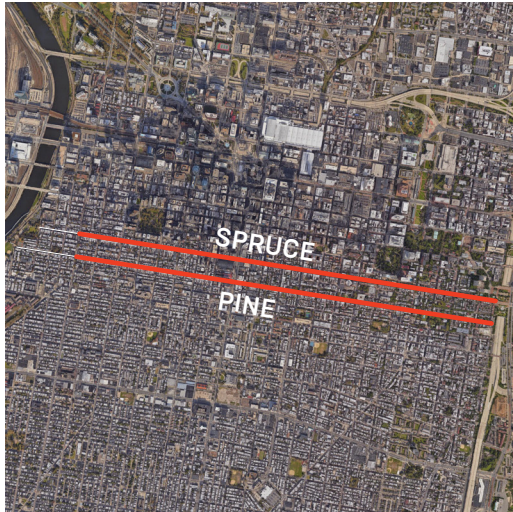


SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

2018 Fact Sheet

Re-paving, re-striping, and re-configuring Spruce and Pine Streets will make them safer for people walking, biking, and driving.



Please note, this project does NOT include the installation of flex posts for a protected bike lane

PROJECT BOUNDARIES:

- Spruce from Front to 22nd Streets
- Pine from Front to 22nd Streets

PROJECT OBJECTIVES:

1. Increase safety for people walking, bicycling, riding transit, and driving along both corridors
2. Reduce the number of possible crashes that occur between right-turning vehicles and people biking
3. Improve intersection pavement markings where bikes and vehicles mix
4. Refresh crosswalks
5. Address on-street parking and loading for residents and businesses

IMPROVING SAFETY FOR EVERYONE

Spruce and Pine Streets are not on the Vision Zero High-Injury Network, but they are on the City's repaving schedule for 2018. This provides an opportunity to make safety-related changes to the roadway configuration.

Repaving, restriping, and reconfiguring Spruce and Pine Streets will make both corridors safer for everyone. Pedestrians will have high-visibility crosswalks, people on bicycles will have fewer right-hook crash locations to navigate, and people driving will have smoother roads with new paint markings.

New intersection treatments at key locations will help all travelers by increasing predictability and awareness.

CRASHES ON SPRUCE & PINE



There were **90 crashes on Spruce** and **95 crashes on Pine** from 2012 to 2016. 21 involved a bicycle and a vehicle and 18 involved a pedestrian and a vehicle.

FATALITIES & INJURIES



178 people were injured in crashes on Spruce and Pine between 2012 and 2016. This does not include the 2017 crashes that resulted in one death and one serious injury.

WHY THIS IS IMPORTANT ON SPRUCE AND PINE STREETS

The line striping and paving conditions on Spruce and Pine Streets have deteriorated. This repaving and safety project provides the opportunity to address these issues, along with making safety improvements. Recent serious crashes include:

November 28th, 2017: A cyclist was killed in a right hook crash with a trash truck at 11th and Spruce as she rode her bike to work.

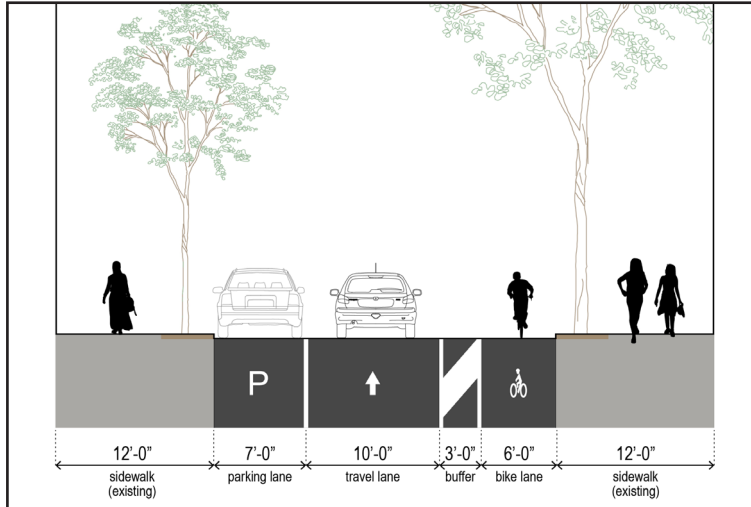
December 15th, 2017: A cyclist was seriously injured in a right hook crash with a box truck on 13th and Pine as she rode her bike to work.



SPRUCE & PINE STREETS REPAVING AND SAFETY PROJECT

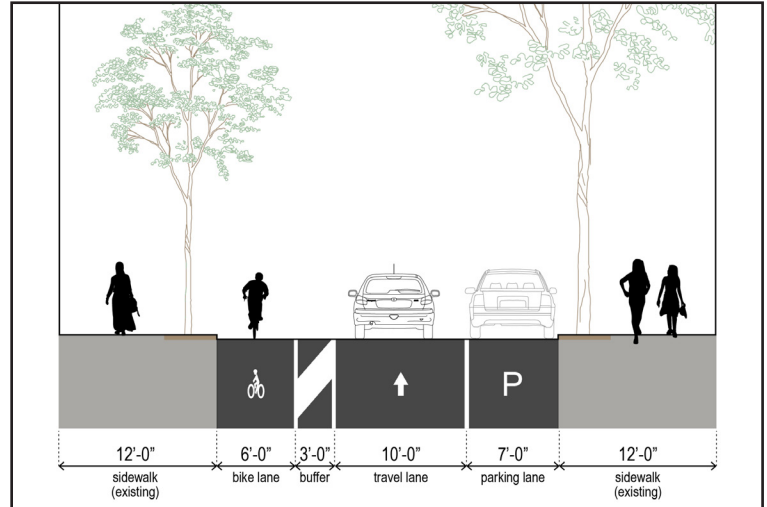
2018 Fact Sheet

Existing Configuration



- On-street parking and loading is on the left
- Bike lane is on the right

Proposed Configuration



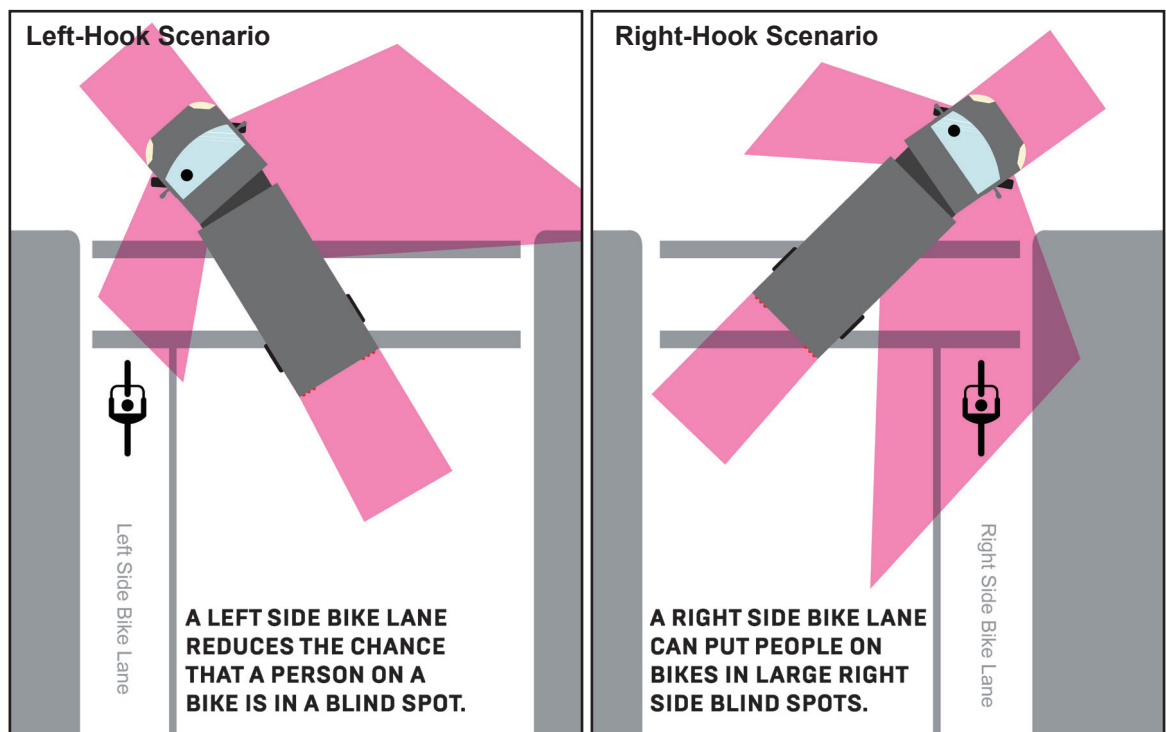
- On-street parking and loading is on the right
- Bike lane is on the left

Why move the bike lanes to the left side?

According to the Institute of Transportation Engineers,¹ switching the bike lanes on Spruce and Pine from the right side of the street to the left side will make people on bikes more visible to people driving.¹

This is especially true for trucks, which have larger blind spots on their right sides than they do on their left sides.

Moving the bike lanes to the left side of the street eliminates conflicts with buses that stop on the right side.



1. "The Difference Between Right And Left Bike Lanes," *Institute of Transportation Engineers: ITE Journal*; Jul 2014; 84,7; ProQuest pg. 14