



# Swarthmore

BIKE & PEDESTRIAN TASK FORCE

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Summary and Recommendations

5-10-10

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# Introduction

The bicycle and pedestrian task force is proud to serve the borough of Swarthmore. Our hope is that the recommendations put forth will promote both a healthier populace and a greater sense of community. Walking and biking, besides their intrinsic enjoyment, offer many additional benefits to both the individual and the community. Here are a few:

- Better overall health, with particular attention to the health of our children.
  - A greater sense of community, as a slower pace and increased interaction foster more communication amongst our neighbors.
  - Cleaner air and a better environment.
  - A key component to the Swarthmore/Park Ave. town revitalization. Residents who are more comfortable walking to town will increase use of local shops and services.
  - Increased property values. Walkability is a key component of attractive neighborhoods and real estate value.
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# Outline

## Part 1 “Today” The Existing Infrastructure

Our group has thoroughly reviewed Swarthmore’s existing conditions for pedestrians and cyclists. We’ve conducted a resident survey that was distributed in the Swarthmorean as well as online, receiving over 200 responses.

We’ve surveyed the Swarthmore police dept., local schools, adjoining neighborhoods, and other pertinent parties. Our goal was to gather a comprehensive set of needs and opinions. The following pages will detail the pedestrian and bicycle survey results, existing conditions, and suggestions for future improvements.

Current practices and funding for walking and bicycling in Swarthmore are negligible. Sidewalks are maintained by the property owner, and there are currently no bike paths or bike routes in town with the exception of the recently added bike lane alongside the co-op. Swarthmore currently has no voice to champion the needs of the pedestrian and cyclist, and has a fractured voice through existing bicycle shops, letters to the editor, public safety committee, etc.

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# Outline

## Part 2 “Best Practices”

Our research has extended into the wide variety of neighboring and national programs that have been successful. Including but not limited to:

- “Complete the Streets” program
- National Walk to School Day
- Walkable Wallingford
- The Multiple Municipality Comprehensive Plan (Delaware County, Pa.)
- Bicycle Coalition of Greater Philadelphia
- East Coast Greenway
- Safe Routes to Schools
- Best practice traffic calming measures implemented in other communities.

A list of these resources is in our appendix, including links to their related websites.

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# Outline

- Part 3, “The Future” Overall Recommendations
    - The task force has strived to produce recommendations under these categories, known as the 4 “E’s”:
      - Encouragement
      - Education
      - Enforcement
      - Engineering
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# Pedestrian Improvement Plan

## Background

Walking is a popular means of getting around Swarthmore, both for utilitarian, exercise, and recreational purposes. Most of the streets have sidewalks and there are plenty of nearby destinations to which residents can walk. These destinations include the business district's stores and restaurants, the train station and bus stops, Swarthmore College, Swarthmore-Rutledge School, the Swarthmore Swim Club, Henderson Field, parks and playgrounds, the Swarthmore Library, Borough Hall, the Swarthmore Players' Club, Springfield Mall and other stores in Springfield Township, and several churches.

According to the 2000 Census, the primary mode of travel to work for Swarthmore residents who are 16 years of age and older was as follows:

Drove alone	49%
Walked	28%
Railroad	9%
Worked at home	8%
Carpooled	6%
Bus	0.5%
Bicycle	0.2%

A 28% walking mode share for getting to work was by far the highest percentage of any Delaware County municipality. While Swarthmore College students are surveyed in the Census, only those Swarthmore College students who had a job were included in this 28% figure. College students who did not work were not questioned about mode of travel to work.

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# Pedestrian Improvement Plan

## SIDEWALKS

In 2000, the Planning Commission recommended to Borough Council that several high priority streets should have sidewalks installed for safety reasons. Three of these streets were specifically included in the Comprehensive Plan adopted by Swarthmore Borough Council in 2007. These streets are indicated below in A and B. The Task Force adds Harvard Avenue, Cresson Lane, Fairview Road, and Michigan Avenue to the list.

A. Construct Sidewalks on One Side of Streets without Sidewalks (#s 1 and 2 have been endorsed by Borough Council through its adoption of the Comprehensive Plan)

1. Swarthmore Avenue from Baltimore Pike to Cedar Lane – for access to Springfield Mall
2. Chestnut Avenue from Elm Avenue to College Avenue – for access to Swarthmore Rutledge School, especially for school students
3. Riverview Avenue from Ogden Avenue to Widener Way – for access to Swarthmore Swim Club and Henderson Field
4. Widener Way from Swarthmore Avenue to Riverview Avenue – for access to Swarthmore Swim Club and Henderson Field
5. Harvard Avenue from Mount Holyoke Place to Chester Road – for access to bus stops, businesses and offices, and Swarthmore Players Club
6. Harvard Avenue and Cresson Lane from Dickinson Avenue to Swarthmore Avenue – for access to Little Crum Creek Park
7. Fairview Road from Cornell to Michigan Avenues
8. Michigan Avenue from Fairview Road to Juniata Avenue (short section)

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# Pedestrian Improvement Plan

## **SIDEWALKS (cont.)**

B. Construct Sidewalk on South Side of College Avenue from Chester Road to Swarthmore-Rutledge School (SRS) for motorists parking on south side of College Avenue who need to walk to SRS (endorsed by Borough Council through its adoption of the Comprehensive Plan). The sidewalk should go around the existing trees, where the trees are close to the curb, and pervious pavement should be considered.

C. Improve Walking in Vicinity of Railroad Station and from One Side of Railroad Tracks to the Other

Chester Road/Rutgers Avenue intersection to cross Chester Road and to safely access sidewalk on west side of Chester Road going under railroad tracks –

Short Term: Install pedestrian refuge islands on each side of Chester Road for pedestrian shelter

Long Term: Inn developer will shrink intersection size and add traffic signal and crosswalks

Princeton Avenue underpass – already funded and will be constructed within two years.

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# Pedestrian Improvement Plan

## **CROSSWALKS**

### D. Install Crosswalks

#### Baltimore Pike and Swarthmore Ave.

Install continental crosswalks on Baltimore Pike at Swarthmore Avenue and Cedar Lane/Sproul Road for access to the Springfield Mall, other businesses, Healthplex, etc. Continental crosswalks have thick stripes across the road like a ladder.

#### Yale Ave. and Harvard Ave.

The community survey responses indicated that the two most unsafe crosswalks are across Yale Avenue at Harvard Avenue and across Chester Road at Harvard Avenue. The Borough has added several signs for motorists for the Yale/Harvard intersection which warn motorists of the crosswalk.

#### Chester Rd. and Harvard Ave.

Two continental crosswalks should be painted across Chester Road. Pedestrian crossing signs should be installed on Chester Road north and south of this intersection. It is highly traveled by students, Swarthmore Condo residents, and patrons of both the Presbyterian Church and Swarthmore Community Center.

Install continental crosswalks at all crossings:

the intersection of Park Avenue, Harvard Avenue, and Princeton Avenue

Install continental crosswalks:

at all intersections of Chester Road and Yale Avenue

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# Pedestrian Improvement Plan

## ENFORCEMENT

E. Locations Needing Enforcement of Motorists Yielding to Pedestrians

**The Police Department should increase enforcement at all crosswalks, but especially at the following locations:**

- Swarthmore Avenue at Widener Way
- Yale Avenue at Harvard Avenue
- Yale Avenue at Rutgers Avenue
- Chester Road at Harvard Avenue (after crosswalks are installed)

**The Borough should explore photo enforcement of yielding to pedestrians or conduct “sting” operations to issue citations to motorists.**

F. Locations Needing Traffic Calming

Chester Road, Yale Avenue, and Swarthmore Avenue need traffic calming to increase pedestrian and bicycle safety. The locations are similar to those discussed in E above.

- Chester Road at Harvard Avenue
  - Yale Avenue at Harvard Avenue
  - Swarthmore Avenue at Widener Way
  - Yale Avenue at Cornell, Rutgers, etc.
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# Pedestrian Improvement Plan

## **ENFORCEMENT (cont.)**

**The Borough should petition PennDOT to decrease the Chester Road speed limit from 35 to 25 miles per hour throughout the Borough.** Locations abound where the speeds are too high for conditions:

- Chester Road and Cedar Lane at Crest Lane and Parrish Avenue – a sharp turn with six streets entering the intersection
  - Chester Road at Ogden and Elm Avenues – sight distance is reduced because of the crest of the hill and motorists and pedestrians cross the street at these locations
  - Chester Road at the College near the Benjamin West House – College students cross here to get to and from the fields and because there is no crosswalk between College Avenue and Harvard Avenue
  - The driveway to the SEPTA parking lot.
  - The dangerous intersection of Chester Road, Rutgers Avenue, and Station Way with pedestrians crossing to get to and from the bus stops
  - The Chester Road intersection with Harvard Avenue discussed in E above
  - The Yale Avenue intersection
  - The very narrow section of Chester Road between Yale Avenue and Westdale Avenue
  - The Chester Road intersection with Westdale Avenue, where motorists and pedestrians crossing Chester Road from west to east have limited sight distance to the north because of a bend in the road and a hedge that blocks the view
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# Pedestrian Improvement Plan

## **ENFORCEMENT (cont.)**

Borough Council will encourage and monitor the Swarthmore Police Department's enforcement of the existing Pa. driver and pedestrian laws, specifically:

Section 3542 Right-of-way of pedestrians in crosswalks.

Section 3543 Pedestrians crossing at other than crosswalks and intersections.

Section 354 Right-of-way of pedestrians on sidewalks

Recommended locations for increased traffic enforcement are detailed in the Pedestrian Improvement Plan.

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# Bicyclist Improvement Plan

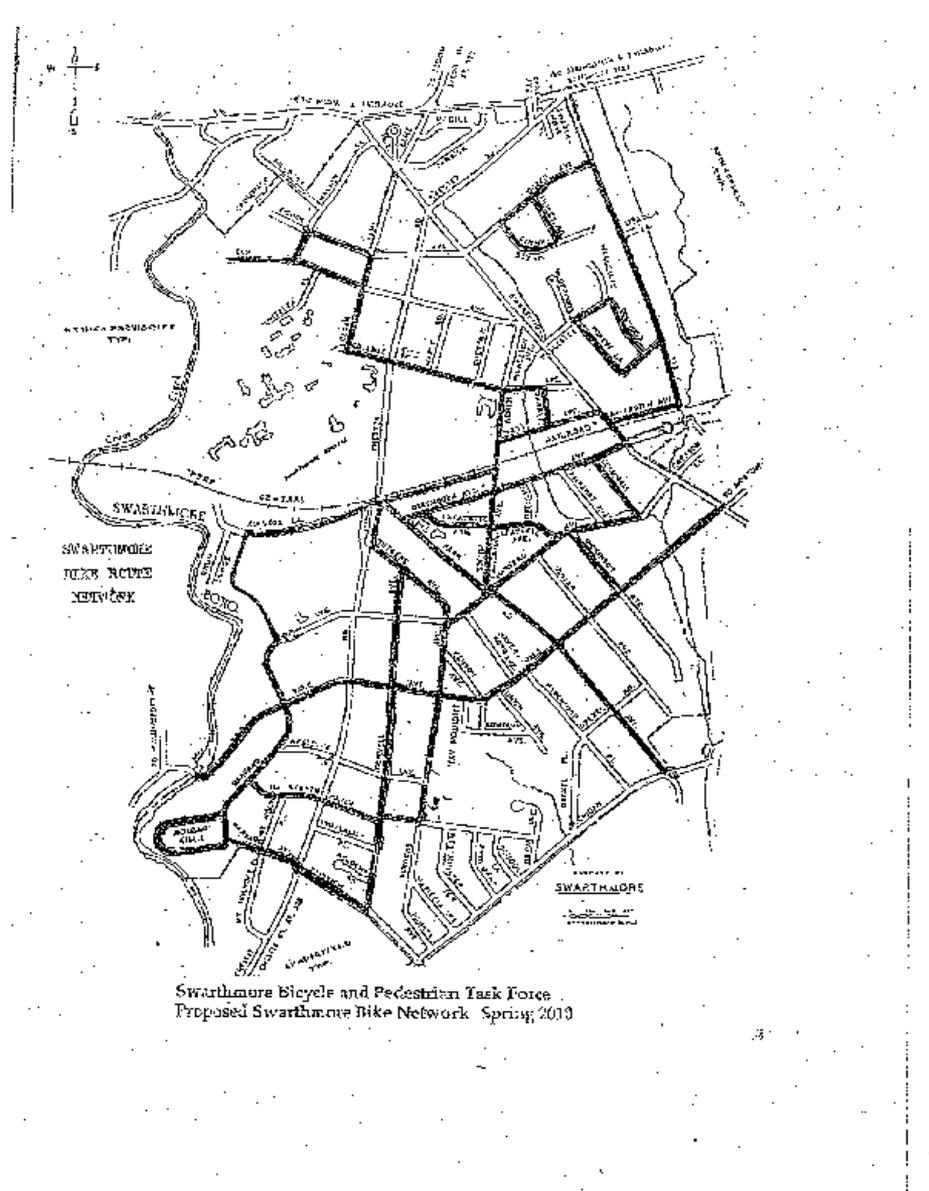
- The task force recommends that a bicycle route be implemented throughout the borough. This differs from a bicycle lane in that it is not striped on the road. It would include signage detailing the route and road stencils. A map for the route would be provided on the borough website.
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# Bicyclist Improvement Plan

- Additional bike routes and paths can be considered by the borough. Potential additions could include Yale Ave. (as part of the Bike Baltimore Pike plan), Rutgers Ave., Riverview Rd.
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# Proposed Bicycle Network



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# Encouragement

## **Encouragement**

- Safe Routes to Schools
  - East Coast Greenway
  - Public transportation synergies and recommendations
  - Ongoing website presence, have Swarthmore Borough name a Bicycle and Pedestrian coordinator and/or council committee addition
  - Presence at Fun Fair
  - Borough Council to adopt a “Complete Streets” resolution.
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# Education

A. Have Swarthmore Borough join, upon it's creation, the Delaware County Bicycling Advisory Committee recommended in the Del. Co. Bike Plan.

B. Encourage Swarthmore College to increase the use of the town and its facilities. In the same manner, welcome both pedestrians and cyclists on the largest thoroughfare through the campus.

C. Safe Route to Schools Program

Swarthmore Borough and it's residents should take an active role in creating and championing a Safe Routes to School program. The BPTF has created a Walk to School Day for 2010, the Monday after the Swarthmore Fun Fair. The Swarthmore School District, Home and School Association, friends and neighbors can help encourage participation, and funding for the program is available through federal programs including SAFETEA-LU, Pa. SRTS programs, and a variety of other programs. More information is available at

[www.saferoutesinfo.org](http://www.saferoutesinfo.org).

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# Education

## **Increase Walking to Swarthmore Rutledge School**

In recent decades, the number of children who walk to school nationwide has declined precipitously, which has become one factor in a significant increase in obesity. Any strategies that increase the number of Swarthmore children walking to school would result in improved health and a reduction in air pollution and greenhouse gas emissions, as fewer children would be bused or driven to school. At the April 5, 2010 Borough Council meeting as reported in the *Swarthmorean*, the Borough Council Public Safety Committee members expressed concern about “the driving of a lot of parents” and its impact on traffic and pedestrian safety around Swarthmore Rutledge School.

### 1. Increase Walking to Swarthmore Rutledge School

Most Wallingford-Swarthmore School District students who live in Swarthmore can walk to Swarthmore Rutledge School (grades 1 to 5) because most streets in the Borough have sidewalks. The school district has a small walking zone around SRS where busing is not provided. In order to increase the number of children walking to school, the school district should consider expanding the size of this walking zone. One suggestion that has been discussed in recent years is expanding the walking zone to boundaries that include Chester Road, Swarthmore Avenue, and Yale Avenue. Children who live beyond these roads would have busing available and would not have to cross these three heavily traveled roads.

SRS should consider implementing a formal policy regarding either drop-off or car pooling. As the borough pays for and makes available busing to all students, it is safer overall to have students either walk or ride the bus.

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# Education

## Increase Walking to Strath Haven Middle and High Schools

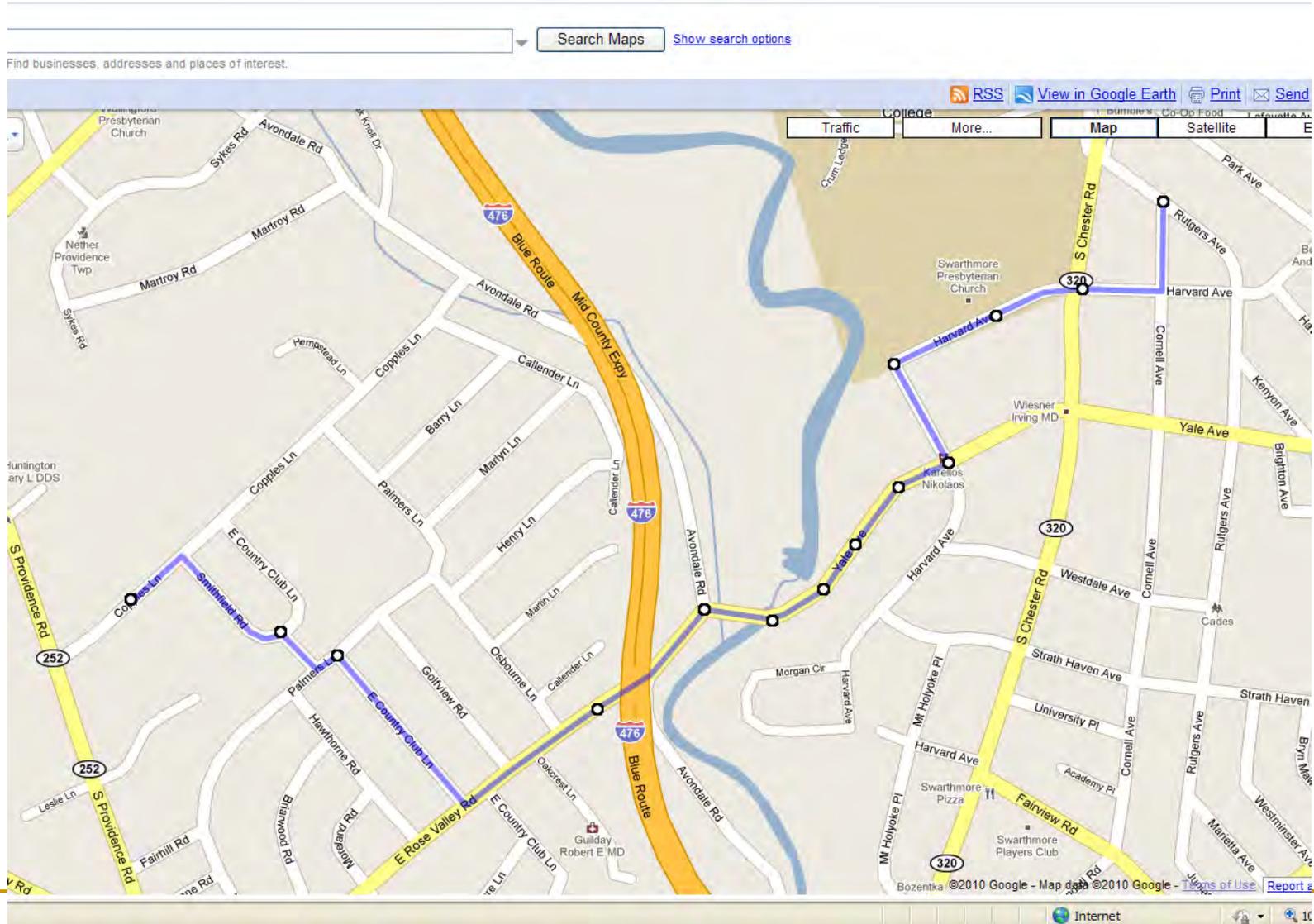
When Swarthmore children attend Strath Haven Middle and High Schools, walking to school is more difficult because the schools are further away (1 1/4 miles from the nearest Swarthmore homes at Yale & Harvard Avenues). Even though the School District provides buses for middle and high school students to get to school, the schools are close enough to Swarthmore for students to walk or bike to and from school, if they wish or need to.

In order for Swarthmore students to more easily find their way to the middle and high schools, **signs should be installed along a safe walking/cycling route between Swarthmore and the middle and high school complex.** Yale Avenue and Rose Valley Road have sidewalks up to the intersection of Rose Valley Road and Osbourne Avenue (there is a pathway set back from Yale Avenue on the east side of Avondale Road). The route would continue along Osbourne Avenue, Palmers Lane, and Smithfield Road to Copples Lane. The intersection of Smithfield Road and Copples Lane is adjacent to the middle school. This route is preferable to Avondale Road and Copples Lane because, even though Osbourne, Palmers, and Smithfield do not have sidewalks, they are lightly traveled by motorists. Copples Lane is not a safe walking route even though it does have a striped walkway on the road surface; this road is narrow and heavily traveled by motorists.

When the Yale Avenue/Rose Valley Road bridge over Crum Creek is replaced or repaired, **Swarthmore and Nether Providence should insist that PennDOT create a wider sidewalk along the bridge, especially at the east end of the bridge, and a wider sidewalk should be created immediately to the east of the bridge.** Currently, westbound motorists travel extremely close to pedestrians at this location and the sidewalk is very narrow. School children and adults need to have a larger buffer between them and motor vehicles.

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# Proposed Walk to School Route SHHS



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# Engineering

## Install Street or Sidewalk Lights at Locations That Need Better Lighting/Other

- The largest number of survey respondents indicated that the stretch of Rutgers Avenue from Chester Road to the vicinity of Yale Avenue needs better lighting for pedestrians. Specific locations include around Umoja Park and at the utility pole that currently doesn't have light on the 300 block of Rutgers Avenue.
  - Survey responses included numerous references to drainage throughout the borough. The task force recognizes this issue but it does not fall within the scope of our work.
  - Similarly, we received numerous survey responses regarding the conditions of sidewalks. As noted previously, this is the responsibility of the property owner and the inspection of sidewalks falls within existing borough code.
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# Examples of existing Swarthmore Facilities

- Bike Rack at co-op



# Examples of existing Swarthmore Facilities

- Crosswalks at the Co-Op



# Examples of existing Swarthmore Facilities

- Park Ave. crosswalk
- Existing bike path



# Examples of existing Swarthmore Facilities

- Henderson Way Crosswalk and Path



# Examples of existing Swarthmore Facilities

Chester Rd. and Rutgers Ave.

Key Point: Main introduction to town, pedestrian and cycling unfriendly and dangerous.



# Examples of existing Swarthmore Facilities

Chester Rd. and Rutgers Ave.

Key Point: Main introduction to town, pedestrian and cycling unfriendly and dangerous.



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# Examples of existing Swarthmore Facilities

## Princeton Ave. underpass



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# Examples of existing Swarthmore Facilities

## Princeton Ave. underpass



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# Examples of existing Swarthmore Facilities

**Bike Rack, SRS and The Kid's Place  
before the Princeton Ave. underpass**



# Sidewalk recommendations

Fairview Ave., viewed from intersection of Fairview and Michigan Ave.



# Sidewalk recommendations

Fairview Ave., viewed south from  
Cornell Ave.



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# Sidewalk recommendations

Michigan Ave., viewed from intersection of Fairview Ave. and Michigan Ave.



# Crosswalk recommendations

## Harvard Ave. and Yale Ave.

Key Point:

- Improved signage has helped pedestrians

Needs:

- Additional signage, enforcement, crosswalk improvement.



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# Crosswalk recommendations

Harvard Ave. and Yale Ave.

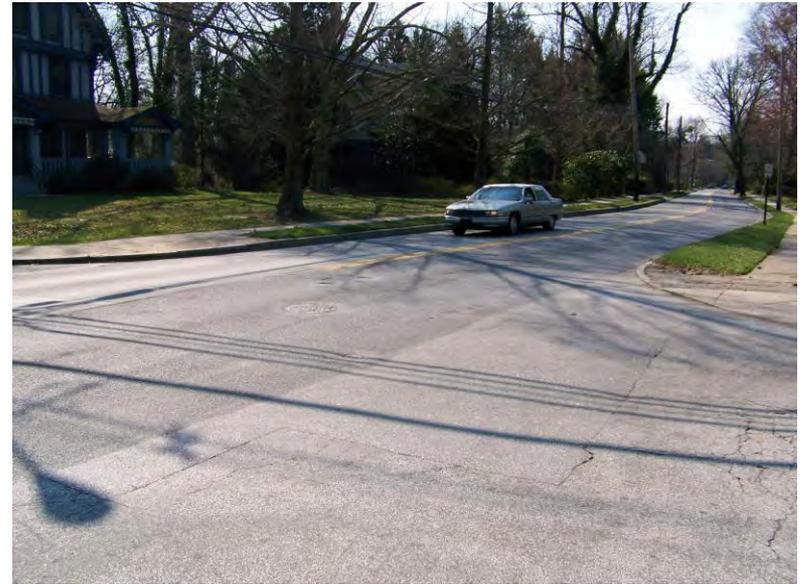


# Crosswalk recommendations

## Harvard Ave. and Chester Rd.

Key Needs:

- Lowered speed limit
- Added crosswalk
- Traffic calming measures



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# Crosswalk recommendations

Harvard Ave. and Chester Rd.



# Crosswalk recommendations

## Harvard Ave. and Chester Rd.

### Key Needs:

- Lowered speed limit
- Added crosswalk
- Traffic calming measures



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# Examples of existing Swarthmore Facilities

- Crosswalk at Yale Ave. and Rutgers Ave.



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# Crosswalk recommendations

## Yale Ave. and Rutgers Ave.

Key Points:      Needs improved drainage.  
                         Needs improved signage.  
                         Needs repainted and improved crosswalk



# Crosswalk recommendations

## Yale Ave. and Rutgers Ave.

Key Points:        Needs improved drainage.  
                         Needs improved signage.  
                         Needs repainted and improved crosswalk



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# Examples of Recommended Traffic Calming

Crosswalk combined with traffic Choker, recommended for Yale Ave. and Rutgers Ave. intersection.



# Examples of Recommended Traffic Calming

Raised crosswalk with high Visibility paint recommended for Yale Ave. and Harvard Ave. intersection.



# Examples of Recommended Traffic Calming

Raised traffic table, estimated  
Cost \$2,000  
In-Road Yield Sign, \$100-\$150



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# Action Plan for Swarthmore, 2010-2011

## ■ 2010 Items

- Complete crosswalk and signage recommendations within the plan.
  - Borough Council adopts the MMPC and assigns a timeline to each recommendation.
  - Borough Council endorses the proposed bicycle route, implementation by EOY 2011.
  - Borough Council endorses the recommendations contained in the Delaware County Bicycle Plan.
  - Borough Council and SWPD work together to implement an enforcement strategy that incorporates traffic calming measures throughout the borough, plan to be completed before EOY 2010 and implemented in 2011.
  - Swarthmore Planning Commission to research and preferably adopt the recommendations for continuing sidewalks in the borough as detailed by the SBPTF.
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# Action Plan for Swarthmore, 2011 and Beyond

- Swarthmore Borough will investigate a solution to the traffic pattern at Chester Rd., Swarthmore College and Rutgers Ave. Possible addition of an Inn at Swarthmore College may help provide an impetus to achieve this goal.
  - Swarthmore Borough will continue to work with neighboring communities to achieve some synergies with walking and biking goals. These include more children walking to school and shops, cyclists traveling between neighborhoods, and more commuters choosing cycling or walking as a mode of transportation to work.
  - Increasing the overall % of walking and biking within the community, particularly if these %'s can help attain state or federal govt. grants to help accomplish the goals within the plan.
  - Ongoing facility planning to help promote walking and biking, potentially including storage and shower facilities, better curb cuts and intersections that perform to modern standards (including ADA standards). As part of the building code, assure that sidewalks and bicycle facilities serve as an integrated part of any remodeling or new construction project.
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# Action Plan for Swarthmore, 2010-2011

## Conclusions

We recommend a bicycle and pedestrian committee to execute these plans and be an ongoing voice for community concerns. It would work in tandem with the Borough's traffic committee and public safety committee. Borough council should immediately adopt the Multiple Municipality Comprehensive Plan (MMCP) recommendations and execute them within a specified timeframe.

The items listed are:

- bicycle and pedestrian improvements within Swarthmore Borough, including the regional schools.
  - Additional sidewalks as analyzed in both the MMCP plan and this report.
  - Improvements to the Princeton Ave. underpass.
  - Traffic calming measures along Yale Ave., Chester Rd., and Swarthmore Ave.
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# Action Plan for Swarthmore, 2010-2011

## **CONCLUSIONS (Cont.)**

Borough Council Should Establish a Transit, Pedestrian and Bicycling Advocacy Group

This is a recommendation in the Comprehensive Plan. The purposes of this organization would be the following:

1. Promote walking, bicycling, and transit use in Swarthmore and educate residents about walking, biking, motoring laws, and SEPTA service
  2. Periodically inventory pedestrian and bicycle facilities, including sidewalk conditions, enforcement of sidewalk regulations (snow shoveling, vegetation trimming, uneven sidewalks), bicycle facilities
  3. Coordinate with other pedestrian, bicycle, and transit organizations, including Walkable Wallingford, the Bicycle Coalition of Greater Philadelphia, SEPTA, and the Delaware Valley Association of Rail Passengers
  4. Recommend to Borough Council pedestrian and bicycle facility improvements
  5. Lobby for improvements from regional entities such as SEPTA, Delaware County, the Delaware Valley Regional Planning Commission, and PennDOT
  6. Develop a Pedestrian and Bicycle Accessibility master Plan, as recommended in the Comprehensive Plan
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# Action Plan for Swarthmore, Funding

## **FUNDING**

- Federal transportation funding, including Surface Transportation Program, Transportation Enhancements, Congestion Mitigation and Air Quality, and Safe Routes to School. These programs reimburse 80% of the cost with a 20% local match. Penn DOT could pay local match for streets on federal-aid system.
  - Pa. liquid fuels tax reimbursement to Swarthmore Borough, which is typically spent on street resurfacing.
  - Dedicate borough funds as an ongoing percentage in existing transportation in annual budget.
  - Swarthmore borough to enact within the building code and land use ordinances to provide facilities at time of property sale and/or development, recommendations including at minimum sidewalks and bike racks, potentially changing facilities, etc.
  - DVRPC (Delaware Valley Regional Planning Commission) and CMAQ bike rack funding.
  - State funding, in the form of Department of Conservation of Natural Resources (DCNR) and the community conservation partnership program. (Can be a way to match federal funds)
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# Action Plan for Swarthmore, Funding

## FUNDING

### J. Funding for Pedestrian Facilities

Federal grants have been utilized for sidewalks in the business district and will be used to make the Princeton Avenue pedestrian underpass accessible to the handicapped, bicycles, and baby strollers and have better drainage. While federal highway funds can be used to pay for sidewalks and sidewalk repairs on local streets, the possibility to obtain these funds at the present time is remote because of the extreme shortage of federal and state transportation funds. A significant increase in federal and state transportation funding would have to occur for this to be a realistic source of funding.

The Bicycle and Pedestrian Task Force does not believe, in the Borough's current financial situation, that raising Borough taxes, or reducing Borough employee benefits are appropriate means to pay for pedestrian facilities.

The Task Force believes that a combination of the following would provide adequate funding to start a program to construct sidewalks where they do not currently exist, install additional crosswalks, repair existing sidewalks, and install new streetlights where none exist now:

- Hold voluntary fundraising activities, bicycle/running races or walkathons
  - The borough should consider requiring homeowners without existing sidewalks to help fund their construction. This burden may be eased by making the requirement part of the agreement of sale for the property. This would allow either a portion or all of the expense to be deferred. Immediate sidewalk recommendations should be partially funded by the Borough.
  - Dedicate a portion of fines collected from motorists who speed, run stop signs, and do not yield to pedestrians at crosswalks to pedestrian facility improvements
  - Request Swarthmore College funding for College related locations, such as College Avenue and Swarthmore Avenue sidewalks, and the intersections of Yale and Harvard Avenues
  - If federal and state transportation funding is significantly increased, the Borough could request, through the Delaware County Planning Department and the Delaware Valley Regional Planning Commission, highway funds to install new sidewalks and repair existing sidewalks.
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# Action Plan for Swarthmore, 2010-2011

## Final Thoughts:

The task force sincerely wishes to express that our recommendations are based upon the outpouring of sentiment we've received from the residents of Swarthmore. An overwhelming majority of our survey respondents, friends, and neighbors agree that pedestrian and bicycling needs are a worthwhile pursuit for our borough government. Our recommendations can specifically improve the quality of life for Swarthmore residents in many ways, including:

- More children walking and bicycling to school.
- Healthier children and adults due to increased exercise.
- Happier Septa commuters, with expanded bicycling access and racks.
- Greater sense of community, as walkers and cyclists talk to one another as they participate.
- Increased property values, as Swarthmore becomes an even more attractive community in which to live and work.
- A safer community, as the rules of the road are both respected and enforced by the pedestrian, cyclist, driver, and police dept.

We hope that we've provided a time honored business method of SMART goals, that are:

Specific  
Measurable  
Attainable  
Realistic  
Timely

Sincerely,

The Swarthmore Bicycle and Pedestrian Task Force

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# Websites for More Information

Pa. DOT traffic calming handbook:

- <http://www.dot.state.pa.us/Internet/pdHwyIntHS.nsf/frmTrafficCalming?OpenFrameset>

Safe Routes to Schools:

- <http://www.saferoutespartnership.org/state/network/pennsylvania>

Other sites:

- [www.walkablewallingford.com](http://www.walkablewallingford.com)
  - [www.dvbc.org](http://www.dvbc.org)
  - [www.greenway.org](http://www.greenway.org)
  - <http://www.co.delaware.pa.us/planning/transportation/bikeplan.html>
  - [www.walkinginfo.org](http://www.walkinginfo.org)
  - [www.completestreets.org](http://www.completestreets.org)
  - [www.trafficcalming.org](http://www.trafficcalming.org)
  - [www.dcnr.state.pa.us](http://www.dcnr.state.pa.us)
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Thank You for your Time

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Questions?