

## NEW Comments! — Transportation Policy Paper

### Public Transportation Policies

**Comments:** A very interesting article in recent Washington Post. "Anyone who has used public transportation in Western Europe, Australia or Japan is struck by the fact that U.S. transit is decades behind the state of the art. China, too, is investing heavily in building public transportation infrastructure. The fact that the vast bulk of transit ridership in the United States is concentrated in the 50 top metropolitan areas, which together account for almost two-thirds of economic activity in the United States, underscores the critical link between public transportation and American competitiveness. If America continues to neglect transit, it will stunt its own economic prospects." **Screeching to a Halt — On mass transit, the nation is falling perilously behind.**

<<http://www.washingtonpost.com/wp-dyn/content/article/2008/06/07/AR2008060701651.html?wpisrc=newsletter>>

Chester County (out to Parkesburg, Atglen, and consider Lancaster ),and surrounding counties (including Wilmington and Newark Del) need much better representation and support with SEPTA. Why is it that SEPTA rail service can extend into Del, but bus service between Wilmington and Gap (Route 41 corridor) does not.

Thanks

**Comments:** Ensure covered waiting areas for mass transit users where feasible, and where infeasible, at least small, firm, permeable surface pad on which to stand. Standing in high, wet grass, snow, etc. in your work shoes and slacks is a real incentive to NOT use a bus.

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### Non-motorized Policies

**Comments:** Touching on both point T.2.3. and T.2.6 I suggest that some streets and roads be given a multi-use designation, where the speed limit would be set at 15 mph. This is the speed limit on many park roads. This would still permit motorized vehicles but be a disincentive to their use while making the right-of-way much safer for pedestrians, bicyclist, horses, buggies, golf-charts, or other slow-moving vehicle.

**Comments:** Give high priority to ways to provide safe bike and pedestrian connections within one mile of public schools.

**Comments:** Around schools would be a good start, but this is already in place, as most schools have a 15mph "school zone" speed limit. The irony is that most schools are now built far from dense residential areas, but that's another topic. I was thinking main streets in areas with downtown revitalization - Coatesville, Downingtown, West Chester, Phoenixville, Malvern, Oxford, Kennett Square. Have 2-3 blocks of slow 15mph speed zone, this makes for an ideal environment for retail, bars and restaurants. Because these traditional towns have a grid street network, cars could use parallel streets to avoid the "slow zone." Gay Street in West Chester would be a good candidate. delivery trucks could still access the stores on the street. Note that Gay Street already has a 25mph speed limit. In a more general sense, what about just lowering the speed limit by 10mph every where in the county. Making 45mph the maximum speed and 15mph and 25mph the norm on secondary roads rather than the current 25 - 35mph.