

Meeting 9

Newtown Township building

February 1, 2019

9:00 a.m. – 10:30 a.m.

Vision: Improved transportation opportunities, operations, and safety along West Chester Pike.

Mission: Increased coordination among stakeholders (municipalities, agencies, businesses, etc.) to implement strategies that will achieve the shared vision for West Chester Pike.

Attendance

Voting Members Present

- West Chester Borough
 - **Michael Perrone** (Borough Manager)
- West Goshen Township
 - **Casey LaLonde** (Township Manager)
- East Goshen Township
 - **Janet Emanuel** (Supervisor)
 - **Rick Smith** (Township Manager)
- Westtown Township
 - **Will Ethridge** (Director of Planning & Zoning, Township Zoning Officer)
 - **Mila Robinson** (Planning Technician, On-Lot Management Program)
- Edgmont Township
 - **Susan Sharp** (Building Department Manager)
- Newtown Township:
 - **Stephen Nease** (Township Manager)
- Marple Township
 - **Joseph Mastronardo, P.E.** (Township Engineer – Pennoni)
- Haverford Township
 - **John Viola** (Chief, Haverford Police Department)
 - **Joe Hagan** (Deputy Chief, Haverford Police Department)
 - **Shant Bedrossian** (Sergeant, Haverford Police Department)
- Upper Darby Township

- **Tamara Crump** (Administrator, Office of Community Development)
- Chester County Planning Commission
 - **Brian Donovan** (Transportation Planner)
 - **Eric Quinn** (Transportation Planner)
- Delaware County Planning Department:
 - **Tom Shaffer** (Transportation Planning Manager)
 - **Thomas Hastings** (Senior Transportation Planner)
 - **Corey Brown** (Planner)
 - **Rebecca DeMuth** (Associate Planner)
 - **Kiersten Mailler** (Associate Planner)
- Delaware Valley Regional Planning Commission
 - **Amy Bernknopf** (Senior Transportation Planner)
 - **Andrew Svekla** (Associate Manager, Smart Growth)

Non-Voting Members Present

- SEPTA
 - **Mark Cassel** (Director, Suburban Service Planning)
- West Chester University
 - **Bradley Flamm** (Director of Sustainability)
- Newtown Square Business Association
 - **Paul Seligson** (President)
- Transportation Management Association of Chester County
 - **John Meisel** (Manager of Transportation Operations and Planning)
- Delaware County Transportation Management Association
 - **Cecile Charlton** (Executive Director)
- Concord Township
 - **Nate Cline** (Township Engineer - Pennoni)
- Bicycle Coalition of Greater Philadelphia
 - **Leonard Bonarek** (Regional Planner)
- East Goshen Township
 - **David Shuey** (Township Supervisor)

Agenda

See attached.

Minutes

1. The Chair T. Crump (Upper Darby) called the meeting to order.
2. West Chester Pike (WCP) Coalition Business
 - a. Approval of September 21, 2018 meeting minutes
 - i. J. Emanuel (East Goshen) noted that her name was spelled incorrectly in Section 4 of the 9/21/18 meeting minutes.
 - ii. T. Crump said that this correction will be made.
 - iii. Meeting minutes were approved by unanimous vote pending this correction.
 - b. Introductions and Municipal Updates
 - i. M. Cassel (SEPTA) said that SEPTA was moving ahead on its project to alter the routing of the 104 bus line at its end near West Chester University and that the changes should be complete by the end of February.
 1. M. Cassel also mentioned that SEPTA has had to add 5 minutes of running time to the 104 bus because of traffic congestion along WCP.
 - ii. R. Smith (East Goshen) said that the adaptive signal project on Route 3, which includes the signals from Five Points Road to south Chester Road, should be in service this spring.
 - iii. S. Sharp (Edgmont) said that Edgmont Country Club is being re-developed into a community named Edgmont Preserve, which will have 94 townhomes and 73 single homes. Site work is expected to begin this spring.
 - iv. S. Nease (Newtown) said that AmeriHealth offices are going into Ellis Preserve.
 - c. WCP Coalition Meetings
 - i. Schedule
 1. T. Crump and T. Hastings (Delaware County) presented a motion to modify the West Chester Pike Coalition meeting schedule such that the group would convene three (3) times per year, with the meetings taking place generally in February, May, and September of each year.
 2. This proposal was approved by unanimous vote.
 - ii. Call-in option

1. T. Crump and T. Hastings suggested having a call-in option for future meetings.
2. It was agreed that the group will move ahead with having the call-in option and that a vote on this decision was not necessary.

iii. Future Meeting Topics

1. B. Donovan (Chester County) suggested hearing from SEPTA at some point about their experience with the Boulevard Direct bus line and discussing its applicability to the West Chester Pike corridor.
2. M. Perrone (West Chester Borough) suggested the West Chester Railroad Restoration Committee, which will be studying the cost of restoring regional rail service to West Chester (and potential cost-sharing arrangements).
3. M. Cassel offered to discuss the increasing running time of the West Chester Pike bus routes as a potential presentation topic.

iv. Bus tour discussion

1. Different possibilities for a potential bus tour of all or part of the corridor were discussed. M. Cassel indicated that if the group were to use an actual SEPTA bus, the start time of the coalition meeting may need to be different than usual so as not to pull buses from the route during peak times. C. LaLonde (West Goshen) said that he may be able to secure a bus from Krapf. The discussion then moved onto the objectives of the tour as they may dictate how it is done. Some participants expressed that riding the actual route during the peak period is the only way to experience it. Others said that a chartered ride may be better so that the group could get out and examine specified sites. T. Hastings suggested that the ride could cover just Newtown Township headed east for the sake of time, with the other portion of the ride done at a different time. T. Hastings indicated that he would prepare some options for the group to evaluate.

d. WCP Leadership

i. Chair & Vice-Chair terms and succession plan

1. T. Crump introduced the proposal to add language to the Officers section of the West Chester Pike Coalition Organizational Structure: "Chair and Vice-Chair will serve for two (2) year terms, with elections held in the last meeting of the calendar year, with new office holders assuming the applicable position on Jan 1st

of the following year (unless other arrangements are made between the outgoing and incoming Chairs). It is the intention that the Vice-Chair will succeed the Chair, though a change in circumstances may necessitate an election for the Chair position.”

2. Motion was approved by unanimous vote.

3. Bicycle Education and Outreach / Engagement

a. Panel

i. L. Bonarek (Bicycle Coalition)

1. L. Bonarek discussed his role with the Bicycle Coalition of Greater Philadelphia (BCGP), where he serves as a Regional Planner, which involves, among other things, outreach to suburban municipalities.
2. He discussed the broad goal of the BCGP and its partners to build 500 miles of Circuit Trails by 2025. In order to meet this goal, 20 miles of trail would need to be built each year. The BCGP has been working to have municipalities sign onto a resolution supporting this goal. At this point, 99 of the 352 municipalities in BCGP’s service area have signed onto the resolution. The 2019 "Opening Day for Trails" is April 13th.
3. Leonard then discussed BCGP’s Technical Assistance for Suburban Circuit Communities (TASCC) initiative. TASCC helps municipalities to identify “low stress connections” to the nearest Circuit trail segment. Simple signage interventions on low-stress road networks are an inexpensive way to improve a local bicycle network. BCGP continues to advocate for this approach in part with the assistance of DVRPC’s low-stress mapping project. BCGP is also developing its own mapping project that combines Circuit trails, local trails, DVRPC’s Indicators of Potential Disadvantage (IPD) metric, jobs data, and SEPTA transit data to demonstrate local need for bicycle projects. The BCGP also can help provide “seed” funding (including bikes) for new local bike clubs to become politically active, to advocate for better bike and pedestrian facilities.

ii. D. Shuey (East Goshen)

1. D. Shuey began by discussing his history of bicycle advocacy and specifically centering around the development of the proposed Paoli Pike Trail, which was

the subject of a 2015 feasibility study. The plan calls for a 2.7 mile multi-use trail, with future neighborhood connections and, ultimately, a connection to the Chester Valley Trail (CVT). Several grants have been lined up for this project already, which is estimated to cost approximately \$7m. East Goshen has also been in discussions with neighboring municipalities about trail connections.

2. Discussions with the larger group involved the practicalities of developing trails and other bicycle infrastructure. L. Bonarek said while separating automobiles and bicycles is the best scenario, there often is not the political will to take away an automobile travel lane for use as a bicycle lane. This is why BCGP had been focusing its efforts on using low-stress roads as what they are now calling "community greenways." These also involve a much lower cost for municipalities.

4. Bus Shelters

a. Panel

i. N. Cline (Concord Township – Pennoni)

1. N. Cline presented on Concord Township's bus shelter program. He described how Concord's bus shelter program involves working with developers on a standard design. The bus shelter specifications can be provided directly to the developers. N. Cline noted that no requirement for the development of these shelters is codified but rather that they come about through the land development process and in consultation with SEPTA. The cost per shelter is about \$20,000-\$25,000 for the Concord shelters, though he believes cheaper, less nice-looking shelters will cost less (may be half the price).
2. Group discussion centered on different types of arrangements for building and maintaining shelters. Many shelters are built and maintained by an advertiser such as Clear Channel. M. Cassel pointed out that advertisers are able to achieve economies of scale by building a large number of them. However, he pointed out that he has heard that Clear Channel is scaling back from bus stop advertising. There was also discussion about how Clear Channel shelters often grow drab-looking over time with inconsistent maintenance.

ii. A. Bernknopf (DVRPC)

1. A. Bernknopf presented on DVRPC's project updating the bus stop design guidelines. These guidelines are advisory and are intended to highlight best practices. The updated report will be heavier on graphics and diagrams in an effort to be more easily understandable and to capture the diversity of bus stop contexts.
2. In group discussion, M. Cassel said that ADA accessibility would be essential for all new facilities. N. Cline emphasized the importance of municipalities looping M. Cassel into the land development process for projects that involve bus stops. M. Cassel also emphasized the importance of developers and members of the public understanding the difference between a stop location change and a route change. If, for instance, a stop is moved from a main road to the inside of an adjoining shopping center, that is considered a route change, not a stop re-location. In the absence of full bus shelters with seating, the group discussed bus shelter concepts adopted in other locations such as leaning benches. M. Cassel mentioned that the Quarry Center (Rt.1 in Haverford, south of the West Chester Pike intersection) bus stops have ADA-compliant shelters & landing pad from bus for wheelchairs.
5. T. Crump wrapped up the meeting and a motion to adjourn was adopted by unanimous vote.

The West Chester Pike Coalition website (see the link below) hosts Coalition resources, including future meeting dates and presentations from previous meetings.

Coalition Website: <http://www.chescoplanning.org/transportation/WestChesterPike.cfm>