

Trails, Trains & Traffic

2019 Transportation Forum



**Chester County Planning Commission
Environment & Infrastructure Division**

Introductions

Landscapes

Chester County Comprehensive Plan

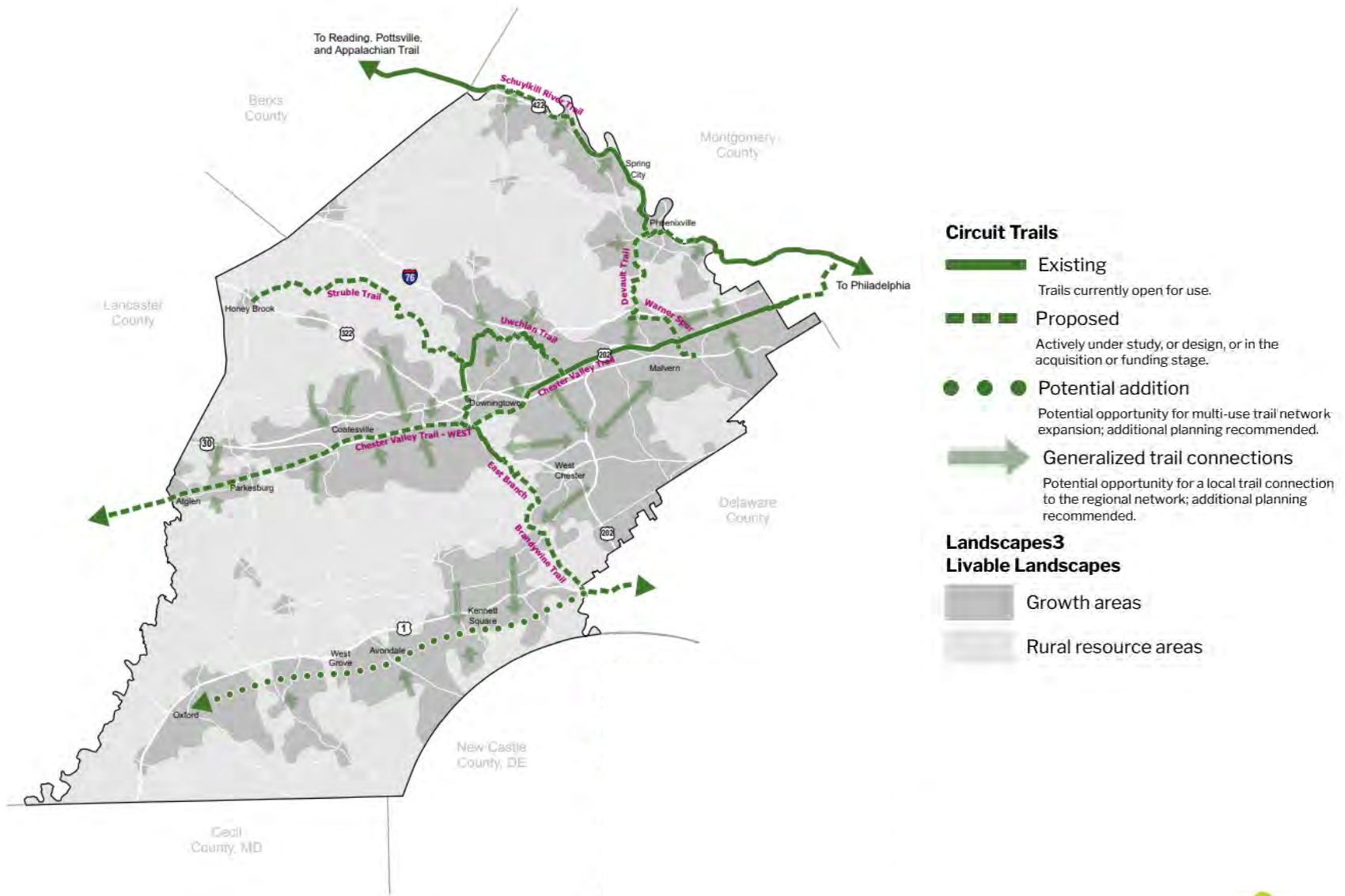


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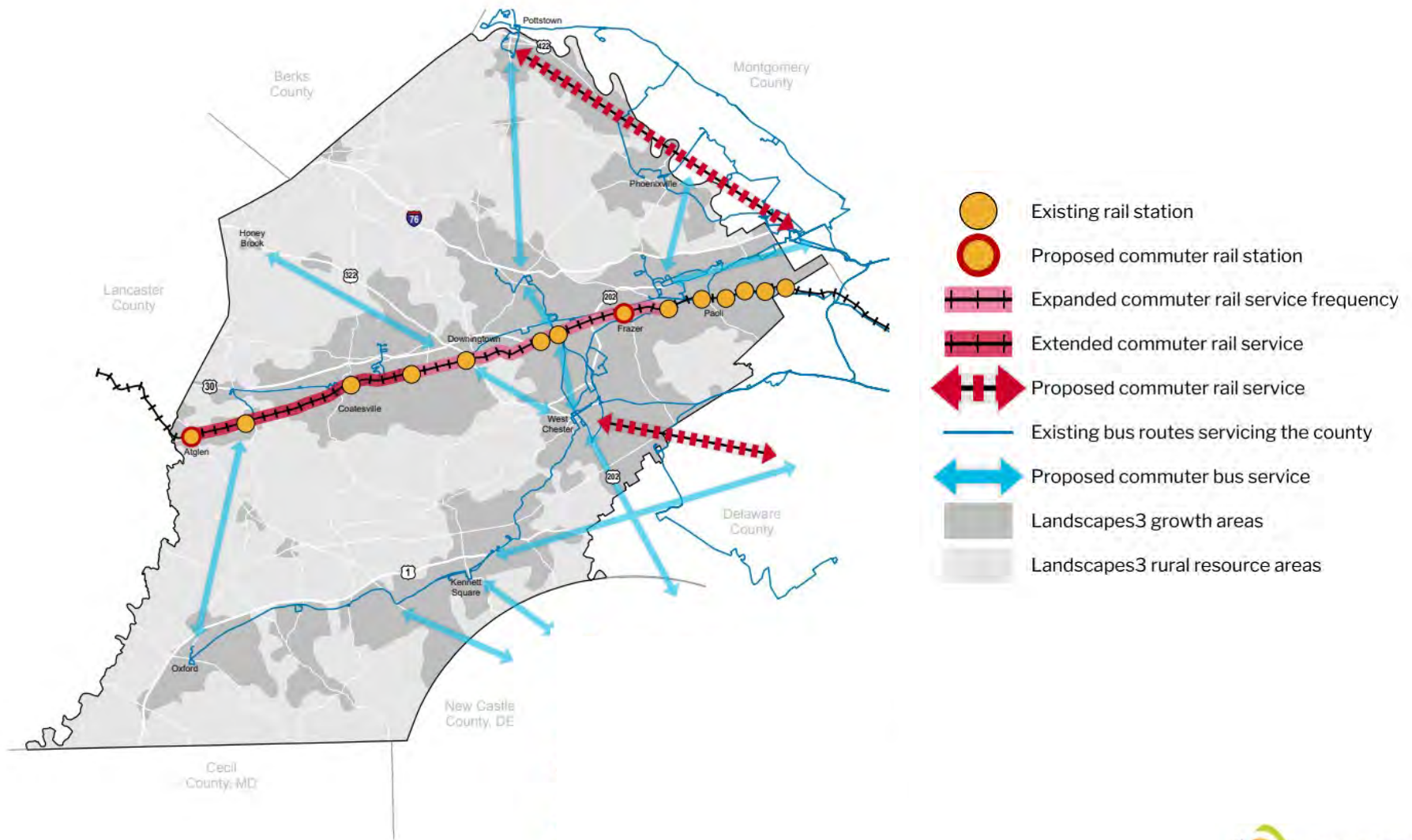
How We **CONNECT**

Goal: Advance efficient, reliable, and innovative transportation, utility, and communications infrastructure systems that responsibly serve thriving and growing communities.

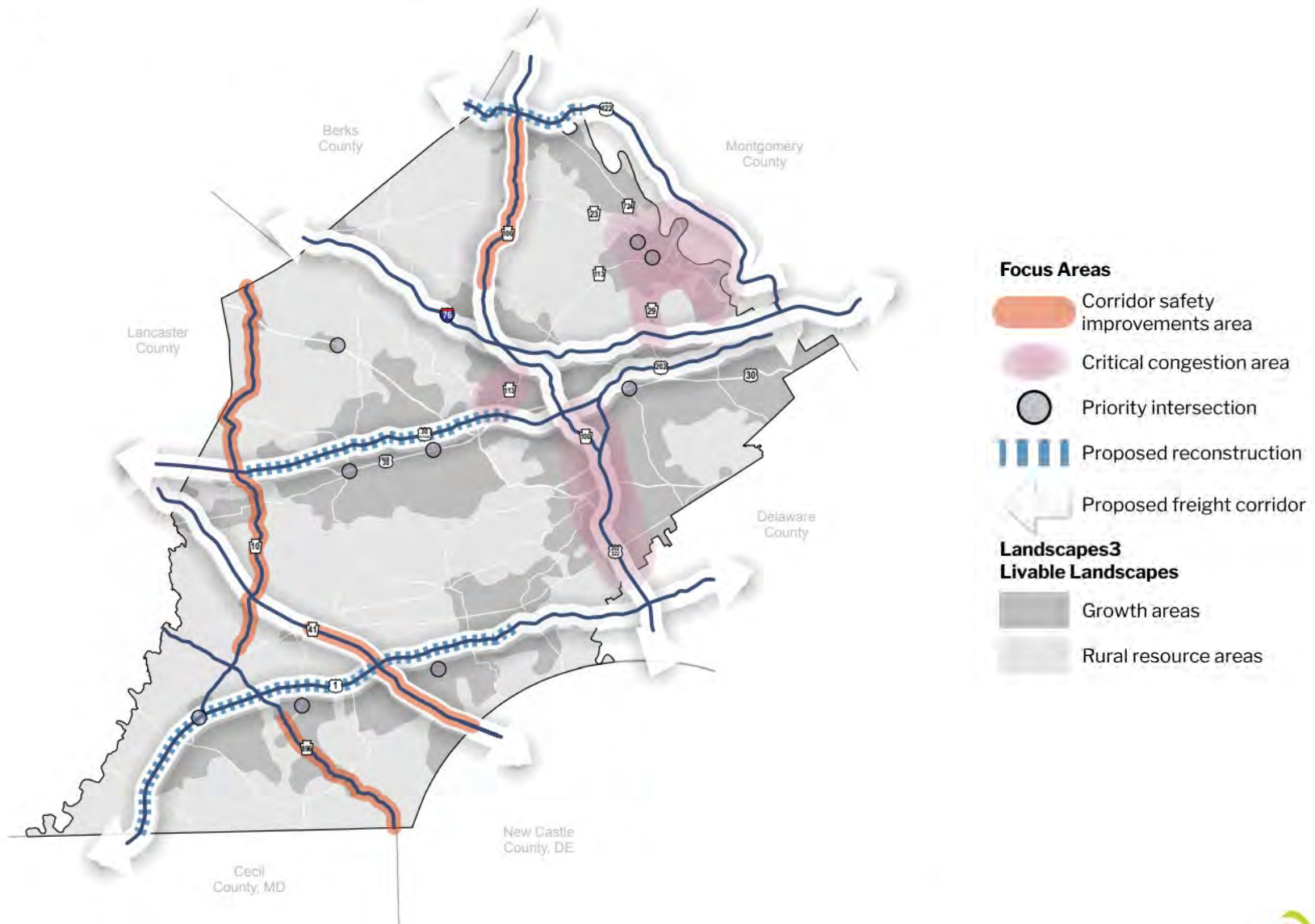
Circuit trails



Public transit enhancements



Roadway network focus areas



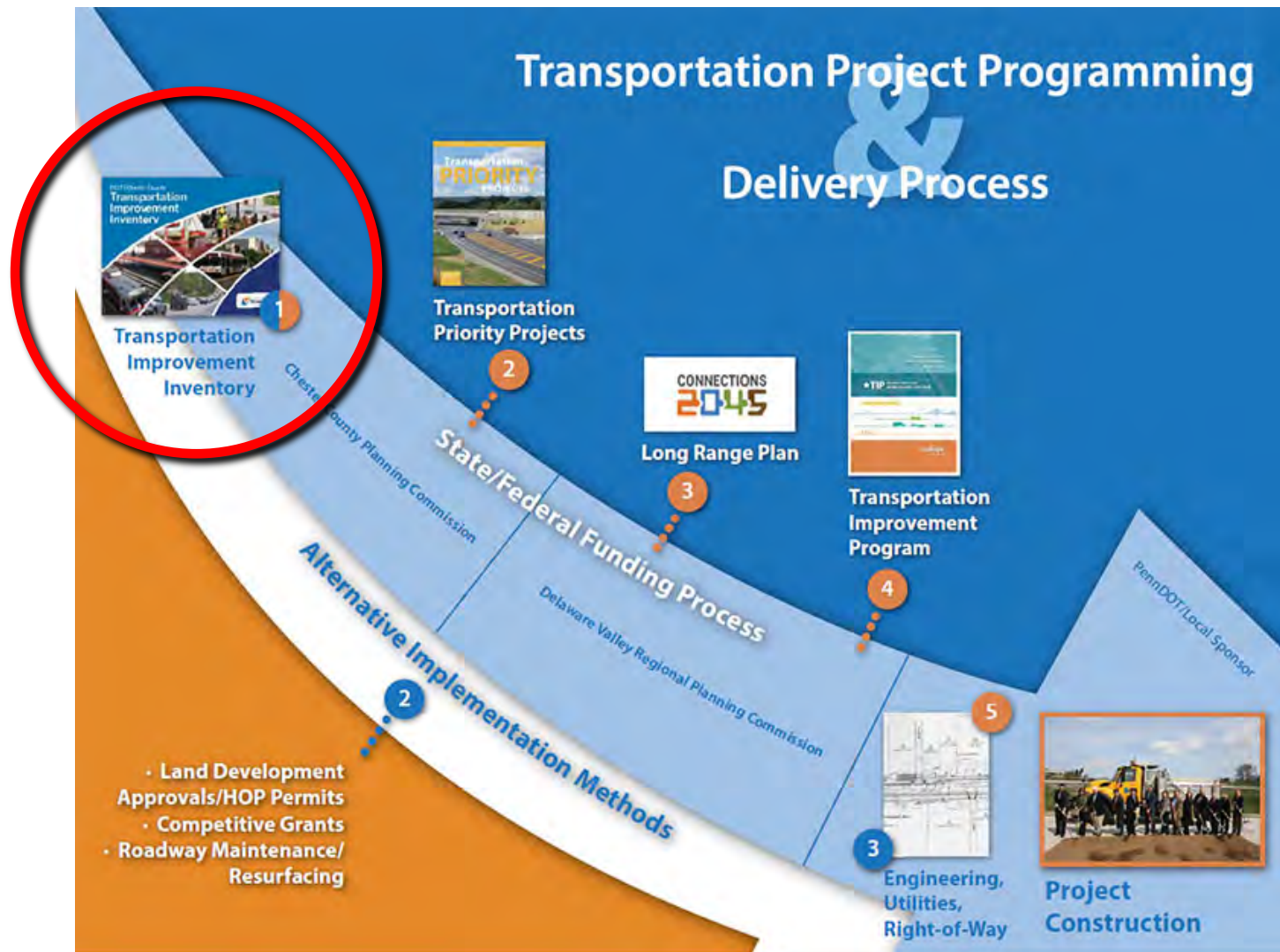
Transportation Funding Process

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...



Transportation Improvement Inventory (TII)



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TII Summaries:

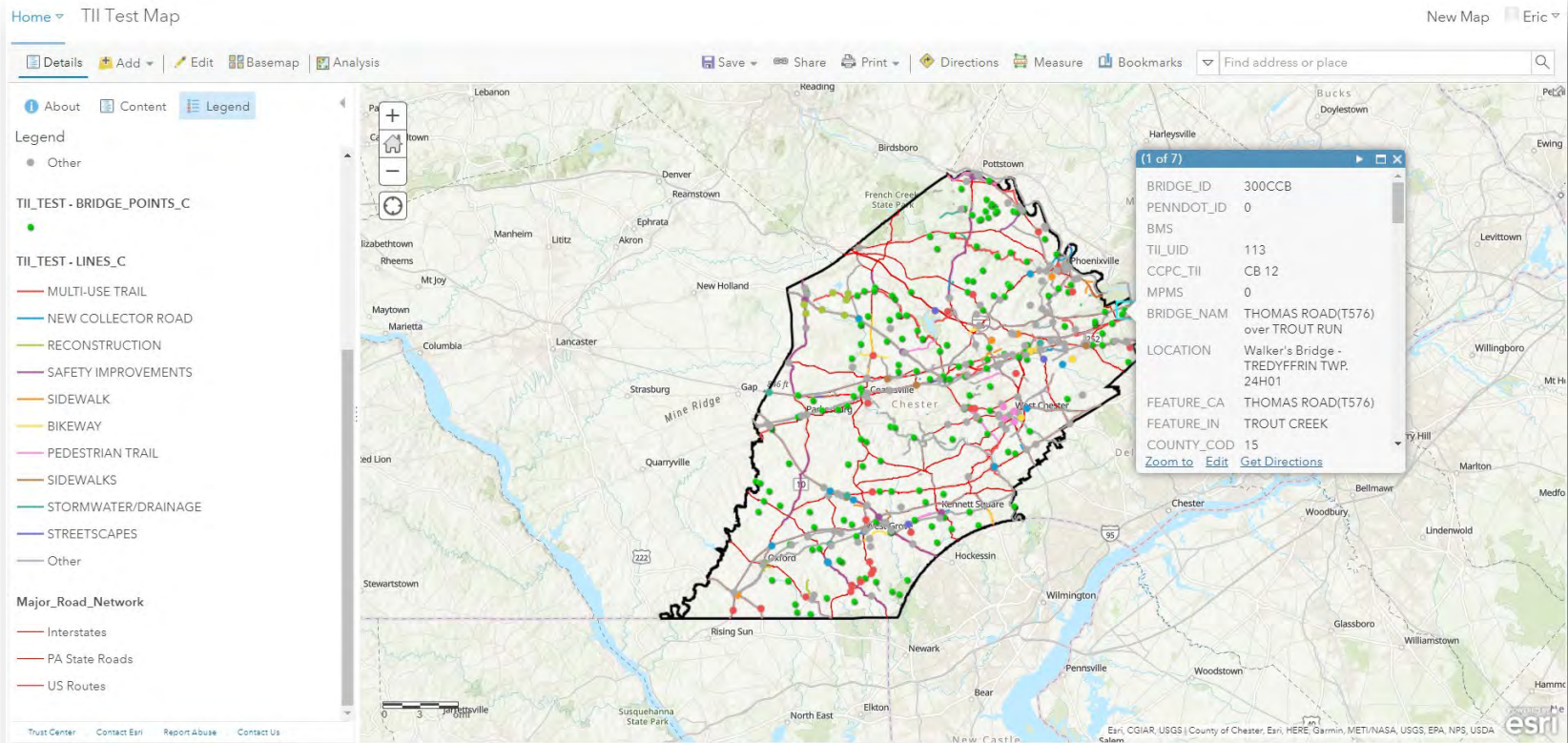
2017 TII:

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

2019 TII:

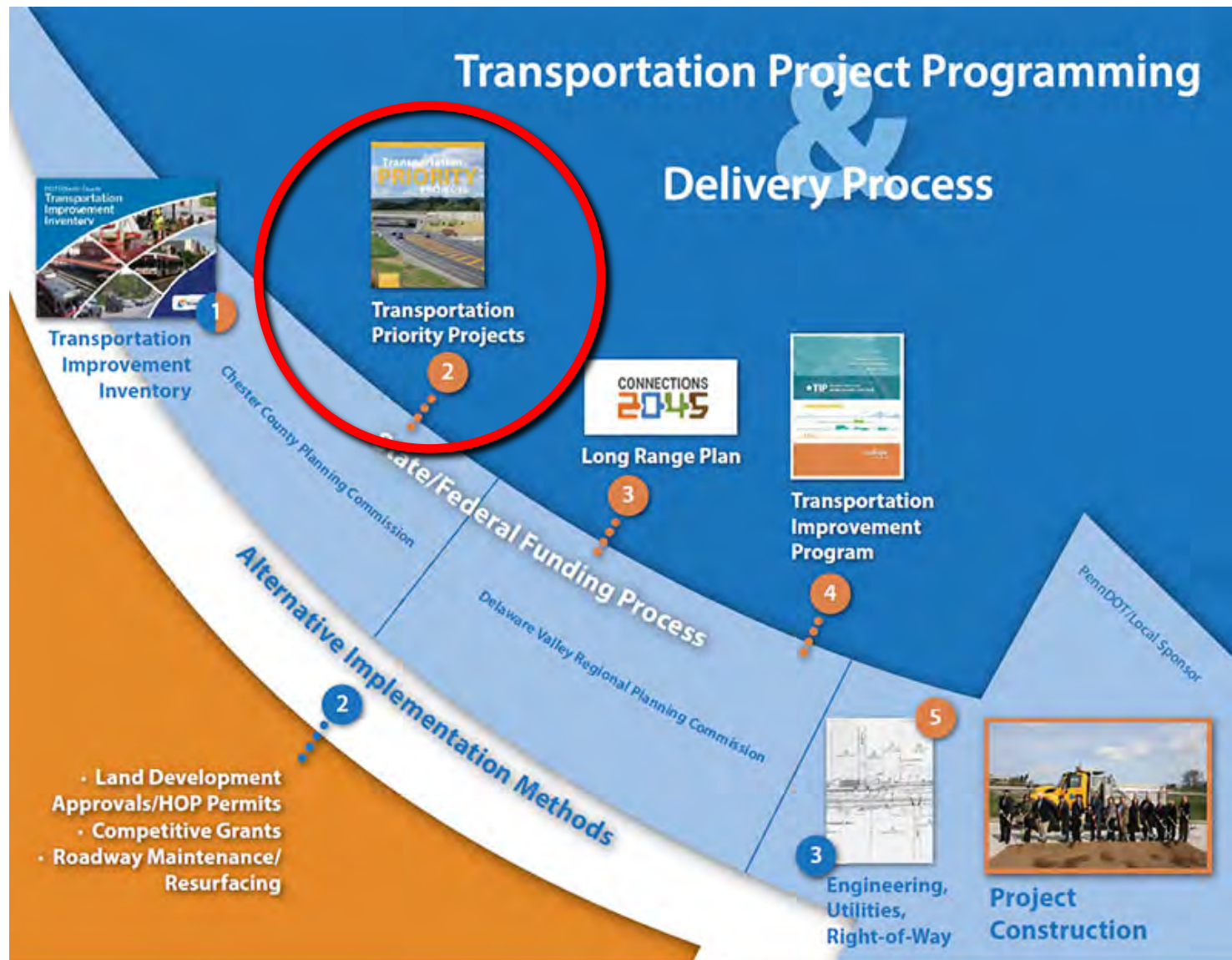
- ❑ 533 proposed roadway, bridge, bicycle and pedestrian, freight, and transit projects;
- ❑ Estimated cost of \$4.41 Billion.

Interactive TII Map (new this year):

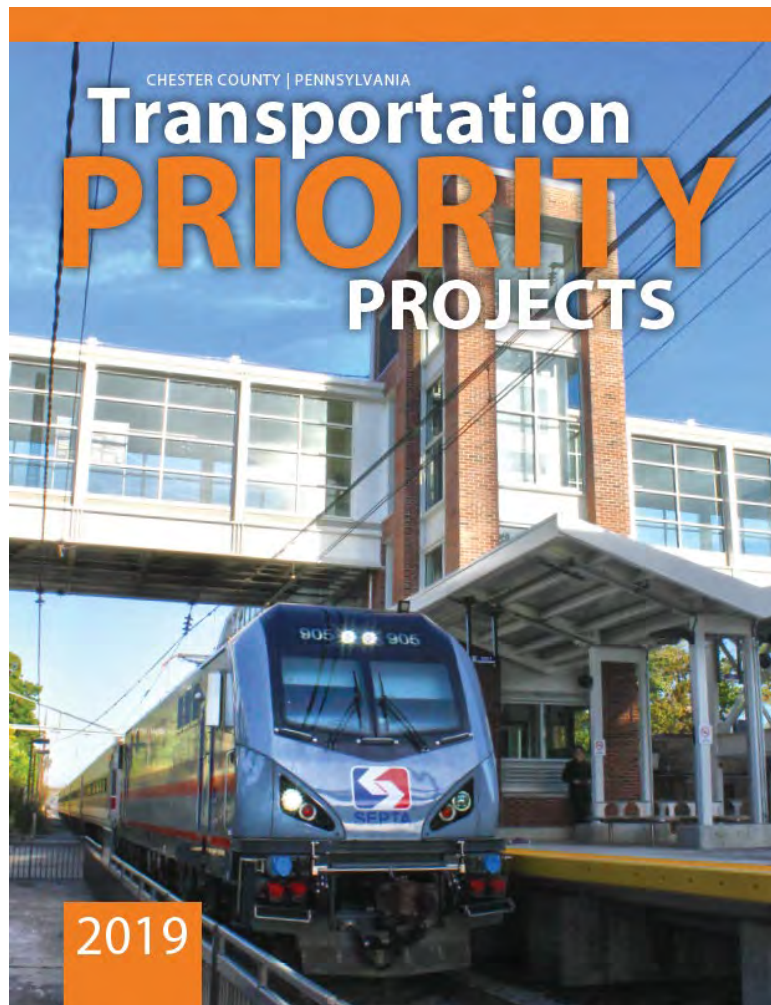


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Transportation Project Programming & Delivery Process



Transportation Priority Projects Brochure

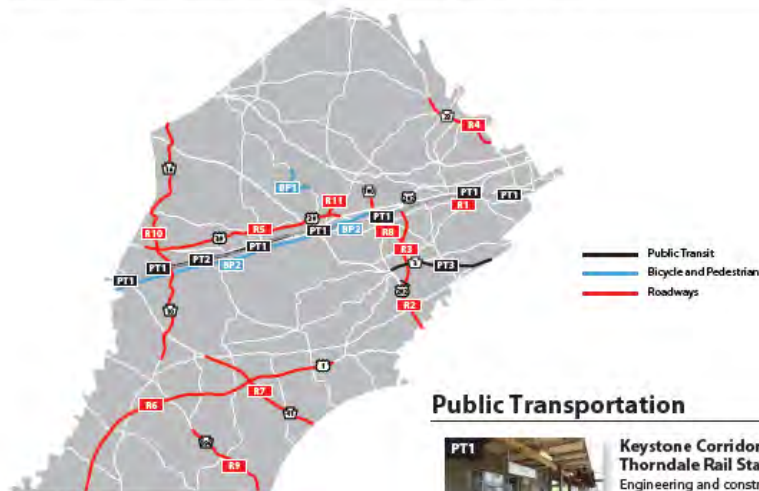


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Transportation Priority Projects Brochure

Our Priorities

2019 Chester County Transportation Priority Projects



Bicycle and Pedestrian



Struble Trail Extension
Preliminary engineering



Chester Valley Trail: Exton to Atglen
Feasibility and engineering
· P&T Corridor into Downingtown
· Enola Low Grade into Atglen



Bicycle & Pedestrian Improvements (Examples)
· Sidewalks/transit connections
· Multi-use trails
· Bike lanes/resurfacing

Public Transportation



Keystone Corridor/Paoli-Thorndale Rail Stations
Engineering and construction
Parkesburg, Coatesville, Downingtown, Exton, Paoli Transportation Center, Devon



SEPTA Paoli-Thorndale Extension
To Coatesville and Parkesburg



West Chester Pike "Better Bus" Pilot
Implementation



Expand Public Transit Service
Increase both service area and frequency for bus and rail.

Roadway



Darby Road Extension: North Valley Road Bridge ✨
Preliminary engineering and Final design



US 202 Section 100
· PA 926 at US 202
· Matlack to DE line
· Northbound ramps at Bus. 322



US 202 Section 200
Operational Improvements



PA 23 Corridor/Phoenixville:
Reduce congestion



US 30 Bypass Reconstruction & Widening ✨
Preliminary engineering and final design



US 1 Bypass: Maryland Line to Schoolhouse Rd. ✨
Preliminary engineering



PA 41: Corridor Safety Improvements ✨
Construction



PA 100/US 30 Bypass/Exton Station:
Reduce congestion



PA 896: Corridor Safety Improvements ✨
Final design



PA 10: Corridor Safety Improvements ✨
Preliminary engineering



PA 113/US 30 Bypass to Peck Road
Preliminary engineering

Intersections



Critical Intersections (Examples)
· Township Line Road @ PA 23
· Bridge St. @ Nutt Road
· PA 896 @ Baltimore Pike

Bridges



Critical State, County, and Municipal Bridges (Examples)
· Howelville Road over NS
· West Bridge Street over Amtrak
· Lyndell Road over EB Brandywine Creek

✨ Transportation Improvement Program (TIP) funded

Priority Projects Status

Transportation Priority Projects in Chester County Status – August 2019

Highway & Trail Projects

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

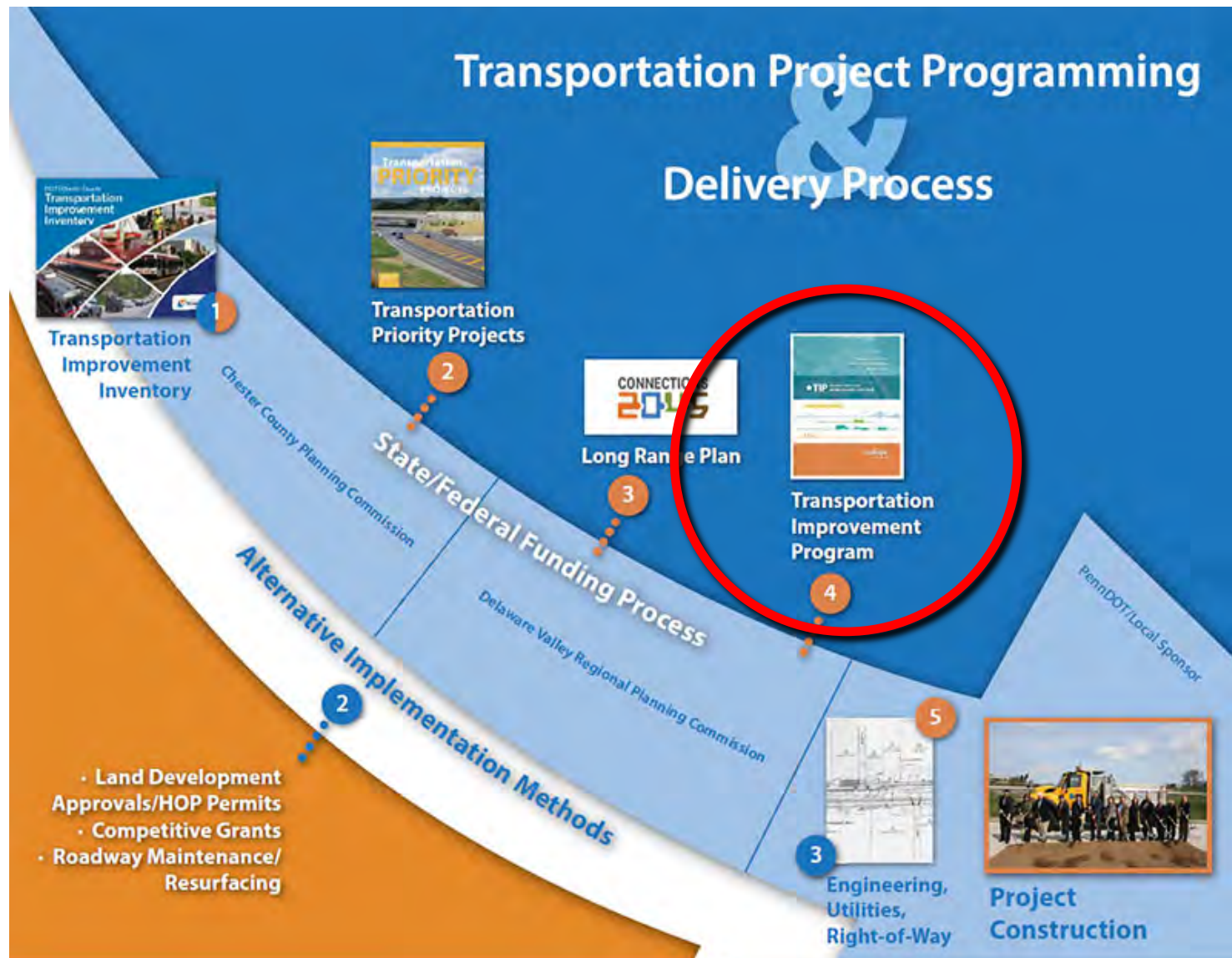
Transportation Project Programming & Delivery Process



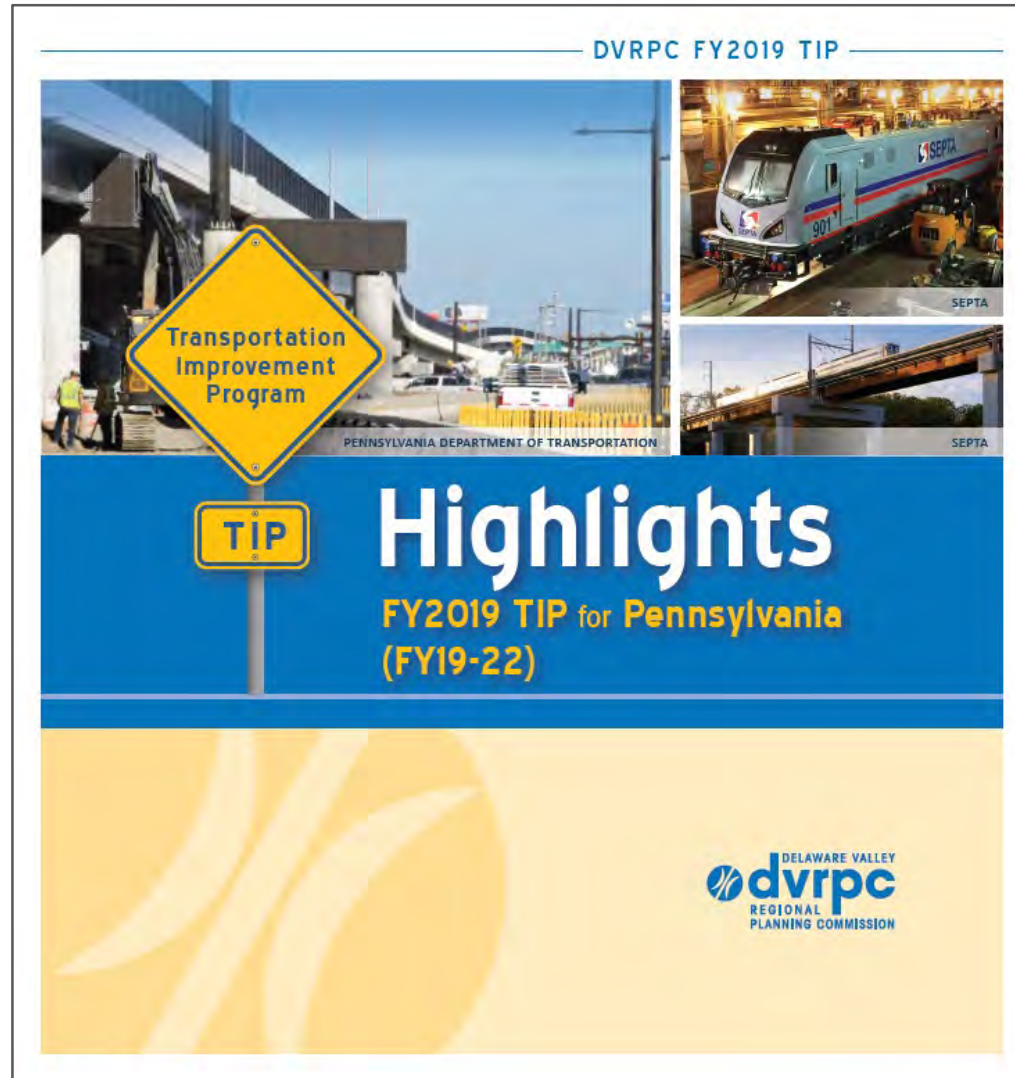
Long Range Plan:



Transportation Project Programming & Delivery Process



Transportation Improvement Program (TIP):



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Other Funding Opportunities:

MULTIMODAL TRANSPORTATION FUND (MTF) PROGRAM

Program Guidelines | February 2019



www.dot.state.pa.us/signals

Automated Red Light Enforcement (ARLE) Funding Program

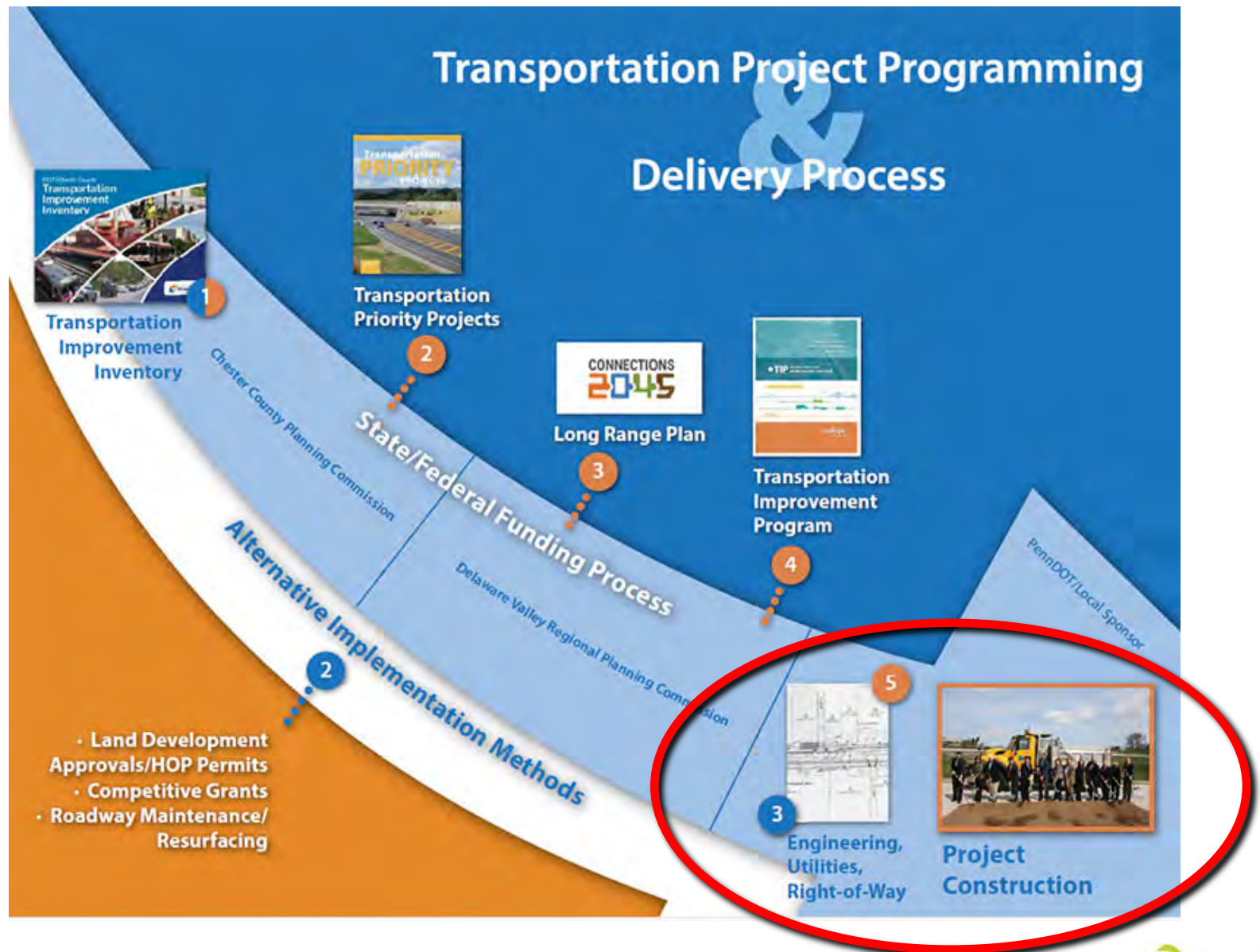
April 7, 2015



www.dot.state.pa.us/signals



Transportation Project Programming & Delivery Process



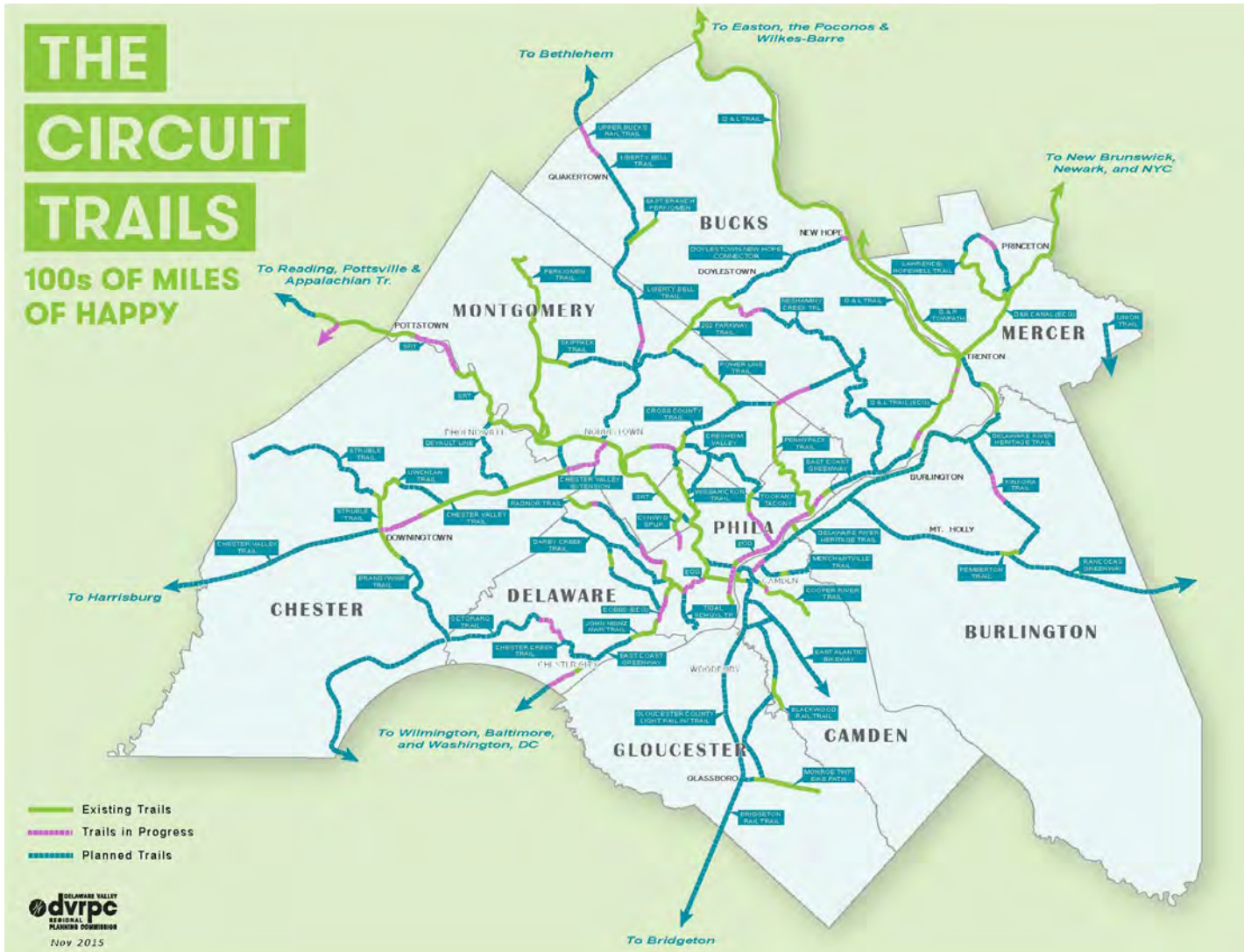
County Trails Activity

CONNECT Recommendation

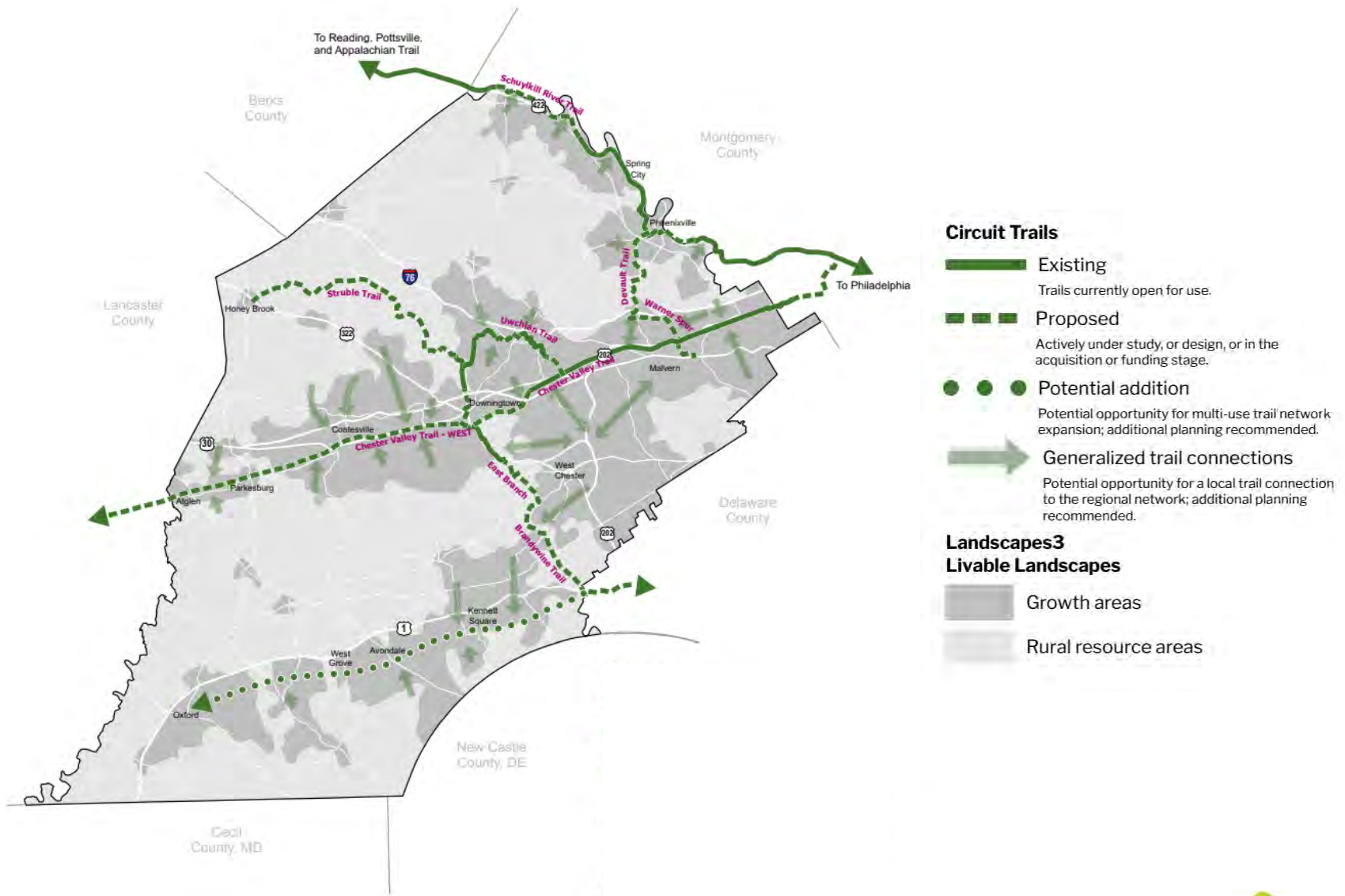
7 Create a countywide, interconnected trail network

Develop and implement a countywide trail network that includes expansion of the Circuit, Greater Philadelphia's regional multiuse trail network, and connecting local trails.

The Circuit



Circuit trails

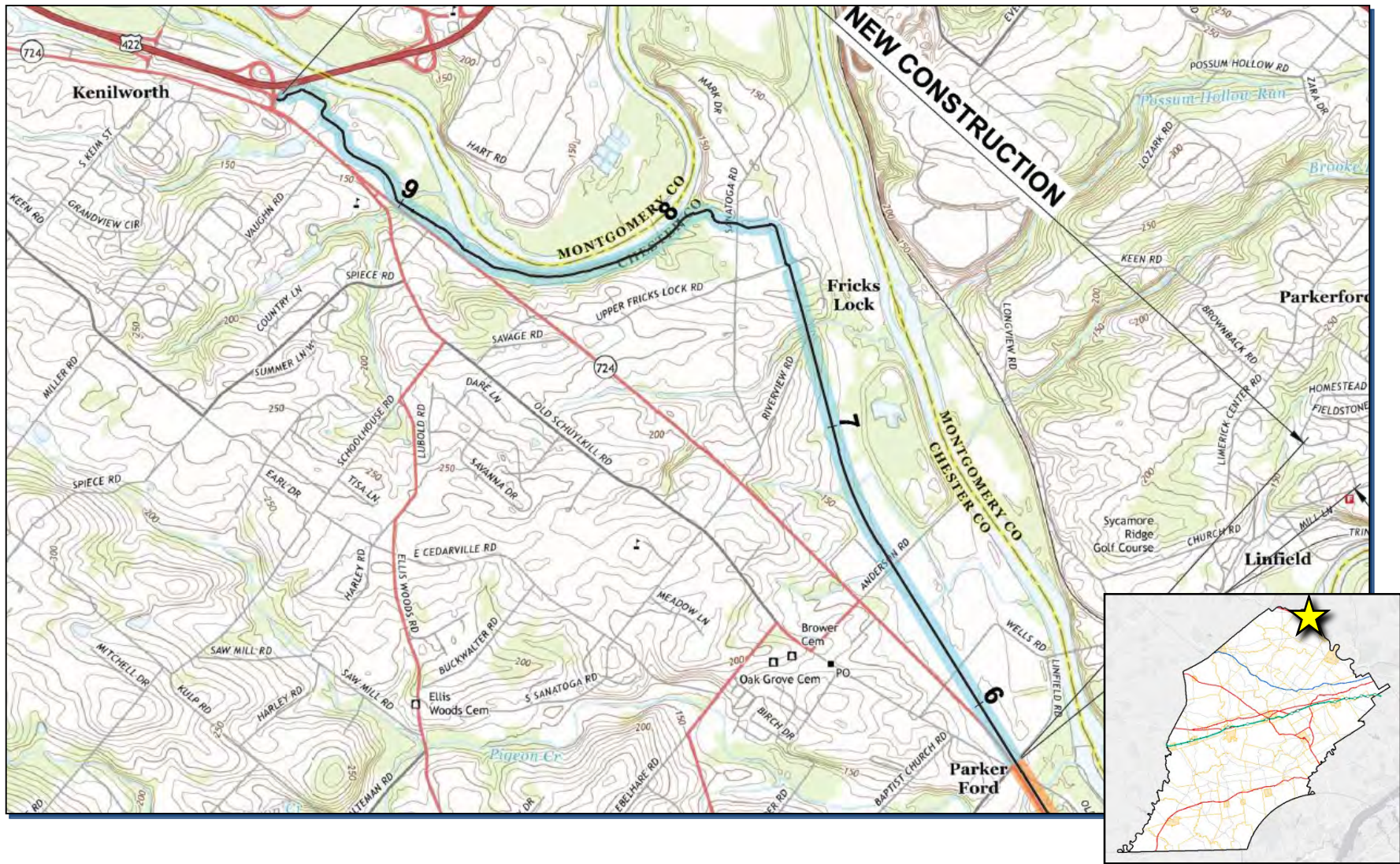


Schuylkill River Trail



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Schuylkill River Trail - Phase 2



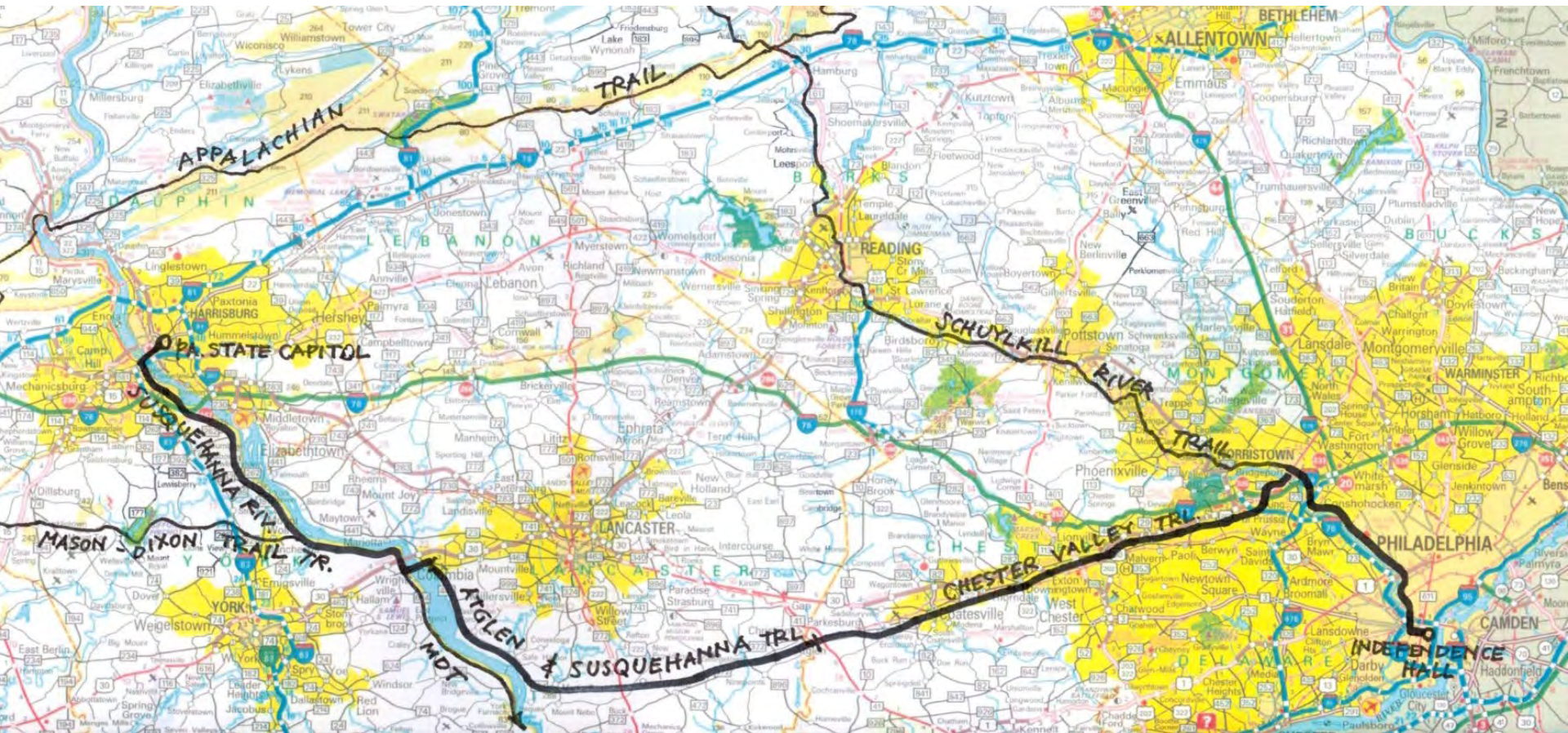
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Chester Valley Trail



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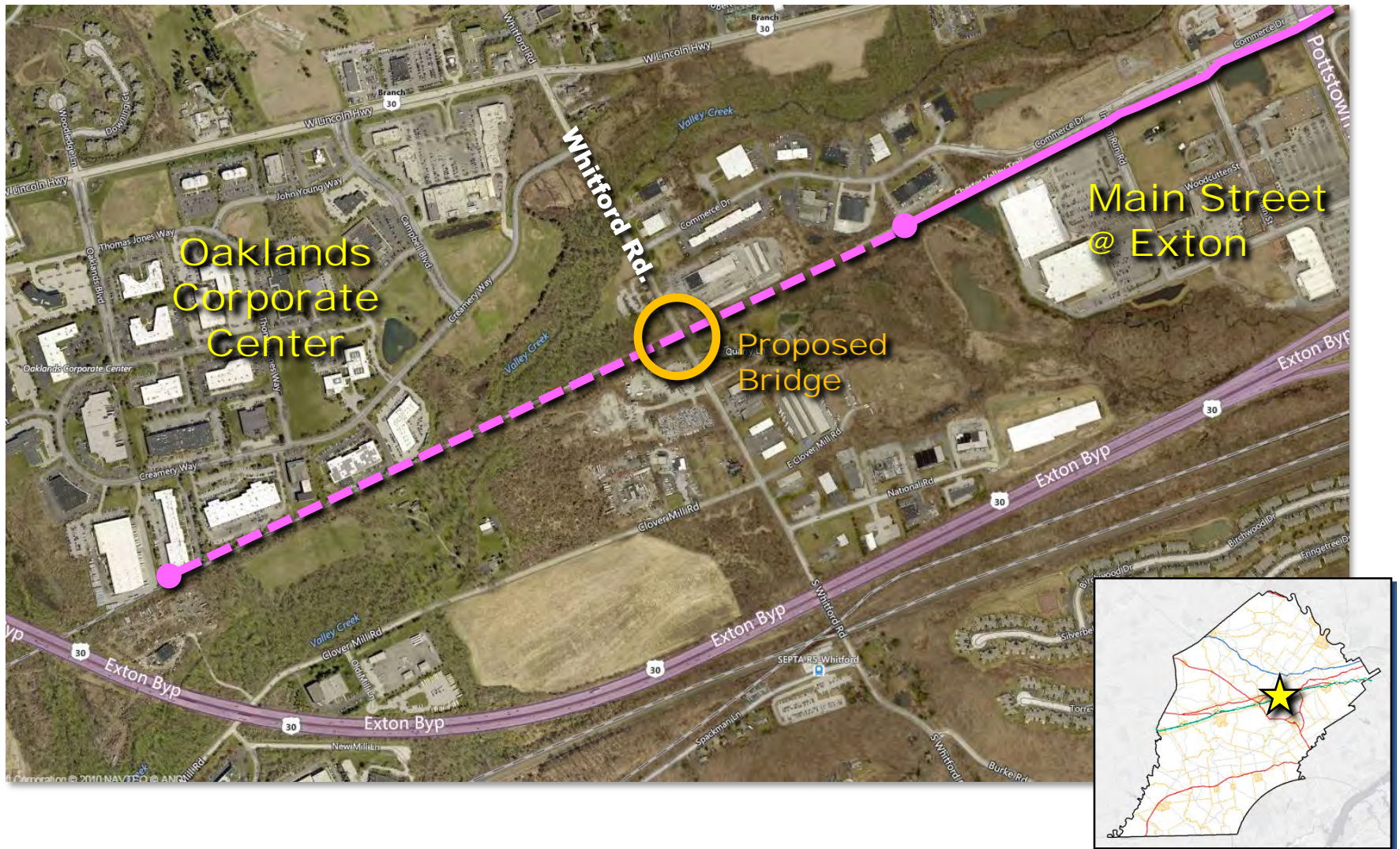
Harrisburg to Philadelphia



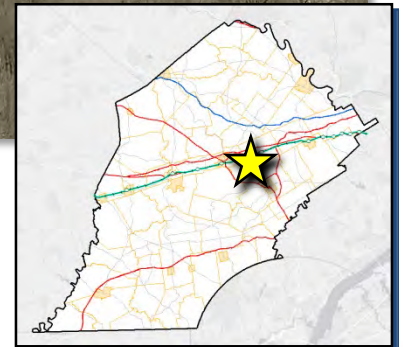
Map Source: Campbell Thomas & Co.

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Chester Valley Trail - Phase 4a

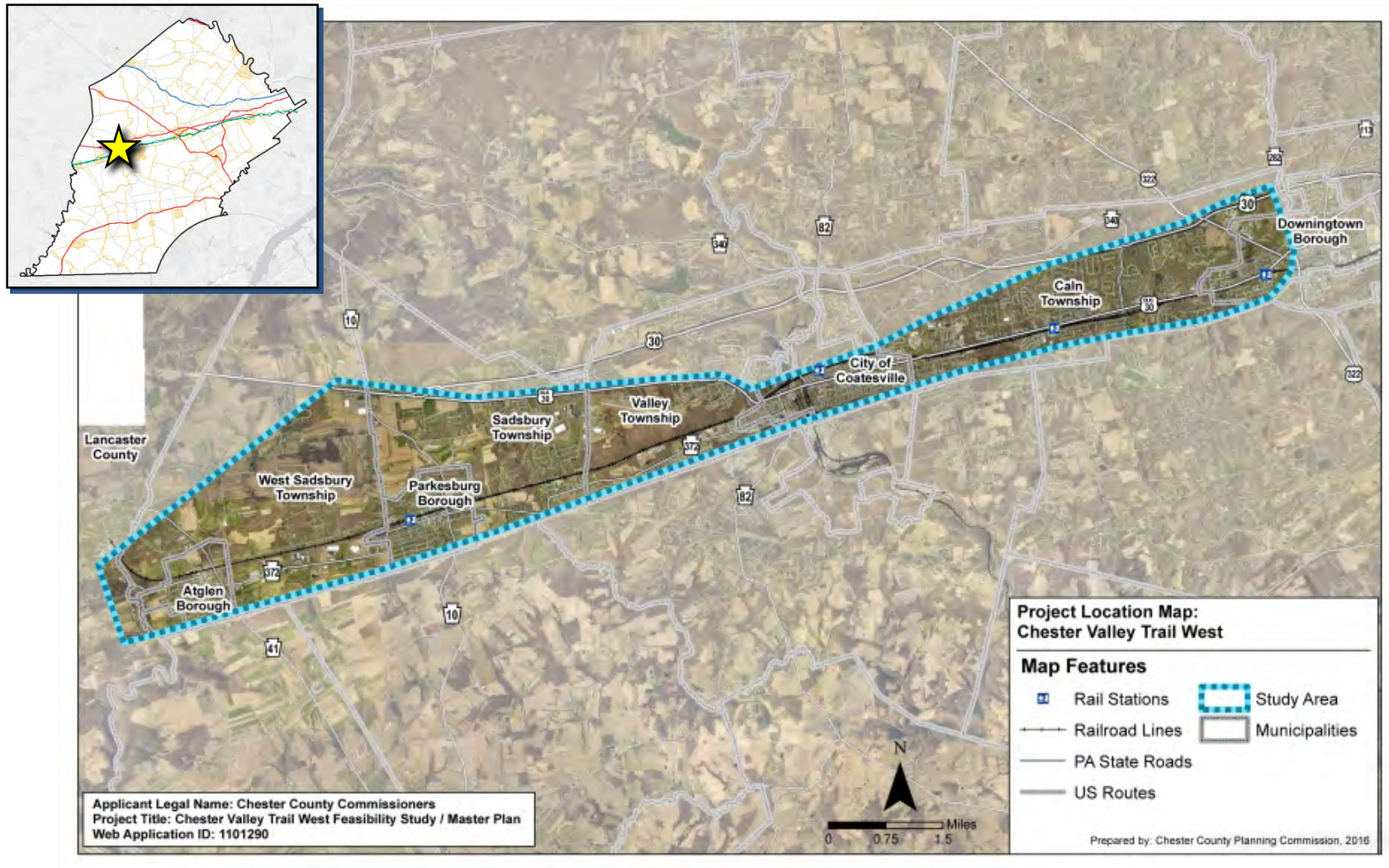


Chester Valley Trail - Extension to Downingtown



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Chester Valley Trail West



Struble Trail



Northern Struble Trail Feasibility Study: Recommendations Summary

F Community Bike/Ped Study Honey Brook Township and Borough (3.5 miles)

- The former railroad corridor has dissolved into adjacent land uses. No feasible physical alternatives could be identified for a multi-use trail corridor.
- Chester County has limited, discontinuous ownership of this segment.
- Recommendation is to complete joint recreational, gateways, and traffic calming plan as recommended in Honey Brook's joint comp plan, in part to identify bike/ped facility locations.

E 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 at Chestnut Tree Road.

D Develop Multi-Use Trail Glenmoore 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 minus 1 parcel owned by PECO.
- This segment could serve as an independent recreational facility.
- Security measures are needed around the Water Resources Authority (WRA) Dry Dam flood control facility.

C Community Bike/Ped Study Glenmoore Village; Burgess Park to Indiantown Road (1.2 miles)

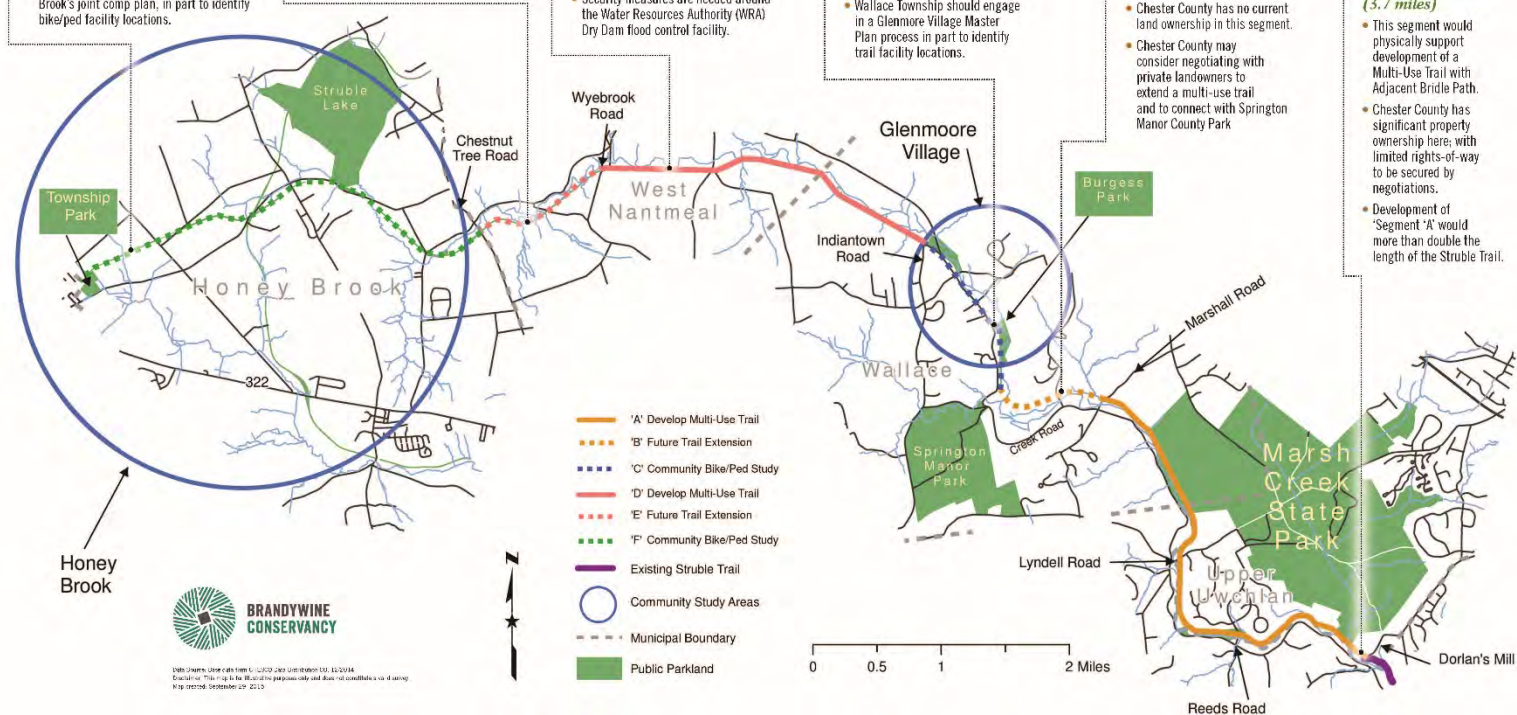
- This segment is physically feasible from Burgess Park north to Park Lane but is not physically possible north of Park Lane.
- Chester County has limited, discontinuous ownership in this segment.
- Wallace Township should engage in a Glenmoore Village Master Plan process in part to identify trail facility locations.

B Future Trail Extension Marshall Road to Wallace's Burgess Park (1.0 miles)

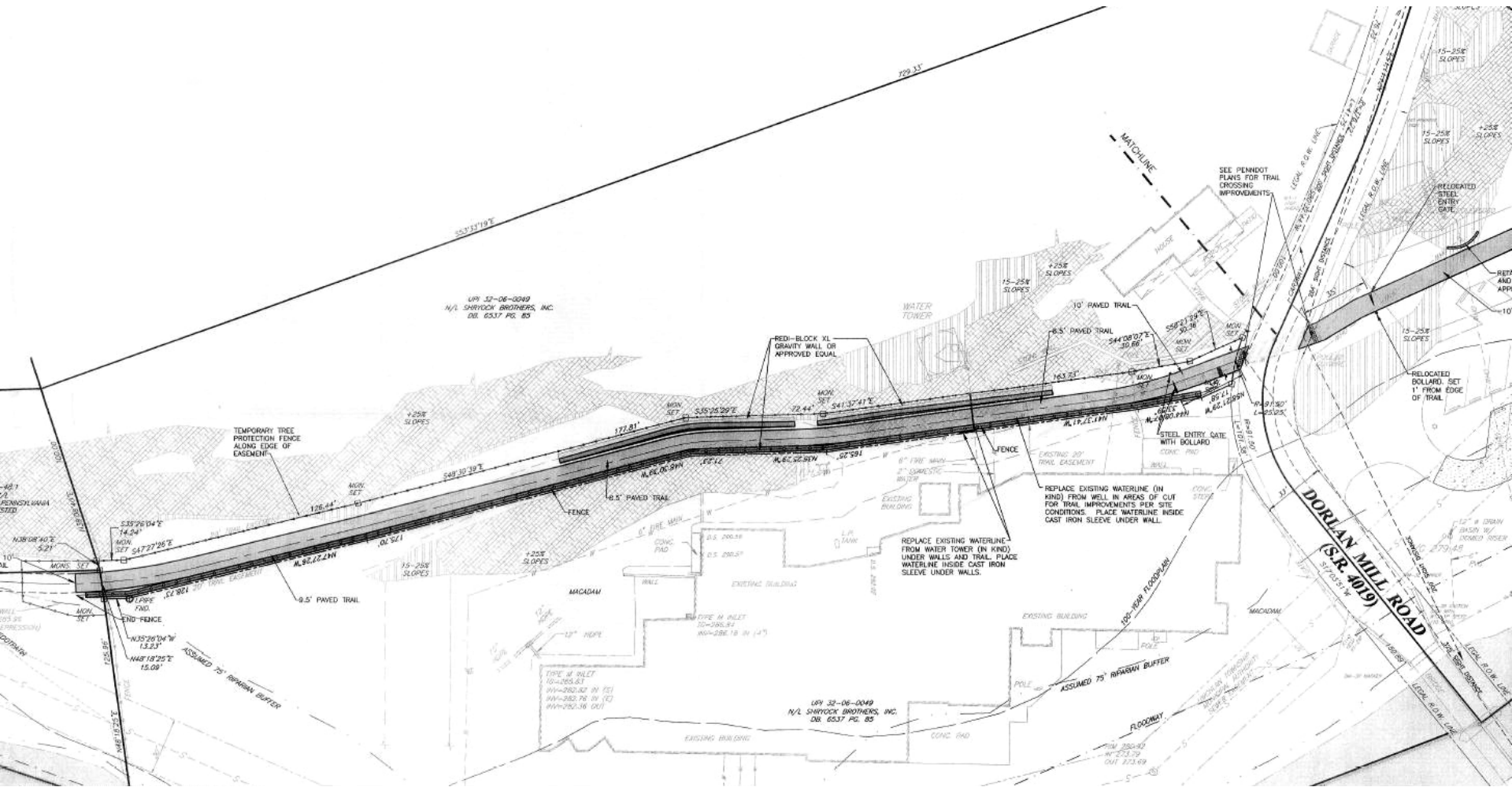
- This segment would physically support development of a Multi-Use Trail with Adjacent Bridle Path.
- Chester County has no current land ownership in this segment.
- Chester County may consider negotiating with private landowners to extend a multi-use trail and to connect with Springfield Manor County Park.

A Develop Multi-Use Trail Dorlan's Mill Road to Marshall Road (3.7 miles)

- This segment would physically support development of a Multi-Use Trail with Adjacent Bridle Path.
- Chester County has significant property ownership here; with limited rights-of-way to be secured by negotiations.
- Development of "Segment A" would more than double the length of the Struble Trail.



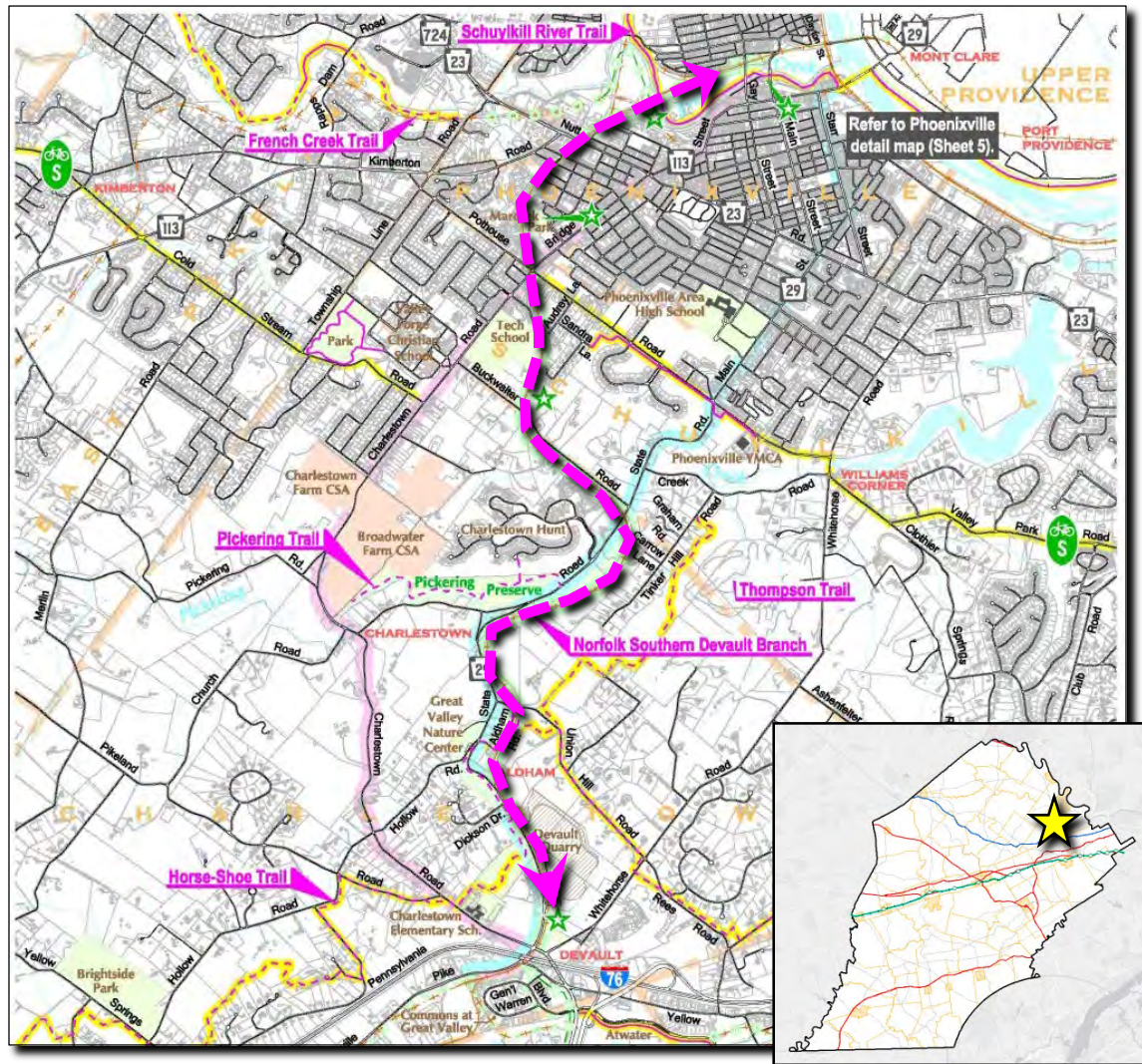
Struble Trail Extension to Marsh Creek State Park



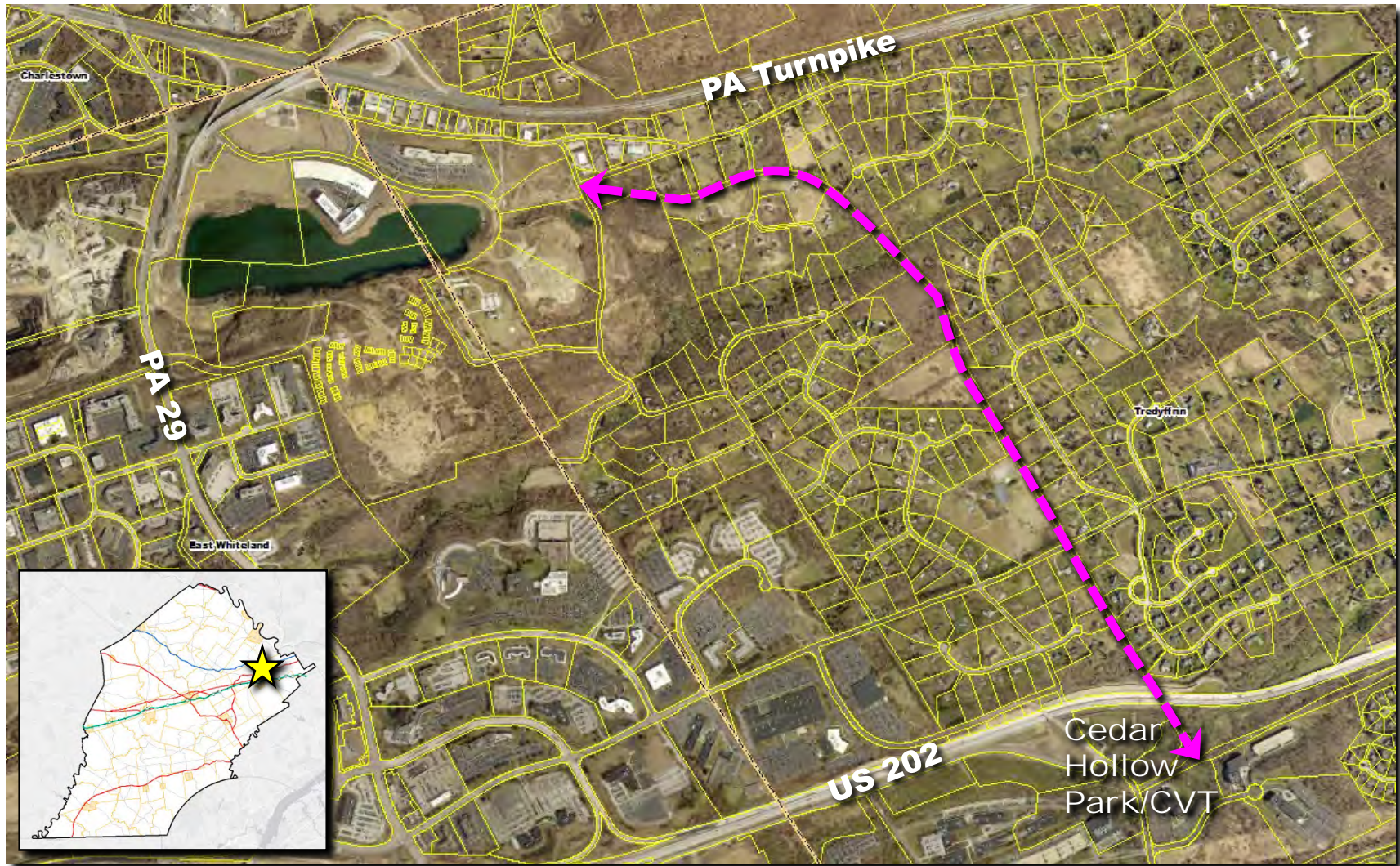
Warner Spur and Devault Trail



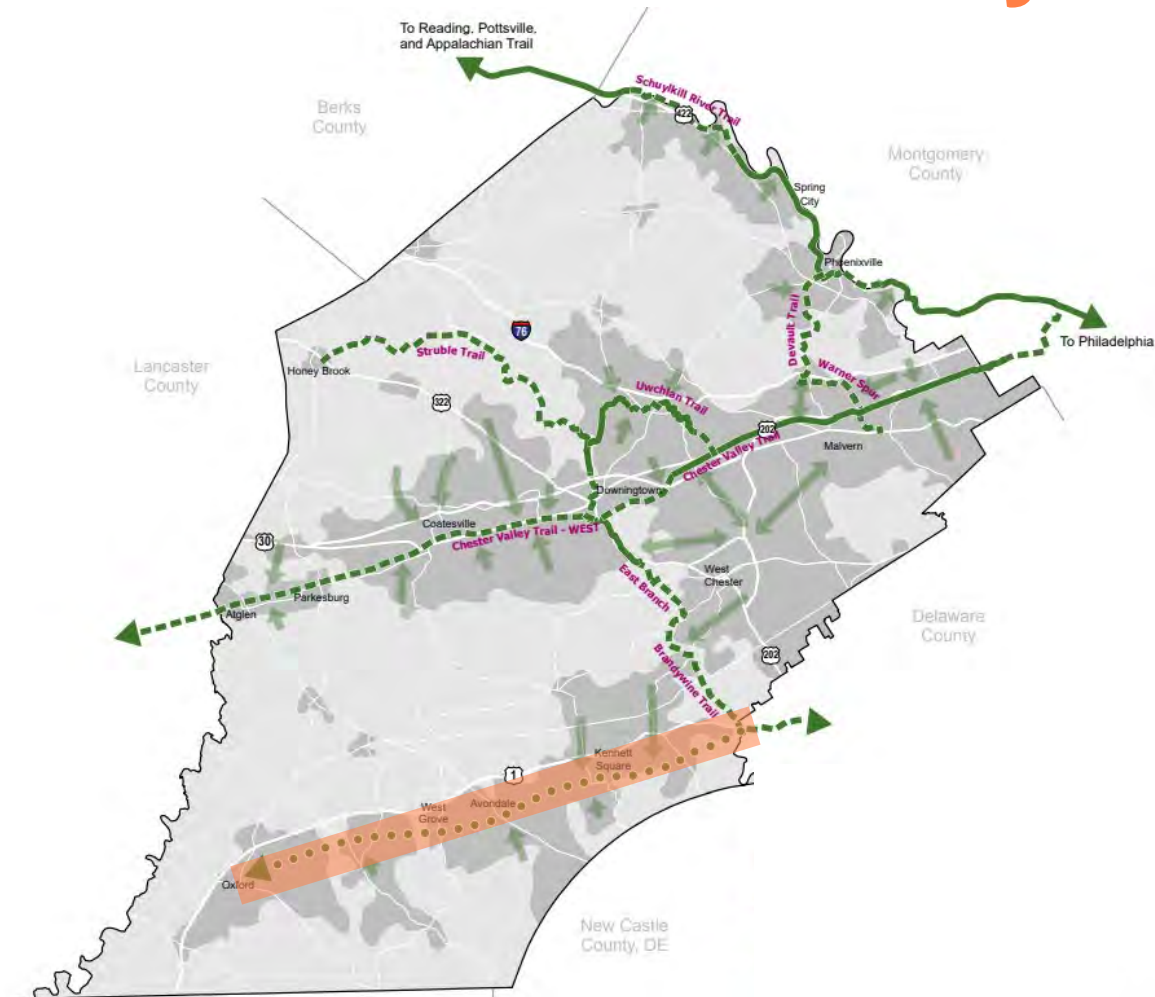
Devault Line Trail – Feasibility Study



Warner Spur



Southern Chester County Circuit Trail Study



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Active Transportation Inventory (ATI)

CONNECT Recommendation

- 2 **Advance multimodal transportation**
Provide technical assistance and guidance review to advance multimodal transportation options.

Landscapes3 Survey Results

“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.”

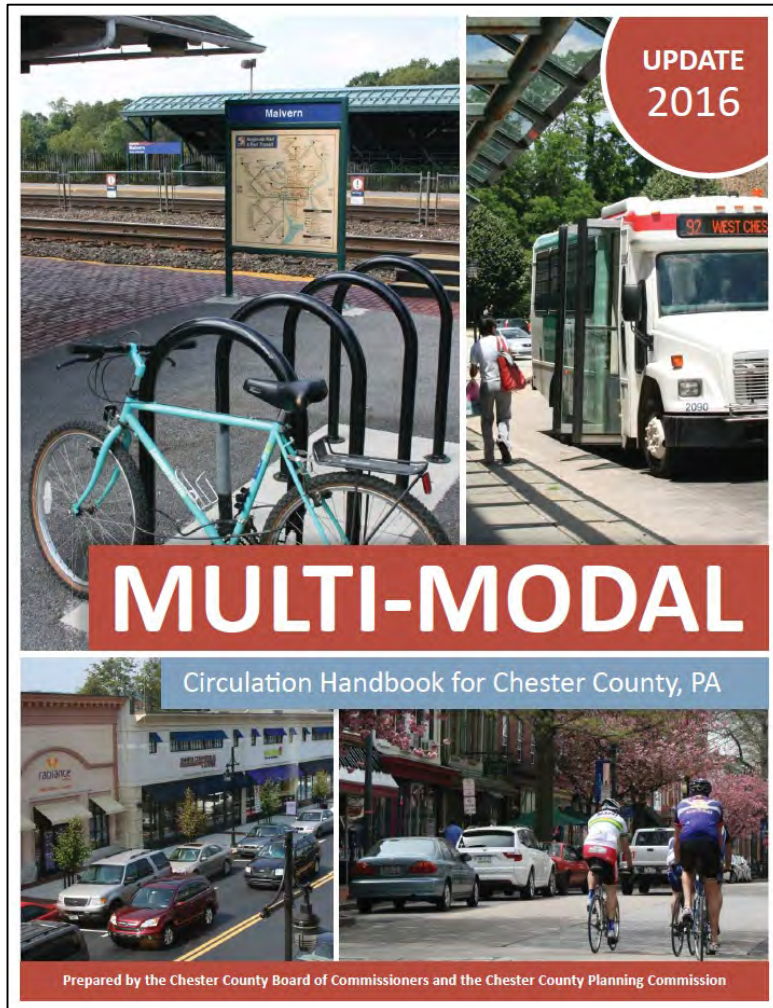
“Serious thought and planning should be devoted to providing safe paths all around the county for cyclists”

ATI – Facility Types



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Multimodal Circulation Handbook



ATI – Municipal Document Reviews

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.

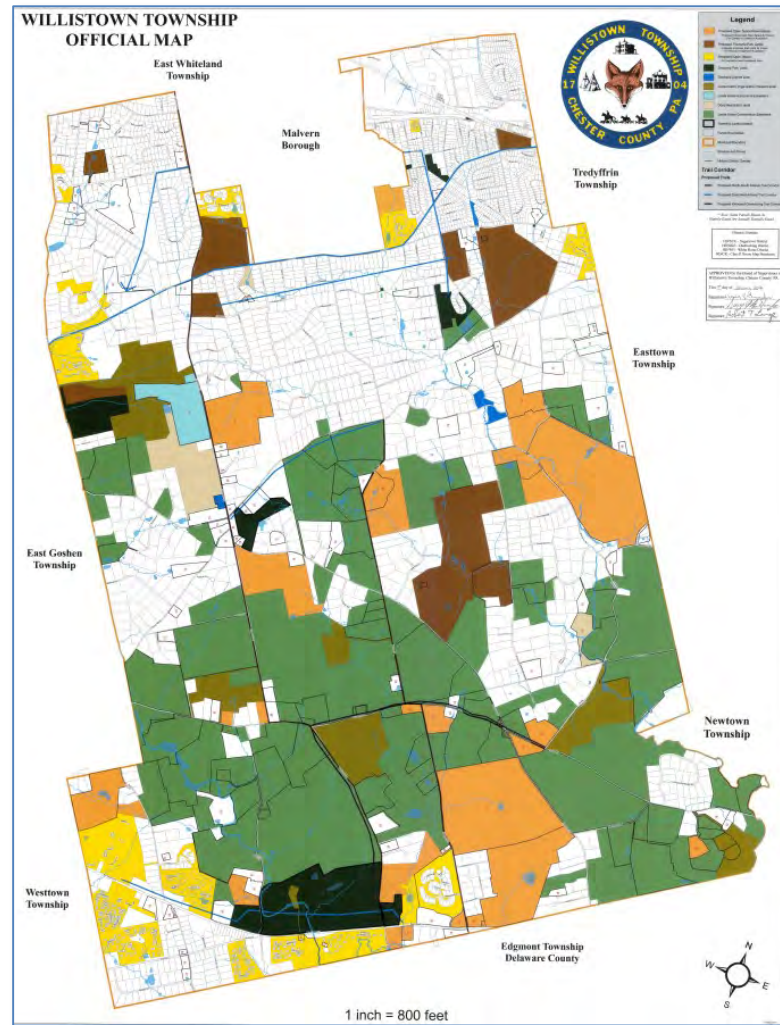
LEGEND



Ordinance Review

Standard	Phoenixville	East Pikeland	West Vincent	Charlestown	Schuylkill	Upper Providence
Pedestrian Facilities—Sidewalks						
Are pedestrian facilities defined?	YES	LIMITED	LIMITED	YES	LIMITED	LIMITED
When required? (i.e., for what type of uses)	YES	YES	YES	YES	YES	YES
Where required? (location, etc.)	YES	YES	YES	YES	YES	YES
Are sidewalks required?	YES	NO	YES	YES	NO	YES
Is a minimum sidewalk width specified?	YES	YES	YES	YES	YES	YES
Reference ADA standards?	YES	YES	NO	NO	NO	YES
Are bus shelters required?	NO	YES	NO	NO	NO	NO
Are crosswalks required?	YES	YES	NO	NO	NO	YES
Multi-use Trails						
Are trail facilities defined?	YES	YES	YES	NO	LIMITED	NO
When required? (i.e., what type of uses)	LIMITED	YES	LIMITED	NO	NO	LIMITED
Where required? (i.e., location, linkages)	LIMITED	YES	NO	LIMITED	NO	YES
Are trails mandatory or optional?	LIMITED	YES	LIMITED	YES	LIMITED	NO
Ownership/maintenance responsibilities?	YES	NO	NO	LIMITED	NO	NO
Is a minimum trail width included?	YES	YES	YES	YES	YES	YES
Is a surface treatment specified?	NO	YES	LIMITED	NO	NO	YES

Why important? (land development process)



Resurfacing Program - Opportunity



PennDOT Connects
Partnering with our communities

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

**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

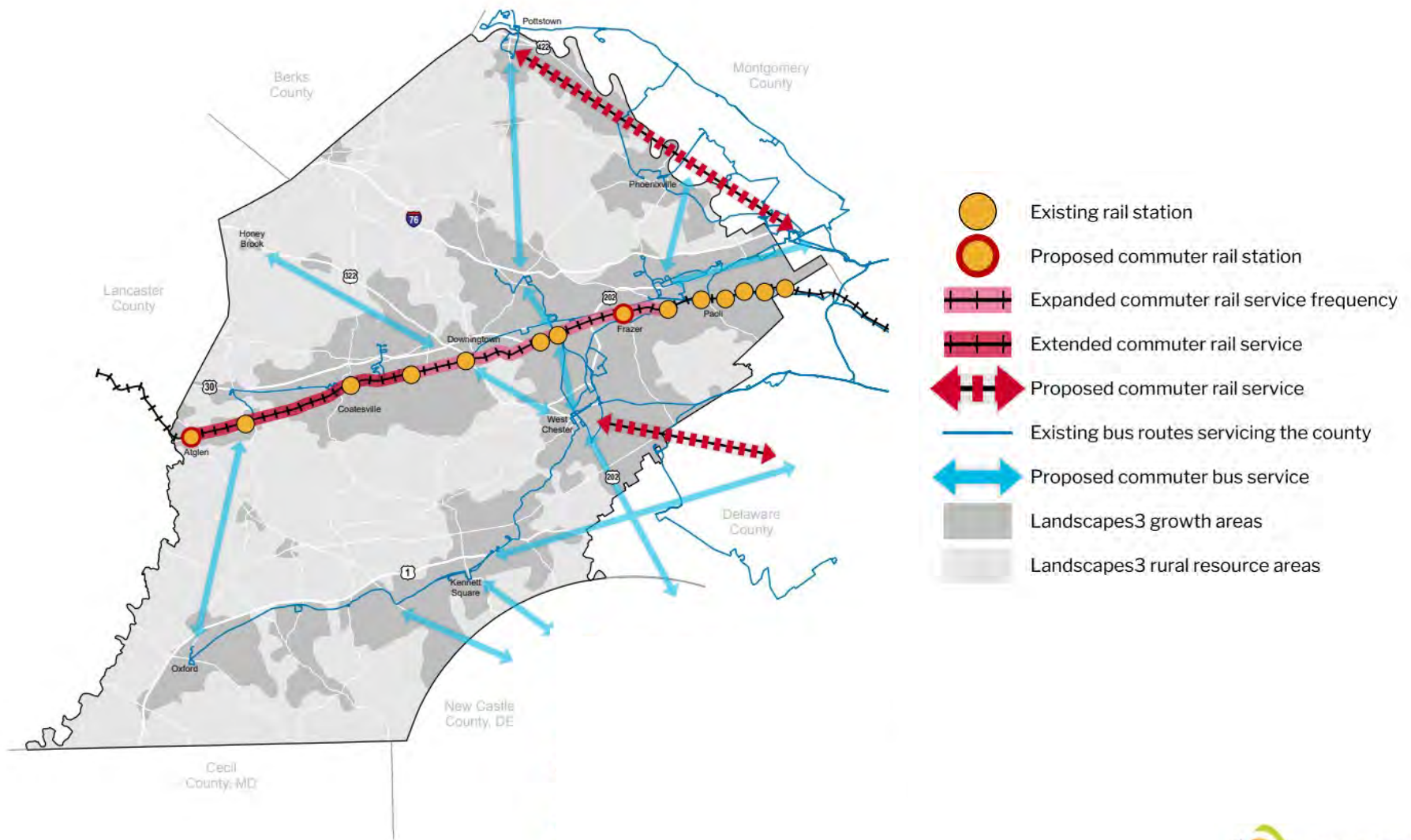
Keystone Corridor Improvements

CONNECT Recommendation

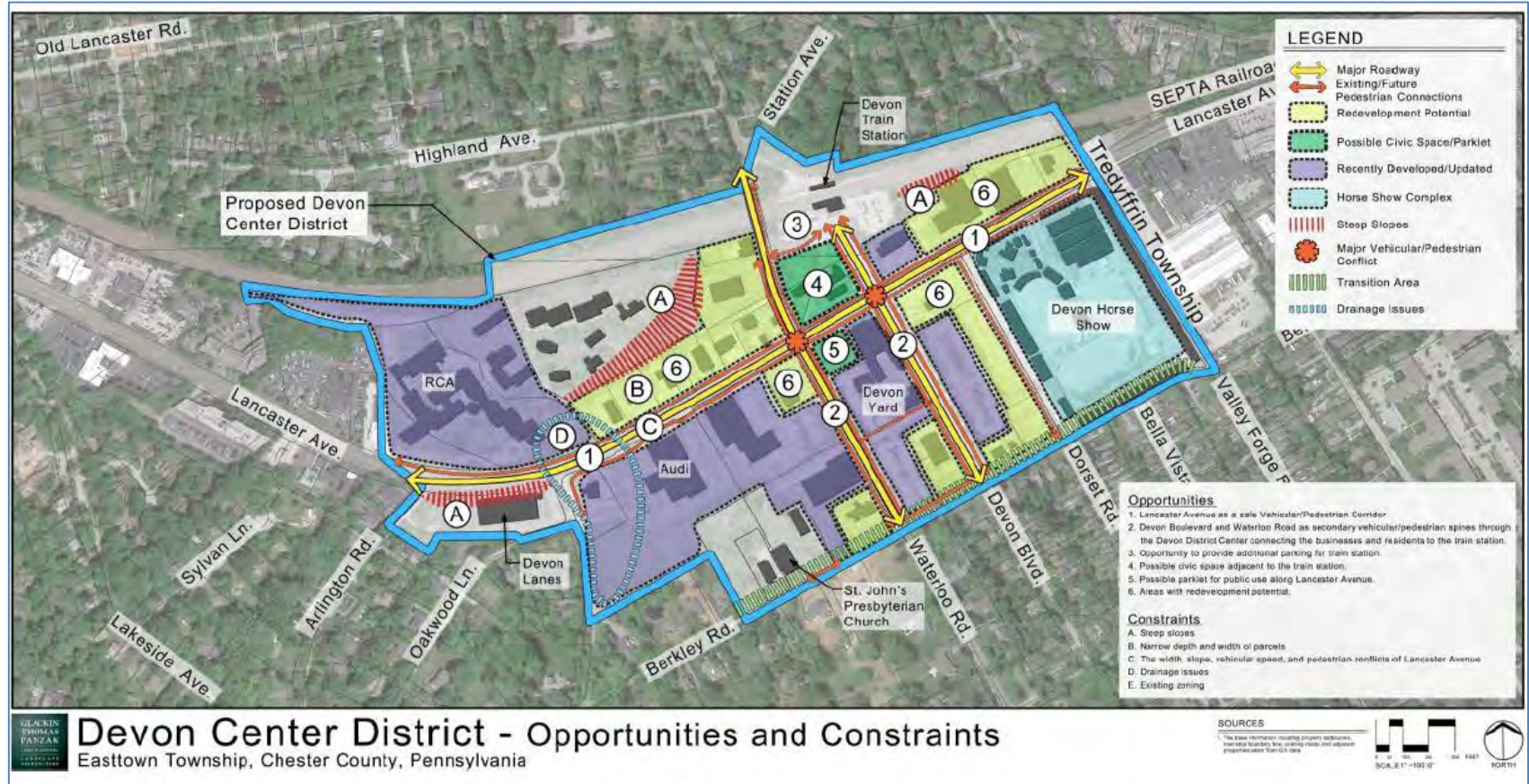
6 Expand regional rail service

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



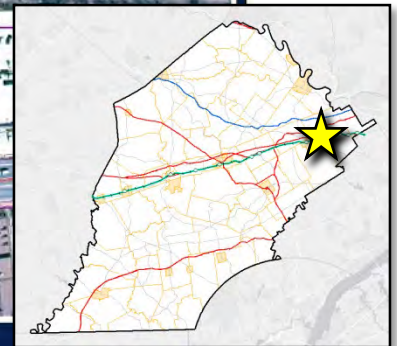
Devon Station



Paoli SEPTA/Amtrak Station



Paoli SEPTA/Amtrak Station




Source: PennDOT / Michael Baker Corp.

Frazer Station

East Whiteland Train Station Feasibility Study





East Whiteland Township, Chester County




Penna. R.R. Station

June 2019


Prepared By:


Prepared For:



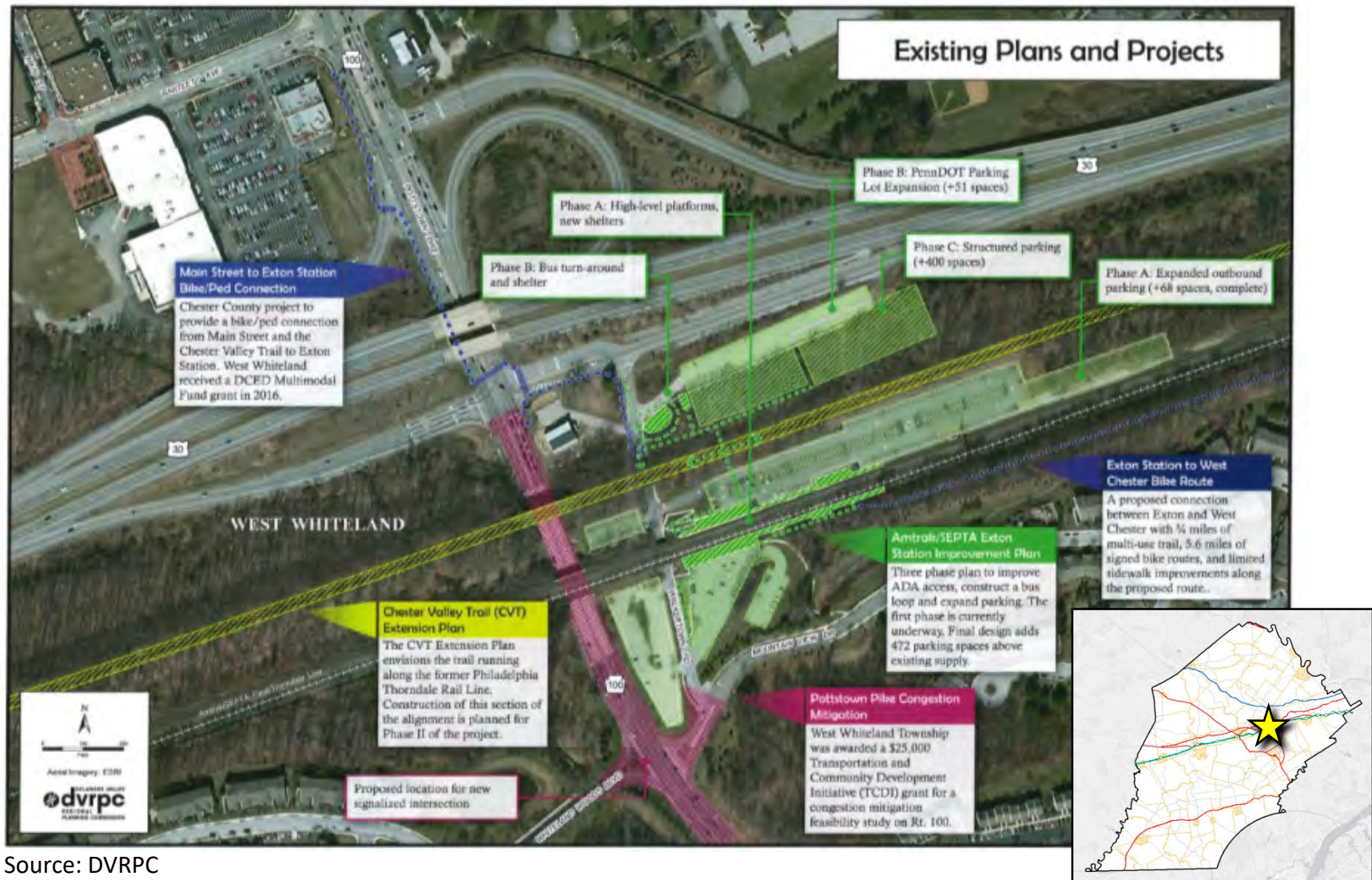
Immaculata Station Concept Plan



Immaculata Station Conceptual Aerial Rendering



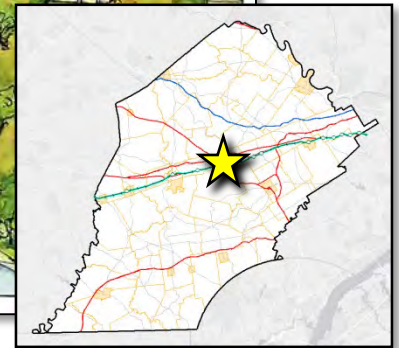
Exton SEPTA/Amtrak Station



Downingtown SEPTA/Amtrak Station



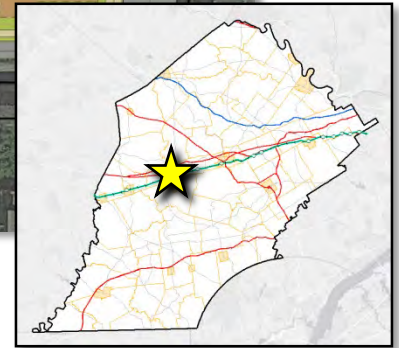
Illustration by the Hankin Group



Coatesville SEPTA/Amtrak Station



Source: PennDOT / Plan the Keystone



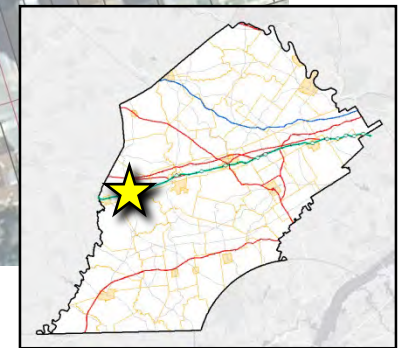
Coatesville – SEPTA Service



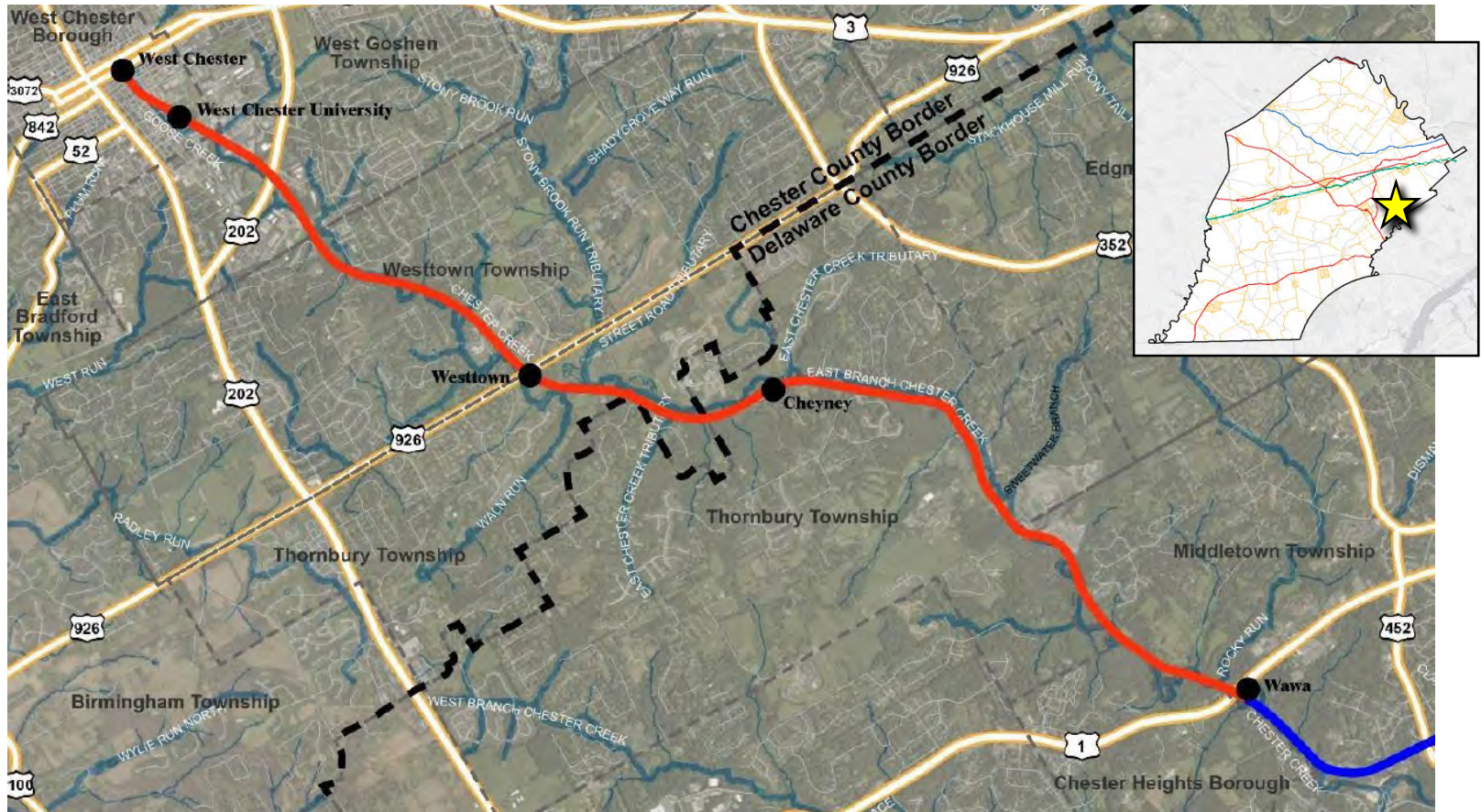
Parkesburg Amtrak Station



Source: PennDOT / Michael Baker Corp.

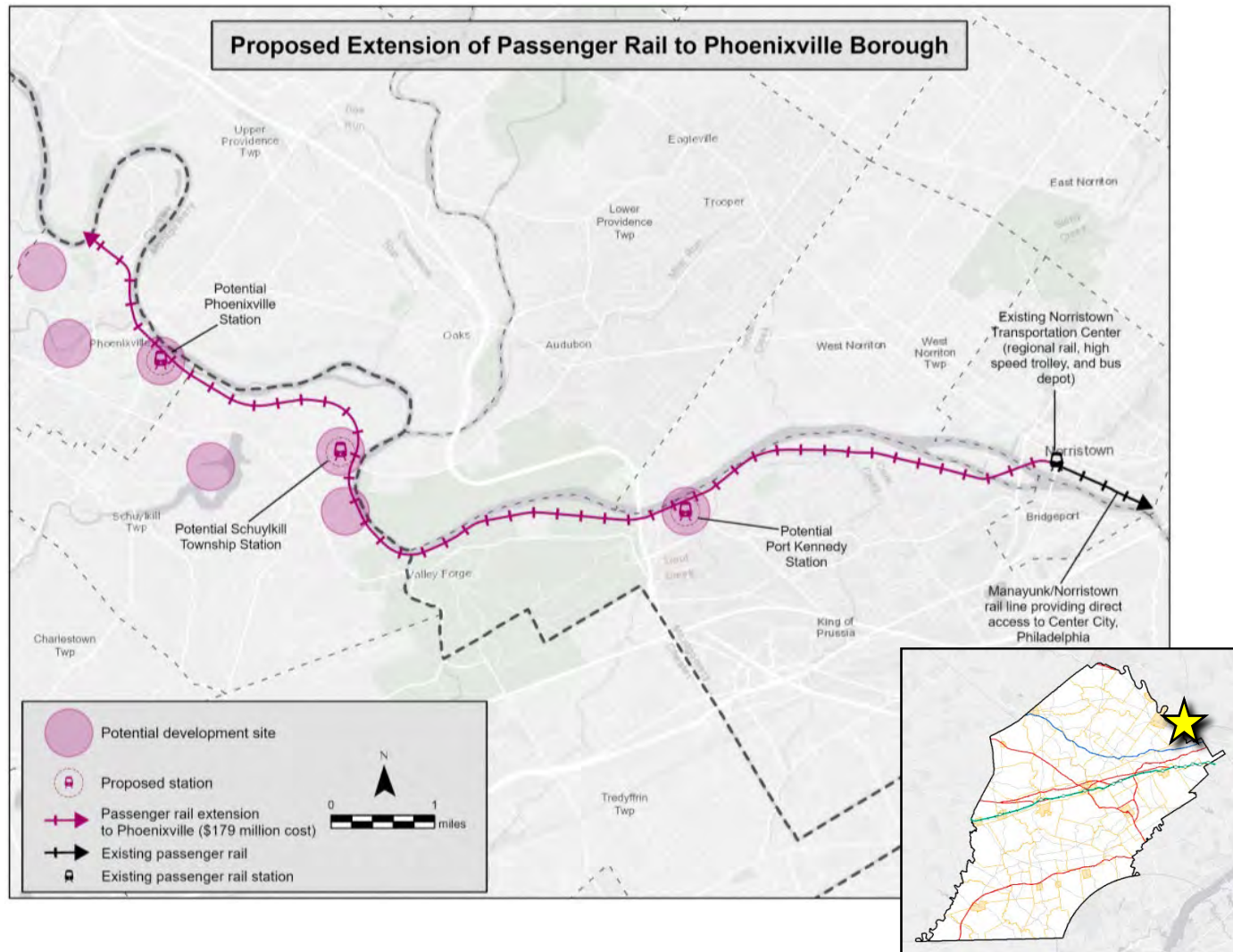


West Chester Rail Service



Source: SEPTA

Phoenixville Rail Service

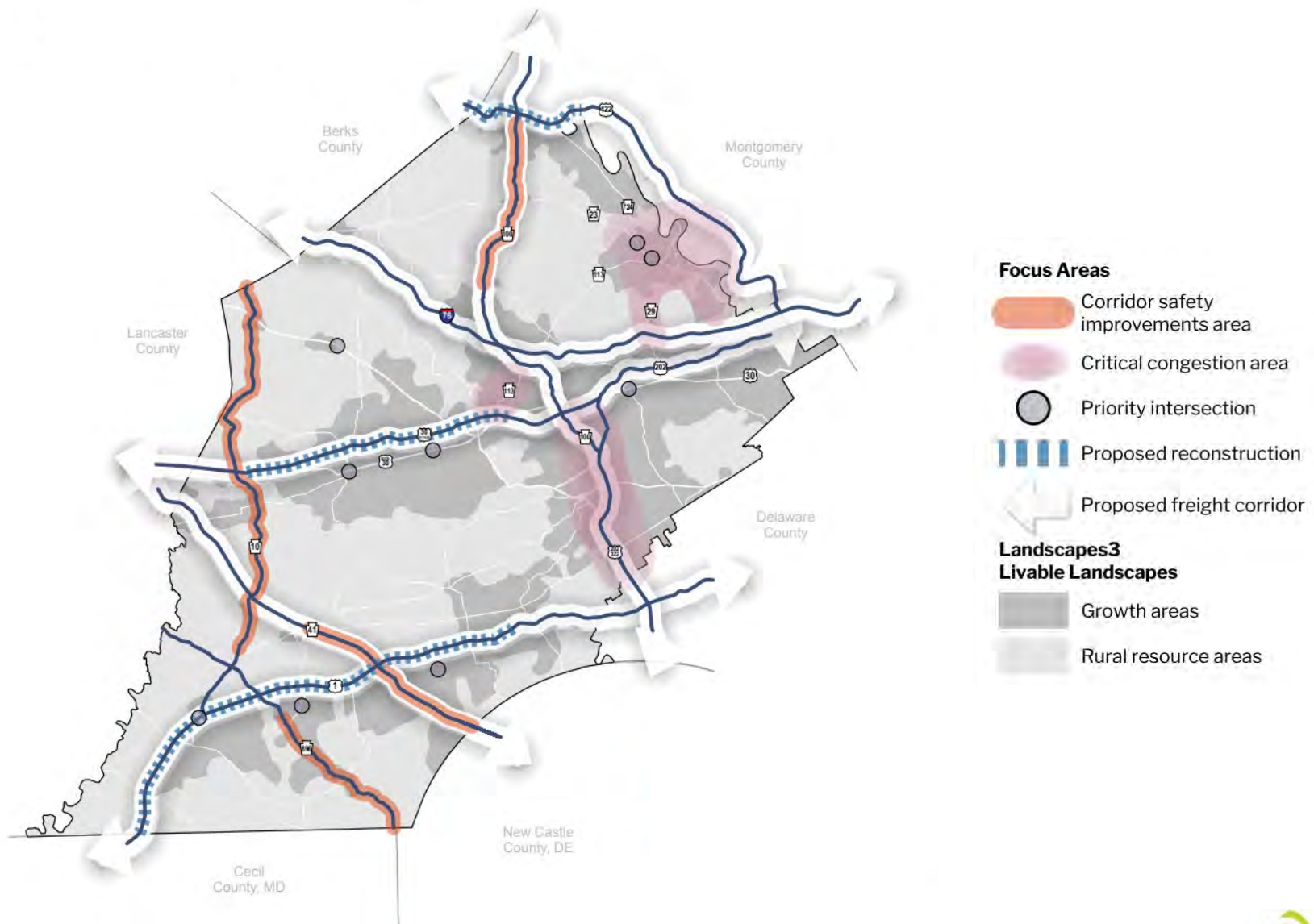


West Chester Pike / Direct Bus



Major Roadway Projects

Roadway network focus areas



Phoenixville Region Multimodal Study



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US 202 Section 100 – PA 926 Intersection



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US 202 Section 100 – Operations Analysis



US 202 Section 100 Operations Analysis



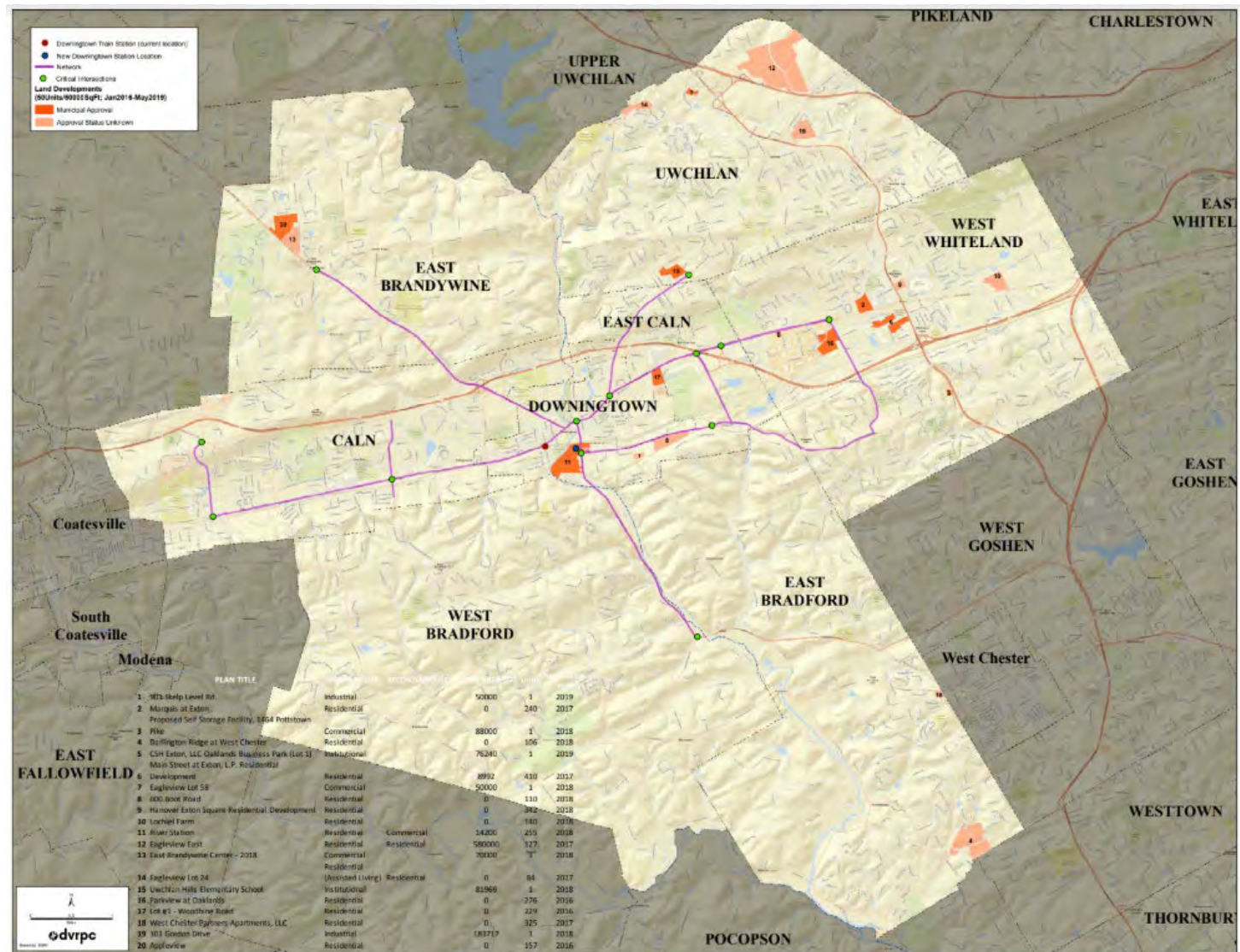
US 1 Reconstruction



US 30 Bypass Reconstruction / Capacity Adding



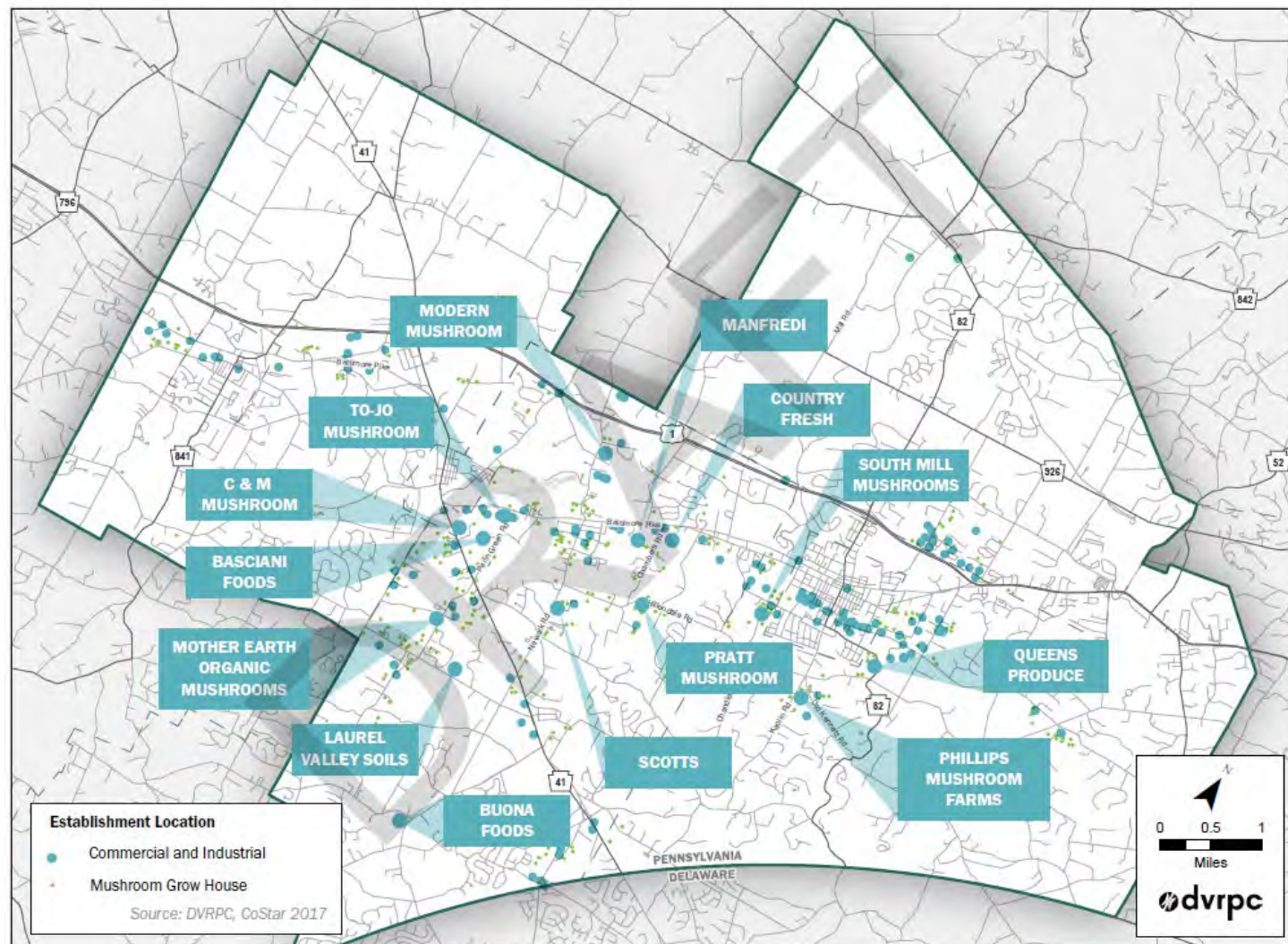
Downingtown Area Transportation Study



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Kennett Area Freight Plan

Figure 6: Kennett Area Mushroom Facilities and Supporting Industries



Thank you!

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