

Results from Online Survey on Connector Overpass between Schuylkill Banks and Schuylkill River Park¹

1. Do you welcome a pedestrian bridge between the two parks? (301 respondents)

Yes--91% (274 respondents)

No—9% (27 respondents)

2. If no, why? (37 respondents)

Aesthetic (20)

Too imposing, take up too much space	
Eyesore/ aesthetic reasons	
Too many bridges, will look like interchange of concrete	

Not needed (18)

Not needed	
Won't be used	
Prefers grade crossing	
Money could be better spent	

Train concerns (9)

Trains blocking crossing	
Increase rail activity/won't keep open/will close off altogether	

Location (7)

Should be extension of exiting streets	
Not through park/inconvenient location	
Should build it from south street	
Black top is play area, should be preserved	
Should be built at Locust	

Safety Concerns (6)

Dump traffic into park/dangerous	
Bring criminal element /trail not safe past dusk/ people live under bridges/graffiti	
No one hurt at crossing	

Misc. (5)

Steps don't meet ADA	
Construction will be disruptive and dirty	
Less convenient for cyclists	
Too long to cross/less of a connection	
Is Penn's bridge plan considered	

Neutral (4)

¹ Survey was sponsored by Free Schuylkill River Park and Friends of Schuylkill River Park

Must be bike compatible	1
Should be a scenic bridge	1
Neither welcome nor object	11

Positive (3)

Crossing tracks dangerous	1
Will ease future congestion	1
Safety, easy to get bikes across	

3. What kinds of features do you think should be incorporated into the pedestrian bridge? (288 respondents)

Overlook with seating to view the Schuylkill River (looking west) 63.5%
 Overlook with seating to view Schuylkill River Park (looking east) 43.8%
 Stairs from bridge to Schuylkill River Park? 52.8%
 Traffic calming to reduce conflicts between cyclists and other wheeled users and pedestrians? 72.6%

Other (56 respondents)

Good lighting
 Architecturally significant
 Ramp/bridge to be bicycle friendly
 It should be beautiful!!
 Security measures ... it has the potential to be desolate and lonely, esp. at night
 Beautifully lit at night
 Wheel-chair accessibility
 No stairs; ramp access to both sides
 Ramps on both ends
 Separate 'lanes' for bikes
 Should be enough lighting on and around the bridge
 Aesthetically appropriate and pleasing design
 Smallest footprint available. Stairs with 'rolling bicycle ramp' only
 The tracks are very close to the water in this location. The link design should allow for easy continuation of Schuylkill river park trail southward
 Bicycle access
 Not too steep for rollerbladers
 Continuous ramp/not stairs
 Must be bike compatible.
 Bike Friendly!
 Beautiful and well designed lighting
 Lights, handicap accessible
 Enough space for peds and wheels
 Potted landscaping on bridge/any stairs should also require a ramp option adjacent
 Light and airy construction
 A drinking fountain for thirsty folks
 Don't ask bikers to get off their bikes and walk.
 Stroller access!

Wheelchair access on both sides of the bridge
Please make sure bicyclists can wheel their bikes over the bridge, and not have to carry them up and down stairs.
Make access possible for the disabled
Should be well lit both below and above
Lighting, other safety features for usage at night, especially by women
What is traffic calming???

Don't make it look like an engineer designed it.
ramps wide enough to allow cyclists to go on the ramp without dismounting
Separated pathways for bicycles and pedestrians
Something to deter skateboarders
Elevator
Small structure as part of base, to house a cafe, watchman.
Keep height as low as possible
Open
User safety must be paramount. Bridge design should be as 'open' as possible to allow users an adequate view of bridge traffic ahead of them.
Dedicated bike lanes and pedestrian lanes - widen the path for both
Stroller and wheelchair accessible
Flexible and welcoming -- not a monolith.
No stairs so you can walk a bicycle without lifting it over your shoulder.
Intermittent flat spots for wheelchairs
Lighting
Architecturally significant with natural flowing feeling
There should be separate lanes for bicyclists and for pedestrians, because the volume of use by both pedestrians and cyclists will be quite high.
Wheelchair accessible
Non city owned (private) concession stand
Make it wide enough so people can stand and look. No need for seating. Discourage homeless people and bums from making it their hotel.
Ramp for wheeled access
I prefer ramps to stairs

4. How wide should the ramp be? (299 respondents)

8 feet (9%)
10 feet (23.1%)
12 feet (40.1%)
15 feet (15%)

Other: (19 respondents)

Could be bigger if it didn't add to the bulk.

A cost issue!

If bikers, pedestrians and runners are using this then wide enough and clearly marked for safety

Width adequate to deal with potential conflicts between cyclists/wheeled users and pedestrians, even if this means differing width at different places in the bridge design
NO BRIDGE

It must be wide enough for two lanes of traffic with room for passing by bikes and roller blades and anyone otherwise traveling at a faster pace than a pedestrian.

Make it ten people abreast.

room for 2 bicycles to pass easily

With the great number of cyclists and rollerbladers who are supposed to use this bridge, it had better be wide enough to accommodate people on bikes, roller blades, and pedestrian as well

variable width as appropriate to design

approx same as other raised pathways in park

as small as possible

Smaller is better. It's better to feel you're going through a throng to an important place than to feel alone in a desert.

Wide enough to implement speed traps

Two people abreast plus two cyclists abreast.

much wider than the trail along the Schuylkill

same width as bike path?

5. Other Comments (131 respondents)

User issues

- 1) May want to consider signs for cyclists to walk their bikes through any dangerous or tricky areas on the bridge. Reminder signs that dogs should be on leash. Avoid any blind spots to opposing traffic such as the 76 overpass area near the Art Museum on the trail. Good lighting a must.
- 2) I like the idea of overlook seating, but worry about possible congestion from making this accessible. If it compromises the easy accommodation of both pedestrians and cyclists/wheeled users to have people using the bridge as an overlook, I'd lean towards eliminating the overlook seating from the design.
- 3) The bridge should be as wide as possible to accommodate simultaneous use by bikers, bladers, walkers and runners without compromising safety. I also hope we have a chance to design a bridge that will truly have some architectural impact.
- 4) it should have a yellow line through the middle so cyclists and hopefully pedestrians will abide by it.
- 5) Bridge will increase bike traffic within the Schuylkill River Park - so plan accordingly. Dogs (on and off leash) are another 'traffic' consideration in the park, on the bridge and on the trail.

- 6) I hope the bridge isn't close to the dog run. I would hate to be in the run with my dogs and have some kids or jerk toss stuff down or otherwise have the ability to harass my dogs or me.
- 7) Make part of the structure under the bridge a climbing wall.
- 8) Lighting must be plentiful and the bridge should have few places for vagrants or people to hide.
- 9) please make this interchange as friendly as possible to cyclists!
- 10) I would use the bridge as a suburban cyclist to get into Center City. So it's important for me that it provide enough space for cyclists to safely pass each other and pedestrians--and that it have ramps rather than stairs. The drawing looks as though there may be stairs at the east exit into the park.
- 11) The bridge should be convenient for all users: pedestrians, bikers, and skaters. Stairs are difficult and dangerous for all wheeled users, including bikers, skaters, kids in strollers, and the disabled. A continuous ramp is best, with hand rails.
- 12) More direct access for cyclists, rather than the switchbacks pictured in the proposals, would be most appreciated.
- 13) Must be bike compatible -- that is, no, or few, stairs, and wide enough for safe passing. Otherwise, it's better not to have a bridge. To cross the railroad tracks after looking both ways would be better than a bridge that had stairs and safer than a bridge that was too narrow.
- 14) Try not to have too many turns and twists on it, for cyclists.
- 15) The important thing is that there is a constant access to the park, and that access must be able to accommodate both bikers and walkers, and walkers with strollers. I am a twice weekly user and have frequently had to double back to the ramps on Chestnut St., due to train parking.
- 16) Please make sure this bridge is bicycle friendly - NO STAIRS. Also, I'm not sure what 'traffic calming' above means, but I'm assuming it means lines and directions painted on the pavement? That would be very good. Will this be the only bicycle crossing, or will there still be a grade crossing at Locust St?
- 17) Dogs must be kept on leashes and off of grass (if you want to call it grass). The park is a toilet for dogs. The dog run also creates too much dust. Thanks
- 18) Must walk bikes.

- 19) My main concern is with the needs of bicycle riders. The current ramp at Chestnut St. is only slightly better than useless for cyclists. Unless you do a better job of it, I'm unlikely to use it. Please include BCGP in the ****early**** stages of planning. To be useful to cyclists, the ramp needs to be rideable with an adequate turning radius, approaches with good visibility, and no sign that say 'get off your bike and walk'.
- 20) Allow for some skateboard friendly benches, like the park going up near the art museum.
- 21) The dog park is the fenced in area, yet dogs run freely all over the entire park. Most people do not keep their dogs on a leash - the few who do often have 20-40 foot leashes. With people walking and biking through the entire park to get to the bridge, this will be a problem. Some people are afraid of dogs or allergic to them and may be intimidated to walk through. And dogs could run into the path of bicycles. Signs should be posted stating the leash law - this has to be enforced.
- 22) It needs something to deter skateboarders. If the bridge is near the dog park, many dogs have terrible reactions to skateboarders and rollerbladers and it will be disturbing to all if they are near each others.
- 23) trash containers security patrols periodically
- 24) Bicycle access would be welcomed
- 25) Should take into account that many dog owners will also use the bridge on their way to and from the dog park.

Aesthetic/Design issues

- 26) Since this bridge will hopefully not be used to often, I would recommend making it as narrow as the Market-Chestnut ramp which seems to work fine as the only access from those two bridges. Assuming ramps are required by the ADA, I would lobby for stairs which will significantly cut the time it takes to cross the tracks. If there is a ramp only, it will take roughly 300' of ramp on each side to get to the height required by CSX. That is a long walk that could be reduced by stairs on both sides. Having a ramp only on the riverside will mean that those wanting to head south to Bartram's will have to go significantly out of their way.
- 27) The bridge design should not be left to engineers. It should have some architectural merit to it. In what way? 1. Can its location improve either of the parks by reinforcing or strengthening a spatial or place making aspect of either location. 2. Can the ramp's form, shape, or material be more than just the standard engineers' response to a cheap pedestrian bridge? 3. The way the bridge is incorporated into the rest of the park may involve changing aspects of the existing park at the same time, such as widening the paths, moving other programmatic

- uses . . .this should be included. 4. Planning should allow the investigation of multiple designs and locations early in the schematic phase.
- 28) Bridge should have the benefit of a design competition or a least a design review by noted professionals. Departure point of ramp on inland side should be reviewed as most traffic using ramp/bridge when trains have blocked Locust St. crossing is THRU traffic. In high traffic times in Summer, bringing 100's of people per hour through private, passive area next to dog run may not be a good idea. When crossing is NOT blocked, most will use grade level crossing and not the bridge.
 - 29) The most important feature of this bridge, apart from safety, should be that it adds to the beauty of the park.
 - 30) Good lighting and design please!
 - 31) I think that the bridge will be a great addition to both parks. I do not think that anything too extravagant is necessary. It should look nice of course, but after all, it is just a bridge to get from one place to another.
 - 32) Greenery or other enhancements so it looks and feels more pleasant NOT like the current ramps at Walnut St. etc. which feel very barren and utilitarian.
 - 33) If a bridge is built, it should be a structure of artistic merit, which will require more funding than I fear will be allocated. Who will review and approve architectural design, materials, and details?
 - 34) Bridge design should be consistent with other bridges over the trail but not disruptive to the appearance of the park. Accordingly, the bridgehead at the park should be designed to inconspicuously meld into the current setting of SRP.
 - 35) The space between the railroad tracks and the river is quite narrow south of Locust, in the area of the proposed bridge. Having seen this, I am more concerned about how the trail will be built south of Locust than I am about the bridge.
 - 36) I will use the bridge as a cyclist during my commute from Fairmount to Grays Ferry and back. During fair weather days the trail use exceeds capacity and it is unsafe for cyclists to travel much faster than the speed of an average jogger. Cyclists have a responsibility to yeild to other traffic and speed is an important component of this. Therefore the design should account for the ability of cyclists to use the bridge without dismounting, however it should also force cyclists to navigate it at a very slow speed. This can be achieved by very tight entry and exit turns to prevent cyclists from building speed on the decent to carry onto the trail. Such a design will be important for safety while not placing an undo inconvenience on cyclists. Additionally water and snow flow will be very

- important, as the design must prevent ice from forming on the bridge. Use of small mesh steel grates seems to be a popular option, however these create a slick surface for cyclists on rainy days. Preventing ice may be a challenge for the designers but it will help improve safety. Thank you for the opportunity to submit my comments.
- 37) Avoid building a concrete hulk. Think streamlined and green.
- 38) The bridge should be accessible via ramp from both points to provide the same access as the at grade crossing provides now. Stairs would limit the access from bikes, strollers, wheelchairs, etc.
- 39) It would be nice to make sure that aesthetics are taken into account in addition to functionality, i.e. that the bridge is a welcome addition to the visual landscape of the park as well as providing a link over the tracks.
- 40) Hundreds of thousands of people pass this area every day on the Schuylkill Expressway. What can be done to make this feature unique? Flagpoles? A high tower for 360 degree views? Architectural significance? Color? C'mon, let's have some FUN with this! Maybe build the basic bridge, leaving room for creative things to be added later as donations become available?
- 41) I would like to see a lighting scheme that goes beyond generic light fixtures. maybe a lighted beacon? similar to a lighthouse? good treads for in climate weather would be a good idea also. make it a centerpiece for the connection of the two parks, with a possible sculptural feel to the design. I'm not even opposed to something using organic materials, like wood or stone, or maybe a combination, like the gate and fence at the community garden.
- 42) The bridge as depicted on p. 8 of the SETTLEMENT TERM SHEET is very large and puts down into one of two heavily used basketball courts in Mark Ward Park. This may turn out to be the best solution, but all options should be visited before the final plan is made. (For example, a shorter bridge could put down where the dog run is presently located.) Unfortunately, the park is small and some sacrifice will have to be made. I am also concerned that the bridge as depicted may interfere with further Southward development of the River Park along the tracks towards the South Street Bridge. This bridge will have a very great impact (aesthetically, on pedestrian traffic, and on general park use) and the final design should be well thought out.
- 43) Protective, but aesthetically pleasing, fencing for obvious reasons.
- 44) The bridge should incorporate some kind of community art - perhaps something that alludes to the park's past as a rail yard; or perhaps a small mural. Maybe the poem that used to be on the South Street Bridge, in the 1990s?

- 45) If ADA is not a requirement, should be stairs only (up, over, and down), with 'bicycle stair ramp' capability. Minimal visual obstruction.
- 46) Clear lanes for each direction of traffic. Make it look good like the Millenium Bridge in London.
- 47) Make as bicycle friendly as possible. The people who designed the Chestnut Street ramp created some dangerous conditions that have only been partially mitigated. Also the steps down to the promenade by the river have wisely been replaced with a ramp. Those steps were a rude surprise for any number of people on wheels. I believe there are two reasons why people have preferred the grade-level crossing at Locust Street. First, its location. It's simply closer to where most people live. Second, it's much easier for bicycles. Actually, there's a third reason. The Locust Street grade crossing abuts one of the prettiest neighborhoods in Philadelphia. The Walnut and Chestnut Street stairs force people through some truly desolate concrete wastelands that I don't see getting prettier any time soon. Where would you rather go? Thanks for all your hard work on this project.
- 48) Something to separate cyclists from pedestrians would be really nice. Especially when cyclists are gaining speed while going down a ramp, it is very dangerous to encounter pedestrians who not only are slower, but often milling around rather than paying attention. This is a problem in other areas of the trail, so it would be great if it could be avoided on the bridge.
- 49) The bridge should be designed to discourage bike riding on the bridge. Bike riders should stick to the existing park and the street. There's no need to take a bike over the pedestrian bridge. Seating on the bridge would be lovely. Have it face both directions so the sun can be avoided in the morning or evening. And have plenty of seating! What a beautiful place it would be to sit!
- 50) We are Fidler Sq. neighbors; we use the River Banks Park for biking and walking and we walk in the park. Because the South St Bridge is going to be such a disaster (as planned), the scale of this little access bridge should be very human and human, very useable, pedestrian friendly, and SAFE for bikes and walkers.
- 51) Think curves; avoid angles. Though old, see the bridges in Boston going from Beacon Street vicinity to the Esplanade.
- 52) This is an excellent idea. However, judging from the ramps up from the park to existing bridges, controlling bicyclists and riders on commercial electric vehicles will be a challenge (in fact, neither group currently respects pedestrians). Therefore, the design MUST have strong, well designed features to block bicyclists and electric vehicles from riding on the bridge. Another challenge will be to block skateboarders. And finally, the bridge should not provide places for the homeless to live, as some currently do on the ramps. Viable policing will therefore have to complement good design.

- 53) With the debacle over the South Street Bridge design and the Streets Department's poor handling of that project, it would be nice to see a well conceived albeit smaller bridge project in this location that addresses pragmatic as well as aesthetic issues. Don't be bullied by the Streets Dept. Let's design and build a beautiful bridge that serves the community as it enhances the quality of our built environment.
- 54) Perhaps it would be a good idea to work toward a design that would eventually tie into the path that will continue south to the South Street Bridge and beyond. It may not be possible to really do a really large scale plan, but at least design it in a way that makes tying in feasible. I find that the Schuylkill banks path from the art museum all the way south can be very hot on a sunny day. Might it be possible to use construction methods that would allow for adding shade in the future. Have you seen photos on the web of the elevated walkway in Paris: Promenade Plantee. Maybe some inspiration for design would be found. Good luck, thanks for persevering in this project.
- 55) The bridge needs to be wide enough to accommodate both peds & bikes; OR build 2 adjacent bridges, 1 for bikes, 1 for peds. As nice as it may be, putting benches on the bridge would be a mistake, it will just cause people to stop and block the flow of traffic. (People around here have enough trouble understanding what 'sharing' the pathway means, it becomes their own personal space, and then add in lonnnnnnnng dog leashes and wide baby carriages & it's accidents waiting to happen (mostly to us bicyclists)). Also, please ensure you study proper/safe access from 25th thru/around the park to the bridge for bicyclists.
- 56) We all must think to the future INCREASED usage of these facilities. As a resident, I have witnessed a huge increase in bikes, walkers, runners, roller-bladers, etc in just the past two years.
- 57) I would like to see it be beautiful.
- 58) Beautiful - not just functional - design please
- 59) PLEASE, let's have the design and lighting MATCH the rest of the park. Potted landscaping requires care, but significantly enhances the beauty of otherwise stark, concrete architecture. Cities like Chicago and Washington do this very well.
- 60) The area under the bridge on the East side should not have space where homeless people or drug dealers could hang out. There have been some problems with this in the playground area recently, including a shooting. Almost nobody uses the park at night & I don't know how heavily it is patrolled. We don't want to create a space that is a magnet for illicit activity. Thanks

- 61) I believe this planned entrance is likely to become the most common point of access to the River Trail, given that this bridge will be the southern-most entrance to the trail. Therefore it would be great to plan for a quality product to serve as a true gateway between the city and the River Trail which seems to be growing in popularity. That being said, efforts should be made to build this superior to the ramps on Chestnut street which are now the most popular point of access. Specifically, the bridge should be WIDER than the chestnut street ramps (to accommodate runners/pedestrians/cyclers going both up and down the ramp). The bridge should also be marked with paint to separate descending and ascending sides, but the combination of ramp then sudden stairs on the current Chestnut street entrance is dangerous and ineffective. Thank you,
- 62) Underneath the bridge should be open for better visibility. I have thought about the trade-off between open for visibility and closed so lurkers cannot hide under the bridge. I prefer open for visibility. Don't build fences that prevent people from getting around. Some of the current fences along the trail give it an unsafe feel, since there is nowhere to go if you are threatened. Thanks for listening.
- 63) I hope we will get to see a clear artist's rendering of the proposed bridge.
- 64) Appropriate lighting of the pathway should be provided and architectural details and a decorative design consistent with the architecture in the area, goes without saying.
- 65) It should be wide enough to accommodate users without danger to anyone - from pedestrians w/ or without canes, walkers, or strollers, to bicyclists & runners. Lanes - with arrows - should be marked not only on the bridge but on the path itself (see, e.g., Stanley Park in Vancouver BC) & signage should be clearly visible to encourage conformity; if problems arise, periodic warnings or other enforcement tools should be used. (Pet peeve: Dogs are very often off-leash in the park enroute to or from the fenced dog run areas -- seriously affecting the use of public space by others, incl small children and physically-challenged adults, who are (rightfully) fearful when an energetic dog comes bounding near or up to them. The owner's assurance that 'my dog won't hurt you' is not reassuring and in some cases is not even true; a dog can easily knock over a small child or elderly person. (Two children in my family were bitten by 'harmless' unleashed dogs in other public settings). The leash rules must be enforced in all public spaces.)
- 66) PLAUDITS TO ALL WHO WORKED HARD TO MAKE THIS OUTCOME POSSIBLE!
- 67) I looked at the maps with the requirements. Are there any drawings of the proposed bridge that can be sent via e-mail? Hard to picture this bridge with the maps enclosed with the requirements.

- 68) The drawing appears to have stairs on the Schuylkill River Park side (next to the dog area) rather than a ramp. This would prevent wheelchair/scooter access to the bridge. If I am reading the drawing incorrectly, please let me know
- 69) Directional arrows so peds and cyclists know what side they should be on.
- 70) If there is an opportunity to provide an overlook or seating in both directions, or even on the curve of the bridge so that different views can be achieved, this would be ideal. The western view will only get better as Penn develops its eastern lands, whereas currently the Center City/river views are more desirable. Above all, this bridge should be an attractive and simple connection between the two parks, and it should be ensured that the bridge structure does not take away or obstruct the park's eventual southward expansion along the Schuylkill banks. It should be built with that in mind: that the park will one day stretch for miles in both directions, meaning that traffic will continue to grow and lasting design and durability will be key.
- 71) Seating overlooking the river will only serve to attract homeless and undesirables. Also, I'm concerned with what will happen under the bridge.
- 72) You want it wide enough to allow busy weekend flow, but not so big that people congregate, loiter or sleep there. I would recommend reviewing the South Street Bridge over I-95 which sometimes feels too wide.
- 73) This is an opportunity to improve the aesthetics of our city. The footbridge over the Thames from the Tate Modern makes you feel that you are walking to the dome of St. Paul's Cathedral. It could not be more thrilling. I hope we will be able to take this opportunity to make a thing of beauty.
- 74) The bridge should be designed for both at grade crossing and above. The design for this double deck option should blend as much as possible by using natural materials (Warm and welcoming as much as possible. Incorporate natural, plants, etc where ever possible. Again **MUST BE EXTREMELY WELL LIT** with **EMERGENCY** equipment such as direct 911 phones etc.
- 75) It should be convenient and easily accessible by cyclists and pedestrians.
- 76) This span is going to be, pardon the pun, a true bridge between a new, energized part of the path and a park that is starting to show some serious wear and tear. If the pedestrian bridge does its job, it'll be a catalyst for improvement of the park. I'm very big on putting light and well thought out concessions in the area, ala Lloyd Hall. Maybe a coffee shop? Also, I'm very concerned about making sure the bridge is safe, well-lit and able to be viewed from a distance by police and town watch. The last thing we need is a spot that becomes prone to loitering, drug use, homelessness, etc....

- 77) Hire an architect to design it. Challenge the designers to make the ramp beautiful and special.
- 78) The bridge should have the wheel chair accessible ramps but also bridges that provide a short cut for walkers/runners on both sides of the path. Please consider that any flat surface will be susceptible to graffiti. A robust, functional bridge will be easier to maintain and serve the community for a lot longer period than an artsy, impractical bridge that forgets that its main purpose is to convey people safely over the railroad.
- 79) Philadelphia desperately needs inspired design in structures such as this. Inspired design does NOT mean higher cost. It means visual excitement, beyond the functional solution of the problem. SRDC ought to put out an INTERNATIONAL DESIGN COMPETITION for this bridge a.s.a.p., to stimulate the creative process and still deliver the bridge within the 30 month window.
- 80) for people who are walking on the trail, it would be nice if each entry/exit had a tasteful sign that told what could be found at that exit/entry. Not everyone would know that you could get to a park, the train station, post office, etc. by using a particular ramp/stairs. Using the trail as a beautiful way to get to a destination is a way to inspire more use. It's a shame that many folks seem to think you have to exercise (run, bike, etc.) almost to the point of not taking time to enjoy the vistas.
- 81) Use the bridge base to house a small structure with a cafe/watchman -- very minimal. Make sure sightlines are good, with no 'ambush' spots to make the bridge safe for kids, older folks and women... Make it so it doesn't 'double back' like the chestnut street ramps... but make sure it curves to slow down cyclists...
- 82) Remember, you will want plenty of extra width to permit passing lanes. Many users have a tendency to stand about in groups of twos and threes, taking up entire spans of traffic space. You will also want enough clearance for people walking leashed dogs to avoid tangles with people on wheels.
- 83) it would be really excellent to see a warm, tactile material used on the surfaces of the bridge that are accessible to pedestrians.
- 84) Do not include seating as this will attract loitering and homeless people to sleep there during the day and night, which deters people from using the path in the evening, as is the case already. The bridge should be solely for access. It should also be well lit, with bright fluorescent lights at the entrances and exits of the bridge. Please include plenty of trash cans to encourage people to keep the area clean. More trash cans should be added along the path as well.

- 85) Most public art in Philadelphia is atrocious. Any art located in the park should be juried by knowledgeable, qualified people.
- 86) High side rails for child safety and prevent mischief of people throwing things over the side (trash, rocks). High visibility, no blind corners for safety. Given how close to the play ground it will be, children will have easy access to it.
- 87) Think light, airy, metal rather than massive concrete. A spider web, not a rock. Can we have vines grow up it and turn it into a hanging garden? Make it a decorative sculptural element of the park, not a concrete highway. Have a sculptor design it, not an engineer. An artist, not the Building Trades Council. Is anyone listening? Or is this a fraud?
- 88) Design will be important. Must look attractive to get used. And well lighted.
- 89) keep it small, unobtrusive, and gently inclined. no need for benches or stairs. I am not sure what traffic calming means, but probably bikers should have to walk over this bridge, like they are supposed to at chestnut/walnut street ramps, although they do not. if the intent is that the bikers should be able to ride across the bridge it will have to be wider than 8 feet.
- 90) 1. Should have clearly marked bike path lanes (one for each direction). 2. Use solar powered lighting. 3. Should incorporate art as part of structure. This will reduce vandalism and graffiti.
- 91) The bridge should be very well lit and needs to be coated with something to make it graffiti resistant. The bridge should not become center city's premier address for vandals, junkies and hookers. Incorporating a cafe or snack bar into the design would not hurt. The bridge should be built with an eye toward UPenn's proposed pedestrian bridge to West Philly at Locust Street. The structure should minimize its interference with the skyline as seen from the east bank looking west.
- 92) Scenic overlook(s) ought to be at the westernmost spot on the bridge, and the southernmost spot (looking at the design on p.8 of the settlement agreement). I suspect there might be some people trying to fish there (need to determine if this is a safe place to do it though).
- 93) It is vital to have the bridge be entirely airy and visible from all angles to prevent muggings, folks lurking under the bridge, and make people feel safe. Perhaps the pathway could be constructed of a metal grid so that people underneath could monitor those above and vice versa. The next most important feature is traffic calming. Sometimes skaters and bicyclists work up a tremendous speed and totally disregard the well-being of other slower users.

- 94) A large viewing area with seating is vital to the use of the bridge. People on the bridge will draw other people to the bridge. A crowd creates a crowd...
- 95) I would like to see speed traps - staggered obstacles coming into the path of travel from either side that the bicyclists have to go around - this will decrease speed.
- 96) Keep it simple
- 97) The lockers are an interesting idea, but the concession stand is a great idea. While it isn't absolutely required, it would provide a place to get a refreshment, which would be a great thing. Perhaps if the city taxes weren't already so stifling they could also pay a small fee to the park to help with trash removal and cleanup, since that would also benefit them. But that is not an option at this point.
- 98) Some of the best bridge ramps for short distance rises coil like a snail - allowing for an easier, rideable incline. Cannot be too sharp of a curve so people lose balance when dealing with oblivious pedestrians.
- 99) Sturdy but open railing. Throw in some curves in the bridge to afford various views from the bridge. Use materials that reduce maintenance. But not the expense of architecture. Architecturally, please, let's put something that will enhance this dirty city. And let's keep it clean too. Otherwise who is going to walk on a dirty bridge.
- 100) I am suggesting a narrower bridge so bicyclists, especially, and runners will enter and exit with care for pedestrians. Even though I looked at the map, I am a little unclear as to whether all the unused macadam area adjacent to the basketball courts is going to be used for the bridge. I do see that area being used by roller skaters and families playing catch with small children, etc. It would be ashamed to lose all of that.
- 101) something sculptural, for example the 'finger bridge' which runs parallel to forbidden drive along the Wissahickon
- 102) I would trade width for seating. I prefer ramps to stairs. Thank you for doing this.
- 103) The planned bridge looks narrow with 180 degree switchbacks, which will cause conflicts between bikes and walkers. A wide gentle curve would be better.
- 104) As far as possible, try to avoid a too utilitarian look: i.e. straight lines and poured concrete. I think it is a great chance to have a beautiful, signature feature. I love, for example, the sweeping curve in the 'Master Plan.' Maybe a skin of natural colored stones or tiles? Something more like a pier than a bridge, something that invites loitering as well as passage.

Location

- 105) I think the better choice of location would be between the dog run and the community garden. This would allow for a more natural path and would provide a place from which to view the beautiful community gardens
- 106) I am concerned that the bridge location will make it very difficult for bicyclists to access the bridge from the street. I am also concerned that if bridge layout will cause bicyclists to dismount and wait for slow pedestrians to cross bridge, bicyclists will completely bypass this bridge and continue to use locust street entrance. Would entrance from Lombard and 22nd be better? Would bicycle only lanes in center of bridge be a good idea?
- 107) How about further south than Locust Street, since there will be an on grade crossing there. Or even tagging it onto the South Street bridge renovation? As the trail is extended further South, access will be important down river.
- 108) The space in the blacktop area will cramp access. See my photos at: http://picasaweb.google.com/CenterCityPhiladelphia/SiteOfFootbridgePlannedToBeConstructedOverTracksInSchuylkillPark?authkey=hi4QIm_ESJA We should look into integrating ramps of the U of Penn footbridge over the Schuylkill, the South Street Bridge pedestrian access ramp, and the CSX footbridge
- 109) Make sure ramp or stairs on Schuylkill side aim 'south' toward the eventual connector with the new South Street Bridge. In fact, why can't this bridge be placed downriver, closer to the South Street bridge.
- 110) I think the location of the bridge looks good. I wonder if the expense of overlook seating is necessary since it is basically meant to be a passageway and there is plenty of seating along the River Banks Park.

Relationship to future Penn bridge and South Street bridge

- 111) How does this fit with the South Street bridge redo? Is this in addition to a ramp to that bridge or instead of? If it is a second bridge, I don't feel that it is necessary and people can use the grade crossing. If this is the end of the river park, where does everyone go once they are in the park?
- 112) How will this bridge will be reconciled with the extension of the trail to South Street and beyond? I also think that, despite the presence of a bridge, people who arrive at the Locust Street crossing and find a train there will still

- climb through the train to avoid having to walk essentially 1.5 to 2 blocks to reach the bridge. I don't know what the solution to this problem is, but I wanted to raise it.
- 113) Could the bridge be extended over the river someday?
- 114) Hopefully, this bridge will be planned in conjunction with Penn's bridge across the river and eventually connect everything together in an intelligent way.
- 115) I have heard of possible bridge to west bank of river connecting to Penn and extending to Bartram Gardens. Is this Rumor true and if so when is this going to occur?
- 116) Has anyone contacted the University of Pennsylvania in regard to this project? They are building a very interesting bridge over the railroad tracks on the other side of the river. Maybe the two could be coordinated for symmetry's sake if nothing else?
- 117) Given that U Penn intends to build a pedestrian bridge across the river at Locust St., has any thought been given to integrating the design of the two bridges?
- 118) Should be well lit and encourage easy access. Could it be incorporated into a foot bridge across the river to Penn?
- 119) It should be designed to be consistent with an addition to connect to a pedestrian and bicycle bridge across the Schuylkill to U. Penn.

Relationship to Locust At-Grade Crossing

- 120) I think the bridge is a good idea as long as it isn't the only way to access the path--in other words, that people can still cross the tracks at ground level.
- 121) I'm confused. Will the only option for crossing the tracks be a bridge? or will we still be able to cross on locust street and not have to go all the way to the park to get on the bridge to cross? Is it going to be difficult for beginner roller bladers to use?
- 122) I do not understand why the pedestrian bridge is necessary if there is grade access.
- 123) What is the need for this bridge if appropriate track detection and other safety features are installed at the Locust St. grade crossing? In the (presumably) infrequent instances that a train must block the crossing, there already exists the

Walnut Bridge stairway at 24th Street and the river path as an alternative route over the tracks. Modification could be made to these stairways to make them handicapped-compliant, which would probably be cheaper than constructing an entire new bridge.

General

- 124) Why waste money on a bridge that hardly anyone will use and then to have a building in Taney park. This is all a waste. Work on connecting the South Street Bridge and the River Park. There is no real park room available as the tracks take up all the space. However, a boardwalk / walkway that went along the river, built out from the tracks connecting to South Street Bridge would be a great connection between University City and Center City South.
- 125) I am absolutely delighted with the plan, and look forward to using it every day.
- 126) Connecting the park and path gives value to both of them.
- 127) Just need to be able to get across the tracks with a stroller!!!
- 128) THANK YOU FOR ALL OF YOUR HARD WORK IN MAKING THIS HAPPEN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!