



December 2019 Issue
Next Meeting:
December 4, 2019
7:30 PM at VIPARC

the council crier

Meeting Location: The meeting will be held at the Venice Island Performing Arts Center, on Venice Island, Cotton and the Manayunk Canal.

SEPTA is drawing up big plans for the Wissahickon Transfer Center.

The WTC currently serves the R, 1, 35, 38, 44, 124 and 125 bus routes circling in the center, and the 9, 27, 61, 62 and 65 passing by on Ridge.

Some Route K, 52 and 60 bus trips will be extended to come to the center. The Direct Bus on Roosevelt Blvd will be extended to come to the center along with more frequent service on the 124 and 125.

The number of buses turning into the WTC will increase 75% from 270 to 470. The number of buses passing on the street will stay about the same (610) for an overall increase of about 23%.

To accommodate the increased traffic Ridge Ave will be widened in front of the bus stop to allow a bus stop lane in front of Deek's (being purchased by SEPTA) and an additional dedicated turning lane for buses turning into the center.

SEPTA traffic studies show only minor changes to the delays for cars driving through. Some minor improvements in the morning and some minor delays in the evening, all depending on your exact path.

There will be a reserved area for a future bike and pedestrian path around the back of the center and along the river. This will be developed, eventually, by Parks & Rec.

The project won't be completed until some time in 2021. The old WTC will continue to function during construction. SEPTA has indicated they, currently, don't have a plan for the old site once the new one opens.

The group we call the Coalition of Civics with representatives of local civics (CRCA, DPCA, MNC,

RPCA, RSVCA, URCA, WICA and WNCA), also known as the nine families, has met with officials on several occasions (SEPTA, PENN-DOT, Streets, PCPC). First a full year ago and most recently, last week. Huge thanks to our State Representative Pam DeLissio for herding all the folks into a room and making them talk to us!

There were, of course, a lot of concerns about the increase in buses and how it would affect other traffic. This has been addressed (but perhaps not to everyone's satisfaction) by the extra lanes, and redesign of the traffic signaling.

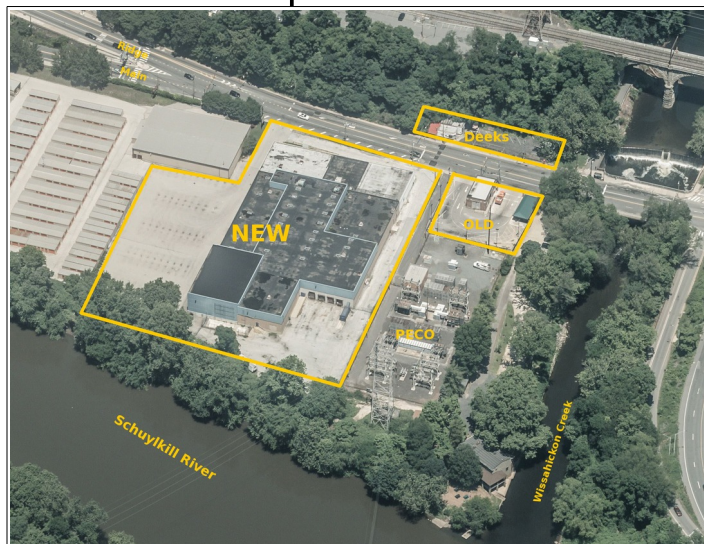
On the top of everybody's list, though, is the scale and design of the project. It will be the gateway to

Roxborough, Wissahickon and Manayunk and is juxtaposed with the Cliffs, iconic train bridge, and Wissahickon Creek.

Their initial design was uniformly panned as being everything from a Turnpike rest stop to a Jetson landing pad with an I-HOP.

SEPTA had an architectural team with them at the last meeting and the

takeaway was to go back to the drawing board and see what you can come up with that ties into neighborhood character and history. We also pressed them to include us early in the design ideas. Their normal procedure is to design something then take through all the departments (engineering, lighting, traffic, ...) and then present a final result. We implored them (yes implored) to work with us more closely and maybe not spend a lot of time on a plan that will be a non-starter with the community.





RIDGE AVE AERIAL LOOKING SOUTH
Option 1 -- Yuck!



RIDGE AVE AERIAL LOOKING SOUTH
Option 2 -- Same as the first. A little bit louder and a little bit worse!

