Trails, Trains & Traffic
2019 Transportation Forum

Chester County Planning Commission
Environment & Infrastructure Division
Introductions
How We

CONNECT

Goal: Advance efficient, reliable, and innovative transportation, utility, and communications infrastructure systems that responsibly serve thriving and growing communities.
Circuit trails
Public transit enhancements
Roadway network focus areas
Transportation Funding Process
CONNECT Recommendation

1. Advance implementation of transportation improvements

Advance the funding and implementation of transportation improvements with a prioritized inventory of projects and coordinated advocacy.
• Every two years…
TII Summaries:

2017 TII:
- 508 proposed roadway, bridge, bicycle and pedestrian, freight, and transit projects;
- Estimated cost of $4.25 Billion.

2019 TII:
- 533 proposed roadway, bridge, bicycle and pedestrian, freight, and transit projects;
- Estimated cost of $4.41 Billion.
Interactive TII Map (new this year):
The transportation priorities for Chester County were developed in conjunction with:

- Chester County Board of Commissioners
- Chester County’s Pennsylvania Senate Delegation
- Chester County’s Pennsylvania House of Representatives Delegation
- Chester County Planning Commission
- Chester County Department of Facilities and Parks
- Chester County Economic Development Council
- Chester County Conference and Visitors Bureau
- Greater Valley Forge Transportation Management Association
- Pennsylvania Turnpike Commission
- Pennsylvania Farm Bureau
- PennDOT District 6
- Transportation Management Association of Chester County
- Western Chester County Chamber of Commerce
Transportation Priority Projects Brochure

Our Priorities

2019 Chester County Transportation Priority Projects

Public Transportation
- Keystone Corridor/Paoli-Thornadale Rail Stations: Engineering and construction
- SEPTA Paoli-Thornadale Extension: To Coatesville and Pottstown
- Chester Valley Trail: Exton to Atglen
- Bicycle & Pedestrian Improvements (Station)

Bicycle and Pedestrian
- Struble Trail Extension: Preliminary engineering
- West Chester Pike "Better Bus" Pilot Implementation
- Public & Pedestrian Improvements: Sidewalks, transit connections, multi-use trails

Our Projects

Roadway
- Darby Road Extension: North Valley Road Bridge
- US 202 Section 100: Preliminary engineering and final design
- US 202 Section 200: Operational Improvements
- PA 896: Corridor Safety Improvements
- PA 10: Corridor Safety Improvements
- PA 113/US 30 Bypass to Peck Road

Intersections
- Critical Intersections (Examples)
  - Township Line Road @ PA 23 Bridge St. @ Kent Road
  - PA 926 @ Baltimore Pike

Bridges
- Critical State, County, and Municipal Bridges (Examples)
  - Howarth Road over N5
  - West Bridge Street over Armist
  - Lyndell Road over 69 Brandenburg Creek

Transportation Improvement Program (TIP) funded
## Transportation Priority Projects in Chester County
### Status – August 2019

#### Highway & Trail Projects

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>Scope</th>
<th>Cost (millions)</th>
<th>Current Status/Phase</th>
<th>Anticipated Construction</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>US 202 over Amtrak</td>
<td>Major bridge rehabilitation</td>
<td>26.4</td>
<td>Construction</td>
<td>Complete by end of 2019</td>
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<tr>
<td>2</td>
<td>US 202 at PA 926</td>
<td>Additional turning lanes for EB 926/SB 202</td>
<td>3.3</td>
<td>Preliminary Engineering</td>
<td>2021</td>
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<tr>
<td>3</td>
<td>US 202 Section 100</td>
<td>Capacity adding</td>
<td>TBD</td>
<td>Unfunded in DVRPC Long Range Plan</td>
<td>TBD</td>
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<tr>
<td>3a</td>
<td>US 202 Section 100/US 1</td>
<td>ITS Corridor Improvements</td>
<td>3.3</td>
<td>Construction</td>
<td>2019-2020</td>
</tr>
<tr>
<td>4</td>
<td>North Valley Road over Amtrak</td>
<td>Replacement of Valley Road bridge</td>
<td>20.9</td>
<td>Final Design</td>
<td>2021-2024</td>
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<tr>
<td>5</td>
<td>US 422 River Crossing</td>
<td>Widening to six lanes; PA 23 interchange</td>
<td>97.4</td>
<td>Construction</td>
<td>2019-2020</td>
</tr>
<tr>
<td>6</td>
<td>US 422 Pottstown Bypass</td>
<td>Reconstruction – no new capacity</td>
<td>136.0</td>
<td>Engineering/Construction</td>
<td>Present-2028</td>
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<tr>
<td>7</td>
<td>US 30 Coatesville/Downingtown Bypass</td>
<td>ITS improvements; Capacity adding (east of Reecville); Reconstruction only (west of Reecville); Completing Airport Rd and PA 113 interchanges</td>
<td>958.5</td>
<td>Preliminary Engineering</td>
<td>2020-2028</td>
</tr>
<tr>
<td>8</td>
<td>US 1: Longwood to Schoolhouse Rd</td>
<td>Widening to six lanes</td>
<td>8.0</td>
<td>Final Design/Right-of-way</td>
<td>2019-2020</td>
</tr>
<tr>
<td>9</td>
<td>US 1: MD/PA Line to PA 896</td>
<td>Reconstruction – no new capacity</td>
<td>107</td>
<td>Preliminary Engineering</td>
<td>2022-2027</td>
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<tr>
<td>10</td>
<td>US 1: PA 896 to School House Road</td>
<td>Reconstruction – no new capacity</td>
<td>139</td>
<td>Preliminary Engineering</td>
<td>2022-2030</td>
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<tr>
<td>11</td>
<td>PA Turnpike: Valley Forge to PA 29</td>
<td>Widening to six lanes</td>
<td>~255.0</td>
<td>Final Design</td>
<td>TBD</td>
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<tr>
<td>12</td>
<td>PA Turnpike: PA 29 to Downingtown</td>
<td>Widening to six lanes</td>
<td>~150.0</td>
<td>Final Design</td>
<td>TBD</td>
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<tr>
<td>13</td>
<td>PA Turnpike: Downingtown to Morgantown</td>
<td>Widening to six lanes</td>
<td>~350.0</td>
<td>Preliminary Engineering</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Long Range Plan:
Transportation Improvement Program (TIP):
Other Funding Opportunities:

**MULTIMODAL TRANSPORTATION FUND (MTF) PROGRAM**
Program Guidelines | February 2019

**Automated Red Light Enforcement (ARLE) Funding Program**
April 7, 2015

www.dot.state.pa.us/signals
County Trails Activity
7. Create a countywide, interconnected trail network

Develop and implement a countywide trail network that includes expansion of the Circuit, Greater Philadelphia’s regional multiuse trail network, and connecting local trails.
Schuylkill River Trail
Schuylkill River Trail - Phase 2
Chester Valley Trail
Harrisburg to Philadelphia

Map Source: Campbell Thomas & Co.
Chester Valley Trail - Phase 4a

Main Street @ Exton

Oaklands Corporate Center

Proposed Bridge

Chester Valley Trail - Phase 4a
Chester Valley Trail - Extension to Downingtown
Struble Trail
Northern Struble Trail Feasibility Study: Recommendations Summary

**Community Bike/Ped Study**
- **Honey Brook Township and Borough (3.5 miles)**
  - The former railroad corridor has dissolved into adjacent lands. No feasible physical alternative could be identified for a multi-use trail corridor.
  - Chester County has limited discontinuous ownership of this segment.
  - Recommendations in to complete joint recreation, gateway, and trail corridor planning as recommended in Honey Brook's park plan, in part to identify bikeway and multi-use path locations.

**Future Trail Extension**
- **Wyebrook Farm to Chestnut Tree Road (1.1 miles)**
  - This segment would support a Multi-Use Trail with Adjacent Bridle Path, but has challenging bridge and adjacent land encroachment issues.
  - Chester County owns the entire segment.
  - This segment should be reserved for a future trail connection to Honey Brook Township of Chestnut Tree Road.

**Develop Multi-Use Trail**
- **Glenmore Village to Wyebrook Farm Road (2.9 miles)**
  - This segment would physically accommodate a Multi-Use Trail with Adjacent Bridle Path.
  - Chester County and Wallace Township own the entire segment (parcel owned by RG2).
  - This segment could serve as an independent recreational facility.
  - Socially excessive are needed around the Water Resources Authority (WRA) Dorr Road control facility.

**Future Trail Extension**
- **Marshall Road to Wallace, Burgess Park (5.2 miles)**
  - This segment would physically accommodate a Multi-Use Trail with Adjacent Bridle Path.
  - Chester County has limited discontinuous ownership of this segment.
  - Wallace Township should engage a Glenmore Village Master Plan process in part to identify trail facility locations.

**Develop Multi-Use Trail**
- **Dorr’s Mill Road to Marshall Road (5.7 miles)**
  - This segment would physically accommodate a Multi-Use Trail with Adjacent Bridle Path.
  - Chester County has significant property ownership with limited right-of-way to be secured by negotiation.

- Development of Segment K would more than double the length of the Struble Trail.
Struble Trail Extension to Marsh Creek State Park
Warner Spur and Devault Trail
Devault Line Trail – Feasibility Study
Warner Spur
Southern Chester County Circuit Trail Study
Active Transportation Inventory (ATI)
CONNECT Recommendation

2 Advance multimodal transportation
Provide technical assistance and guidance review to advance multimodal transportation options.
“Being able to walk or ride a bicycle in your community is essential.”

“Please make sure to include pedestrian crosswalks along [public transit] routes. I currently take the bus as my primary transportation to work and have a rather unsafe walk to the nearest bus stop.”

“Serious thought and planning should be devoted to providing safe paths all around the county for cyclists”
ATI – Facility Types
Multimodal Circulation Handbook
**Municipal Recommendations**

**Ordinance Review**
A review of municipal ordinances revealed that many of the municipalities in the region are regulating bicycle and pedestrian facilities on some level. In the matrix below, a green designation means that the municipality has effective standards in place, a yellow designation means there are standards in place but their effectiveness is limited, and a red designation means that there are no standards in place within the municipal zoning or Subdivision and Land Development Ordinance (SALDO). As one can see from the matrix, sidewalks are the most defined and regulated standard for the region. Some of the region has regulations in place for trails but almost none of the region includes any type of standard for bicycles. Finally, only Upper Providence Township has an Official Map.

<table>
<thead>
<tr>
<th>Pedestrian Facilities—Sidewalks</th>
<th>Phoenixville</th>
<th>East Pikeland</th>
<th>West Vincent</th>
<th>Charlestown</th>
<th>Schuylkill</th>
<th>Upper Providence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are pedestrian facilities defined?</td>
<td><strong>YES</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>YES</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>LIMITED</strong></td>
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<tr>
<td>When required? (i.e., for what type of uses)</td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>Where required? (location, etc.)</td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
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<tr>
<td>Are sidewalks required?</td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>Is a minimum sidewalk width specified?</td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
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<tr>
<td>Reference ADA standards?</td>
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<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>Are bus ADA shelters required?</td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
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<tr>
<td>Are crosswalks required?</td>
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<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Multi-use Trails</th>
<th>Phoenixville</th>
<th>East Pikeland</th>
<th>West Vincent</th>
<th>Charlestown</th>
<th>Schuylkill</th>
<th>Upper Providence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are trail facilities defined?</td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
</tr>
<tr>
<td>When required? (i.e., what type of uses)</td>
<td><strong>LIMITED</strong></td>
<td><strong>YES</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
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<td>Where required? (i.e., location, linkages)</td>
<td><strong>LIMITED</strong></td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>Are trails mandatory or optional?</td>
<td><strong>LIMITED</strong></td>
<td><strong>YES</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>YES</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
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<tr>
<td>Ownership/maintenance responsibilities?</td>
<td><strong>YES</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
<td><strong>YES</strong></td>
</tr>
<tr>
<td>Is a minimum trail width included?</td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
<td><strong>YES</strong></td>
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<tr>
<td>Is a surface treatment specified?</td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>NO</strong></td>
<td><strong>LIMITED</strong></td>
<td><strong>NO</strong></td>
</tr>
</tbody>
</table>
Why important? (land development process)
Resurfacing Program - Opportunity

BIKE-FRIENDLY RESURFACING PROGRAM: MUNICIPAL FAQs
ATI Project Deliverables

- County-wide summary report
- Individual municipal reports
- Trail mapping
- Active transportation online tools
ATI Schedule / Next Steps

- Primary and peer reviews ongoing
- Development of recommendations and reports – Winter 2020
- Second public meeting – Spring 2020
- Project to be completed – June 2020
Keystone Corridor Improvements
6 Expand regional rail service
Support the expansion of local regional rail service to our urban and suburban centers and adequate parking at all regional rail stations.
Public transit enhancements
Devon Station

Devon Center District - Opportunities and Constraints
Easttown Township, Chester County, Pennsylvania

- Opportunities:
  1. Lancaster Avenue as a sole Vehicular/Passenger Control
  2. Devon Boulevard and Albertson Road as secondary Vehicular/Passenger Control

- Constraints:
  1. Steep slopes
  2. Varied depth and width of streets
  3. Flooded streets, wetlands, and waterways
  4. Drainage issues
  5. Existing zoning

Legend:
- Major Roadway
- Pedestrian Connections
- Remaining Land: Vacant
- Possible Civic Spaces/Park
- Recently Developed/Updated
- Horse Shown Complex
- Road Styles
- Major Vehicular/Pedestrian Conflict
- Transition Areas
- Drainage Issues

sources:
- GIS
- Survey
- Interviews
- Geophysical

TRAILS, TRAINS & TRAFFIC - December 4, 2019
Paoli SEPTA/Amtrak Station

Source: PennDOT / Michael Baker Corp.
Frazer Station

East Whiteland Train Station Feasibility Study
East Whiteland Township, Chester County

Prepared By:
McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Prepared For:
dvrpc

Immaculata Station Concept Plan

Immaculata Station Conceptual Aerial Rendering
Exton SEPTA/Amtrak Station

Source: DVRPC
Coatesville SEPTA/Amtrak Station

Source: PennDOT / Plan the Keystone
Coatesville – SEPTA Service
Parkesburg Amtrak Station

Source: PennDOT / Michael Baker Corp.
West Chester Rail Service

Source: SEPTA
Phoenixville Rail Service
ENHANCED BUS SERVICE
on West Chester Pike

ROUTE 3

FEBRUARY 2016

dvrpc

West Chester Pike / Direct Bus
Major Roadway Projects
Roadway network focus areas
Phoenixville Region Multimodal Study

Phoenixville Region Multimodal Transportation Study

JUNE 2018
US 202 Section 100 – Operations Analysis
US 1 Reconstruction
Downingtown Area Transportation Study
Kennett Area Freight Plan

Figure 6: Kennett Area Mushroom Facilities and Supporting Industries

Establishment Location
- Commercial and Industrial
- Mushroom Grow House

Source: DVRPC, CoStar 2017
Thank you!

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