



3rd Street Dam Project Findings

Media, PA

Prepared for

Media Borough

301 N. Jackson St.
Media, PA 19063

April 2012

Prepared by

**3rd Street Dam Project Citizens Advisory
Committee**

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SECTION 1

Introduction

The following report has been prepared for the Council of the Borough of Media (Borough Council) by the Citizens Advisory Committee (CAC) for the 3rd Street Dam Project. The report presents the findings of the CAC's efforts to collect factual information about four distinct options to remedy the damaged 3rd Street dam and the public feedback on each of those options. This report is provided as an advisory tool only for Borough Council to make a final decision for the 3rd Street dam and does not make a recommendation for any specific option.

In 1883, John M. Broomall built a dam across Broomall's Run, a small tributary of the Ridley Creek located on the Western boundary of Media, in order to create a lake for harvesting and selling ice. A roadway was established over the dam for Broomall's wagons to haul ice, and some time later, the roadway was linked with 3rd Street and evolved into a public-access transportation route between Media and Upper Providence. In 1919, the Media Swimming and Rowing Club (which later changed its name to Broomall's Lake Country Club) purchased the lake and the land on the north side of the dam. In 1935, Glen Providence Park was established on the south side of the dam.

In 1980, the Army Corps of Engineers found the dam to be "seriously inadequate" and recommended accelerated action to protect public safety. However, no action was taken due to disagreements between Media Borough, Delaware County (County), and Broomall's Lake Country Club (Country Club) about responsibility for the dam. In 1996, the roadway over the 3rd Street dam was closed by Media Borough due to safety concerns. In 1998, Schnabel Engineering Company was retained by Borough Council to evaluate various dam rehabilitation alternatives. Borough Council secured funding from the Pennsylvania Department of Transportation for the 3rd Street redevelopment project. In May, 2011, Media Borough Council signed a three-party stipulated agreement with Delaware County and Broomall's Lake Country Club, establishing that Media Borough would assume responsibility for funding and managing the replacement of the dam, and that the County and Country Club would share the long-term responsibility and the costs of future dam maintenance. In June, 2011, the engineer's proposed design for a redeveloped 3rd Street dam/roadway was revealed to the public for the first time.

During two public meetings held by Borough Council, multiple concerns were expressed by Media residents about various design elements of the proposed design. As a result, Media Borough Council agreed to examine a range of options for meeting the priority goal of protecting public safety. On January 19, 2012, the Media Borough Council unanimously approved the establishment of a 3rd Street Project CAC. The CAC was formally charged on January 23, 2012 with providing specific information on four distinct options to remedy the damaged 3rd Street dam and preparation of a formal report summarizing the information to be provided to Borough Council by April 1, 2012. The four options to remedy the 3rd Street dam provided by Borough Council are summarized as follows:

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- Replace the existing dam with a new earthen dam with a roadway suitable for motorized vehicle traffic including automobiles as well as bicycle and pedestrian traffic
 - Replace the existing dam with a new earthen dam with a roadway designed for bicycle and pedestrian traffic only, with potential access for emergency vehicles
 - Remove the existing dam and restore Broomall's run to a flowing stream with a bridge suitable for motorized vehicle traffic including automobiles as well as bicycle and pedestrian traffic
 - Remove the existing dam and restore Broomall's run to a flowing stream with a bridge designed for bicycle and pedestrian traffic only, with potential access for emergency vehicles

The general information that the CAC was charged with providing to Borough Council is summarized as follows:

- A study of the relevant information on the environmental, social and procedural impacts of implementing each of the four options
- A summary of public and stakeholder input on each of the four options
- A summary of relevant findings that Borough Council should consider when making a decision for resolution of the 3rd Street dam

To compile this information, the CAC as charged by Borough Council, endeavored to study the facts about each option and to provide some degree of analysis independent of simply reporting back public opinion. In addition, the CAC believed that gathering public opinion without providing the public with some basic, non-technical information about the expanded set of project options would not be valuable input to Borough Council. As such, the CAC agreed on a sequence of three main activities to guide its work: (a) committee self-education about the project, (b) education of the public about the project, (c) public opinion solicitation and reporting. The CAC therefore organized a series of short presentations about different aspects of the project which it thought would further its collective understanding. In some instances, individual CAC members were charged with researching and reporting back to the CAC on specific topics, and in others instances, the CAC solicited expert presentations. Expert presentations were made on the elements and impacts of dam replacement and dam removal, the history of Glen Providence Park, bridge design and construction considerations in a dam removal scenario, and the input of relevant local emergency services.

The CAC solicited public feedback on each of the four options through a public questionnaire, the interviewing of relative stakeholders and public opinion provided during participation at a public meeting forum. Supporting documents for the information and public opinions collected by the CAC are included as Appendices A through P of this report.

The CAC was charged by Borough Council with completing the tasks listed above without consideration of the impact to the existing funding sources secured for the process or the ability of the three party stipulated legal agreement to be renegotiated for a particular

option. The CAC was instructed by Borough Council that these elements of a final decision would specifically be addressed by Borough Council only. As such, the public feedback collected and summarized in this report does not fully account for the public's additional concerns for the ability to fund a particular option or renegotiate the existing legal agreement. It should be noted that considerable concern was raised by multiple members of the public on the validity of those options that may not be 100% in compliance with the stipulated legal agreement, or for which 100% of funding could not be guaranteed at this time.

The CAC was originally formed with nine members and was comprised of volunteers from Media Borough, representing each of the four precincts and possessing relevant professional experience suitable for completing this task. Initially, eight of the members identified by Borough Council assumed the responsibilities requested of the CAC. During the course of the work conducted by the CAC, one additional member made the decision to resign from the committee for personal reasons, leaving the seven remaining members to complete the charge provided by Borough Council. The final remaining seven members of the CAC committee were:

- Linda Healy - 119 West 7th Street
- Mike Jordan - 620 North Monroe Street
- Michael Kinsley - 815 North Olive Street
- Rev. Adam Kradel - 313 South Orange Street
- Robin Lasersohn - 342 West 4th Street
- Brett Lester - 332 West 3rd Street
- Terry Rumsey - 342 West 4th Street

This report is organized as follows:

- Section 1 provides an introduction to the 3rd Stream Dam Project, an introduction to the CAC and the process by which this report was prepared
- Section 2 provides the objectives of the process undertaken by the CAC
- Section 3 provides a description of each of the four options
- Section 4 provides an explanation of the methodology used by the CAC to complete the charge provided by Borough Council
- Section 5 provides the results of the public feedback
- Section 6 provides the results of feedback from key individuals on the issues of flood control and emergency vehicle access as well as the position of Upper Providence Township Council
- Section 7 provides a presentation of the arguments for each of the major elements of the four options

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- Section 8 provides the findings of the CAC that Borough Council should consider in making a final decision for the 3rd Street Dam Project

SECTION 2

Objectives

The CAC, in consultation with the members of the Borough Council's 3rd Street Project Subcommittee, identified four primary objectives:

1. Solicit input and preferences on the Project's options from Media citizens and other key stakeholders and provide an accurate reporting of public sentiment to Borough Council;
2. Study the facts and gather opinions related to each Project option, summarize arguments for each option, and report back to Borough Council;
3. Report back to Borough Council with any finding or recommendations that reflect a consensus of the CAC members;
4. Submit a written report to Borough Council by April 1, 2012.

SECTION 3

Description of Project Options

The charge to the CAC identified potential options for remedying the current 3rd Street dam and road conditions. The CAC identified these as four specific possibilities, each consisting of a combination of:

- A single Primary option, related to the condition of the existing dam
- A single Secondary option, related to the existing cartway atop the dam

The following presents a summary of those options:

3.1 PRIMARY OPTION 1 - DAM REPLACEMENT

In **Option 1**, the existing dam would be replaced with a new earthen dam and spillway that would allow Broomall's Run to exit beneath the dam in a similar fashion as that which exists today, with Broomall's Lake remaining in its current state. Major facts include:

- The design for a new dam proposal is approximately 60% complete
- State requirements for new earthen dam design would result in a larger footprint than the existing dam, requiring the removal of about 70 trees and the replacement of lost wetlands within Glen Providence Park.
- A new dam will not prevent the continued build up of sediment that has reduced Broomall's Lake to its current depth of approximately 2 to 10 feet
- A new dam would require ongoing routine inspection and maintenance

3.2 PRIMARY OPTION 2 - DAM REMOVAL

In **Option 2**, the existing dam would either be removed entirely or partially, with re-grading of the stream embankments as required to restore Broomall's Run as an uninterrupted streambed. Major facts include:

- The design process would need to be restarted from the beginning
- The stream would be restored naturally or through engineering enhancements, returning to its natural state of flow
- Replanting would stabilize the new stream embankments and the area upstream of the current dam would return to a streambed likely surrounded by a wooded meadow or wetlands
- Examples of other dam removals have shown little to no ongoing maintenance requirements

3.3 SECONDARY OPTION A - AUTOMOBILE, PEDESTRIAN AND BICYCLE ACCESS

Whether the dam is replaced or removed, secondary **Option A** would restore automobile and emergency vehicle access, along with bicycle and pedestrian access, along Third Street by either placing a paved roadway atop the new dam or constructing a new bridge to span Broomall's Run. Major facts include:

- An automobile roadway/bridge would restore automotive traffic flow between Media Borough and Upper Providence along Third Street
- Media Borough emergency service providers have expressed support for emergency vehicle access across Third Street
- It is within Media Borough's purview to determine the final use of the roadway/bridge to allow for automobile (one-way or two-way, one or two lanes), bicycle and pedestrians accommodations
- Borough Council has expressed interest in adding bicycle and pedestrian components to a roadway/bridge

3.4 SECONDARY OPTION B - PEDESTRIAN AND BICYCLE ACCESS ONLY (WITH POSSIBLE EMERGENCY VEHICLE ACCESS)

Whether the dam is replaced or removed, secondary **Option B** would limit primary access along Third Street to bicycles and pedestrians only, with a possible exception for emergency response vehicles. This would be accomplished by continuing Third Street as a one-lane path along a paved roadway atop the new dam or a new bridge spanning Broomall's Run. Major facts include:

- Automobile traffic between Media Borough and Upper Providence on 3rd Street would not be restored
- Elimination of automobile traffic could reduce requirements for additional traffic controls on West 3rd Street (i.e. stop signs at West Street, speed bumps or other methods)
- Elimination of automobile traffic could reduce potential safety hazards to park and swim club users

SECTION 4

Methodology

When pursuing public sentiment on matters deemed important, the use of different methods to gather information yields different types of data. The CAC identified three distinct methods for soliciting and recording public opinion on the four options to remedy the 3rd Street dam. These methods included:

- A census questionnaire to be mailed to the general public
- Facilitation of a public meeting where the attendees saw presentations on the primary and secondary options, were allowed to ask technical questions and were provided with the opportunity to express their opinions
- Identification and interviewing of a subset of stakeholders

These varied methods help provide very different types of information to be used by Borough Council. The questionnaire provides information regarding the preferences of the entire community. The public meeting allowed those interested in the project to self-select to participate in a face-to-face meeting and feedback session. The stakeholder interviews allowed the CAC to invite those with a specialized interest to provide their input. Together these methods provide far reaching, substantive, and detailed information regarding the concerns of members of the community regarding the 3rd Street Project.

4.1 PUBLIC QUESTIONNAIRE METHODS

The first method used by the CAC to measure public sentiment regarding the options for the 3rd Street Project was to send an information sheet and questionnaire to every residence and business address in the Borough (appendices A and B) using the Borough's standard practice for bulk mailings. The greatest advantage of sending questionnaires is that it provides the greatest potential for involving everyone in the Borough. The limitation of this method is that the ability of respondents to express their concerns is limited to the questions posed in the questionnaire.

The questionnaires were provided by Borough staff to the U.S. Postal Service (USPS) for delivery on March 6, 2012. The questionnaires indicated that they must be postmarked or delivered in person back to the Borough by March 19, 2012. This firm return date was necessary to provide time for the CAC to tabulate, process and review the data in order to meet the April 1, 2012 report delivery date.

It is well known that due to suspected issues with the physical appearance of the mailings and/or issues with the standard methodology employed to coordinate bulk mailings between the Borough and the USPS that some questionnaires could have been inadvertently discarded by the receiver or not received at all. In response to news of undelivered questionnaires, the CAC instructed Borough staff to provide questionnaires to people who called Borough Hall to report their non-receipt of the questionnaire. The non-delivery of questionnaires was resolved on an individual basis by Borough employees by allowing

them to be picked up at Borough Hall or by being delivered to those who physically could not pick up one. All of those who did contact the Borough received one.

Additionally, the CAC requested that Borough Council President make an announcement during the March 15, 2012 televised Borough Council meeting acknowledging the delivery issues with the questionnaire and notifying all citizens who had not received a questionnaire to contact Borough staff in order to facilitate receiving one. Similar messages were also posted to the Borough's website and on the Borough's cable television channel, instructing citizens to contact Borough Hall if they had not received a questionnaire and desired to participate in this process by completing one.

One additional effort was made to accommodate a number of citizens who attended the March 19, 2012 CAC meeting to inform the CAC that they had not received a questionnaire via U.S. Postal Service but that they still desired to participate. To provide these citizens the opportunity to participate, the deadline for accepting questionnaires delivered in person to Borough staff was extended to March 20, 2012. Any additional questionnaires postmarked or received after these dates have been filed at Borough Hall to be used at Borough Council's discretion. However, the results of those questionnaires could not be used in the analysis performed for this report.

4.2 PUBLIC MEETING FEEDBACK METHODS

The second major method used by the CAC to garner feedback was to hold a public meeting in which members of the public were encouraged to give their feedback in small breakout groups. The public meeting was held March 5, 2012 at the Borough Municipal complex, and over 100 people attended. During the meeting, presentations were given by various experts on the technical aspects of the primary and secondary options (Appendices C and D), and the public was allowed the time to ask questions of the technical experts in attendance. Following the technical presentations and the question and answer period, those in attendance who wished to participate were broken into smaller groups and asked a series of questions that allowed for them to expand upon their opinions of the options. In addition, all of those who attended were encouraged to record feedback on comment cards that were collected. A copy of the questions asked within the small groups and the transcripts of the small group feedback and the comment cards are included as Appendix E and Appendix F respectively.

Those who provided feedback in the breakout groups were able to convey their concerns in an open format. This method yields qualitative results as opposed to the quantitative data collected through the census questionnaire. An advantage of the public meeting is that those who attended were also able to display that their interest in the project was strong enough to motivate them to spend several hours attending a meeting on the matter.

4.3 STAKEHOLDER INTERVIEW METHODS

The final method used to gather feedback on public sentiment was the use of stakeholder interviews. As directed in the charge from Borough Council, the CAC identified and interviewed representatives of major stakeholder groups—those categories of people for whom the outcome of the project would likely hold special significance beyond the concerns of the average Media resident. The advantage of this method was that members of the

community with specialized interest in the project were given the opportunity to provide their input. The stakeholder groups identified are as follows:

- Residents who live adjacent to the project, in both Media and Upper Providence
- Glen Providence Park users, including educators who use the park for their teaching practice
- Broomall's Lake Country Club Members
- Residents who live downstream from the dam and upstream from the dam
- Media business owners
- Non-adjacent residents of Media

The goal of interviewing individuals in these categories was both to recognize them as people who might be impacted most directly by the outcome of the project and to receive richer information than would be possible to receive through the public questionnaire distributed to residents and businesses of Media. As previously indicated, the CAC was instructed not to directly contact signatories of the stipulated agreement. However, consensus was reached that Broomall's Lake Country Club members, as distinct from the Broomall's Lake Country Club leadership, were appropriate to interview as stakeholders.

Due to the time limitations for completing the report of findings, the CAC agreed that interviewing a subset of each stakeholder group would be necessary and that interviewing two individuals from each stakeholder group was all that could feasibly be accomplished. The individuals were identified primarily through personal acquaintance, sometimes direct and sometimes indirect, though care was taken not to select individuals with whom anyone on the CAC had a close personal relationship. In a couple of instances, representatives of the stakeholder groups were members of the public who had been attending CAC meetings and who expressed a willingness to participate. In the case of the Media business owners, the CAC made a formal request to the Media Business Authority to secure two volunteers to be interviewed.

The majority of the interviews were conducted face-to-face by a subset of CAC members (three) during the scheduled March 12, 2012 CAC meeting. The interviews were conducted with public audience. In some instances, the write-ups are a literal transcription of the interview while the others provide a paraphrasing based on hand-written notes taken by CAC members. For those individuals who were unavailable to be interviewed in-person on March 12, accommodation was made by allowing telephone interview, written responses, or in one case, a face-to-face interview on March 19, 2012. This information is indicated at the top of the transcripts, which are included as Appendix I.

SECTION 5

Public Input Results

5.1 PUBLIC QUESTIONNAIRE RESULTS

One of the most effective means to gather valid information regarding the disposition of citizens regarding matters of public concern is to send out a questionnaire which citizens can fill out and then return to those making decisions on said matters. The obvious drawback to using such a method is expense. The obvious advantage is that questionnaires encourage participation from the widest possible audience. The CAC constructed an information sheet describing the four options proposed for the 3rd Street Project (Appendix A). The questionnaire (Appendix B) asked respondents to identify themselves by:

- identity
- address
- age
- preferences regarding the four proposed options for the project

A person's identity could be recorded under multiple categories in this questionnaire. Respondents were asked to identify themselves as a:

- Borough resident
- Borough Property Owner
- Borough Business Owner
- Borough Business Patron
- Borough Commuter
- Glen Providence Park User
- Broomall's Lake Country Club Member

There were 3708 mailings sent out to Borough residents and businesses, and there were 651 respondents. This is a response rate of 17.6%. The return rate is actually greater than the 17.6% noted above. However, the actual return rate cannot be calculated, because the total number of questionnaires delivered is not known. The CAC recognizes that the return of responses could have potentially been greater, had there not been issues regarding the delivery of the questionnaire to Borough residents and businesses. There were numerous reports of people with Borough addresses not receiving their questionnaires. The response given by the United States Postal Service to questions regarding delivery discrepancies was that all questionnaires were delivered, however there is no way to verify this. It should be noted that members of the CAC were among those who did not receive their questionnaires.

The unexplained failed delivery of the questionnaire is a problem, but not a problem that can be addressed by the CAC. The issues regarding the delivery of all questionnaires should not be considered a problem in relation to the validity of the 651 responses that were received. Every response received describes the true preferences of a member of the Borough Community. The information sheet and questionnaire provide the most far reaching method of gathering public sentiment completed by the CAC as is exhibited by the 651 responses to it.

The technical designation of this questionnaire is a census questionnaire. This means that it was a set of questions sent by mail to every tax parcel address in the Borough. As a census questionnaire, there is no need to examine for statistical significance. Every questionnaire collected contains valid information for consideration.

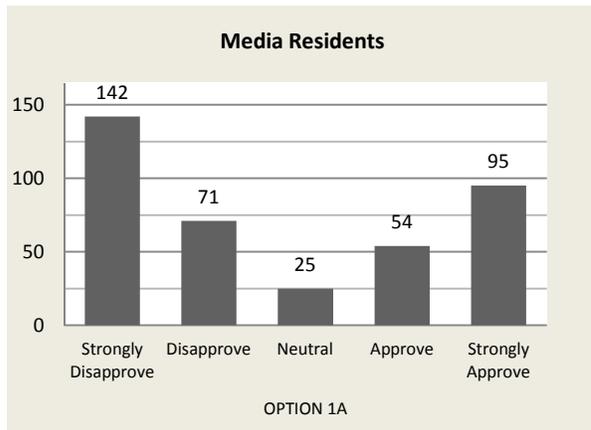
The questionnaire should not be considered a referendum, nor was it intended to be used as a referendum. It was designed to ask respondents their preferences regarding the four proposed options. As distinct from voting for one favorite option, a respondent could in fact give a high approval rating to all four proposed options or a low approval rating to all four options. The purpose of constructing and distributing this questionnaire was to determine respondent's preferences regarding the four proposed options, nothing more.

The following analysis represents the CAC's tally of public questionnaire feedback on the four options. The final determination on the results of the questionnaire will be the responsibility of Borough Council. The results of the questionnaire were recorded and tabulated by Borough staff. The data and the instructions to the Borough staff are included as Appendix G. The technical term for the analysis used is cross-tabulation, which presents the preferences given by questionnaire respondents based on their identities. The identities found to be most useful were Borough Residents (as a whole and by district) and Borough Business Owners. Results of the survey are also provided for respondents who identified themselves as Broomall's Lake Country Club Members and Glen Providence Park users. Please note that some surveys returned were completed with responses for all four options, while others were only completed with responses for one or a subset of the options.

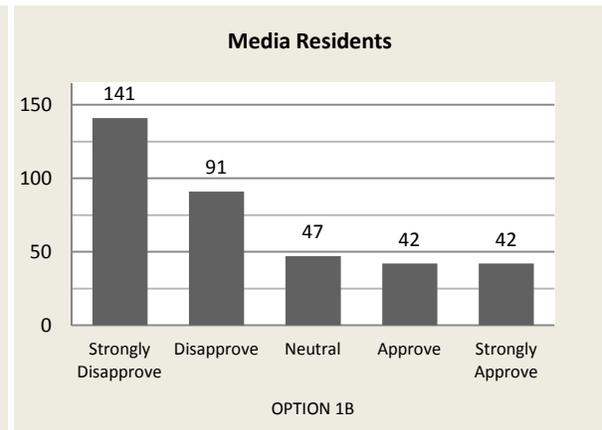
Survey Findings: Media Residents

The following indicates the response of Media Borough residents to the four options presented.

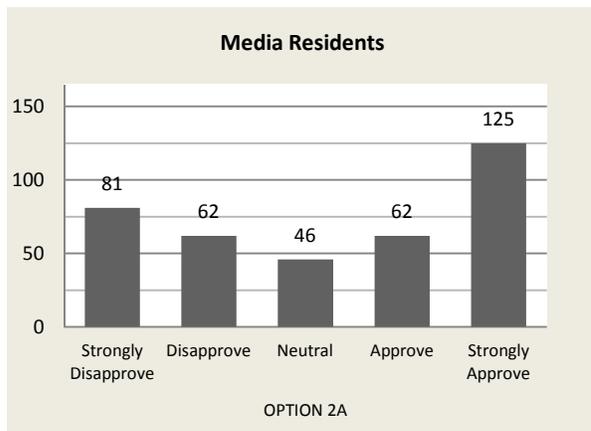
1A: Replace Dam/Auto, Bicycle, Pedestrian



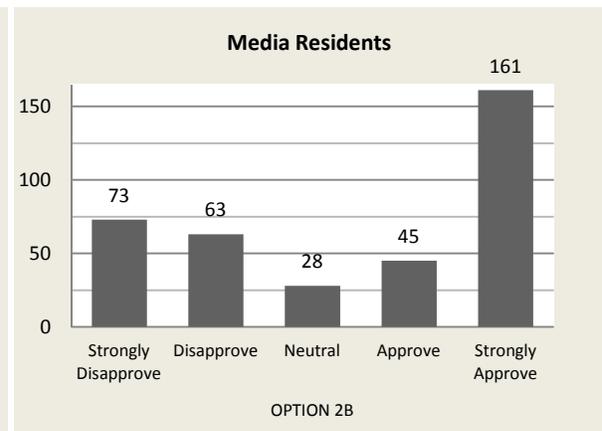
1B: Replace Dam/Bicycle, Pedestrian Only



2A: Remove Dam/Auto, Bicycle, Pedestrian



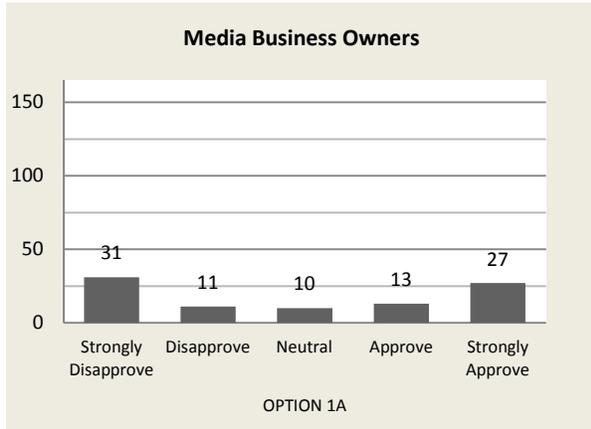
2B: Remove Dam/Bicycle, Pedestrian Only



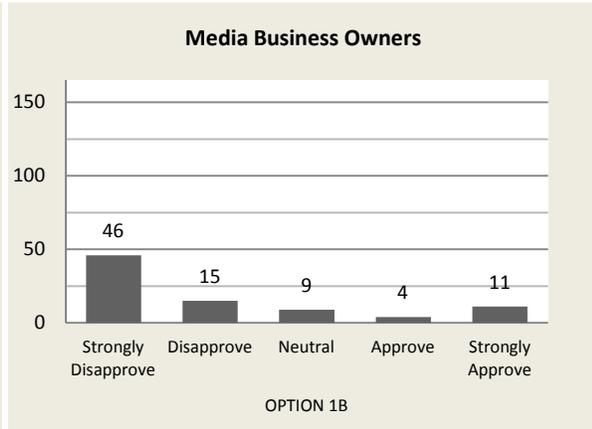
Survey Findings: Media Businesses

The following indicates the response of Media Borough business owners to the four options presented.

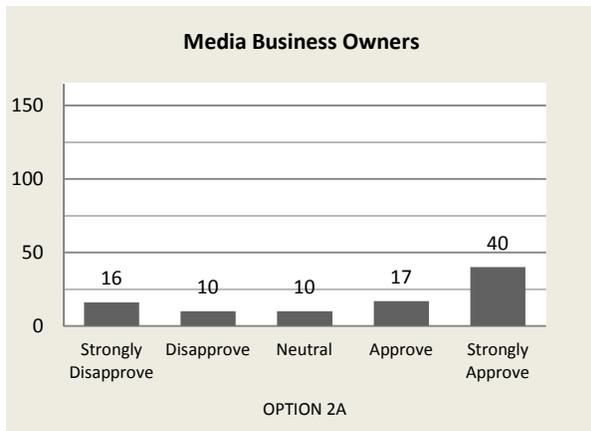
1A: Replace Dam/Auto, Bicycle, Pedestrian



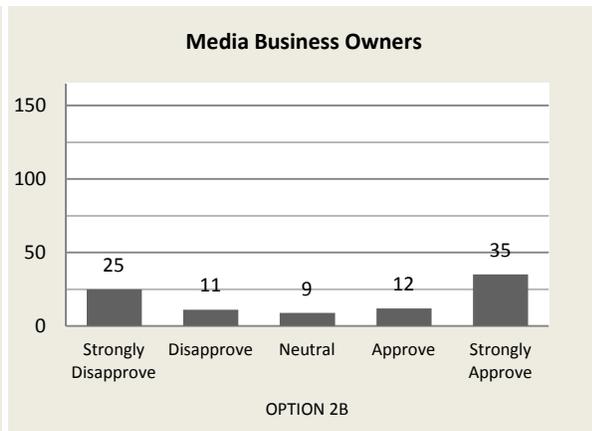
1B: Replace Dam/Bicycle, Pedestrian Only



2A: Remove Dam/Auto, Bicycle, Pedestrian



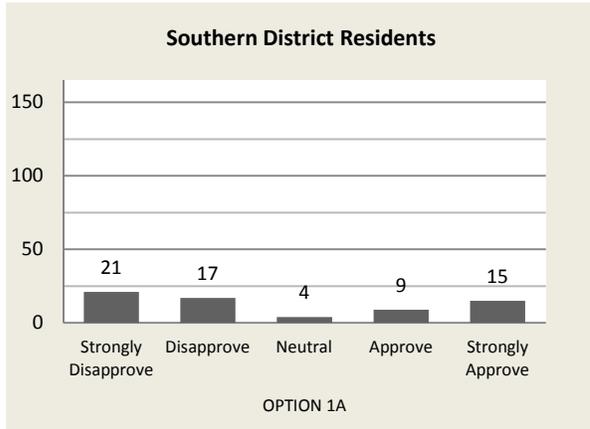
2B: Remove Dam/Bicycle, Pedestrian Only



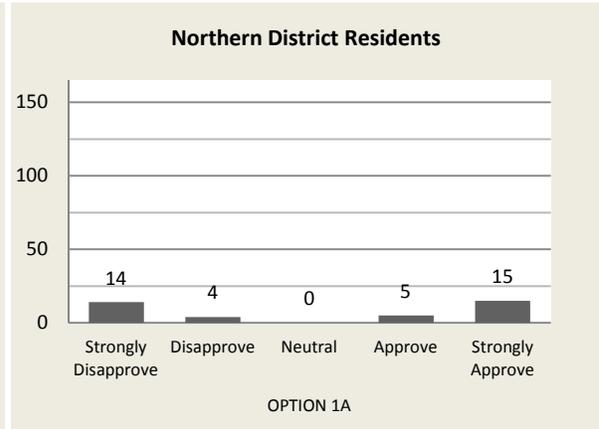
Survey Findings: Media Residents - Option 1A by District

The following indicates the response of Media Borough residents to Option 1A (Replace Dam/ Auto, Bicycle, Pedestrian) presented by district.

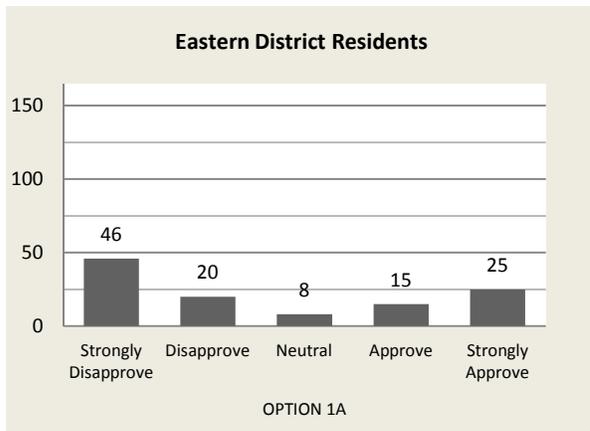
1A: Southern District



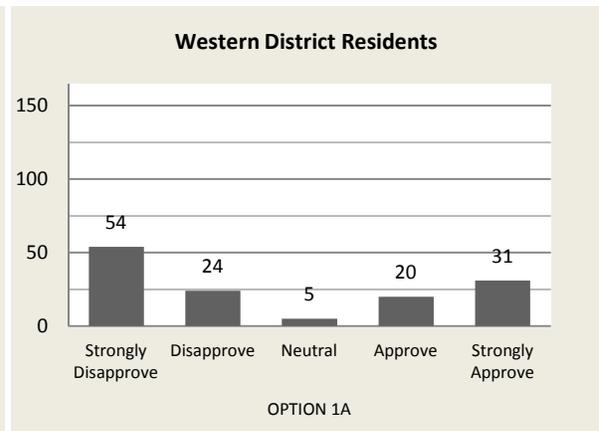
1A: Northern District



1A: Eastern District



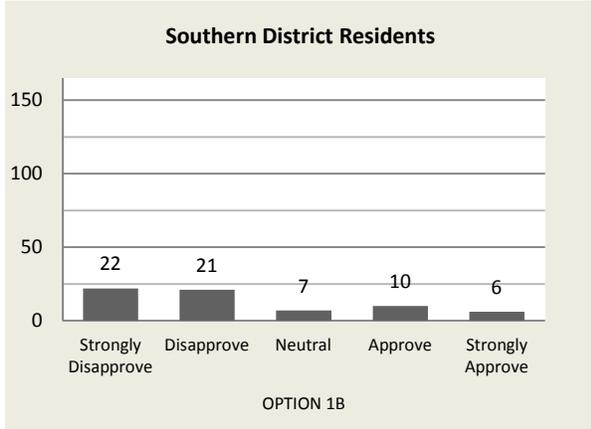
1A: Western District



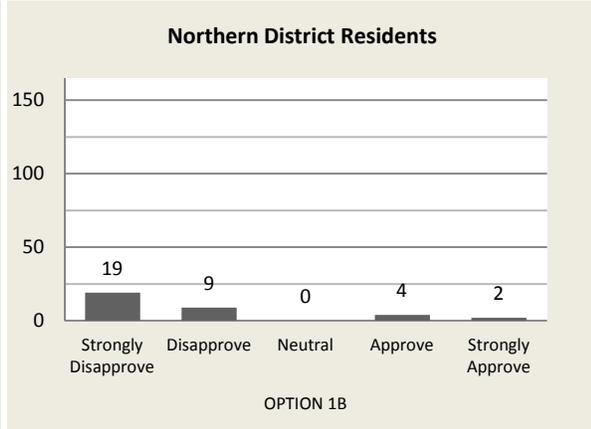
Survey Findings: Media Residents - Option 1B by District

The following indicates the response of Media Borough residents to Option 1B (Replace Dam/Bicycle, Pedestrian Only) presented by district.

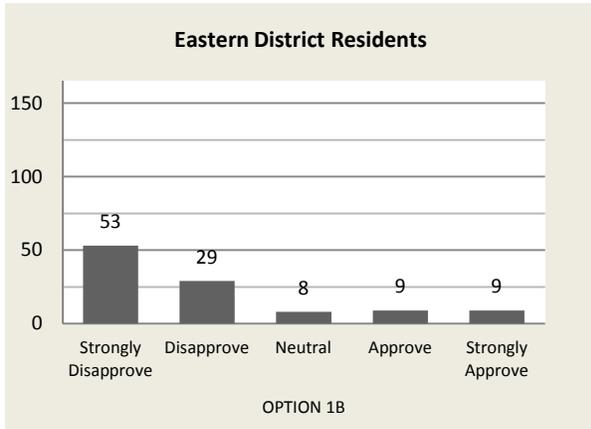
1B: Southern District



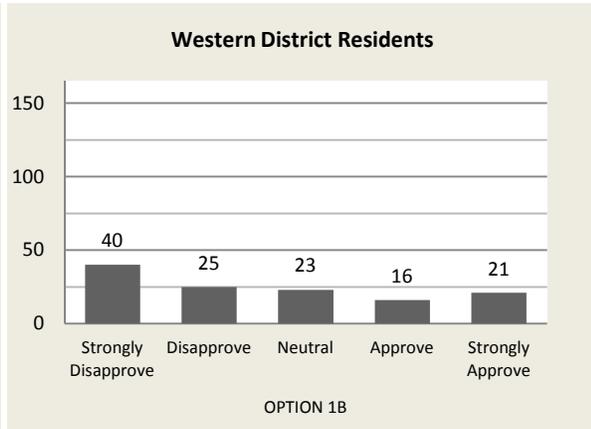
1B: Northern District



1B: Eastern District



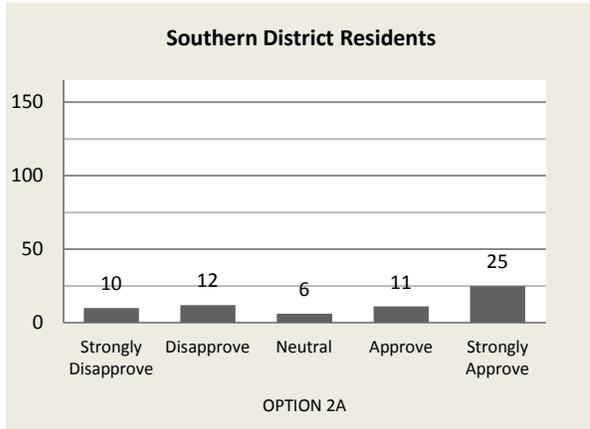
1B: Western District



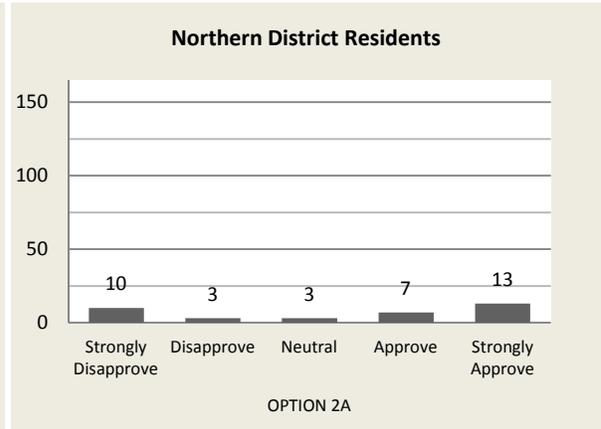
Survey Findings: Media Residents - Option 2A by District

The following indicates the response of Media Borough residents to Option 2A (Remove Dam/ Auto, Bicycle, Pedestrian) presented by district.

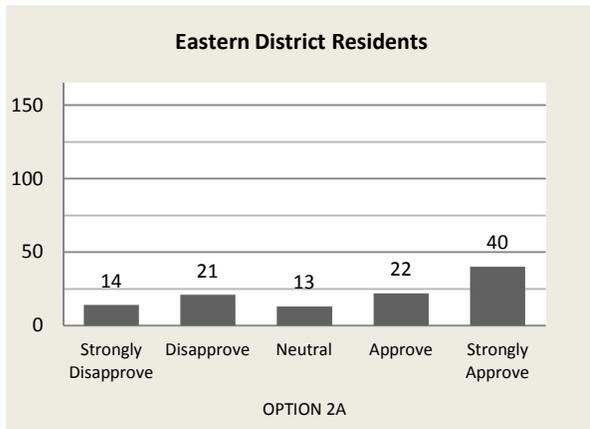
2A: Southern District



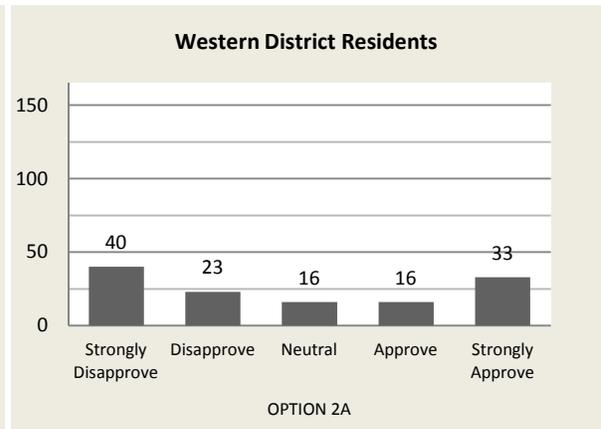
2A: Northern District



2A: Eastern District



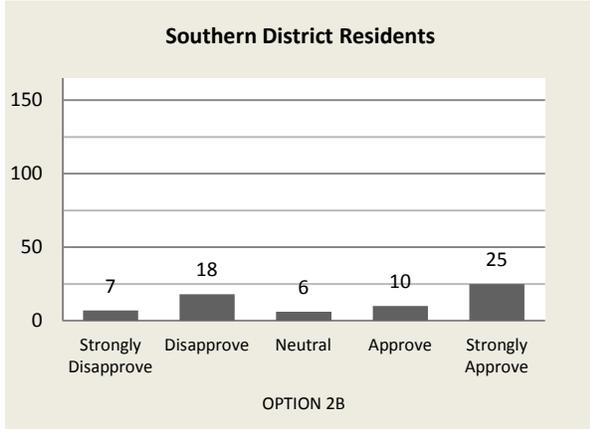
2A: Western District



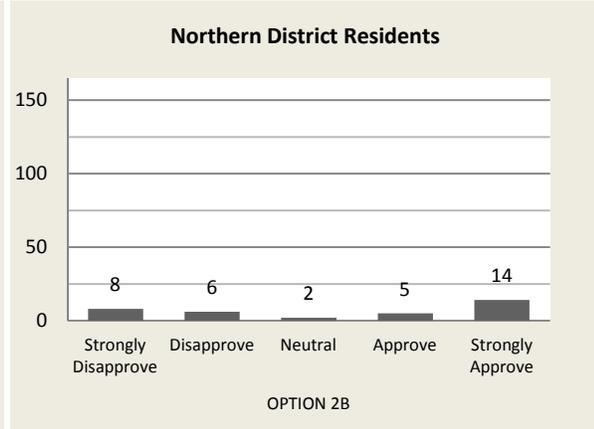
Survey Findings: Media Residents - Option 2B by District

The following indicates the response of Media Borough residents to Option 2B (Remove Dam/Bicycle, Pedestrian Only) presented by district.

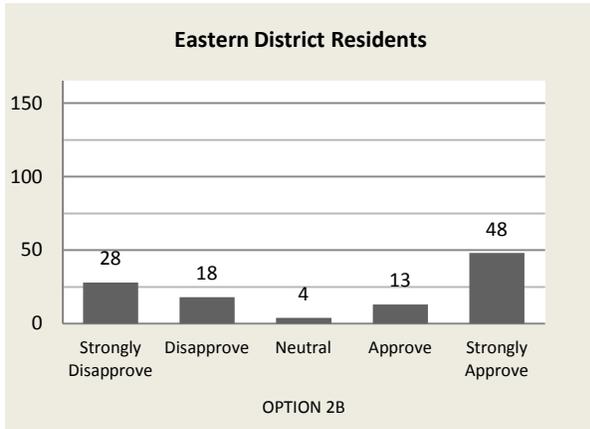
2B: Southern District



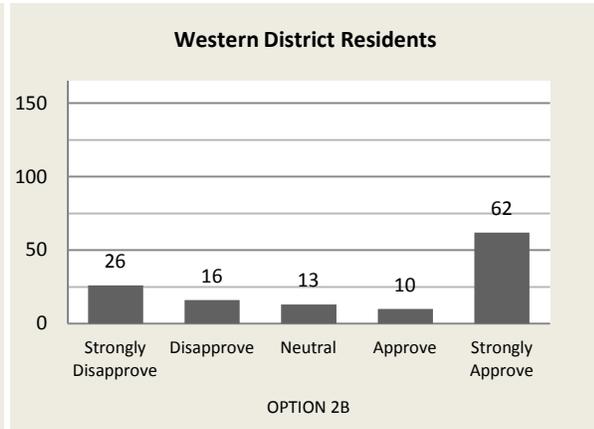
2B: Northern District



2B: Eastern District



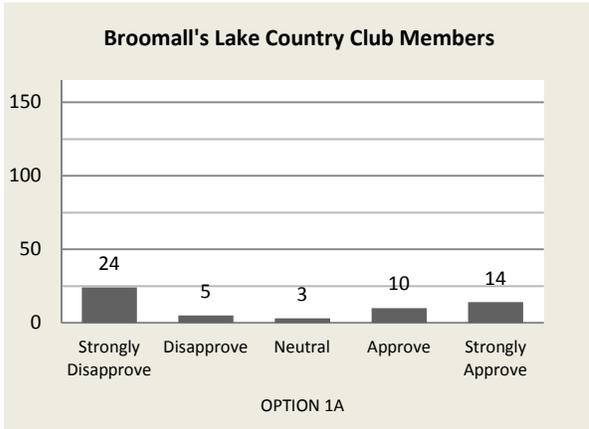
2B: Western District



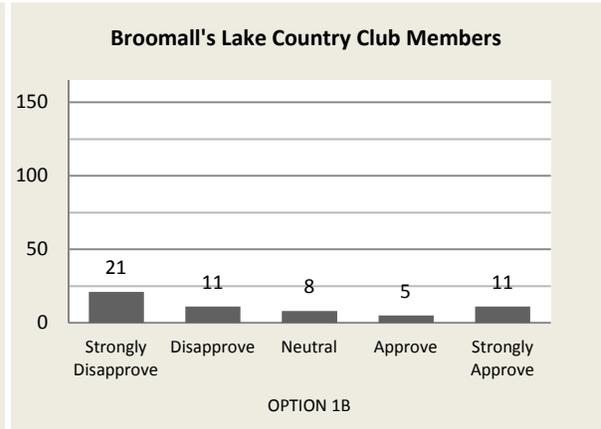
Survey Findings: Broomall's Lake Country Club Members

The following indicates the response of Broomall's Lake Country Club members to the four options presented.

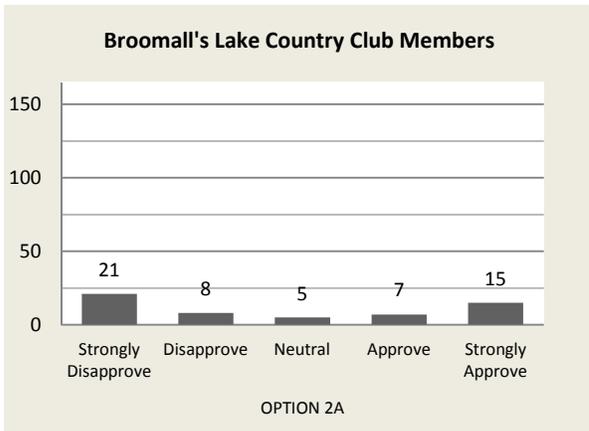
1A: Replace Dam/Auto, Bicycle, Pedestrian



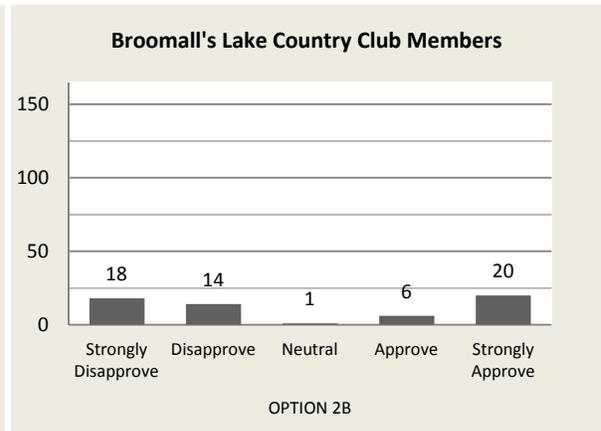
1B: Replace Dam/Bicycle, Pedestrian Only



2A: Remove Dam/Auto, Bicycle, Pedestrian



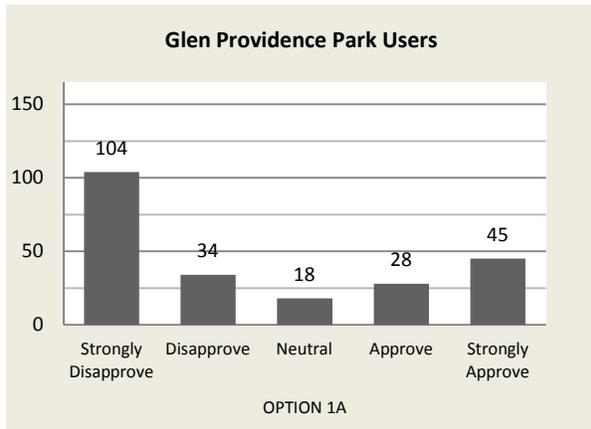
2B: Remove Dam/Bicycle, Pedestrian Only



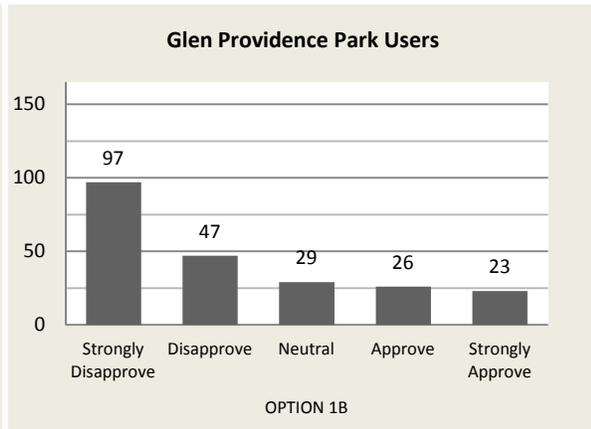
Survey Findings: Glen Providence Park Users

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

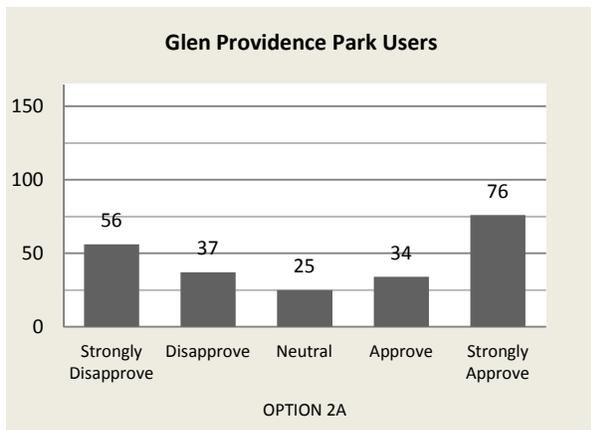
1A: Replace Dam/Auto, Bicycle, Pedestrian



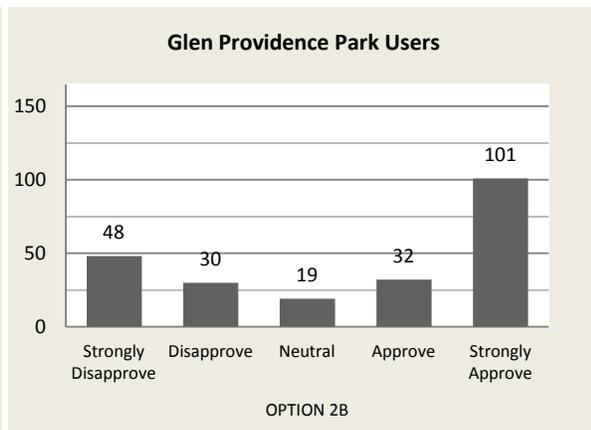
1B: Replace Dam/Bicycle, Pedestrian Only



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

Preference: 1A

Janet Ross, Media (upstream)
Major concern(s): auto access
Preference: 1A

Media Business Owners:

Ted Volikas, Pinocchio's Pizza
Major concern(s): auto access, lake preservation
Preference: 1A

Nick Yocco, Seven Stones (store, café)
Major concern(s): desire for compromise
Preference: 2B (one-lane bridge w/ weight limit)

Non-adjacent Residents:

Ben Gallagher, Media
Major concern(s): cost, impact on environment
Preference: 2B

Kenneth Pino
Major concern(s): auto and emergency vehicle access
Preference: 1A

SECTION 6

Input From Others

In addition to the public feedback, the CAC solicited the opinion of various professional and organizational experts on the effects of each of the four options for the 3rd Street dam project. The CAC believes that the feedback regarding flood control and emergency services garner attention by Borough Council. The Borough Council may also want to note the position of Upper Providence Council on the project.

6.1 CLARIFICATION ON FLOOD CONTROL

The first aspect of this feedback involves the ability of Broomall's Lake to control flooding upstream and downstream of the lake. During the March 5, 2012 public meeting, an expert presenting on the technical aspects of dam removal indicated that the existing Broomall's Lake provided no benefit for control of flooding. This comment was disputed neither by the Borough's municipal engineer nor by the Borough's engineer for design of the replacement dam at the time. However, previous narrative provided to the CAC by the Borough's engineer (Appendix J) indicated that the existing lake could provide some degree of flood control. In addition, during the December 15, 2011 Borough Council Meeting, it was noted that the Hickory Valley Condominium complex located upstream of Broomall's Lake was experiencing flooding for which they were seeking United States Government Federal relief (Appendix K). As a result, the CAC asked four questions regarding flood control from three individuals who had provided technical expertise during the course of self-education activities. The three individuals are:

1. Laura Craig - American Rivers
2. Robert Johnston - Borough Engineer
3. John Harrison Schnabel Engineering

The four questions asked of each of these individuals are:

1. To the best of your knowledge, does Broomall's Lake offer value for flood control downstream of the dam?
2. To the best of your knowledge, is flood control a major function of this dam?
3. To the best of your knowledge, does Broomall's Lake contribute to flooding upstream of the dam?
4. Will a hydraulic or flood impact study for the stream need to be completed as part of any dam removal design?

The responses from each of the individuals are included as Appendix L. It should be noted that a uniform answer was not provided by the individuals, suggesting that further clarification on the effects of flooding from dam replacement and dam removal is needed.

6.2 EMERGENCY SERVICES

In addition, The CAC considered that the impact of each of the four options on public safety was of utmost importance. Consequently, the CAC solicited through Borough Council the input of local emergency services organizations. The responses of the emergency services are included as Appendix M. It should be noted that the general response from each entity was that restoration of the roadway over 3rd Street would facilitate lower response times to emergencies in the immediate area of the dam in Upper Providence.

6.3 UPPER PROVIDENCE TOWNSHIP

On March 22, 2012, Upper Providence Township Council passed a resolution supporting the re-opening of 3rd Street Bridge to vehicular traffic. This resolution was submitted to Media Borough Council under a cover letter dated March 26, 2012. The resolution is included as Appendix N.

Presentation of Arguments for Options

Drawing on information gathered from a wide range of sources, the CAC identified reasonable and valid arguments in support of the two primary options and the two secondary options being considered by Borough Council. The four primary options addressed are: 1) Dam Replacement or 2) Dam Removal and A) Automobile Access on the Roadway (with access for bicycles and pedestrians) or B) Bicycle and Pedestrian Access Only on the Roadway (with potential access for emergency automotive vehicles). In order to prevent redundancy, the CAC decided to provide only the affirmative arguments for each option, rather than list “pros and cons.” The sources of information and opinions that shaped these arguments included presentations by several experts on dam replacement and dam removal, interviews with specific community stakeholders, opinions shared by community members at the March 5, 2012 public meeting, opinions shared by community members attending CAC meetings, and research conducted by CAC members. Although the CAC adhered to Borough Council’s instruction to refrain from public discourse about the legal stipulation and costs of the project, arguments related to these topics were often shared during public comment and they are included. The arguments presented below are not endorsed by the CAC but rather reflect the body’s consensus of reasonable and valid arguments that were identified for each primary option. The CAC is sharing these arguments for the members of Borough Council to consider during their decision-making process. The arguments for each primary and secondary option are provided in no particular order.

7.1 ARGUMENTS FOR DAM REPLACEMENT

1. Dam replacement is compliant with the current legal stipulation between the Borough, Delaware County, and Broomall’s Lake Country Club.
2. Dam replacement could preserve Broomall’s Lake for future generations.
3. Broomall’s Lake has aesthetic, historic, social, and personal importance for a segment of the community.
4. Broomall’s Lake may contribute to flood control downstream of the lake.
5. Broomall’s Lake’s current ecosystem would be preserved, given that the lake is properly maintained.
6. Dam replacement would reduce the likelihood that sediment would need to be removed from Broomall’s Lake, which could be costly if it were found to contain contaminants that would limit the means of disposal.
7. Dam replacement would avoid a negative impact on the current operation of Broomall’s Lake Country Club and would protect the Club’s private property.

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8. By supporting the economic sustainability of Broomall's Lake Country Club, the option of dam replacement would reduce the likelihood that the Club's property would be sold for housing development.
 9. The current design for dam replacement is reported to be 60 to 70 percent complete.
 10. One hundred (100) percent of the funding for this option has already been identified from PennDOT and from a Pennsylvania Redevelopment Assistance Capital Program grant.

7.2 ARGUMENTS FOR DAM REMOVAL

1. Many environmental experts consider dam removal to be a best practice that:
 - a) Returns the waterway to its natural state as a stream;
 - b) Restores the connectivity of the stream corridor (allowing wildlife to move upstream and sediment to flow downstream);
 - c) Restores the natural aquatic habitat of the stream;
 - d) Improves water quality.
2. The average cost of removing similar dams in Pennsylvania and other states has been much less expensive than the current estimated cost for dam replacement at 3rd Street.
3. Dam removal would eliminate the immediate and future need to dredge Broomall's Lake, saving taxpayers from a risky financial investment in a privately owned lake that may disappear without proper maintenance.
4. Dam removal would avoid any possibility of a future unplanned breach, which could damage the park and result in loss of property and/or life downstream.
5. Dam removal would require less maintenance, both short term and long term.
6. Dam removal would reduce legal liabilities.
7. Dam removal would prevent the destruction and relocation of wetlands in Glen Providence Park that would be a consequence of dam replacement.
8. Dam removal would result in fewer trees being removed from Glen Providence Park than the number of trees that would be removed from dam replacement.
9. Due to safety regulations, dam replacement would require the creation of a large grass-covered berm without any tree cover; dam removal would allow for replanting of trees in the impacted area of the park. A segment of the community feels that the area would be more aesthetically pleasing with tree cover.
10. Dam removal would present a unique educational opportunity for local students to study the ecological transition from an artificial lake to a restored, natural stream.

-
11. Public funds would be better spent on dam removal to protect and enhance a public park rather than on dam replacement to preserve a privately-owned lake with no public recreational value.
 12. Even for Club members, the lake has limited recreational value since swimming and boating have been discontinued.
 13. The replacement of Broomall's Lake may contribute to flood control upstream of the current lake.
 14. Alternative downstream flood control options may exist.
 15. Eighty (80) percent of the funding for this option has been identified from PennDOT and securing the additional 20 percent from the Pennsylvania Redevelopment Assistance Capital Program grant is a strong possibility.

7.3 ARGUMENTS FOR AUTOMOBILE ACCESS ON THE ROADWAY (WITH ACCESS FOR BICYCLES AND PEDESTRIANS)

1. This option would provide a convenient automobile connection between Media and Upper Providence at 3rd Street.
2. This option would re-establish an automotive route that was in place for decades before the road was closed in 1996 and is desired by a segment of the community.
3. This option may reduce traffic congestion on other streets in Media.
4. This option may create a welcoming automotive gateway to Media at 3rd Street.
5. This option would facilitate less obstructed emergency automotive vehicle access over 3rd Street than the pedestrian-bicycle only option with emergency automotive vehicle access.
6. This option would provide a safe alternative to the Upper Providence to Media automotive route that requires turning left onto Baltimore Pike at Ridley Creek Road.
7. This option is the preference of the management of Broomall's Lake Country Club.
8. This option anticipates future increases in automobile traffic on the streets of Media.

7.4 ARGUMENTS FOR BICYCLE AND PEDESTRIAN ACCESS ONLY ON THE ROADWAY (WITH POTENTIAL ACCESS FOR EMERGENCY AUTOMOTIVE VEHICLES)

1. This option may enhance the recreational value of the Glen Providence Park experience.
2. This option would create a safer hiking loop that connects the upper and lower sections of Glen Providence Park.
3. This option would prevent increased air and noise pollution from automobiles in the area that connects Media's largest green spaces (Glen Providence Park and Broomall's Lake Country Club).

-
4. This option provides greater safety for wildlife crossing between Glen Providence Park and Broomall's Lake Country Club.
 5. This option anticipates a future trend in which walking and bicycling will increase and automobile transportation will decrease.
 6. This option would enhance Media's reputation as a community that values environmental sustainability.
 7. This option may prevent an increase in traffic congestion on West 3rd Street and on nearby streets.
 8. This option would eliminate the potential need for additional automobile traffic controls (stop signs, speed bumps, etc.) on West 3rd Street.
 9. This option would provide safer pedestrian access to Glen Providence Park and Broomall's Lake Country Club.
 10. This option would provide safer pedestrian access from Upper Providence into Media.
 11. This option would encourage walking, which could reduce the impact on Media's overtaxed parking situation.
 12. This option may create a welcoming gateway into Media for pedestrians and bicyclists.
 13. This option is consistent with a national trend in community planning to repurpose former automotive roads into pedestrian and bicycle only roadways.
 14. This option is consistent with PennDOT's stated priority for developing alternative modes of transportation.
 15. This option is consistent with Delaware County's proposed Open Space plan for connecting continuous green spaces.
 16. This option supports the spirit of Media's Comprehensive Plan, which calls for:
 - a) Strong green gateways;
 - b) Rehabilitation and enhancement of Glen Providence Park;
 - c) Acquisition of open space for recreation;
 - d) Support for alternative means of transportation such as biking and walking.

7.5 HYBRID/ALTERNATIVE OPTIONS

It should be noted that the CAC heard arguments from stakeholders that were variations on or alternatives to the primary options presented by Borough Council for consideration. Examples of these arguments include creating a one-way automotive roadway from Upper Providence into Media, creating a single lane automotive bridge over 3rd Street, restricting oversized automotive vehicles from using the 3rd Street roadway, creating a separate

pedestrian walkway below the automotive roadway, and the construction of a lower and smaller dam.

SECTION 8

Presentation of Findings

After gathering facts, opinions, and perspectives on the 3rd Street project from a diverse range of sources, the CAC identified findings that represent a consensus of the full committee. The findings address areas of concern that the CAC believes Borough Council should seriously consider before making any decision about the project, as well as observations about the CAC process that the CAC felt were important to share with Borough Council and with the public at large. The CAC fully understands the weight of issuing a finding. Therefore, only findings that received unanimous consent from every member of the CAC were included in this report. The findings of the CAC are presented for consideration in no particular order.

8.1 AREAS OF CONCERN FOR CONSIDERATION BY BOROUGH COUNCIL

1. Before Borough Council makes any decision about the project, it should receive assurance from the Borough's solicitor that the current legal stipulation protects the Borough - as the agent responsible for solicitation of the design of the project - from any future legal claims related to damages that any individual or entity may suffer as a result of the existence or failure of a replacement dam.
2. Before Borough Council makes any decision about the project, it has a responsibility to consider the cost to taxpayers. Although the cost of the project may be covered by state grants and funds from Delaware County, the taxpayers of Media are also Pennsylvania and Delaware County taxpayers.
3. Before Borough Council makes any decision about the project, it should identify the potential costs involved with assuming long-term responsibility for a replacement dam and ensure that both Delaware County and Broomall's Lake County Club have the financial resources to cover their share of those potential costs, including the cost of regular maintenance, making major repairs over the lifetime of the dam, and covering liability costs in case of an unplanned breach.
4. Before Borough Council makes any decision about the project, it should acquire factual information on the cost of removing similar dams in Pennsylvania and other states over the last five years and compare those figures to the current projected expense of dam replacement.
5. Before Borough Council makes any decision regarding the option of removing the dam and building a bridge for a roadway, it should seek a preliminary bridge concept and a rough order of magnitude cost estimate.
6. Before Borough Council makes any decision about the project, it should consider the intention and financial resources of Broomall's Lake County Club in regard to dredging Broomall's Lake in the near future and maintaining the lake over the long

term.

7. Before Borough Council makes any decision about the project, it should make all reasonable efforts to evaluate sediment within Broomall's Lake to determine its nature, quantity, and potential toxicity.
8. Regardless of the decision to remove or replace the dam, Borough Council should assess the impacts of a new dam or a restored stream on the stream/lake's ability to convey storm water and the potential for flooding both downstream and upstream of 3rd Street.
9. Regardless of the option chosen, Borough Council should consider engaging the services of a landscape architect to enhance the aesthetics of the project's design.
10. Before Borough Council makes any decision about the project, it should explore the resources of regional small dam research projects such as those at the Patrick Center for Environmental Research (Academy of Natural Sciences) and the Department of Geological Sciences at the University of Delaware.
11. Before Borough Council makes any decision about the project, it should recognize that any action may have unforeseen consequences; the Council needs to practice due diligence while advancing the project in a timely manner.

8.2 OBSERVATIONS ABOUT THE CAC PROCESS AND ACKNOWLEDGEMENTS

12. While the members of the CAC agree that any matter related to the existing legal stipulation was not a proper subject for public discourse during the CAC process, we think that it would have been helpful to present the public with factual information related to the potential costs of different options. The CAC believes that it was capable of fairly presenting this information. It should be noted that the CAC did not present any information regarding financial cost to the public due to the explicit instruction of Borough Council.
13. Given the issues regarding delivery of the public questionnaire, Borough Council should re-evaluate its procedures for mass mailing of information to the Borough populace and should consider development of a procedure to ensure that services paid for to the United States Postal Service are completed to satisfaction.
14. The members of the CAC would like to recognize the tremendous support that it received from the Borough Manager and the staff of the Borough during the entire process of gathering information and developing this report.
15. The members of the CAC would also like to recognize the Borough Engineer, Mr. Robert Johnston, Ms. Laura Craig of American Rivers and Mr. John Harrison of Schnabel Engineering for providing various technical information during the researching of each the four options.
16. The members of the CAC would also like to recognize the members of both Media and Upper Providence who routinely attended the regularly scheduled CAC

meetings and who at times provided insightful and thoughtful comments and suggestions to the CAC as it completed this process.