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HOUSE DEMOCRATIC POLICY COMMITTEE

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HOUSE OF REPRESENTATIVES

COMMONWEALTH *of* PENNSYLVANIA

House Democratic Policy Committee Roundtable

Pedestrian Safety on Main Streets

Tuesday, October 24, 2023 | 2:00 p.m.

Representative Jennifer O'Mara

SEPTA TROLLEY RIDE

1:20 p.m. Orange Street Station
322 W. State Street

TOUR

1:40 p.m. Earth & State
23 W. State Street

2:00 p.m. Game on State
31 W. State Street

2:20 p.m. Kenny's Flower Shop
110 W. State Street

2:40 p.m. 320 Market Café
211 W. State Street

See reverse side for roundtable participants →

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Roundtable Participants

Logan Axelson, Deputy Program Director of Planning
SEPTA Trolley Modernization Team

Olivia Hopkins, Deputy Program Director of Engineering
SEPTA Trolley Modernization Team

Anna Hooven, Program Director
SEPTA Trolley Modernization Team

Paul Robinson, Councilmember
Media Borough

Elizabeth Romaine, Councilmember
Media Borough

Kevin Boyer, Councilmember
Media Borough

Patrick Monahan, Regional Organizer
Bicycle Coalition of Greater Philadelphia

James Bergman, Chair
Bike Delaware County



October 20, 2023

TO: Members of the Pennsylvania House Democratic Policy Committee

FROM: SEPTA Chairman Pasquale T. Deon, Sr. and CEO and GM Leslie S. Richards

RE: **Support for Public Transportation in Pennsylvania**

Thank you for your leadership and support for House passage of HB 1219, the critical first step in achieving urgently needed operating assistance to maintain affordable, reliable transit service across Pennsylvania. We applaud the tireless efforts of so many to build support for sustainable transit funding and assure you that we continue working with lawmakers and stakeholders to advance the measure in the Senate and on to Governor Shapiro.

SEPTA will exhaust its federal COVID relief funds next April and face an annual recurring “fiscal cliff” of at least \$240 million beginning July 1, 2024 (FY 2025). While SEPTA is doing everything it can to build back ridership and fill its budget gap by implementing operational efficiencies and savings measures – most notably, through our highly successful SEPTA Key Advantage and Efficiency and Accountability programs – the magnitude and immediacy of SEPTA’s pending “fiscal cliff” are such that no practicable ridership growth or efficiency gains can fully balance the budget. The options available to close such a gap – severe service cuts, significant fare increases and deferred state of good repair projects – would dramatically reduce transit service in the state’s densest and most productive region and trigger a transit “death spiral” of higher fares and degraded service that would disproportionately impact low-income individuals and families and communities of color.

Thanks to your support, provisions of HB 1219 would increase the share of state sales tax receipts to public transportation across the Commonwealth – from the current 4.4 percent to 6.4 percent – providing operating stability and preserving vital service for millions of Pennsylvanians. This measure is not a tax increase, but it does represent the first time in over a decade-and-a-half that public transit’s allocation of the state sales tax receipts would be raised. At a time when transit service is so critical to so many Pennsylvanians of all backgrounds, abilities and income levels, this sensible legislative solution will deliver immeasurable economic and quality of life benefits in each of Pennsylvania’s 67 counties.

Again, thank you for your leadership and support to secure critical operating assistance for transit in the recently passed tax code bill. As SEPTA, the Greater Philadelphia region and the Commonwealth continue to emerge from the pandemic and prepare to welcome the world for the 2026 World Cup and the nation’s 250th birthday celebrations, we look forward to working with you to secure swift enactment of this critical funding measure.

From: Bicycle Coalition of Greater Philadelphia and Bike Delaware County
To: Office of Representative Jennifer O'Mara
Re: Encouraging Bicycling in Media Borough and its Neighbors

Who We Are

Bike Delaware County is part of the Bicycle Coalition of Greater Philadelphia, a member-based organization that encompasses the City of Philadelphia and its eight “collar” counties in Pennsylvania and New Jersey. As the name suggests, Bike Delaware County, as part of the coalition, serves as a liaison between the coalition and the government and residents of Delaware County and its forty-nine municipalities.

The Challenges—and Opportunities—At Hand

Media is an increasingly important destination for all of Delaware County, whether for its government services or its vibrant street life. The growth in automotive traffic has led to increased congestion and danger to vulnerable road users. Increasing the number of trips taken by bicycle instead of automobile is a crucial part of reducing this congestion and further increasing the walkability of the borough. Even more importantly, it holds the potential to connect Media to Springfield, Marple, Swarthmore, Middletown, and other municipalities.

The biggest challenge for bicyclists in Media lies in getting there and leaving. An [analysis by DVRPC](#) of the bicyclists’ level of traffic stress finds that the borough has many low-stress roads but was hemmed in by high-stress roads that discourage all but the most risk-tolerant cyclists. This is exacerbated by the fact that the most direct SEPTA route to Media’s downtown, the 101 trolley, does not allow bicycles on board or on the front. SEPTA buses do allow this but are less frequent in timing. Too many residents are left with little choice but to drive, even to areas that are well within biking distance. Fortunately, SEPTA’s new redesign, as well as a number of projects initiated by the Delaware County Planning Department, provides the chance of creating a true multimodal network to serve Media.

Opportunities for Improvement:

- **Delco Primary Trail Network:** In its [Countywide Greenway Plan](#), county planners identified a primary trail network in which Media serves as an important hub. Funding the completion of the Media-Smedley Connector, in particular, would facilitate passage between the Ridley Creek Greenway, on the western edge, and Smedley Park, on the eastern edge, and, by extension, Springfield, Marple, Swarthmore, and Middletown.
- **SEPTA redesign for bicycles:** SEPTA’s new trolleys should be designed to carry bicycles, but SEPTA should also include high-quality bicycle parking at its trolley and bus stops. Safety measures to keep bicycles from getting caught in trolley tracks would also be helpful.
- **The Media Bike Plan:** Follow through on [Media’s bike plan](#) to install detector loop sensitive to bicycles at traffic lights and implement the neighborhood bikeway on Jefferson Street, mentioned in the Bike Plan and [Traffic Calming Plan](#). Both would dovetail with Delaware County’s [Vision Zero Action plan and active transportation plan](#).

References:

"About The Bicycle Coalition of Greater Philadelphia," September 9, 2019.

<https://bicyclecoalition.org/about/>.

Brunet, Nicole. "Neighborhood Bikeways Conceptual Projects 2023 - Bicycle Coalition of Greater Philadelphia," July 21, 2023. <https://bicyclecoalition.org/neighborhood-bikeways-conceptual-project-2023/>.

<https://bicyclecoalition.org/neighborhood-bikeways-conceptual-project-2023/>.

Delaware Valley Regional Planning Commission. "Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis Web Map." Accessed October 20, 2023.

<https://www.dvrpc.org/webmaps/bike-lts/analysis/>.

Delaware County Planning Department. "Countywide Greenway Plan." Delaware County 2035 Open Space, Recreation, and Greenway Plan, April 2015.

<https://www.delcopa.gov/planning/pubs/delco2035/OpenSpaceandRecreationPlan.html>

Media Borough Environmental Advisory Council. "Media Borough Bike Facility Implementation Plan." Media Borough, PA, December 1, 2016.

<https://www.mediaborough.com/342/Media-Bicycle-Plan>.

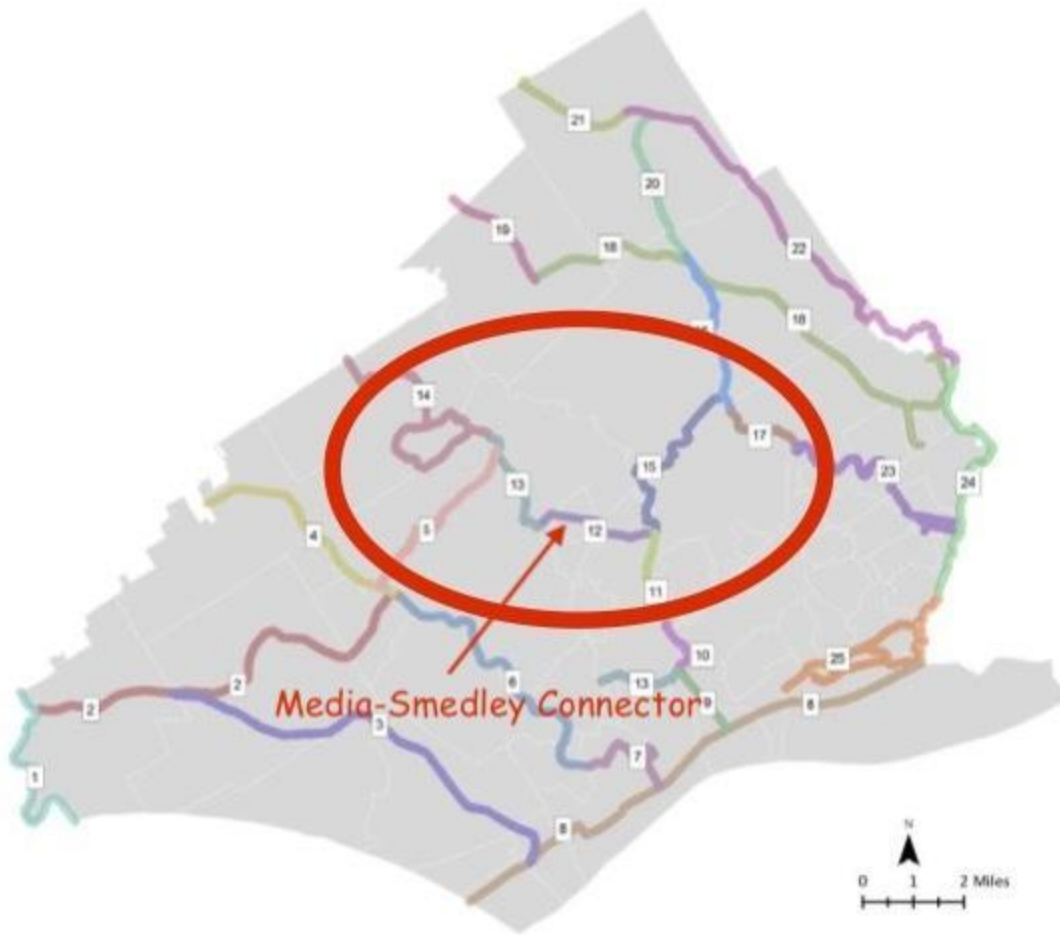
Media Borough, PA, and Traffic Planning and Design. "Traffic Calming Plan," December 2020. <https://www.mediaborough.com/345/Traffic-Calming-Plan>.

"Vision Zero Action Plan for Delaware County." Accessed October 20, 2023.

<https://delaware-county-pa.civilspace.io/en/projects/vision-zero-action-plan-for-delaware-county>.

WHYY. "Overdevelopment Is Threatening 'Everybody's Hometown,' Media Residents Say." Accessed October 19, 2023. <https://whyy.org/articles/overdevelopment-is-threatening-everybodys-hometown-media-residents-say/>.

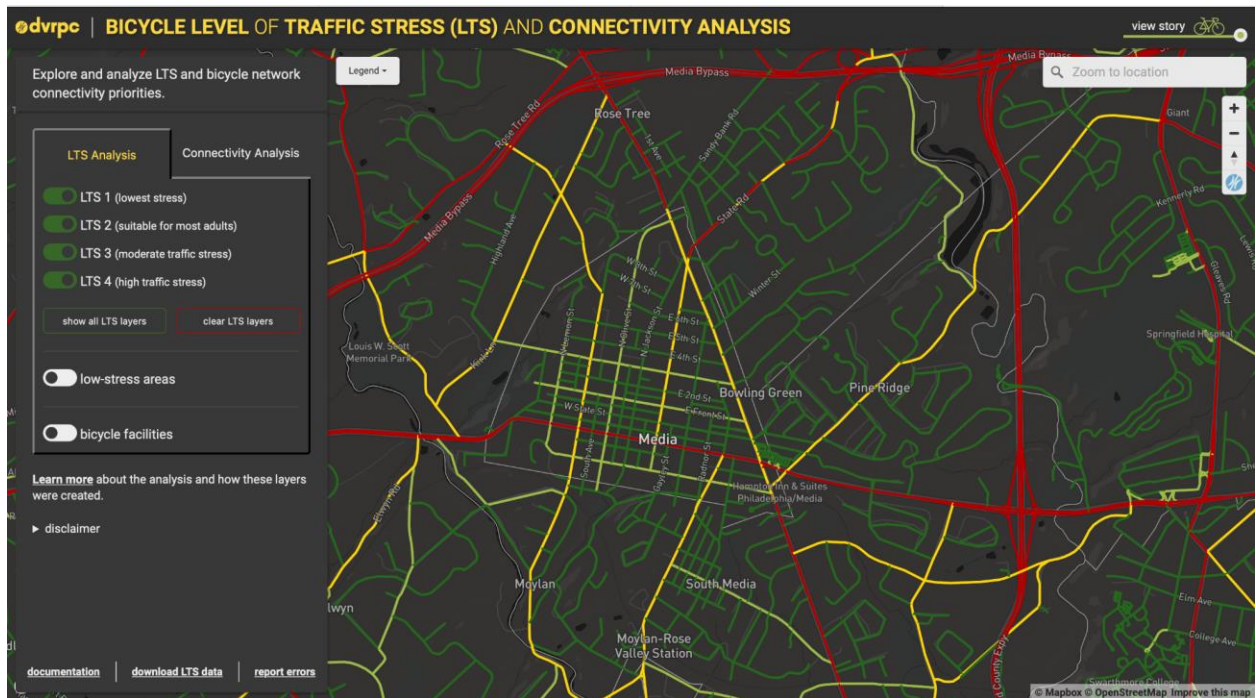
<https://whyy.org/articles/overdevelopment-is-threatening-everybodys-hometown-media-residents-say/>.



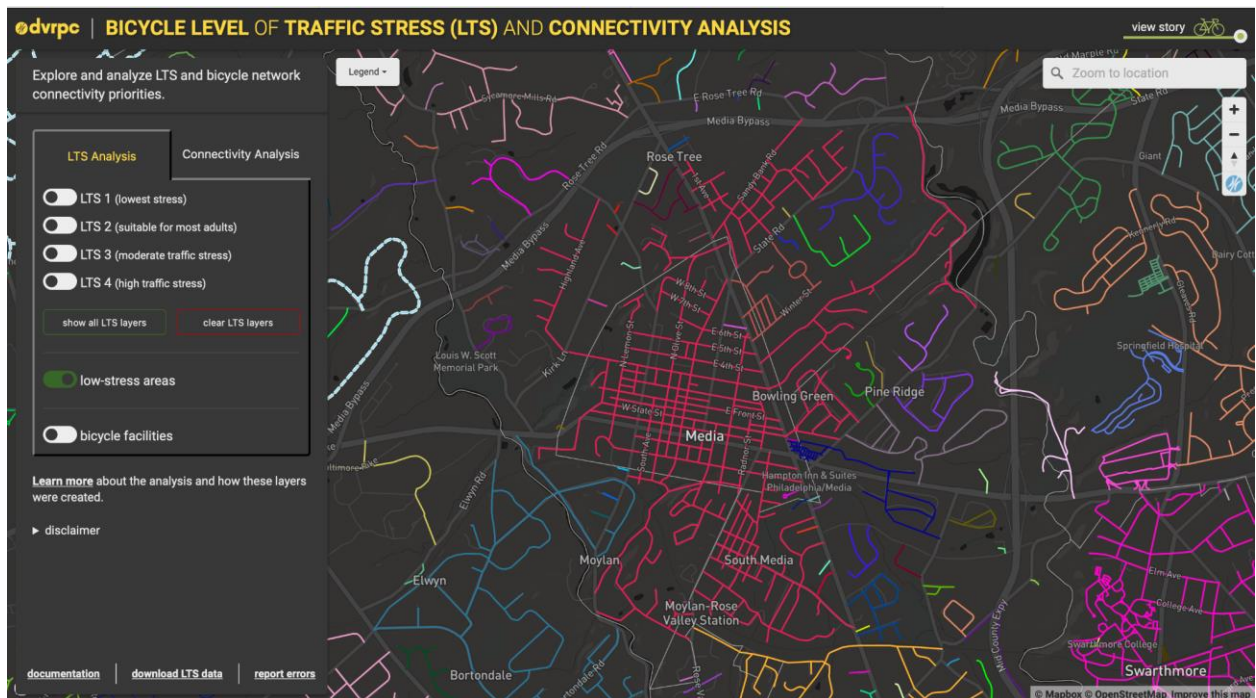
PRIMARY TRAIL NETWORK

- | | |
|--|---|
| 1: Brandywine Creek Greenway | 14: Ridley Creek State Park Trails |
| 2: Octoraro Rail Trail | 15: Blue Route Bikeway—Smedley to Darby Creek |
| 3: PECO Right-of-Way Trail | 16: Darby Creek Trail—Haverford Township |
| 4: Chester Creek Trail—North Extension | 17: Darby Creek Trail—Drexel Hill Connector |
| 5: Rocky Run Trail | 18: Newtown Square Branch Rail Trail |
| 6: Chester Creek Trail | 19: Route 252 Bicycle Route |
| 7: Chester Creek Trail—ECG Connector | 20: Blue Route Bikeway—Ithan-Darby Creek Valley |
| 8: East Coast Greenway (ECG) | 21: Radnor Trail |
| 9: Blue Route Bikeway—ECG Connector | 22: Forge to Refuge Trail |
| 10: Blue Route Bikeway—Lelper to Kinder Connector | 23: Darby Creek Stream Valley Park Trail |
| 11: Blue Route Bikeway—Lelper-Smedley Trail | 24: Cobbs Creek Trail |
| 12: Media-Smedley Connector Trail | 25: Heinz Refuge Trail |
| 13: Ridley Creek Greenway (North and South Sections) | |

Source: Delaware County Planning Department. "Countywide Greenway Plan." Delaware County 2035 Open Space, Recreation, and Greenway Plan, April 2015, 3-2.



Media's High-Stress Streets (yellow is moderate stress, red is high). Source: Delaware Valley Regional Planning Commission. "Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis Web Map." Accessed October 20, 2023. <https://www.dvrpc.org/webmaps/bike-lts/analysis/>.



Media as an isolated low-stress island. Each color corresponds to an area that can be connected by low-stress routes. Source: Delaware Valley Regional Planning Commission. "Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis Web Map." Accessed October 20, 2023. <https://www.dvrpc.org/webmaps/bike-lts/analysis/>.