

11TH STREET REPAVING & COMPLETE STREET SAFETY PROJECT

2019 Fact Sheet

Improve safety for people walking, taking transit, biking and driving.



PROJECT BOUNDARIES:

11th Street from Bainbridge to Reed

PRIMARY PROJECT GOALS:

1. Increase safety by creating dedicated spaces for people walking, biking, driving, and taking transit
2. Provide a smooth road surface
3. Install a link in the high-quality bicycle network
4. Increase comfort for people walking and taking transit

PROJECT CONTEXT

11th Street is on the City's repaving list for 2019, which provides an opportunity to make important safety improvements.

The new project elements will provide dedicated space for everyone on the road, whether driving, walking, biking, or taking transit.

Project elements include:

- New pavement over the unused trolley tracks
- New painted bump-outs at intersections, shortening crossing distances for people walking
- Refreshed crosswalks and lane markings
- A new two-way parking protected bicycle lane on one side of the street, separating people biking from people driving

TOTAL NUMBER OF CRASHES

There were **31 crashes** from 2013 to 2017. Ten involved bicyclists and 9 involved pedestrians.



FATALITIES & INJURIES

28 crashes, or **90% of total crashes**, between 2013 to 2017 resulted in injuries.



SAFETY FOR PEOPLE WALKING AND TAKING TRANSIT

City staff surveyed over 50 people along 11th Street to ask how they use the street and to gather information on perceptions of traffic safety. Staff interviewed several school crossing guards, as well, who highlighted key safety issues and recommended traffic calming on the corridor to improve safety for children during school hours.

- More than 50% of survey respondents **feel more comfortable crossing 10th or 12th Streets** than crossing 11th Street.
- Nearly 50% of survey respondents **wait for SEPTA buses in the road** next to parked cars instead of on the curb.
- Survey respondents were **concerned about drivers speeding and running red lights.**

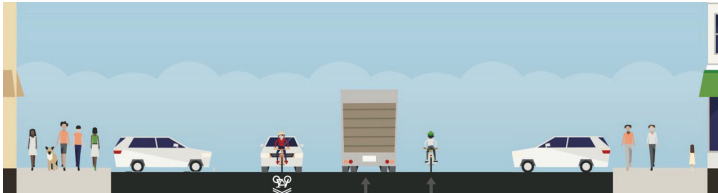


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11th Street, Bainbridge Street - Reed Street

EXISTING

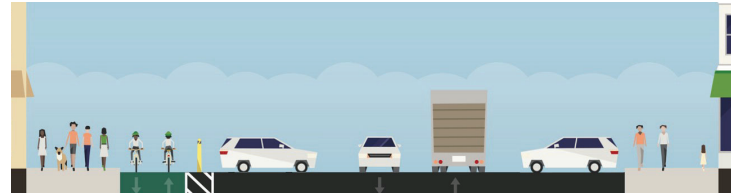


LOOKING NORTH

Existing Layout, west to east:

- Head-out angle parking
- 1 vehicle travel lane with sharrows southbound
- 1 vehicle travel lane northbound
- Conventional painted bike lane
- Head-out angle parking

PROPOSED



LOOKING NORTH

Proposed Layout, west to east:

- Two-way protected bikeway
- Painted buffer with delineator posts
- Head-out angle parking
- 1 vehicle travel lane southbound
- 1 vehicle travel lane northbound
- Head-out angle parking

HOW WILL REPAVING IMPROVE TRAFFIC SAFETY?

- Paving over the unused trolley tracks will address issues such as tripping, skidding, and bicycle wheel trap hazards.
- Paving will smooth out the existing deteriorated roadway surface.
- Adding new line-striping will improve the visibility of crosswalks and lane markings.

HOW WILL RECONFIGURATION IMPROVE TRAFFIC SAFETY?

- Adding **painting bulb-out pedestrian areas at intersections** will reduce the long pedestrian crossing distance.
- Installing flex posts will:
 - Prevent illegal car parking at corners that obstruct sight lines for drivers making turns.
 - Define **pedestrian bulb-out** and improve waiting area for transit riders.
- Adding a **two-way parking protected bicycle lane** will separate people biking from people driving, parking, or loading.
- Enhancing the city-wide bicycle network will create a connection to Washington Avenue, the 13th Street Neighborhood Bikeway via Fitzwater Street, and 10th Street via Reed Street.

Conceptual intersection treatment

