

Swarthmore Bicycle and Pedestrian Task Force
Meeting of 11/16/09
Minutes

Present: Paula Bronstein, Alexandra Ginoux, Larry Green, Hannah Jones, David Murphy, Peter Schmidt, Tom Shaffer, Jennifer Smuts

We introduced one another and explained our interest in being on this Task Force.

We shared what research we had gathered.

Paula asked various senior citizens about their concerns which included:

- how bicycles and pedestrians can collide at intersections (and perhaps cars as well) especially crossing Yale, 320 and Swarthmore Avenue;
- the bus stop crossing on 320 at Rutgers is impossible and or inconvenient;
- bikes and pedestrians sometimes are unaware that cars may not see them as they are entering or exiting driveways (though one person noted that bikes should not be on sidewalks, but should be on the road riding with traffic)
- the danger of walking on non-sidewalk streets (the master plan is to address the lack of sidewalks in Swarthmore)
- the fear for the elderly of biking without the security of a bike lane
- having parallel and alternate bike paths for 320 and Yale
- the need for more street lighting to allow biking at night (though some noted that bikes should have lights on their own)
- traffic calming at Dartmouth & Park and at the entrance to the business district
- have a bike lane on Cornell
- encourage bikers to have a bike horn (though some noted that bikes should use their voices as a courtesy)

Paula also shared a proposal from **Walkable Wallingford** (thanks to Catherine Garza) regarding how to get around Delaware County. The Walkable Wallingford Web site is very fine, and we have a lot to share and learn from them, although much of their mission has been to install sidewalks, which isn't as large a need within Swarthmore.

Tom shared the Delaware County Bicycle Plan which was adopted by County Council in May, 2009. It is designed to make bicycling more acceptable and popular. One of the major outcomes of the plan is a map which shows some of the major arteries, with the hope that PennDOT and municipalities will make these routes safer for biking. For Swarthmore, the major roads are 320, Fairview, Baltimore Pike and Yale Avenue. There is a list of objectives. Under engineering, municipalities can endorse the County Plan, developing trails, giving bike racks, providing showers, and developing bike facilities standards in our borough code. This code is now in the hands of the Borough (Jane Billings has one) and there will be a copy in the library. The Plan is also on-line. There

is limited but not extensive county funding for this under the revitalization heading. Most of the funding would be from the state and federal government.

Two visitors noted that there are many cars and bikes that go fast and often do not obey the traffic laws. They emphasized the importance of all obeying traffic laws and going a safe speed.

John shared information he obtained from the Bicycle Coalition of Philadelphia, including their 2008 Agenda for a Bicycle Friendly Philadelphia.

We also want to learn from other municipalities on best practices. We want to learn from Haddonfield, NJ and Bryn Mawr.

We also recognized that some of our work will overlap with the Traffic Committee. It might be good to talk with the Traffic Committee. Tom has said he will attend that meeting.

Peter Schmidt wondered whether we might ask residents which streets they would like to have bike lanes. Larry said that he and Ralph have investigated good routes. This might include thinking about destinations, including getting to Media, and the schools.

Larry noted that signage and lines are the simplest method of designating a route.

We talked about a way of lifting up and publicizing the benefits of biking, especially for our young people and children. We want to think about health and safety, and to talk about making bike lanes and cross walks can complement each other.

David suggested that we think about short and long-term objectives. We came up with the following:

Short Term Goals

1. Publish a possible bike map in the Swarthmorean, the Phoenix and other college communication avenues, and the Swarthmore Cycles and Cycle Fit
--Larry Green, Peter Schmidt
2. Come up with a survey: Peter will draft some questions and email them to us.
--Peter Schmidt
3. Develop a Facebook profile for the Taskforce. Communicate with Swarthmore Cycles, Cycle Fit, and other appropriate businesses or community organizations to participate.
-Jennifer Smuts
4. Approach Home & School President at SRS to investigate a Bike/Walk to School Day in the spring. Hannah will talk with Carr Everbach to see what he has already done and will communicate what she learns from him with Jennifer.
--Jennifer Smuts, Hannah Jones

5. Speak with Borough Police Chief to talk about enforcement priorities and seek his advice on possible bike lanes and cross walks.
--David Murphy, Larry Green

Long-term possible goals:

1. Recommended Signage for pedestrians and bikes on existing roadways and intersections.
2. Recommend a bike path for Swarthmore, possibly integrated into the Delaware County Bicycle Plan and/or our neighboring communities existing plans.
3. Enforcement of existing rules and regulations.
4. Examining the Borough ordinances to see if they should be amended
5. Develop draft recommendations for pedestrian facilities and possible funding (i.e. sidewalks on streets without them, and putting in cross-walks)
6. Examine traffic calming fixtures (this is something that the Traffic Committee is considering)
7. Have a booth at the Fun Fair
8. Find funding ideas to accompany our recommendations to Borough Council

Next meeting: December 21, 2009 @ 7 pm.

Respectfully submitted,
John McKinstry