



HAVERFORD

**WALKS &
BIKES**



Bikeable Streets without Bike Lanes

Buffer and Shoulder Stripe Updates

Darby Road and Lansdowne Avenue
Buffer and Shoulder Stripes Implemented 2019

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Goals and Objectives

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Goals

- Improve Township livability and desirability
- Improve road safety
- Help residents find safest roads

Objectives of Striping

- Determine feasible safety/bicycling improvements
- Focus on no-cost / low-cost possibilities



Methods

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- DVRPC/BCGP for more sophisticated methods, like LOS and network
- Every township should identify major roads with sufficient width to allow for a shoulder stripe, bike lane or “Safety Buffer Zone”
- Inexpensive opportunities, cost of paint only
- Road width at least 26-28 feet wide recommended for useable shoulders (though any stripe is good)
- Retain street parking where it exists now



Bicyclists Baltimore Pike



Haverford Path

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Earlington Road

- Recommended striping on 11 miles of roads
- Improve motor vehicle compliance with speed limits
- Create better sense of community
- Make Township a more desirable place to live
- Reduce some auto trips (chauffeuring children, etc.)
- Reduce congestion, fuel use, greenhouse gas emissions



Haverford Bike Network "Before" Conditions



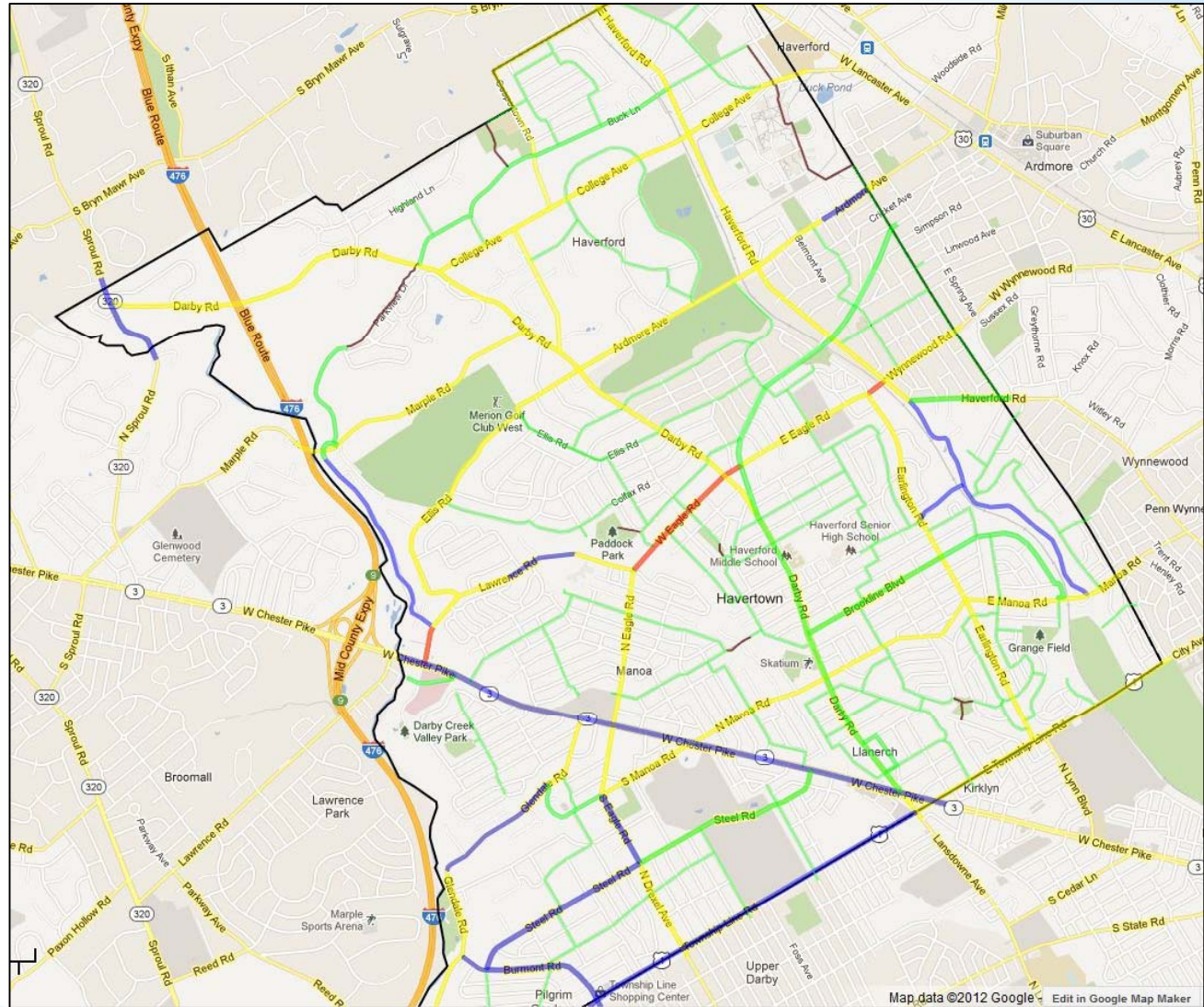
HAVERFORD WALKS & BIKES

A/B Excellent/Good
Suitable for all cyclists

C Fair
Suitable for adults;
kids with permission

D Poor
Suitable for advanced
bicyclists only

E Deficient
Not conducive to
bicycle travel





Haverford Bike Network Basic Improvements



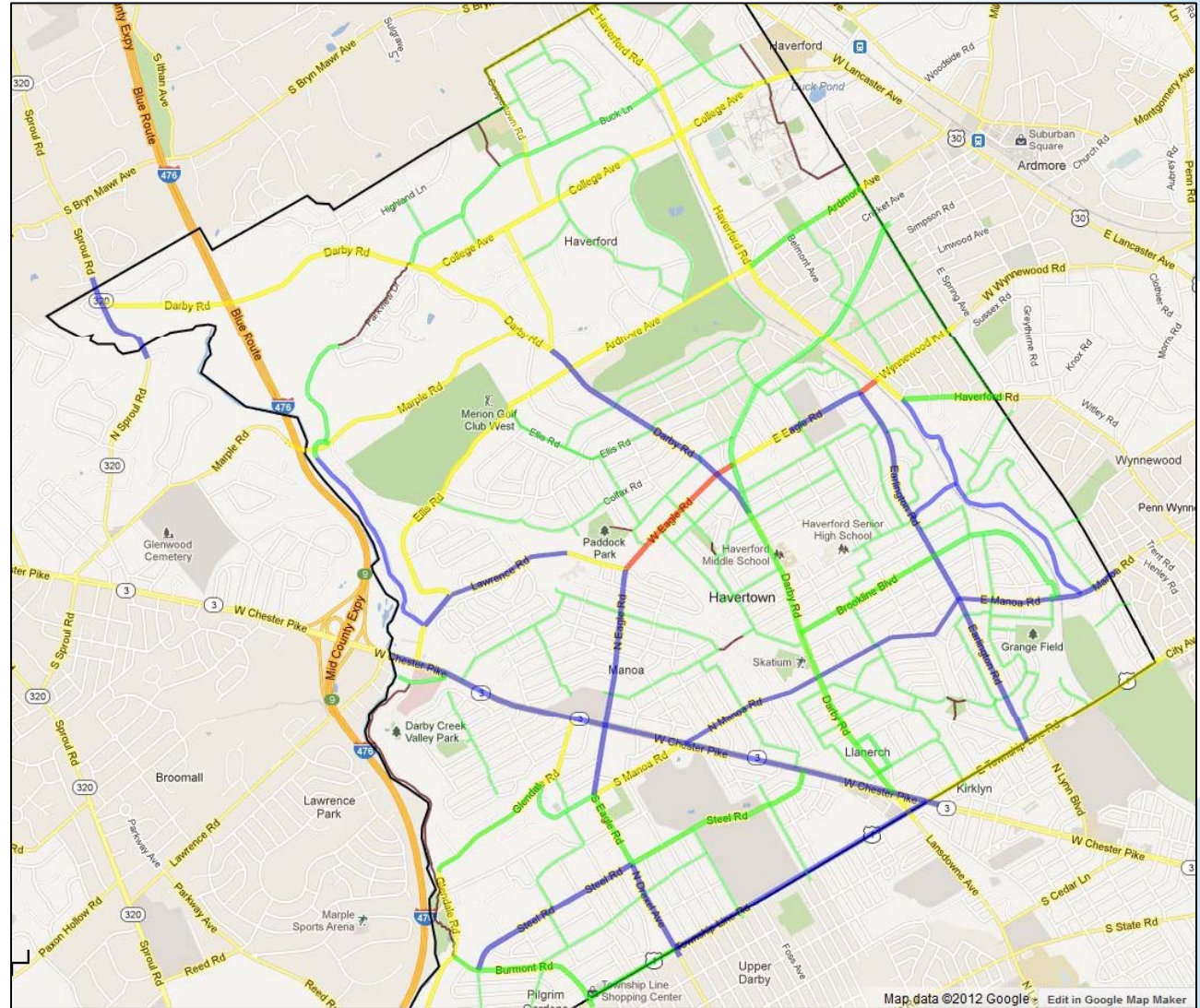
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Implementation



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- PennDOT did 8 miles of shoulder striping with “in-house design” 2015-16 - nearly all Haverford major roads are state roads
- Darby Road with 2 lanes in each direction required waiting for repaving, requesting PennDOT striping redesign with assistance of DVRPC, BCGP and DelCo Planning Dept.
- Variable road width didn't allow for Bike Lane, alternative proposed for “Safety Buffer Striping” - a double stripe between parking/traffic lane
- BCGP publicized PennDOT 5 year road schedule, we made redesign request
- Township Commissioner facilitated PennDOT interactions until complete



Ardmore Ave. Shoulder Stripe

Safer roads with no or very little budget impact



Striping Takeaways

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- Easy to assess
 - Can be easier without using LOS
 - Google Earth to measure and ID all ≥ 26 ft wide 2 lane roads to confirm suitability
- Easy to implement, concurrent with annual striping
 - Requires PennDOT engineering field verification / marking
 - Requires repaving project if more than a shoulder stripe
- Narrower lanes cut speeding average 7 mph
- Done by PennDOT after serious incidents, why not implement everywhere before a problem manifests?

Example Opportunity - Before/After Lansdowne Avenue - 2019



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Most 2 lane segments
Suitable for Shoulder
Striping:

> 28 ft width or more
typical of most of
its length

"Simple" Process:

- UD Propose to DOT
- DOT evaluate and concur
- DOT implements at next annual restriping
- Any needing moving existing line must wait until repaving



Example Opportunity - Before/After Darby Road Buffer Striping



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2 lane each way with
Existing Parking Lane
Striping:

Variable width and
some insufficient for
Bike Lane

Process:

- Propose to DVRPC, get them to request of PennDOT
- DOT commissions evaluation and design
- Buffer stripe concept “new” but acceptable

