

## Media Borough Bike Facility Implementation Plan

Media Borough Environmental Advisory Council

2015/2016 Work Effort

Draft: May 14, 2016

### Purpose

Media Borough is already a bikeable place, by virtue of its well-connected grid network of streets and its density of destinations. One goal of the Environmental Advisory Council (EAC) for 2015/2016 is to further improve the bicycling environment in Media and encourage more residents to bicycle by developing an implementation plan for low-cost, short-term improvements to bicycle facilities.

The current draft version of the Borough's updated Comprehensive Plan includes concept-level recommendations for a network of in-street bicycle facilities and expanded bicycle parking.

Bicycle parking throughout the borough has recently been expanded through collaborations between borough staff, the EAC, the Delaware County TMA, and the Bike Delaware County chapter of the Bicycle Coalition of Greater Philadelphia. As a result, the focus of this plan is on in-street bicycle corridors and connections, rather than bicycle parking.

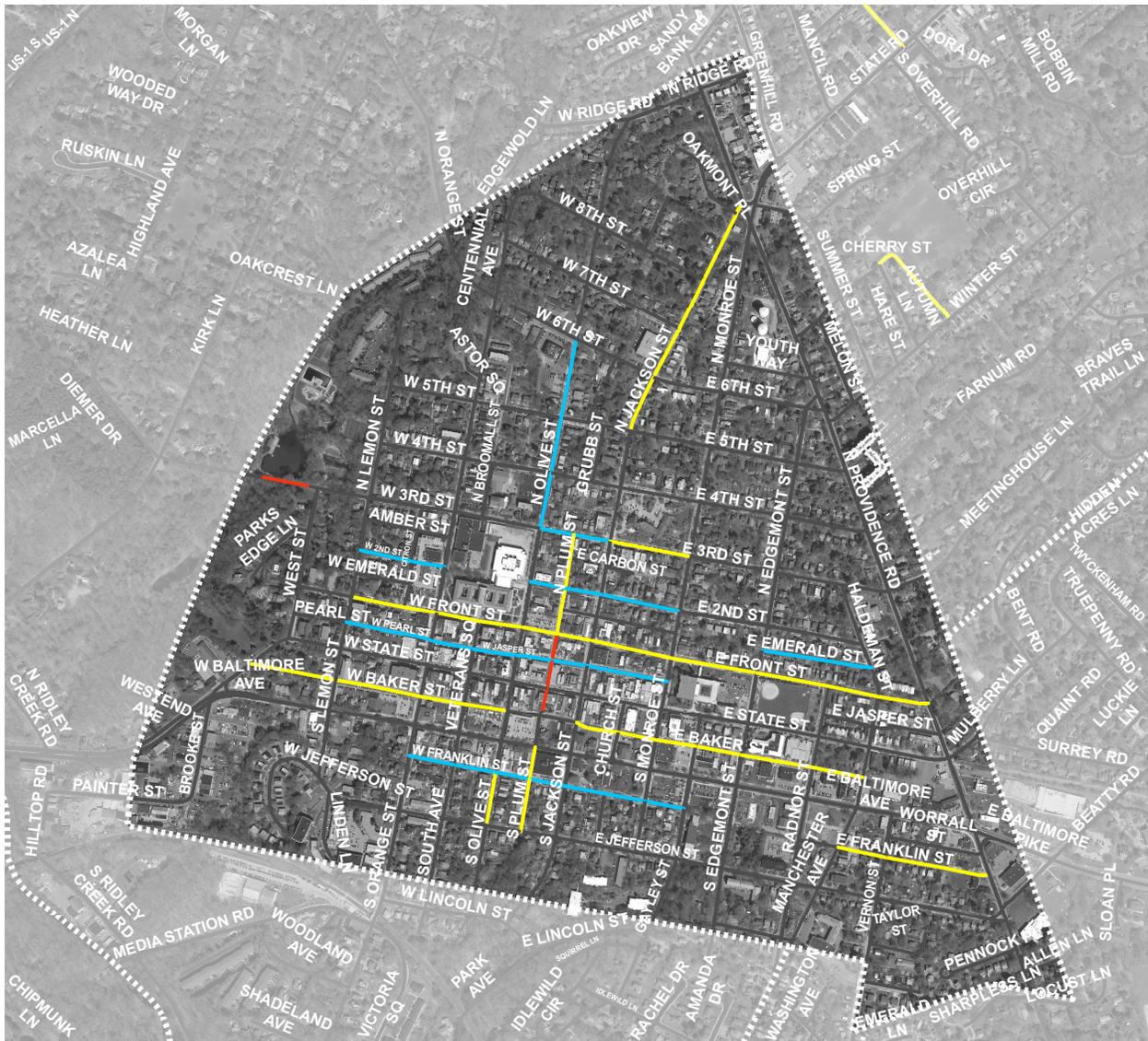


## Media Street Network

The borough has more flexibility in changing pavement markings for local roadways (borough streets). Bike lanes or other in-street treatments can be created on PennDOT roadways, but under present state policy, would require the borough to obtain a Bicycle Occupancy Permit (BOP), assuming maintenance responsibility and liability for the bike facility portion of the roadway.



Data and orthophotography source: Borough of Media, 2015; DVRPC, 2010-2015



**Media Borough street direction for traffic**

**Direction**

- Two-way
- One-way south/east
- Closed to traffic
- One-way north/west

Data and orthophotography source: Borough of Media, 2015; DVRPC, 2010-2015

**Street Directions in Media**

The borough has a mix of one-way and two-way streets designed to disperse and calm automobile traffic. Street directions can be changed, but designing a bike facility network that blends with existing street directions is desirable.



Data and orthophotography source: Borough of Media, 2015; DVRPC, 2010-2015

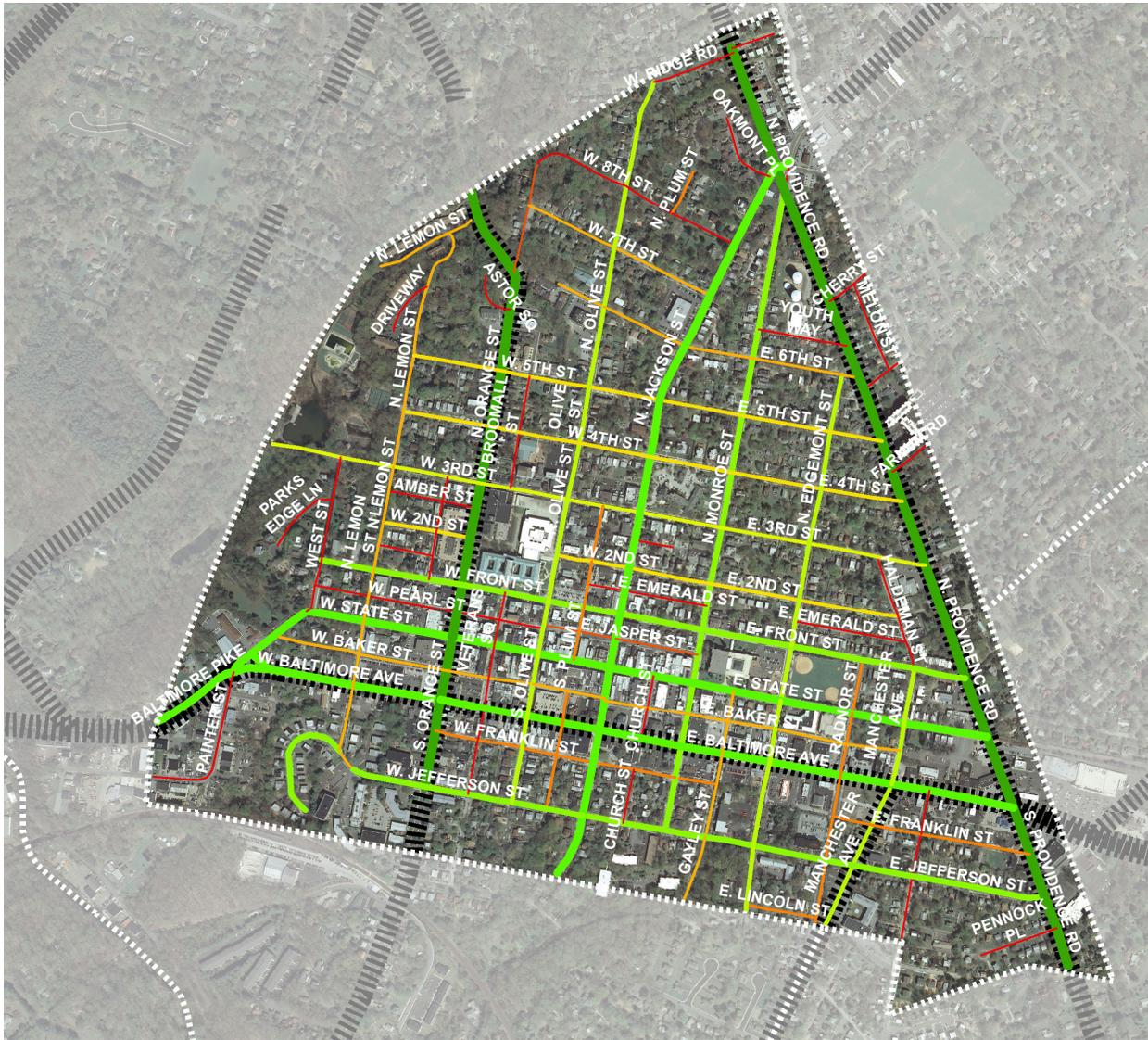
**Street Slopes in/around Media Borough**

Elev. change between intersections (feet)

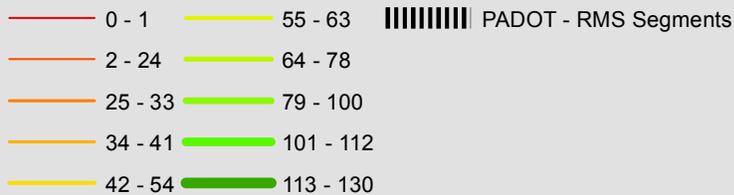
- -52.7 - -7.0
- -6.9 - -5.0
- -4.9 - 0.0
- 0.0 - 5.0
- 5.1 - 7.0
- 7.1 - 44.5

**Topography and Grade Change**

As a human-powered mode of transport, bicycling is affected by topography in a way that driving is not. While avid bicyclists will be comfortable traversing a wide range of grades, in designing a bike network for “everyday cyclists,” it is important to avoid significant grade changes (hills) wherever possible.



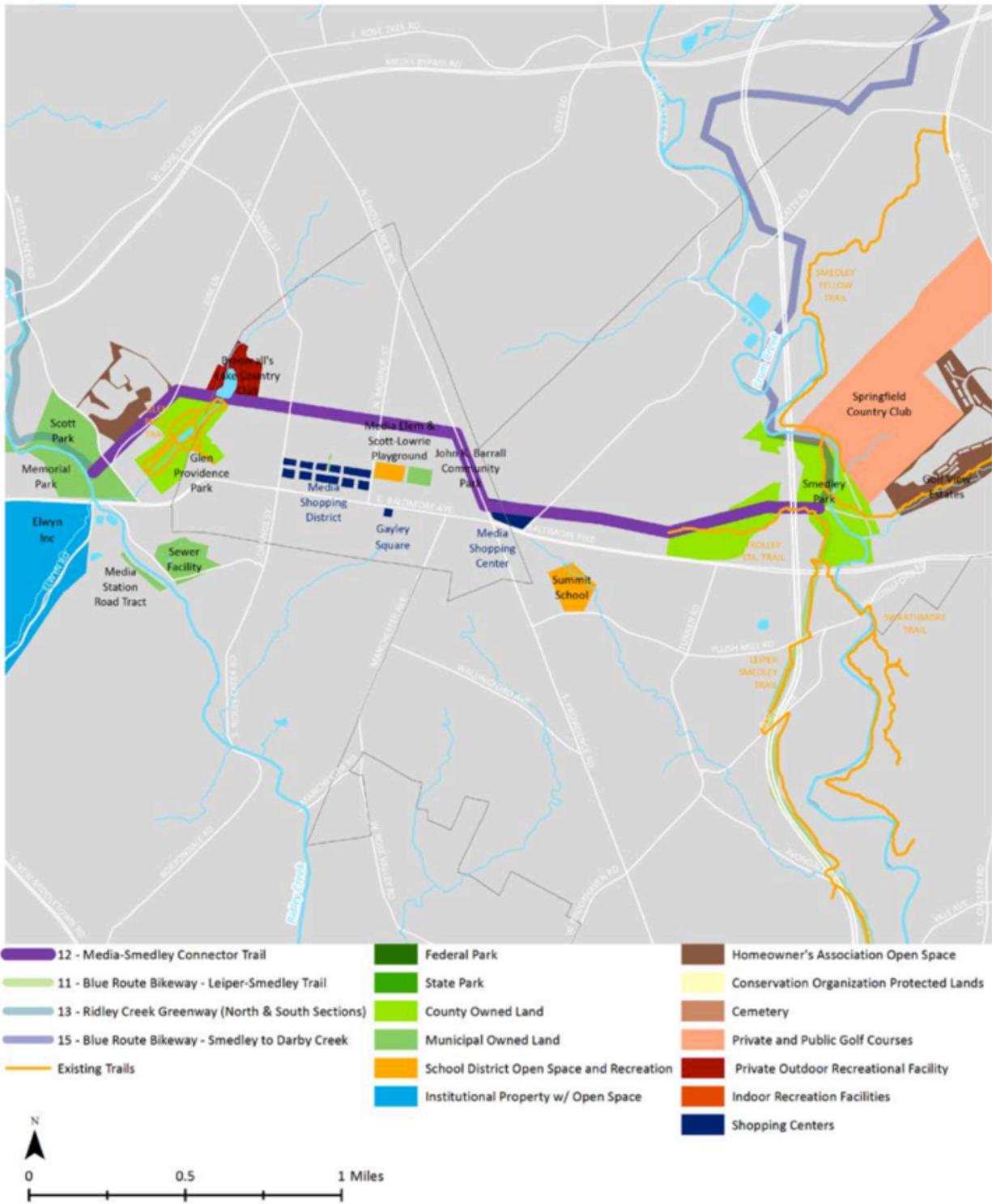
Number of survey respondents desiring bike facility, August 2015



Data and orthophotography source: Borough of Media, 2015; DVRPC, 2010-2015

### Summer 2015 Public Survey Summary

There was significant interest in bike facilities for most of the major roadways in the borough, with the state-owned roadways (Orange, Providence, and Baltimore) having the greatest interest—which makes sense, as these are the roadways that present the greatest safety challenges to bicyclists. However, these roadways present unique implementation challenges, owing to the BOP issue, making it desirable to find parallel roadways where possible. For full details on survey feedback, see Appendix A.



### Media-Smedley Connector Trail

Delaware County’s recently-adopted greenways plan includes a connector trail that would link Glen Providence Park (and the Mineral Creek area beyond) with the Leiper-Smedley Trail and other points east. This connection was only conceptually defined in the plan, and includes a routing on 3rd Street in Media—which would be challenging without modifying street directions.



## Proposed Plan Network Street Widths and Treatments

Street	Width	Recommended Treatment	Notes and Supplemental Strategies
<b>PHASE I</b>			
3rd Street	26' (two 13' combined parking and travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	
5th Street	34' (two 17' combined parking and travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	Primary connector.
Edgmont Street	36' (two 8' parking lanes and two 10' travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	
Front Street	33' (most constrained cross section is adjacent to courthouse: 14' diagonal pkg lane, 8' pkg lane, one 11' travel lane)	One-way sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	Primary connector.
Haldeman Street	30' (two 7/8' parking lanes and one shared 15' bidirectional travel lane)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	

Street	Width	Recommended Treatment	Notes and Supplemental Strategies
Jackson Street (South of 5th)	36' (two 8' parking lanes and two 10' travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	Primary connector. For a more bike-friendly crossing of Baltimore Avenue, pursue in-pavement bicycle loop detectors to actuate green phase.
Jefferson Street	36' (two 8' parking lanes and two 10' travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	Primary connector.
Radnor Street	35' (two 7/8' parking lanes and two 10' travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	
<b>PHASE II</b>			
Jefferson Street	36' (two 8' parking lanes and two 10' travel lanes)		Phase II option: to ease bike through-movements on this primary east-west connector, remove one or more stop signs from Jefferson (such as at Gayley), and replace with additional speed humps (Jefferson becomes a "Neighborhood Greenway").
Jackson Street (North of 5th)	25' (one 8' parking lane and one 17' travel lane)	Option 1: Southbound sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	Option 2: Relocate parking to west side of street. Create northbound contra-flow buffered bike lane on east side of street. Southbound sharrows spaced no wider than every 250 feet, minimum 2 sharrows per block.

Street	Width	Recommended Treatment	Notes and Supplemental Strategies
Orange Street	30' typical (one 8' parking lane northbound and two 11' travel lanes); 36' from Baker to Third (two 8' parking lanes and two 10' travel lanes)	Bidirectional sharrows with signage if desired, coordinated with Borough wayfinding program. Sharrows should be spaced no wider than every 250 feet, minimum 2 sharrows per block.	BOP would be required under present PennDOT policy.
Providence Road	30' (two 4' marked shoulders and two 11' travel lanes)	Convert 4' marked shoulders to 4' bike lanes; fill in gaps where shoulders disappear.	Pursue high-visibility intersection treatment where Providence Road crosses Baltimore Pike. BOP would be required under present PennDOT policy.
<b>FUTURE</b>			
Trail connections		In coordination with Delaware County, pursue feasibility work for connections to Leiper-Smedley Trail and to Ridley Creek/Mineral Springs via Glen Providence Park	Delaware County's proposed Media-Smedley Connector Trail.
Bicyclists' Baltimore Pike		Coordinate with Delaware County Planning Department on any westward extension of the Bicyclists' Baltimore Pike route, to include a connection to Media	

## What's a sharrow?

As noted above, the most visible components of the proposed Phase I implementation are shared-lane pavement markings (sharrows). This is because the street widths of the affected borough roadways are such that higher-level treatments such as marked or separated bike lanes cannot be accommodated without removing on-street parking lanes, which could be highly disruptive for residents. The Phase I network includes streets that are already fairly comfortable to bike on, given typical automobile traffic intensities. The proposed sharrows will endorse these streets as good places to bike, encourage more bicycling, and also make drivers aware that they should expect to see cyclists.

**BICYCLE NETWORK PLAN**  
To get sharrows installed, a street must be in the Bicycle Network Plan.

**ENCOURAGE SPECIFIC STREETS FOR BICYCLE USE**  
Sharrows can encourage bicyclists to use streets that have fewer conflicts than other streets. For example, 13th and 15th Streets are used as an alternative to Broad Street, which has more auto traffic.

**GUIDE BICYCLISTS ALONG A BIKE ROUTE**  
Sharrows can be used to guide bicyclists through a confusing street pattern, or to link trails and bike lanes. Two examples are:  
- Sharrows on S. 59th St which guide cyclists between the Cobbs Creek Trail & the 58th St Greenway  
-The new sharrows in Memphis, Tulip, Columbia & Malborough Streets in Fishtown

**GUIDE CYCLISTS AWAY FROM BUS STOPS OR MARKED CARS**  
Sharrows are placed 11 to 13 feet away from the curb to encourage bicyclists to ride outside of the "door zone", where parked cars may be opening their doors, and away from the curb where buses stop. On streets with only one side of parking, sharrows direct cyclists to ride away from parked vehicles.

**PROVIDE CONTINUITY**  
Sharrows allow the continuation of bike lanes where it is not possible to include a bike lane. Some examples are:  
- 66th Ave between 10th & 12th Sts  
-Berks St

**FILL GAPS IN THE BIKE NETWORK**  
The Bicycle Network Plan identifies a network of streets & trails that bicyclists can use. Where no good streets are available for bike lanes, sharrows fill in the gaps, especially where there is demand. One example is Main Street in Manayunk.

**WHERE DO SHARROWS GET PLACED & WHY?**

**Top:** This graphic from the Philadelphia Mayor's Office of Transportation and Utilities explains how sharrows are used in the city (Source: [bicyclecoalition.org](http://bicyclecoalition.org))

**Right:** Sharrow pavement marking on a residential street in Swarthmore Borough



## Additional Details for More Complex Plan Concepts

### Bicycle loop detector at Jackson Street crossing of Baltimore Pike (Phase I)

Under the current signal design, a green phase for Jackson Street crossing Baltimore Pike is only triggered by either automobile or pedestrian actuation. Bicycles do not trigger the in-pavement loop detectors that detect cars, and so their options for crossing Baltimore Pike are to wait for a car to trigger a green cycle, dismount or ride on the sidewalk to press the pedestrian pushbutton, or cross on red. Since Jackson Street is a key north-south bike connector in the plan, the proposal here is to invest in in-pavement detectors for bicycles at the northbound and southbound approaches of this intersection. As an alternative, video detection could also be used, likely at comparable cost. Peter Koonce, Manager of Signals, Lighting, and ITS for the City of Portland's Bureau of Transportation, indicated by email that the city has had good experiences with both technologies, but has a general preference for in-pavement detection due to fog visibility issues for video detection (which would be less of a concern for Media), and a sense that in-pavement detectors are more reliable for motorized traffic. Regardless of the technology chosen, the signal plan at Jackson Street and Baltimore Pike would need to be modified to include the new bicycle detectors and timings.



**Left:** bicycle-compatible loop detector installation in Michigan, with pavement marking (Source: [m-bike.org](http://m-bike.org))

**Bottom:** MUTCD-compliant instructive signage for bicyclists following installation (Source: MUTCD, 2003)



### Neighborhood Greenway **option** for Jefferson Street (Phase II)

Like Jackson Street, Jefferson is a key cross-town connector in the plan network. To help prioritize bicycle movements, one option for implementation is to build on the speed humps that have been installed on the eastern portion of Jefferson Street, and convert one or more 4-way stop-controlled intersections (such as at Gayley Street) into 2-way stop-controlled intersections, replacing stop signs that are removed with additional speed humps, which are easily mountable by bicyclists. Any stop sign removal should be based on an engineering study in conformance with MUTCD warranting guidelines. Depending on resident preferences, additional traffic calming treatments that prioritize bicycle through movements could also be pursued, making Jefferson Street into a true Neighborhood Greenway.



**Left:** Seattle Neighborhood Greenway with speed humps, sharrows, and wayfinding signage (Source: [seattlebikeblog.com](http://seattlebikeblog.com))

### Northbound Contraflow bike lane for Jackson Street north of 5th Street (Phase II **option**)

The one-way southbound portion of Jackson Street is a challenge to full north-south connectivity across the borough. An option for Phase II plan implementation is to pursue a northbound contra-flow bike lane for these blocks, which would require relocating parking to the western frontage of the street. A two-way bike connector for Jackson north of 5th would connect with the proposed bike lanes on Providence Road (also a Phase II plan element). It would be desirable to supplement these facilities with traffic calming treatments where the 5-point intersection meets Jackson Street, to slow southbound vehicle traffic.



Contraflow bike lane example similar to N. Jackson Street Option 2, Portland, OR (source: NACTO)

## Sketch Cost Estimate for Implementation of Phase I

### INSTALLATION COSTS

#### Sharrows with supplemental signage:

- 5th Street: 0.57 mi
- Jackson Street: 0.5 mi
- Front Street: 0.71 mi\*0.5 (1 way) = 0.35 mi
- Jefferson Street: 0.75 mi
- Egmont Street: 0.26 mi
- 3rd Street: 0.08 mi
- Haldeman Street: 0.15 mi
- Radnor Street: 0.25 mi
- TOTAL = 2.91 mi
- Cost: \$4,000 per mile for each direction, or \$8,000 per mile for two-way facilities (assumes 250 ft sharrow spacing and supplemental signage every ~.25 miles)
- 2.91 miles \* \$8,000 = **\$23,280**

#### In-pavement loop detectors with signage for two Jackson Street approaches of Baltimore Pike:

~\$10,000 each including installation = **\$20,000**

**Total Phase I = \$43,280\***

\*plus contingency/additional design services (Neighborhood Greenway treatments for Jefferson Street would also be additional)

Source: Bushell, M.A., Poole, B.W., Zegeer, C.V., & Rodriguez, D.A. (2013). *Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public*. Chapel Hill, NC: University of North Carolina, Chapel Hill, Highway Safety Research Center.

### MAINTENANCE / REPLACEMENT COSTS

It bears noting that the sharrow pavement markings, the most visible components of Phase I, like all pavement markings, will require regular replacement with recurring installation costs. Generally speaking, pavement markings, whether water-based or thermoplastic, should be expected to last at least 5 and up to 10 years, with replacement costs that are comparable to initial installation costs, though a new striping plan would not be required. That said, the costs for sharrow installation noted above are likely conservative (high) for Media Borough, as they are drawn from sources that typically assume the use of third-party contractors. If the borough public works staff are able to mark sharrows, both installation and maintenance costs could be considerably lower.

The other components of Phase I (signage and signal equipment) will also require periodic maintenance, but on a less regular basis.

## APPENDIX A: Online Survey Details and Results

Media Environmental Advisory Council (EAC)  
Transportation and Land Use Subcommittee  
August 2015

### The survey:

- Was promoted widely online beginning June 12, 2015
  - Transition Town Media, Media Business Authority newsletter, Media Borough web site, AllThingsMediaPA blog, Bike Delaware County listserv, Media Farmers Market newsletter (and Facebook/Twitter), and on Nextdoor Media
- Received 242 responses as of July 31, 2015 (survey closed on that date)
- Was successful in reaching folks outside the bike enthusiast community:
  - 56% of respondents cycle 'occasionally' or 'never'
- Reflected broad support for bike facility improvements in Media
- Was an online survey with a convenience sample, and consequently is not necessarily representative of the views of all Media residents

### Detailed results:

How often do you or someone in your household bike in Media Borough?

241 out of 242 people answered this question

1	Occasionally; maybe once a month	84 / 35%
2	Never	52 / 22%
3	Once or twice a week	50 / 21%
4	Several times a week	46 / 19%
5	Every day	9 / 4%

For what trip purposes do you bike in Media Borough (select all that apply)

242 out of 242 people answered this question

1	Exercise/recreation	174 / 72%
2	Shopping	95 / 39%
3	Social	77 / 32%
4	None	48 / 20%
5	Personal business (doctors' appointments, etc)	43 / 18%
6	Work commute	27 / 11%

What would encourage you to bike more in Media?

242 out of 242 people answered this question

1	Bike lanes or other painted bike facilities	169 / 70%
2	Better connections to regional trails	110 / 45%
3	Cycletracks or other separated bike facilities	93 / 38%
4	More bike parking in town	79 / 33%
5	More bike parking at SEPTA stations	30 / 12%
6	Nothing; I bike about as often as I want	27 / 11%

If you had to choose just one, please choose the in-street bike facility type that you think is most appropriate for Media Borough. In other words, if we are painting an in-street bike network, which type of facility should be most common?

241 out of 242 people answered this question

1	Standard Bicycle Lane	110 / 46%
2	Protected Bicycle Lane	66 / 27%
3	Buffered Bicycle Lane	36 / 15%
4	Marked Shared Lane ("Sharrows")	29 / 12%

Please choose the streets in Media Borough where you'd like to see bike facilities (as shown in question 4).

227 out of 242 people answered this question

1	Providence Road	130 / 57%
2	Orange Street	123 / 54%
3	Baltimore Ave/Pike	115 / 51%
4	Jackson Street	109 / 48%
5	State Street	102 / 45%
6	Monroe Street	100 / 44%
7	Jefferson Street	92 / 41%
8	Front Street	90 / 40%
9	Manchester Ave	80 / 35%
10	Olive Street	75 / 33%
11	Edgemont Street	71 / 31%
12	3rd Street	63 / 28%
13	2nd Street	54 / 24%
14	4th Street	52 / 23%
...	Other	425 / 187%

**Other comments:**

*If you have any other comments, thoughts, or preferences, please share them here!*

1. There should be a place for bicycle commuters to shower. Maybe there could be a special promotion for bike commuters to use showers at a local gym.
2. I would love to bike more in Media but am very anxious to do so because there's no barrier between the cars, and I just don't feel safe--especially since I have my 1 year old in tow in the back. Thanks for helping make Media a safe biking town!
3. Media needs to do this yesterday. There is no room on State Street and Balt Pike though. Protected lines, places to lock bikes. This community has the perfect attitude, demographic, and commitment/need for sustainability to make this happen.
4. We desperately need bike lanes in Media!! Just came from Europe and their bike-centric culture is the way it should be, especially in a town like Media!
5. Would like to see more pedestrian-friendly sidewalks and crosswalks, in addition to bike lanes. Need to protect our "walking" town as well to encourage residents to solicit our local businesses.
6. More mt biking trails
7. Biking around Media is fairly easy even without spending money for improvements. I suppose we could add more bike stands, but I lock mine against a poll if I can't find a stand which doesn't seem to cause a problem. Adding lanes to the majority of streets seems like a wasted effort. I do find it difficult to ride down Orange St. sometimes - a lane could be helpful there. I avoid Providence Rd. as well as State St. unless it's a quiet hour. A bike lane on State St. would add to the congestion. Some drivers can barely handle the trolley alone, much less worrying about a bike lane on the other side. For the record, I'm 29 with no kids.
8. Bike/walking path in Rosetree Park like SleightonPark
9. This is unnecessary. Biking is easy in media now. Designated bikes lanes are not needed.
10. It's hardly wide enough to walk on Providence Road; so unlikely that a bike lane would fit on this major traffic route.
11. I would like to see enforcement of traffic laws when cyclists break them. I frequently see cyclists run stop signs and red lights and fail to signal turns.
12. I live just outside borough in Middletown we desperately need bike lanes to connect to media
13. Thank you for considering this. This would be a really great addition to this great town.
14. Media is not the worst town for bike riding. You (of course) have to be cautious at stop signs and for oncoming traffic. If you have ever been to Evanston, IL.....that is about the best I have ever seen.

15. Some of the questions are overly narrow. Different types of bike lanes might be appropriate for Baltimore Pike or Providence Rd (such as a buffered lane) than for other streets, like Edgmont or Orange (where a normal bike lane might do). Signage and improved awareness may be more important than bike lanes, as space on the roads is limited, and bike lanes might not be realistic on some of the roads that I specified.
16. If there were bike routes I would feel comfortable taking my 6 year old and 2 year out on nightly rides
17. Bike trails please!
18. Study other countries and towns that have successfully achieved bike friendliness -- There are a lot of good and inspiring success stories that I've read.
19. It would be nice to have bike lanes from mansion drive to rose tree park to 252 for kids to bike to school and from rose tree park all the way to center of Media.
20. Biking works in towns if the riders are courteous too. Often cyclists don't obey the laws and it causes frustration to drivers too. Being a cyclist and driver is see both sides. Bikers need to share road and not act entitled themselves
21. Encourage bikers to use the borough streets by making them safer by designating safe spaces. More importantly enforcement is critical.
22. I would love for my family to be able to bike from Middletown to and through the borough!!!
23. Media is the ideal Borough to bike. I don't do it because people here drive like crazy. But having bike lanes would improve the situation.
24. Anything would be better than the current situation - which is nothing! Glad someone is thinking about this!!
25. The borough really needs a bike/skate park for the kids/teens/adults to use.
26. I feel Media, is too busy with businesses and highways to encourage cyclists. Too dangerous
27. BIKE SHARE?
28. Parking needs and narrow streets make Sharrows the best alternative for most streets with the exception of the "the Box". Bike lanes might be created on Jasper and Baker with north /south connectors on Manchester/Halderman and Lemon. Halderman to 2nd to Monroe to Baker completes the Box. Extending the Baker side of the box into the lots adjacent to 252 would also give access to the Acme shopping center. Bike parking facilities should be on the streets in the Box and not on State street. This would separate the pedestrian and heavy vehicular traffic from the cyclists and encourage use of the box rather than State st. Cyclists don't need to park exactly at their destinations as their "payloads" are easily carried the one block back to their bikes.

29. Please help make Media more bike friendly!
30. Seems like almost every street in Media has parking and wouldn't be wide enough to also accommodate bike lanes, hence sharrows.
31. Good luck! It would be great to be a bike friendly town.
32. We need bike lanes and parking facilities in Media!!!
33. I live in and love the borough, and I would bike here often if something could be done to protect bike riders from cars. Media police need to crack down on speeding, running red lights and other traffic violations before I'll feel comfortable with anyone in my family biking during the week. I also work less than 2 miles from the borough and I would ride my bike at least 300 days a year, but it is NOT safe to do so with no bike lane, no shoulder, and no enforcement of even the most basic of traffic rules
34. Hey
35. Ok
36. Great idea
37. I think State Street is very important and needs to be laid out in a safer manner, as currently we are caught between trolley tracks and car doors.
38. It would be great to have a bike share program - like the one that exists in Philly.
39. Please make biking in Media safe! There are so many of us that would love to ride around instead of drive.
40. The biggest detriment to bicycling in Media is the heavy traffic and the excessive speeds and failure of many drivers to observe stop signs.
41. I am from Philadelphia
42. There is a need to educate people driving cars to pay closer attention to public safety. There is way too much inattentive driving going on ... a danger to bicyclists, pedestrians and other drivers. Everyone has the right to "Arrive Alive".
43. I mostly do not ride bike in media because so hilly . I do not ride elsewhere since my son gave my bike away. He used to ride from here to phila and back on Baltimore pike at 3pm and 3pm . He used to ride to pence st over orange to rose tree rd to road to tyler. On roads without parking a bike lane would be great. We would need more parking before making bike lane where we now have parking which is why I chose shared lane image which at least reminds cars that bikes are also permitted
44. Bike lanes should not mean a loss of parking spaces. It is already very difficult to park on the street near your home if you live in the borough (especially on Jackson St near 5th and 6th).

45. I'm 72 & not likely to bike. It was discouraging when I was younger because Media is pretty hilly & many stop signs in flat areas. I used to go to the bike trail at Ridley Creek. But I'm all for "green" so I hope it works out.
46. Media's a great town. Making it more bike friendly would encourage people in the surrounding area to come and spend the day and could increase revenue.
47. It would be fantadtic to have a bike lane connecting Media to the Riddley Creek Park
48. I'm thrilled to see Media considering bike friendliness. Wherever we can is good. Please add a few bike racks on State St.
49. How about some area somewhere in media for my kids to ride their bike! We have NOWHERE to ride. They cry to take them for a bike ride all the time. They are 4 yrs old and there is no where safe at all around here.
50. It would be great if there were a way to bike from Media to the new rail to trail near Linvilla
51. id like to see a trail/route that is safe, starting on rte 352 by penn state campus and going into media borough. I would be happy to be on a committee.
52. Don't make traffic worse and increase accidents with bike lanes. Just encourage folks to uber or make parking better to reduce circling traffic.
53. I would love to ride my bike in Media but it's unsafe. Same problem in all the surrounding communities about time we addressed it. Thank you!!
54. I would bet more folks in media would use A dedicated bike trail versus the trolley line that goes to 69th St. station. Media and the surrounding townships need more sidewalks and bike trails
55. Media needs more designated bike parking along State Street, to encourage more cyclists.
56. Please approve this!
57. "Police need to issue warnings to the riders without helmets. There is on nutty woman with a child in a bike seat who rides up and down State and has no helmet on brainless head. And she is riding on State St...Of all streets in the Borough and she rides the most dangerous with her child and she has no helmet!
58. Nonsense. "
59. I live outside the borough and would love to be able to bike into Media. A marked bike lane along Orange Street and Manchester Avenue would make that possible. Currently there is no safe way for bikers to get into town.
60. I would love to have more safe ways to bike to, through and around Media. I would love to connect Media to other biking trails in Ridley Creek State Park, on Linvilla's trails and Indian

Orchard Park's trails. That way I could safely ride to work and to shopping in Media. This is great idea!

61. If parking is reduced for bike lanes then I do not want bike lanes. It is difficult enough to find parking without reducing the number of spaces in the boro.
62. There is no space on State St. for bicycles due to the trolley, parking, and narrow sidewalks. Is the idea to shut down the street to all traffic?
63. Would be nice to have Baltimore Pike from Springfield Mall into Media.
64. Please work with the surrounding townships to encourage more bike lanes that connect to Media burrough. E Rose Valley Road to Manchester is particularly inhospitable to bikers, but a prime connection to the burrough from the Rose Valley area. I'd like to see that be safer for both bikers and pedestrians.
65. Media could make the town more bikeable and set the tone for the County to be more bike friendly. Thank you.
66. Media desperately needs bike lanes - please make this a top priority. Also, we need to change the car-centric culture and foster a "share the road" mentality, and create more awareness of cyclists and their rights.
67. I live in Rose Valley. It is dangerous for bikers or walkers. I'm surprised there have not been more accidents...I guess bikers and walkers usually stay away. I would like to see sidewalks(!) and bike lanes on Manchester/Rose Valley Rd. Media is mostly a different entity but they are connected.
68. I have noticed while biking that state street is the most congested area to bike. Lanes will be great and effective though bike awareness is equally important and the sooner media drivers can see the streets as a shared space the more comfortable I will feel biking in town.
69. I have been hoping media would work towards a more bike friendly town! The cars of our non media residents drive too fast for a safe bike ride around here!
70. I would like to cycle in the Media area and let my children do so, but I am terrified by the absolute zero amount of safe space for cyclists, and we avoid cycling because it feels so perilous on these narrow streets.
71. I used to bike all around Media, Swarthmore and Wallingford as a kid. Now it is scary! the roads are too busy and the drivers too crazy. I worry about my husband and son riding the streets of Media and wish that bike lanes could be put in or at least some bike trails other than ridely creek.
72. Media is a great place to bike. It's just that sometimes the major, busy streets are unavoidable, and since I often bike with kids, I wish they were more bike friendly. Thanks for doing this!

73. Making the 3rd St. bridge easier and safer to cycle across is a priority for me.
74. Media Really needs bike lanes and a bike and ride (skating, skateboarding, etc) friendly policy!! Urgently! It is an environmental and social need!
75. Thanks for proposing these possibilities
76. Protected bike paths will allow children to safely bike in town.
77. Will a study be performed to determine how many actually bike now, and where, before money is spent for spring/summer recreational riders?
78. Thank you for allow input into these decisions.
79. Extend to upper providence!
80. It would be great if there was a lane connecting 352 and S Old Middletown Road to Media. Or at least along S Orange Street. It would also be helpful to have motorcycle and scooter parking in downtown media and at the train stations.
81. I generally have no great difficulty biking and feeling safe in Media with the notable exception of having to cross over Route 1 on Providence Road which is, in my opinion, much more hazardous than it needs to be. This would be the very first place that I would address in the Media-area. I realize it's outside the borough, but one of the best activities in the summer is the Rose Tree Festival at the Park which is almost impossible to ride a bike to without risking one's life. I should mention that while I feel experienced enough making the trip, it's when the kids are with me that it becomes a harrowing excercise. I would love to see this addressed in some way. Thanks for working on this!
82. I used to bike a lot before I moved to Delaware county. I quit because the county has old roads lacking shoulders and sidewalks. This area, including much of Media, is dangerous for pedestrians and cyclists. The WHOLE county needs modern infrastructure, not only Media. And some safe rec trails would help. Especially if they don't run under 476.