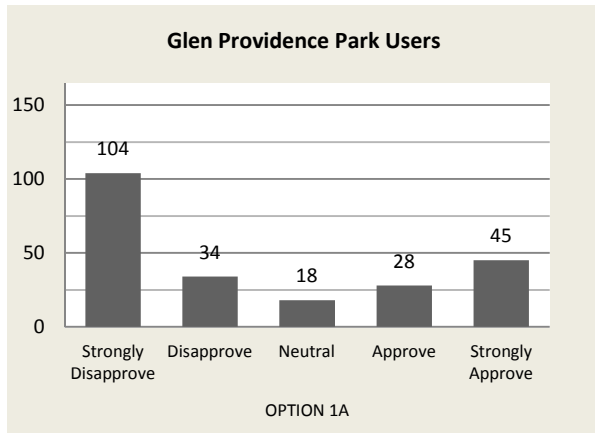


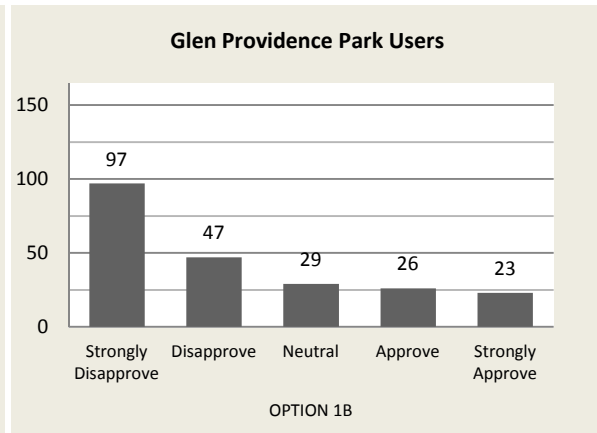
Survey Findings: Glen Providence Park Users

The following indicates the response of Glen Providence Park users to the four options presented.

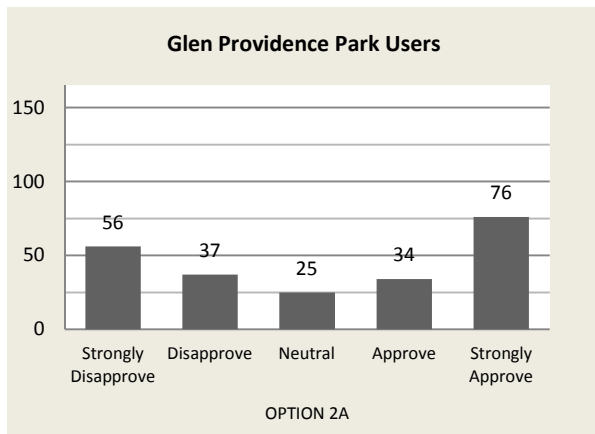
1A: Replace Dam/Auto, Bicycle, Pedestrian



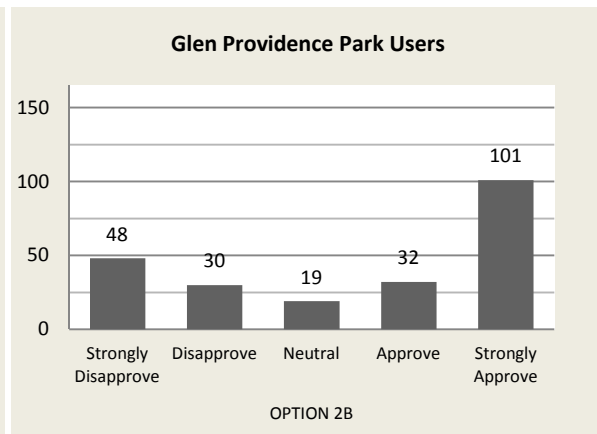
1B: Replace Dam/Bicycle, Pedestrian Only



2A: Remove Dam/Auto, Bicycle, Pedestrian



2B: Remove Dam/Bicycle, Pedestrian Only



5.2 PUBLIC MEETING FEEDBACK RESULTS

The compilation of the feedback from participants at the March 5, 2012 public meeting regarding the 3rd Street Project produced the collection of preferences listed below. The transcripts of public feedback from the public meeting are included as Appendix E. It is shown that Borough residents who participated in the groups favored the option of a bridge for only pedestrians and bicyclists. Residents of Upper Providence presented a varied collection of preferences.

Public Meeting Feedback				
Option Preference	1A – Replace Dam/Automotive	1B - Replace Dam/bicycle and pedestrian	2A - Remove Dam/Automotive	2B – Remove Dam/bicycle and pedestrian
Media Borough	7	0	8	25
Upper Providence	6	2	6	9
Rose Tree			1	

While this information is worth knowing as a snapshot of public sentiment concerning the project, the main focus of the public meeting was to receive information concerning specific concerns held by members of the community regarding the project.

A recurrent concern among meeting participants was the desire for more information regarding how access to emergency vehicles on a bridge that was designed for pedestrians and bicycles would look in reality. Many participants were not opposed to having a bridge that was open to emergency vehicles, but lack of information led to a general state of curiosity regarding how this would work. One participant expressed concern about how a bridge capable of holding emergency vehicles would be able to exclude other traffic. There was a consistent level of interest in the inclusion of emergency vehicle access which ranged from the statement, “Safety is of top concern. Regardless of outcome, there MUST be access for emergency vehicles,” to the less committal, “I want a bridge for bicycles and pedestrians only. I would not fight access for emergency vehicles.” When Borough Council makes a decision, it would be a public benefit to address the matter of emergency vehicle access in some detail.

The preservation of Glen Providence Park was also a matter of concern. Many participants expressed a core concern of preserving the park’s natural environment. In small groups where participants were numbered along with their comments, 20 of 55 participants explicitly mention preserving the integrity of the park.

The other major concern regards traffic flow. The results were mixed with a large number wishing to restrict automotive traffic in the Borough of Media and a sizeable minority wishing to facilitate easier automotive access into the Borough. A Borough resident wishing to see automotive traffic restored said:

“As a business owner, not having the bridge open is an inconvenience. Now there is traffic down Lemon Street.”

Another citizen expressed his desire for increased traffic flow saying:

“I have zoning and traffic concerns. Media has 25,000 people in it during the day. I want a dam with a bridge that is for automobiles, bicycles and pedestrians... Remember that Delaware County has twice as many cars today compared to 1965.”

Comments from those wishing to limit automotive traffic include:

“Limit traffic in neighborhoods.”

“Safety for pedestrians.”

“I want to preserve the park and would prefer to not have autos.”

“Glen Providence Park is a hidden treasure and should not have automotive traffic. Before the bridge was closed, it had been a speedway.”

“I am worried about new traffic flow and safety of residents. People who don’t live in Media and work in courthouse do not care if there are kids there and will fly down. Stop signs do not deter them.”

“I’m concerned with use of the road as a cut through. I would never have let my kids out to play if it were open to traffic these past few years.”

In the breakout groups, fifteen Borough residents explicitly wished for an automotive bridge to facilitate increased traffic flow and twenty five Borough residents explicitly wished for there to be no automotive traffic to reduce traffic. These comments were made during the portion of the discussions that recorded participants’ core concerns before participants spoke regarding their preferences among the proposed options.

Another concern that was expressed by breakout group participants was curiosity about the timeline for construction. Regardless of the collection of options chosen, it would be helpful to publicly communicate the process through which attending to the matter will occur.

Those who mentioned the environmental impact of the project were uniformly in favor of removing the dam and varied regarding whether a bridge should include automobile access. Their comments were:

“Don’t want dam at all. There are fish in the stream.”

“Close the dam – lower cost, environmentally more friendly and lake not swimmable now.”

“I would like to get rid of the barriers and to get rid of the dam. I want the option to have a minimal environmental impact and minimal destruction of habitat.”

“I prefer the option that will be back-to-nature. I would like access to pedestrians and bicycles without a street.”

“I wish for dam removal and want a pedestrian and bicycle bridge only. I would like the gentlest option. I am concerned about destroying the park for a private marsh which will have on-going maintenance issues.”

“I wish for dam removal. I am concerned about the water table change that is the result of the Toll Brothers building development. I would prefer a bridge for pedestrians and bicycles with access for emergency vehicles. I especially believe that access for emergency vehicles is important because sometimes Orange Street gets shut down, and this could be an alternative route.”

One of the core messages that came through these conversations is that participants wished to have more information regarding the feasibility of emergency vehicle access to a crossing

designed primarily for bicycles and pedestrians. Another concern that warrants communication for Borough government is the proposed timetable for action once decisions about the project are made. Participants' preferences for the options varied. This variation is captured in the table above. A recording of the public meeting is included as Appendix H.

5.3 STAKEHOLDER INTERVIEW RESULTS

Below is a brief summary of the stakeholder interview results, including the individual preferences and major concerns. The CAC presents the results without comment or opinion, because community members hold very diverse and nuanced views about the project. The interviews serve more effectively as brief glimpses into the thoughts and values of individual stakeholders, not as clear representations of what a majority of like stakeholders might believe. The full transcripts of the Stakeholder Interviews are included as Appendix I.

Residents who live adjacent to the project:

Dylan Atkins, Upper Providence
Major concern(s): walkability
Preference: 2B

Ed Bailey, Media
Major concern(s): traffic
Preference: 1B/2B

Glen Providence Park Users:

Christine Howells, teacher,
Media-Providence Friends School
Major concern(s): Impact on environment, park
Preference: 2B

Stewart Rose, Upper Providence
Major concerns(s): multiple
Preference: 1A (one-lane, with speed bumps & stop signs)

Broomall's Lake Country Club Members:

Beth Morrison, Media
Major concern(s): long-term costs, impact
on immediate neighbors, impact on wildlife
Preference: 2A

Steve Burgess, Media
Major concern(s): uselessness of dam; access to Media
Preference: 2A

Residents who live downstream & upstream:

Ed Filipkoski, Upper Providence (downstream)
Major concern(s): storm water management