

CCRA Streets Committee

On March 12 the streets committee met virtually and received a presentation from the City on its proposal to build a two-lane bike lane on the south side of Market Street, between 20th and 23rd Streets. Subsequent to the meeting, the committee approved the proposal. The vote was 5 in favor, 0 opposed, and 1 not voting.

On March 15, Bill West attended a virtual meeting on the proposed Market Street bicycle lane sponsored by Fidler Square Neighbors and supported by 5th Square.

On March 18, Bill West attended the second of three meetings on redesign of the 19th and 20th street corridors, with the goal to improve traffic flow and increase safety. The study is being conducted by DVRPC at the request of the City. A major topic of discussion was the possibility of placing a dedicated bus lane on the east side of 20th Street, north of John F. Kennedy Boulevard and south of the Benjamin Franklin Parkway.

The committee attempted to encourage the City to do something to ameliorate conditions generated by the closure of the Schuylkill Banks at the Chestnut Street bridge, for necessary repairs. The detours for bicycles, in particular, were viewed as quite deficient. The committee had suggestions for improved signage, restoration of the flex posts for the existing temporary bike lane on the Market Street bridge, and a temporary bike lane on the west side of 23rd Street, from Market to Walnut. The flex posts on Market Street were replaced.

Working with the South of South Neighborhood Association (SOSNA), the committee circulated an online survey asking residents whether they would support a permanent bike lane on 23rd Street, running from Market to South. Reactions were generally positive, and a number of commenters remarked that the traffic on 23rd is frequently fast and dangerous.

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Submitted by, Bill West