



Summer 2022 Outreach Summary

Purpose & Overview

This an overview of what we heard during SEPTA's summer 2022 outreach activities for the *Blossom at Bartram! Complete Streets Project* ("Blossom at Bartram"). Focusing on roadway safety and access to economic opportunity, the goal of Blossom at Bartram is to redesign the area to be safer and more accessible for everyone – especially for those that walk, bike, and take public transportation.

This summer 2022 outreach summary includes results and short descriptions of Blossom at Bartram outreach events from June 2022 through September 2022. These events included:

- One virtual event (*Wednesday, 6/15/22*)
- An online survey (*open 7/22/22 through 9/16/2022*)
- Two in-person outdoor community events:
 - Bartram Village (*Saturday, 7/23/22*)
 - S 62nd Street & Lindbergh Boulevard (*Saturday, 6/11/22*)
- Three in-person outdoor pop-up events:
 - S 49th Street & Woodland Avenue (*Thursday, 8/11/22*)
 - Kingsessing Recreation Center Community Day (*Saturday, 8/20/22*)
 - Bartram's Garden Community Movie Night (*Friday, 8/26/22*)



Figure 1 - July Community Event

We got the word out about our events in a variety of ways, website updates, including social media posts, two rounds of project postcard mailings to 1,536 addresses, text messages to neighbors, "robocalls" through the Philadelphia Water Department, alerts/ads in the University City Review and Patch.com, emails to elected officials and project partners, and flyers in local businesses, the library, and the recreation center. This outreach resulted to over 1,400 responses through our online survey and events.

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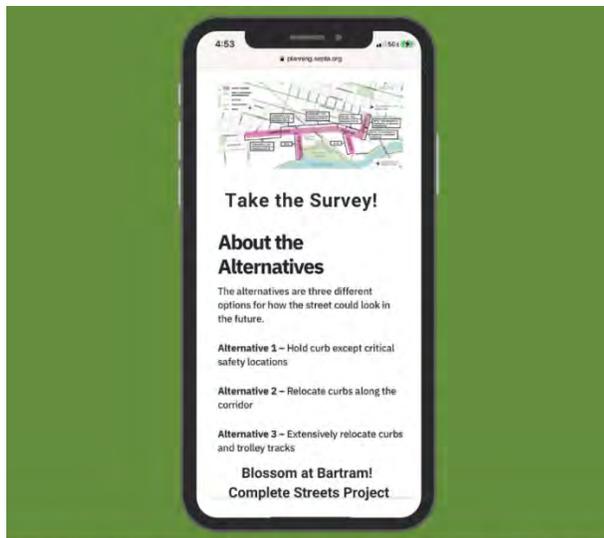


Figure 2 - Social Media Post Examples

When we last conducted outreach in winter 2021 and spring 2022, you voiced concern about roadway safety issues, personal safety issues, and quality of life issues. Many also asked for better amenities at trolley stations in the area. We asked you to identify some specific locations and details about where you have noticed these problems most often and what kind of improvement or changes you would like to see. You can view the results of our winter 2021 and spring 2022 outreach here:

<https://planning.septa.org/projects/trolley-modernization/blossom-public-engagement/>

Your input led to the development of three roadway redesign alternatives. These alternatives, summarized below, were the focus of our summer outreach.

- **Alternative 1** proposed the fewest changes to the roadway. It included bike lanes on opposite sides of the roadway at the same level as the street throughout the entire project corridor.
- **Alternative 2** relocated some of the roadway curb lines and included protected bike lanes on opposite sides of the street.
- **Alternative 3** proposed the most significant changes, with an extensive redesign of both the roadway and trolley tracks. It also proposed a two-way protected bike lane on the east side of Lindbergh Boulevard, a large gateway and stop signs at 49th St and Grays Avenue, and a major reconfiguration of the intersection of 51st and Grays Avenue.

We gathered as much of your feedback as possible on these three street design alternatives for the Blossom at Bartram area throughout the survey period and during the summer 2022 online/in-person events. We have summarized your summer 2022 feedback on these alternatives on the following pages, and SEPTA will use this input to select a preferred alternative and finalize design details.

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Figure 3 – Online survey Image Example

Key points

Detailed outreach results of your input from the survey, pop-up events, virtual meeting, and community events are provided in the next section. Below are the overarching topics and themes we heard:

- **Safety was the biggest topic of concern across all public meetings and events.** This included concerns such as vehicles speeding along the project corridor (especially on Lindbergh Boulevard), crime and personal safety, trolley station conditions (including inadequate lighting), trolley movements, and short pedestrian crossing intervals. Many participants were open to all interventions and alternatives as long as they made the area safer and did so as soon as possible.
- **At public events, most residents appeared to agree that the project corridor needs “aggressive change.”**
- **Many public event attendees supported protected bicycle lanes.**
- **Street designs that could slow vehicles down appeared popular for residents in all of the public meetings.**
- **The most online survey responses (about 54%) came from the 19143 ZIP Code, which encompasses most of the project area.**
- **Alternative 3 was the clear favorite among online survey respondents** for all street segments on the survey, with an average of about 60% of responses.
- **Online survey responses from the 19143 and 19142 ZIP Codes, which encompass the entire project area, favored Alternative 3 even more.** About 65% of respondents in this ZIP Code chose Alternative 3 versus about 60% when all ZIP Codes were considered.

- **Alternative 3 was also the alternative that attendees preferred at all of the public events,** although Alternative 2 was popular at the July community meeting as well.
- **When providing open-ended comments in the online survey, the top two categories were support for better and/or protected bike infrastructure and a desire for more street trees and/or vegetation. Many comments also mentioned support for better pedestrian infrastructure and the need for general safety improvements.** These comments generally correspond with respondents' preference for Alternatives 2 and 3.

Detailed Summer 2022 Outreach Results

Events & Meetings

We heard from you throughout summer 2022 at the six events listed below. The input you provided on these alternatives will ultimately help SEPTA determine the preferred alternative, which may include a combination of features from more than one of the three alternatives.

Virtual Public Meeting

Date: Wednesday, June 15, 2022

Time: 6:00 p.m. – 7:30 p.m.

Location: Virtual, Zoom

Community Event #1

Date: Saturday, July 23, 2022

Time: 11:00 a.m. – 1:00 p.m.

Location: Bartram Village

Partner: City of Philadelphia

Philadelphia Industrial Development Corporation (PIDC)

Community Event #2

Date: Saturday, June 11, 2022

Time: 11:00 a.m. – 2:00 p.m.

Location: 62nd Street and Lindbergh Boulevard

Pop-Up Event #1

Date: August 11, 2022

Time: 11:00 a.m. – 1:00 p.m.

Location: 49th Street and Woodland Avenue

Pop-Up Event #2

Date: August 20, 2022

Time: 10:00 a.m. – 1:00 p.m.

Location: Kingsessing Recreation Center Community Day

Pop-Up Event #3

Date: August 26, 2022

Time: 4:00 p.m. – 10:00 p.m.

Location: Bartram's Garden Community Movie night

Meetings Summary

Safety

Safety was the most prominent concern that you expressed throughout our summer 2022 outreach. Your observations, concerns, opinions, and requests related to safety included:

- Drivers use Lindbergh Boulevard as a “racetrack” to Island Avenue.
- Drivers ignore the posted speed and often drive at 60 miles per hour (MPH) or higher.
- Many drivers know the timing of the signals and speed to get through every green light.
- The 61st Street redesign increased traffic on 65th Street, making 65th Street unsafe for children.
- Would like sidewalks added where they are missing.
- Litter and the perception of crime in the neighborhood, including cleanliness at the stations.
- Lighting at intersections, trolley stops, and pedestrian crossings.
- Signal timing is too short at pedestrian crossings, especially for seniors.
- Leading pedestrian intervals at intersections so people can cross before cars turn.
- Make sure that road and tracks are updated with the trolleys.
- Unsafe when the trolley turns at Island Avenue and Baltimore Avenue.
- Each stop should have public address system announcements for seniors or new travelers.
- Introduce ability to pay for two people with one SEPTA Key card.
- Provide more shade from trees.
- More shelters to protect from the weather, in addition to more benches at trolley stops.
- Some cars drive around the trolleys, which makes it dangerous for cyclists and pedestrians.

Bike Lanes

Many of you supported protected bike lanes as a traffic calming tool. However, you also expressed the need for clarification on where the bike lanes will end or tie into other infrastructure. Your bike lane-related comments included:

- Allow for continuous travel west on Lindbergh Boulevard, as in Alternatives 1 and 3.
- Many dislike the sections of unprotected bike lanes in Alternative 1.
- Make sure the bike lanes would be clean, clear of debris, and well-maintained in the future.
- Today, the Lindbergh Boulevard and Elmwood Avenue bike lanes between 51st and 54th Streets are continuously blocked by cars, making it dangerous for cyclists.
- Concern that widening the sidewalk to provide a bike lane, as shown in Alternative 2, will make it easier for cars to park on the sidewalk.
- Bollards or flex posts to restrict bad parking behavior, like parking in bike lanes and sidewalks.
- In Alternative 3, turning left into Woodland Avenue from 49th Street may be unsafe due to the northeast corner lacking a protected intersection for bicyclists.
- In Alternative 2, having bike lanes on one side only may make them more visible.
- At-grade bike lanes are less expensive and can be installed more quickly.
- In Alternative 3, it is nice for pedestrians and cyclists to be raised and away from cars.
- Bike lanes should extend north on 49th Street to Kingsessing Recreation Center and 48th Street.
- Bike-access to the Schuylkill River Trail from 49th Street.
- Many prefer protected bike lanes for cyclists.



Street Design / Road Configuration

Each alternative involves changing the design of the street in some way. Your comments on modifying the street design included:

- In Alternative 1, Elmwood Avenue and Lindbergh Boulevard may be confusing for all users.
- Some suggest closing the 5500 and 5600 blocks of Elmwood Avenue to car through traffic or to make Elmwood Avenue one-way.
- Some felt that leaving the current configuration where Elmwood Avenue meets Lindbergh Boulevard would incentivize aggressive driving.
- Only trolleys should be permitted to turn off from Lindbergh Boulevard onto Elmwood Avenue.
- There are sections of Grays Avenue where the center lanes aren't separated by a barrier, so cars can cross into oncoming traffic to pass the trolleys. Hardened center lanes could prevent this.
- Speed on Lindbergh Boulevard and cars passing trolleys are main concerns resulting from existing street design.
- In Alternative 1, the curb extension on the road is important and will make it safer.
- Proposed traffic signal at the 56th Street and Lindbergh Boulevard intersection is good. It is currently unsafe to turn from 56th Street onto Lindbergh Boulevard.
- 49th Street and Grays Avenue in Alternative 3 should have a traffic signal rather than a stop sign. At this intersection, drivers pass trolleys by driving onto the curb/sidewalk, making it dangerous for pedestrians. For this reason, there should also be extra protection from the proposed gateways to buffer the sidewalk.
- Alternative 3 is preferred for street design. The roads need to be improved and Alternative 3 does it the most and the safest.
- Employing green paint in Alternative 3 could make the lines stand out more and make it safer for bikers and pedestrians.

Overall Event Feedback

There were some topics, takeaways, and questions that came up frequently during the in-person events. These are summarized below.

- Most preferred Alternative 3, although Alternative 2 was also relatively popular due to protected bike lanes and curb extensions.
- Many agreed that the Lindbergh Boulevard Complete Streets Corridor needs aggressive change.
- Alternative 3 also favored in part because it doesn't impact travel time for trolleys.
- Cleaning and safety are extremely important.
- Crosswalk timing should be extended, especially for the seniors in the surrounding area.
- Questions included:
 - How will snow and debris in the Alternative 2 raised bike lanes be managed?
 - Will Transit Signal Priority (TSP) be factored into these designs?
 - Will double parking be prevented?
 - Has there been any consideration for curb-cut consolidation?



Online Survey Participation

During the time it was open for input on the Blossom at Bartram website from 7/22/2022 through 9/16/2022, our online survey provided an opportunity to weigh in on several street design alternatives.

The survey received a total of 1,245 alternatives selections. Of the responses that were accompanied by a ZIP Code, the majority (about 54%) were from the 19143 ZIP Code, which includes most of the project area.

Table 1 below shows the breakdown of the responses by ZIP Code.

Zip Code	Total	Percent
19143	530	54.4%
19104	84	8.6%
19146	60	6.2%
19121	36	3.7%
19139	33	3.4%
19130	29	3.0%
19153	28	2.9%
19145	25	2.6%
19125	19	1.9%
19141	14	1.4%
08046	12	1.2%
19119	12	1.2%
19128	12	1.2%
19050	12	1.2%
19122	11	1.1%
19148	11	1.1%
19079	10	1.0%
08052	9	0.9%
19026	7	0.7%
19126	6	0.6%
19087	5	0.5%
19142	4	0.4%
19144	2	0.2%
09079	2	0.2%
19081	1	0.1%
19147	1	0.1%
	975¹	100%

Table 1 - ZIP Codes participating in survey

¹ 270 responses were not accompanied by a ZIP Code.

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Online Survey Results

The survey results shown in Figure 4 differ between street segments. However, the responses show a clear overall preference for Alternative 3. Alternative 3 proposes the most significant changes to the streets of each segment along the project corridor, including new planted buffers and a two-way separated bicycle lane.

Figure 4 - Online Survey Results - 7/22/2022 through 9/16/2022



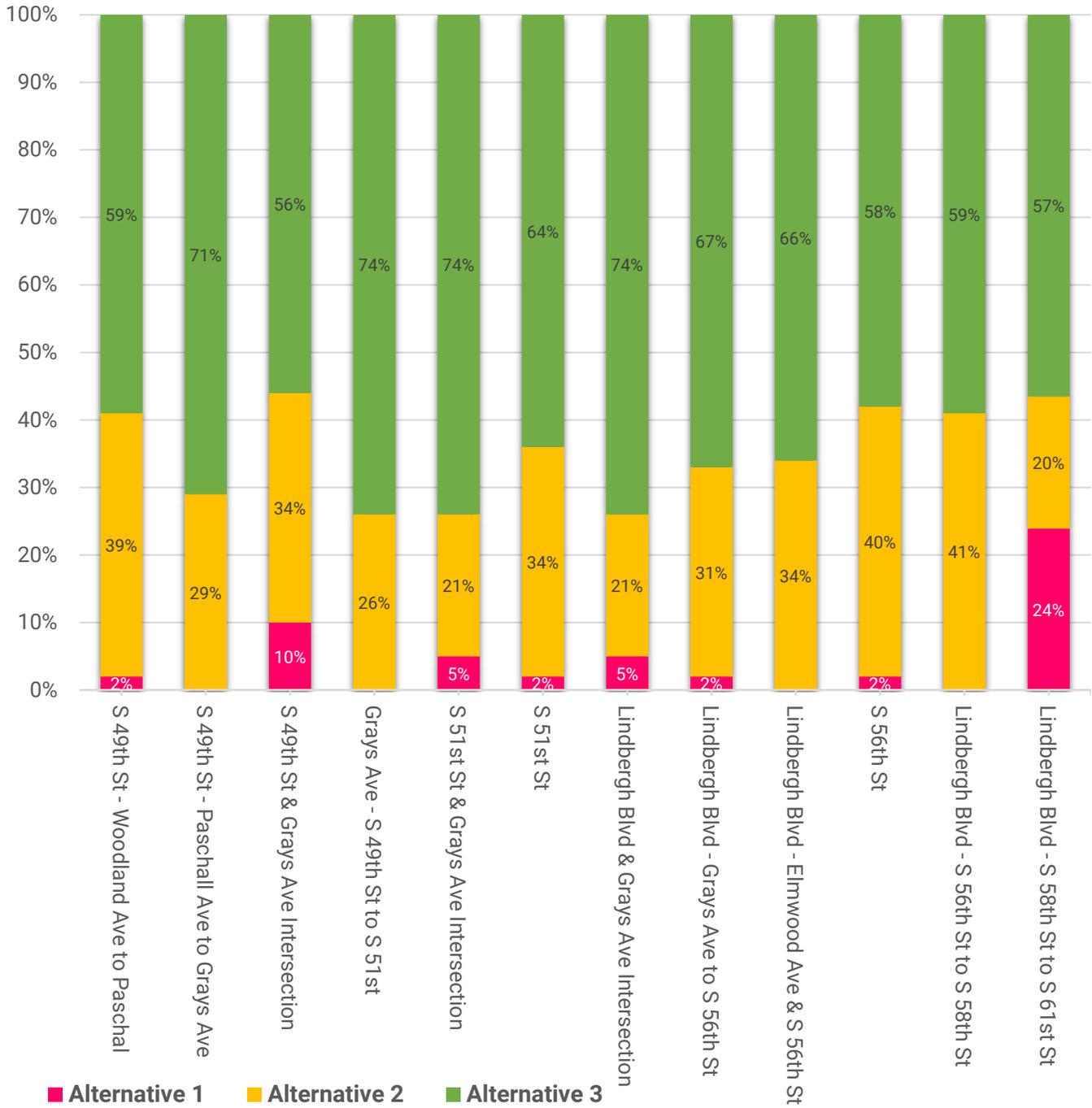
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Figure 5 below shows results for only the 19143 and 19142 ZIP Codes, the areas whose residents live closest to the project corridor. As Figure 5 shows, responses in these areas favored Alternative 3 slightly more than when all responses were considered. Almost 65% of responses from these ZIP Codes chose Alternative 3, compared to about 60% amongst all responses combined.

Figure 5 - Online Survey Results (19143 & 19142 ZIP Codes)
7/22/2022 through 9/16/2022





We also received many open-ended comments from you in our survey. Figure 6 below breaks the open-ended feedback into categories and shows how many times each category was mentioned. Support for better and/or protected bicycle infrastructure topped the list, with many also supporting more trees and/or vegetation. A lot of comments also mentioned support for better pedestrian infrastructure and cited a need for general safety improvements along the project corridor. The prevalence of these comment categories generally corresponds with respondents' preference for Alternatives 2 and 3.

Figure 6 - Online Survey Open-Ended Comments by Category
7/22/2022 through 9/16/2022

