



# Walk Phoenixville



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# 1 | Executive Summary

The Borough of Phoenixville retained McMahon Associates, Inc. to conduct a walkability and pedestrian accessibility plan. The goal of the study is to identify and address weaknesses in the sidewalk network throughout Phoenixville Borough.

Phoenixville Borough has almost 80 miles of sidewalk and 477 intersections with crosswalks. However, approximately 80% of crosswalks do not meet Americans with Disabilities Act (ADA) requirements. Additionally, six of eighteen traffic signals in the borough lack full pedestrian accommodations. Still, Phoenixville Borough is a very walkable community; receiving a high rating of 14.95 out of a possible 20 on EPA's Walkability Index.

Walk Phoenixville identifies capital and policy recommendations to improve walkability within the borough. A steering committee, representing various community interests, a project website to promote a community conversation, and a public meeting were utilized to guide the development of the plan.

Key corridors and priorities identified in Walk Phoenixville include:

- downtown (Bridge Street) and connections to get people downtown;
- student commuting corridors;
- gaps in the sidewalk network;
- connections to shopping centers;
- and barriers to people living with disabilities.

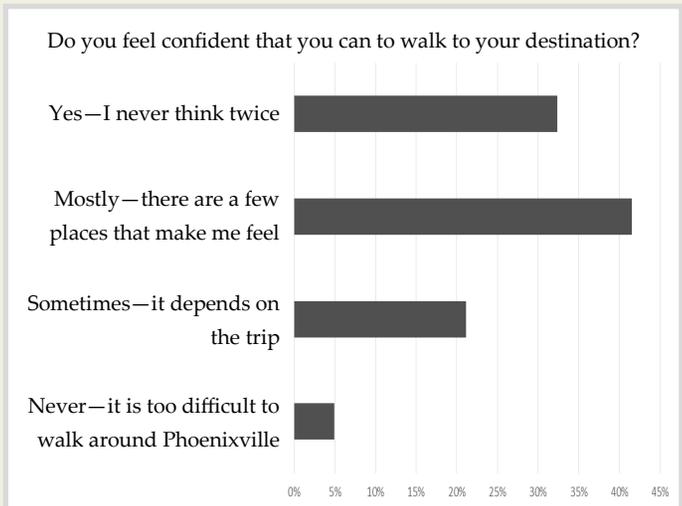
Capital improvements recommended in this plan are intended to improve walkability by enhancing the built environment. This plan also serves as a transition plan for the borough to comply with current accessibility standards within the built environment including sidewalks, roadside paths, crosswalks, pedestrian signal upgrades, traffic calming, access management, etc. The policy recommendations herein are intended to strengthen the borough's effort to provide safe and accessible pedestrian facilities for all residents and visitors.

Funding for Walk Phoenixville was provided by a grant from the Chester County Planning Commission through the Vision Partnership Program, matched by funding from Phoenixville Borough.

## Key Findings

Thanks to Phoenixville's historic development patterns and established sidewalk network it has become a walkable destination.

Residents, visitors, and stakeholders agree that Phoenixville is walkable. However, there are specific walkability issues that need to be addressed.



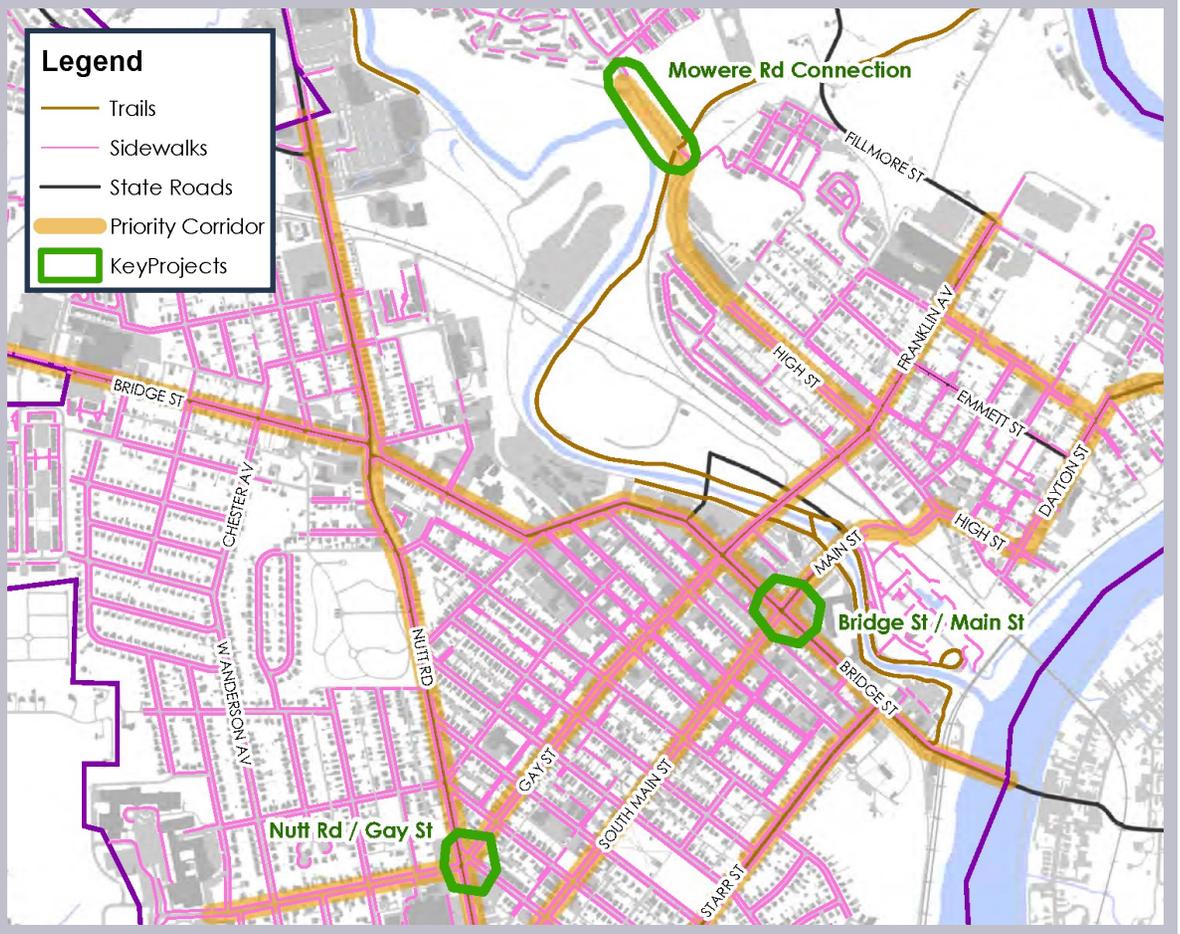
Continued development and growth within the borough will drive increased demand for improved walkability in the borough. Many established neighborhoods lack sidewalks and crosswalks that are accessible to people living with disabilities, older adults, and small children. Nearly four out of five intersections in the borough have crosswalks that would not meet current Americans with Disabilities Act standards, and there are several missing connections and locations where crossing major roadways is exceedingly difficult.

## Key Recommendations

Walk Phoenixville includes information that will allow the borough to effectively budget for future maintenance, capital improvements, and policy updates that will improve walkability and accessibility.

Planning level cost estimates were developed for short, medium, and long term priority capital improvements and policy updates. Illustrative exhibits were developed for three key capital improvements. The recommendations for priority corridors are:

- Enforce established maintenance standards for sidewalks
- Systematically improve crosswalks to meet ADA standards





## 2 | Project Background

The Phoenixville Pedestrian Accessibility Plan was conducted to identify and address weaknesses in the sidewalk network throughout Phoenixville Borough.

### A | Study Area

This plan focused on the pedestrian network issues and needs for the entirety of Phoenixville Borough. As defined by *Landscapes3*, Chester County's Comprehensive Plan, Phoenixville is an Urban Center characterized by a historic downtown surrounded by established residential neighborhoods. Thanks to a traditional, compact development pattern and street design language, Phoenixville is generally very walkable; with mostly short blocks and sidewalks on every street.

The borough is approximately 3.6 square miles. It is served by three highways: SR 23, SR 29, and SR 113. SEPTA's Route 99 and Route 139 buses provide service to Phoenixville; connecting to the borough to Norristown, King of Prussia, and Limerick. The Schuylkill River Trail passes through Phoenixville's downtown area.

### B | Existing Land Use Trends

Phoenixville Borough consists of a mix of residential, retail, office, and institutional uses. A vibrant restaurant scene has emerged as part of recent revitalization efforts begun several years ago and this trend continues today. As such, Phoenixville is a popular entertainment destination for both locals and regional visitors.

Outside of the commercial core, there is still a mix of uses, but these areas to the north and south are primarily residential neighborhoods.

Nutt Road, which passes through the south side of the borough, serves as an additional commercial corridor which has balanced auto-oriented land development patterns while maintaining access for pedestrians. Phoenixville Hospital and various retail enterprises are located along Nutt Road. Large retail shopping centers can be found at either end of Nutt Road.

Between the recent/proposed land developments, will add more than 2,500 residential units to the borough, the borough's population may increase by one-third or more. Sustained residential and non-residential development in Phoenixville is expected to continue.

## C | Previous Plans & Studies

Various plans and studies have addressed walkability in Phoenixville over the years. The most recent and relevant documents were reviewed as part of the Phoenixville Pedestrian Accessibility Plan include:

- *DRAFT* Phoenixville Regional Comprehensive Plan (PRPC, 2019)
- Phoenixville Region Multimodal Transportation Plan (CCPC, 2018)
- Park Phoenixville (Phoenixville, 2017)
- Sidewalk Feasibility Study (Schuylkill Township, 2016)
- Phoenixville-Mont Clare Connector Trail Feasibility Study and Alternatives Analysis (GVFTMA, 2013)
- Phoenixville Borough Comprehensive Plan (Phoenixville, 2011)

When reviewing these documents, common themes emerge, most notably, all of them recognize Phoenixville’s overall walkability as a community strength. Recommendations and priority improvement projects that were identified in these documents have been incorporated into this plan to improve the pedestrian network in Phoenixville Borough.

## D | Public Engagement

The public was engaged throughout this planning process through a variety of methods, which included:

- Online Community Engagement Platform—

advertised on the borough’s website, through social media, and with planning partners. Overall, respondents agreed that Phoenixville is a very walkable community, but specific issues that affect the pedestrian experience were identified.

- Public Workshop—an open-house meeting was held for community members to provide input on their priorities
- Public Presentation—a presentation of the findings and recommendations of the plan was held at a Borough Council Meeting in late 2019

### online survey results

Over 160 participants responded to the online survey. Most people agreed that the borough is generally very walkable.

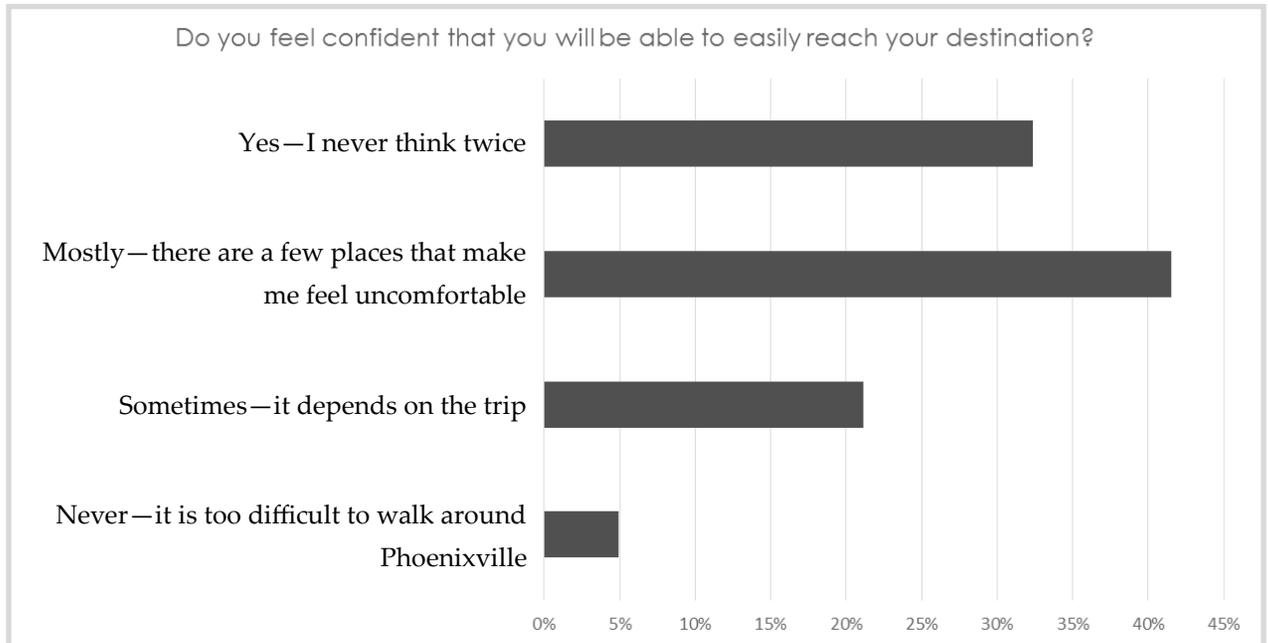
In all, there were nearly 400 online interactions

between surveys completed, comments, and links shared. Nearly 90% percent of participants live in Phoenixville (zip code 19460), and the average participant was 50 years old and female.

Detailed summaries of the survey responses can be found in Appendix A.

### public meeting feedback

A public meeting was held on September 4, 2019. The meeting was an open house setting meant to inform the public about the project and to allow the consultant team to solicit feedback from the community. Community members provided input on issues related to sidewalks, crosswalks, connections to transit, accessibility, and any other walkability issues. The project team was on hand to listen to concerns and answer questions.



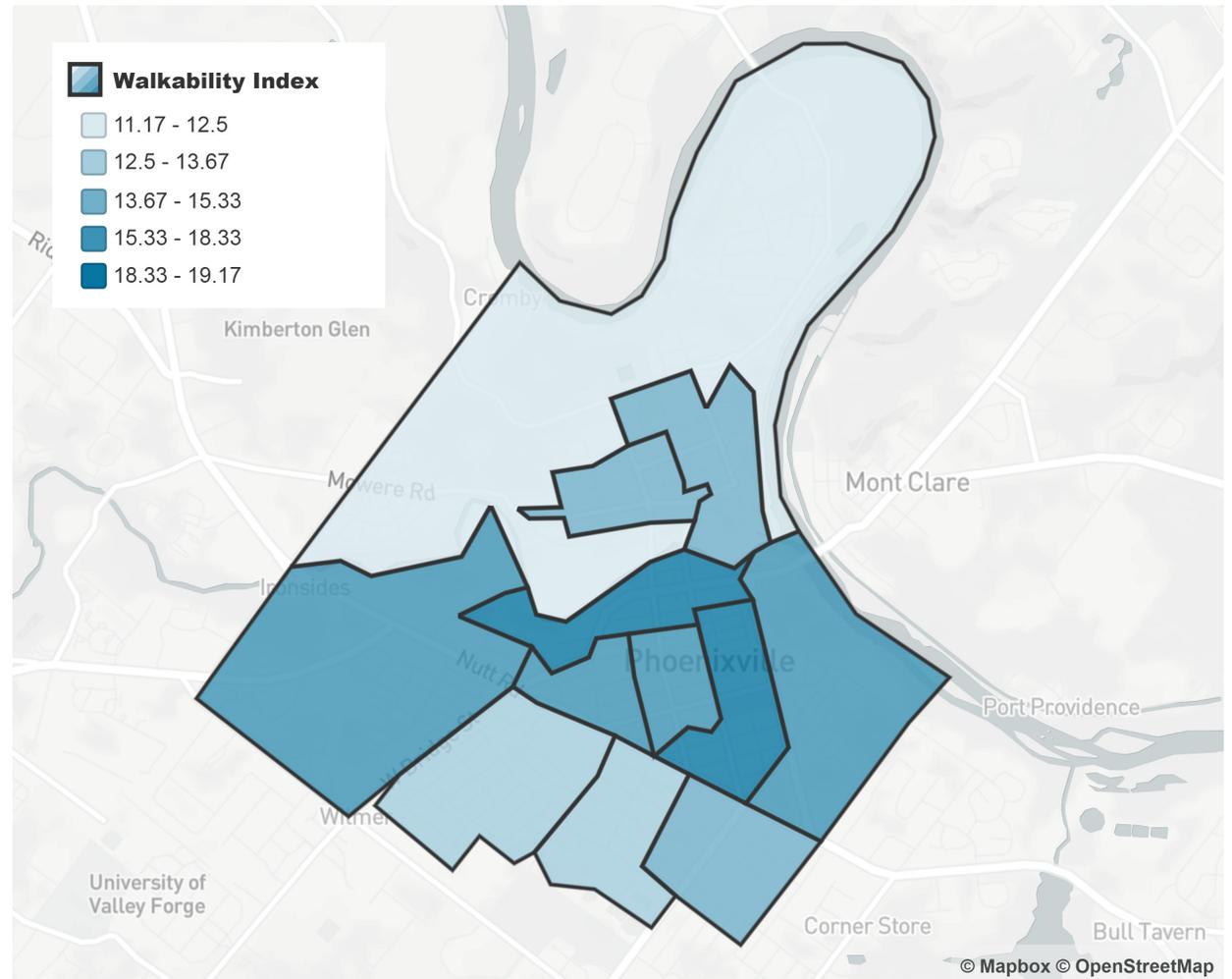
## E | Transportation Characteristics

Phoenixville is located in the northeastern corner of Chester County with regional highway access provided nearby via U.S. Route 422 (approximately four miles away), U.S. Route 202 and Interstate 76 including the Pennsylvania Turnpike (approximately ten miles away). PA Routes 23, 29, and 113 are major routes that travel through the Borough and provide more localized connections.

Being a densely populated urban center in the Philadelphia region, Phoenixville Borough benefits from multiple public transportation lines serving the community. Public transportation is provided by SEPTA Route 99 and Route 139. These bus routes provide a connection between Limerick, King of Prussia, and Norristown; including direct access to the Norristown Transportation Center where riders may access Regional Rail and the Norristown High Speed Line.

The Schuylkill River Trail passes through the center of the borough. It serves as a regional trail spine and is part of The Circuit, the Philadelphia region's trail network.

Sidewalks can be found along most roads in the borough. This contributes to the community's strong overall EPA Walkability Index rating of 14.95 out of a possible 20. This indicates that Phoenixville is a highly walkable community. However, there are some areas in the borough that are more walkable than others. The map to the right depicts the EPA Walkability Index by census block group. Generally, the closer to Bridge Street



and the central business district, the more walkable the census block group is.

Additionally, according to the US Census 2013-2017 American Community Survey (ACS), the average vehicle miles traveled per day for households in Phoenixville is 36.65 miles. This is significantly lower than the Chester County average of 55.98

miles. However, the mean commute time for Phoenixville residents is comparable to the Chester County mean (27.88 vs. 27.95 respectively). These two statistics together may be indicative of the robust pedestrian network within Phoenixville where people are able to walk to work or reliably access public transportation more than other areas of Chester County.

## F | Key Demographics

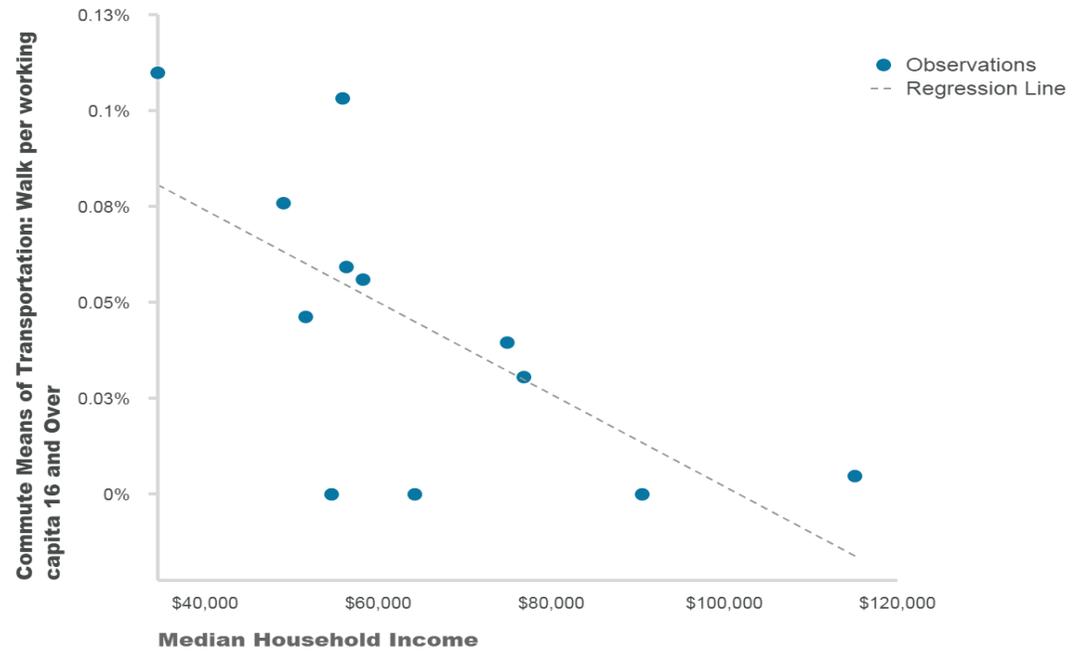
An evaluation of the demographic information of the community is important for understanding the transportation needs within the community and specific neighborhoods and areas. The following demographics illustrate the need for a safe and reliable pedestrian network in Phoenixville Borough.

The US Census 2013-2017 ACS estimates the population of Phoenixville to be 16,743 people, and the median household income is approximately \$60,000. This is significantly lower than the Chester County average of more than \$92,000. Over 7% of households in Phoenixville do not have access to a vehicle. However, demographics differ from one neighborhood to the next.

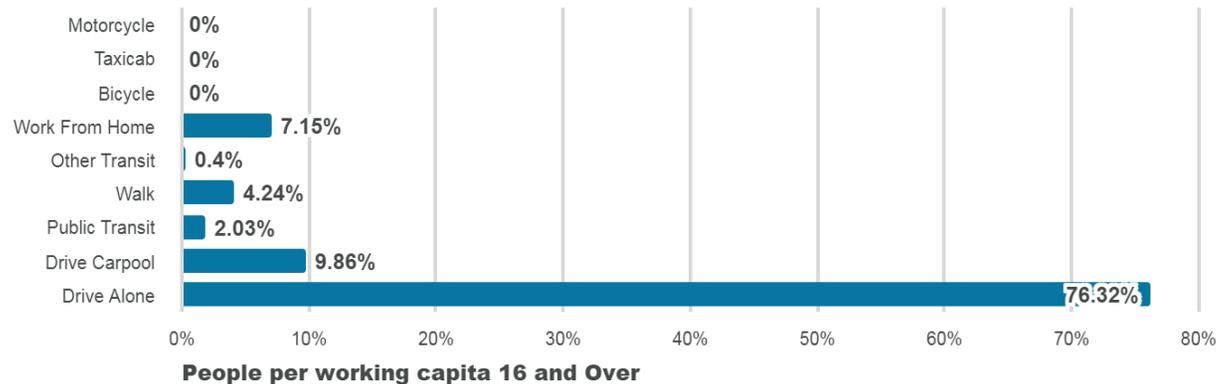
Improving pedestrian accessibility will have a larger impact on vulnerable populations, such as individuals living in poverty or those with limited access to vehicles, than others. Of Phoenixville's population, over 10% of individuals live with a disability and 9% live below the poverty line. Compared to Chester County, these are significantly higher percentages than the average, but it is a lower percentage than Pennsylvania as a whole. The chart on the top right of this page illustrates that as household income increases, the likeliness that a person will commute to work by walking decreases. Each point on the chart indicates one census block group in Phoenixville Borough. The block groups with the lowest average household income are the most likely to have individuals that walk to work.

### Median Household Income correlated with Commute Means of Transportation: Walk per working capita 16 and Over

Census Block Groups inside Phoenixville borough, PA



### Commute Means of Transportation



Phoenixville borough, PA

mySidewalk.com · Sources: US Census 2013-2017 ACS



## 3 | Existing Conditions

This section summarizes the existing features of the transportation network in Phoenixville Borough.

### A | Sidewalk Inventory

Most of Phoenixville Borough was developed in a traditional grid pattern with short blocks centered around the steel mill that once occupied the French Creek valley near the center of town. The older grid plans; between Mill Street and Nutt Road to the south and between Vanderslice Street and Fillmore Street to the north; along with small lot sizes to maximize housing density, ensured that the workforce was never more than a 20 minute walk from the primary employer. This development pattern has a distinct advantage of

facilitating walking commutes to and from the downtown area.

Mid-twentieth century development south of Nutt Road generally followed the same grid street and short block pattern. However, the lot and home sizes are larger, which reflects the emergence of automobiles as the primary mode of transportation.

Newer developments on the periphery of the borough follow a curvilinear street pattern with large lots and homes, which results in poor pedestrian connectivity. In turn, walking becomes undesirable as an individual's primary transportation mode. However, Phoenixville Borough has ensured that sidewalks have been included with all new development.

### existing sidewalks and crosswalks

There are nearly 80 miles of sidewalk and 477 intersections with crosswalks in Phoenixville. However, approximately 78% of intersections in the borough likely do not meet Americans with Disabilities Act (ADA) standards. For the purposes of this plan, a crosswalk that “may meet ADA standards” must satisfy two criteria.

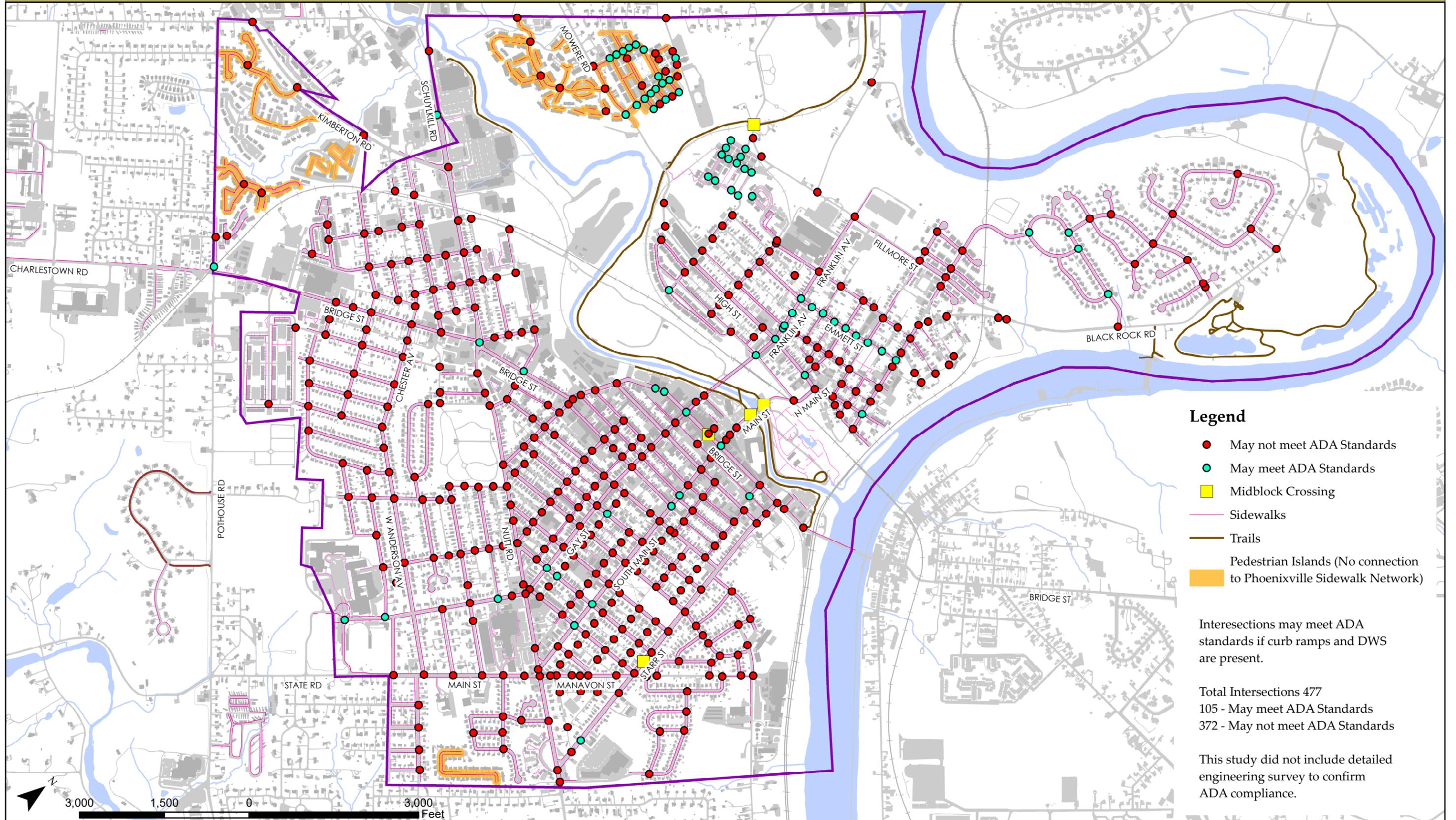
1. curb ramps are present
2. Detectible Warning Surface (DWS) devices are present

A full engineering survey would be needed to confirm these determinations.

The map on the following page shows the existing intersections, sidewalks, and trails within Phoenixville Borough.

# Existing Pedestrian Features

## Walk Phoenixville



traffic signal inventory

Of the 477 intersection in Phoenixville Borough 17 are signalized. These traffic signals are owned and maintained by the borough. Traffic signals provide an opportunity to control vehicular and pedestrian movements to maximize operational efficiency and safety. Many of the traffic signals in Phoenixville have pedestrian phases included in the traffic signal timing. Each traffic signal permit on file with PennDOT was reviewed to determine the existing pedestrian features. That review is summarized in the table below.

The signal plans were reviewed and cross referenced with field observations to determine if the intersections would meet the safety standards that PennDOT typically requires at signalized intersections.

Five features in the signal permits were evaluated to determine how pedestrians are accommodated:

1. Crosswalk—which approaches to the intersection have an existing crosswalk
2. ADA—whether or not the existing crosswalks meet ADA standards

3. Pedestrian Button / Pedestrian Signal—if pedestrian signal equipment is present or in need of updating
4. Pedestrian Timings—if pedestrian timings meet minimum crossing time needs
5. Pedestrian Phase—how the pedestrian phase is activated

Pedestrian accommodation deficiencies were identified for nearly all of the signalized intersections in the study area. Improvement recommendations can be found in Chapter 5 | Pedestrian Mobility Plan.

File # <sup>1</sup>	Owner	Primary Street	Minor Street	Crosswalk	ADA	Ped Phase <sup>2</sup>	Ped Button / Ped Signal	Ped Timings
568	Phoenixville	Nutt (SR 0023)	Bridge	See Plan	Yes	Actuated	Outdated	Retiming Needed
587	Phoenixville	Nutt (SR 0023)	Lincoln / Fourth	N W S	Yes	Actuated	Outdated	Retiming Needed
2614	East Pikeland	Schuylkill (SR 0023)	Township Line	W	No	Actuated	Outdated	Retiming Needed
582	Phoenixville	Nutt (SR 0023)	Main / Manavon (SR 0029)	All	Yes	Actuated	Outdated	Retiming Needed
175	Schuylkill	Pothouse	Bridge / Charlestown	N W	Yes	Actuated	Yes	OK
565	Phoenixville	Gay	Church	All	No	N/A	No	OK
588	Phoenixville	Gay	Washington	All	No	N/A	No	Undeterminable
586	Phoenixville	Franklin (SR 0113)	High	All	Yes	N/A	No	OK
31	Phoenixville	Schuylkill (SR 23) / Nutt (SR 23/113)	Kimberton (SR 0113)	All	Yes	W/ Traffic	Outdated	Retiming Needed
566	Phoenixville	Bridge (SR 0113)	Gay (SR 0113)	All	Yes	Actuated	Outdated	Retiming Needed
584	Phoenixville	Nutt (SR 0023)	Gay	All	Yes	Actuated	Outdated	Retiming Needed
19	Phoenixville	Starr (SR 0029)	Manavon (SR 0029) / Fifth	All	Yes	Actuated	Outdated	Retiming Needed
567	Phoenixville	Bridge	Main	All	Yes	Actuated	Outdated	Retiming Needed
54	Phoenixville	Bridge (SR 0029)	Starr (SR 0029)	W S	Yes	Actuated	Outdated	Retiming Needed
3216	Schuylkill	Schuylkill (SR 23) / Nutt (SR 23)	Phoenixville Center Drive	N W S	Yes	W/ Traffic	Outdated	Retiming Needed
2449	East Pikeland	Kimberton (SR 0113)	Township Line (SR 1038)	N W E	On North Side Only	Actuated	Outdated	Retiming Needed
279	Phoenixville	Nutt (SR 0023)	Starr	N E S	Yes	Actuated	Outdated	OK

(1) PennDOT Signal Permit File Number

(2) "Actuated" means the pedestrian signal is activated when requested by a push-button call. "W/ Traffic" means the pedestrian signal is activated every signal cycle, and pedestrians cross with parallel traffic.

(3) PennDOT is currently reviewing and updating traffic signal timings for intersections along Nutt Road.

- - Indicates the feature does not adequately accommodate pedestrians.

## B | Pedestrian Counts

The scope of work for this study did not include pedestrian counts in Phoenixville Borough. However, the Delaware Valley Regional Planning Commission (DVRPC) has an ongoing program to count pedestrians and bicycles throughout the Delaware Valley. In May of 2019, these counts indicated that, on average, approximately 190-240 people per day were counted walking on Second Avenue between Lincoln Avenue and Gay Street. This data gives some insight on the level of pedestrian usage of residential streets in Phoenixville Borough. Detailed pedestrian count data from DVRPC for 2nd Avenue can be found in Appendix B.

## C | Multimodal Integration

All modes of transportation; from cars to bicycles; contribute to the walkability of a community. As in most communities, the primary mode of transportation for commuters is single occupancy vehicles. The focus of this effort is improving walkability in Phoenixville Borough. However, everyone is a pedestrian once they park their vehicle, dismount a bicycle, or exit a bus. Walking is the most basic form of mobility, and is the glue that holds transportation networks together.

Additionally, walking and other modes such as bicycling continue to gain popularity. More and more people are choosing alternative modes to single occupancy vehicles. Thanks to the compact nature of Phoenixville Borough and investments in bicycle/pedestrian infrastructure, people-powered

transportation modes gain popularity for residents to enjoy the downtown.

### bikeability

Currently, there are no dedicated on-road bicycle facilities in Phoenixville Borough. This includes bicycle lanes or sharrows, so motorists and bicyclists must “share” the roadways. In some areas, due to the narrow roadways and on-street parking, these shared conditions are only comfortable for skilled and confident riders.

DVRPC has identified the Bicycle Level of Traffic Stress (BLTS) for every roadway in the five Pennsylvania counties within the region. The BLTS rates roads based on various factors such as the number of lanes, effective vehicle speed, and the presence of bicycle facilities to determine how comfortable bicycle riders would be on certain roadways. Given the urban nature of Phoenixville Borough, many of the residential streets are identified as having a level of traffic stress 1; indicating that they are suitable for most riders. DVRPC’s study goes one step further to identify bikeable “islands” where groups of low-stress streets connect to form mini-networks but do not connect to neighboring areas.

The Schuylkill River Trail passes through the center of town, which provides safe off-road accommodations for bicycles and pedestrians. This regional trail serves the local community and brings visitors to Phoenixville from throughout the region.

In support of on-road and off-road bicycling, providing more visible and secure bicycle parking (i.e. bicycle racks) within the downtown area can

provide an incentive for visitors to bike to the area, rather than drive, which reduces congestion and requires less automobile parking (the area needed for one automobile parking space could accommodate approximately 10 bicycles), thereby improving walkability in the community.

### transit

Sidewalks also provide convenient and reliable access to public transportation. Currently, SEPTA provides bus service within the study area via its 99 and 139 bus lines. These bus lines run between Limerick and King of Prussia and between Phoenixville and Norristown, respectively. While there are several bus stops located in Phoenixville Borough, there are no bus shelters provided.

The Chester County Public Transportation Plan recommends several additional bus shelters within the Borough and a new commuter bus route between Phoenixville and Great Valley by 2030.

### Parking

Thanks to the compact grid of downtown Phoenixville, visitors and many residents utilize on-street parking. This arrangement actually improves safety and comfort of pedestrians by providing a physical barrier between people walking on a sidewalk and vehicles traveling in the streets. This effect can also be achieved through streetscape design such as buffer strips and curb extensions. Even in parking lots, adequate pedestrian facilities are needed to get people to their destinations.

Phoenixville’s zoning ordinance does not include minimum parking requirements. Instead, the ordinance requires developers to illustrate how

much parking is needed for a given development. This encourages developers to consider how people may move about the borough without the use of a car. In turn, pedestrian mobility improves through the installation of sidewalks, trails, and pedestrian scale streetscapes.

Park Phoenixville identifies various strategies for improving parking in the downtown area. Good urban design is a key component.

### D | Accessibility

Much of Phoenixville was developed in a time when mobility for all people was not considered in urban design, as it is today. As shown in the existing features map, many areas of the borough do not have adequate pedestrian facilities to meet current Americans with Disabilities Act (ADA) standards. While sidewalks are present on most streets in Phoenixville, adequate curb ramps and detectable warning surface (DWS) devices are not installed at many intersections, which can be difficult for people with a physical or mobility disability, older adults, or young children.



Lack of ADA ramps at 1st Avenue and Lincoln Avenue

Additionally, cracked, buckled, worn, and overgrown sidewalks persist in various locations throughout Phoenixville. Since homeowners are responsible for maintenance of sidewalks along their property, many sidewalks fall into disrepair despite borough ordinances that require safe and clear pedestrian passage to be maintained. Additionally, well intentioned improvements have sometimes been installed incorrectly.

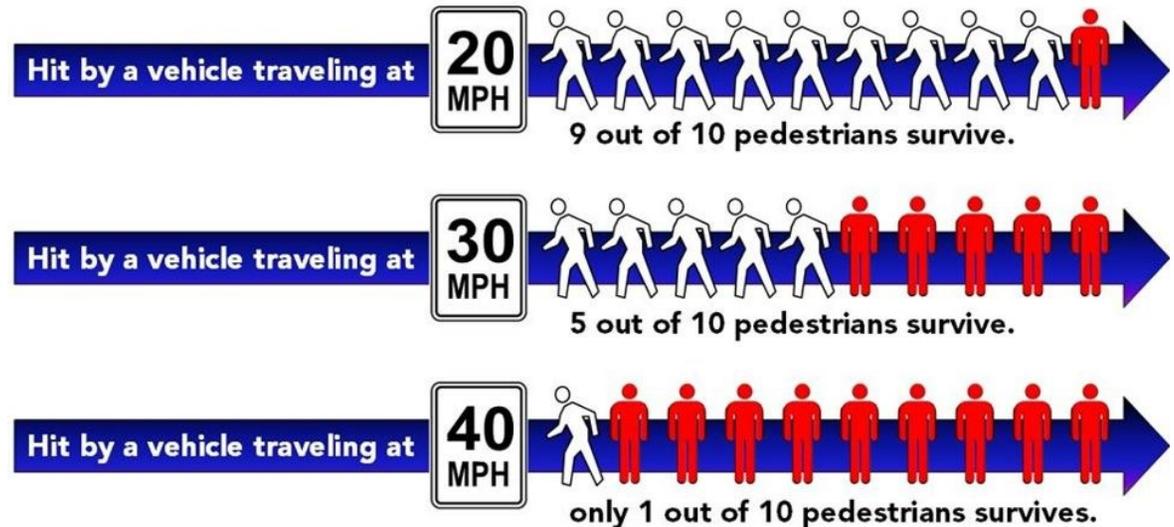


DWS device installed incorrectly at Dayton Street and Square Drive

### E | Crash Data

Most crashes in Phoenixville occur along the major roadways; Bridge Street and Nutt Road. This comes as little surprise, because these roadways carry the highest volume of traffic. However, especially in the case of Bridge Street, these roadways often also have high pedestrian traffic.

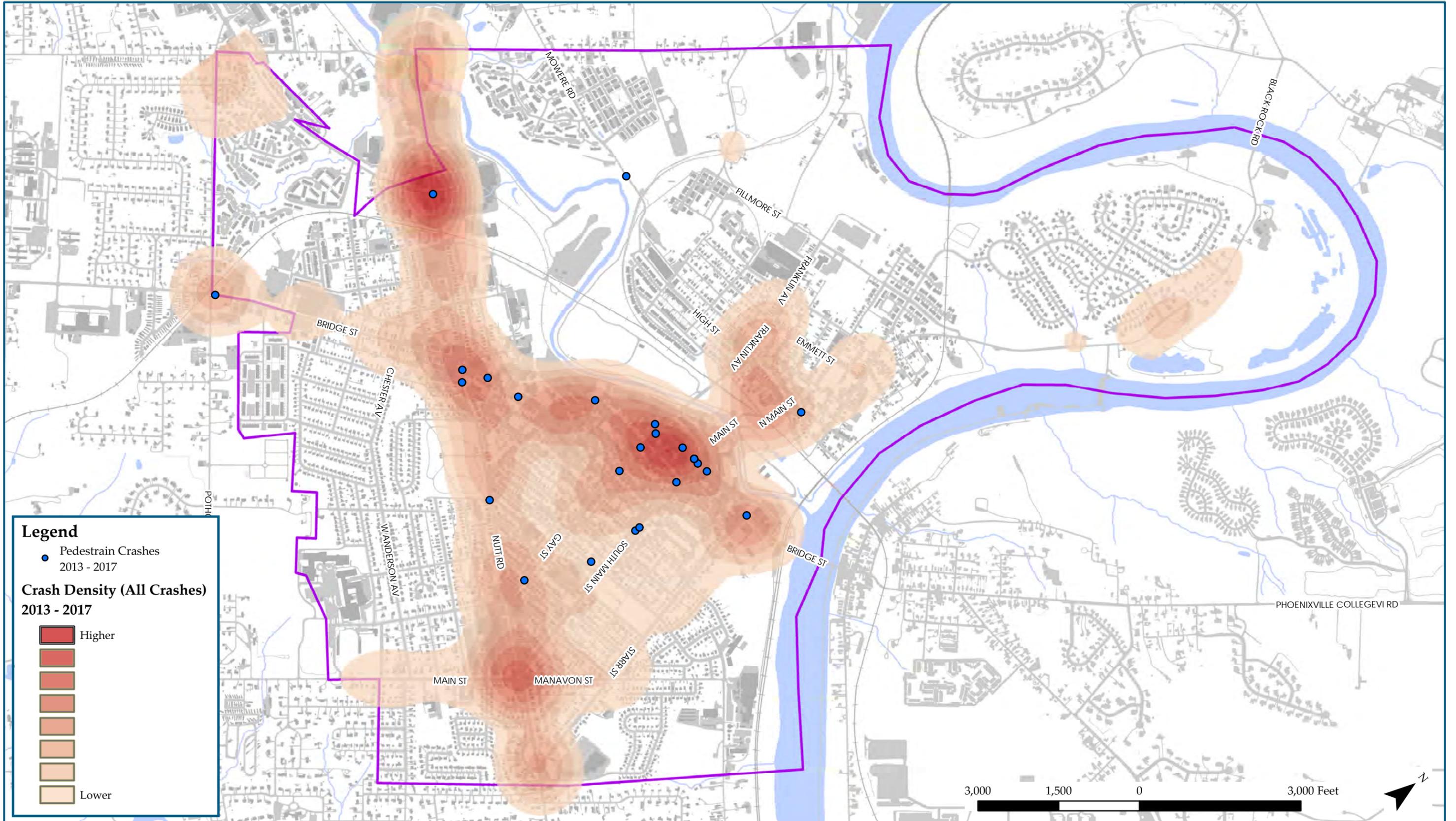
Pedestrians are especially vulnerable in crash situations. The chances for serious injury to pedestrians increase dramatically as vehicle speeds increase. Of 534 total crashes in Phoenixville between 2013 and 2017, 25 involved pedestrians. The highest concentration of crashes that involved pedestrians can be seen along Bridge Street. Fortunately, none of those crashes resulted in a pedestrian fatality. The Crash Density map on the following page shows the density of all crashes (red shaded areas) and individual pedestrian crash locations (blue points).



Graphic Source: The Urbanist

# Reportable Crash Density

Walk Phoenixville



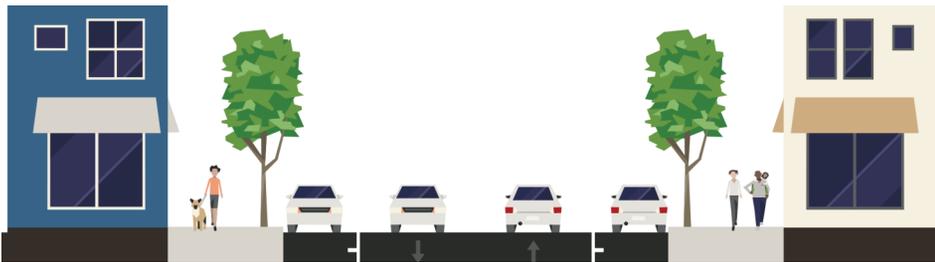
## F | Typical Streetscape Design

There are three distinct eras represented in the Phoenixville's neighborhoods; pre-automobile, mid-century, modern/new-urban. The prevailing mode of transportation and attitudes towards walking uniquely influenced the streetscape design. While these streetscape is not uniform from street-to-street, a general consistency within neighborhoods can be observed.

### pre-automobile era streets

While walking was not the only means of transportation (horseback, carriage, trolley), it was the primary mode before the advent of automobiles. During this time, it was assumed that people living in Phoenixville were employed at one of the many factories in town and would walk to work. The result today is very walkable streets. The Central Business District (Bridge Street) and most of the surrounding neighborhoods.

#### *Central Business District*



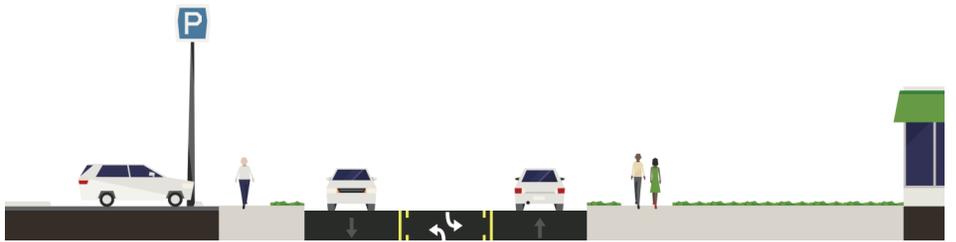
#### *Downtown Neighborhoods*



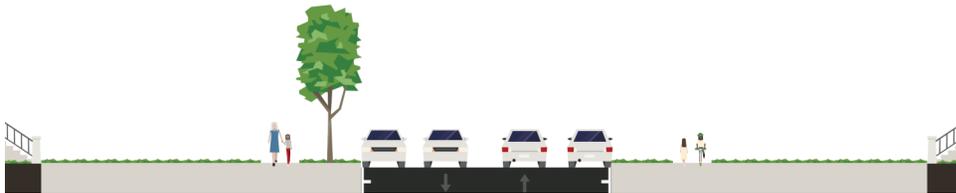
### mid-century era streets

In this era, most land development catered to automobile access over pedestrian access. Commercial corridors were designed to move as much traffic as possible as quickly as possible. While, within neighborhoods, large setbacks provided room to park cars off-street. Thanks to its historic sidewalk network, Phoenixville retained sidewalks in most places more so than contemporary peer communities. However, neighborhoods developed during this time are characterized by large setbacks and are less dense than the pre-automobile era. Areas of Phoenixville that are typical of this era are the Nutt Road Commercial Corridor, which was retrofitted to cater to automobiles, most neighborhoods south of Nutt Road, and the neighborhood east of Starr Street.

#### *Commercial Corridor*



#### *Auto-oriented Residential Street*

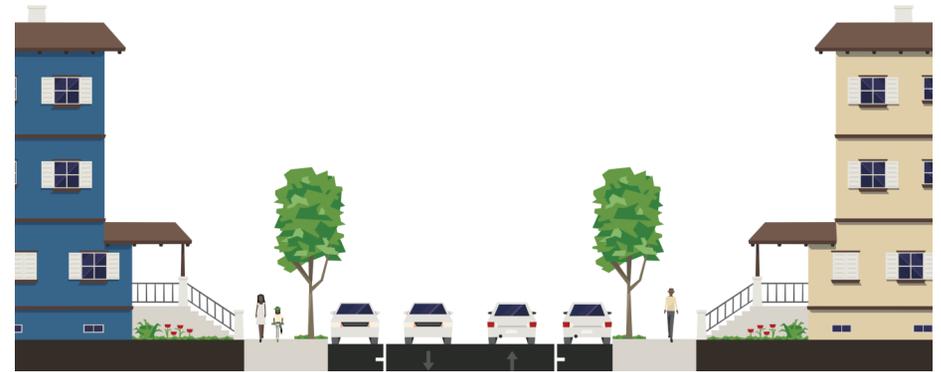


### modern/new-urban era streets

Developments built in the early modern era tended to follow the same formula as mid-century developments, but curvilinear streets and cul-de-sac's started to take more of a hold. House scale, lot sizes, and setbacks tended to grow continually in single lot subdivisions until the housing market recession in 2008. However, through all of these trends, Phoenixville streets retained their sidewalks. Though, the curvilinear nature of the roads and longer distances between destinations reduces walkability. Typical neighborhoods include Riverwalk, Winding River, Eland Downe, and Westridge.

As the housing market recovered from the great recession, infill development gained popularity in Phoenixville. With infill development came a return of density similar to the pre-automobile development patterns. Townhouse and apartment living, proximity and accessibility to activity downtown, and traditional streetscape designs became major attributes. With these came an increase in walkability, especially with the rise in popularity of mixed-use developments. Examples of infill development in the new-urban style include Fillmore Village, Townhomes at French Creek, and various apartment complexes built in the downtown area.

*Typical Infill Development Street (Townhomes)*



*Typical Infill Development Street (Apartment/Mixed-Use)*



*Typical Modern Development Street*





## 4 | Policy Review & Accessibility Planning

Various chapters of the Borough Code regulate the design, maintenance, and use of sidewalks in Phoenixville. Those include:

- Chapter 15: Motor Vehicles and Traffic
- Chapter 21: Streets and Sidewalks
- Chapter 22: Subdivision and Land Development
- Chapter 27: Zoning

Both the Subdivision and Land Development Ordinance and Zoning Ordinance were updated recently. Both of these ordinances do an excellent job of promoting walkability in the land development process. A review of all municipal ordinances relating to sidewalks was completed as part of this study. This section identifies minor inconsistencies and recommends ordinance

changes that would support an improved pedestrian network in Phoenixville Borough.

Beyond the Borough Code, various other policies and programs contribute to the walkability of Phoenixville Borough. The borough's administration, council, and the mayor have been advocates for improving walkability and accessibility in Phoenixville.

### A | Motor Vehicles and Traffic

Chapter 15: Motor Vehicles and Traffic is intended to identify the proper use of transportation infrastructure in Phoenixville Borough. It also covers non-motorized forms of transportation such as bicycles. However, it does not account for

the recent trend of electric or electric-assisted vehicles.

**Overall Recommendation:** Further identify rules that electric or alternative powered vehicles that are not covered under the PA Vehicle Code (i.e. electric bicycles, scooters, skateboards, hover boards, etc.) are required to abide by when operating on streets and sidewalks in Phoenixville Borough.

### Part 11: Regulation of Pedalcycles and Non-motorized Vehicles

This part identifies that it is unlawful for a person to operate a bicycle on certain sidewalks in the borough. However there are no streets listed where it is prohibited. PA Vehicle Code states that

it is unlawful for a bicycle to be operated on a sidewalk within a “business district.”

**Recommendation:**

- Identify specific roadways where bicycles would be prohibited from the sidewalk, or remove this part as it is covered by the PA Vehicle Code.

Part 12: Pedestrian Regulations

The Borough Code provides regulations for how pedestrians should obey traffic-control devices including signs and pedestrian signals heads. The code identifies that pedestrian-control signals should be located at specific locations in the borough, but it does not list any locations. However, Chapter 22, 4.C states that pedestrian signals are required at all traffic signal controlled intersections. Part 12 also states that there are locations where pedestrian crossings are prohibited, but does not list any locations. “Business Districts” are identified as the locations where pedestrians are required to utilize a crosswalk.

**Recommendations:**

- Define “pedestrian signals” in the borough code as devices that are exclusively intended for controlling pedestrian traffic, which consisting of illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRaised HAND (symbolizing DON’T WALK) in accordance with the MUTCD.

- List locations of pedestrian-control signals in the borough.
- List locations where pedestrian crossings are prohibited in the borough.
- Provide a definition for “Business District” and list locations where pedestrians are required to utilize a crosswalk.

**B | Streets and Sidewalks**

Chapter 21: Streets and Sidewalks regulates sidewalk maintenance, sidewalk obstructions, snow and ice removal, and general cleanliness. Much of the responsibilities listed in this chapter fall to the property owner. This is typical of ordinances in Pennsylvania.

Part 5: Curbs and Sidewalks

Part 5 identifies that property owners are responsible for maintenance of curbs and sidewalks along their property. This part enables the Borough Manager or Borough Council to require property owners to construct or repair sidewalks.

This part also identifies the construction standards that all curbs, sidewalks, and curb ramps must adhere to. Generally, these facilities must meet the requirements in: the Borough Standard Construction Details; 2010 ADA Standards for Accessible Design; PennDOT Pub 72M; and PennDOT Pub 408. Additionally curbs may be constructed of concrete, granite, or Belgian block. Sidewalks may be constructed of concrete, brick, or bituminous (only on private property).

**Recommendation:**

- Ensure the most current version of construction design standards are being utilized. The current versions of relevant standards as of October 2019 are listed below.
  - Phoenixville Borough Standard Construction Details
  - 2010 ADA Standards for Accessible Design
  - PennDOT Publication 72M
  - PennDOT Publication 408

Part 7: Obstructions on Sidewalks

Public sidewalks and building ingress or egress may not be obstructed by any object. However, exceptions include:

- Goods, wares, and/or merchandise may be placed temporarily on sidewalks in the course of delivery or transfer.
- Objects may be placed within three feet of a building façade with a permit issued by the Borough. (Merchandise may only be placed on sidewalk during business hours.)
- Seating, tables, etc. may be placed in front of outdoor cafés as long as a minimum 36” clear pedestrian walkway is maintained.
- Obstructions may be removed by the Borough at the cost of the owner.

**Recommendation:**

- Consider regulating for construction activity that blocks sidewalks.

## Part 9: Snow and Ice Removal

Snow and ice must be removed from sidewalks within 24 hours following the end of a storm event by the owner or tenant of a property. The minimum cleared width within the Town Center District is 48 inches. The minimum cleared width in all other areas is 30 inches. Snow and ice may not be placed or thrown into the street. The borough may remove snow and ice at the cost of the owner plus any applicable fines if the owner fails to do so.

### **Recommendation:**

- Increase the minimum cleared width to at least 36 inches in all areas to meet ADA standards.

## Part 12: Litter, Refuse, Rubbish and Garbage on Sidewalks

This regulation places the responsibility for trash pickup on the owner or tenant of a property within 24 hours of it being deposited. The borough may remove the trash at the cost of the owner plus any applicable fines if the owner fails to do so.

## **C | Subdivision and Land Development**

Chapter 22: Subdivision and Land Development is intended to foster orderly development and uniform design of the built environment. The subdivision and land development ordinance, commonly referred to as “SALDO” provides guidance to the creation of new property liens and the construction of land improvements.

Phoenixville’s SALDO was last updated in 2016, so it already incorporates many regulations that support pedestrian facilities.

## Part 4.C: Sidewalk and Trails Design Standards

Sidewalks are required along all existing and proposed public and private streets, common driveways, and common parking areas. Sidewalks must maintain the width, pattern and style of adjacent sidewalks. However, a tapered transition may be considered.

### *Design Standards*

- Planting strips are required between the sidewalk and the curb. (If grass is impractical, brick pavers may be used. No obstacle in the planting strip may reduce the usable width for pedestrians.)
- In high pedestrian traffic areas, the Borough Council may require additional sidewalk width to the minimum required in the Zoning ordinance.
- Sidewalk widths are exclusive of obstacles. Sidewalks containing obstacles (streetlights, trees, etc.) are required to have additional width.
- Sidewalks or paved trails are required wherever Borough Council deems necessary to provide public access, safety, and convenience.
- Sidewalks must be designed to meet ADA regulations.
- Consideration must be given to existing trees when constructing sidewalk.

- Conflict with potential obstructions must be discussed with the Planning Commission.

### *Crosswalk Construction*

- Crosswalks are required at all intersection and must be at least five feet wide.
- Crosswalks and transitions to sidewalks must comply with ADA standards.
- Crosswalks located on an arterial or collector streets may be required to utilize measures from the PA Traffic Calming Handbook as recommended by the Planning Commission and Engineer.
- Pedestrian signalization is required at intersections where traffic signals exist.

### **Recommendation:**

- The Manual for Uniform Traffic Control Devices (MUTCD) lists six feet as the minimum width of a crosswalk. However, this is not an absolute requirement. Consult with PennDOT on a case-by-case basis.
- Consider traffic calming measures on local streets as well.

## **D | Zoning**

Chapter 27: Zoning regulates the locations of specific groups of land uses within a community. The zoning ordinance may also regulate lot size, placement, density, and height of structures. In this regard, Phoenixville’s ordinance minimum width standards for roadways, curbs, sidewalks, and planting strips.

Part 4: Design and Development Regulations

Minimum widths of features:

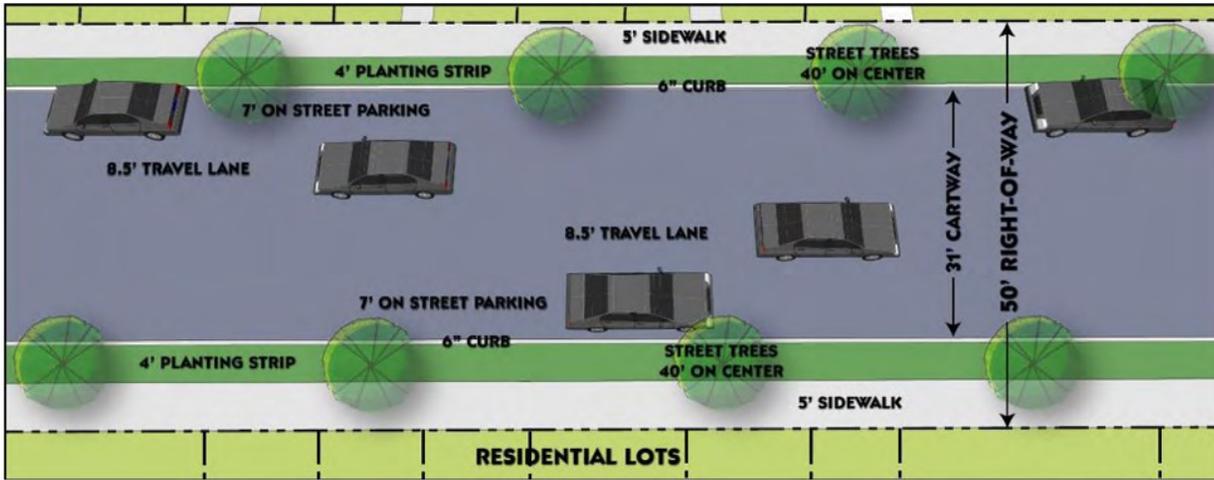
	Residential	Nonresidential
Sidewalk	5 feet	10 feet
Planting Strip	4 feet	NA
Curb	0.5 feet	0.5 feet

The zoning code provides clear direction for the design of streets and sidewalks. It is designed specifically to promote walkability by requiring building setbacks, spacing, and dimensions to be designed to a pedestrian scale. That is, street design is meant to encourage walking. Street trees are to be planted in the planting strip along residential streets. Tree wells are to be planted

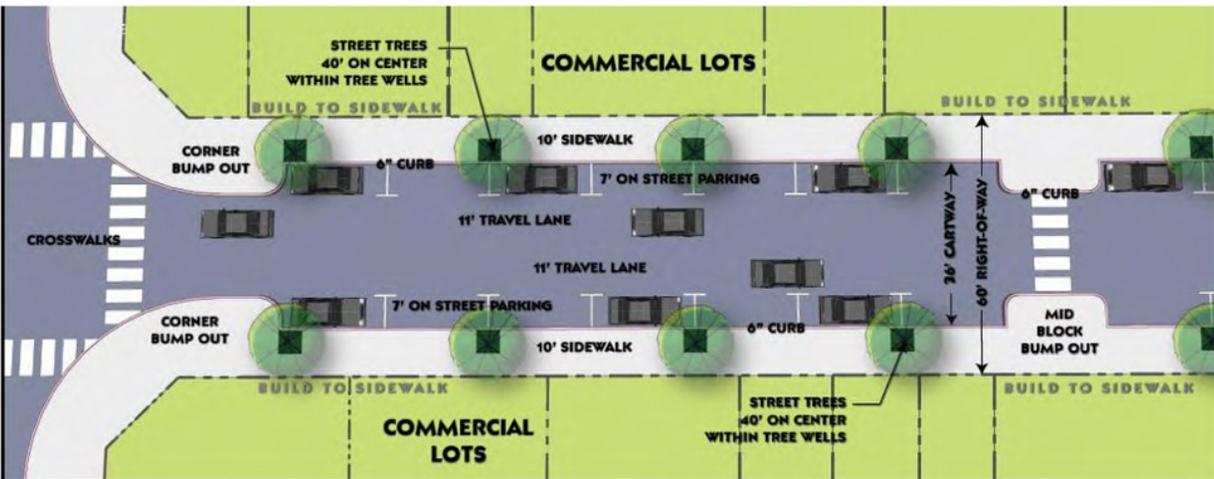
along commercial streets. The graphic below is included in the Zoning Ordinance and illustrates the desired street design for residential and commercial streets within the borough.

**E | Planning for Accessibility**

The American with Disabilities Act (ADA) of 1990 prohibits discrimination against people with disabilities. It requires compliance with regard to the built and future transportation network except in cases where provision of ADA-compliant facilities are technically infeasible. PennDOT’s Design Manual 2, Chapter 6 provides detailed information on the requirements of the ADA legislation, and it covers the applicability to maintenance and physical transportation improvements projects. The U.S. Access Board’s “Draft Report: Public Rights-of-Way Accessibility Guidelines” (PROWAG) details the means to meet the requirements of the ADA and are inclusive in PennDOT’s planning, design, and construction policies.



Residential Street



Commercial Street

accessibility in the built condition

As the transportation network has developed over the years (especially before the ADA regulations were adopted), communities generally did not require infrastructure that was inclusive of users of all ability levels. Public entities with 50 or more employees are required to develop a transition plan to identify current physical obstructions limiting accessibility and describe the methods to address these conditions. This report serves as a transition plan for Phoenixville Borough and a

recommended implementation schedule for improvements is provided later in the report.

**Recommendation:**

- Develop a transition plan to provide a systemic approach to improving accessibility within the existing transportation network.

accessibility in the future condition

All new construction projects that have pedestrian needs are required to provide ADA-compliant pedestrian facilities. Likewise, alteration projects that modify or improve any portion of an existing transportation facility located within the right-of-way that could affect usability, access, circulation, or usage must be improved or upgraded. Particularly, accessible curb ramps at intersections must meet the latest ADA standards. Again, PennDOT Design Manual 2, Chapter 6 details the types of alteration projects that warrant such upgrades.

**F | Maintenance of Pedestrian Accommodations**

The maintenance of pedestrian accommodations can include both routine preventative and operational maintenance as well as responsive maintenance. It is important for municipalities to develop and follow scheduled maintenance programs in order to minimize future issues and reduce costs. Responsive maintenance needs to be completed when problems are reported to the municipality and can include issues that warrant

emergency attention or can be added to future work assignments.

The maintenance and upkeep for pedestrian facilities within a transportation network is typically the responsibility of the municipality, regardless of whether the facility is within the right-of-way of a State or local road. Along State roadways and with regard to pedestrian facilities, the municipality is responsible for the upkeep of sidewalks, curb ramps, signage, crosswalk pavement markings, and traffic signal equipment pursuant to PennDOT Design Manual 2, Chapter 6 and PennDOT Publication 191, Guidelines for the Maintenance and Operations of Traffic Signals. However, like many municipalities in Pennsylvania, Phoenixville Borough passes sidewalk maintenance responsibilities onto the adjacent property owners.

Phoenixville Borough allocates funds yearly for roadway maintenance, which included the repair of sidewalk and curbs.

**Recommendation:**

- Develop (or modify) a maintenance program to assess the conditions of pedestrian facilities, traffic signal equipment, signage, and pavement markings on a routine basis. The program should be funded to address maintenance issues and repairs.
- Develop a response protocol for citizen complaints with regard sidewalks, curb ramp conditions, pedestrian signal equipment, missing/damaged signing and faded pavement markings.

**G | Mid-block Crossings**

Pedestrians routinely cross at mid-block locations rather than go out of their way to cross at an intersection unless there are convenient and safer facilities such as a traffic signal (or control of major street traffic), highly visible crosswalks, or better sight lines. At these mid-block locations, there is an added level of uncertainty and care required by pedestrians and motorists. At desirable locations, added pedestrian facilities such as signing, lighting, curb extensions, and medians can be provided to identify the mid-block location. Care should be given when considering mid-block crossing as to provide a safe location with adequate visibility, sight distance, and advance warning/stopping distances for motorists.

There are a number of designated mid-block crossing locations within the borough, which were previously identified in the existing features map. Through the public survey process of this study, some residents expressed concerns about the safety at these mid-block crossings:

- Bridge Street—Between Main Street and Gay Street; due to high volume of traffic and on-street parking
- Starr Street—Between 4th Avenue and 5th Avenue; this crossing does not meet ADA standards
- Fillmore Street—Schuylkill River Trail crossing; speeding and sight distance concerns

- Main Street—just north of bridge over French Creek; trail crossing is not marked properly and does not meet ADA standards

Also, some residents expressed the desire for consideration of additional or improved pedestrian crossings at the following locations:

- Bridge Street—various locations between Gay Street and Nutt Road
- Nutt Road—between Bridge Street and Lincoln Avenue
- Black Rock Road—Riverwak Drive to Black Rock Sanctuary

## H | Crossing Guards

Phoenixville Borough employs crossing guards to facilitate school students’ safe travel to and from school. The crossing guards are stationed at the eighteen locations listed in the table on this page. Most crossing guard locations facilitate travel to Phoenixville Area School District (PASD) schools. However, some ensure safe travel to Renaissance Academy and Holy Family School.

In light of new school start times implemented by the PASD for the 2019-2020 school year, the shift times may not fully align with when the students would be walking through the intersections.

Only one location along Nutt Road is provided a crossing guard; No. 4. This requires that all High School and Middle School students that live north of Nutt Road be funneled to this location to cross.

However, students are often observed crossing at additional locations along Nutt Road. PASD Walking Boundary Maps can be found in Appendix C.

### Recommendations:

- Continually evaluate times and locations for crossing guards to coordinate with school

start/end times and high volume pedestrian crossing locations

- Consider an additional crossing guard location along Nutt Road
- Improve pedestrian crossings at Nutt Road and Gay Street

No.	Location	Morning Shift (AM)	Afternoon Shift (PM)
1	Chester Ave & Bridge St	7:15-8:15	3:40-4:10
2	City Line Ave & South Main St	7:00-7:25	2:15-2:55
3	Second Ave & Buchanan St	7:50-8:30	3:15-3:30
4	Nutt Rd & Gay St	6:55-7:30	2:15-3:00
5	Third Ave & Lincoln Ave	7:50-8:30	3:00-3:30
6	Third Ave & Quick	7:50-8:30	3:00-3:30
7	Third Ave & Gay St	7:50-8:30	3:00-3:30
8	Third Ave & Buttonwood	7:45-8:15	3:00-3:20
9	Third Ave & Main	7:50-8:30	3:00-3:30
10	Second Ave & Lincoln Ave	7:50-8:30	3:00-3:30
11	Second Ave & Quick	7:50-8:30	3:00-3:30
12	Second Ave & Gay St	7:50-8:30	3:00-3:30
13	Second Ave & Main	7:50-8:30	3:00-3:30
14	High St & Dayton St	7:50-8:30	—
15	Emmett St & Franklin St	7:20-8:15	3:20-3:50
16	Emmett St & Dayton St	7:30-8:15	3:20-4:00
17	Grant St & Fairview St	7:30-8:00	3:20-3:50
18	Grant St & Franklin St	7:30-8:00	3:20-3:50



## 5 | Pedestrian Mobility & Accessibility Plan

Improving walkability and accessibility in Phoenixville will take a combination of capital improvements, enforcement of regulations, and cooperation from property owners. Improvements will be made over time, but can be implemented in a uniform way to best serve the mobility needs of the community.

### A | Network Analysis

The sidewalk and intersection inventory began to identify the areas of the pedestrian network that need the most improvements. This served as the starting point for discussion with stakeholders and the community about where to focus pedestrian mobility improvement efforts in Phoenixville Borough.

The Delaware Valley Regional Planning Commission's Equity Through Access project identifies priority areas that have low access to transit in two categories.

1. Higher number of vulnerable populations—areas with a high concentration of persons with a disability, households in poverty, and people over 65.
2. Higher number of essential services—areas with a high concentration senior or activity center, grocery store, healthcare facility, school, multiuse trail, and parks.

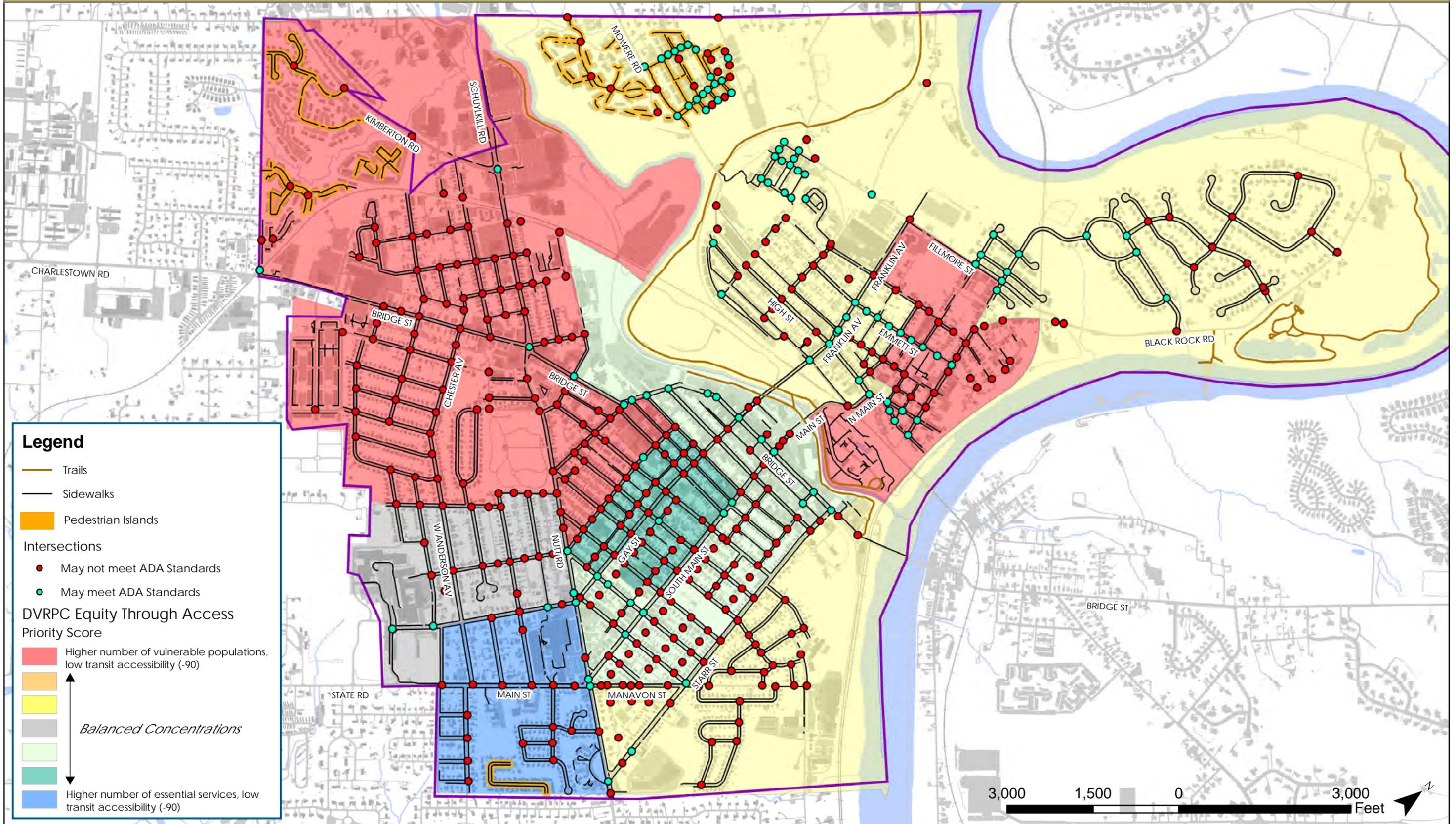
By overlaying the intersection inventory, the intersections that “may not meet ADA standards” that overlap with areas that score high in either category of the Equity Through Access Analysis

could be identified as potential priorities (see map on following page).

However, the Equity Through Access Analysis and existing conditions inventory are not the only considerations when identifying priorities. Taking into account the pedestrian generators and destinations, crash data, and other factors in Phoenixville, the steering committee further refined these priorities into Priority Corridors and Key Projects. These corridors and projects serve as the basis for future capital improvements to improve walkability within Phoenixville Borough. They are discussed in further detail on the following pages.

# Pedestrian Network Analysis

## Walk Phoenixville



## B | Priority Corridors

The priority corridors were identified based on the analysis and local knowledge of the routes that are traveled most in the borough. The corridors generally follow the main walking thoroughfares, and they are geographically distributed to include all neighborhoods in the borough. The Priority Corridors and Key Projects Map identifies these corridors.

While the borough does not own the sidewalks along these corridors, the Borough Code enables the enforcement of maintenance standards. Crosswalks along these corridors are in the purview of the borough.

### Recommendations:

- Enforce maintenance standards established in the Borough Code to ensure clear and safe pedestrian travel on the priority corridors
- Develop a plan to systematically improve crosswalks along the priority corridors to meet ADA standards

## C | Key Improvement Projects

Three key improvement projects were identified that would have the largest impact on improving the pedestrian network in Phoenixville Borough. These projects are described below, and illustrative exhibits for each project are provided after the Priority Corridors and Key Project Map.

### 1) Bridge Street and Main Street intersection

The intersection of Bridge Street and Main Street sees the highest number of pedestrian crashes in Phoenixville. Being the heart of the downtown, this intersection is a hub for pedestrian activity. This intersection is home to a borough-owned parking lot, a SEPTA bus stop, a park, and is the site of many events in Phoenixville.

### Recommendations:

- Add sidewalk bump-outs to each corner to shorten crossing distances. These could incorporate planters or bicycle corrals. An interim improvement could be to paint bump-outs to ensure there is adequate turning radii for trucks, buses, etc.
- Provide bus stop amenities, such as an ADA loading pad, a bench, or a transit shelter, to improve the transit experience. Coordinate potential bus stop improvements with SEPTA and the local business association.
- Implement a protected all-walk phase or a leading pedestrian interval on the traffic signal. An all-walk phase would allow pedestrians to cross without conflicted with vehicle traffic. A leading pedestrian interval would give pedestrians a head start to begin crossing before vehicle traffic proceeds.
- Updated pedestrian signal heads to include countdown timers.
- Prohibit right-turn on red at this intersection.

### 2) Mowere Road—connection to Schuylkill River Trail, Veteran's Park, and Northridge Dr.

This is a major gap in Phoenixville's sidewalk network. Completing this connection will give hundreds of residents access to the borough's largest park and a premier regional trail.

### Recommendations:

- Advance engineering for a path or multiuse trail at this location.
- Seek grant funding for construction.

### 3) Nutt Road and Gay Street intersection

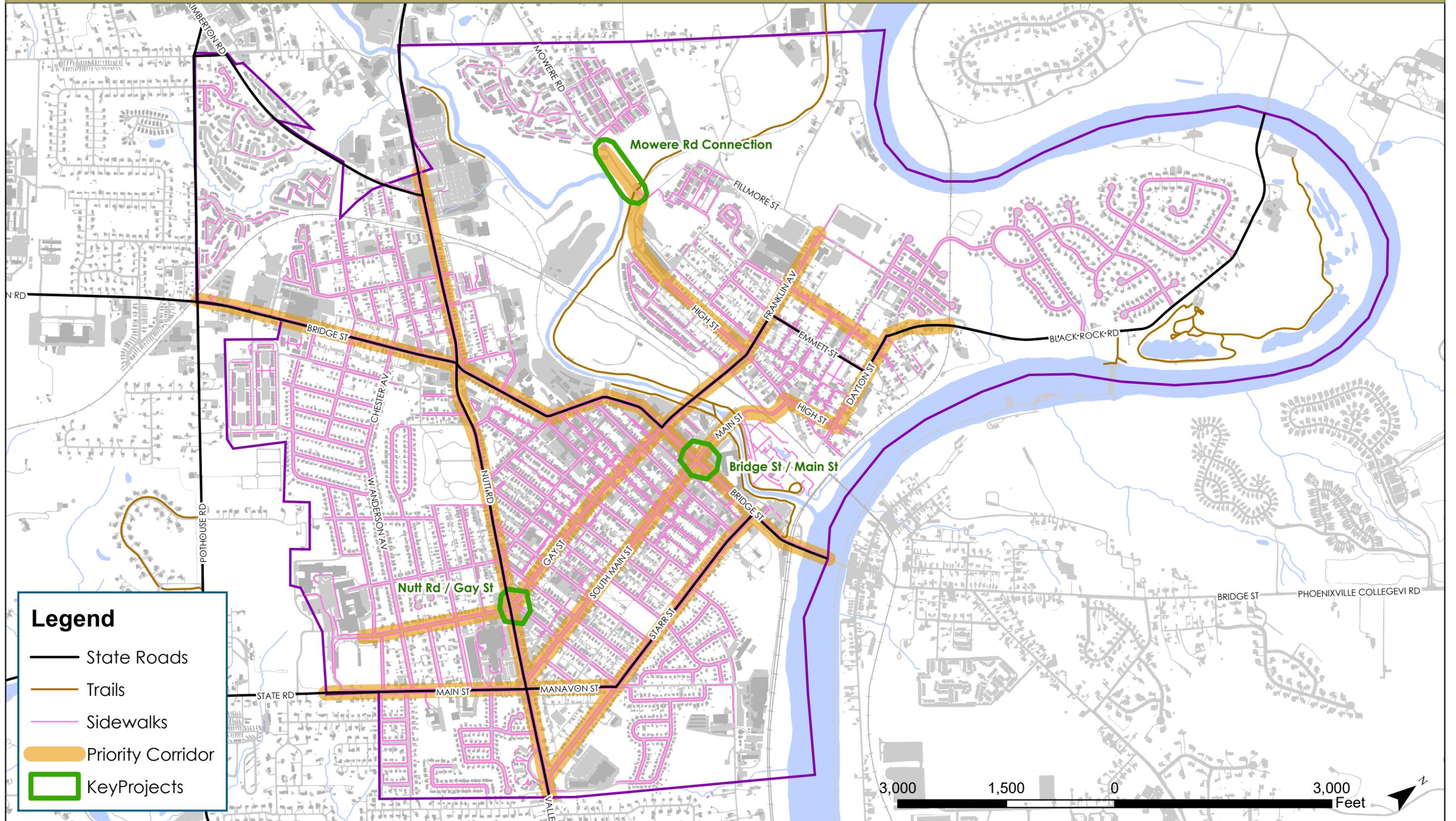
This location sees a high volume of pedestrians as it is one of the main crossing points along Nutt Road. Many students walking to Phoenixville Area Middle and High Schools cross Nutt Road at this location. Additionally, close proximity to health services provided at Phoenixville Hospital, apartment complexes, and retail establishments in the area make this a popular location for pedestrians. However, the complexity of the intersection presents many hazards to pedestrians.

### Recommendations:

- Adjust driveways to reduce conflicts with pedestrians.
- Close short leg of 5th Avenue between Gay Street and Nutt Road to reduce conflicts.
- Adjust crosswalks to be as perpendicular as possible to the roads they are crossing. This would shorten crossing times for pedestrians.

# Priority Corridors and Key Projects

## Walk Phoenixville



# Bridge Street / Main Street Intersection Recommendations



# Mowere Road Connection Recommendations



# Nutt Road / Gay Street Intersection Recommendations



## D | Pedestrian Signal Improvements

The signal inventory identified deficiencies with pedestrian accommodations at select signalized intersections throughout the borough and surrounding townships. Common issues include outdated pedestrian signal equipment, crosswalks that do not meet ADA standards, and inadequate pedestrian crossing intervals. Additionally, issues at specific signalized intersections were identified.

All signalized intersections should be updated to include pedestrian countdown timers, upgraded push buttons, and revised pedestrian crossing intervals. Recommendations for specific signalized intersections can be found in the table below.

Lead pedestrian interval (LPI) phasing may be implemented at some intersections. This gives pedestrians a head start to cross the intersection before vehicular traffic is given a green light. This low cost improvement can substantially improve pedestrian safety. According to the National Association of City Transportation Officials (NACTO), “LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.” All pedestrian phases can also be considered /evaluated at these locations should the LPI not reduce pedestrian conflicts.

### Recommendations:

- Revise pedestrian crossing interval at all intersections to ensure adequate crossing time for pedestrians in the short-term

- Install pedestrian countdown timers at all signalized intersections in a phased approach
- Upgrade pedestrian push buttons at all signalized intersections in a phased approach
- Ensure curb ramps and crosswalks meet ADA standards at all signalized intersections in a phased approach and at high-priority locations
- Implement recommendations as shown in the table below.

File # <sup>1</sup>	Owner	Primary Street	Minor Street	Recommendations
568	Phoenixville	Nutt (SR 0023)	Bridge	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
587	Phoenixville	Nutt (SR 0023)	Lincoln / Fourth	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
2614	East Pikeland	Schuylkill (SR 0023)	Township Line	Coordinate improvements with East Pikeland Township; Install ADA Crossings; Update Ped Buttons and Signals; Revise Ped Timings
582	Phoenixville	Nutt (SR 0023)	Main / Manavon (SR 0029)	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
175	Schuylkill	Pothouse	Bridge / Charlestown	Coordinate improvements with Schuylkill Township; Consider LPI
565	Phoenixville	Gay	Church	Install ADA Crossings; Update Ped Buttons and Signals
588	Phoenixville	Gay	Washington	Install ADA Crossings; Update Ped Buttons and Signals; Revise Ped Timings
586	Phoenixville	Franklin (SR 0113)	High	Update Ped Buttons and Signals
31	Phoenixville	Schuylkill (SR 23) / Nutt (SR 23/113)	Kimberton (SR 0113)	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
566	Phoenixville	Bridge (SR 0113)	Gay (SR 0113)	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
584	Phoenixville	Nutt (SR 0023)	Gay	See Key Improvement Projects; Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
19	Phoenixville	Starr (SR 0029)	Manavon (SR 0029) / Fifth	Update Ped Buttons and Signals; Revise Ped Timings
567	Phoenixville	Bridge	Main	See Key Improvement Projects; Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
54	Phoenixville	Bridge (SR 0029)	Starr (SR 0029)	Update Ped Buttons and Signals; Revise Ped Timings; Consider LPI
3216	Schuylkill	Schuylkill (SR 23) / Nutt (SR 23)	Phoenixville Center Drive	Coordinate improvements with Schuylkill Township; Update Ped Buttons and Signals; Revise Ped Timings
2449	East Pikeland	Kimberton (SR 0113)	Township Line (SR 1038)	Coordinate improvements with East Pikeland Township; Install ADA Crossings; Update Ped Buttons and Signals; Revise Ped Timings
279	Phoenixville	Nutt (SR 0023)	Starr	Update Ped Buttons and Signals

(1) PennDOT Signal Permit File Number

## E | Annual Projects

Phoenixville Borough can take a systematic approach to improving intersections to meet ADA standards and provide access for all. Starting with the priority corridors, the borough should include funding in the yearly budget to improve intersections. The cost for such improvements should be determined on a case by cases basis. However, approximate costs for such improvements is provided in Section H of this chapter. The number of intersections that can be improved is dependent on available funds.

### Recommendation:

- Include funding for ADA curb ramps and painted crosswalks in the borough's yearly budget.

## F | Trail Crossings & Mid-Block Crossings

The need for additional or improved midblock crossings is documented in Chapter 4, where various trail and mid-block crossings were identified. In general, all of these crossings should meet ADA and PennDOT standards.

### Recommendations:

- Prioritize improvements at new and existing mid-block and trail crossings identified in Chapter 4.
- Establish a forum for residents to request improvements or new crossings.

## G | Policy Recommendations

Various programs and policies can be implemented to improve the pedestrian network in any community. This section focuses on two tools, beyond current regulations that Phoenixville may choose to implement.

### complete streets

Complete streets policies take into account the mobility needs of all users regardless of age, ability, or mode of transportation. Complete streets require that streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel for everyone. Municipalities of all sizes can adopt complete streets policies to prioritize mobility for all is considered in every decision related to streets within its jurisdiction. Full implementation of a complete streets policy includes procedural changes, staff education and training, design standards that account for all users, and performance measures.

### Recommendation:

- Research complete streets policy best practices most appropriate for Phoenixville.

### Vision Zero

Vision Zero is a nation-wide strategy to eliminate all traffic related fatalities while increasing safety, health, and equitable mobility in communities. Improving safety and eliminating traffic related fatalities and serious injuries will require a coordinated approach and cooperation between

Phoenixville Borough and PennDOT. Implementing best practices for crash reduction techniques and reducing conflicts between user types will greatly improve the safety for all users, including the most vulnerable users, pedestrians. Similar to complete streets, Phoenixville could adopt a Vision Zero policy to include safety countermeasures in the transportation maintenance and project delivery decision making process. Safety countermeasure examples include:

- Curb extensions
- Crossing islands
- Raised intersections
- Raised pedestrian crossings
- Intersection lighting

### Recommendation:

- Research and consider adopting Vision Zero and/or Complete Streets policies for Phoenixville Borough. Including performance measures to eliminate traffic related deaths and serious injuries.

## H | Future Network Expansion

As identified on the Sidewalk Intersection and Trail Map, there are several areas in Phoenixville where "Pedestrian Islands" exist. Pedestrian islands are areas where there is an existing sidewalk network that does not connect to the larger sidewalk network in Phoenixville Borough. Beyond the locations identified on the map, there are some sidewalk facilities in neighboring municipalities that also do not

connect to the larger Phoenixville network. Closing these gaps would improve access to the borough and to additional destinations in the surrounding communities.

Any time the ownership of a property is transferred in Phoenixville Borough, a Property Transfer Permit Application must be submitted to the Code Enforcement Officer. For this permit to be issued, sidewalks must meet the standards identified in Phoenixville’s Property Maintenance Code. The borough’s Property Maintenance Code references design standards found in Chapter 21: Streets and Sidewalks of the Borough Code.

**Recommendations:**

- Evaluate gaps in the pedestrian network for potential future improvement projects. These could be implemented by developers or by a capital improvement project.
- Work with surrounding municipalities to support filling gaps in the sidewalk network, focusing on connections between Phoenixville Borough and surrounding regional destinations.

**I | Improvement Costs and Budgeting**

Planning level construction cost estimates for key potential improvements are provided in the table below. The cost estimates were developed using various resources and recent projects completed in the are. Project costs may rise based upon a variety of factors including, but not limited to, stormwater management, ADA accessibility issues, landscaping costs, utilities, right-of-way, construction demand, and other unforeseen factors.

Improvement Type	Approximate Cost	Notes
Curb Extension (bump-out)	\$20,000-\$30,000 per corner	Assumes both sides of corner and associated drainage improvements
ADA Curb Ramp	\$6,500 per ramp	
Raised Intersection	\$100,000	Including associated drainage improvements
Painted Intersection	\$25,000 to \$50,000	Varies depending on product and intersection size
Sidewalk	\$20 per linear foot	5 feet wide
Sidewalk with grass buffer and curb	\$75 per linear foot	Does not include drainage improvements
Textured crosswalk	\$5,000-\$10,000 per crossing	
Painted crosswalk	\$1,500—Continental Style; \$250—two 6 inch parallel lines	
Raised crosswalk (painted)	\$25,000 per crosswalk	Assumes no drainage improvements
Raised crosswalk (textured)	\$30,000 per crosswalk	

## J | Prioritization and Schedule

Through a broad planning/engineering assessment, public engagement, collaboration with this project’s study advisory committee, and borough staff, this study has identified a variety of pedestrian improvements for the borough to address over time. To advance the implementation of recommendations in this study, various resources must be identified, mobilized, allocated/

funded, and coordinated. The following implementation plan highlights these recommended improvements/projects and priorities/timeline. It is noted that the implementation considers the availability of funding through the borough’s annual operating budget, and any significant changes to the budget with respect to funding allocated for the study recommendations will have an impact on the

ability to provide (more or less) improvements annually.

The table below lists the priority improvements identified in Walk Phoenixville. For each project, the table includes a rough cost estimate (for planning purposes only), potential funding sources, priority, and timing. The low-medium-high priority designation indicates the level of

Project	Planning Level Cost <sup>1</sup>	Recommended Primary Funding Source	Priority	Timing
Ordinance revisions	\$50,000	Chester County Vision Partnership Program (VPP) Grant	Low	Short
Pedestrian equipment and phasing at signalized intersections (see page 5   8)	\$6,500 / intersection (assumes 8 pedestrian signal heads) <sup>2</sup>	Municipal Capital Budget / Green Light Go or ARLE State Grant Programs	High	Medium
ADA curb ramps on priority corridors	\$60,000 / intersection (assumes 8 curb ramps)	Municipal Capital Budget / Land Development Requirements / Link Curb Ramp Projects to Other Projects When Possible	High	Ongoing
Key improvements at Bridge St / Main St	Develop detailed project cost estimate	Multimodal Transportation Fund (MTF) or other State / Federal Grant Program	High	Long
Key improvements on Mowere Road	Develop detailed project cost estimate	Greenways, Trails and Recreation Program (GRTP) or other State / Federal Grant Program	High	Long
Key improvements at Nutt Rd / Gay St	Develop detailed project cost estimate	Multimodal Transportation Fund (MTF) or other State / Federal Grant Program	High	Long
Missing sidewalk connections	\$65 / linear foot	Private / Land Development Requirements	Low	Long
Mid block crossing improvements	\$15,000	Municipal Capital Budget	Medium	Medium
Crosswalk paint refresh on priority corridors	\$1,500 / crosswalk	Municipal Capital Budget	Medium	Ongoing
Complete Streets / Vision Zero Policy	\$30,000	PA WalkWorks / Chester County VPP Grant	Low	Short
Route 23 Corridor Study	\$100,000	Transportation and Community Development Initiative (TCDI) / Chester County VPP Grant	Medium	Short

(1) Additional costs associated with project specific needs will likely increase project costs. Detailed cost estimates should be developed for all identified projects once a scope is determined.

(2) Additional traffic signal equipment upgrades may be necessary at additional cost.

public benefit from each identified project. Short-term indicates projects that could be implemented within the next two years. Medium-term projects will take some additional analysis, and can be implemented in 2-5 years. Long-term projects will take significant additional coordination and analysis. These projects will likely take more than 5 years to implement. Ongoing projects can be completed location by location over time through scheduled capital projects, combined with other roadway projects, upon property development/resale, or completed by others including property owners. If elements of these improvements can be advanced with other projects or by others, then the borough should coordinate with these projects to the extent possible.