

19th and 20th Complete Streets Corridor Study Meeting #2 Summary

Meeting Date: March 18, 2021

Meeting Purpose: For the project team to review and establish hierarchy of stakeholders' stated priorities from the previous meeting. To familiarize stakeholders with potential intervention exemplars and collaboratively explore the tradeoffs inherent in corridor redesign work.

Summary: This meeting was held virtually on 3/18/2021 at 1:00 PM. The Philadelphia Office of Transportation, Infrastructure, and Sustainability (oTIS) and the Delaware Valley Regional Planning Commission (DVRPC) presented slides recapping the project purpose and scope; the outcomes of the January kick-off meeting; and explaining the toolkit of potential cartway changes being applied to the redesign work. Participants prioritized their top transport-related concerns via hierarchical ranking in Mentimeter, and were asked to apply and discuss both their own and the overall group's stated preferences, in the context of a participatory design exercise using the ReMix platform, in three separate breakout rooms. The group then reconvened, and participants voted in a pairwise comparison stated preference exercise via Mentimeter. The major themes of these conversations, as well as the outputs of the Mentimeter exercises, are provided below.

Breakout Room 1: Concerns surrounding the loss of resident parking were recurring in Breakout Room 1, particularly the question of permitted curbside spots. Paid spots were generally regarded as fair game. It was asserted that cyclists would make the two-block jog along the Parkway from 22nd Street to 20th Street to get the benefits of a Bikeway. Noted also that bike lanes improve safety for all users. SEPTA anticipates 20th Street to remain an important N/S corridor for their service even after their bus network redesign. Group consensus regarding cartway allocation was to remove on-street parking and have guests/visitors use garages/lots. Concerns about congestion north of the Parkway were also highlighted.

Breakout Room 2: The question arose of why 20th Street was widened and made a two-way street between Market and the Parkway in the first place, as this was a clear outlier relative to the monodirectional grid that typifies Philadelphia's street network. Working through potential pedestrian-focused modifications to the corridor, the group quickly realized that both bump-outs and pedestrian refuges had outsized effects, relative their individual sizes, on the ability to assign road width for throughput of other travel modes. Due to the barrier effect of these pedestrian interventions, the group agreed that bump-outs were best used at locations where curbside parking and/or loading were being preserved.

Breakout Room 3: It was established up front that a bus lane would require 11 feet. Turning to the question of taking space for a bike-way the group debated the relative merits of sacrificing the turning lane versus a northbound through lane to free up space. It was quickly realized that if the turning lane were retained it would result in a single through lane, which would in turn lead to cars backing up behind buses. The question of curbside parking came up, with the recognition that a plan for addressing and compensating for any potential removal of permitted spaces would be required to get approval from residents. It was suggested lower 20th Street could be made one-way, but this was met with concerns about displacing southbound traffic to

21st and 19th Streets which are already congested and burdened. There were also concerns about forcing students and other visitor groups to cross 20th Street to access Franklin Institute.

Recurring Themes in All Groups:

- Relative expendability of turn lane vs through lane
- One-way treatment for lower 20th Street?
- Viability of removing parking
- Bottleneck north of Parkway

Points Raised During Presentation:

- High northbound volumes coming from lower 20th Street get bottlenecked north of the parkway
- Special events operations need to be consistent and clear for institutional planning regardless of other future changes to cartway
- Preservation of on-street parking would rank higher if more resident representatives were present

Mentimeter Results

Mentimeter:

Mentimeter is an online polling/surveying tool used to solicit preferences and opinions in group contexts and provide real-time feedback and visualization of results to inform group decision making.

Scales:

For the scales questions two competing roadway elements were ranked by respondents on an 11 point scale (-5 to +5) with -5 representing “overwhelmingly prefer option A” and +5 representing “overwhelmingly prefer option B”. The scale results represent respondent pairwise preferences of potential trade-offs following the ReMix exercise.

Ranking:

For the ranking exercise respondents were asked to provide a simple ranking of seven considerations for prioritization in modifying the corridor. These rankings were meant to inform participant thinking going into the ReMix charette.

Scales

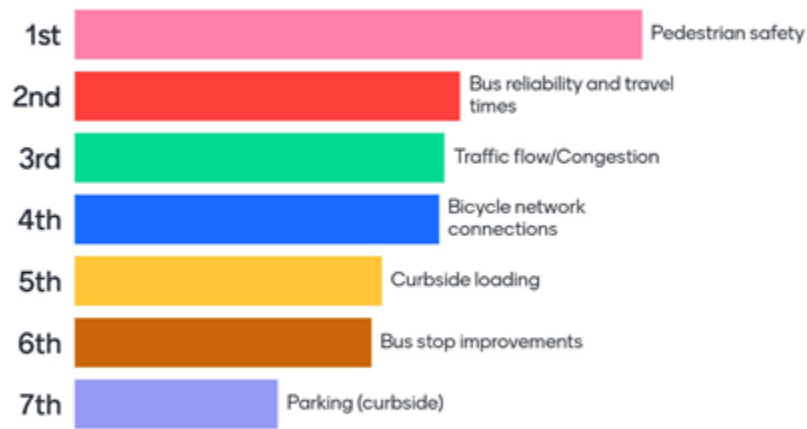


Based on the pairwise comparisons (Mentimeter Scales) We can infer the following hierarchy:

1. Bus Lane
2. Travel Lane
3. Bike Way
4. Turning Lane

The bike way vs. turn lane must be inferred from the difference in average response between the "Bike Way vs Travel Lane" and "Travel Lane vs Turning Lane" questions (and the intensity of the constituent responses as seen in the distribution of responses).

Ranking



As noted during the meeting parking and resident sentiment will have greater weight than represented above. Similar to the pairwise comparisons we see a Bus-Car-Bike hierarchy for the travel modes, with pedestrian safety being the highest priority. While all other considerations will require balancing, it is fair to say that bus stop improvements needn't be a priority in our design process.