

## **19th and 20th Complete Streets Corridor Study Meeting #3 Summary**

**Meeting Date: May 13, 2021**

**Meeting Purpose:** For the project team to share three alternatives for the 19th and 20th Complete Streets Corridor Study with stakeholders in this group.

**Summary:** The project team gave a recap of the March 2021 committee meeting. OTIS addressed stakeholders concerns about un-planned detours during special events along the corridor, and explained their team will work with Special Events to follow up on the issues raised by this group.

Three alternatives for bicycle and transit improvements were presented to the stakeholders that focused on bicycle enhancements, bus enhancements, and a combination of bicycle and bus enhancements. Stakeholders were provided time to speak about their concerns to the entire group and then were asked to join small group discussions where stakeholders were again given an opportunity to provide their input and feedback about the alternatives. At the end of the meeting a poll was taken and 58 percent of those who voted preferred the alternative that had the combination of bicycle and bus enhancements. Below is a summary of major points from each small group discussion.

### **Breakout Room A:**

- The neighborhood is extremely sensitive to parking displacement. When this analysis is presented again it should include information about the massive increase in off-street parking, shared-parking ideas, as well as possible nearby on-street parking that could potentially become permit parking overnight for residents.
- A new building is going in at 20th Street and Arch Street, which is currently a surface parking lot.
- Level of Service (LOS) will need to be evaluated for each intersection in each concept.
- Boarding islands need to show the accessible route from the sidewalk passing through the bike lanes. Look at other cities for examples about how this could work and present this information back to the group.

### **Breakout Room B:**

- Traffic impacts were expected to be manageable for the separate bus and bike concepts but concerns were expressed about the combined concept reducing capacity too much, leading to bottlenecks.
- The single combined turn/thru lane at Arch Street was a particular concern.
- Loss of parking, while not of concern to stakeholders present, was acknowledged as a potential hot-button issue.
- Question of whether the bus lane would be SEPTA only or also for charter buses, private shuttle etc.
- A request was made for further information about the number of buses and passengers that would be served by the proposed northbound bus lane.

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### **Breakout Room C:**

- An inquiry was made if there would be a bus stop at John F. Kennedy Boulevard & Benjamin Franklin Parkway.
- There was a discussion about enforcement of the bus lane and if it could be physically separated to avoid other vehicles weaving in and out of the shared lane.
- A request was made for a capacity analysis for the bus lane alternative.
- The bicycle and bus alternative was preferred by most, and there were no major concerns about congestion and queuing.
  - The group liked that this alternative minimizes weaving and creates a more predictable roadway configuration. The group realized that the bus lane will not be separated from other traffic due to the parking lane and therefore someone suggested adding flex posts on the far side of the parking lane to prevent northbound cars from pulling into the last parking spot.

**Next Steps:** Final Product will be delivered this summer and will include a write-up of the alternatives presented including a technical analysis.