (moving truck, storage container/pod, temporary dumpster)	https://www.phila.gov/services/cars-parking-transportation/apply-for-a-parking-permit/apply-for-a-temporary-no-parking-permit/
City of Philadelphia Complete Streets Projects Page	https://www.phila.gov/programs/complete-
Spruce Pine Streets Bike Lane Safety Upgrades Project Webpage	https://www.phila.gov/programs/complete-streets/projects/spruce-pine-traffic-safety-project/
Peer City One Lane Separated Bike Lane, NYC, NY one-way vehicle traffic	https://maps.app.goo.gl/c3Rs69cHyRtPLQLHA
Peer City One Lane Separated Bike Lane, NYC, NY one-way vehicle traffic	https://maps.app.goo.gl/wGoHgNsjcAbwZfC6
Peer City One Lane Separated Bike Lane, NYC, NY one-way vehicle traffic	https://maps.app.goo.gl/Vkp78m2AZ4jgMBYS7
Peer City One Lane Separated Bike Lane, NYC, NY one-way vehicle traffic	https://maps.app.goo.gl/7yoGiecwneZyJb1A6
Peer City One Lane Concrete Separated Bike Lane, San Antonio, TX one-way vehicle traffic	https://maps.app.goo.gl/awWutxJwNz746MBB9
Peer City One Lane Concrete Separated Bike Lane in each direction, Boston, MA two-way vehicle traffic	https://maps.app.goo.gl/FoB3E15BusDTL3ht9
Peer City One Lane Concrete Separated Bike Lane in each direction, Chicago, IL two-way vehicle traffic	https://maps.app.goo.gl/D65nkms23XhNuGpc8
Peer City One Lane Concrete Separated Bike Lane in each direction, Chicago, IL two-way vehicle traffic	https://maps.app.goo.gl/FhUbukRTCgRzCAhJA
Peer City One Lane Concrete Separated Bike Lane in each direction, Chicago, IL two-way vehicle traffic	https://maps.app.goo.gl/yBWHiUUjygHnZ9JDA
Peer City One Lane Concrete Separated Bike Lane, Houston, TX one-way vehicle traffic	https://maps.app.goo.gl/d15XEZ3XNDYXMUZK9