

# SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

## CORNER MEETINGS ON PARKING & LOADING

### CENTER CITY WEST

Spruce & Pine Streets, Broad St - 22nd St

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

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

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

#### MEETING GOALS:

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

#### TO SIGN UP TO ATTEND:

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

**THURS., MAY 31, 2018**

2100 Block of Spruce – 5:00PM  
Meet at NW corner of 21st & Spruce, next to the fire hydrant

2100 Block of Pine – 5:30PM  
Meet at NW corner of 21st & Pine, in front of the traffic light

**MONDAY, JUNE 4, 2018**

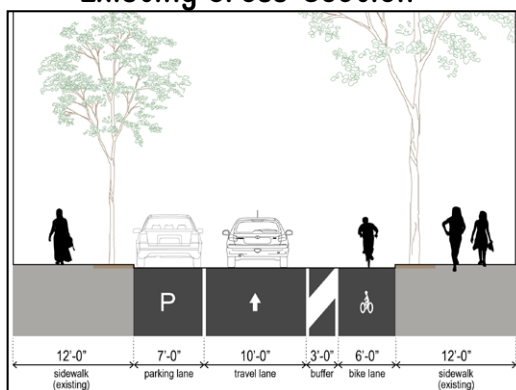
1500 Block of Spruce – 5:00PM  
Meet at SW corner of 15th & Spruce, next to the CVS

1600 Block of Spruce – 5:45PM  
Meet at SW corner of 16th & Spruce, in front of Plenty Cafe.



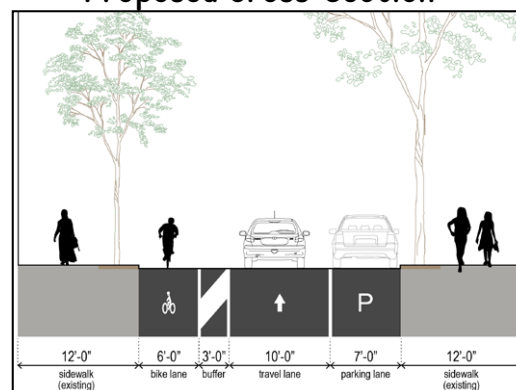
## RECONFIGURATION

### Existing Cross-Section



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

### Proposed Cross-Section



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

Updated: March 2018

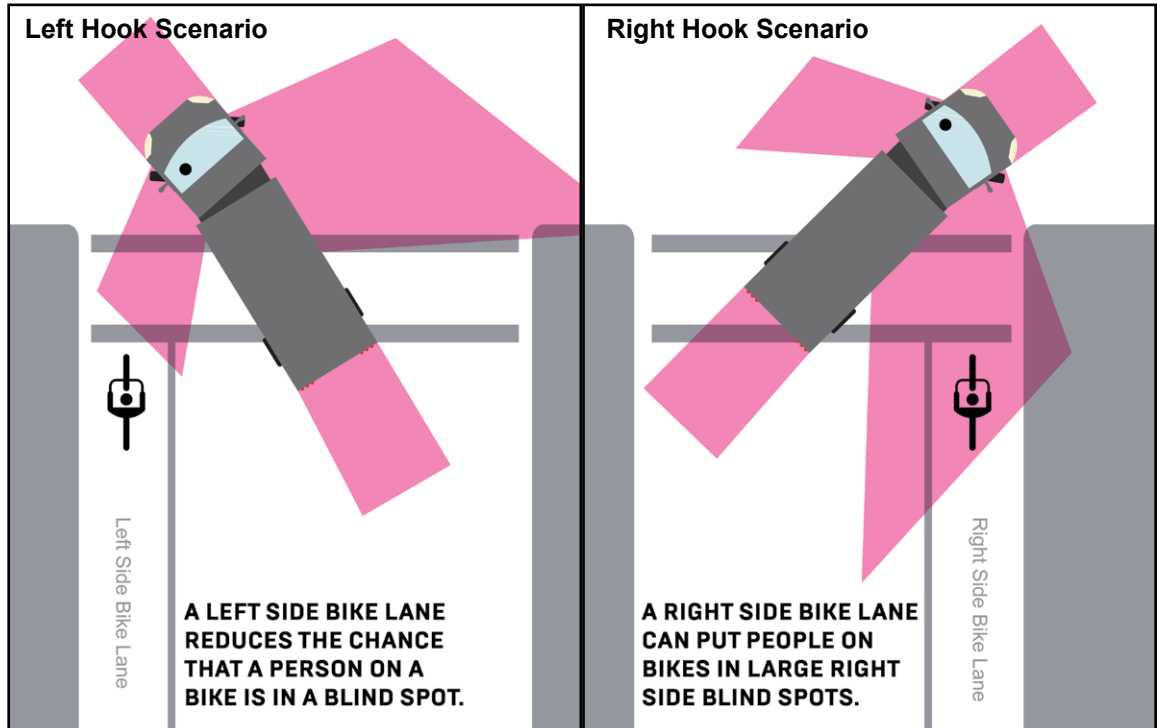
# SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

## WHY MOVE THE BIKE LANES TO THE LEFT SIDE?

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

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

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



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

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

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

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

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



## CRASHES ON SPRUCE & PINE



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

## FATALITIES & INJURIES



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

Updated: March 2018