Walk & Bike Pottstown
Pottstown: Community Profile

• Population 22,377
• Median household income of $40,467
• 11% of Borough population below poverty level
• 13% of population 65+
• 65% of Pottstown School District are economically disadvantaged
  – Economic disadvantages linked to health outcomes:
    • Pottstown Area Health and Wellness Foundation – Needs Assessment (2008), “Pottstown Borough residents are more likely to be obese, less likely to engage in vigorous exercise, and their school aged children are twice as likely to be overweight than in the outer Pottstown area.”
• 5.2 square miles
• Historic, urban, high density of housing and development
• Pottstown has lost jobs, residents, and industry since its manufacturing heyday in the 1950’s, strong efforts of Borough and community groups to promote economic development
Project Team

Borough of Pottstown

Pottstown School District

Traffic Planning and Design

Simone Collins Landscape Architecture
Project Funding

- Pottstown Health and Wellness Foundation
- Federal Transportation Alternatives Program (TAP)
- PennDOT
- supported by DVRPC; Montgomery County Commissioners and staff; legislators; and other partners
Building on Existing Assets

- Historic town with a compact and walkable layout
- Prime location on Schuylkill River Trail
- Successful bike share
- Neighborhood schools
- Walking School Bus
Project Goals

• Create a network of bicycle and pedestrian friendly routes through Pottstown

• Provide safe routes to schools and other destinations throughout Pottstown

• Strengthen connections between Pottstown and the regional trail network
The bicycle network improvements should be designed for a wide range of potential users.
Bicycle Networks

"A well-connected pedestrian and bicyclist network recognizes that trips vary in purpose and nature."

Case Studies in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks

Walk & Bike Pottstown
Bicycle Network Principles

- **Cohesion** – How connected is the network in terms of its concentration of destinations and routes?
- **Directness** – Does the network provide direct and convenient access to destinations?
- **Accessibility** – How well does the network accommodate travel for all users, regardless of age or ability?
- **Alternatives** – Are there a number of different route choices available within the network?
- **Safety and Security** – Does the network provide routes that minimize risk of injury, danger, and crime?
- **Comfort** – Does the network appeal to a broad range of age and ability levels and is consideration given to user amenities?
Early Corridor Identification Analysis

Walk & Bike Pottstown
Urban Bikeway Design Guide

National Association of City Transportation Officials

Smart Transportation Guidebook

Planning and Designing Highways and Streets that Support Sustainable and Livable Communities

New Jersey Department of Transportation

Pennsylvania Department of Transportation

Walk & Bike Pottstown

MARCH 2008
Conventional Bike Lanes

Existing High Street Bike Lanes
Separate Bike Lanes

Panther Hollow Road – Pittsburgh, PA
Photo by John Heller/Pittsburgh Post-Gazette
Shared Lane Markings

Photo via Seattle Department of Transportation
Extension of High Street Bike Lanes
Low Volume Residential Streets

- Network includes six miles of low volume residential streets
- Minimize loss of on-street parking spaces
- Considered bike lanes or shared lane markings
Bike Lane Alternative
Bike Lane Alternative

For 28-foot wide street:

- 7-foot parking lane
- 5-foot bike lane
- 9-foot travel lane
- 7-foot parking lane
Shared Lane Alternative
Bicycle Boulevards

- Low-speed streets designed to give bicycle travel priority
- Maximum posted speed of 25 mph
- Traffic volumes under 1,500 vehicles/day
- Also known as neighborhood greenway
Two-Way Separated Bike Lane
(Cycle Track)
Two-Way Separated Bike Lane

• Provides separation from traffic
• Traffic calming benefit
• Minimal number of intersection conflicts on Jackson Street

Bluebonnet Lane – Austin, TX
Photo via peopleforbikes.org
Maintenance Challenges

- Snow removal from separated bike lane
- Potential thaw/refreeze issues
- Delineator replacement
- Street sweeping/debris removal
Questions?
Abington Township Master Bicycle Plan

Bicycling Beyond the Big Cities: Enhancing On-Road Cycling in Small Towns and Suburban Communities
Project Consultants

Simone Collins Landscape Architecture
Planners and Landscape Architects

Peter Simone
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Geoff Creary
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Traffic Planning & Design, Inc.
Transportation Engineers

Ben Guthrie
bguthrie@trafficpd.com  610-625-4242

Township Contact

Scott Marlin
smarlin@abington.org  267-536-1044
Simone Collins Landscape Architecture

• Over 100 trail & greenway projects
Abington Township

- 15 Square Miles
- Population of 55,310
- 1st Class Township
Township Features & Destinations

- Transit Stations
- Schools
- Parks and Open Space
- Cemeteries
- Hospitals
- Commercial Areas
- Other important destinations
- Existing Trails
- Proposed Trail
Strava Global Heatmap

PA-APA 2017 - Bicycling Beyond the Big Cities
Windshield survey
Public Process

- 4 Public Meetings
- 2 Board of Commissions Meetings
- 6 Committee Meetings
- 4 Township Staff Meetings
Detailed Site Investigation
Bike Lane

Off Road/ Multi use

Sharrow

Signage Only

PA-APA 2017 - Bicycling Beyond the Big Cities
Go for a ride!
Proposed Routes
(draft)
Route Type Mapping

- Bike Lanes
- Sharrow
- Signage Only
- Off Road / Multi-use Trail
Level of Comfort

- **Level 1:** Comfortable for people of all ages and abilities
- **Level 2:** Comfortable for most adults
- **Level 3:** Comfortable for many experienced cyclists
- **Level 4:** Comfortable for experienced and confident cyclists

PA-APA 2017 - Bicycling Beyond the Big Cities
High (short-term) Priority Routes

3 – Link Penbyn Park, Ardsley Station, Roslyn Park & Crestmont Parks $1M

4, 12 – Connect Valley Road to Crestmont Park / future Cross County Trail $300K

14 – Noble Train Station to Friends School and Averthorpe Park $930K

16 – Meadowbrook Station to east end of Pennypack Trail $839K

23 – Manor College area to west end of Pennypack Trail and Fox Chase Farm $26K

… & Incorporate other on-road routes with Township road repaving schedules.
Proposed Route Lengths

**Off Road Routes:**
- Class 1 - Share Use Paths: 5 Miles

**On Road Routes:**
- Class 2 – Designated Bike Lanes: 2 Miles
- Class 3 – Marked Shared Lanes: 27 Miles
  (Sharrow Pavement markings)
- Class 3 – Signed Shared Lanes: 14 Miles
  (Share the road and bike route signage only)

**Total:** 47 Miles
## Cost Estimates

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*PA-APA 2017 - Bicycling Beyond the Big Cities*
Off Road Routes (Shared Use Paths) $3,471,430
Bike Lanes $403,252
Share the Road (Sharrows) $503,150
Bike Routes (signage only) $25,400
Contingency (20%) $880,646
Design & Engineering (20%) $880,646

Grand Total $6,164,525
Simone Collins Landscape Architecture
Planners and Landscape Architects

Geoff Creary
gcreary@simonecollins.com
610-239-7601