

WHAT IS THE REPAVING & SAFETY PROJECT?

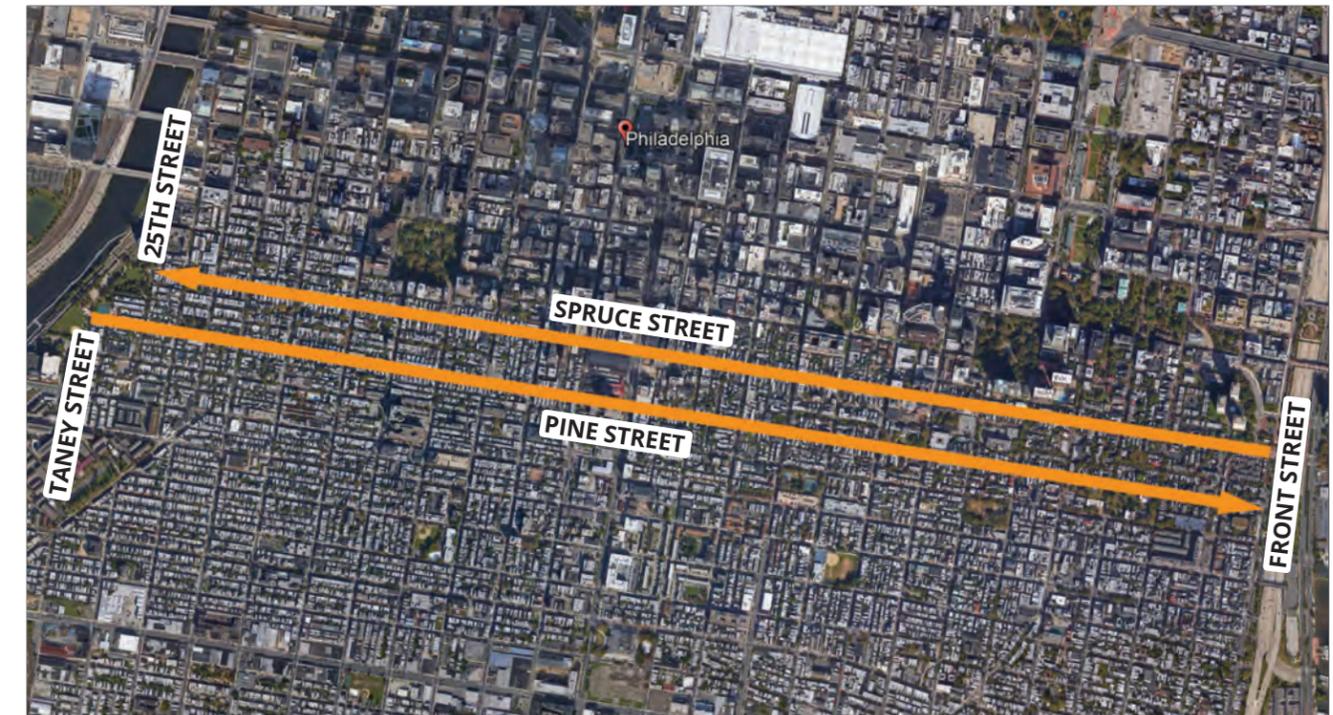
This project will **increase safety** for people walking, riding transit, bicycling, and driving along Spruce and Pine streets by:

1. **Reducing potential crashes** between turning vehicles and people biking
2. **Redesigning intersections**, where pedestrians, bicycles, and vehicles mix

Project Components:

- Resurfacing and restriping both streets
- Moving the bike lane from the right to the left
- Moving parking from the left to the right
- Redesigned intersections for better safety
- Updated parking and loading

Project Extents:



Every block on Spruce and Pine from Front Street to the Schuylkill River will be repaved. Only blocks between Front Street and 22nd Street already have bike lanes. These blocks are the focus of this meeting.

Project Milestones:



WHO WE TALKED TO & WHAT WE HEARD

Outreach Overview:

Between January & October 2018, City staff led **45 meetings** with residents, business owners, commuters, and other stakeholders. They held **another 30 meetings** with individuals about loading zones, driveways, and handicapped spaces.

April 2018 Public Meetings:

- Over **330 people** attended the meetings
- Most meeting attendees said they travel along Spruce & Pine regularly
- There was **general public support** for the Resurfacing & Safety Project
- Comments focused on **parking, enforcement, speeding** vehicles, **intersection safety** and **accessible crosswalks**

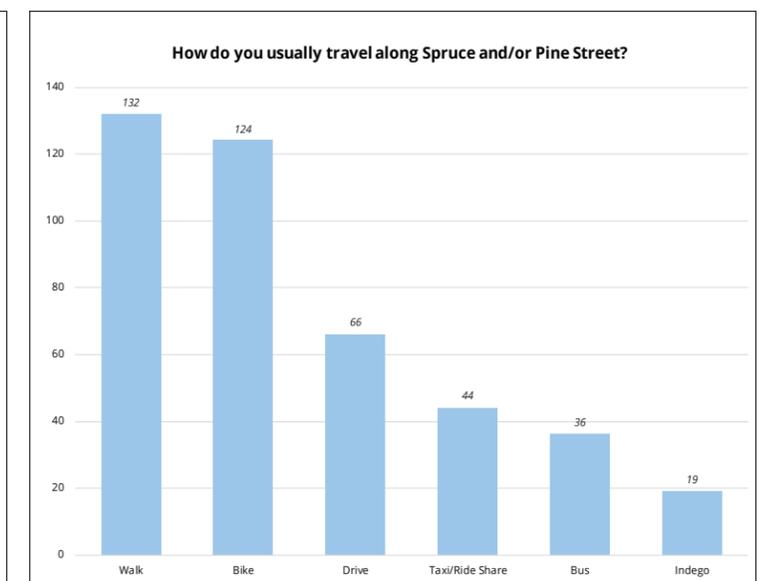
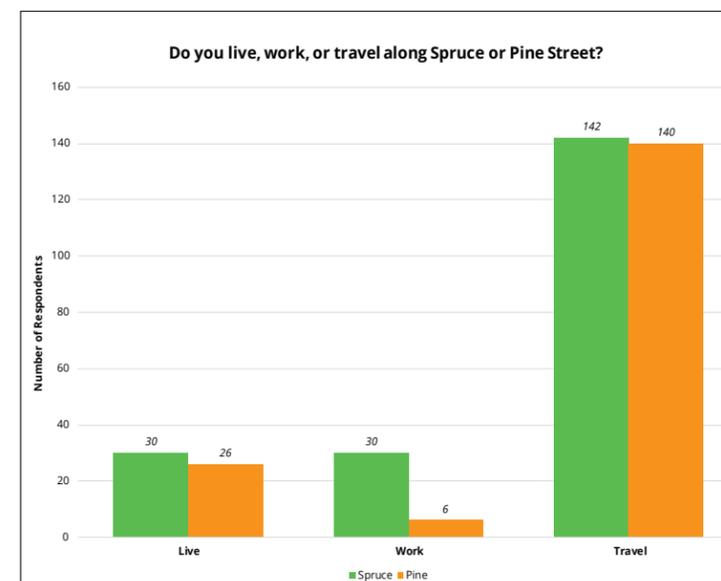


Survey Summary:

169 people filled out surveys at the April 2018 meetings. Primary concerns included:

1. **Pedestrians** - turning drivers not yielding to pedestrians in crosswalk
2. **Bicyclists** - bike lanes being blocked by loading or double parked vehicles
3. **Drivers** - travel lanes blocked by loading or double parked vehicles

Survey respondents primarily travel along Spruce and Pine Streets by walking or biking:

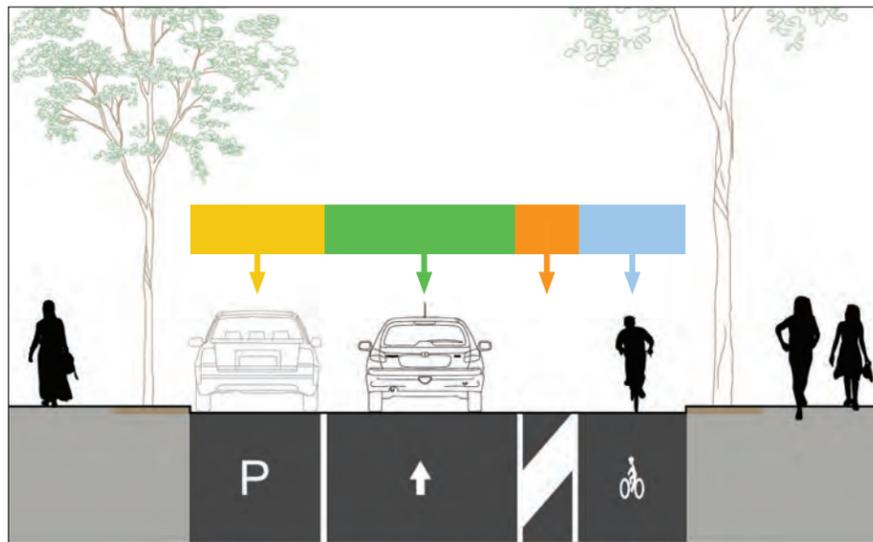


FINAL ROADWAY & INTERSECTION DESIGN

How is the roadway changing?

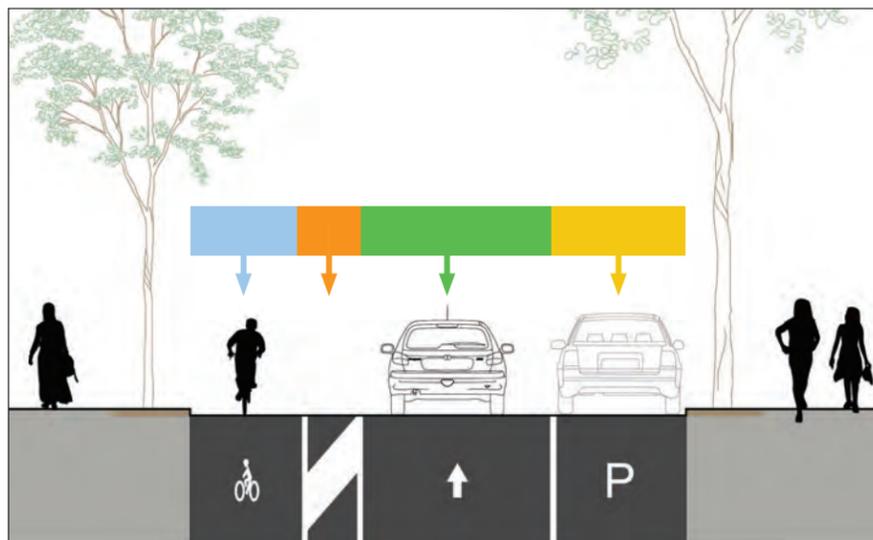
As part of this resurfacing and safety project, the bicycle lanes on Spruce and Pine Streets will be moved from the right side of the street to the left side of the street, and parking will be moved from the left side of the street to the right side of the street. This will separate people on bicycles from SEPTA buses that run along Spruce and Pine Streets and make things safer for SEPTA passengers getting in and out of vehicles. It will also make sure that people riding bikes are easier to see for people driving, especially people driving large vehicles like trucks.

Existing Conditions on Spruce and Pine Streets:



- 1 Parking on the left side of the street
- 2 A central travel lane for cars, trucks, and buses
- 3 A painted buffer between cars and bikes
- 4 A bike lane along the right side of the street

Future Conditions on Spruce and Pine Streets:

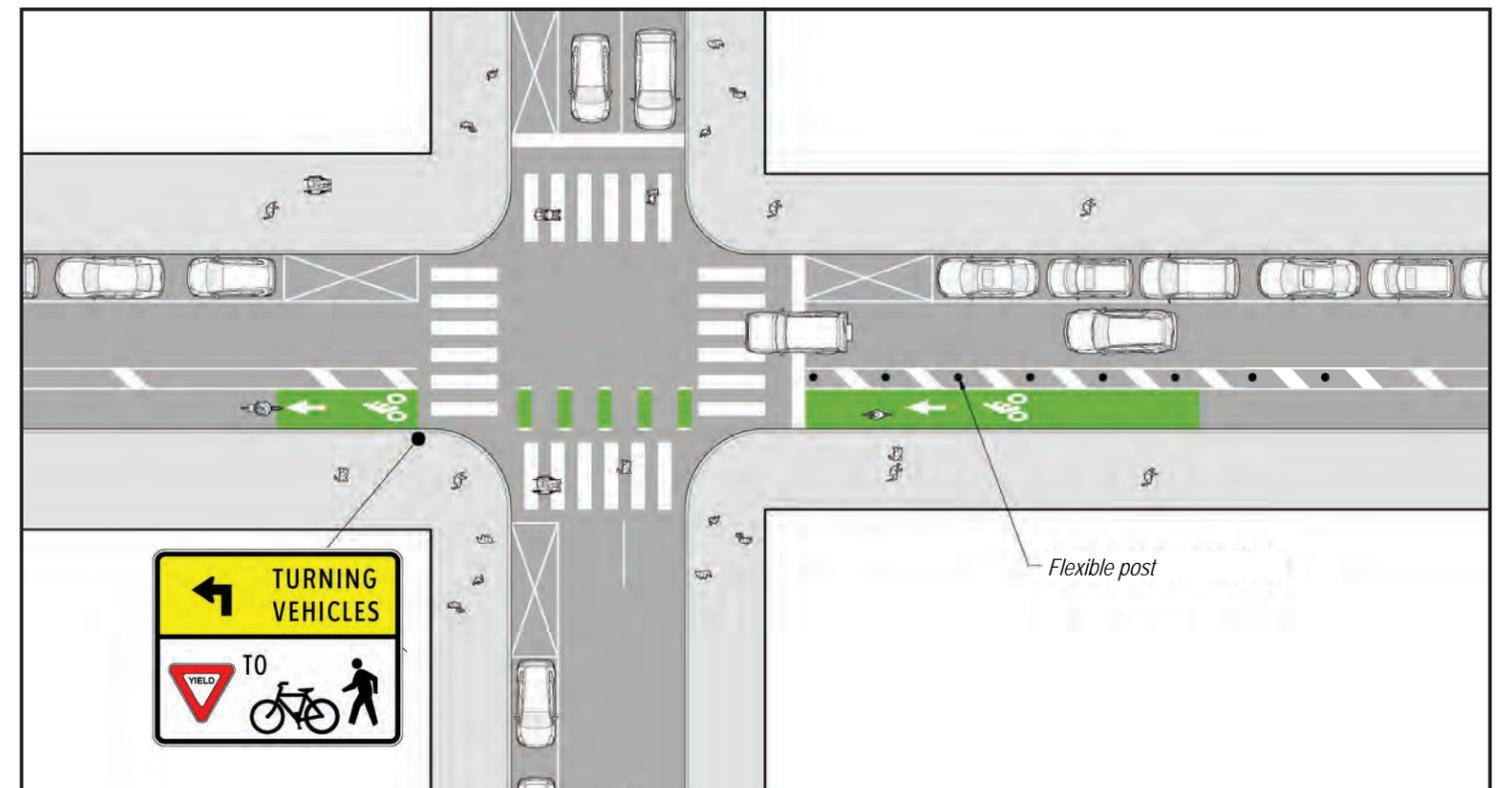


- 1 A bike lane along the left side of the street
- 2 A painted buffer (with delineators at some intersections)
- 3 A central travel lane for cars, trucks, and buses
- 4 Parking on the right side of the street

Typical* Future Intersection Configuration:

Features:

- Creates dedicated space for people on bikes and people in vehicles up to the intersection
- Features green paint and flex posts to highlight separate spaces
- Maintains parking on the right side of the street



*Intersections with high turn volumes like Broad Street and Spruce Street, Broad Street and Pine Street, and 5th Street and Pine Street will have different configurations to prevent excessive traffic delay during peak hours.

HOW WILL BICYCLES MAKE RIGHT TURNS?



Two-stage turn boxes offer people on bikes a safer way to make turns at cross intersections. Adding these boxes at key locations on Spruce and Pine will give people on bicycles a visible path across the intersection without the need to merge with or cross vehicle traffic.

Two-stage turn boxes are already installed at multiple locations throughout Philadelphia, including on the Ben Franklin Parkway and Washington Avenue.

CONSTRUCTION INFO & TIMELINE

4-STEP PROCESS: STREET PAVING CYCLE

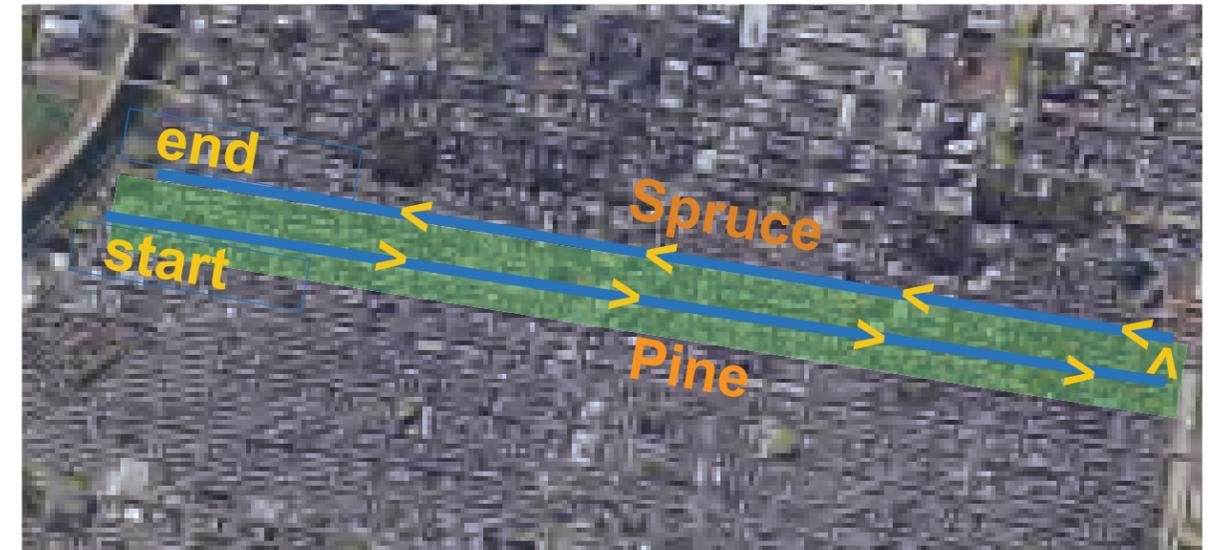
1. **Milling** is the process of grinding off the top layer of asphalt or surface of a roadway in preparation for paving.
2. **Street Adjustments** is where utility manholes and castings are adjusted or replaced.
3. **Street Paving** adds a layer of new asphalt surface on the street
4. **Street Line Striping** is when road surface markings, green paint, and flexible delineator posts are added to the street

STREET USE DURING CONSTRUCTION

A travel lane will typically be open for people biking and driving during construction. Residents should expect temporary road closures and parking restrictions. **Temporary parking areas** will be designated adjacent to the immediate work area on numbered streets from Spruce to Lombard curbside in the existing travel lane.

PROJECT PHASING

Construction will occur several blocks at a time, in sections.



- **Start** at Taney & Pine Streets
- **Progress** east down Pine to Front Street
- **Continue** west up Spruce Street
- **End** at Spruce & 25th Streets