



SPRUCE/PINE REPAVING & SAFETY PROJECT INFORMATION SESSIONS - RESULTS

APRIL 4TH & APRIL 5TH 2018

OFFICE OF TRANSPORTATION AND INFRASTRUCTURE SYSTEMS

UPDATED 4.23.18

CITY OF PHILADELPHIA

otis

MANAGING DIRECTOR'S
OFFICE OF TRANSPORTATION
& INFRASTRUCTURE SYSTEMS

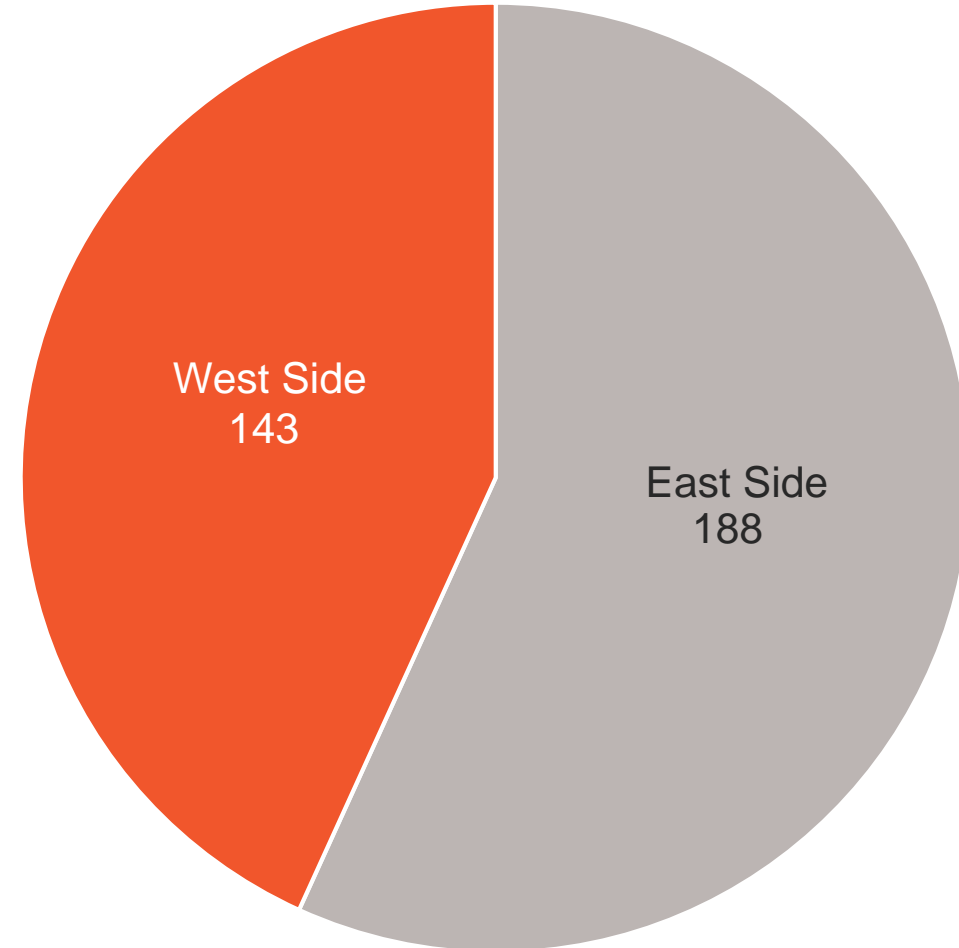


MEETING SUMMARY

- 330+ meeting attendees over 2 meetings
- General public support for Repaving & Safety Project
- Majority of attendees travel Spruce and Pine regularly
- Survey respondents live, travel and work along the corridors
- Primary pedestrian safety concern: Turning drivers not yielding to pedestrians in crosswalk
- Primary biker safety concern: Bike lane blocked by loading or double parked vehicles
- Primary driver safety concern: Travel lane blocked by loading or double parked vehicles
- Many other concerns noted by roadway users of all modes

MEETING ATTENDEES

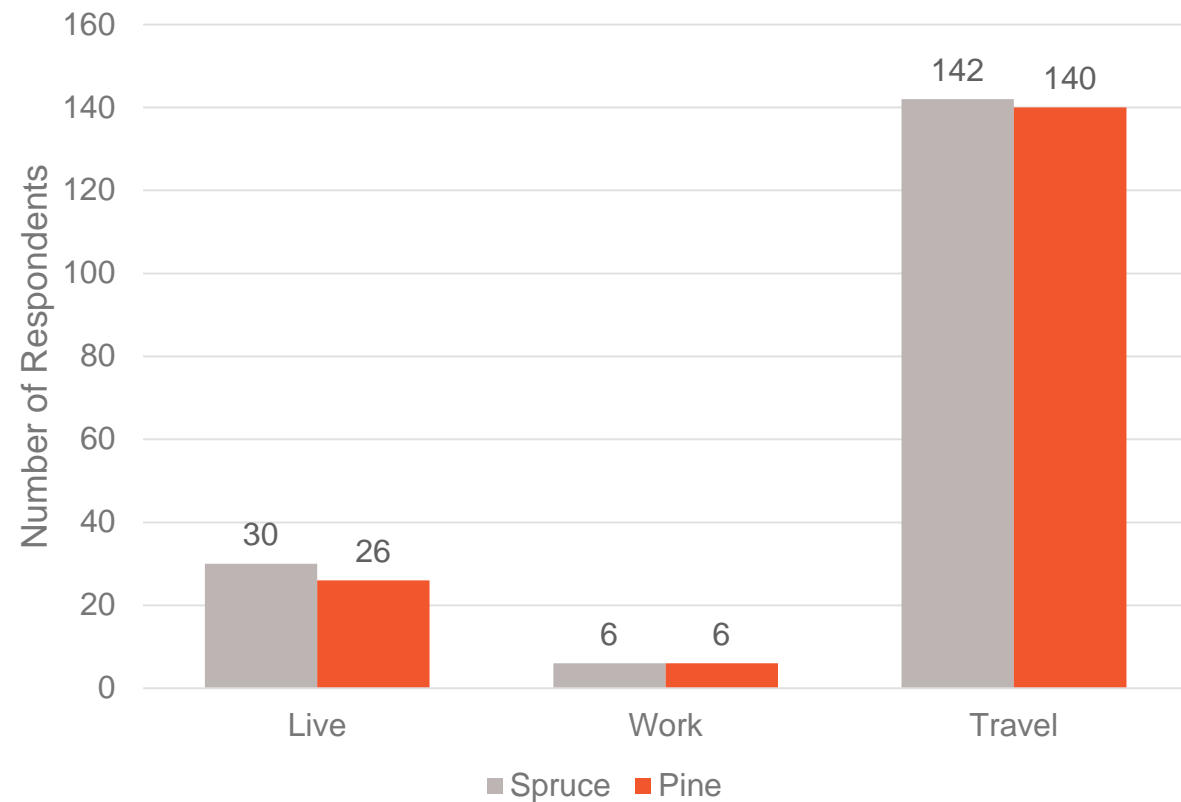
- Total meeting sign-ins: 331
 - West side meeting (4/4): 143 sign-ins
 - East side meeting (4/5): 188 sign-ins



SURVEY RESPONSES

- Total surveys collected: 169
- Number of survey takers who:
 - Live on Spruce: 30
 - Live on Pine: 26
 - Work on Spruce: 6
 - Work on Pine: 6
 - Travel on Spruce: 142
 - Travel on Pine: 140
 - Self-identified as a parent: 31

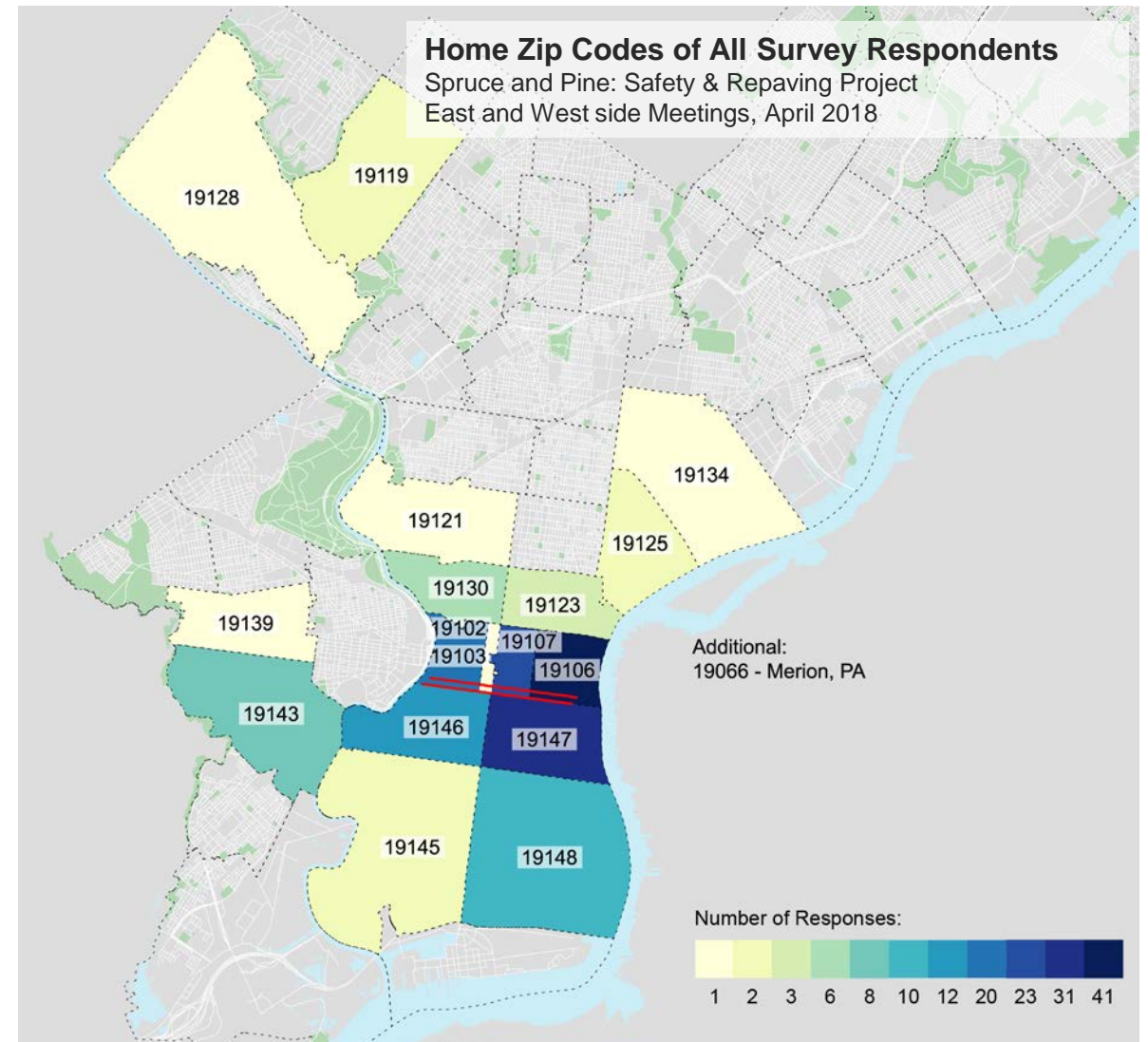
Respondent Self-Identification



WHERE RESPONDENTS LIVE

18 unique home zip codes

17 within the City of Philadelphia



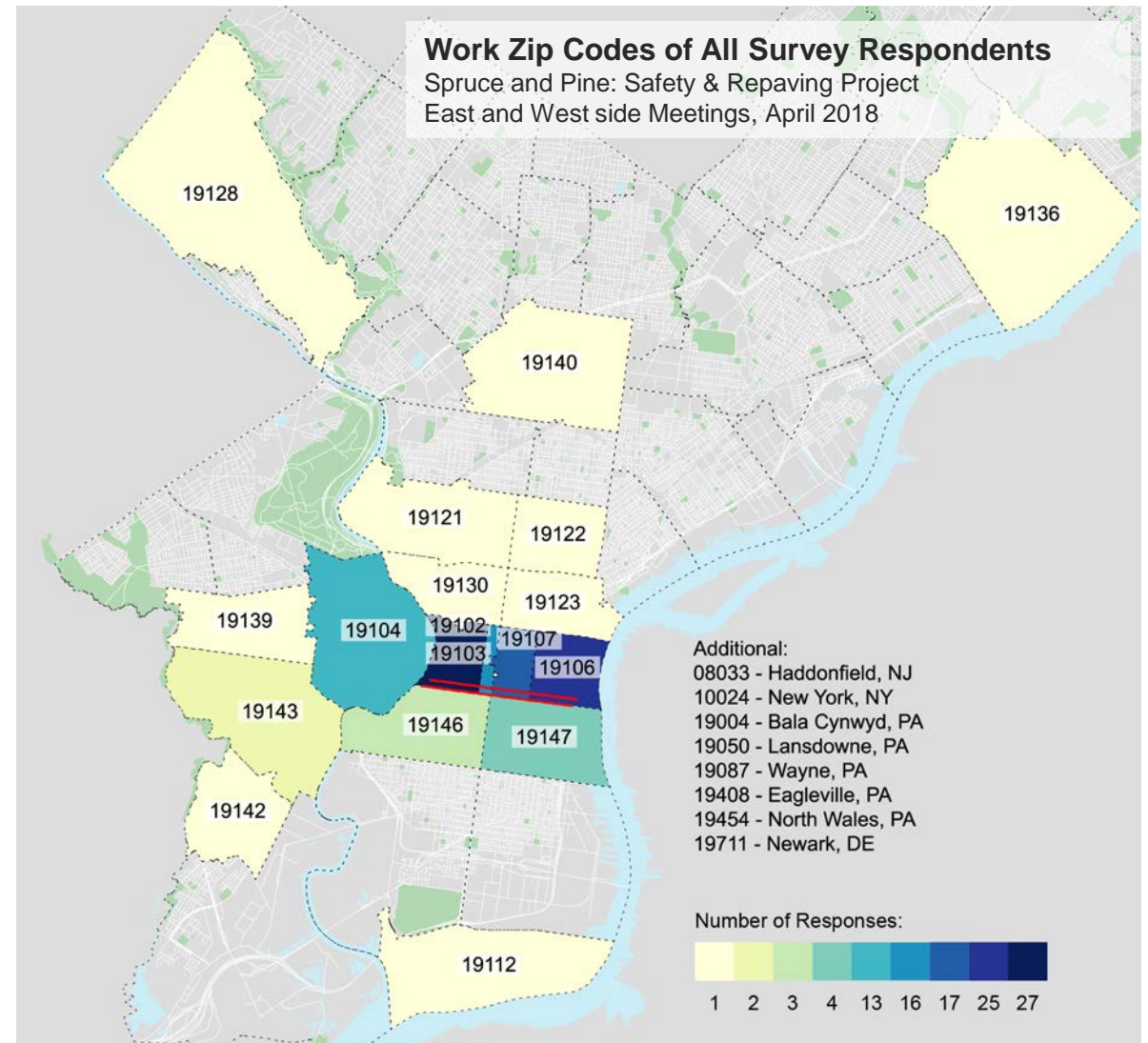
WHERE RESPONDENTS WORK

28 unique work zip codes

20 within the City of Philadelphia

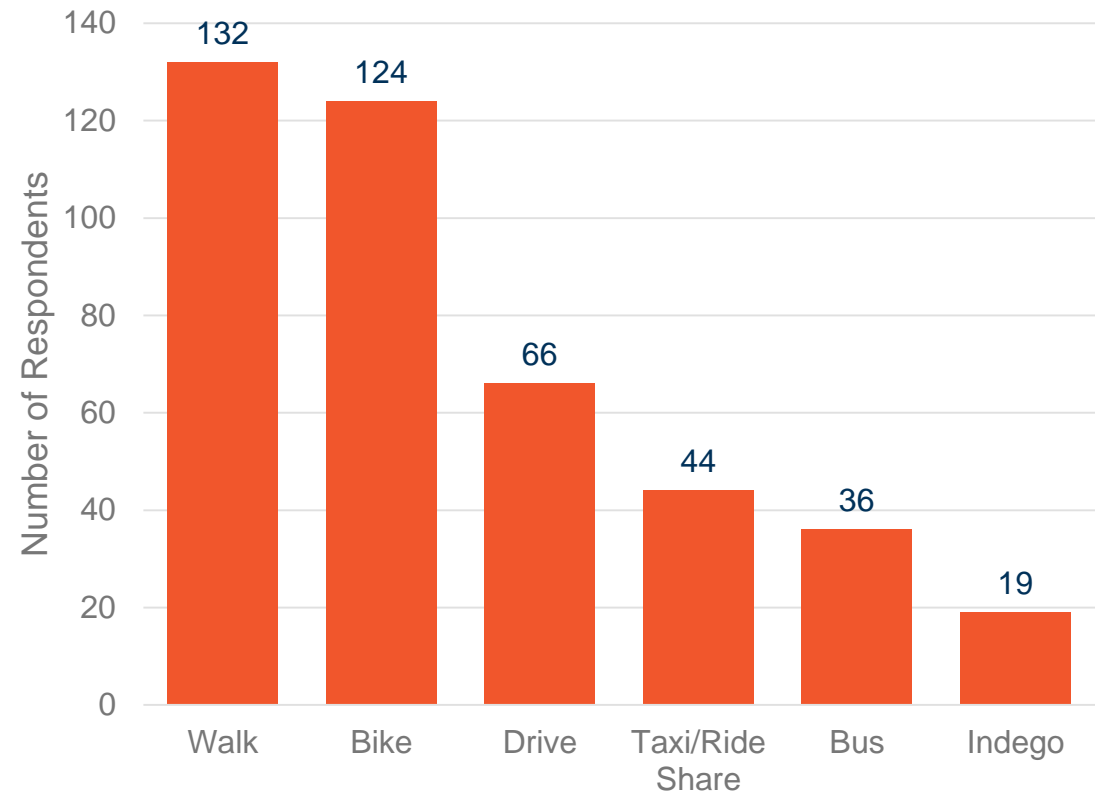
19110 not shown on map – 1 respondent

19187 not shown on map – 1 respondent

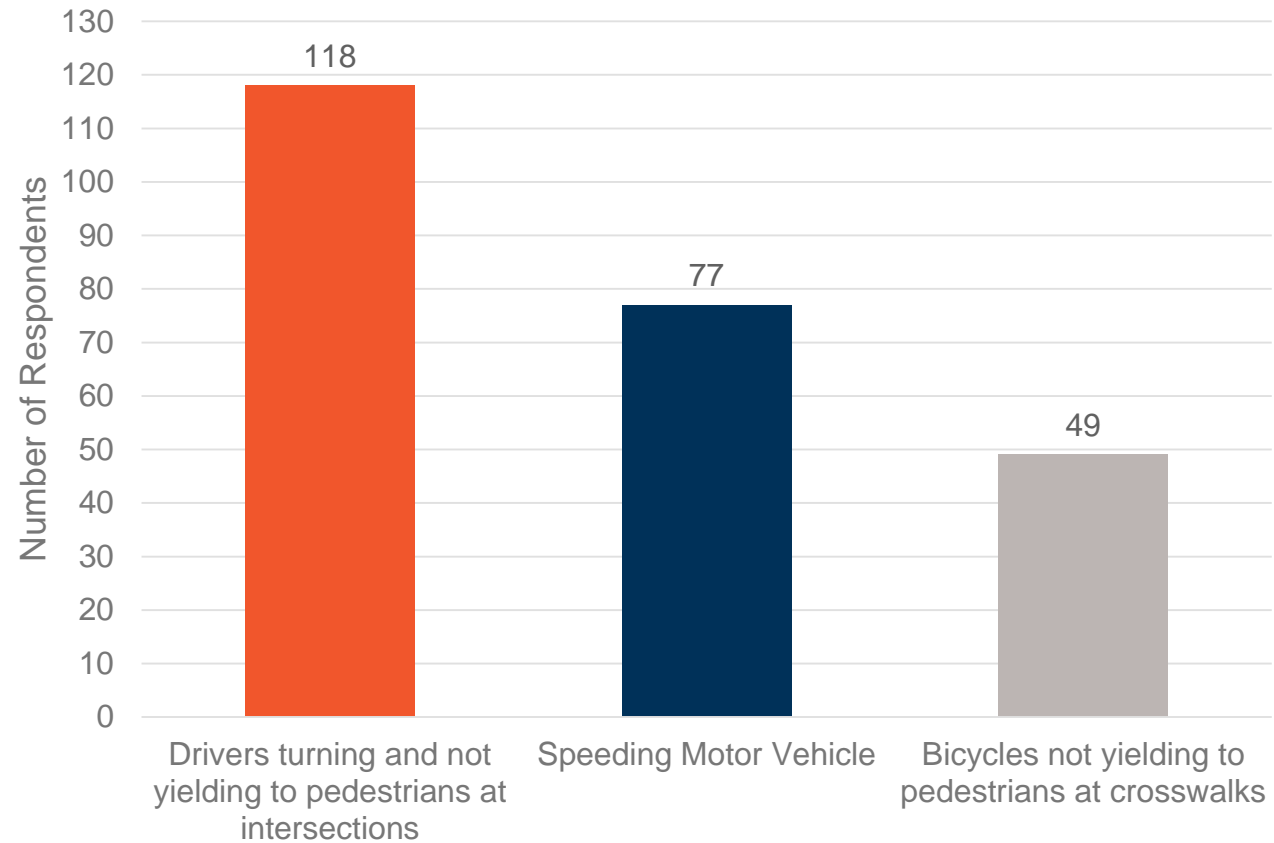


HOW RESPONDENTS TRAVEL ALONG SPRUCE AND/OR PINE

- Number of survey takers who:
 - walk on or across Spruce and/or Pine: 132
 - ride their own bike on Spruce and/or Pine: 124
 - drive themselves along Spruce and/or Pine: 66
 - take taxis/ride shares along spruce and/or Pine: 44
 - ride the bus along Spruce and/or Pine: 36
 - ride bike share on Spruce and/or Pine: 19



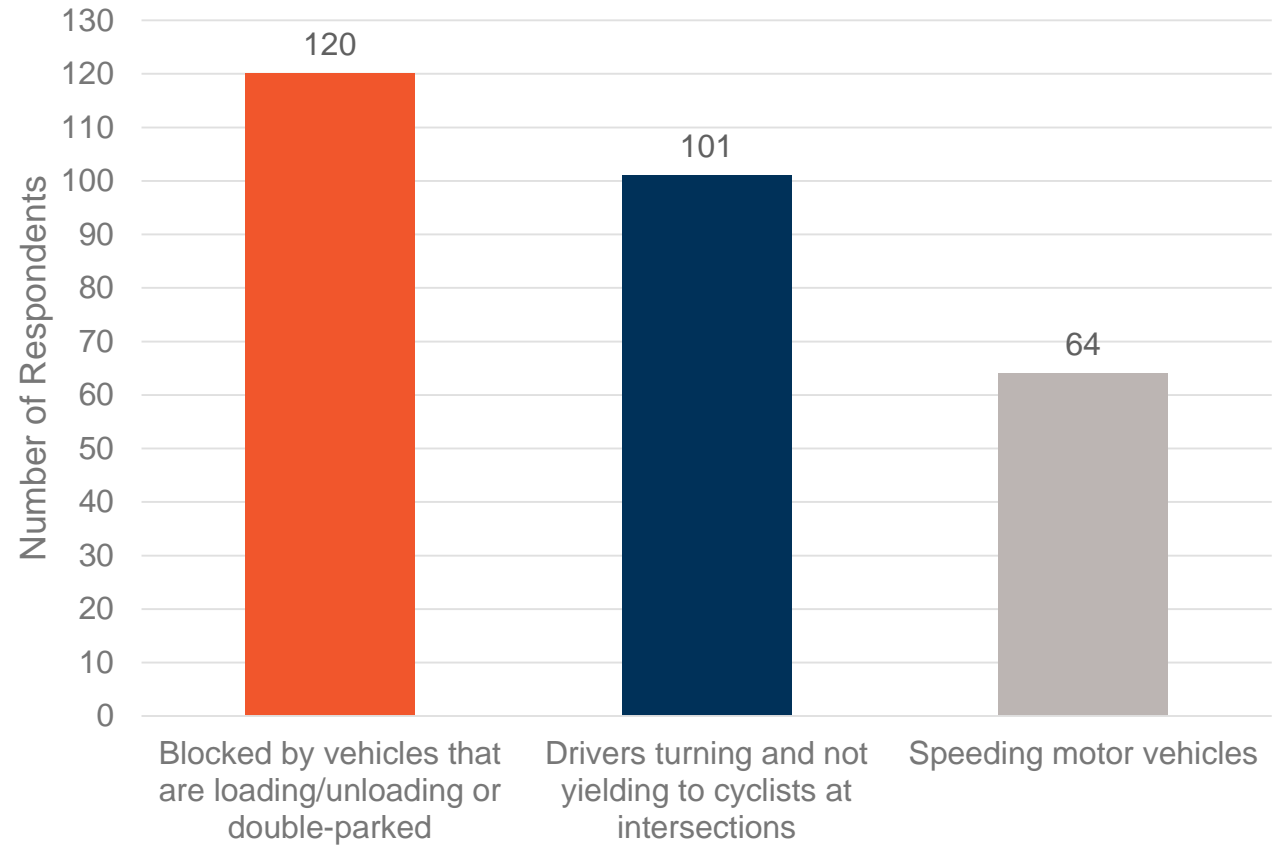
TOP-THREE SAFETY CHALLENGES FOR PEOPLE WALKING



WRITE-IN PEDESTRIAN CHALLENGES :

- Cars parked in crosswalks (11 write-ins)
- Cars and/or bikes running red lights (4 write-ins)
- Cars parked in the bike lane/on the sidewalk (4 write-ins)
- Cars parked too close to intersections/blocking visibility at corners (3 write-ins)
- Bicycles going the wrong way down the street (2 write-ins)
- Church parking (1 write-in)
- Delivery trucks blocking bike lanes (1 write-in)
- Construction (1 write-in)
- Bikes not following the vehicle code (1 write-in)
- Debris and/or water at corner ramps (1 write-in)

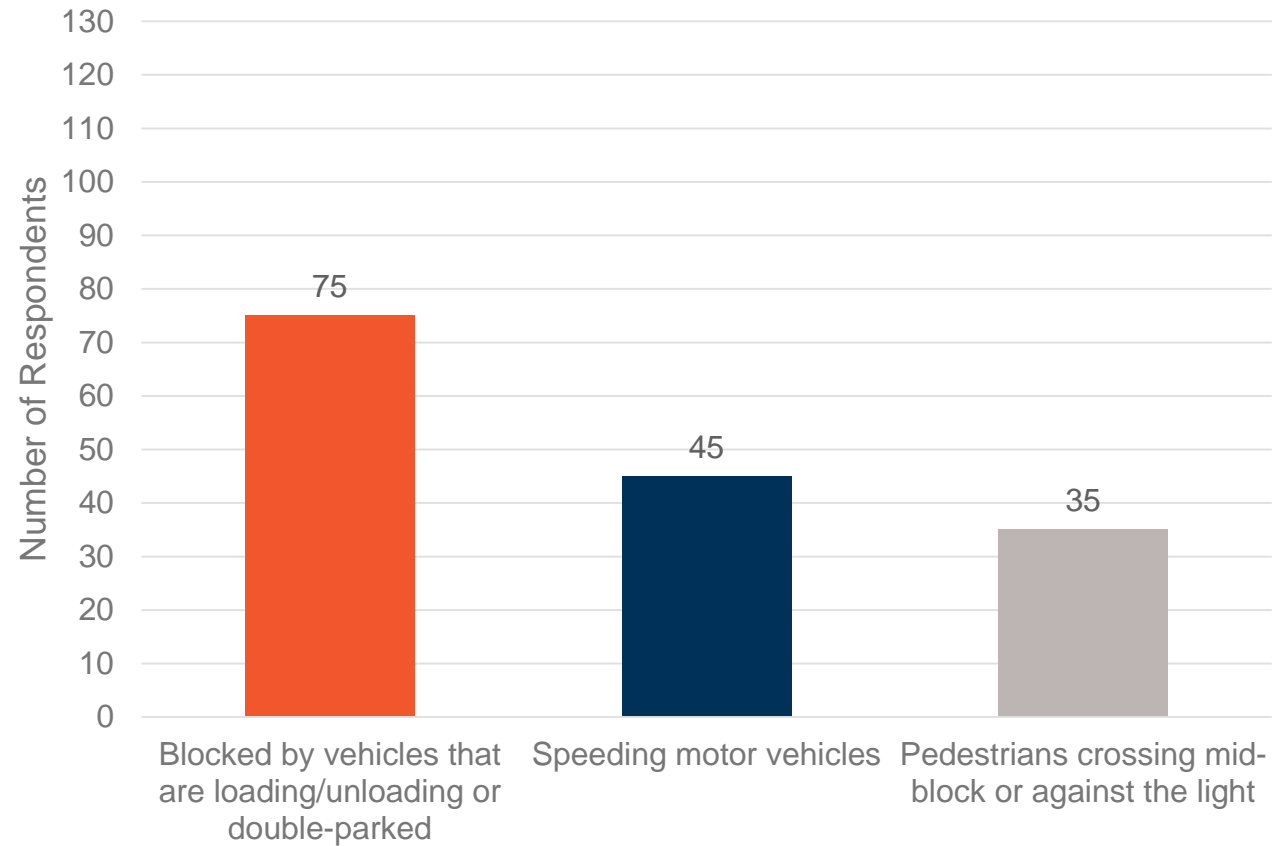
TOP-THREE SAFETY CHALLENGES FOR PEOPLE BICYCLING



WRITE-IN BICYCLIST CHALLENGES :

- Lack of protected bicycle lane (4 write-ins)
- Poor pavement condition (4 write-ins)
- Aggressive driving (4 write-ins)
- Bicycles not obeying traffic laws (3 write-ins)
- Church Parking (3 write-ins)
- Cars merging into the bike lane without signaling/checking for cyclists (3 write-ins)
- Faded roadway/lane striping (2 write-ins)
- Wheelchairs/Segways in the bike lane (1 write-in)
- Doors of illegally-parked cars (1 write-in)
- Inadequate Signage (1 write-in)
- Trash/Debris/Snow in the bike lane (1 write-in)
- Vehicles not obeying traffic laws (1 write-in)
- Distracted pedestrians (1 write-in)
- Taxis/Ubers/Lyfts stopping in the bike lane (1 write-in)

TOP-THREE SAFETY CHALLENGES FOR PEOPLE DRIVING



WRITE-IN DRIVER CHALLENGES :

- Aggressive Driving (3 write-ins)
- Taxis/Ubers/Lyfts stopping in the bike lane (2 write-ins)
- Bikes running red lights (1 write-in)
- Poor roadway condition (1 write-in)
- Buses taking up two lanes (1 write-in)
- Distracted driving (1 write-in)
- Bicycles not obeying traffic laws (1 write-in)
- Segways (1 write-in)
- Cars parked too close to the intersection/blocking visibility at corners (1 write-in)
- Construction (1 write-in)
- Drivers and Cyclists not knowing how to interact safely (1 write-in)
- Cars running red lights on cross streets (1 write-in)

COMMENT BOARD: WEST-SIDE MEETING

- West-side meeting on April 4th: 94 comments
- Highlights:
 - “Enforcement changes behavior of drivers”
 - “PPA needs Bicycle Officers”
 - “Can we find alt. to where religious parking on Sunday can happen on non bike lanes roads?”
 - “Lead traffic control signals for bikes and peds”
 - “Bus zones better enforced when parking on right”
 - “What are the experiences on other narrow streets with parking on right?”

COMMENT BOARD: EAST-SIDE MEETING

- East-side meeting on April 5th: 81 comments
- Highlights:
 - “MOVE CHURCH PARKING TO NON BIKE LANE STREETS”
 - “MIXING ZONE IN FRONT OF DRIVEWAY”
 - “PPA/PPD should have more bike officers ticketing the lane”
 - “SEPTA BUS STOPS NEED TO BE REDUCED”
 - “CONCERN FOR SAFETY OF DRIVERS LEAVING CAR ON THE STREET SIDE INSTEAD OF SIDEWALK”
 - “Feels much safer! Thoughtfully organized presented.”
 - “WE NEED TO PROTECT intersections making crossings for peds shorter”
 - “OK WITH LOSING A PARKING SPOT – wash west + society hill resident”

CIVIC GROUP COMMENTS: CENTER CITY RESIDENTS ASSOCIATION

- “Overall, residents who attended the bike lane meeting for our area were in support of the City’s proposal. If anything, they would like additional safety treatments.”
- Additional engineering work/enforcement requested:
 - Want fully delineated bike lanes -- 2
 - Should have delineators that cars can feel (could be rumble strips or something similar)
 - Would like to see more signal timing changes – bike signals, pedestrian signals – 3
 - Need to install delineators at the beginning of the intersection to keep cars from going into the bike lane accidentally
 - Want more signage for lanes, loading – 2
 - Want more enforcement of stopping over 15 minutes in bike lane – 4
 - Need to enforce church parking limits on Sunday – bike lanes obstructed all day, not just in AM – 7
 - Feels the intersections still not worked out to her satisfaction – additional safety measures needed

CIVIC GROUP COMMENTS: CENTER CITY RESIDENTS ASSOCIATION

- **Installation/maintenance concerns:**

- What will sidewalk look like after the meters on that side are removed – 5
- Worried about maintenance and disrepair of the painted lanes (like today) – 7
- Clean both side of street, ice on south side (doesn't get sun)
- Need loading zones for commercial – 2

- **Opposed:**

- Worried about predictability – some lanes on left, others on right (throughout the city – makes it hard for bike riders to navigate) – 2
- Opposed to side change, think it's dangerous for drivers who have to get out into traffic

CIVIC GROUP COMMENTS: WASHINGTON WEST CIVIC ASSOCIATION

- “A lot of information was made available, staff were knowledgeable and engaging, and several residents commented that they appreciated the opportunity for direct interaction with oTIS and the Streets Department staff.”
- “While there doesn't appear to be a clear objection to flipping the traffic lanes, there are several questions about the specific implementation details of the plan and how they would affect residents of Washington Square West. These details include parking, loading zones, new signage, treatment of abandoned signage, tree removal, and other issues.”
- “From our perspective the plan is not complete. In order for us to endorse the project we need to have a comprehensive presentation which depicts all subsequent changes to the street and sidewalk.”
- “You have told us that the lane changes will result in greater safety for cyclists and the board has no reason to doubt that outcome. But as you know, the lane change will affect much more than just the traffic. The Civic Association and the neighborhood will require a public presentation of the complete plan so that we have some ownership of the process and feel that our concerns have been addressed.”
- “Knowing that our concerns have been heard and considered is paramount to embracing the project.”

CIVIC GROUP COMMENTS: SOCIETY HILL CIVIC ASSOCIATION

- Concerns about placement of bicycle lane on left side of street:
 - “oTIS has not provided data demonstrating that these conditions exist to overcome the [presumption of right-side bike lanes.]”
 - “Left side bike lanes are unusual to many, and unfamiliarity breeds risk.”
 - “There might be increased risk to cyclists on a left-side bike lane who are making right hand turns, if more bicyclists on Spruce and/or Pine are making rights than lefts.”
 - “With parking moved to the right, there is increased risk to people getting in and out of their cars since they must step into the travel lane – a major concern to elderly or handicapped populations.”

CIVIC GROUP COMMENTS: SOCIETY HILL CIVIC ASSOCIATION

- Requests for additional data/research:
 - “Turning movement counts showing the percentage of cyclists going straight, turning right or turning left, at each intersection on Spruce and Pine.”
 - “Turning movement counts indicating the percentage of motor vehicles (and distinguished between passenger cars, light trucks and large trucks) going straight, turning right or turning left, at each intersection on spruce and Pine.”
 - “Turning speeds for the various vehicles on Spruce and Pine.”
 - “Observational or video studies to understand how near misses are managed by the various users.”
 - “The City should take advantage of trusted, outside experts to work with OTIS and relevant stakeholders to ensure rigor and objectivity in designing safety improvements for all on Spruce and Pine.”



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