

Parkside Avenue Intersections Improvement Project

Summary of Public Open House #1: May 3, 2023

The City of Philadelphia Department of Streets (COP-DOS), in coordination with the Federal Highway Administration (FHWA), and Pennsylvania Department of Transportation (PennDOT) is proposing improvements at two intersections along Parkside Avenue to promote safe and efficient use of the corridor intersections by all users. Both intersections of Parkside Avenue/Bryn Mawr Avenue and Parkside Avenue/53rd Street are located within the City's High Injury Network. This project aims to improve safety, reduce congestion, improve pedestrian accessibility, enhance connectivity to local recreational facilities, and provide other upgrades at these intersections. The improvements made will be consistent with the citywide Vision Zero Program.

As part of this project, meetings with the Stakeholder Group and open houses with the public are being held to inform and gather input from the community. **This document summarizes the Public Open House #1 held (in Zoom Webinar) on May 3, 2023.** The goals of this meeting were to:

1. Introduce the project to the public.
2. Review the issues identified by the Stakeholders for the project intersections.
3. Present potential intersection treatments.
4. Answer questions/gather input from the public.

How the Stakeholders Were Notified of Public Open House #1

The Stakeholder Group is comprised of leaders from the local community organizations, elected officials, local business owners/representatives, other City Departments, and SEPTA (listed in the Appendix). This group and members of the public were notified of the Public Open House by the following means:

- Email invitations to Stakeholder Group members and members of the public that are on the project contact list (identified from other Parkside projects)
- Project webpage
- Social media (Facebook, Instagram, Twitter)
- Ad on the Parkside Journal website and Facebook page
- Paper flyers
- Electronic flyers

As noted below, the Department of Streets posted about the Open House on their Facebook, Instagram, and Twitter, as well as the project webpage. Stakeholder Group members were provided with electronic flyers and encouraged to post about this event to the members of their organization or constituents. At their request, hard copy flyers were provided to the Parkside Neighbors Association (700 copies) and the Wynnefield Community Neighbors Association (200 copies) to distribute throughout the community. An advertisement was placed in the digital version of the Parkside Journal. *A copy of the flyer and ad is included in the Appendix.*



The methods and specific timelines are summarized below:

Outreach Method	Organizations Involved	Timing
Meeting Flyer		
Hard copy	Stakeholder Group members were offered hard copies of the flyer to distribute and post copies in their respective communities.	April 21, 2023
Hard copy	Adjacent Property Owners were mailed a letter with a copy of the flyer for the meeting	April 28, 2023
Electronic Outreach/Flyer		
Email to Stakeholder Group - contains Meeting Flyer	Stakeholder Group members were sent an electronic copy of the flyer to share with their respective members (PDF, JPG formats) and post	April 18, 2023
Reminder Email to Stakeholder Group - contains Meeting Flyer	Stakeholder Group members were sent an electronic copy of the flyer to share with their respective members (PDF, JPG formats) and post	April 28, 2023 May 3, 2023 (PDF only)
Invite - Public	Persons identified from other Parkside projects were sent an email invitation with an electronic copy of the flyer (PDF)	April 28, 2023 May 3, 2023
Media/Social Media Outreach		Timing & Links to Notices
Project Webpage	Streets Department webpage	
Media Outlet	Placed an advertisement in the Parkside Journal Parkside Journal posted meeting info on their Facebook page	April 24, 2023 April 24, 26, 28, and May 2, 2023
Facebook Post	Streets posted meeting info on Facebook Wynnefield Community Neighborhood Association posted meeting info on Facebook	May 3, 2023 April 23, 2023
Twitter	Streets tweeted	May 3, 2023
Instagram	Streets posted to Instagram Wynnefield Community Neighborhood Association posted to Instagram	May 3, 2023 April 25, 2023

Date, Time, and Location of Public Open House #1

Public Open House #1 was held virtually based on the feedback from the Stakeholders at the initial Stakeholder Group meeting in February 2023. Below is the participation information:

Event	Location	Date	Scheduled Timing	Attendance
Public Open House #1	Zoom Webinar	May 3, 2023	6:00pm-7:30pm	42



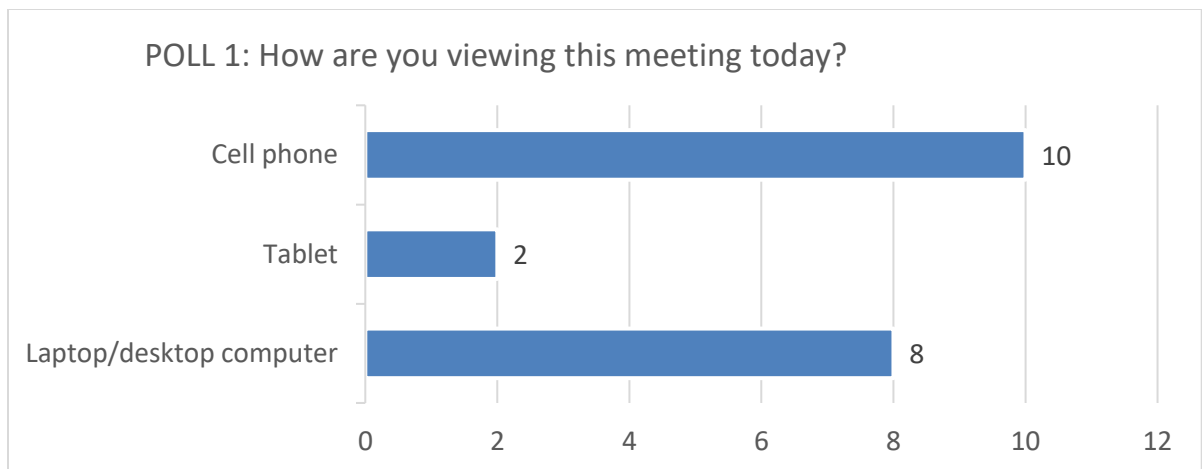
Virtual Public Open House #1 Presentation

The virtual project presentation and Q&A session were held on May 3, 2023, on the Zoom webinar platform. The session began at 6:00pm and a total of 42 people attended. Guests were required to submit their name and email via registration to enter the web meeting.

Polls

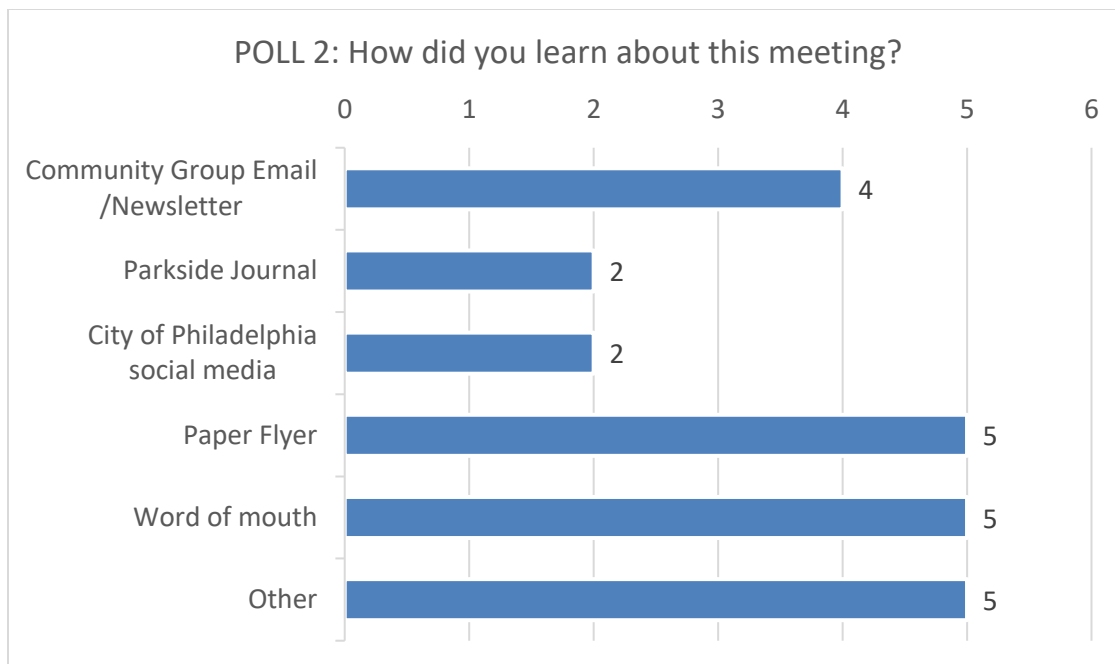
At the beginning of the event, members of the public were asked to participate in three polls. The polls were designed to elicit how guests accessed the project presentation, how they learned about the meeting, and their location; 21 persons responded to the polls. The following is a summary of the responses received:

POLL 1: How are you viewing this meeting today?
20 participants responded to this poll.



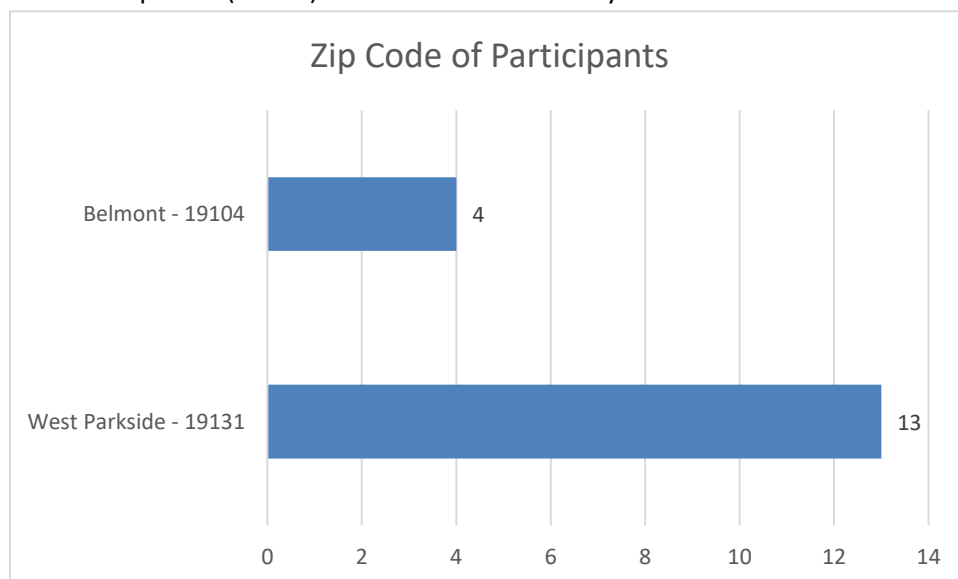
POLL 2: How did you learn about this meeting?
18 participants responded to this poll. *Please note that respondents could choose multiple responses.* Five respondents indicated they learned about the meeting via other means including a city stakeholder and the Wynnefield Association.





POLL 3: What is your zip code?

There were seventeen valid responses to this poll of which the vast majority of responses were from the zip code (19131) which includes the study intersections.



The full polling results can be found in the Appendix.



Presentation

This event began with a welcome from Mark Washington, Chief Design Engineer for the City of Philadelphia Department of Streets. The consultant team represented by Tony Rauso, Ryan McCarthy, and Angela Garland from JMT reviewed the agenda and provided a recap of the project description. They then reviewed feedback received at the first meeting of the Stakeholder Group held in February 2023. Participants were encouraged to review the issues listed for each project intersection and provide additional feedback, if needed. A few additional comments/concerns were submitted during the Q&A portion of the meeting and are documented in that section of this report.

The project team then presented potential intersection treatments based on the FHWA toolbox of intersection treatments. The team reviewed upgraded traffic signals with pedestrian friendly improvements (pedestrian countdowns, accessible pedestrian signals (APS), splitter islands, and curb extensions). The team also introduced a roundabout treatment with a splitter/pedestrian safety island as a potential treatment for either of the two project intersections.

With each intersection, the project team assessed both potential treatments with regard to the following issues identified by stakeholders during Group Stakeholder Meeting #1:

- unsafe conditions for pedestrians
- current intersection layout encourages speeding
- left-turn movements are dangerous
- many crashes at intersections
- more crosswalks are needed/reduce distances for pedestrian crossings (need more time for pedestrians (particularly Seniors) to cross)
- improve visibility of traffic signals
- improve pedestrian signage
- reduce pedestrians and bicycles conflict points
- improve lighting and drainage

Q&A Session

After listening to the project team review the issues identified for each of the project intersections and the potential intersection treatments to address these issues, members of the public were encouraged to submit questions using the Q&A feature in Zoom Webinar. Participants had a variety of questions, comments, and suggestions regarding the potential intersection treatments, concerns at other locations in the Parkside area, and the open house in general. These questions and comments were addressed by project team members. The questions and responses are categorized and summarized below. They are not presented in order of priority or receipt.



General

Q1. Questions arose about this public open house (POH) being “the first meeting.”

A1. This was the first meeting for the public for the Parkside Intersections Improvement Project which focuses on the two intersections of 53rd Street and Bryn Mawr Avenue with Parkside Avenue.

Q2. General concerns about roundabouts including difficulty for trucks to navigate through, how bicycles will be incorporated into the design, and how pedestrians will travel through.

A2. The concept of roundabouts, including their relative size, operation, and purpose related to safety for vehicular traffic and pedestrians was explained by the consultant team.

Roundabouts in the context of this project are not what existed in New Jersey. The New Jersey version is known as a traffic circle. A traffic circle is very large compared to a roundabout and operates differently. In addition, the mini-roundabouts that currently exist on South Concourse Drive are a neighborhood traffic calming device and not what would be considered for this project.

Roundabouts are not being specifically promoted for this project; it’s the responsibility of the City and the project team to evaluate all options, hear from the community, and to explain the pros and cons associated with each option. Signalized intersections have some advantages over a roundabout and roundabouts have some advantages over signalized intersections. One major benefit of roundabouts is that they can reduce severe crashes and deaths by 78% compared to signalized intersections (source: https://highways.dot.gov/sites/fhwa.dot.gov/files/Roundabouts_508.pdf). It’s our job to do due diligence to provide what we know to you.

Bicycles would typically follow the pedestrian route around the outside of the roundabout. They would connect to the local trail network. Depending on the situation, bicycles may also be directed into the roundabout to share the road with proper signage.

Regarding the concerns about learning curve for persons new to roundabouts: there are educational opportunities available, including pamphlets, flyers, and videos online.

Regarding accident rate reduction: there’s as much as an 80-90% reduction in severe crashes (high-injury and fatality crashes) when roundabouts are used. There are also safety improvements to upgrading a signal, such as a protected left-turn phase that would also be able to decrease dangerous crashes. Actual anticipated crash reduction is site specific and has not yet been determined.

Q3. Could stop signs be used instead of roundabouts?

A3. In some cases, yes. In the case of 53rd and Bryn Mawr where traffic signals currently exist, a study would be required to remove the signals and install stop signs.



Q4: Can two roundabouts be placed within a short distance of each other?

A4: Yes, however, it could be that once roundabouts are evaluated, a roundabout may be recommended at only one or the other intersection and not necessarily both. Roundabouts may also be placed at neither intersection. The team is still evaluating the options.

Q5. Does a roundabout require an ordinance?

A5. An ordinance is not required to install a roundabout. [This response was edited from the original after further investigation.]

Q6. If the community is saying roundabouts are a concern, could other options be considered such as updated lighting, upgrading signaling, proper signage about speeding, etc. Our neighborhood is somewhat unique because of the close proximity to I-76, truck traffic, recreational activities like the Mann Music Center, Zoo, and an industrial park behind Parkside that has a number of businesses.

A6. Yes, upgraded signing, striping, drainage, lighting etc. will be included whichever option is selected.

Q7: Truck traffic needs to be considered through these intersections

A7: The roundabouts being evaluated for these locations would have an apron on the outer part of the central circle which could be mounted by trucks allowing them to navigate through. Regardless of the option selected for each intersection, whether its intersections or roundabouts, the project team will take a conservative approach when evaluating for truck movements through these intersections to ensure that trucks will be accommodated.

Q8: Lighting is an issue – at these intersections and along the corridor.

A8: As part of the improvements to the study intersections, lighting will be upgraded with LED lighting, to the furthest extent possible within the project limits. The Parkside trail project will also have lighting improvements included. We will look into improving lighting at the intersection of Parkside Ave and Columbia Ave.

Q9. General concern about the meeting format not providing a forum for open discussion.

A9. The project team agrees that the POH #1 format did not provide for open discussion and will work to hold the next POH in person and near the project location.

Q10. Request to share the names/organizations included in the stakeholder group.

A10. The Stakeholder Group members are listed:

- Philadelphia City Council – District 4 (Curtis Jones, Jr.)
- Philadelphia City Council – At large (Katherine Gilmore Richardson)
- Business Association of West Parkside (BAWP)



- Fairmount Park Conservancy
- Parkside Journal
- Parkside Neighbors Association
- Philly Pump Track
- Please Touch Museum
- The Mann Center
- Wynnefield Community Neighbors Association
- Wynnefield Residents Association
- City of Philadelphia Parks & Recreation Department
- Philadelphia City Planning Commission
- SEPTA
- PA State Representative, District 190*
- PA State Representative, District 192*
- PA State Senator, District 7*

*Please note that these elected officials are also part of the Stakeholder Group

Q11. What is the project timeline

A11. The project is currently in preliminary engineering (near the beginning stages of a project). As the project moves further along and the team conducts analysis and understands any issues that would trigger a different process, we'll have a better idea on the overall timeline. There is no specific date set for the next Stakeholder Group meeting or Public Meeting.

Q12. How does community input factor into the project decision-making process?

A12. Community input is one of many factors that are considered in the evaluation process.

Parkside Avenue/Bryn Mawr Avenue Intersection

Q13. A concern for the Parkside Avenue and Bryn Mawr Avenue is individuals coming down Parkside Avenue and speeding through red lights to make a right turn onto Bryn Mawr Avenue. To add, the median on Bryn Mawr Avenue can be a distraction for drivers because it is not maintained and has a lot of overgrowth of grass during the fall, spring, and summer months.

A13. Any intersection modification would extend to that receiving median and make sure this is considered.

Q14. A request to consider adding a channelized lane from southbound Parkside Avenue to Bryn Mawr Avenue.

A14. This will be considered as part of the evaluation.



Parkside Avenue/53rd Street Intersection

Q15. Concern regarding the plans for the 53rd and Parkside intersection taking into account that a failed parking lane that no one uses. There is also concerning regarding safety entering and exiting the Parkside Evans basketball parking lot. The lot is very heavily used and needs to be taken into consideration.

A15. This will be taken into account.

Q16: The traffic signal at this intersection gets knocked out frequently (at least three times per month).

A16: An intersection reconfiguration will consider this issue and is one of the options being looked at.

Q17: Were there any surveys done for this project?

A17: A physical land survey has been performed and traffic counts have been conducted for this project.

Issues outside the project area

Q18. Trucks and buses are having a difficult time at the intersection of Parkside and Belmont, including trucks accessing Parkside.

A18. We are aware that there may be an issue with large tractor-trailers turning from Belmont to Parkside, which is an existing issue. The project that's in construction now did not affect the curb lines; we didn't make that turn better or worse, however, we can look at that again to see if we can potentially coordinate with that project or adjust pavement markings.

Q19. Can speed reduction measures be taken along Parkside Avenue?

A19. Speed cushions are being investigated.

Q20. The intersection at Bryn and Parkside Avenues greatly influences traffic along Bryn Mawr to Wynnefield Avenue. May it be shared with Streets that speed cushions could help tremendously with speeding?

A20. This information will be shared.

Q21: Can more bike protection be added along Parkside before Bryn Mawr? Motorists often turn that road into 2 lanes.

A21: Noted



Q22: Is a traffic signal going to be added at the intersection of Parkside Avenue and Columbia Avenue?

A22: This is not currently part of the project scope.

Q23: Delineator poles on the street are problematic. Drivers bump into them all the time.

A23: This information will be considered.

Q24: South Concourse neighborhood calming circle has flooding and pooled water.

A24: Noted, this was installed by the City of Philadelphia Parks and Rec Department and not the Streets Department.

Q25: People do not use the existing bike lanes.

A25: Noted.

Miscellaneous questions/comments

- Questions and comments related to this project can be directed to ParksideAveProject@phila.gov
- Information on the project can be found on the City of Philadelphia website – including the presentation from Public Open House #1 - <https://www.phila.gov/documents/parkside-avenue-intersections-improvement-project/>
- Current Construction: Construction barriers near Columbia/Parkside – These are temporary, as part of the current construction project. Streets Department will inform the Construction group.
- Speed Cameras: Can speed cameras be used to deter speeding?
These cameras are not approved in Pennsylvania (except for the approved Roosevelt Boulevard pilot location). The cameras currently in use are for red light enforcement.





Appendix

1. List of Stakeholder Group Member Organizations
2. Parkside Journal Ad
3. Distributed Flyer
4. Full Polling Results



1. Stakeholder Group Member Organizations

- Philadelphia City Council – District 4 (Curtis Jones, Jr.)
- Philadelphia City Council – At large (Katherine Gilmore Richardson)
- Business Association of West Parkside (BAWP)
- Fairmount Park Conservancy
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- City of Philadelphia Parks & Recreation Department
- Philadelphia City Planning Commission
- SEPTA
- PA State Representative, District 190
- PA State Representative, District 192
- PA State Senator, District 7



2. Parkside Journal Ad

THE CITY OF PHILADELPHIA WOULD LIKE YOUR INPUT!

🕒 APRIL 24, 2023 👤 PRENTICE34 💬 LEAVE A COMMENT



City of
Philadelphia

**PARKSIDE AVENUE
INTERSECTIONS
IMPROVEMENT PROJECT**

**Parkside Avenue & 53rd Street
Parkside Avenue & Bryn Mawr Avenue**

VIRTUAL PUBLIC OPEN HOUSE #1

May 3, 2023 from 6:00pm – 7:30pm

Learn about this project and provide input!

53rd Street & Parkside Avenue



Bryn Mawr Avenue & Parkside Avenue



Short Project Presentation followed by Input Session

Use this link to register in advance or to join at time of meeting:

https://us02web.zoom.us/webinar/register/WN_ckjDo5MUTieeuEA0xcKWhA

The City of Philadelphia Department of Streets, in coordination with the Federal Highway Administration and the Pennsylvania Department of Transportation, is proposing improvements at these two intersections to promote safe and efficient use by all users.

QUESTIONS?

Check out the project information on the web:

<https://www.phila.gov/documents/parkside-avenue-intersections-improvement-project/>

Email us: ParksideAveProject@phila.gov

Follow [@PhilaStreets](#) for updates



Use the QR code to access
the May 3, 2023 Virtual
Public Open House



**VISION
ZERO**

The City of Philadelphia would like your input! Please join us on Zoom on Wednesday, May 3, 2023, at 6:00pm to learn more and provide input about the Parkside Avenue Intersections Improvement Project focused on two intersections with Parkside Avenue (Bryn Mawr and 53rd St). You can register for the virtual public open house here: https://us02web.zoom.us/webinar/register/WN_ckjDo5MUTieeuEA0xcKWhA#/registration

The improvements aim to promote safe and efficient use of the corridor intersections by all users and safer access to nearby parks.

You can find out more about the project here: <https://www.phila.gov/documents/parkside-avenue-intersections-improvement-project/>



3. Distributed Flyer

Parkside Avenue & 53rd Street
Parkside Avenue & Bryn Mawr Avenue

VIRTUAL PUBLIC OPEN HOUSE #1

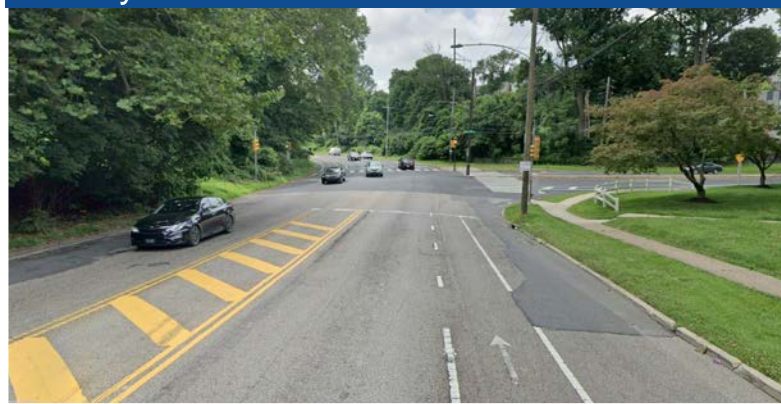
May 3, 2023 from 6:00pm – 7:30pm

Learn about this project and provide input!

53rd Street & Parkside Avenue



Bryn Mawr Avenue & Parkside Avenue



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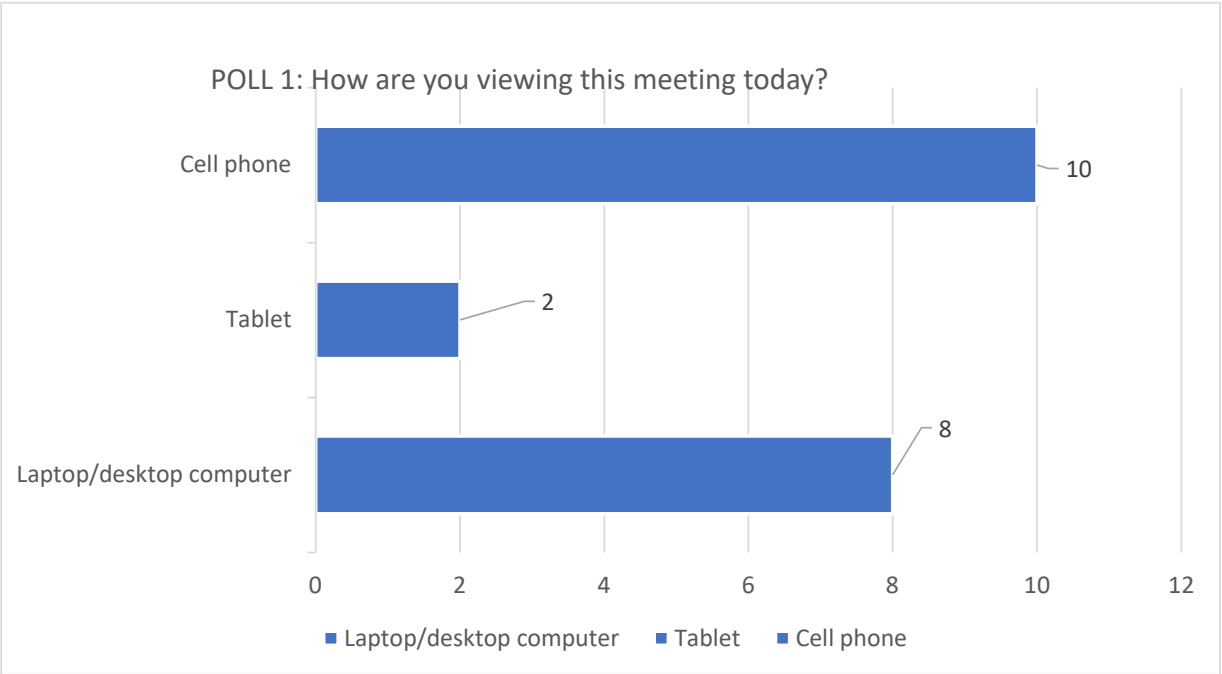


4. Full Polling Results

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Question Poll 1: How are you attending this meeting today?
Answer Key Laptop/desktop computer
 Tablet
 Cell phone

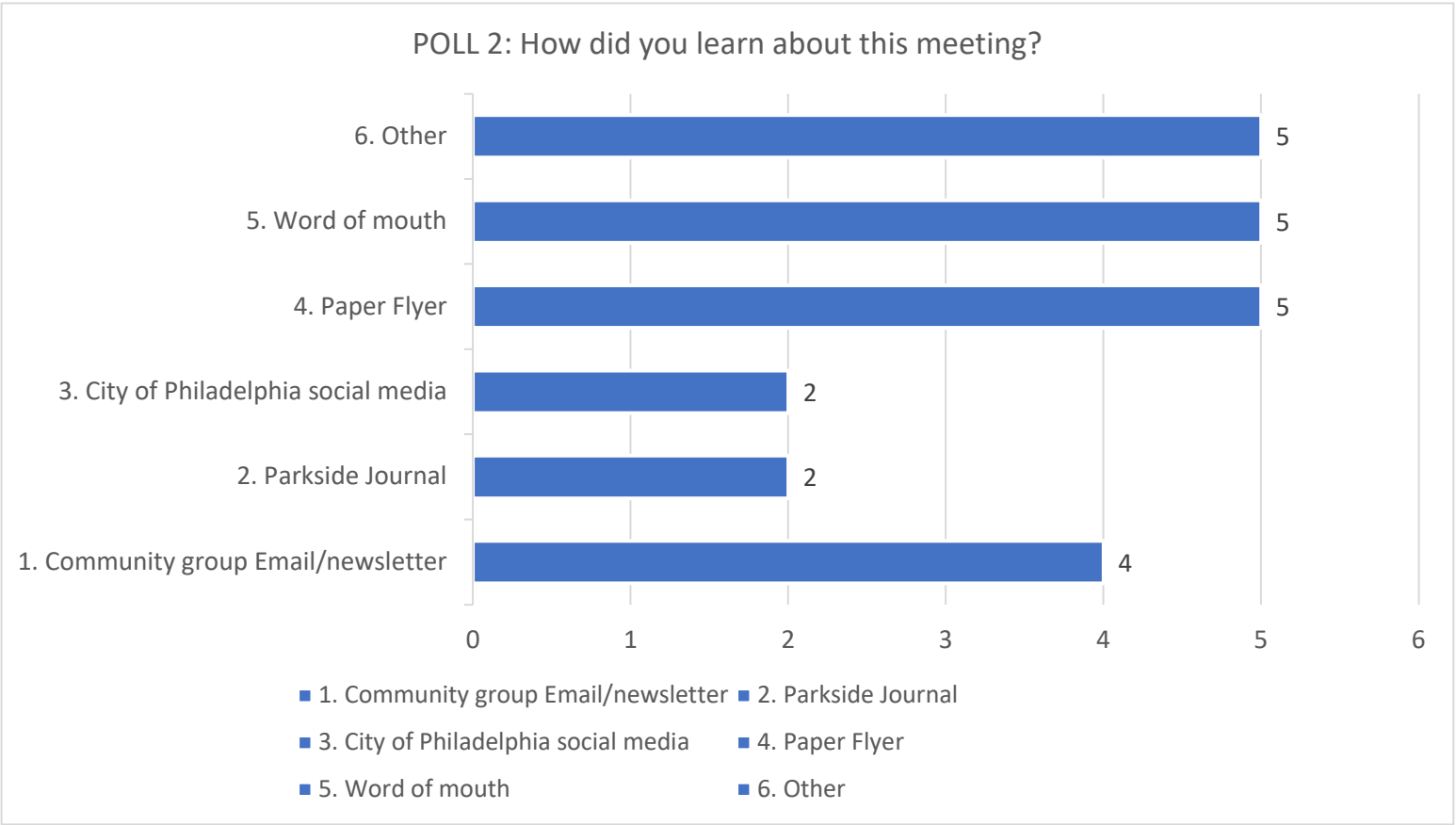
Laptop/desktop computer	Tablet	Cell phone
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8	2	10



[BACK](#)

- Question
- Answer Key
- Poll 2: How did you learn about this meeting?
1. Community group Email/newsletter
2. Parkside Journal
3. City of Philadelphia social media
4. Paper Flyer
5. Word of mouth
6. Other

1. Community group Email/newsletter	2. Parkside Journal	3. City of Philadelphia social media	4. Paper Flyer	5. Word of mouth	6. Other
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4	2	2	5	5	5



[BACK](#)

Question Poll 3: What is your zip code?

West Parkside - 19131	Belmont - 19104
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