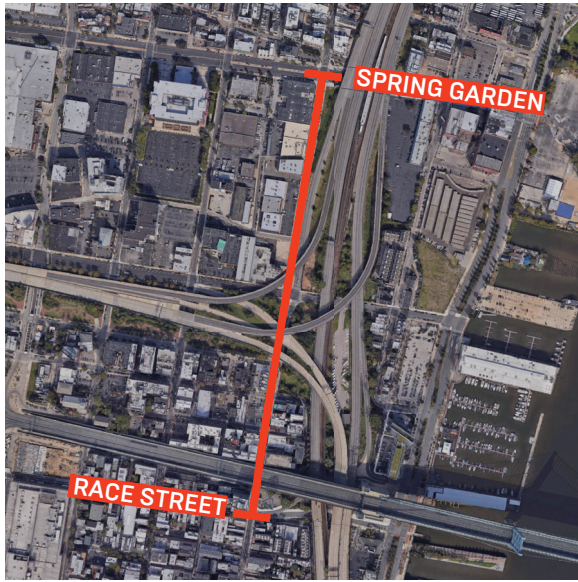


2ND STREET PROTECTED BIKE LANE PROJECT: SPRING GARDEN - RACE STREETS

2019 Fact Sheet

Providing a consistent and protected bikeway will improve safety and encourage bicycling along the corridor.



PROJECT BOUNDARIES:

2nd Street from Spring Garden to Race Street

PRIMARY PROJECT GOALS:

1. Create a high-quality southbound bike connection between Northern Liberties and Olde City
2. Refresh lane markings and crosswalks
3. Make dedicated space for bicycles in the roadway
4. Reduce the number of possible right-hook crash locations

IMPROVING SAFETY FOR EVERYONE

Second Street between Spring Garden and Race Street is the primary southbound bicycle route from Northern Liberties to Old City and Vision Zero High Injury Network corridor.

Restriping and adding protection to this section of 2nd Street will provide a safety upgrade to the existing bicycle lane. Improved intersection markings will increase predictability and awareness. Pedestrians will have newly-refreshed crosswalks, people driving will have new paint markings, and all travelers will benefit from a clearer overall street configuration.

South of Callowhill Street, a new section of bicycle lane will extend the lane south to Race Street which will provide an important connection to Delaware Avenue and the Delaware River Trail.

CRASHES ON 2ND STREET



There were **42 crashes on 2nd Street between Race and Spring Garden** from 2013 to 2017. 1 involved a bicycle and a vehicle and 6 involved a pedestrian and a vehicle.

FATALITIES & INJURIES

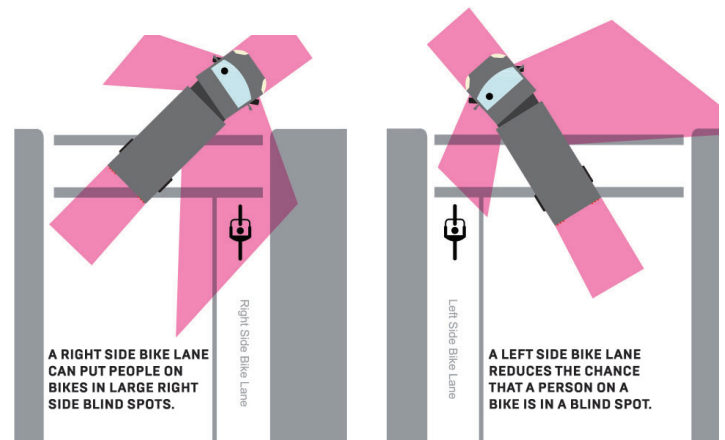


6 people were injured in crashes on 2nd Street between 2013 and 2017. 2018 data is not yet available.

WHY PROTECT AND SWITCH THE 2ND STREET BIKE LANE TO THE LEFT HAND SIDE?

Protected bike lanes make dedicated space for bicycles in the roadway and encourage more Philadelphians to consider biking for transportation. Research shows that many people who would like to bicycle, but don't, are concerned about potential vehicle bicycle conflicts.

This project provides the opportunity to increase the safety of the bicycle lane by relocating it to the left-hand side. Research shows that a person on a bike in a left-hand bicycle lane has a reduced chance of being in the blind spot of a person driving.



Please send questions and comments to:
Jeannette Brugger, Bicycle & Pedestrian Coordinator
jeannette.brugger@phila.gov

VISION
ZERO
CITY OF PHILADELPHIA

CITY OF PHILADELPHIA
otis

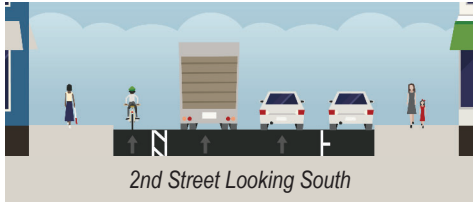
For more information:
<http://www.phila.gov/otis>

2ND STREET PROTECTED BIKE LANE PROJECT: SPRING GARDEN - RACE STREETS

2019 Fact Sheet

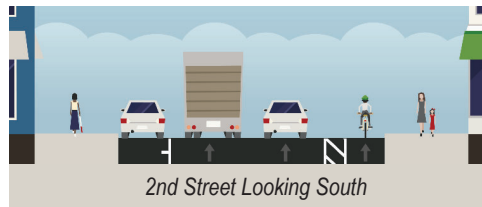
EXISTING CONDITIONS

Spring Garden to Callowhill (Existing):



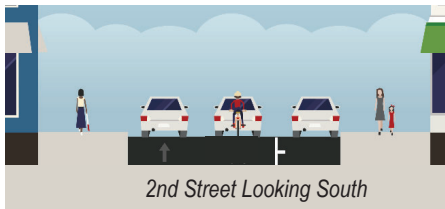
- Bike lane on the left (east) side of the street
- Painted buffer
- 2 motor vehicle lanes
- Parking lane on the right (west) side of the street

Callowhill to Wood (Existing):



- Parking lane on the left (east) side of the street
- 2 motor vehicle travel lanes
- Painted buffer
- Bike lane on the right (west) side of the street

Wood to Race (Existing):



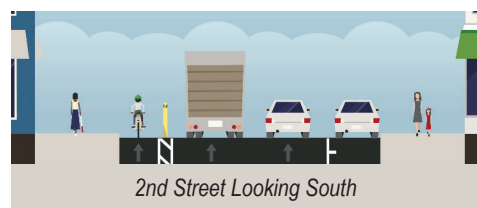
- 2 motor vehicle lanes
- 1 parking lane

Wood Street to Race Street: TWO PROPOSED OPTIONS

There are two proposed options for 2nd Street between Wood and Race. Option A has 2 motor vehicle lanes and no parking. Option B has 1 motor vehicle lane and parking during off-peak hours only. During the morning peak hours, Option B has two motor vehicle lanes and no parking. City staff will gather feedback from the community to decide which option will go on this segment of 2nd Street.

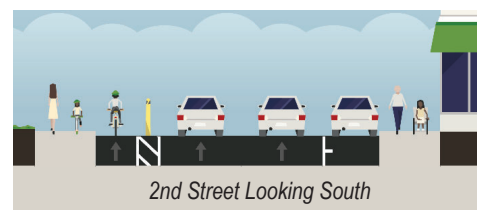
PROPOSED CONDITIONS

Spring Garden to Callowhill (Proposed):



- Protected bike lane on the left (east) side of the street
- Painted buffer with delineator posts
- 2 motor vehicle lanes
- Parking lane on the right (west) side of the street

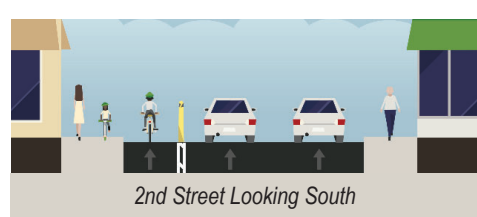
Callowhill to Vine (Proposed):



- Protected bike lane on the left (east) side of the street at the curb
- Painted buffer with delineator posts
- 2 motor vehicle travel lanes
- Parking lane on the right (west) side of the street

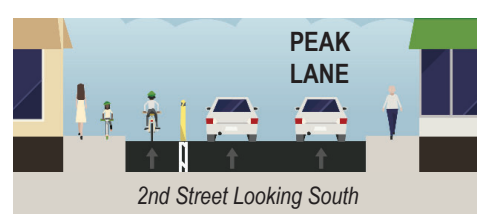
Vine - Wood Streets will be a transition area between this and the below treatments.

Wood to Race (Proposed OPTION A):



- Protected bike lane on the left (east) side of the street
- Painted buffer with delineator posts
- 2 motor vehicle lanes

Wood to Race (Proposed OPTION B):



- Protected bike lane on the left (east) side of the street
- Painted buffer with delineator posts
- 1 motor vehicle lane
- 1 peak hour vehicle/off-peak parking lane on the right (west) side of the street