

11TH STREET REPAVING & COMPLETE STREET SAFETY PROJECT

2019 Fact Sheet

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

PUBLIC OPEN HOUSE GOAL: Share information and gather public feedback.



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

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.

PUBLIC OPEN HOUSE

Tuesday, April 16th
7 - 8PM

Palumbo Recreation Center
725 S 10th Street

Co-sponsored by Hawthorne Empowerment Coalition, Bella Vista Neighbors, & Passyunk Square Neighbors

PROJECT CONTEXT

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

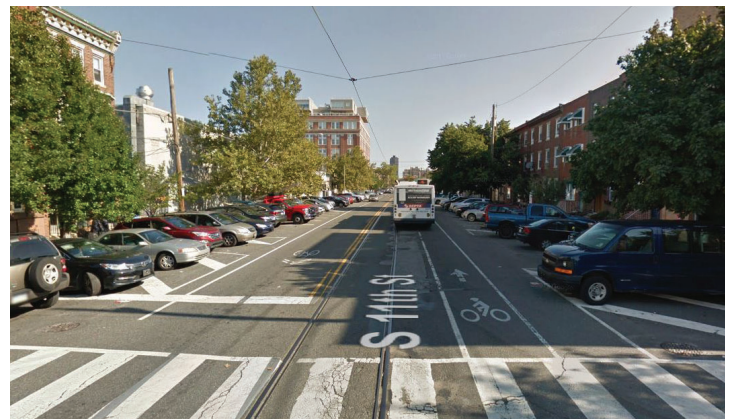
Project elements include:

- 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

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**.



Please send questions and comments to:
otis@phila.gov care of
Jeannette Brugger, Bicycle & Pedestrian Coordinator

CITY OF PHILADELPHIA
otis

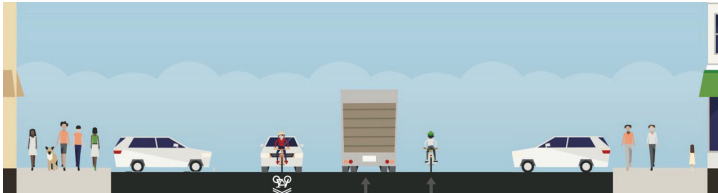
For more information:
<http://www.phila.gov/otis>

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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 sharrow 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 **painted 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

