



Chestnut Street Loading Pilot

Background

To reduce congestion and improve travel times on Chestnut Street in Center City, the City of Philadelphia is working actively to implement changes that will effectively manage demand for freight and passenger loading and unloading. **Improving curbside management and improving bus operations on Chestnut Street are deliverables in [CONNECT: Philadelphia's Strategic Transportation Plan](#).** A [Fall 2018 program](#) found that increased enforcement of the bus, bike, and turn only lanes on Chestnut Street led to significant reductions in bus travel times, with slight reductions in travel times for cars using Chestnut Street.

The rapid increase in passenger and freight loading in Philadelphia is increasing curbside demand. Current rules for the majority of the north-side curb of Chestnut from 20th to 12th Streets include:

- 6 AM - 10 AM - loading only
- 10AM - 10PM - parking only
- 10PM - 6AM - no regulations

After 10AM, when parking is permitted, the lack of loading zones causes loading to spill onto travel lanes. This leads to congestion and safety problems.

Proposal

The City of Philadelphia in partnership with DVRPC, SEPTA, and PPA, is proposing a six month pilot starting in August that will alter parking and loading regulations on Chestnut Street between the 600 and 2000 blocks. This project proposes:

- Creating 80' passenger and freight loading zones with 20 minute time limits available all-day, located on the western end of each block;
- Moving the 20' handicap parking to the Eastern end of each block to enhance accessibility; and
- Extending the 2 hour enforced meter parking time to 6AM - 2AM on the remainder of the block.

Location: 2000 - 600 Chestnut Streets

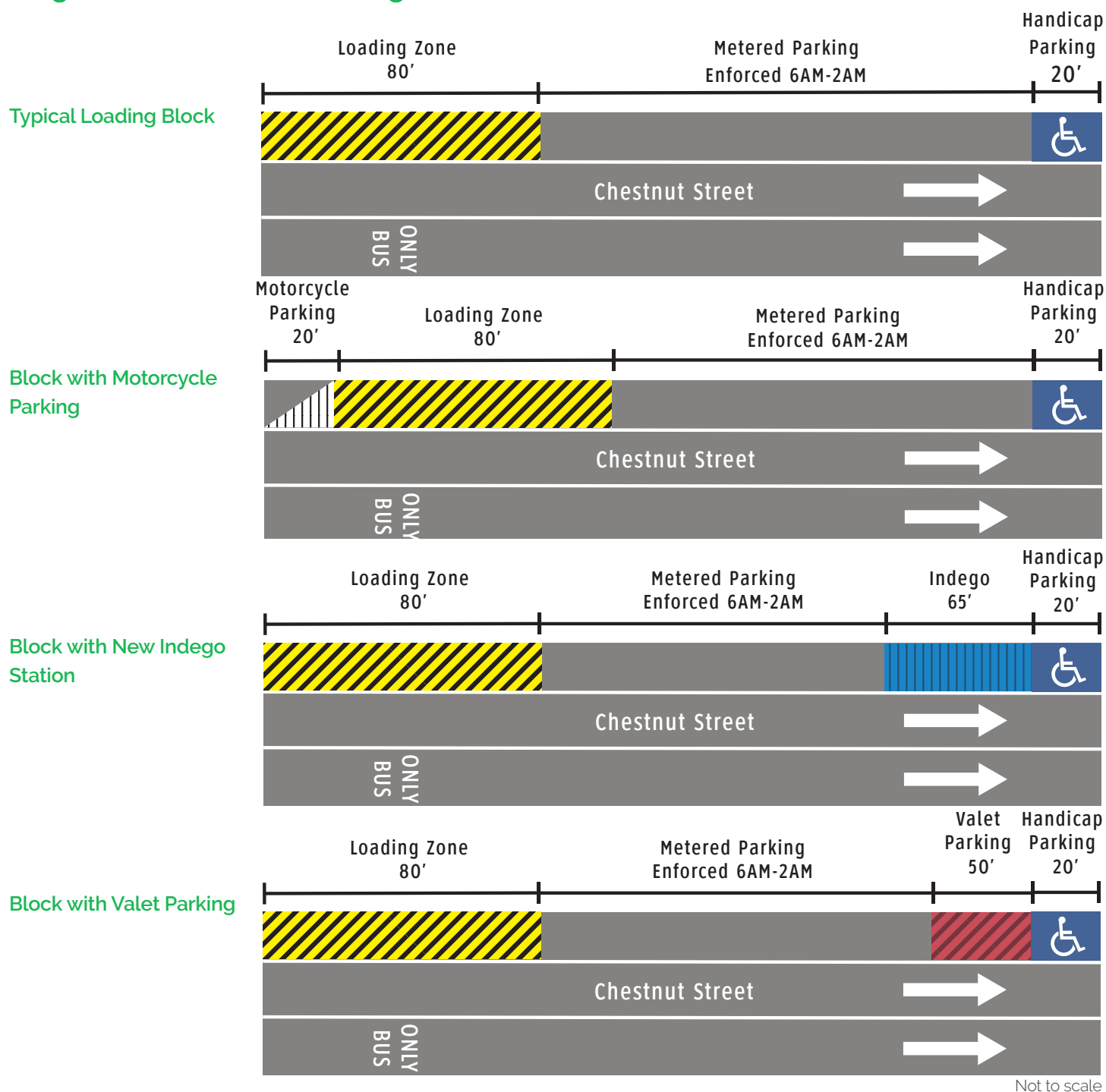


A bus having to divert into the travel lane due to a truck blocking traffic.

Other Curbside Elements

- The strategy also includes other curbside demands besides loading. For example, 1500 and 1700 Chestnut includes motorcycle parking.
- The loading pilot will also include an expansion of the city's Indego bike sharing system, with two new stations being added on the 1600 and 1800 Blocks.
- Valet parking will also be included at existing valet locations such as the west end of 1300 Chestnut Street.

Diagrams of Blocks in Loading Pilot



Evaluation

To assess the effectiveness of the six month pilot, the following metrics will be monitored in the study area:

- Change in bus travel times on Chestnut Street
- Change in private vehicle travel time
- Continued observation of DVRPC video footage
- Change in PPA Meter Revenue and ticketing