SMALL GROUP DISCUSSION NOTES

Following the presentation which gave an overview of the project, meeting attendees separated into four facilitated group discussions, each primarily focusing on one map panel or segment of the trail study area. The following notes outline each of the group’s discussions.

Panel A

a) If this trail existed now...
   i) How do you envision using it:
      • Walking
      • Biking
   ii) And for what purposes?
      • Recreation
      • Commute
      • Travel to Media (3 votes)

b) Do you have a preferred route(s)
   i) Among the alternatives?
   ii) Or other ideas of your own not shown?
   iii) Why that one?
      • Marcella Ln (10 votes)
      • A2
      • A5 through Scott Park (ten votes)
      • A6 – different part of the park?
      • Baltimore Pike with reduced lanes/speeds
      • Soft surface path along the creek through Glenn Providence Park (10 votes)
      +stream; +safe
      • Cut through Glen Providence Park to A6
      • Look into using thin parcel (between Glen Providence Park and Ridley Creek Road on creek)

c) What challenges and issues do you know about?
   • Crossing Ridley Creek Rd (suggestion - Rectangular Rapid Flash Beacons (RRFB))
   • Erosion
   • Flooding

d) What type of trail or bikeway...
   i) ...designs would you like to see?
      • Paved and separate at Ridley Creek
      • Paved but context sensitive (not paved in parks)

   ii) ...support elements would you like to see?
      • Mile markers
      • Label streets, crossings
      • Wayfinding
      • Bike repair stations
      • Water fountains
• Security cameras
• Bathrooms
• Trailhead at Glen Providence Park – A2
• Bike racks at Glen Providence Park
• Dog waste stations at Glen Providence Park

Other General Comments:
• Stay off/avoid Providence Rd.
• Ride all routes
• Present at municipal meetings

Panel B

a) If this trail existed now...
i) How do you envision using it,
   • Biking with reservations (3 votes)
     ▪ traffic safety
   • Running
   • Walking (2 votes)
   • Recreation **
   • Business destinations
     ▪ Springfield Mall connection

b) Do you have a preferred route(s)
i) Among the alternatives?
ii) Or other ideas of your own not shown?
iii) Why that one?
   • Providence Road is very dangerous
   • Third Street is narrow
   • Propose 5th but up down Edgemont
   • Fourth and Fifth Streets are about Equal width
   • South side of Baltimore Pike – possible?
     ▪ Jefferson Street possible in Media Pike plan
       - Could go to Beatty Road
       - Stay away from State Street
   • Steep slopes getting into Smedley
     ▪ Less steep at Baltimore Pike but getting under Blue Route is difficult
     ▪ Getting across Blue Route
   • Already use Acme/office Campus Impacts: (-)C1 & (+)C4
   • Road says “Do not drive on this Rd” off Second and Haldeman Streets – could be a good alternative

c) What challenges and issues do you know about?
   • Front Street one way–possible problem
   • Stop sign enforcement makes going through Media difficult
   • Private yards in Glen Providence Park area
   • Getting to Ridley Creek Road from Glen Providence Park is difficult
   • Kirk Lane really steep and narrow
   • Third Street?
   • Edgemont Street is sometimes closed off for Media Elementary usage
   • Better option to go through GPP – small distance connection to Scott Park
     - could be along Baltimore Pike there; wouldn’t be pleasant
   • -hard dividers needed on Baltimore Pike
• Currently not practical to commute
• No bike rack at police stations

d) What type of trail or bikeway…
   i) …designs would you like to see?
   • Ideally a multi-use trail
     - Friends of Glen Providence Park might be flexible about trail in park
   ii) …support elements would you like to see?
   • Media feels dangerous – sharrows not adequate for children
   • Existing walking signage in Media
   • Signage 3D
   • Definition of a non-motorized vehicle – gas vs. electric
   • Signage for Leiper-Smedley Trail and Media-Smedley Connector in Smedley Park

Other General Comments
• Bryn Mawr Running Club/Company – Local business that organizes recreational runs in the Borough, a user group to contact
• Safe route to Cherry St Park
  ▪ Cross Providence Rd. at State St., Bowling Green area up to Cherry St.
• Connections to Rose Tree Park; just to get there would be nice
  ▪ Bridge
• Link to Media Train Station
  ▪ Consider Baltimore Pike
  ▪ Library to Jefferson cul-de-sac
• Ridley Creek State Park connection
  ▪ Ridley Creek Rd.

Panel C

a) If this trail existed now…
   i) How do you envision using it,
   • To travel to Media
     ▪ Businesses
     ▪ shopping
   • Trail designation not needed, can already walk to Media (from Surrey Lane)

b) Do you have a preferred route(s)
   i) Among the alternatives?
   ii) Or other ideas of your own not shown?
   iii) Why that one?
   • C2 – as long as buffer/woods remained.
   • C3 fine as well
   • C5 – Beechwood: steep and unsafe for bikes with cars
   • Nether Providence has ordinance regarding a mandated buffer between Chesley and the trolley and adjacent residences. Trail could still go between the buildings and the buffer/woods.
   • C4 – scenic, C1 safer, Acme would need to approve of it.
   • Another alternative idea: Route the trail around the south/front side of Acme shopping center. It could be near Baltimore Pike & Starbucks (That could be labeled C6). An additional adjoining alternative could continue east along Baltimore Pike from Beatty Road to an entrance into the Chesley front entrance (It could be labeled C7).
c) What challenges and issues do you know about?
   • There may be a PECO Row on top of the SEPTA Row) [need to confirm]
   • Beatty Road – narrow shoulder for the trail. On the plus side trolley passage helps stops traffic periodically.
     ▪ Acme recently built a new walkway at Beatty Rd from Trolley Stop.
   • Crime & security issue
   • Any trail near residences could become issue
     ▪ Commercial brand could be better

   d) What type of trail or bikeway...
      i) …designs would you like to see?
      ii) …support elements would you like to see?
         • Painted bike lane
         • Signs with wayfinding/logo.

Panel D

a) If this trail existed now...
   i) How do you envision using it,
      • Biking, recreation & transportation

b) Do you have a preferred route(s)
   i) Among the alternatives?
   ii) Or other ideas of your own not shown?
   iii) Why that one?
      • D1 & D4: scenic, most immersive (may make it less feasible for heavy equipment)
      • D3 seems more financially feasible
      • C4 route behind grocery store seems more accommodating
        ▪ Convenient to also have access to the food store directly via bike

c) What challenges and issues do you know about?
   • North through Crum Creek (D5): concerns include carrying bike up stairs, not ADA accessible
   • D3 seems unsafe for children
   • D4 & D5 has safety issues
   • Can’t imagine being on Route 252 (on Alternative B4) - especially when thinking of a 12-year-old.
   • Physical barriers preferred over paint on the road

d) What type of trail or bikeway...
   i) …designs would you like to see?
   ii) …support elements would you like to see?
      • Paved
        ▪ Raises issues of permeation (however gravel is not desirable for steep hills
      • Some kind of light flashing to signal to traffic when crossing roads
      • Want bike racks at locations near commercial areas
Media Smedley Connector Trail Feasibility Study
Public Meeting #1
Media Borough Municipal Center
June 18, 2019

Walking
Biking

Recreation
Car Pool
Travel to Media
Mall

Marcella In LT LT
A2
A2 - different part of park?
Baltimore bike with reduced lanes/speeds

Soft surface path along creek through Glen Prov. sty
+ stream
+ safe
half to use own parcel
A5 through Scott Park
A5 thru

Cut-through Glen Prov. to A6

Crossing Ridley Creek Rd. (light & Trail)
Ease in
Floating

Trailhead @ Glen Prov. - A2
Bike racks @ Glen Prov. city bike stations

Paved or separate @ Ridley Creek
Paved but context sensitive (not paved in parks)
route marker
label streets, crossings
readfinding
Maps
Bike repair stations
water features

Security cameras
bathrooms

Stay off/away Providence Rd.
ride all roads
Present at municipal meetings
*Upper Providence for Open space
Front page:
- South 5th st. bike lane possible - possible
  - Jefferson st / church st. in main parking lot
  - Van vliet & dolan
  - Going away from stock st.
- Sleepy slopes getting into sodo
  - Less stop at preservation plk but getting
  - Cargo bike route possible
  - Getting across the route
- Already use acres / creek roads - cl
  - Crown mead way
- Rob says "Do not put on 1st av off at
  - South st. as it's scary - could be a
  - Good alternative

C. Stop sign enforcement need going
- Through main st.
- Private access to Glen Pointe
- private access to glen pointe

- Safe route to church st.
  - Center line on street, in main parking lot
  - Existing walking signage in media
  - Connections to roosevelt park great to get
  - Olympic
  - Currently not pedestrian to connect
  - Link to main park station
  - consider bike lane
  - In answer to preservation col-lane
A. Elementary school connection
  - Ridgeway creek pl.
  - Signage 30
  - Definition of a non-motorized vehicle

Bi. Providence road is very dangerous.
  - 30th narrow
  - paper is but... 30th element
  - deepest
  - 6th about equal
  - No bike racks at police station

- ELEVEMENT is closed off for
  - Media elementary
PC (b)  
C2 - as long as buffer/walls remained.  
C3 fine as well.  
C5 - Beechwood - steep 
and unsafe for bikes,  
and cars.  
- Neither Prov. 
  has Advance on Chesley  
  (mandated buffer).  
  Trail could still go alongside.  
C4 - Scenic, C1 safer. Acme 
  would need to approve.

PC (c)  
- C6 on Septa row 
  on residential side.  
- Beatty Rd - narrow 
  shoulder for trail.  
  (on bus side trolley passage stops + traffic.  
  Acme built new walkway at Beatty Rd 
  from Trolley Stop.

PC (d)  
- Crime & Sensory issue.  
  Any trail near residences could 
  be crime issue. Commercial could be better.  
- Painted bike lane  
- Signs w/wayfinding/logo.

Another alternative idea  
- Trail around Acme w/ path.  
  C6  
  C7 on Chesley front entrance.

PC: a use of trail?  
- to travel to Media  
  businesses  
  shopping.

Trail designation not needed, 
  can already walk to Media (from Survey Ln.)
Preferred route?
- Ideas not shown: North through Twin Creek
  - Concept: Carry bike up stairs, not ADA accessible
- D1 and D4
  - Scenic, most immersive (may make it less feasible or not even)
- D3 seems unsafe for children
- D3 seems more financially feasible
- D4 + D5 has safety issues
- C4 route behind grocery store is more accommodating
  - Convenient to also have access to the food store directly via bike
- Can’t imagine being on 96th (B4) especially when thinking of a kid
- Physical barriers preferred over parts of the road

What type of trail?
- Paved
- Raises issue of permeation (however gravel is not desirable for steep hills)
- Some kind of light flashing to signal to traffic when crossing roads
- Want bike racks at locations near commercial areas

PD
If this trail existed now...
- Uses biking, recreation/transportation