



POINT BREEZE AVENUE CORRIDOR REVITALIZATION PLAN

STAKEHOLDER INTERVIEWS/MEETINGS FOCUS GROUP: TRANSPORTATION

MEETING DATE: February 28, 2023, 10:30 AM

FACILITATORS: Dave Schwartz, Ryan Mawhinney

INVITES/ATTENDEES

PRESENT	ORGANIZATION	NAME	EMAIL / CONTACT	NOTES
x	Streets Department	Richard Montanez	Richard.Montanez@phila.gov	
x	Office of Transportation, Infrastructure, and Sustainability (OTIS)	Kelley Yemen	kelley.yemen@phila.gov	Complete Streets
x	Office of Transportation, Infrastructure, and Sustainability (OTIS)	Stephanie Ridgeway	Stephanie.Ridgeway@phila.gov	Indego Bike Share
x	Office of Transportation, Infrastructure, and Sustainability (OTIS)	Casey Ross	Casey.Ross@phila.gov	Complete Streets
x	Office of Transportation, Infrastructure, and Sustainability (OTIS)	Teresa Saunders	Teresa.Saunders@phila.gov	Complete Streets
x	City Planning Commission Department of Planning and Development	Sarah Banh	Sarah.Banh@phila.gov	South District Planner
x	Department of Commerce	Salim Wilson	salim.wilson@phila.gov	Commercial Corridor Improvements; Clean Corridor
x	Department of Commerce	Vinh Ho	vinh.ho@phila.gov	Business Services Manager; PBA Steering Committee

MEETING SUMMARY

Project Overview and Introductions

Dave Schwartz from Bergman introduced the consultant team and provided an overview of the project and the process. Attendees introduced themselves and shared their roles, responsibilities, and interests in the project and its potential impact on the community.

Sarah Banh, is the South District Planner of the City Planning Commission and a member of the project's Steering Committee. Vinh Ho is a Business Services Manager in the Department of Commerce, who is administering the Point Breeze Avenue corridor planning project. Salim Wilson, the Senior Director of the Department of Commerce's Commercial Corridor Improvements program, manages streetscape projects, funding, and partnering with other agencies, such as the Streets Department. Salim is also a manager of the Clean Corridor program.

Stephanie Ridgeway is with the Office of Transportation, Infrastructure, and Sustainability (OTIS), working on the Indigo Bike Share in the Point Breeze neighborhood and looking to further connect with the community to provide insight and get feedback on expansion opportunities. The Office of Complete Streets within OTIS, which works on various transportation projects related to pedestrians, bikes, and transit, was well represented by Teresa Saunders (Community Engagement Coordinator for the South and West Districts), Casey Ross (District Manager), and Kelley Yemen (Director). Collectively, they understood that Point Breeze Avenue is an important corridor through southwest Philadelphia and are excited to see what kind of things are taking shape here and to be involved in this process. Richard Montanez is the Deputy Commissioner of the Streets Department.

The meeting focused on current projects and plans within the area to improve mobility and the physical streetscape of the Avenue that the departments and stakeholders are part of, as well as the opportunities, such as programs and funding, that can support the goals and issues raised by the community.

Current Projects

The discussion first focused on the High Injury Network (HIN) and its role in the City's Vision Zero Action Plan, which aims to eliminate traffic fatalities and severe injuries. The HIN identifies streets with the highest concentrations of serious incidents, i.e., severe crashes, based on crash data from PennDOT.

The City updates the plan periodically to consider new corridors and changing circumstances. Casey Ross explained that the exact segment of Point Breeze Avenue from Federal Street to just South of Moore Street is one of the City's high-injury network corridors. Dave raised a question regarding the implementation of improvements identified through the HIN. It was suggested that any redevelopment plans for the area should incorporate traffic calming and safety improvements.

Kelley Yemen mentioned that OTIS is working on a capital improvement plan to bring attention to the necessary improvements. The plan will prioritize various needs in the City, considering crash elements, multimodal equity, state of good repair, and asset management. Matching grants from different sources will also play a role in funding the improvements. The goal is to have a unified idea of the needed improvements and their costs to advance the process of obtaining grant funding.

Overall, the discussion revolved around using the HIN data to inform a capital improvement plan that aligns with the Mayor's Vision Zero goals and involves leveraging resources from different sources to make critical street improvements in the City, including the Point Breeze area. The Vision Zero Action Plan is located at <https://visionzerophl.com/>

Stephanie Ridgeway then discussed the current Indego Bike Share station at Point Breeze Avenue and Tasker Street and emphasized the importance of community engagement for potential expansions. She confirmed that nothing is currently planned, but they are open to ideas based on community interest. She mentioned seeking 2023 Indigo community ambassadors and highlighted the potential benefits of having additional bike stations in the neighborhood for local residents and attracting visitors to the area.

David then asked the Streets Department about their ongoing projects in the area, particularly the roadwork and construction along the Avenue. Richard Montanez from the Streets Department stated they are not currently involved in any work in the Point Breeze area. He mentioned that their citywide LED lighting project will eventually extend to Point Breeze.

The group agreed on the need for community engagement and input before prioritizing and implementing any changes to the corridor.



Issues and Opportunities

Dave provided an overview of the key themes, issues, and opportunities heard from the community in the project and community outreach process. The three key mobility concerns raised were pedestrian safety, maintenance, street greenery, and bike networks.

Participants sought to identify potential projects, assess funding opportunities, and explore partnerships to enhance the area's safety and provide mobility and streetscape improvements to help address these issues and opportunities raised by the community.

The group discussed traffic calming measures, such as speed cushions and gateway treatments, to enhance pedestrian safety and direct traffic more efficiently. They also discussed the possibility of extending certain triangles to address complex intersection problems and improve pedestrian safety.

Consideration was given to potential curb extensions to improve pedestrian crossings and create more predictable driver behavior. Richard Montanez cautioned that any such improvements would need a study to balance safety and traffic flow. OTIS emphasized the need for a crash analysis study to understand the specific safety challenges on the corridor, especially considering the complex triangle intersections created by the diagonal cross street.

David Schwartz inquired about potential funding opportunities and programs from various departments, including Commerce and Complete Streets. Funding is one of Commerce's most significant issues and priorities with commercial corridors as they try to help keep them sustained and vibrant. Commerce has corridor clean-up and tree planting programs. Greenery and street trees would soften the corridor's appearance and enhance its ambiance. It was noted that any street tree planting must be aligned with the overall streetscape project and carefully planned to avoid conflicts with potential curb and sidewalk improvements.

The group also discussed the possibility of incorporating wayfinding signs, artwork, or plaques to showcase the community's history and achievements. It was noted that City Council ordinances may be necessary for specific signage programs.

Overall, the meeting was productive, and plans for improving Point Breeze Ave will move forward based on the community's feedback and studies conducted by the Streets and Planning Departments. Participants acknowledged the importance of conducting thorough studies and involving the community in decision-making before implementing projects.

Note: This confirms and records our interpretation of the discussions that occurred, as well as any understandings reached during this meeting. It captures the main points and may not include every detail or contribution.

