### Island Avenue Improvement Project

Summary of Public Open House #1: May 22, 2019

The City of Philadelphia Department of Street (COP-DOS), in coordination with the Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT) and SEPTA, is proposing improvements along Island Avenue to promote safe and efficient use of the corridor by all modes of Transportation, consistent with the citywide Vision Zero Program. The corridor of improvement is along Island Avenue from Elmwood Avenue to Suffolk Avenue.

This document summarizes the Public Open House #1 held on May 22, 2019. The goals of this meeting were to:

- 1. Introduce the project to the public
- 2. Review the challenges identified from principal stakeholder involvement and gather any additional concerns
- 3. Present the design and answer questions
- 4. Gather input/priorities on other potential community amenities along the corridor

This was the first public open house. A second public open house is planned for December 2019.

During the event held on May 22, 2019, the public had an opportunity to learn about, voice concerns, and provide input on the proposed design that had been reviewed by key regional project stakeholders on April 23, 2019. This event was held at the John Heinz Wildlife Refuge. City of Philadelphia departments including staff from the Department of Streets, Commerce Department, Planning Department and Office of Transportation, Infrastructure, and Sustainability (oTIS) each actively participated in this open house. High level staff from the Department of Streets attended the open house meetings and made themselves available to answer questions, listen to comments and observe the activities. Staff from SEPTA also participated in this open house to provide information on their Trolley Modernization project.

### Date, Times and Location of Public Open House

The public open house was held in a location that is close to the Island Avenue corridor and is considered to be a source of pride for the community.

Location	Address	Timing	Attendance	
John Heinz National Wildlife Refuge	8601 Lindbergh Boulevard	5/22/2019	59	
at Tinicum	Philadelphia, PA 19153	6:00PM – 9:00PM	29	



### How the Public was Notified of the Public Open House

The public was notified in three different ways: 1) by **meeting flyer** distributed by local organizations and stakeholder group members; 2) by outreach with **local media outlets**; and 3) by electronic means, through **social media** (Facebook), Twitter, and email. These methods and timelines are summarized below:

Outreach Method	Organizations Involved	Timing
Meeting Flyer		
Electronic copy	Stakeholder Group members for distribution to their respective members	5/8/2019
Hard copy	Stakeholder Group members asked to distribute paper flyers within their respective communities. Organizations and quantities are noted in a separate table.	5/8 and 5/9/2019
Media Outlet Outreach		
News Outlets	SW Globe Times – article (Mark Harrell)	May 17, 2019
Electronic Outreach		
Email to Stakeholder Group - Contained (Meeting Flyer and Message to be forwarded)	Stakeholder Group members	5/8/2019
Reminder Email to Stakeholder Group - Contained (Meeting Flyer, Facebook Events)	Stakeholder Group members	5/20/2019
Facebook (FB) Post (by Streets - other project partners & stakeholders can share it)	Streets with Project Partners (PCPC, SEPTA) and Stakeholder Group members	Streets – 5/20/2019 PCPC – 5/22/2019
Twitter (by Streets - other project partners & stakeholders can share it)	Streets with Project Partners (PCPC, SEPTA) and Stakeholder Group members	Streets – 5/20/2019 PCPC – 5/21/2019

In addition, local elected officials were invited/notified of the public open house via email (meeting flyer attached) on May 10, 2019. Elected Officials invited included Honorable Lawrence Farnese (State Senator), Honorable Anthony Williams (State Senator), Honorable Maria Donatucci (State Rep.) and City Councilman Kenyatta Johnson.



### **Open House Stations**

This meeting was held in the auditorium and library of the John Heinz Wildlife Refuge. In the library, a brief slide presentation was available for viewing that gave an overview of the information provided at the meeting. In the auditorium stations were provided where stakeholders were presented with information and asked for their input. The open house format enabled attendees to move about the room at their own pace. Attendees also received a copy of fast facts (at-a-glance project information) and a comment sheet to complete and return prior to leaving.

### **Overview Station**

The introductory station was designed to give visitors an overview of the project scope and timeline. It consisted of two exhibits: Fast Facts and Project Schedule.

- Fast Facts summarized project timelines, scope, and potential improvement elements.
- Project Schedule gave a more in-depth breakdown of upcoming project events and milestones.

### Where do You Live/Where do You Work?

Attendees were greeted and asked where they were connected to the corridor for both project team understanding and outreach confirmation purposes. A uniform distribution of attendees throughout the project area and an especially dense cluster along the Island Avenue right-of-way participated.

### We Heard You

Prior to the public open house, the project team conducted both a stakeholder group meeting and stakeholder telephone interviews. The project team utilized these conversations to understand the concerns of the stakeholders while providing information on the design, all in an effort to achieve project success.



At the "We Heard You" station, the attendees were asked to

confirm that the project team had correctly identified goals to work toward. The project team accepted any additional feedback from attendees.

### Crash History/ Improvement Summary

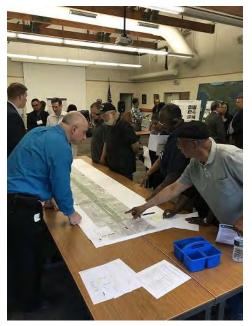
This station described recent crash history along Island Avenue, showing typical crash scenarios found in the data and listing the planned improvements for the roadway and intersections.

Team members explained typical crash scenarios found along Island Avenue and addressed questions related to the proposed improvements.



### **Overall Roadway Design**

The Overall Roadway Design station was comprised of three exhibits: Overall Roadway Plan, Island & Lindbergh Intersection Design, and Island & Elmwood Intersection Design.



These exhibits, which depicted an aerial view of the project area, provided a way for attendees to orient themselves with the project area and to conceptualize future improvements. It specifically highlighted new vegetated areas, a new shared path for pedestrians and cyclists, redesigned roadway segments, and intersection improvements at Island Avenue/Lindbergh Boulevard and Island Avenue/Elmwood Avenue.



### Potential Community Amenities on the Corridor

At the community amenities board, the public was asked to prioritize amenities they'd like to see along the corridor by placing stickers on the board. The amenity categories are listed in the table below.

Attendees were also given the opportunity to expand on those categories and specify treatments if they had a specific vision. Below is a table summarizing the priorities of the stakeholders. Individual comments can be found in Appendix A.

Community Amenities Option Selections	Number of Selections	Percent
Wayfinding/Signage	10	22%
Neighborhood Identity: Gateway treatments, flags	8	18%
Street Furniture: Benches with armrests, trash receptacles, bike racks	15	33%
Landscaping: Plantings, trees, shrubs	12	27%

As shown, Street Furniture was the most selected amenity.



### Vision Zero

Representatives from Philadelphia oTIS were present at the open house to discuss Philadelphia's Vision Zero program. Vision Zero is a safety initiative that aims to reduce traffic deaths in Philadelphia to zero. This program is consistent with the wishes of the residents around Island Avenue corridor and the project team.



### SEPTA Trolley Improvements

SEPTA staff discussed its trolley modernization program as it relates to this corridor. While those improvements are not part of this project, the Island Avenue Improvement project will incorporate upgraded trolley facilities into its plan so that future construction by SEPTA will not require reconstruction of the Island Avenue improvements.

SEPTA staff also engaged with the public and answered questions about other SEPTA issues in the project area.



### **Comment Forms**

Comment forms were distributed to all attendees; 26 forms were completed and returned. Attendees were asked to provide any additional comments for the design team to consider. Summary of the comments from the forms may be found in Appendix B.

All comments received at the public open house may be found in the appendix.



### Appendix 1 - Comments



### A - Additional Feedback from Public

These comments were collected from the stakeholders during the open house.

Board	Comment	
We Heard You Limits/Roadway	In reference to comment that the intersection of Elmwood and Island is narrow and difficult to navigate. Commenter disagreed that the intersection is narrow.	
We Heard You Trolley/SEPTA	Some attendees concurred that it is difficult to cross the road to access the trolley stops, especially for older persons.	
We Heard You Signage	Need improved signage for Heinz Wildlife Refuge   Need improved signage for Eastwick Station	
0.8.080	Lighting on Access Road is poor	
We Heard You General Concerns	Need Coffee shop and Beer Garden	
	Trash near Penrose Plaza (train station)	
We Heard You	Lindbergh Boulevard shouldn't have a Protected Bike Lane; Maybe a painted line	
Outside of Study Area	83rd & Lindbergh has a lot of crashes; there is no arrow for turns	
	Ask business owners to consider consolidating curb cuts/driveways. PWD SWM credits?	
	The corridor has lots of foot traffic (walkers).	
	How will the design prevent people from making a turn into the wrong lane at Lindbergh Blvd.	
	Concerned with dangerous right turns directly onto Island Avenue outside of intersections (business driveways, private drives, small streets, etc.)	
	Why are the trolley tracks separate? Suggestions to remove curb and pave tracks.	
Roadway Design	U-Turn at Tanager Place. U-T at Buist Avenue is difficult.	
	Community members expressed concerns with a loss of Trolley Stops (Buist Avenue).	
	Room for paratransit loading along the side of Island Avenue.	
	Add a deceleration lane at Dicks Avenue.	
	All way stop on Dicks Avenue for internal drive. Stop on Dicks Ave moving towards 73 <sup>rd</sup> St.	
	Is it possible to extend trail to Island/Elmwood Plaza?	



	Turns from Passyunk to Elmwood to Island will be very tough, analyze. Heavy traffic from expressway on Passyunk Ave.		
Roadway Design - North (Island Avenue Elmwood Avenue & Passyunk Avenue)	Heavy traffic volumes exist on Passyunk Ave. Potentially close off to only have locals.		
	Pave the track area and remove curb separation.		
	Pavement dips in areas. Need for full pavement restoration.		
	Potential Trolley Crossing for pedestrians.		
Roadway Design - South (Island Avenue & Lindbergh Boulevard)	Tire dumping/trash dumping. Drivers use the wrong lanes on purpose to get around other turning vehicles (that are in the turning lane) due to the length of delay* Not enough green time on intersection approaches* Due to the red-light cameras, drivers stop suddenly to avoid red light* Difficult for pedestrians crossing Island Avenue between Burger King and McDonalds*		
Community Amenities Neighborhood Identity	Trash receptacles are an integral part of neighborhood identity		
	Preservation of neighborhood values and the multi-cultural identity is important		
Community Amenities Transit Amenities	At transit stations the following are important: seating/benches, trash receptacles, landscaping		
Community Amenities Street Furniture	Benches with armrests are necessary for elderly and disabled		
	It would be nice to have benches at key areas, possibly near John Heinz-sponsored planting areas		
Community Amenities Landscaping	Trees should be selected that promote pollinator corridors and flood control		

\* came from "We Heard You" board

At the **Potential Community Amenities on the Corridor** board, attendees prioritized their choice and were also given the opportunity to expand on those categories and specify treatments if they had a specific vision. Below is a table summarizing the priorities of the stakeholders and individual comments.

Community Amenities Option Selections	Number of Selections	Percent	Additional Comments
Wayfinding/Signage	10	22%	Signage for local shops
Neighborhood Identity: Gateway treatments, flags	8	18%	Banners- "Welcome to Eastwick" Banner with historic/local areas
Street Furniture: Benches with armrests, trash receptacles, bike racks	15	33%	Lighting Modern Steel Furniture-Long Lasting or recycled plastic benches Trash cans that prevent people from putting their own home trash in them Bike racks needed only in commercial areas.
Landscaping: Plantings, trees, shrubs	12	27%	Evergreens so they are green in the winter Designated areas for walking dogs – people don't pick up after their dogs. Provide dog bags.



### **B** - Comment Forms

Comment forms were distributed to all attendees upon entering the meeting. They were asked to provide any additional comments for the design team to consider. A summary of the issue areas as noted on the comment forms is provided below.

Issue Area	Number of	Percent of	
Issue Area	Responses	Responses	
Safety for Pedestrians	8	15%	
Speeding	7	13%	
Trolley Improvements	6	11%	
Confusing roadway	5	9%	
A lot of traffic	4	8%	
Other	4	8%	
Improve Safety	3	6%	
Poor Lighting	3	6%	
Need Trash Cans	3	6%	
Safety issues due to trolley	2	4%	
Bike Lanes	2	4%	
Outside of Study Area	2	4%	
Poor Roadway Conditions	1	2%	
Improve Signage	1	2%	
Improve Landscaping	1	2%	

Stakeholders were also asked via the comment form how they travel the Island Avenue corridor. These are the responses based on the returned comment forms. Respondents were asked to indicate all modes that apply.

How Stakeholders Travel Island Avenue	Number of	Percent of	
How Stakeholders Traver Island Avenue	Responses	Responses	
Walk/Jog	16	22%	
Drive	23	32%	
Trolley	18	25%	
Bus	7	10%	
Bike	7	10%	
Other	1	1%	



### Appendix 2 – Presentation Exhibits



10 May 22, 2019



# ISLAND AVENUE IMPROVEMENT PROJECT

# Welcome

# to the Island Avenue Improvement Proiect













# WHERE DO YOU LIVE AND WORK?

# ISLAND AVENUE IMPROVEMENT PROJECT





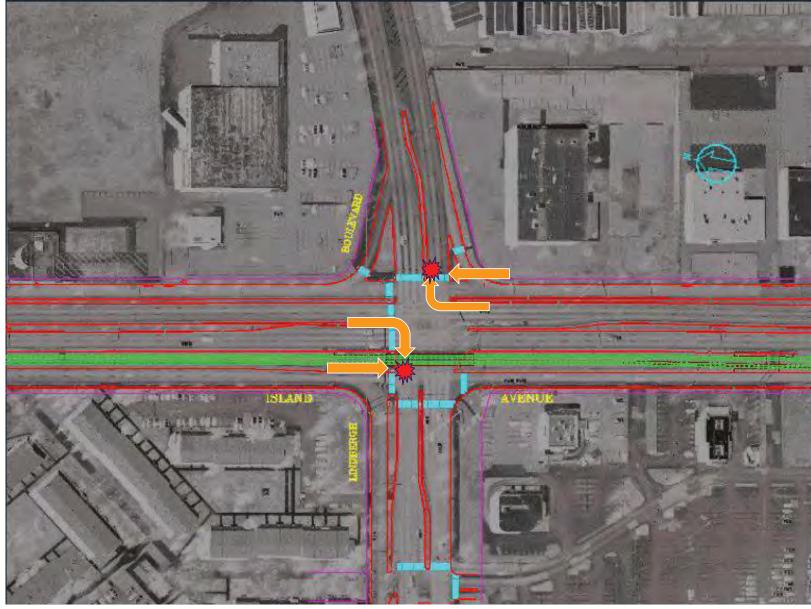
# **CRASH HISTORY**

Island Avenue is part of the High Injury Network. Over the past 5 years there have been 158 reportable crashes within our project limits from Elmwood Avenue to Suffolk Avenue. This includes :

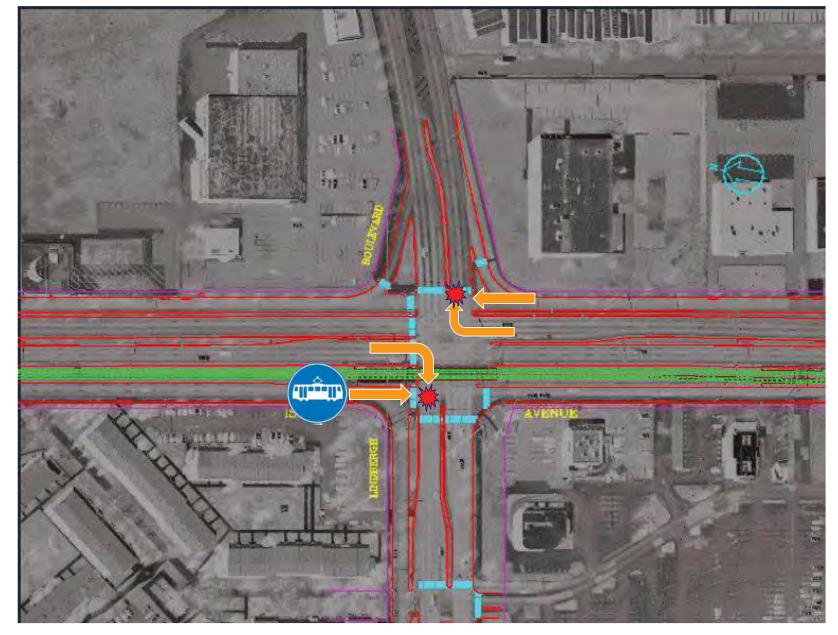
- 3 fatalities
- 3 severe injury crashes
- 178 people injured
- 9 crashes that involved pedestrians

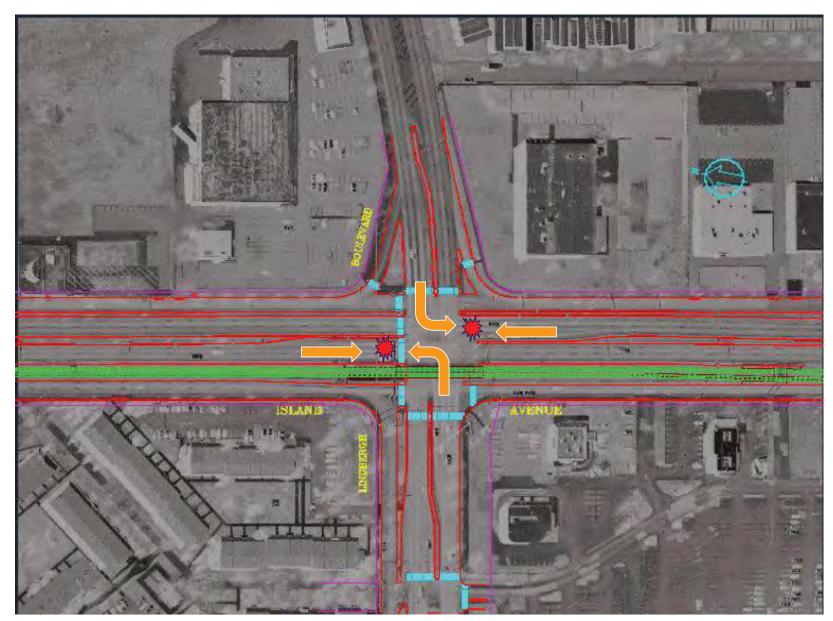
The City of Philadelphia acknowledges that traffic deaths are preventable incidents that can be systematically addressed. The intersection of Island Avenue and Lindbergh Boulevard is especially problematic with regard to crashes and is being

## evaluated as part of this project.

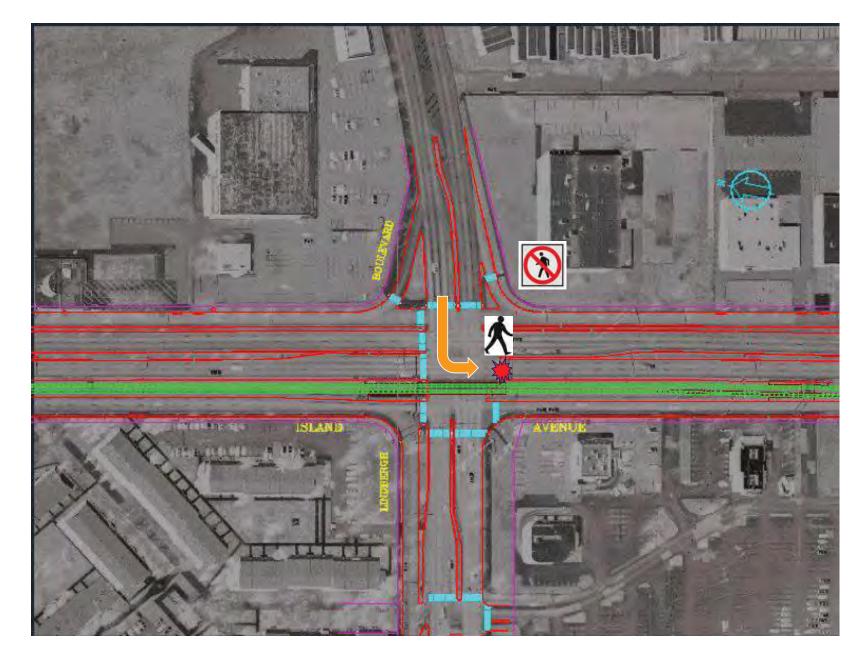


Right turn collisions with adjacent frontage roads





Lefts into wrong lanes



Right turn collisions with Trolleys

Pedestrians crossing at no crossing zone

## **Typical Crash Scenarios**

# PLANNED CORRIDOR WIDE IMPROVEMENTS

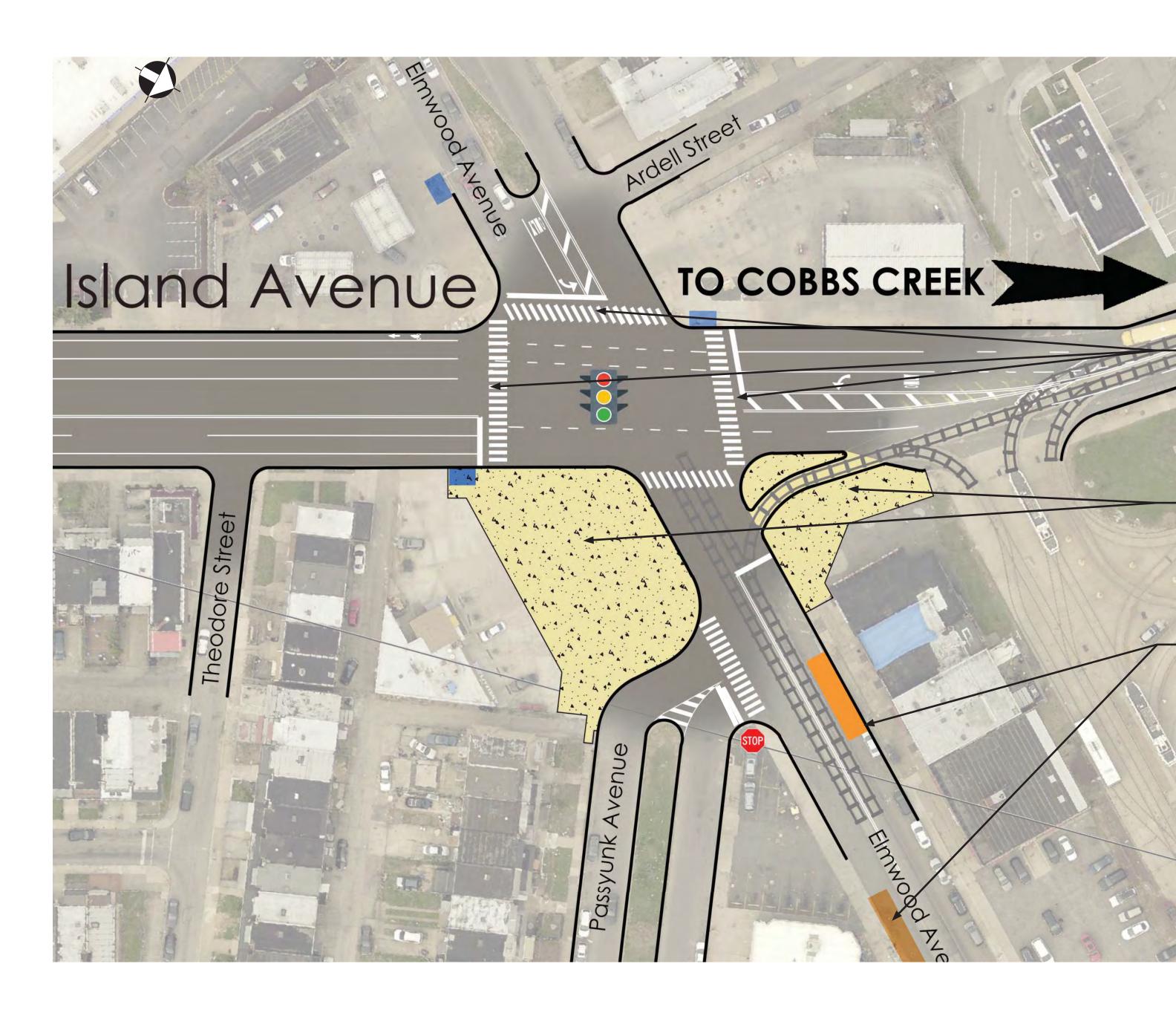
- Simplifying intersections and roadways
- Reducing pedestrian crossing distances
- Providing a shared trail for pedestrians and cyclists
- Upgrading pavement markings and street lighting







# ISLAND AVENUE, ELMWOOD AVENUE & PASSYUNK AVENUE





**Proposed Intersection Configuration** 

# ISLAND AVENUE IMPROVEMENT PROJECT

Upgraded pedestrian crosswalks

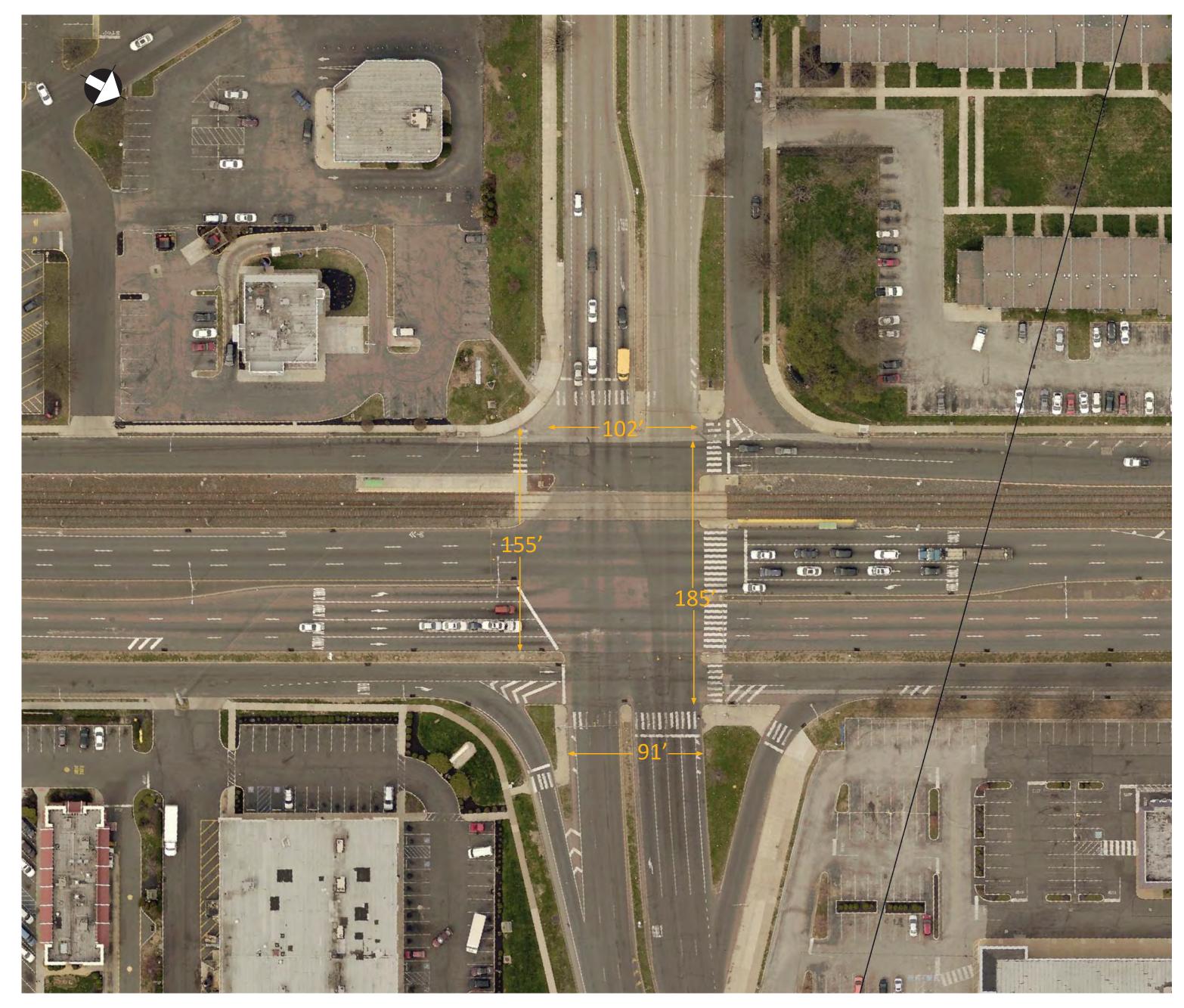
Increased pedestrian areas

New Trolley Platforms





## **ISLAND AVENUE & LINDBERGH BOULEVARD**



## **Existing Issues** :

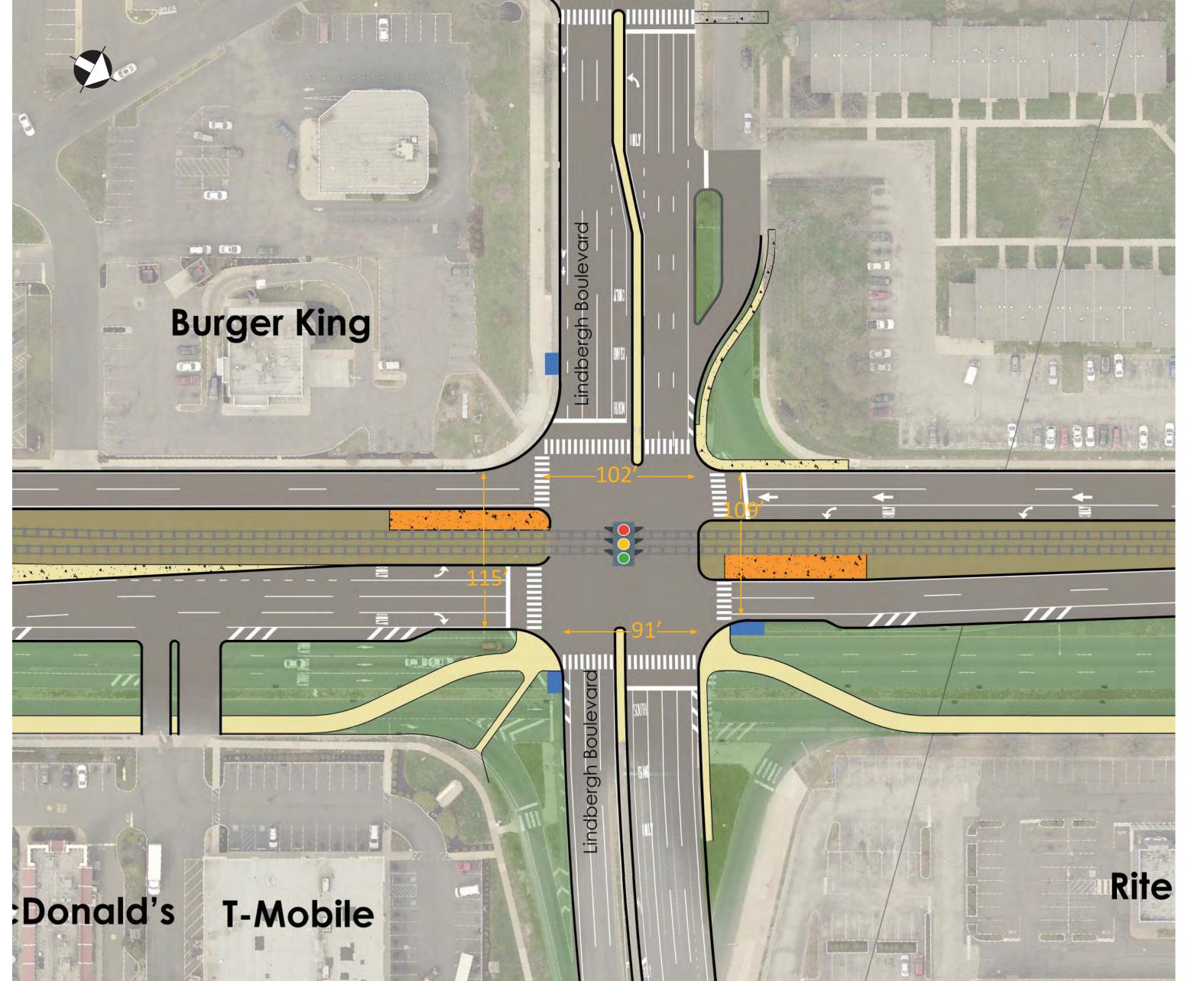
-Long pedestrian crossing distances

-Confusing intersection

-Limited access to Trolley

-High speeds

**Existing Intersection Configuration** 



### Solutions:

-Consolidate roadway -Shorten pedestrian crossings

-Improve Trolley stations & access

-Accessible pedestrian crossings for all sides of the intersection

## **Proposed Intersection Configuration**



\*Lane configurations are subject to final design



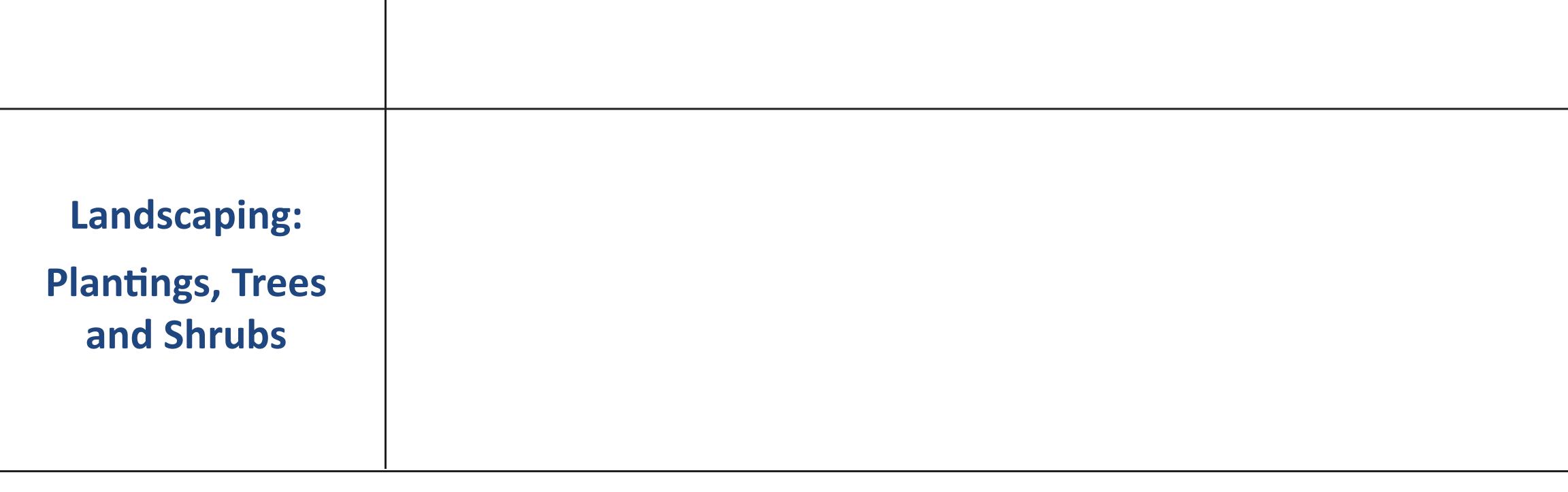


ISLAND AVENUE IMPROVEMENT PROJECT

# POTENTIAL COMMUNITY AMENITIES



Neighborhood Identity: Gateway treatments, flags		
Street Furniture: Benches with Armrests, Trash Receptacles & Bike Racks		



### **NOTE:** Maintenance plans will be needed prior to installation





