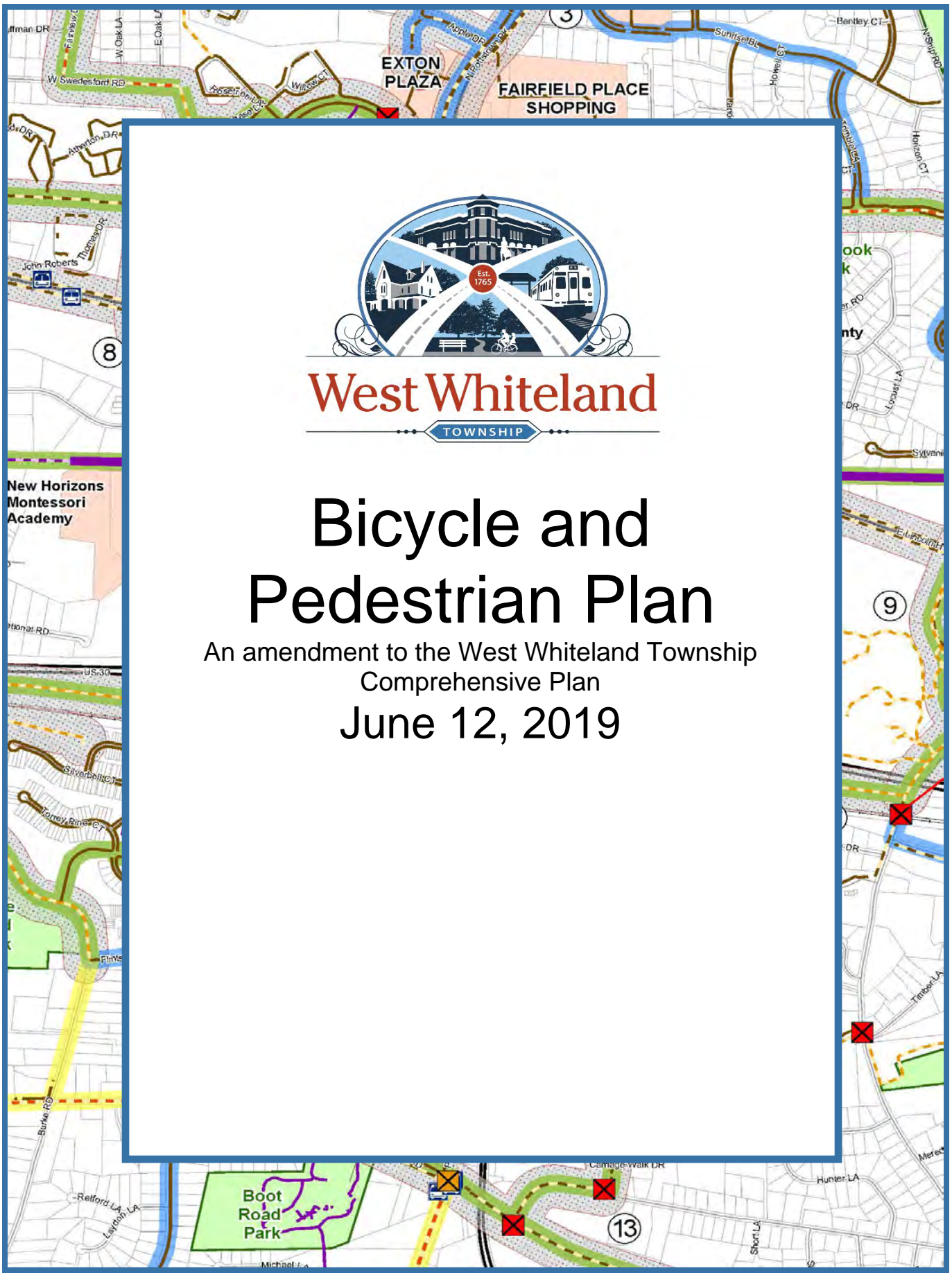




# Bicycle and Pedestrian Plan

An amendment to the West Whiteland Township  
Comprehensive Plan  
June 12, 2019



WEST WHITELAND TOWNSHIP

RESOLUTION NO. 2019-21

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF WEST WHITELAND TOWNSHIP, CHESTER COUNTY, ADOPTING AN AMENDMENT TO THE TOWNSHIP COMPREHENSIVE PLAN**

**WHEREAS**, on March 14, 1995, the Board of Supervisors adopted the Comprehensive Plan for West Whiteland Township;

**WHEREAS**, Article III, Section 302 of the Pennsylvania Municipalities Planning Code authorizes the governing body to amend the comprehensive plan as a whole or in part; and

**WHEREAS**, on March 31, 2015, the Board of Supervisors adopted the Whitford Road and Lincoln Highway Corridors Plan as an amendment to the Comprehensive Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Supervisors of the Township of West Whiteland, Chester County, as follows:

**Section 1.** The Bicycle and Pedestrian Plan, as revised June 12, 2019, as set forth below and attached hereto, is hereby adopted as an amendment to the West Whiteland Township Comprehensive Plan of 1995, as previously amended by the Whitford Road and Lincoln Highway Corridors Plan of 2015. The Bicycle and Pedestrian Plan includes maps, graphs, and text to identify projects to improve the walkability and bikeability within West Whiteland Township and, in particular around the rapidly growing Exton Crossroads. This plan recognizes the possible actions, strategies and desired outcomes associated with projects to assist in improving the overall bicycle and pedestrian network for the Exton Crossroads and the entire Township.

**Section 2.** This Resolution shall be effective immediately upon adoption.

**ADOPTED** this 12<sup>TH</sup> day of **JUNE, 2019.**

WEST WHITELAND TOWNSHIP  
BOARD OF SUPERVISORS

  
\_\_\_\_\_  
Theresa Santalucia, Chairman

ATTEST:

  
\_\_\_\_\_  
Mimi Gleason, Township Manager

  
\_\_\_\_\_  
Michele Moll, Vice-Chairman

  
\_\_\_\_\_  
Elizabeth Jones, Member

# West Whiteland Township Bicycle and Pedestrian Plan

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# **West Whiteland Township Bicycle and Pedestrian Plan**

Prepared by the following:

## **West Whiteland Township Board of Supervisors**

Theresa Santalucia, Chair  
Michele Moll, Vice-Chair  
Beth Jones, Supervisor

## **West Whiteland Township Planning Commission**

Anita Nardone, Chair  
Andrew Wright, Chair\*  
Mark Gordon, Vice-Chair  
Joe Altimari, Member  
Jeff Glisson, Member  
Rajesh Kumbhardare, Member  
Glenn Marshall, Member  
Raymond McKeeman, Member

## **West Whiteland Township Staff**

Mimi Gleason, Township Manager  
John Weller, AICP, Director of Planning and Zoning  
Justin Smiley, AICP, Township Planner  
Ted Otteni, P.E., Director of Public Works  
Katie Pusey, Public Information Assistant  
Joseph Roscioli, Special Projects Coordinator\*

## **Contributing Organizations**

Chester County Library  
Exton Chamber of Commerce  
West Whiteland Township Public Services Commission

*\* Former Staff or Volunteer*

## **Executive Summary**

The West Whiteland Township Bicycle and Pedestrian Plan is an update to a compilation of several related adopted plans completed by the Township and other entities in the late 1990s through the 2010s and will reassess the overall vision of the Township as it relates to walking and biking within Exton. This plan is a result of a collaborative effort involving the Township's Staff, Boards and Commissions and the public to identify projects to improve the walkability and bikeability within West Whiteland Township and, in particular around the rapidly growing Exton Crossroads. Despite the current pedestrian infrastructure that exists, including additions provided through recent developments at the crossroads, there are challenges to overcome when trying to complete the non-motorized network. This plan recognizes the possible actions, strategies and desired outcomes associated with projects to assist in improving the overall bicycle and pedestrian network for the Exton Crossroads and entire Township.

The plan is organized into six sections. The first section discusses the purpose of the plan and the significance of the Township pursuing improvements to the bicycle and pedestrian network. Section two outlines the existing conditions or current state of the Township through consideration of the demographics, economic conditions, housing, transportation, land use, and community facilities. The third section provides the results of a community-based interpretation (Public Survey) of the Township and an analysis of each of the identified projects listed to complete the existing network. In response, section four highlights identified priority projects of the plan and feasibility analysis. Section 5, organizes each recommended project by priority with a summarized description includes maps and renderings. The final section organizes all recommended action items highlighted in Section 5 into an implementation chart and lists direct links to funding sources to pursue, and tasks for the Township and other entities to address to assist in completing the network.

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## Section 1: Plan Introduction and Context

### PURPOSE OF THE PLAN

West Whiteland Township is a growing suburban community located approximately 30 miles outside of Philadelphia, in the center of Chester County with over 18,000 residents and a daytime population over 26,500. The Township is serviced by both SEPTA and Amtrak commuter rail service, and three bus routes. It is home to the Exton Crossroads, located at the center of the Township and one of the largest commercial areas within Chester County, and many desirable neighborhoods. Located at the intersection of Lincoln Hwy. (U.S. Business Route 30) and Pottstown Pk. (PA Route 100), the Exton Crossroads and its immediate area is home to a regional shopping mall, four shopping centers and other office/retail/residential uses that service the surrounding region. This area has become an increasingly popular location for proposed new development in the form of multi-family residential uses (townhomes and apartments) over the last several years. With the new growth in this area and existing demand for non-motorized improvements, the need to improve the existing network of sidewalks and trails to create a system that will be useful for all users to access places of interest in Exton is long overdue.

The intent of the Plan is to layout a safe and accessible bike and pedestrian circulation network for the Township while providing additional access to the Exton Crossroads and uses within. The Plan is a direct result of demographic analysis, existing documentation of infrastructure inventories within the Township to areas of interest, a public survey and project prioritization, among other assessments. As an amendment to the Township's Comprehensive Plan, this Plan is designed to guide the Township in identifying opportunities for connectivity between neighborhoods, local destinations, transit, and regional trails. This Plan examines the Township's current infrastructure, as it relates to sidewalks and trails, and details specific recommendations in the form of priority projects to complete the overall network. The proposed bicycle and pedestrian network, once improved, will provide Township residents and other users incentives to access various destinations by foot or bike, becoming a valuable community facility that creates increased recreational activity, quality of life benefits, an alternative commuter mode, and economic growth and opportunities.

The Bicycle and Pedestrian improvements identified within this plan are supported by transportation policies established in Landscapes3, Chester County's Comprehensive Policy Plan. The bicycle and pedestrian facilities recommended in this plan are generally consistent with those suggested for Suburban Growth Areas in the Multimodal Circulation Handbook for Chester County.

Additionally, this Plan has identified further development to trails associated to the Greater Philadelphia's Trail Network "The Circuit". This Network's vision is to complete 750 miles of off-road multi-use trails within the nine-county region and connect areas of interests within urban, suburban and rural communities. Trail projects identified include: The Chester Valley Trail (CVT) Extension to Downingtown and connection of the Uwchlan Trail to CVT via Exton Park.

## **RELEVANT TOWNSHIP PLANNING HISTORY**

This section provides a brief history of past bicycle and pedestrian plans and studies that the Township created and/or participated in.

### **West Whiteland Comprehensive Plan (WWT 1994)**

The Comprehensive Plan is the long-range policy plan that establishes the Township's overall vision along with more detailed goals, objectives, and strategies for the following areas: Land Use, Transportation, Housing, Conservation and Open Space, Community Facilities, Utilities & Environmental Protection. The plan contains maps, charts, and text to document trends and issues and makes recommendations for the future of the Township. The Plan as it relates to bicycle and pedestrian circulation for the Township, provides recommendations for new sidewalk and trail connections as well as 28 intersection improvements. Much of these recommendations shown in the Plan have been completed or improved since 1994. The Plan was most recently updated on March 31, 2015, when the Board of Supervisors adopted "The Lincoln Highway and Whitford Road Corridors Plan" as an amendment to the Plan.

### **West Whiteland Pedestrian Plan (WWT 1997-1999)**

The Township's Pedestrian Plan was completed by Staff as an update to the Comprehensive Plan. The goal of this Plan was to inventory the existing pedestrian circulation network and identify primary destinations and generation points of the community. The Plan consists of short and long-term goals and objectives to assist in improving the existing network for pedestrians. The Plan also contains 18 priority projects to improve and expand the overall network as well as recommendations to update ordinance language, creating an official map and pursue funding options to name a few. Of those 18 projects, 7 have been completed since 1999.

### **West Whiteland Official Map (WWT 2004)**

The Official Map is a combined map and ordinance designed to implement the goals and vision set forth by the Township's Comprehensive Plan. The Map identifies 20 proposed sidewalk projects, 7 proposed roadway improvements, and 2 proposed trails. As with the Comprehensive Plan, many projects shown on the Official Map, such as loop roads and sidewalks, have been completed since 2004 as part of the land development process.

### **Central Chester County Bicycle and Pedestrian Circulation Plan (CCPC 2013)**

This Plan, prepared by the Chester County Planning Commission and formally endorsed by West Whiteland Township, focuses on seven municipalities (East Bradford, East Caln, East Goshen, Downingtown, West Chester, West Goshen and West Whiteland) to establish a comprehensive bicycle and pedestrian network that connects to local and regional destinations for all users. Additional goals and recommendations of the Plan includes identifying bicycle and pedestrian facilities and supportive amenities for the network; improving public health and safety through education, enforcement and encouragement strategies; and integrating concepts that enhance walking, biking and public transportation through policies and ordinances. The Plan identifies

critical issues with the existing network, defines the users and facility types, and maps the proposed network, emphasizing 10 priority projects. Of these projects, four are within West Whiteland: Business 30 (Lincoln Hwy.) Improvements, Chester Valley Trail (CVT) Extension to Downingtown, Exton Train Station to the CVT (currently in design), and Exton Train Station to West Chester Bike Route.

### **West Whiteland Lincoln Highway and Whitford Road Corridors Plan (WWT 2015)**

The Corridors Plan is an amendment to the Township's Comprehensive Plan Land Use and Transportation sections. The goals of the Plan are to define a vision for development and transportation for the two corridors, and to identify the actions and investments necessary to achieve that vision. The Plan defines five primary character areas along the corridors and three secondary areas with build out scenarios to formulate the overall land use vision. This future land use vision will guide recommendations on zoning, design standards, natural and historic resource protection, as well as infrastructure improvements that need to occur in step with one another to ensure successful plan implementation. It incorporates proposed trail connections and alignments recommended from the Central County Bicycle and Pedestrian Circulation Plan.

### **Multi-Modal Circulation Handbook for Chester County, PA (CCPC 2016)**

This handbook by the Chester County Planning Commission is intended to provide municipal officials, planners, traffic consultants, designers, land owners and developers with a consolidated reference guide on how to accommodate all modes of transportation into land use / land development design. The handbook is presented in four separate areas and provides recommendations on policy, planning tools and technical design associated with the implementation of multi-modal facilities within the subdivision & land development process and coordination with the state, county and local agencies.

### **Chester Valley Trail: Extension to Downingtown Feasibility Study/Master Plan (CCPC 2017)**

This plan recommends the future extension of the Chester Valley Trail to adaptively reuse the currently inactive Philadelphia and Thorndale freight rail corridor between Exton and Thorndale formerly owned by Norfolk Southern. The Master Plan provides facility types for the proposed 10-mile trail that includes three new trailheads and connections to the existing Struble and East Branch Brandywine Trails in the Downingtown area. It also includes details estimated cost of the trail, maintenance and management responsibilities, funding recommendations, and an implementation strategy.

### **PA Route 100 Congestion Mitigation Feasibility Study (WWT 2018)**

This Study recommends options for alleviating congestion and improving mobility along the PA Route 100 corridor between Boot Road and the Chester Valley Trail crossing at Commerce Dr. Recommendations include: creating an additional travel lane for northbound traffic on Route 100, a new signalized intersection with pedestrian improvements at the Exton Train Station, and enhanced transit accessibility.

## **Exton Station Area Concept Plan (DVRPC 2018)**

The Plan explores the complexities of the transportation projects that are ongoing in the Exton Train Station area, and how each overlap and/or are contingent upon each other to be implemented. The Plan provides implementation strategies for the projects, as well as recommendations for additional improvements to the multi-modal network needed to produce the most safe and accessible Exton Station area.

## Section 2: Existing Conditions

This Chapter will focus on the existing conditions as they relate to the current and proposed bicycle and pedestrian network of the Township. Existing conditions were developed using GIS mapping, U.S. Census Bureau/American Community Survey (ACS) data, existing planning documents, and field visits. The following items were reviewed and inventoried as part of this chapter: demographics, economic conditions, transportation, land use, and community facilities.

### Demographics:

#### POPULATION

West Whiteland Township has increased in population by 91% over the last several decades as shown in Table 1 & 2. The total population of West Whiteland was 18,274 in 2010 and is projected to increase by 22% in 2040 as provided in Table 3. This increase, which is comparable to the County as a whole, is due to a large influx of proposed residential development to be located in the Township over the next few years. Table 4 illustrates the Township as a highly dense area relative to the county due to this increase in growth. As it relates to bicycle and pedestrian circulation, this anticipated increase in population warrants alternative means of travel and improvements to transportation system for present and future residents to walk and/or bike to desired destinations within the Township.

**Table 1: Historic Population Growth 1950-2010**

	1950	1960	1970	1980	1990	2000	2010
<b>West Whiteland</b>	<b>1,573</b>	<b>4,412</b>	<b>7,149</b>	<b>9,581</b>	<b>12,403</b>	<b>16,499</b>	<b>18,274</b>
Chester County	159,141	210,608	277,746	316,660	376,396	433,501	498,886

Source: U.S. Census Bureau, 1950-2010

**Table 2: Percent Change by Decade**

	1950-1960	1960-1970	1970-1980	1980-1990	1990-2000	2000-2010	Change 1950-2010	
<b>West Whiteland</b>	<b>181%</b>	<b>62%</b>	<b>34%</b>	<b>29%</b>	<b>33%</b>	<b>11%</b>	<b>16,701</b>	<b>91%</b>
Chester County	32%	32%	14%	19%	15%	15%	339,745	214%

Source: U.S. Census Bureau, 1950-2010

**Table 3: Population Projections 2010-2040**

	2010 Actual	Projected Population			Projected Change 2010-2040	
		2020 Projection	2030 Projection	2040 Projection	Number	Percent
<b>West Whiteland</b>	<b>18,274</b>	<b>19,266</b>	<b>20,901</b>	<b>22,201</b>	<b>3,927</b>	<b>22%</b>
Chester County	498,886	543,702	599,932	645,562	146,676	29%

Source: Delaware Valley Regional Planning Commission Forecasts, 2013; U.S. Census Bureau.

**Table 4: Population Density**

	Density (persons/sq. mile)					Area of Municipality (sq. miles)
	1980	1990	2000	2010	2020*	
<b>West Whiteland</b>	<b>737</b>	<b>954</b>	<b>1,269</b>	<b>1,406</b>	<b>1,482</b>	<b>13 sq.mi.</b>
Chester County	367	498	573	660	719	756 sq.mi.

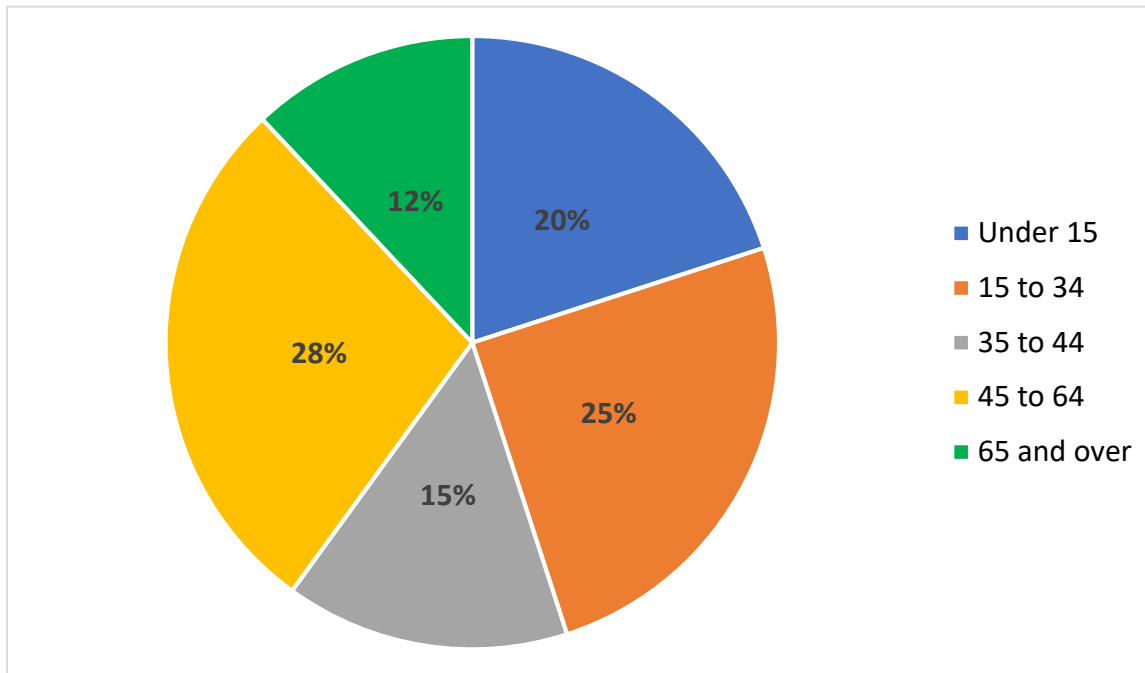
Source: U.S. Census Bureau, 2000-2010 & ACS 2012-2016

\* Delaware Valley Regional Planning Commission Forecasts, 2013.

## AGE AND RACE

Figure 1 illustrates the distribution of the different age groups within West Whiteland Township. The median age represented in the Township is 38.5, with the two largest age groups being populations between 45 to 64 (28%) and 15 to 34 (25%). However, much of the Township consists of Generation Y (Millennials) and Generation X - ages 15 to 55 - who are inclined to have active lifestyles and recreate and/or commute to work if trails, sidewalks and bike facilities are safe and accessible to them. Additionally, 12% of the Township population consist of ages 65 and over, who need safe and accessible pedestrian infrastructure to walk to public transportation options and medical facilities in the Township if needed. Projects identified within this plan will assist in achieving a safe and well-connected bicycle and pedestrian network for all populations.

**Figure 1: Age Distribution**

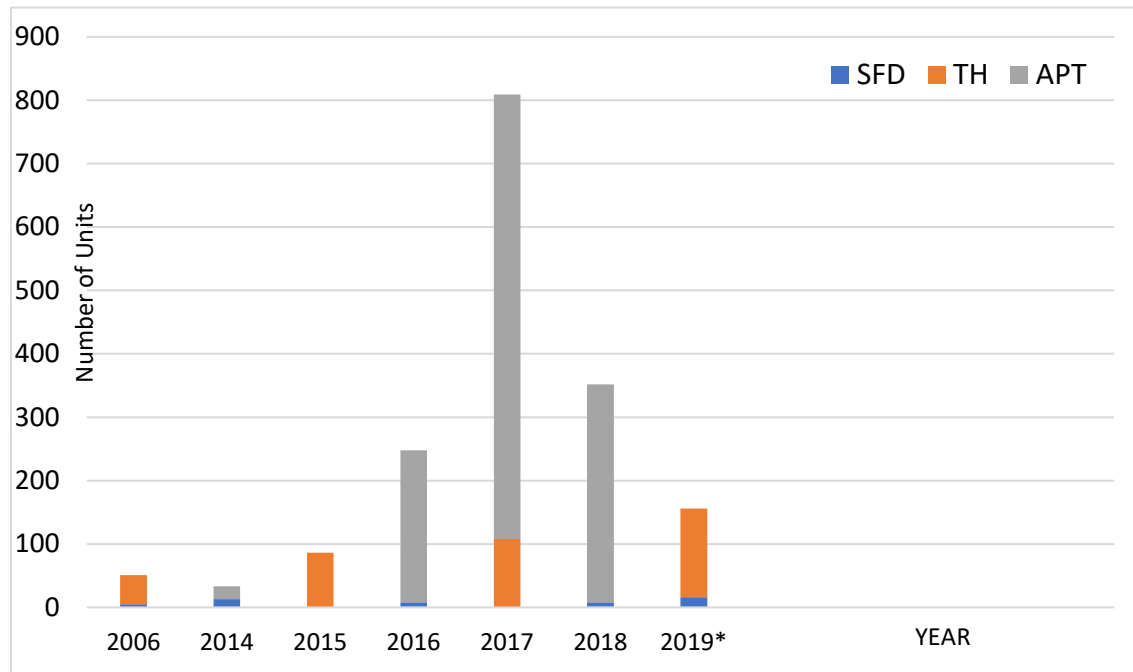


Source: U.S. Census Bureau ACS, 2012-2016

## HOUSING

Housing within the Township has increased over the last couple years, particularly within the Exton Crossroads area, mentioned later in this section. Figure 2 illustrates approved residential units in the Township from 2006 to 2019. Between 2006 and 2013 the Township only approved 10 total units (6 single-family homes and 4 apartments). From 2014 to 2019 over 1,500 units were approved. This information supports the population projections stated above in Table 3 and shows that the Township has popular destinations to warrant such growth in housing. Improvements to the bicycle and pedestrian network will need to connect to these approved developments so new residents can access destinations within the Exton Crossroads areas and other points of interest in the Township.

**Figure 2: Approved Residential Units, 2006-2019**



Source: West Whiteland Township Planning and Zoning, 2000-2019

SFD: Single-Family Dwelling, TH: Townhome, APT: Apartment

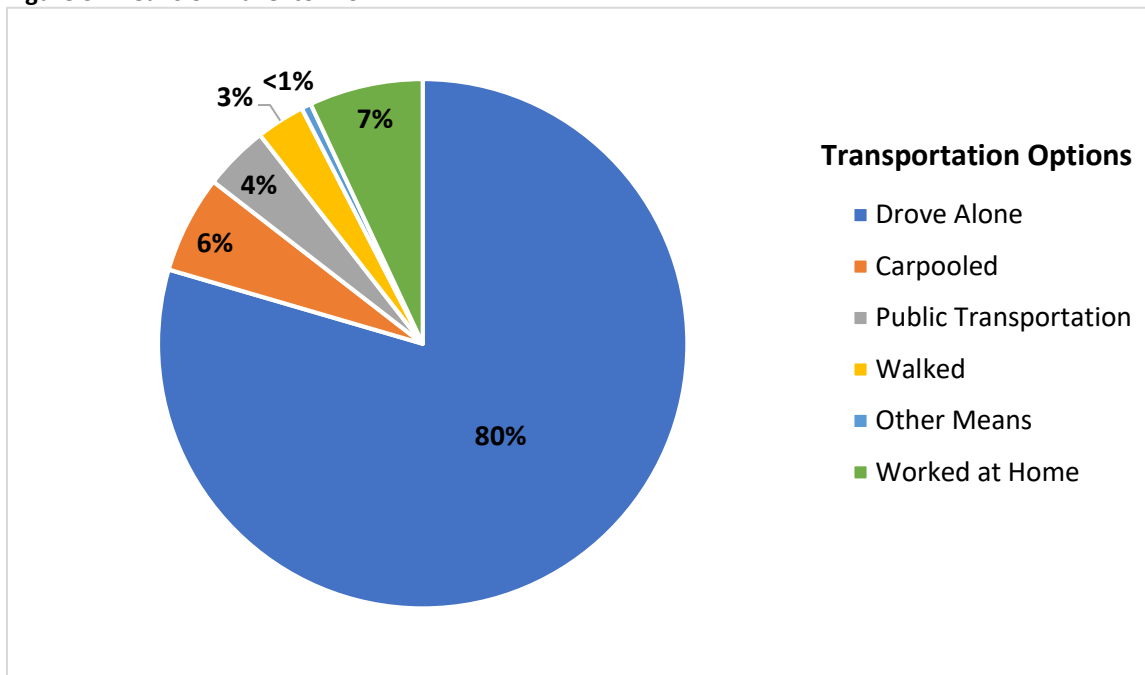
Between 2006-2013 only 6 SF and 4 APT were approved

\* As of February 2019

## TRANSPORTATION

The Township consists of more than 7,000 occupied housing units (Owner/Renter Occupied). Of this total less than 1% of those units do not own a vehicle, while 30% own 1 vehicle and 69% own 2 or more (Table 5). Figure 3 illustrates the transportation options for Township residents who are employed, with Drove Alone and Carpool making up 86% of the options used. This information shows that the clear majority of residents use their vehicles to travel to desired destinations. The remaining 14% use other means of transportation or travel to get to work. This information shows that while non-motorized travel options are in the minority in choice, improvements to the bicycle and pedestrian network identified in this plan can increase non-motorized travel throughout the Township by improving connections to major destinations.

**Figure 3: Means of Travel to Work**



Source: U.S. Census Bureau, ACS 2012-2016

**Table 5: Vehicles Per Household**

2016	Total Occupied Units	No Vehicle	1 Vehicle	2 Vehicles	3 or More
West Whiteland	6,895	63	2,058	3,677	1,097

Source: U.S. Census Bureau, ACS 2012-2016

## ECONOMIC CONDITIONS

The Township has a variety of commercial retail areas, office parks, schools and industrial/manufacturing generators located mainly at the Exton Crossroads and corridors of Lincoln Hwy (US BUS 30) and Pottstown Pk. (PA 100) making it a very popular employment center. The job total for the Township is set to increase to over 5,000 jobs (25%) by 2040 as shown in Table 6. This increase is due to the existing employment centers and transportation corridors within the Township. Additionally, this increase in jobs coincides with the proposed residential development and population increase during the same time period.

The mean travel time to work for Township residents is 28 minutes. The majority of the residents in West Whiteland work outside of the Township (within Chester County), while a small percentage (9%) actually work in the Township (Table 7). Maps 1 & 2 illustrate where Township residents work and where Township workers reside both in the County and the region. The information shows that there are large concentrations of jobs of Township residents located within Exton as well as along the PA 100 and US 30 corridors in the region. As it relates to bicycle and pedestrian facilities, the Figures show that residents, workers, and shoppers of the Township could use sidewalks and regional trails such as the Chester Valley Trail and Uwchlan Trail to commute to work or to get to desired locations. However, while the Maps show concentrated locations of jobs, that does not mean there are bicycle and/or pedestrian facilities at or to those locations presently. This information reinforces the fact that the Township will remain a major regional destination and bicycle and pedestrian improvements should be made to support the employment growth along with population growth.

**Table 6: Forecasted Change in Jobs for West Whiteland and County, 2010-2040**

	2010 Actual	Forecasted Jobs			Forecasted Change 2010-2040	
		2020 Forecast	2030 Forecast	2040 Forecast	Number	Percent
<b>West Whiteland</b>	<b>23,300</b>	<b>24,691</b>	<b>27,093</b>	<b>29,076</b>	<b>5,776</b>	<b>25%</b>
Chester County	292,015	326,320	359,774	374,967	82,952	28%

Source: Delaware Valley Regional Planning Commission Forecasts, 2016

**Table 7: Place of Work**

Employed, 2015	West Whiteland	
	Number	Percent
Employed in Twp. but Live Outside Twp.	17,573	95%
Employed and Live Inside Twp.	843	5%
<b>Total Employed in Township</b>	<b>18,416</b>	<b>100</b>
Live in Twp. but Employed Outside Twp.	8,992	91%
Live and Employed in Twp.	843	9%
<b>Total Employed Living in Township.</b>	<b>9,835</b>	<b>100</b>








Source: U.S. Census Bureau, On The Map, 2015

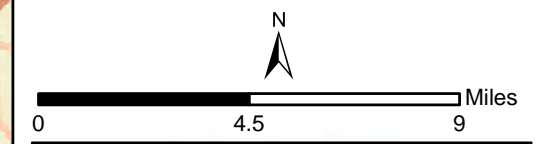
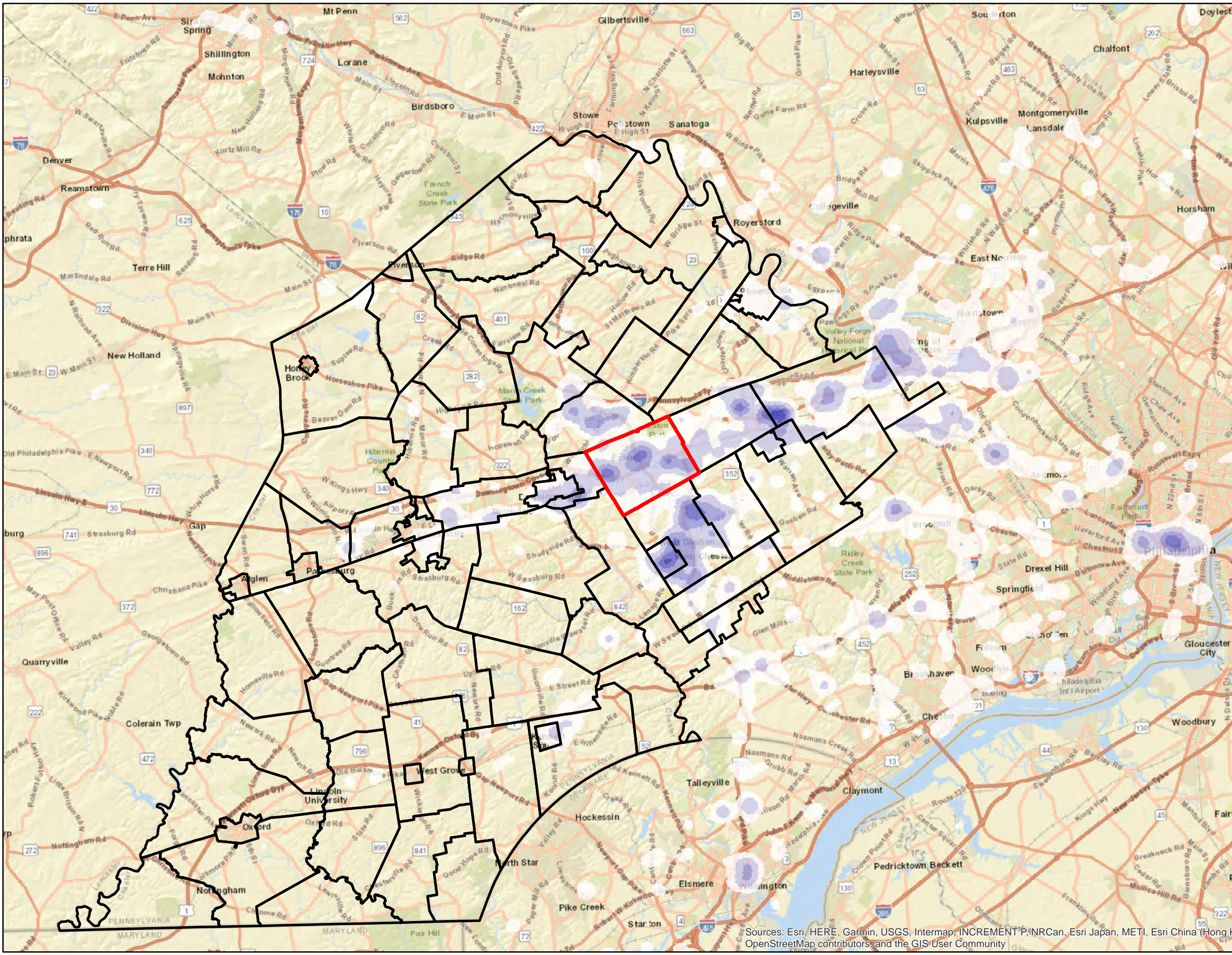
# Map 1 Where West Whiteland Residents Work

WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

## Legend

### Where Residents Work (2015)

-  5-27 Jobs per sq.m.
-  28-95 Jobs per sq.m.
-  96-208 Jobs per sq.m.
-  209-366 Jobs per sq.m.
-  367-570 Jobs per sq.m.
-  West Whiteland Township
-  Chester County Municipalities



Prepared by: West Whiteland Township, 2019  
Data Source: U.S. Census Bureau, On The Map, 2015;  
Chester County DCIS, 2019








Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong K), OpenStreetMap contributors, and the GIS User Community

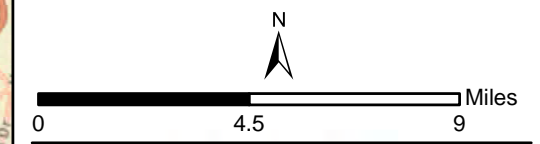
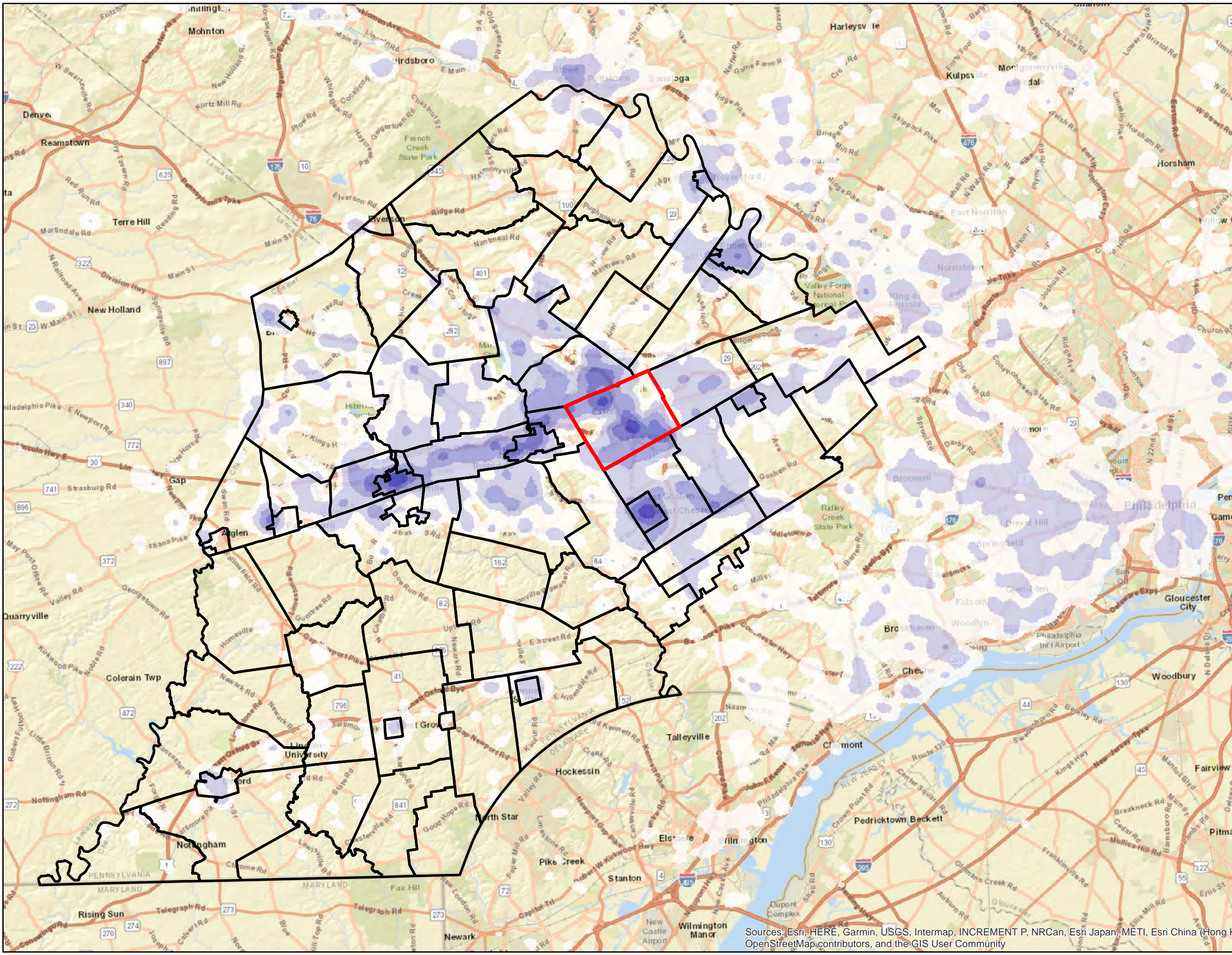
# Map 2 Where Workers Employed in West Whiteland Reside

WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

## Legend

### Where Workers Reside (2015)

-  5-15 Jobs per sq.m.
-  16-45 Jobs per sq.m.
-  46-96 Jobs per sq.m.
-  97-167 Jobs per sq.m.
-  168-259 Jobs per sq.m.
-  West Whiteland Township
-  Chester County Municipalities



Prepared by: West Whiteland Township, 2019  
Data Source: U.S. Census Bureau, On The Map, 2015;  
Chester County DCIS, 2019

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong K), OpenStreetMap contributors, and the GIS User Community

## **TRAFFIC VOLUMES**

Traffic volumes plays a major role in where cyclists and pedestrians feel comfortable and safe when using facilities along roadways. If there are high speeds and large amounts of traffic, the likelihood of these roadways being used by cyclists and pedestrians is minimal. West Whiteland is served by three major roadways: Pottstown Pk. (PA Route 100), U.S. Route 30 (both Bypass and Business) and U.S. Route 202. There are also several local roads that carry a large amount of traffic, such as Boot Rd., Whitford Rd., Ship Rd. King Rd., and Swedesford Rd. Map 3 shows these volumes of traffic. The road with the heaviest volume in the Township is the U.S. 30 Bypass with sections having volumes more than 39,000 vehicles, followed by PA Route 100 with volumes more than 30,000 vehicles. The intersection of PA Route 100 and the U.S. 30 Bypass in conjunction with U.S. Business 30 are two of the largest volume intersections in the Region. Over the next several years these roadways will increase in volumes due to both local and regional development. Additional measures such as improvements to vehicular, bicycle and pedestrian circulation and safety is currently underway or have been identified as part of this plan to reduce pedestrian and vehicular conflicts along roadways with increased traffic volumes.

## **ROAD SPEEDS**

Map 4 showcases the posted speeds along each roadway within the Township. This information assists in identifying feasible locations to proposed on-road and off-road bicycle and pedestrian facilities within the Township. The preferred road speeds to install improvements such as bike lanes and/or Sharrows (shared travel lanes) is 25 to 30 mph for safety and a stress-free experience. This information was used when identifying bicycle and pedestrian facilities within this plan. Additional information on bicycle stress mapping is available on the Delaware Valley Regional Planning Commission's website and can also be found within the Chester County Planning Commission's Multimodal Circulation Handbook.

## **CRASH DATA**

Map 5 provides Bicycle and Pedestrian incident data for the Township from 2010 to 2018. Between 2010 and the beginning of 2018 there were a total of 32 incidents between automobiles and both bicycles (7) and pedestrians (25) in the Township. During that time, 2010 had the most accidents with 9, followed by 2014 (7) and 2011 (6). The greatest grouping of incidents occurred around the Exton Crossroads area with 16. These incidents occurred either within shopping centers or at key intersections around the Crossroads, which includes the following: Intersection of Lincoln Hwy. @ Iron Lakes Blvd. (3), Intersection of Lincoln Hwy. @ West Whiteland Towne Center (2), and Intersection of Commerce Dr. @ Pottstown Pk. (2). This information is critical when identifying and recommending bicycle and pedestrian improvements within the Crossroads area to create a safe, accessible environment for non-motorized circulation.

# Map 3 Traffic Volumes







WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

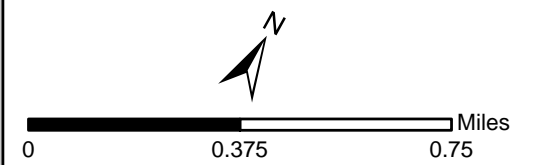
## Map Features

### WWT Traffic Volumes 2017 Annual Average Daily Traffic

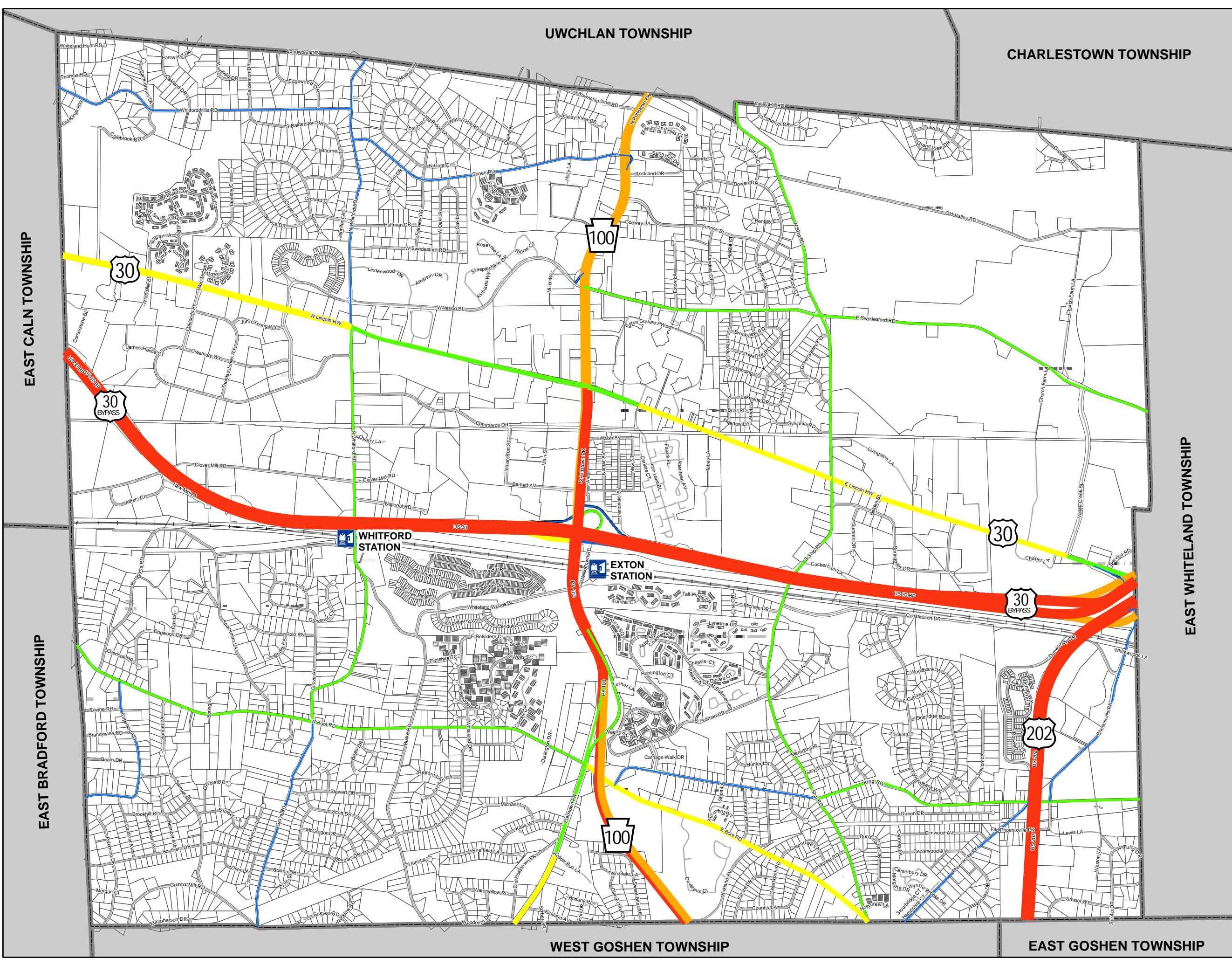
- 47 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- 20,001 - 61,812

## Base Features

-  Rail Stations
-  Major Roads
-  Local Roads
-  Railroad Lines
-  Parcels
-  Municipal Boundaries



Prepared by: West Whiteland Township, 2019  
Data Source: PennDOT, 2017; Chester County DCIS, 2019



UWCHLAN TOWNSHIP

CHARLESTOWN TOWNSHIP

EAST CALN TOWNSHIP

EAST WHITELAND TOWNSHIP

EAST BRADFORD TOWNSHIP

WEST GOSHEN TOWNSHIP

EAST GOSHEN TOWNSHIP

# Map 4 Posted Speed Limits







WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

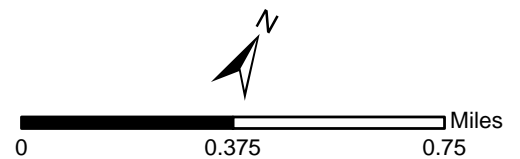
## Map Features

### Road Speed Limits

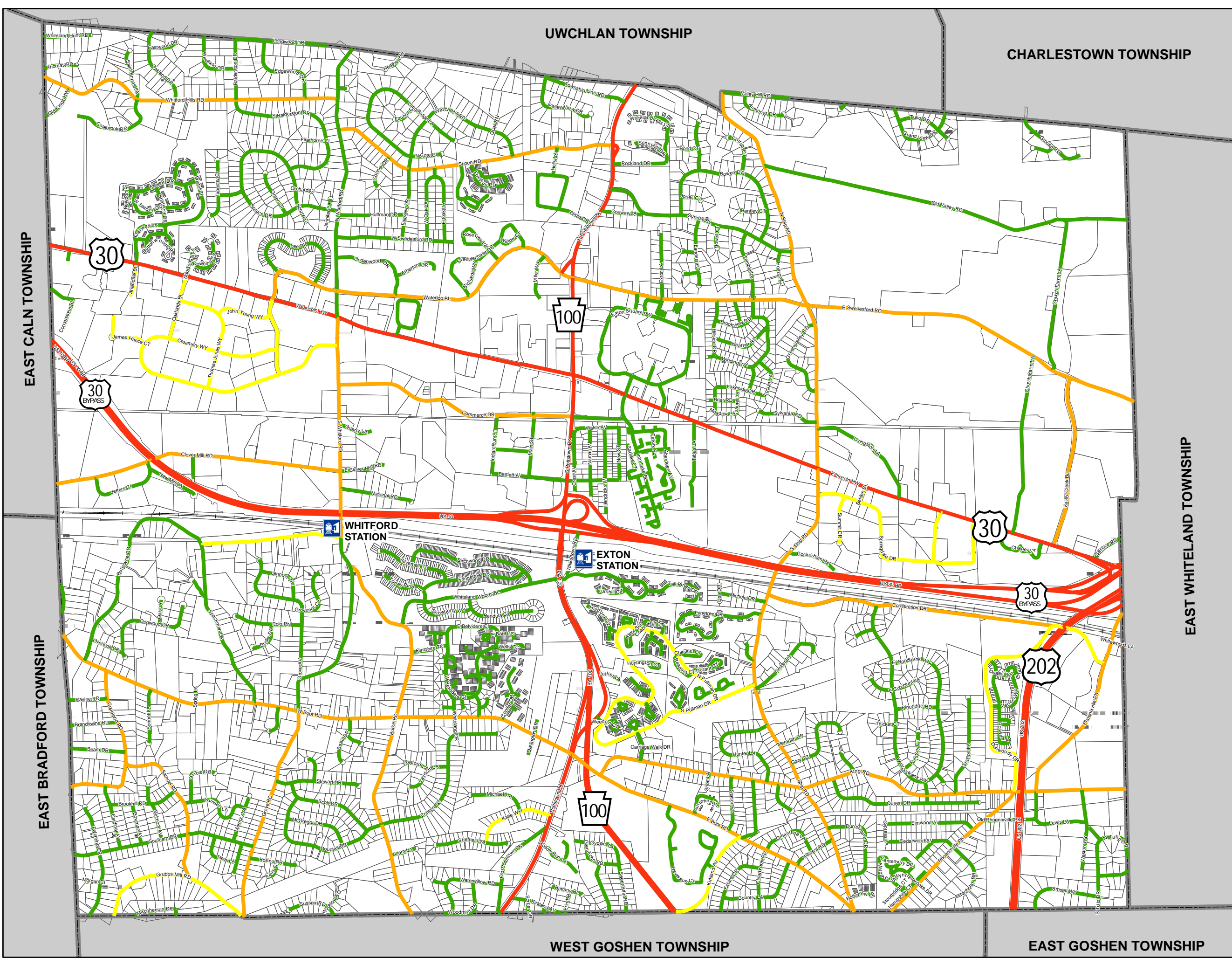
- 25 mph or less
- 30 mph
- 35-40 mph
- 45+ mph

### Base Features

-  Rail Stations
-  Major Roads
-  Local Roads
-  Railroad Lines
-  Parcels
-  Municipal Boundaries



Prepared by: West Whiteland Township, 2019  
Data Sources: PennDOT/WWT, 2019; Chester County DCIS, 2019



# Map 5 Bicycle & Pedestrian Incidents







WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

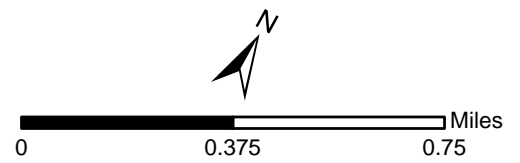
## Map Features

### Crash Data 2010-2018

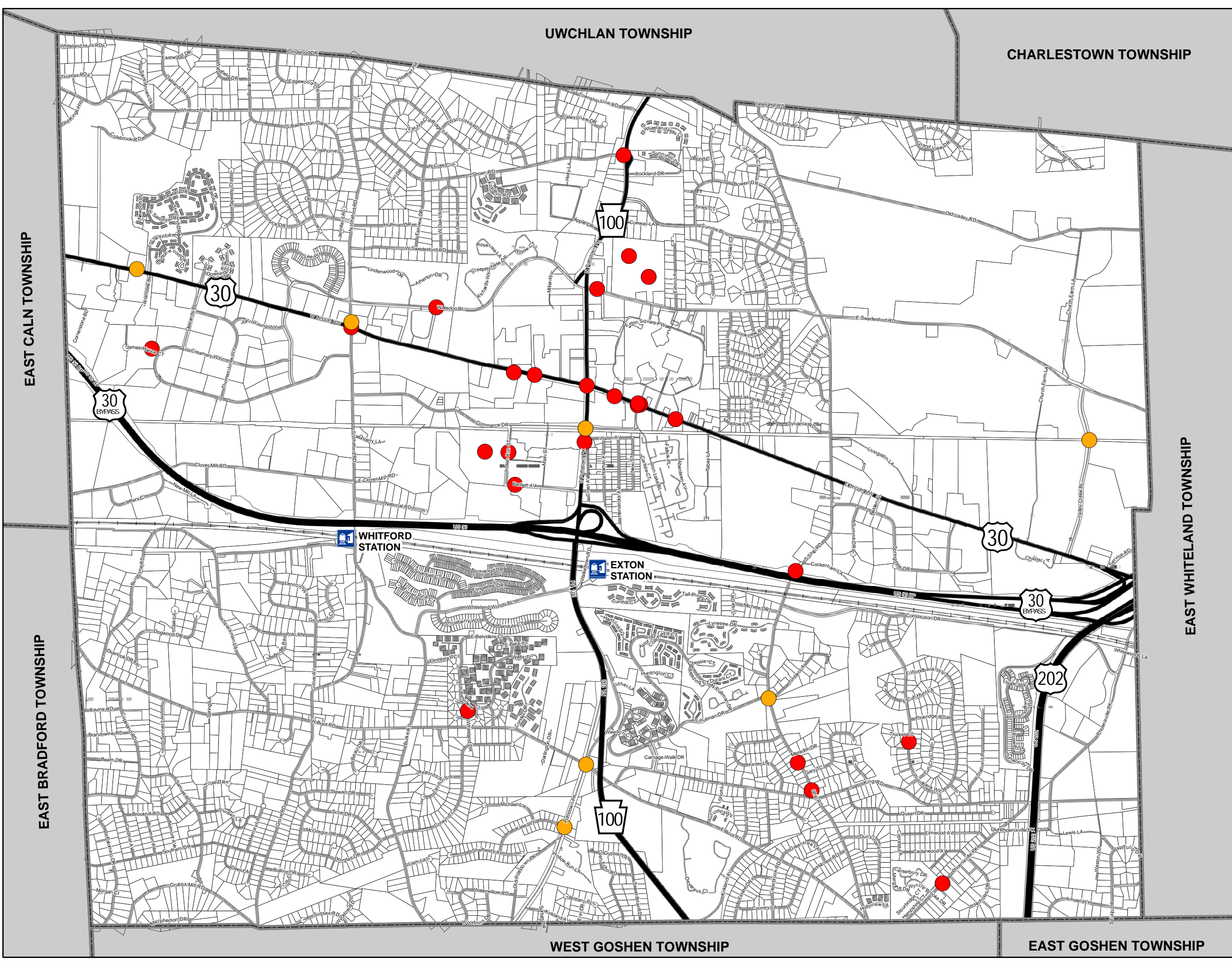
- Bicycle Incidents
- Pedestrian Incidents

## Base Features

-  Rail Stations
-  Major Roads
-  Local Roads
-  Railroad Lines
-  Parcels
-  Municipal Boundaries



Prepared by: West Whiteland Township, 2019  
Data Source: PennDOT & WWT Police Dpt, 2010-2018



EAST CALN TOWNSHIP

EAST BRADFORD TOWNSHIP

UWCHLAN TOWNSHIP

CHARLESTOWN TOWNSHIP

EAST WHITELAND TOWNSHIP

WEST GOSHEN TOWNSHIP

EAST GOSHEN TOWNSHIP

## **PUBLIC TRANSPORTATION**

West Whiteland Township is served by two public bus providers (SEPTA and Krapf) with three fixed routes, two rail providers (SEPTA and Amtrak) and a county-wide paratransit system (Rover). The following lists the bus and rail service provided to the Township:

### **BUS Service**

Bus service within the Township is provided with stops located along Lincoln Hwy. and Pottstown Pk. as well as in the Oakland Corporate Center, and Exton Square Mall/Chester County Library.

- SEPTA 92: Service to West Chester, Exton, Malvern, Paoli, and King of Prussia
- SEPTA 204: Service to Paoli, Frazer, Exton, Lionville, and Eagleview
- Krapf's Coaches "A" Bus: Coatesville, Thorndale, Downingtown, Exton, and West Chester

### **Rail Service**

Rail service to the Township is provided at two train stations: Whitford and Exton. The SEPTA Regional Rail – Paoli/Thorndale Line service to Center City Philadelphia is provided regularly on the weekdays, with limited service on the weekends. The Amtrak – Keystone Corridor service via Harrisburg to Philadelphia/New York only serves the Exton Train Station and runs every day.

Both stations include a number of parking spaces compared to many other stations along the line: Whitford (229) and Exton (643, of which 88 require a SEPTA permit). However, with ridership increases, these stations are near to or at capacity on a daily basis. According to the SEPTA Annual Station Performance Review of 2017, Whitford has 399 boardings per day, while Exton has 797 boardings per day. SEPTA is presently constructing new high-level platforms for ADA compliance, new shelters and 68 parking spaces as part Phase A of the Exton Train Station's Improvement Plan. Phase B of the Improvement Plan includes a bus loop and 51 additional parking space north of the rail line and Phase C includes a 400+ space parking garage. Additional plans for Exton Train Station include: internal sidewalks and connectivity to the Chester Valley Trail (CVT) via a multi-use path along Pottstown Pk.; access to the proposed CVT Extension on the former Norfolk Southern freight line through the Station area; and a study proposing an additional northbound lane to mitigate congestion along Pottstown Pk. and a new traffic signal and pedestrian crossing to access the station from Whiteland Woods Blvd.

Providing direct access to bus and rail services is a focus of this Plan as transit, particularly both rail stations, are major destinations for residents commuting to and from work. The ability to bike or walk and gain access to transit stops safely is a priority, especially since many of these transit stops are located along busy roadways and at locations where sidewalks do not exist presently.

## LAND USE

The Township is comprised of 12 land use categories, which includes the following:

- Residential: Single-Family & Two-Family Homes (2,760.5 ac)
- Parks/Recreation/Open Space (1,778.5 ac)
- Commercial (1,079.6 ac)
- Vacant (582.4 ac)
- Institutional (558.4 ac)
- Multi-Family-Apartments (312.2 ac)
- Railroad (153.8 ac)
- Industrial (132.9 ac)
- Public Utilities (44.6 ac)
- Mixed-Use (17.0 ac)
- Agriculture (12.5 ac)
- Mobile Homes (6.5 ac)

Map 6 showcases the current land use designations within the Township. The County's Comprehensive Plan, Landscapes3, defines the Township as a growth area, being comprised of both Suburban Center and Suburban categories. Under these designations West Whiteland is encouraged to sustain future growth through a variety of land uses and housing types, preserve & maintain historic character, improve upon bicycle and pedestrian connections, upgrade and modernize transit and infrastructure, and protect and restore natural areas and cultural landscapes. One of the goals of Landscapes3 is to advance efficient, reliable and innovative transportation, utilities and communications infrastructure systems that responsibly serve thriving and growing communities such as Exton and the Township. Connecting the neighborhoods (shown in yellow) to commercial areas (shown in red) and public transportation via sidewalks and trails is a priority of this plan.

# Map 6 Land Use






WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

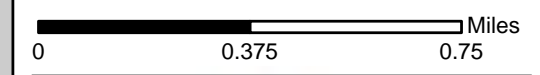
## Map Features

### Existing Land Use

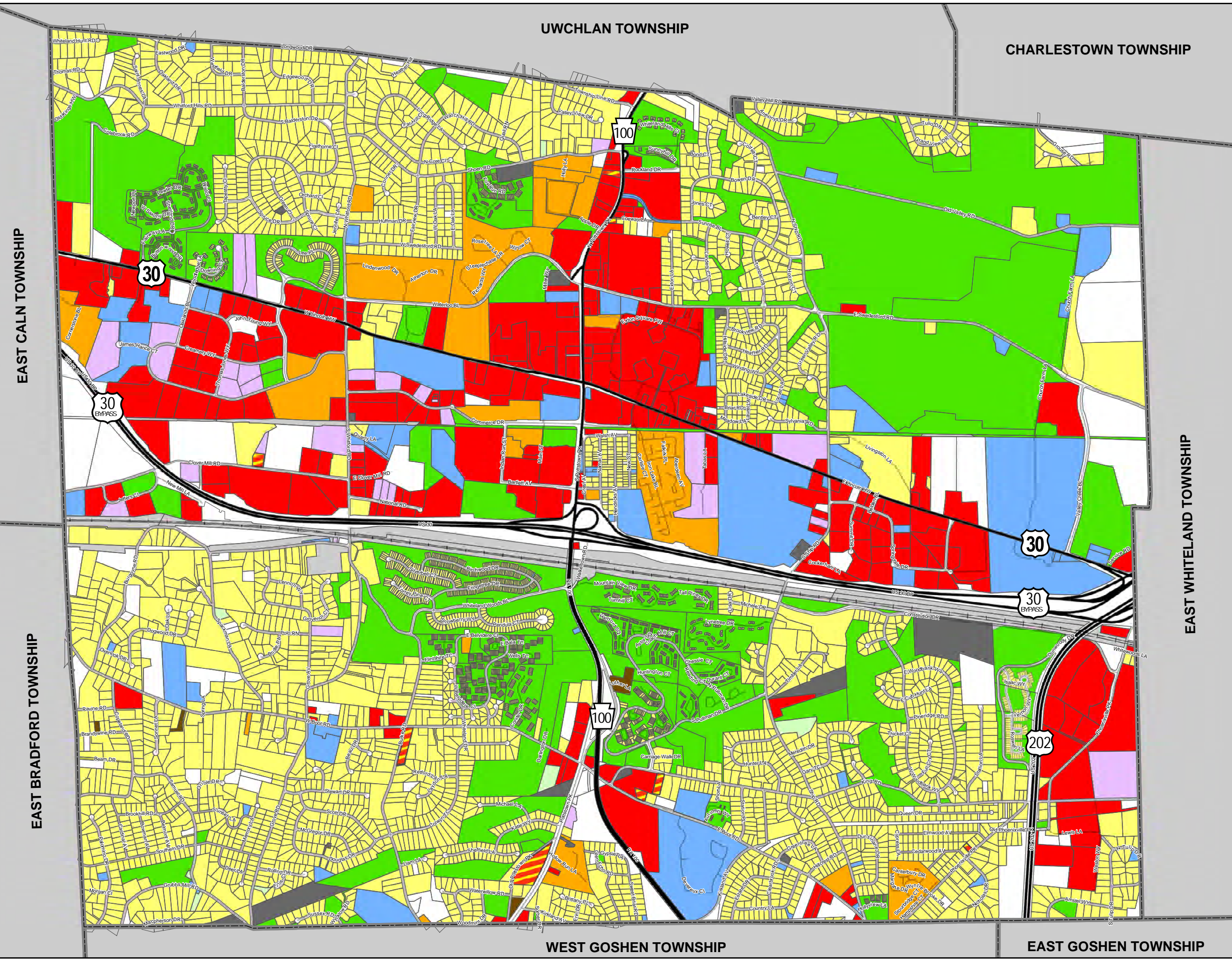
-  Agricultural
-  Commercial
-  Institutional
-  Industrial
-  Park/Rec./Open Space
-  Residential
-  Multi-Family
-  Mobile Home
-  Mixed-Use
-  Railroads
-  Public Utilities
-  Vacant

### Base Features

-  Local Roads
-  Major Roads
-  Railroad Lines
-  Parcels
-  Municipal Boundaries



Prepared by: West Whiteland Township, 2019  
Data Source: Chester County DCIS, 2019



UWCHLAN TOWNSHIP

CHARLESTOWN TOWNSHIP

EAST CALN TOWNSHIP

EAST WHITELAND TOWNSHIP

EAST BRADFORD TOWNSHIP

WEST GOSHEN TOWNSHIP

EAST GOSHEN TOWNSHIP

## Community Facilities

### EXTON CROSSROADS & POINTS OF INTEREST

The Exton Crossroads is located at the center of the Township with its boundaries being essentially the Town Center Zoning District (North - Target, South - Main Street at Exton, East – Exton Square Mall and West – Festival Shopping Center). The Crossroads is home to Chester County’s main retail hub that includes 6.1 million s.f. of commercial retail and office space with a regional mall in addition to six shopping centers located within its borders. Other areas of interest include the Chester County Library, three public parks (Miller Park, Exton Park and Meadowbrook Manor Park) and a regional multi-use trail (Chester Valley Trail).

Additional points of interest in West Whiteland include the two regional rail stations mentioned in the transportation section and 8 additional public parks located throughout the Township. Lastly, there are a number of educational facilities and employment centers (Oaklands Corporate Center, Whiteland Business Park) located along Lincoln Hwy. and within the Township.

With continued development and a growing population occurring within this area over the next several years (as shown in Map 7) it is important to improve connections via alternative means of travel to these places of interest so that residents and visitors alike can access them. This plan will identify such improvements.

**Map 7: EXTON CROSSROADS**



Source: Aerials - Google Maps, 2019; Township Information – West Whiteland, 2019

## **Existing Bicycle and Pedestrian Network**

### **EXISTING SIDEWALK NETWORK**

Currently there are 51 miles of existing sidewalks within the Township. Many of the sidewalks are located in neighborhoods, while others are located along Lincoln Hwy., Pottstown Pk. and within shopping centers. Much of the existing sidewalks have been completed through the land development process. Additionally, there are almost 6 miles of sidewalks proposed as part of current land development projects. While the current state of the sidewalk network seems to be sizable, the network is disconnected and much of the population in the Township cannot directly connect to major destinations within the Exton Crossroads or Township.

#### Gaps

Many of the existing sidewalk gaps are along major roads in the Township, including: Lincoln Hwy., Pottstown Pk., Swedesford Rd., Waterloo Blvd., and Boot Rd. Key areas such as neighborhoods lack sidewalks leading up to intersections with limited pedestrian crossings and signalizations, as well as transit stops in the Township.

### **EXISTING TRAIL NETWORK**

There are currently 14 miles of existing trails within the Township, many of which are asphalt trails at various widths. Additionally, there are 2.5 miles of trails under design and construction and almost 10 miles of additional trails proposed. Except for the Chester Valley Trail (3.2 miles) and trails within Township Parks (5.6 miles), most of the other existing and proposed trails were approved through the land development process and located within Home Owners Associations (HOAs). As with the sidewalks, trails are also disconnected from many of the major destinations within the Township.

Map 8 illustrates the existing bicycle and pedestrian network (sidewalks and trails) within the Township and shows major destinations and places of interest in proximity of those facilities.

### **Regional Trails located within Township**

The Township has two regional trails located within its borders, the Chester Valley Trail and the Uwchlan Trail. These two trails are part of the Circuit, which is the name of the Greater Philadelphia trail network. The Circuit is a collaborative effort of non-profit organizations, foundations, and government agencies working to complete 800 miles of trails within 9 counties (5 PA & 4 NJ). To date the region has complete 300 miles.

#### Chester Valley Trail (CVT)
















This 12-foot wide multi-use asphalt trail is owned and maintained by Chester County and goes through the middle of the Township. There are two trailheads located in the Township, at Exton Park and the Township Building. Currently the trail terminates just west of the Wal-Mart at Main Street at Exton and travels almost 3 miles east to the border with East Whiteland, where it continues east toward Montgomery County for 13 miles and will connect with the Schuylkill River Trail and Philadelphia. Because of its location, the CVT plays a major role in West Whiteland's growth and development, making Exton and its destinations the existing terminus for the Circuit and its users in Chester County.

In 2017, the County completed a feasibility study to extend the CVT to Downingtown using the inactive Norfolk-Southern freight line.







# Map 8 Existing Bike/Ped. Network

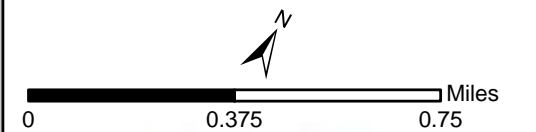
WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

## Map Features

-  Charter Schools
-  Private Schools
-  Public Elementary Schools
-  Public Middle Schools
-  Higher Education
-  Public Libraries
-  Municipal Buildings
-  Ambulance Stations
-  Fire Stations
-  Police Stations
-  Existing Trails
-  Design/Construction Trails
-  Existing Sidewalks
-  Shopping Areas
-  Parks & Facilities

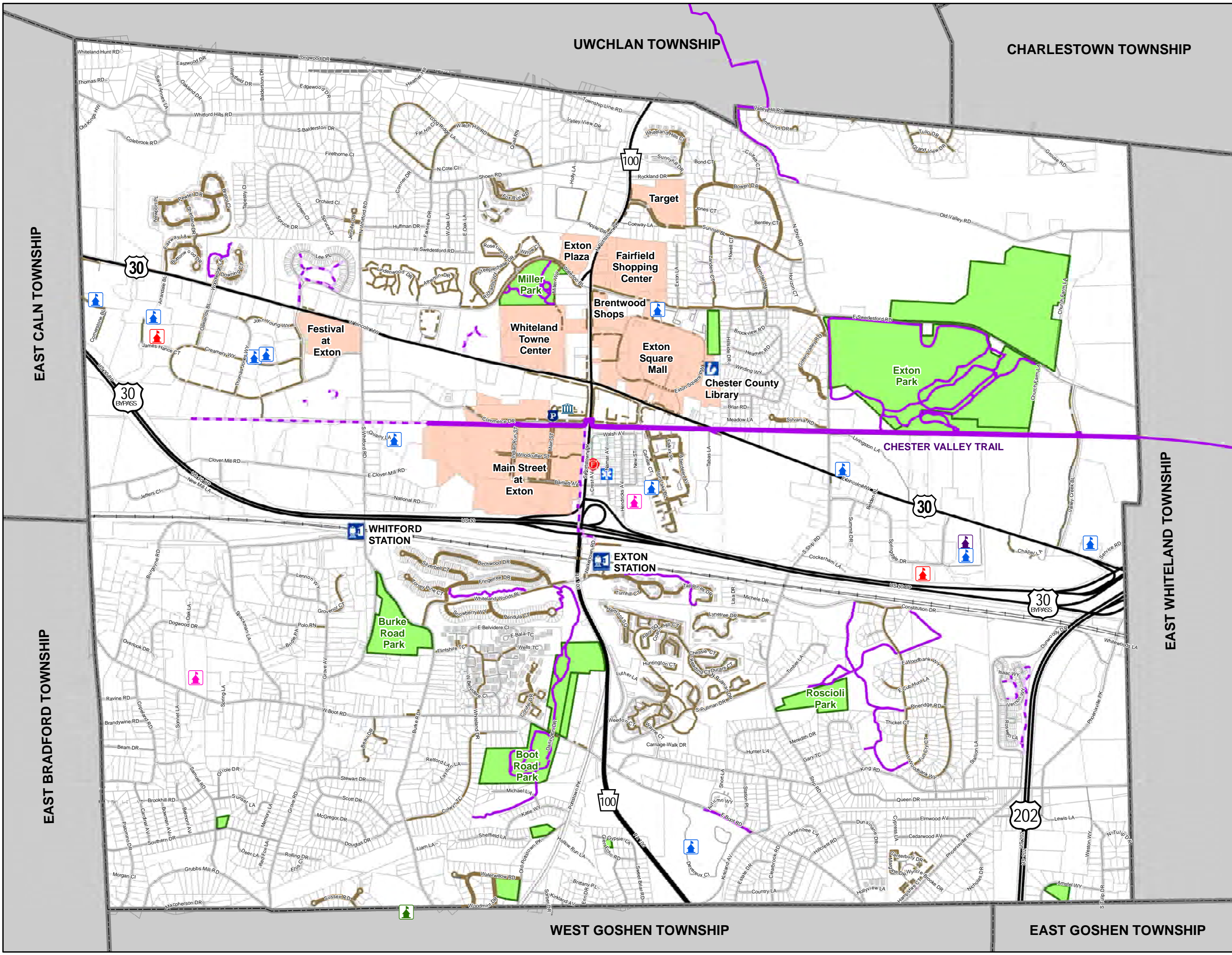
## Base Features

-  Rail Stations
-  Railroad Lines
-  Major Roads
-  Local Roads
-  Parcels
-  Municipal Boundaries



**West Whiteland**  
TOWNSHIP

Prepared by: West Whiteland Township, 2019  
Data Source: Chester County DCIS , 2019



### Uwchlan Trail

This 6-foot wide asphalt trail and sidewalk is owned and maintained by Uwchlan Township and travels 0.4 miles from Old Valley Rd. to the West Whiteland and Uwchlan border. From there it traverses north through Uwchlan Township for 6 miles to the Struble Trail just outside Downingtown Borough. There is an existing trail gap between the Uwchlan Trail and the CVT (1.3 miles) in West Whiteland Township that has been identified as part of this plan to be completed by both the County and Whiteland Township as part of their planned improvements to Exton Park.

### **Existing Park Trails**

The Township has 12 public parks, 3 of which have multiple trails. The materials used for these trails within the park range from earth, grass, boardwalk, gravel, sidewalks and asphalt. The following details the existing trails in each park.

#### Exton Park Trails

Exton Park is located in the northeastern quadrant of the Township and is owned by West Whiteland Township (300 acres) and Chester County (400 acres). This park consists of 3.5 miles of mowed grass trails around its perimeter along Ship and Swedesford Rds. and the pond area. The existing trails associated with the park connect to the CVT Trailhead located to the south of the park. The Exton Park Master Plan, which was completed in 2016 includes a 20 ft. multi-use asphalt trail from Swedesford Rd. to CVT (Uwchlan Trail gap) and other asphalt trails connecting park users to the various new amenities.

#### Miller Park Trail

This park is located along Waterloo Blvd. just north of Whiteland Towne Center and is one of the more popular parks in the Township due to its location, and amenities, which includes: tennis courts, basketball court, playground, a gazebo and a large pavilion. Additionally, the park has 0.6 miles of trails, with 0.5 asphalt trails and 0.1 miles as boardwalk. The trails in this park connect to the existing sidewalks along Waterloo Blvd. and Miller Way, which connects to Whiteland Towne Center's sidewalks.

#### Boot Road Park Trail

This park is another popular park in the Township and is located along Boot Rd. just west of Pottstown Pk. The amenities included in this park are: a baseball and softball field, playground, pavilion, restrooms, and meeting rooms. It also consists of a 0.7-mile asphalt trail at the perimeter of the park, 0.1 miles of sidewalks at the park's interior and an adjoining earth trail that connects the park to the Banbury residential community to the park's south.

### **Private Trails (HOA)**

Much like the sidewalks, trails within many of the HOA's located throughout the Township do not connect with many destinations and/or are not available to the public. Many of the communities, such as Ryerss Hunt, Whiteland Woods, Courts at Valley View, and Woodledge have their own internal trails within the common open space. The older communities like Meadowbrook Manor, Whiteland Crest, Indian King, Exton Station, among others that are close to major destinations like the train station, library, mall, etc. do not have trails within them. As the Public Survey (Section 3) has revealed, residents of these communities would like connections to these destinations via a trail or sidewalk connection.

### Gaps

The existing trail gaps in the West Whiteland mostly correspond with the regional trails located with the Township, CVT and Uwchlan Trail. One of the larger trail gaps is the Uwchlan Trail connection to the CVT. Currently, the Uwchlan Trail's terminus in West Whiteland is at Old Valley Rd. A proposed alignment has been identified to fill in this gap, running south along Ship Road on County park property for 0.6 miles, crossing Swedesford Road in the Township's portion of Exton Park, and terminating at the CVT trailhead after 0.7 miles.

### **ROAD CROSSINGS**

There are many road crossings in the Township but only 16 intersections have designated pedestrian signalization and crosswalk markings. Many of the signalizations need to be updated and the pavement markings need to be repainted. These improvements will be identified as part of this plan. Additionally, 5 of the 16 intersections will be improved as part of approved residential developments around the Exton Crossroads. The Chester Valley Trail crossing of Pottstown Pk. (PA 100) is included as one of the 5 intersections to be improved as well.

### **EXISTING BIKE NETWORK**

Currently West Whiteland does not have a designated bicycle network, however the 2013 Central Chester County Bicycle and Pedestrian Circulation Plan, which was accepted by the Township identified bicycle routes and amenities throughout the Township. This plan has used the 2013 Circulation Plan as a basis to identify roadways suitable for a bicycle network in the form of bike loops in the Township.

### Section 3: Public Survey Results

This section provides an overview of the results of the survey and showcases number of responses for each of the 9 questions and highlights response ratios or percentages. This survey assisted in the identification of the priority projects and provided the blueprints for creating the Plan’s strategies and recommendations provided in Section 5 of the Appendix.

The public survey provided feedback regarding bicycling and pedestrian mobility within the Township, and particularly the Exton Crossroads, from both residents and other members of the public. The 9-question survey was conducted between March 23, 2018 to May 4, 2018 and provided a total of 688 responses. Many of the respondents identified popular destinations located around the Exton Crossroads as areas that need to be linked through bicycle and pedestrian improvements such as trails, sidewalks and bike lanes. Respondents also recognized the need for safe routes to these destinations which do not necessarily exist today. Additionally, respondents identified additional projects to the listed priority projects in the survey to assist in improving the bicycle and pedestrian circulation network throughout the Township. These requested connections and improvements are shown in the Map 9 and are further analyzed in Sections 4 and 5.

#### Question 1: Do you live in West Whiteland Township?

	Number of Response(s)	Response Ratio
Yes	538	78%
No	144	21%
I'm not sure	4	<1%
No Responses	2	<1%
<b>Total</b>	<b>688</b>	<b>100%</b>

#### Question 2: Which of the following do you use or go to in Exton? Select all that apply.

	Number of Response(s)	Response Ratio
Shopping or Restaurants	680	99%
Recreation or Entertainment	604	88%
Parks	544	79%
Medical care	404	59%
Transit (train or bus stops)	290	42%
Work	146	21%
Church	138	20%
School	134	19%
Other	44	6%
<b>Total</b>	<b>688</b>	<b>100%</b>

**Question 3: Where specifically do you go in Exton? Select all that apply.**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
Main Street at Exton	665	97%
Exton Square Mall	595	86%
Fairfield Shopping Center (Giant grocery store)	595	86%
Whiteland Towne Center (Kohls shopping center)	584	85%
Chester County Library	517	75%
Chester Valley Trail	514	75%
Exton Park	411	60%
Exton Train Station	353	51%
Oaklands Corporate Center	267	39%
Whitford Train Station	204	30%
Other	43	6%
<b>Total</b>	<b>688</b>	<b>100%</b>

**Question 4: Do you currently bike or walk? If so, why?**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
Yes, for recreation/exercise	562	82%
No, I don't walk or bike.	107	16%
Yes, to get to my destination	80	12%
Other	29	4%
<b>Total</b>	<b>687</b>	<b>99%</b>

**Question 5: If bike and pedestrian improvements are made, which of the following is true for you?**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
I would walk more in Exton.	180	26%
I would walk AND bike more in Exton.	387	56%
I would bike more in Exton.	74	11%
Neither, I would still drive.	32	5%
Other	14	2%
No Responses	1	<1%
<b>Total</b>	<b>688</b>	<b>100%</b>

**Question 6: When you think about WALKING in Exton, which of the following improvements would you likely use as a PEDESTRIAN? Select all that apply.**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
Connecting Chester County Library & Chester Valley Trail (CVT)	371	54%
Connecting Exton Sq. Mall & Exton Park (along Swedesford Rd.)	347	51%
Connecting Target & Exton Sq. Mall (filling in gaps in existing sidewalk network along Rt. 100)	289	42%
Completing sidewalk network around Exton Sq. Mall	243	36%
Connecting Miller Park & former Waterloo Gardens Site (along Waterloo Blvd.)	192	28%
Connecting Oaklands Corp. Center & Ship Inn/SS. Philip & James Church (filling in gaps in existing sidewalk network along Lincoln Hwy.)	187	27%
Connecting Whitford Train Station & Indian King development (along Burke Rd.)	186	27%
Connecting Whitford Train Station & Oaklands Corp. Center (along Whitford Rd.)	156	23%
Other	158	23%
<b>Total</b>	<b>683</b>	<b>99%</b>

**Question 7: Now, when you think about BIKING in Exton, which of the following improvements would you likely use as a CYCLIST? Select all that apply.**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
Connecting Chester County Library & Chester Valley Trail (CVT)	382	57%
Connecting Exton Sq. Mall & Exton Park (along Swedesford Rd.)	326	49%
Connecting Miller Park & former Waterloo Gardens Site (along Waterloo Blvd.)	196	29%
Connecting Whitford Train Station & Indian King development (along Burke Rd.)	172	26%
Connecting Whitford Train Station & Oaklands Corp. Center (along Whitford Rd.)	168	25%
Other	150	22%
<b>Total</b>	<b>671</b>	<b>98%</b>

**Question 8: Of the projects mentioned, please select the top THREE that you feel are important enough to use Township dollars to accomplish.**

	<b>Number of Response(s)</b>	<b>Response Ratio</b>
Path between Chester County Library & Chester Valley Trail (CVT)	390	58%
Path between Exton Sq. Mall & Exton Park	316	47%
Add stretches of sidewalk to fill in gaps from Target to Exton Sq. Mall	243	36%
Sidewalks from Whitford Train Station to Oaklands Corp. Center	203	30%
Trail along Burke Rd. between Whitford Train Station & Indian King development	190	28%
Add stretches of sidewalk to fill in gaps from Oakland Corp. Center to Ship Inn/SS. Philip and James Church	170	25%
Sidewalks from Miller Park to former Waterloo Gardens site	158	23%
Other	123	18%
<b>Total</b>	<b>678</b>	<b>98%</b>

**Question 9: Please identify additional projects that you feel would assist in improving the pedestrian circulation network within the Township.**

248 Response(s) Projects mentioned above, and additional projects identified question in question 9 are reflected in the map below in red.

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# Map 9 Requested Connections & Improvements

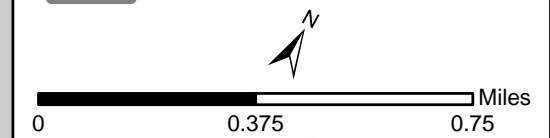
WEST WHITELAND TOWNSHIP  
CHESTER COUNTY, PENNSYLVANIA

## Map Features

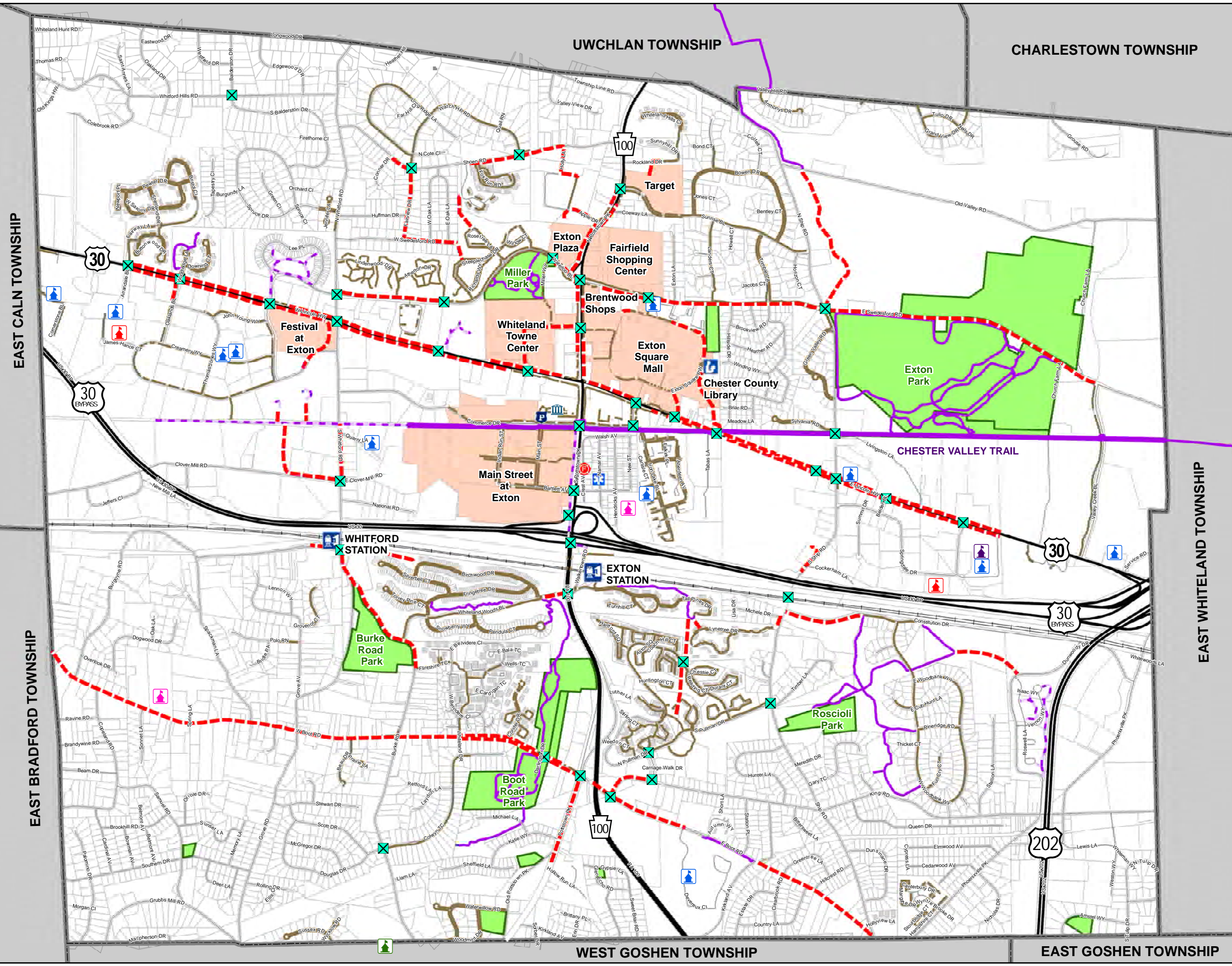
- Charter Schools
- Private Schools
- Public Elementary Schools
- Public Middle Schools
- Higher Education
- Public Libraries
- Municipal Buildings
- Ambulance Stations
- Fire Stations
- Police Stations
- Intersections to be Improved
- Requested New Connections
- Existing Trails
- Design/Construction Trails
- Existing Sidewalks
- Shopping Areas
- Parks & Facilities

## Base Features

- Rail Stations
- Railroad Lines
- Major Roads
- Local Roads
- Parcels
- Municipal Boundaries



Prepared by: West Whiteland Township, 2019  
Data Source: West Whiteland Township & Chester County DCIS, 2019



EAST CALN TOWNSHIP

EAST BRADFORD TOWNSHIP

UWCHLAN TOWNSHIP

CHARLESTOWN TOWNSHIP

EAST WHITELAND TOWNSHIP

WEST GOSHEN TOWNSHIP

EAST GOSHEN TOWNSHIP

## Section 4: Priority Projects and Feasibility Analysis

The analysis of the priority projects listed below provides further details of each project and its impact on improving safety and accessibility for both bicycle and pedestrian infrastructure while connecting residential areas to destinations within the Exton Crossroads and other areas in the Township. Each project has a variety components and sub-projects to appropriately implement. This section will focus on each project and analyze the following feasibility measures such as opportunities, constraints, accessibility/safety, coordination and land acquisition.

The opportunities and constraint feasibility measures summarize a variety of variables that include the following:

### OPPORTUNITIES

- **Major Destination Link**: The project improvements link to one or multiple major destinations within the Township.
- **Bicycle & Pedestrian Loop**: The project improvements create and/or complete Bicycle and Pedestrian Loops within the Township.
- **Population Impact**: The project improvements will be safe and accessible to a large residential population.

### CONSTRAINTS

- **Environmental**: The project and/or segments of the project are in areas constrained by FEMA Floodplain, wetlands, steep slopes and other environmental prohibitors.
- **Utility/Stormwater**: The project and/or segments of the project are in areas constrained by existing public utilities infrastructure and stormwater management facilities.
- **Access and Safety**: The project and/or segments of the project are in areas constrained by limited or prohibited access due to existing rights-of-way or driveways, which provide little to no safety measures.

The feasibility measures along with the survey results assisted in grading each project in two categories: Overall Interest and Overall Feasibility. The priorities assigned to each project are shown at a high, medium and low scale and should be interpreted as follows:

- **High**: The project has great public interest and/or feasibility due to the corresponding measures.
- **Medium**: The project has considerable public interest and/or feasibility is generally good but has some inhibitors due to the corresponding measures.
- **Low**: The project has some public interest and/or feasibility has many inhibitors due to the corresponding measures.

## Chester County Library and Chester Valley Trail (CVT) Connector

- Project Components
  - **Multi-Use Trail (8 to 10 feet):**
    - Location: Directly northeast of the CVT crossing of Lincoln Hwy. travelling northwest toward the library. Trail would travel through the wooded area between Meadowbrook Manor Community and a commercial retail area to the west.
    - Length: 0.25 miles
    - Existing Conditions:
      - The majority of the land associated with this alignment is within the Floodway and 100-year Floodplain as well as wetland areas.
      - This alignment runs parallel to regional gas pipelines and Township sewer lines.
    - Improvements: Due to the floodplain/wetlands, the trail would need to either be elevated as a boardwalk trail or use natural/engineered pervious material. The trail may also require two bridges to traverse Valley Creek and its tributary.
    - Acquisition: The trail would travel through a total of seven parcels with separate ownership. Additional coordination with pipeline operators would need to occur to access and develop the trail.
  - **Feasibility Measures**
    - **Opportunities:**
      - The trail is a more direct bike/pedestrian route to the Library and would be off-road making for more safe and scenic setting. It would link both pedestrian and cyclists to the mall and the transportation center for buses and could assist in updating the eastern gateway of Exton and completing a portion of other priority projects of this plan.
    - **Constraints:**
      - The trail consists of access issues, environmental and utility constraints, which may increase the costs of the trail.
    - **Accessibility/Safety:**
      - The trail would need to acquire access easements to gain access to the wooded area from the CVT. It would require potential lighting of the trail at night and/or winter months due to its location.
    - **Land Acquisition:**
      - The project would require access easements and potential land acquisition. As mentioned above coordination with landowners/utility operators will be warranted if any improvements are to be made.
- Feasibility: MEDIUM-HIGH

## Exton Mall and Exton Park Connector

- Project Components
  - **Sidewalk/Multi-use Trail/Bike Signage/Intersection Improvements:**
    - Location: Use the existing sidewalks on the north side of Swedesford Rd. from the intersection of Fairfield Place Shopping Center/Exton Square Pkwy. to the Ship Rd. Intersection into the natural paths of Exton Park. Additional sidewalks would also be located on the south side of Swedesford Rd. from Exton Square Pkwy. to the Brentwood Shops.
    - Length: Sidewalk (0.17 miles), Signed Bike Route (1.65 miles), Multi-Use Trail (0.73 miles)
    - Existing Conditions:
      - Most of the pedestrian connectivity already exists, with the exception of the proposed sidewalk on the south side of Swedesford Road, which travels through two properties (a Church and Post Office).
      - Swedesford Rd. right-of-way (ROW) is roughly 50 ft. from Fairfield Place to Valley Creek Blvd and 60 ft. from Fairfield Place to Pottstown Pk., with travel lanes at 12 ft. The posted speed of Swedesford is 35 mph.
      - The intersection of Fairfield Place/Exton Square Pkwy. @ Swedesford Rd. only has crosswalks/ped. signalization on both sides of Swedesford Rd. Ship Rd. & Swedesford Rd. has crosswalks/pedestrian signalization at all four approaches.
      - The Exton Park area consists of natural grass/mowed paths that run along Swedesford Rd. and Ship Rd. and to the CVT to the South. The Township has adopted a Master Plan for Exton Park and will be breaking ground in 2019 on Phase I which includes a multi-use trail connecting to the CVT.
      - This alignment runs parallel to regional gas pipelines and crosses over Township sewer lines in various areas along Swedesford Rd.
    - Improvements: A concrete sidewalk would need to be installed on the south side of Swedesford Rd. between Pottstown Pk. and the Mall entrance, as well as the frontage of Meadowbrook Manor Park and Hillside Dr. Bicycle amenities would include share-the-road signage and/or pavement markings located within the road ROW or shoulder denoting bicycle traffic along this segment of Swedesford Rd. The off-road segment within Exton Park from Ship Rd to the CVT will consist of a 10-12 ft. multi-use trail. Lastly, Intersection improvements will need to be made for the following intersections:
      - Fairfield Place/Exton Square Pkwy. @ Swedesford Rd. INT: upgrade existing crosswalks and pedestrian signalization with high visibility crosswalks (continental markings) with pedestrian push buttons and LED countdown alert timers.
      - Ship Rd. @ Swedesford Rd. INT: upgrade existing crosswalks and pedestrian signalization with high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers at all approaches.

- **Acquisition:** Coordination will need to be made with the Post Office and Church to acquire an access easement to install the sidewalk along the two properties' frontage. Coordination with PennDOT would need to occur regarding the Ship Rd. intersection improvements.
- **Feasibility Measures**
  - **Opportunities:**
    - These improvements would provide residents of neighborhoods along Swedesford Rd. and visitors to the Township with access to three major destinations and improve upon the existing sidewalk network along Swedesford Rd. It would also provide transit users additional access to these areas. Additionally, designating segments of Swedesford Rd. would assist in completing a much-needed bike loop within the Exton Crossroads. A long-term consideration maybe warranted to install a multi-use trail on the north side of Swedesford Rd. from Pottstown Pk. to Exton Park for safety reasons. This trail would also connect with the Waterloo Blvd. trail as well.
  - **Constraints:**
    - Swedesford Rd. has areas where the shoulder may need to be widened to accommodate bicycle traffic. In the event widening of the road is not possible cyclists would need to use vehicular travel lanes to reach the destinations, which could have safety concerns.
  - **Accessibility/Safety:**
    - The sidewalks along the frontage of the Church and Post Office would need to acquire access easements to complete connections between the Mall and the Brentwood Shops.
    - If shoulders cannot be widened for bicycle traffic, appropriate signage would be needed to minimize safety concerns.
    - Once the Exton Park access is improved off Ship Road, pedestrians and cyclists will have a designated multi-use trail to connect with the park amenities and the CVT to the south.
  - **Land Acquisition:**
    - This project would require coordination between the Church and Post Office to install sidewalks on their frontage.
    - Coordination with PennDOT to update crosswalks and pedestrian signalization at Ship Rd. @ Swedesford Rd. INT would need to occur.
- **Feasibility: MEDIUM-HIGH**

## Pottstown Pike (PA 100) Sidewalk Gaps (Target to Exton Mall)

- Project Components

The proposed gaps consist of both sides of Pottstown Pk. between Target and Lincoln Hwy. Below are details for each alignment.

- **Sidewalks/Intersection Improvements - North Bound (East Side Pottstown Pk.):**

- Location: There are 4 separate sidewalk gaps along the east side of Pottstown Pk.
  - Gap 1: (0.05 miles) between Rockland Dr. and existing Target sidewalks.
  - Gap 2: (0.11 miles) between the Tolsdorf Oil Lube Express and Exton Professional Building (319 Pottstown Pk.).
  - Gap 3: (0.06 miles) between the Brentwood Shops Pottstown Pk. entrance and the Exton East Coast gas station.
  - Gap 4: (0.15 miles) between the Mall/Whole Foods entrance and Lincoln Hwy.
- Existing Conditions:
  - The sidewalk gaps travel through multiple properties (13) and ROWs along Pottstown Pk.
  - Pottstown Pk. consists of six travel lanes with a ROW roughly 100 ft. across and is the region's principal north/south arterial roadway. In this area of Pottstown Pk., the posted speed is 45 mph.
  - This project consists of three intersections: Sunrise Blvd. & Pottstown Pk., Swedesford Rd./Waterloo Blvd. & Pottstown Pk., and Exton Square Pkwy. & Pottstown Pk. All intersections have crosswalks/ped. signalization on all approaches, with the exception of crossing Pottstown Pk. to Exton Square Pkwy.
  - This alignment runs parallel to Township sewer lines in various areas along Pottstown Pk.
  - The segment located between Gap 1 and 2 would use the existing sidewalks within Fairfield Place, due to existing stormwater management systems and topography along Pottstown Pk. prohibiting a feasible alignment.
- Improvements: A concrete sidewalk would need to be installed at the 4 gap locations. Additionally, the intersections would need to be upgraded to include high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. The intersection of Pottstown Pk. @ Exton Square Pkwy. is being designed with the Hanover Exton Square Land Development (LD) and will include the above improvements, as well as a crosswalk on Pottstown Pk. to the CVS at Whiteland Towne Center. Lastly, all ADA ramps included with this project would need to be installed under PennDOT's standards. The improvements for this project are solely for pedestrian circulation and would assist in the completion of the Township's northern most loop.

- Acquisition: Coordination with property owners would be needed to install the sidewalks at all 3 gap locations. Additional coordination with PennDOT would need to occur regarding the intersection improvements.
- **Sidewalks/Intersection Improvements - South Bound (West Side Pottstown Pk.):**
  - Location: There are 4 separate sidewalk gaps along the west side of Pottstown Pk.
    - Gap 1: (0.08 miles) between the Sunrise Blvd. @ Pottstown Pk. INT and Dentist Office at 340 Pottstown Pk.
    - Gap 2: (0.27 miles) between the Entrance of Whiteland West Apartments/Exton Office Court and the Waterloo Blvd. @ Pottstown Pk. INT. This gap also includes a sidewalk connection along the north side of Waterloo Blvd. to McDonald's and Exton Plaza from the intersection.
    - Gap 3: (0.10 miles) between the Waterloo Blvd. @ Pottstown Pk. INT and Pep Boys service entrance. This gap also includes a sidewalk connection along the south side of Waterloo Blvd. to the existing sidewalk on the Mattress Firm property.
    - Gap 4: (0.08 miles) between the Whiteland Towne Center Entrance to the Speedway gas station.
  - Existing Conditions: The same as the east side with a few exceptions.
    - The sidewalk gaps travel through multiple properties (9) and ROWs along Pottstown Pk.
    - There is not a crosswalk at the Waterloo Blvd. approach from Pottstown Pk.
  - Improvements: Improvements will be same as mentioned above. An additional crosswalk and pedestrian signalization will be needed for the approach from Pottstown Pk. to Waterloo Blvd. Lastly, Additional streetlights would need to be installed on this side of Pottstown Pk.
  - Acquisition: Same as east side.
- Feasibility Measures
  - **Opportunities:**
    - Providing sidewalks at the eight gap locations would improve pedestrian access to four of the six shopping area of the Township as well as other destinations such as Miller Park and the CVT. This project would also assist in connecting sidewalks to transit stops located along this segment of Pottstown Pk. making it safer for transit users. It would also assist in giving access to residents of Whiteland West and others who live along Shoen Rd. Additionally, installing sidewalks and intersection improvements at these locations would complete identified pedestrian loops around the Exton Crossroads.
  - **Constraints:**
    - There are a few constraints with the location of utilities lines, manholes and access driveways along Pottstown Pk.

- **Accessibility/Safety:**
  - o The sidewalk would be required to have a Highway Occupancy Permit from PennDOT and any access easements needed when traveling through private property frontages.
  - o Since the sidewalks would be located along a major arterial carrying heavy traffic, both speeding and adequate buffering from the road are a safety concern. Grass buffering and proper signage will be needed to make motorist aware of pedestrian activity within this area of the Exton Crossroads.
- **Land Acquisition:**
  - o This project will require both access easements and potential land acquisition. As mentioned above coordination with landowners and PennDOT will need to occur if any improvements are to be made.
- Feasibility: MEDIUM

## Complete sidewalk Loop around Exton Mall

- Project Components

This project proposes to complete the sidewalk loop around the perimeter of the Exton Square Mall along the Exton Square Pkwy. Segments of the proposed alignment are to be completed by private land development, which includes the design of intersection improvements of Lincoln Hwy. and Pottstown Pk. Access to the CVT is not included as part of this project.

- **Sidewalk (5-6 Feet):**

- Location: There are 6 separate sidewalk gaps along Exton Square Pkwy. Gaps 4-6 are to be completed by Hanover/PREIT as part of the Hanover Exton Square LD.
  - Gap 1: (0.13 miles) between the Chester County Library and existing sidewalk west of Exton Commons entrance.
  - Gap 2: (0.07 miles) between the existing sidewalk west of Exton Commons Entrance and SEARS east entrance.
  - Gap 3: (0.04 miles) between the Post Office and Hanover Exton Square LD.
  - Gap 4: (0.17 miles) between Gap 3 and the second Pottstown Pk. entrance.
  - Gap 5: (0.06 miles) between existing Whole Foods sidewalks and DNB First Bank
  - Gap 6: (0.09 miles) between existing Boscov's sidewalks and west Lincoln Hwy. entrance.
  - Gap 7: (0.11 miles) between Lincoln Hwy. east entrance and existing sidewalks at Round One.
- Existing Conditions:
  - The sidewalk gaps travel through multiple properties (3). The majority of the gaps however do fall within parcels owned by PREIT (Exton Square Mall) with the exception of the Post Office and Exton Commons.
  - Exton Square Pkwy. is a loop road for the Mall with posted speeds of 25 mph. The existing sidewalks along the loop road total 0.73 miles with multiple crosswalks (9) from the Mall.
  - This alignment runs parallel to regional gas pipelines and crosses over Township sewer lines.
- Improvements:
  - The proposed concrete sidewalk would be installed on the outside of the loop road and connect with existing sidewalks accessing multiple destinations.
  - Eight additional crosswalks will be created as part of the Hanover Exton Square LD as well as the design of the two intersections of Lincoln Hwy. and Pottstown Pk. The intersections will be designed to include high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. Additional intersection improvements at Exton Square Pkwy. @ Swedesford Rd. and Exton Square Pkwy. @ Lincoln Hwy. (east entrance) are included in this project.

- Additionally, along this loop, bicycle amenities would include share-the-road signage and/or pavement markings located within the road ROW denoting bicycle traffic.
    - Lastly, the Township has been coordinating and will continue to coordinate with the Mall owners for any future redevelopment efforts. The sidewalk loop or segments may evolve into a multi-use path for a more multi-modal and dedicated off road connection.
  - Acquisition: Coordination with property owners would be needed to install the sidewalks, particularly PREIT and the Post Office.
- Feasibility Measures
  - **Opportunities:**
    - Providing sidewalks at the six gap locations (2 through LD) would improve upon pedestrian mobility around Mall and allow for increased accessibility to the Library, Meadowbrook Manor Park, Transportation Center and other Transit Stops and the CVT. Additionally, installing sidewalks around the loop road would complete an identified pedestrian/bicycle loop within the Exton Crossroads.
  - **Constraints:**
    - There are a few constraints along Exton Square Pkwy. Pipeline and utilities lines are the main constraints, particularly at gaps 1 and 2.
  - **Accessibility/Safety:**
    - The proposed project will be located along a low volume loop road with low speeds. Proper signage and road markings will be installed to make motorist aware of pedestrian/bicycle activity within this area of the Exton Crossroads.
  - **Land Acquisition:**
    - This project will require coordination with PREIT and other landowners if any improvements are to be made.
- Feasibility: MEDIUM-HIGH

## Lincoln Hwy. (BUS 30) Sidewalk Gaps (Evian to Church Farm School)

- Project Components

The proposed gaps consist of both sides of Lincoln Hwy. between Fairway Ln. (Evian Community) and Church Farm School. Two sidewalk segments will be completed through land development projects (Keva Flats and Lochiel Farm). Below are details for each alignment.

- **Sidewalks/Intersection Improvements - North Side Lincoln Hwy.:**

- Location: There are 11 separate sidewalk gaps along the north side of Lincoln Hwy.
  - Gap 1: (0.52 miles) between Fairway Ln. and Waterloo Blvd.
  - Gap 2: (0.17 miles) between Sloan Ford and Whitford Rd.
  - Gap 3: (0.37 miles) between Whitford Rd. and Keva Dr.
  - Gap 4: (0.18 miles) between Keva Dr. and Whiteland Towne Center Property.
  - Gap 5: (0.29 miles) between Whiteland Towne Center and the LUKOIL station.
  - Gap 6: (0.18 miles) between Pottstown Pk. and first entrance of the Exton Mall.
  - Gap 7: (0.17 miles) between second entrance of the Exton Mall and CVT Crossing.
  - Gap 8: (0.44 miles) between CVT Crossing and Ship Rd.
  - Gap 9: (0.14 miles) between Ship Rd. and Lochiel Farm to be completed sidewalks
  - Gap 10: (0.04 miles) between SS. Philip & James and Lochiel Farm proposed main entrance
  - Gap 11: (0.45 miles) between Lochiel Farm Entrance and Church Farm School.
- Existing Conditions:
  - The sidewalk gaps travel through multiple properties (48) and ROWs along Lincoln Hwy.
  - Lincoln Hwy. is owned and maintained by PennDOT and consists of four travel lanes with a ROW ranging from 70 to 80 ft. between Fairway Ln. and the second entrance to the Mall. The roadway narrows to a 50 ROW with two travel lanes to the Route 202 interchange. The posted speed along Lincoln Hwy. is 45 mph.
  - This project consists of twelve intersections: Arrandale Blvd./Fairway Ln @ Lincoln Hwy., Oaklands Blvd./Woodledge Ln. @ Lincoln Hwy., Campbell Blvd./Waterloo Blvd. @ Lincoln Hwy., Whitford Rd. @ Lincoln Hwy., Keva Dr. @ Lincoln Hwy., Whiteland Towne Center south entrance @ Lincoln Hwy., Exton Square Pkwy./Iron Lakes Blvd. @ Lincoln Hwy., Exton Square Pkwy. @ Lincoln Hwy., Ship Rd. @ Lincoln Hwy., Belden Blvd. @ Lincoln Hwy. and Springdale Dr. @ Lincoln Hwy. Five of the intersections will be improved through the LD process with pedestrian crosswalks and signalization updates.
  - This alignment runs parallel to Township sewer lines in various areas along Lincoln Hwy.
  - There are additional gaps along Lincoln Hwy. with no proposed improvements due to access management issues, existing stormwater management systems, FEMA Floodplain and topography issues.

- Improvements A concrete sidewalk would be installed at the 11 gap locations. Additionally, the intersections included in this project would need to be upgraded and/or added to include high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers.
  - Campbell Blvd./Waterloo Blvd. @ Lincoln Hwy. was upgraded and completed through the Waterloo Reserve LD and includes two high visible crosswalks with pedestrian signalization at the western approach of Lincoln Hwy. and across Waterloo Blvd.
  - Whitford Rd. @ Lincoln Hwy. would include installing pedestrian signalization and crosswalks to the existing traffic signal at this location.
  - Keva Dr. @ Lincoln Hwy. will include a new traffic signal with pedestrian signalization and three highly visible crosswalks (one crossing Lincoln Hwy.). This improvement is being completed as part of the Keva Flats and Boy Scouts of Chester County LD projects.
  - Whiteland Towne Center south entrance @ Lincoln Hwy. would include installing pedestrian signalization and crosswalks to the existing traffic signal at this location.
  - Exton Square Pkwy./Iron Lakes Blvd. @ Lincoln Hwy. is being designed as part of the Hanover Exton Square LD and will include high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers.
  - Ship Rd. @ Lincoln Hwy. is being redesigned and potentially upgraded as part of two separate LD projects proposed in the immediate area and will include upgrading pedestrian signalization and crosswalks.
  - Belden Blvd. @ Lincoln Hwy. will include a new traffic signal with crosswalks and pedestrian signalization and to be completed as part of the Lochiel Farm LD.
  - Springdale Dr. @ Lincoln Hwy. would include upgrading of pedestrian signalization and crosswalks to the existing traffic signal at this location and be completed as part of the Frame Property redevelopment project.
  - All improvements to the intersections will need to install ADA ramps under PennDOT's standards. The improvements for this project are solely for pedestrian circulation and would assist in accessing destinations both north and south of Lincoln Hwy.
- Acquisition: Coordination with property owners would be needed to install the sidewalks at all 11 gap locations. Additional coordination with PennDOT would need to occur regarding the intersection improvements.
- **Sidewalks/Intersection Improvements - South Side Lincoln Hwy.:**
  - Location: There are 7 separate sidewalk gaps along the south side of Lincoln Hwy.
    - Gap 1: (0.50 miles) between Arrandale Blvd. and Campbell Blvd.
    - Gap 2: (0.20 miles) between Campbell Blvd. and Festival at Exton Frontage
    - Gap 3: (0.63 miles) between Whitford Rd. and Aldi/Existing Sidewalks

- Gap 4: (0.03 miles) between Kirkland’s and Starbucks
  - Gap 5: (0.11 miles) between Starbucks/Citizen Bank and Exton Auto Tags/Dunkin Donuts.
  - Gap 6: (0.43 miles) between the Laborer’s District entrance and Ship Rd.
  - Gap 7: (0.61 miles) between Ship Rd. and Church Farm School
- Existing Conditions: The same as the north side with a few exceptions.
  - The sidewalk gaps travel through multiple properties (32) and ROWs along Lincoln Hwy.
  - Gaps 3 and 6 are within the FEMA Floodplain.
- Improvements: Same as north side.
- Acquisition: Same as north side.
- Feasibility Measures
  - **Opportunities:**
    - Providing sidewalks at the seven gap locations would improve upon pedestrian access to all major destinations within Exton Crossroads. The project would also assist in connecting sidewalks to transit stops located along Lincoln Hwy. making it safer for transit users. It would also provide bike and pedestrian access to destinations around Exton Crossroads for 798 residential units (1,600+ residents) along Lincoln Hwy. This project links multiple priority projects through intersection improvements and the overall completion of the Township’s bicycle and pedestrian circulation network.
  - **Constraints:**
    - There are a variety of constraints in the form of environmental, utility, locational and access management along Lincoln Hwy.
  - **Accessibility/Safety:**
    - The sidewalk would be required to have a Highway Occupancy Permit through PennDOT and any access easements needed when traveling through private property frontages.
    - Since the sidewalks would be located along a major arterial carrying heavy traffic, both speeding and adequate buffering from the road are a safety concern. Grass buffering and proper signage will be needed to make motorist aware of pedestrian activity within this area of the Exton Crossroads.
  - **Land Acquisition:**
    - This project will require both access easements and potential land acquisition. As mentioned above coordination with landowners and PennDOT will need to occur if any improvements are to be made.
- Feasibility: MEDIUM

## Waterloo Blvd. Connector (Exton Plaza to Festival at Exton Shopping Center)

- Project Components

The proposed project consists of two sidewalk gaps to connect to Miller Park along Waterloo Blvd. Additional segments of this connection will be completed through two land development projects (Waterloo Reserve and Keva Flats).

- **Sidewalk/Trail/Bike Signage/Intersection Improvements:**

- Location: There are 4 separate sidewalk gaps along Waterloo Blvd. Gaps 1 & 3 are to be completed through the land development process.
  - Gap 1: (trail: 0.29 miles - sidewalk 0.07 miles) between Lincoln Hwy. and Whitford Rd. (along north side of Waterloo Reserve Development Waterloo Blvd. road extension)
  - Gap 2: (0.39 miles) between Whitford Rd. and Keva Dr. along north side of Waterloo Blvd.
  - Gap 3: (0.16 miles) between Keva Dr. and existing sidewalk on south side of Waterloo Blvd.
  - Gap 4: (0.03 miles) between Miller Wy. and existing sidewalks and Verizon building.
- Existing Conditions:
  - The proposed sidewalk Gaps 2 and 4 travel through (2) properties and ROWs, with Gap 4 being owned by the Township.
  - Gaps 2 and 4 are adjacent to the FEMA Floodway and 100-year Floodplain, but not within the designated areas.
  - Waterloo Blvd. ROW ranges from 60 to 70 feet and is posted at 35 mph. The Township owns and maintains this major collector road.
  - The existing sidewalks along Waterloo Blvd. total 0.88 miles from Chaddwell Apartments and Miller Park to Exton Plaza.
  - The Intersection of Waterloo Blvd. @ Miller Wy. has one crosswalk with pedestrian signage crossing Waterloo Blvd.
  - This alignment runs parallel to and crosses over regional pipelines along Waterloo Blvd near Miller Wy.
- Improvements: The proposed connection includes (2) sidewalk segments, while the other segments are to be completed through the LD process. Additionally, there are four proposed intersection improvements for this project with three to be completed through LD.
  - Lincoln Hwy. @ Campbell/Waterloo Blvds. INT (Waterloo Reserve): upgrade existing crosswalk and pedestrian signalization with high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. Install new crosswalks and pedestrian signalizations crossing Lincoln Hwy. and Campbell Blvd.

- Waterloo Blvd. @ N. Whitford Rd. INT (Waterloo Reserve): Install a new crosswalk with pedestrian signalization and high visibility crosswalks (continental markings) crossing Waterloo Blvd. Additional pedestrian crossings and signalizations will need to be installed at the N. Whitford Rd. approach and eastern Waterloo Blvd. approach.
    - Waterloo Blvd. @ Keva Dr. INT (Keva Flats): This intersection will be installed as part of the Keva Flats project and new Keva Dr. roadway. High visibility crosswalks and pedestrian signage will be installed crossing Keva Dr. as part of the LD. An additional crosswalk and pedestrian signage will need to be installed crossing Waterloo Blvd. connecting Gap 2 sidewalks.
    - Waterloo Blvd. @ Miller Wy. INT: Install a new crosswalk with pedestrian signage crossing Miller Wy. Crosswalk to match existing stamped crosswalk crossing Waterloo Blvd.
    - Bicycle amenities would include share-the-road signage and/or pavement markings located within the road ROW denoting bicycle traffic along Waterloo Blvd.
  - Acquisition: Coordination with Thomas Meeting Apartments property owners would be needed to install the sidewalks along the north side of Waterloo Blvd. All other improvements are being coordinated through the LD process.
- Feasibility Measures
  - **Opportunities:**
    - This project would connect more than 930 residential units (estimated 2,000+ residents) in the immediate area to Miller Park, Whiteland Towne Center and other major destinations around Exton Crossroads. This project would also connect with priority project 5 via Campbell Blvd in Oaklands Corporate Center and link to the CVT, Whitford Train Station and Main Street at Exton completing one of the larger bike and pedestrian/bike loops in the Crossroads. As with the Swedesford Rd. project, a long-term consideration would be to install a 10-12 ft multi-use trail on the north side of Waterloo Blvd. to accommodate a larger off-road facility linking residential communities from Whitford Rd. to Exton Park.
  - **Constraints:**
    - Gap 2 is located within the Thomas Meeting stormwater management area and may need to be configured accordingly to install such improvements.
    - Gap 4 runs parallel to FEMA Floodplain designated area as well as regional pipelines and may have environmental/access/utility constraints.

- **Accessibility/Safety:**
  - o Pedestrian and bicycle improvements will increase the safety along Waterloo Blvd. but speeding and access to residential/commercial areas could still be a concern for certain users.
  - o Additional lighting to accommodate pedestrian and bike circulation would be needed for this project particularly for the winter months.
- **Land Acquisition:**
  - o This project would require both access easements and potential land acquisition. Coordination with property owners and developers will be warranted if any improvements are to be made.
- Feasibility: MEDIUM-HIGH

## Whitford Train Station and Oaklands Corporate Center Connector

- Project Components

This project proposes to connect Whitford Train Station to the CVT and Oaklands Corporate Center. Segments of the proposed alignment have either been completed or are to be completed by private land development and/or State grant funds.

- **Sidewalk/Multi-Use Trail/Bike Signage/Intersection Improvements:**

- Location: the proposed alignment would travel along the east side of Campbell Blvd. from Lincoln Hwy. to Creamery Wy. Sidewalks would continue west along Creamery Wy. to All-Fill Inc. property, where the existing sidewalks meet the proposed CVT extension. The proposed trail will travel east above Whitford Rd. via a pedestrian bridge and meet with the existing CVT at Main Street at Exton. The alignment would travel from the CVT along the east side of Whitford Rd to Clover Mill Rd. where it would connect to existing sidewalks to the Whitford Train Station.
- Length: Sidewalk (0.88 miles - 0.68 to be completed through LD), CVT (0.92 miles to be completed by County), Signed Bike Route (1.47 miles)
- Existing Conditions:
  - The sidewalk would travel through multiple properties (18) and ROWs along Whitford Rd and Creamery Wy.
  - Whitford Rd. is a major collector road with a posted speed of 40 mph in this area. The existing sidewalks along Whitford Rd. total 0.20 miles from Clover Mill Rd. to the bridge which leads to the Whitford Train Station.
  - The Intersection of Clover Mill Rd. @ Whitford Rd. has one crosswalk with pedestrian signalization.
  - CVT planned alignment area consists of FEMA Floodplain.
  - The existing railroad bridge above Whitford Rd. at the train station acts as a bottleneck and restricts vehicular movements and makes for unsafe pedestrian conditions from existing sidewalks located north of the bridge to access the train station.
  - This alignment runs parallel to and crosses over Township sewer lines.
  - Creamery Wy. and Campbell Blvd. consist of 0.4 miles of existing sidewalks and are low volume roads with posted speeds at 30 mph.
- Improvements: The proposed connection includes sidewalks, the completion of the CVT (12-foot multi-use trail with a pedestrian bridge over Whitford Rd. to Oaklands Corporate Center), and intersection improvements at Clover Mill Rd & Whitford Rd.
  - Proposed sidewalks will be installed along the east side of Whitford Rd. from Clover Mill Rd to the CVT crossing. Additional coordination will need to occur with the County on how to access the CVT from the proposed sidewalk along Whitford Rd.
  - Proposed sidewalks will be installed along Creamery Wy. from the All-Fill property to the rear entrance of Festival at Exton Shopping Center. Additional sidewalks will

be installed on the east side of Campbell Blvd. connecting to the intersection on Lincoln Hwy. Both sidewalk alignments will be installed during the land development process as part of the Parkview at Oaklands project.

- Clover Mill Rd. @ Whitford Rd. INT: upgrade existing crosswalk and pedestrian signalization with high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. Install new crosswalk and pedestrian signalizations crossing E. Clover Mill Rd.
  - The feasibility of pedestrian and bike circulation under the active railroad bridge on Whitford Rd. will need to be studied and is not included in this Plan. At a minimum, updating pedestrian signalization and potential paving improvements will need to be provided for safer circulation to access the train station.
  - Bicycle amenities would include share-the-road signage and/or pavement markings located within the road ROW or shoulder denoting bicycle traffic along Whitford Rd. and Creamery Way.
  - Acquisition: Coordination with property owners would be needed to install the sidewalks along Whitford Rd. and Creamery Wy. Additional coordination with PennDOT and the County would need to occur regarding both the sidewalk and intersection improvements.
- Feasibility Measures
    - **Opportunities:**
      - Filling this gap would not only connect commuters from the train station to Festival at Exton Shopping Center and employment areas in Oaklands Corporate Center but would assist in providing residents that live south of the Route 30 Bypass access to the CVT, Main Street at Exton and the rest of the Exton Crossroads. These improvements would also provide a safer route. Additionally, installing sidewalks and bike signage/markings would complete an identified pedestrian/bicycle loop around the Exton Crossroads.
    - **Constraints:**
      - The sidewalk location near the proposed CVT crossing area consists of access issues, as well as environmental and utility constraints in the form of wetlands and stormwater management facilities.
      - The active railroad bridge over Whitford Rd. is a major constraint as it restricts all circulation.
    - **Accessibility/Safety:**
      - While the improvements for this project would provide safer circulation along Whitford Rd., the sidewalk would be required to have a Highway Occupancy Permit from PennDOT and access easements would be needed when accessing additional

- properties. Since this segment of Whitford Rd. is posted at 40 mph both speeding and vehicular access points are a safety concern.
- The accessibility to the train station under the active railroad bridge is unsafe for pedestrian and bicycle circulation, particularly when the train disembarks at peak hours. An additional study should be conducted to provide alternatives to consider for pedestrian and bicycle circulation under the bridge.
  - Additional lighting to accommodate pedestrian and bike circulation would be needed for this project particularly for the winter months.
- **Land Acquisition:**
- This project would require both access easements and potential land acquisition. Coordination with PennDOT and property owners will be warranted if any improvements are to be made.
- Feasibility: MEDIUM

## Waterloo Blvd./Lincoln Hwy. – Commerce Dr. Connector

- Project Components

The proposed project consists of two separate projects, with one being completed during the land development process.

- **New Road, Traffic Signal, Pedestrian Crossing of Lincoln Hwy.:**

- Location: Keva Dr., located between Waterloo Blvd. and Lincoln Hwy.
- Length: (0.18 miles)
- Existing Conditions: A new road (Keva Dr.) was constructed from Waterloo Blvd. to Lincoln Hwy along with a new traffic signal at Lincoln Hwy/Keva Dr. A new sidewalk has also been installed along Keva Dr. that connects to existing sidewalks along Waterloo Blvd. The new traffic signal includes pedestrian signal and crosswalk.
- Improvements: All improvements have been completed for this portion of the project during the land development process.
- Acquisition: All acquisitions have been completed during development process

- **Multi-Use Trail:**

- Location: Proposed trail would traverse properties from Lincoln Hwy. to Commerce Dr.
- Length: (0.27 miles)
- Existing Conditions:
  - Areas of the Boy Scouts and Exton Nissan properties, where the trail would be located are within the FEMA 100-year Floodplain.
  - Two of the properties are currently under development (Boys Scouts and Main Street). Those LD plans did not include the development of this trail but did provide the Township with the needed access easements.
- Improvements: Due to the floodplain/wetlands, the trail would need to either be elevated as a boardwalk trail or use natural/engineered pervious material. The trail may also require two bridges to traverse Valley Creek. Other portions of the trail would be asphalt. Lighting would be installed.
- Acquisition: Additional coordination with the property owners may need to occur for easements during construction.

- Feasibility Measures

- **Opportunities:**

- When completed, this improvement would add an additional north-south pedestrian connection to major destinations located on either side of Lincoln Hwy. (Main Street at Exton/CVT, Whiteland Towne Center). It would allow for 1250+ units (2400+ residents) direct access to these destinations and link with multiple priority projects showcased in this Plan.

- **Constraints:**

- The trail consists of environmental and some utility constraints, which may increase the costs of the trail.

- Feasibility: MEDIUM

## Whitford Train Station to Neighborhoods Connector (Indian King/Whiteland Woods via Burke Rd.)

- Project Components

There are two proposed alignments included in this project to assist in a connection of residential communities to access Whitford Train Station and the Exton Crossroads.

- **Trail/Sidewalk/Intersection Improvements:**

- Location:

- Gap 1: (trail/sidewalks: 0.54 miles) along the east side of Burke Rd./Whitford Rd. between Flintshire Ter. and Spackman Ln.
- Gap 2: (trail/sidewalks: 0.39 miles) within the Whiteland Woods HOA between the tennis courts travelling west to Whitford Rd. and crossing to Spackman Ln. to the Whitford Train Station. The Spackman Ln. segment would become sidewalk from Whitford Rd. to the proposed CVT Extension Trailhead just west of the train station.

- Existing Conditions:

- The proposed trail/sidewalk would travel through (9) properties and/or ROWs, two of which properties owned by Indian King and Whiteland Woods HOAs.
- Both alignments are within the FEMA 100-year Floodplain at the segments located along Whitford Rd.
- Burke Rd., Spackman Ln. and Whitford Rd. ROWs are 50 feet and posted at 35, 30 and 25 mph respectively. The Township owns/maintains both Burke Rd. and Spackman Ln., while PennDOT owns/maintains Whitford Rd.
- Burke Rd. consists of a desire path (dirt trail) along the east side made by residents of the two communities.
- The segment of Whitford Rd. between Burke Rd. and Spackman Ln. provides little shoulder or ROW to install a trail with widths ranging from 8 feet to 2 feet.
- The Intersection of Spackman Ln @ Whitford Rd. does not have pedestrian crossing signalization or markings. There is, however, signalization located at the bridge to alert vehicles when a train arrives to let off commuters.
- Both alignments run parallel to and cross over Township sewer lines.

- Improvements: This project would include either a multi-use trail alignment roughly 8-10 feet wide (if applicable) and/or a concrete (5-6 ft.) sidewalk at the various locations. Intersection improvements will need to be made at the intersection of Spackman Ln @ Whitford Rd. and include the installation of pedestrian signalization with high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. Additional improvements to Whitford Rd. in the form of a road diet would need to occur to install a trail along Whitford Rd. A study to include access to the train station from Burke and north of the railroad bridge over Whitford Rd. would need to be pursued for alternatives. Bicycle amenities would include share-the-road

signage and/or pavement markings located within the road ROW or shoulder of both Burke Rd. & Whitford Rd.

- **Acquisition:** Coordination with property owners that include Amtrak, PennDOT, HOAs and private landowners would be needed to install all improvements associated with this project.
- Feasibility Measures
  - **Opportunities:**
    - This project would connect more than 815 residential units (estimated 1,800+ residents) from three residential communities by walking and/or biking to Whitford Train Station (a regional rail train station to Philadelphia and points to the east/north and to Harrisburg and points west). Improvements would also connect priority project 5 via Whitford Rd. to the CVT, Oaklands Corporate Center, Main Street at Exton and the rest of the Exton Crossroads. Additionally, once the CVT extension is completed, residents would also be able to walk and bike to Downingtown or the Exton Train Station along the inactive railroad alignment. Lastly, this project would assist in creating a pedestrian/bike loop for residents who live south of the Route 30 Bypass into Exton Crossroads.
  - **Constraints:**
    - Alignment 1 along Whitford Rd. between Burke Rd. and Spackman has limited space to install a trail or sidewalk due to an existing pond, building locations and shoulder widths. This segment is also within the FEMA 100-year floodplain.
    - The railroad bridge over Whitford Rd., while not part of this projects, brings constraints to traffic and non-motorized circulation.
  - **Accessibility/Safety:**
    - The project provides a desired access route to Whitford Train Station, however the areas discussed in the constraints section bring up concerns about a safe route to the train station via Burke Rd./Whitford Rd for its users. An appropriate redesign of Whitford Rd. and its lane configuration would need to occur to install the trail for a safe route to the train station.
    - Additional lighting to accommodate pedestrian and bike circulation would be needed for this project particularly for the winter months.
  - **Land Acquisition:**
    - This project would require both access easements and land acquisition. Coordination with property owners PennDOT and Amtrak will be warranted if any improvements are to be made.
- Feasibility: MEDIUM-LOW

## South Communities Connector (Exton Station/Whiteland Woods)

- Project Components

This project consists of two separate projects within the Whiteland Woods and Exton Station neighborhoods. Improvements would allow these neighborhoods near Boot Rd. to access the Exton Train Station and other destinations within the Exton Crossroads.

- **Exton Station Community Connector (Trail):**

- Location: The proposed project is located within both the Exton Station community to the Courts at ValleyView community and would connect to the Exton Train Station via the existing Courts at ValleyView's trail/sidewalk network. The proposed alignment would use the existing pipeline ROW located at the north-central area of Exton Station and travel from N. Pullman Dr. and continue to the existing Courts at ValleyView trail. The connection continues using the existing trail and sidewalks to the Train Station.
- Length: 0.16 miles
- Existing Conditions:
  - The trail travels through two HOAs and along a gas pipeline ROW.
  - Areas of this alignment are located along steep slopes.
  - Existing sidewalk networks and trails are located in the area of the proposed trail and would be connected to it.
  - This alignment runs parallel to pipelines and Township sewer lines in various areas.
- Improvements: An 8-10 foot asphalt multi-use trail is proposed for this project and would connect the Exton Station community to Exton Train Station. A crosswalk and pedestrian signage would need to be installed on N. Pullman Dr.
- Acquisition: Coordination with the two HOAs and the Regional pipeline operator would be needed to install the trail.

- **Upgrade Existing HOA Sidewalks and Trails:**

- Location: This project is located at Boot Rd across from the Boot Road Park entrance and would use the existing trail alignment within the Township-owned recreation space and Whiteland Woods HOA area that runs parallel to Pottstown Pk. The proposed connection would continue to the existing sidewalks along Whiteland Woods Blvd.
- Length: 0.67 miles
- Existing Conditions: The trail is located within a wooded area on land owned by the Township & HOAs.
- Improvements: Upgrading the existing trail would be needed to accommodate multi-use standards. Additional wayfinding signage would be installed to navigate to the various destinations.
- Acquisition: Coordination with the HOAs would be needed to improve the existing trail.

- Feasibility Measures
  - **Opportunities:**
    - The two projects mentioned above would assist in connecting residents of five separate communities totaling 1,824+ units (3,600+ residents) to access regional rail service, the CVT and Exton Crossroads that have limited or no access today. This project consists of two separate projects and connects to other priority projects that would assist communities located along Boot Rd to access major destinations and the overall completion of the Township's bicycle and pedestrian circulation network.
  - **Constraints:**
    - Steps would need to be taken to assure residents of Exton Station that commuters would not park in their lots and use the trail to get to Exton Train Station.
    - There are a variety of constraints in the form of utility, regional pipeline, steep slopes/locational and access management within each of these projects.
  - **Accessibility/Safety:**
    - While these projects are not along roadways accessibility constraints should be managed through coordination efforts with the HOAs and regional pipeline operators.
  - **Land Acquisition:**
    - These projects will require both access easements and potential land acquisition. Coordination with HOA and regional pipeline operators will need to occur if any improvements are to be made.
- Feasibility: MEDIUM

## Boot Road Park Connector (Indian King to Devereux)

- Project Components

This project consists of multiple gaps for pedestrian and bicycle circulation improvements to access Boot Road Park from the Indian King Community to Exton Station.

- **Boot Road Park Connector (Sidewalks/Intersection Improvements):**

- Location: Boot Rd. (Boot Road Park – Devereux Area)
  - Gap 1: (north side - 0.29 miles & south side - 0.31 miles) between Whiteland Dr. (Indian King/Whiteland Glen). and Darlington Dr. (Boot Road Park) – Both sides of Boot Rd.
  - Gap 2: (north side - 0.08 miles & south side - 0.12 miles) north side between Darlington Dr. and CVS sidewalks & south side between Boot Road Park and Pottstown Pk.
  - Gap 3: (0.09 miles) north side between LUKOIL sidewalks and King Rd.
  - Gap 4: (0.22 miles) north side King Rd. to Bonnie Blink Dr.
  - Gap 5: (0.04 miles) between Bonnie Blink Dr. and Pullman Dr.
- Existing Conditions:
  - The sidewalk gaps travel through multiple properties (32) and ROWs along Boot Rd., King Rd. and Bonnie Blink Dr.
  - Boot Rd. and King Rd. are owned and maintained by PennDOT and consists of two travel lanes with a ROW of 50 feet and 60 feet. The posted speed along both Roads is 35 mph.
  - This project consists six intersections: Boot Rd. @ Whiteland Dr./Belvidere Cr., Boot Rd. @ Conifer Dr., Boot Rd. @ Darlington Dr. Boot Rd. @ Pottstown Pk., Boot Rd. @ King Rd. and King Rd. @ Bonnie Blink Dr. Two of the intersections have pedestrian crosswalks and signalization. The other remaining intersections (or entrances to communities) have no pedestrian amenities.
  - This alignment runs parallel to Township sewer lines in various areas of route.
- Improvements: A 5-6 foot concrete sidewalk is proposed for this project to connect the communities to the Park and commercial areas along this section of Boot Rd. The existing signalized intersections included in this project would need to be upgraded to include high visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers. Additional intersections will be signed to alert motorist of pedestrian crossings. Bike improvements would include signage and/or pavement markings in the ROW or should for all of Boot Rd.
- Acquisition: Coordination with property owners and Community HOAs would be needed to install the sidewalks at all locations. Additional coordination with PennDOT would need to occur regarding the intersection improvements and bike improvements.

- Feasibility Measures
  - **Opportunities:**
    - Providing sidewalks at the five gap locations would improve upon pedestrian access to other priority projects that are connected to major destinations within Exton Crossroads. The project would also make accessing Boot Road Park safer and more formalized. It would also assist in giving access to 1,342+ residential units (1,600+ residents) who live along Boot Rd.
  - **Constraints:**
    - There are a variety of constraints in the form of utility, locational and access management along Boot/King Rds.
  - **Accessibility/Safety:**
    - The sidewalk would be required to have a Highway Occupancy Permit through PennDOT and any access easements needed when traveling through private property frontages.
    - Since the sidewalks would be located along a minor arterial, both speeding and adequate buffering from the road are a safety concern. Grass buffering and proper signage will be needed to make motorist aware of bicycle/pedestrian activity within this area.
  - **Land Acquisition:**
    - This project will require both access easements and potential land acquisition. As mentioned above coordination with landowners and PennDOT will need to occur if any improvements are to be made.
- Feasibility: MEDIUM-LOW

## **N. Whitford Rd. and Shoen Rd. Connector (Whitford Hills, Buena Vista, Cambridge Chase, Fox Run, and Whiteland West)**

- Project Components

The proposed project consists of multiple projects along various roadways within residential communities located on or near Shoen Rd. Below are details for each gap associated with the project.

- **Whitford Hills/Buena Vista-Waterloo Connector:**

- Location: Along Shoen Rd. to Waterloo Blvd.
  - Gap 1: (0.3 miles) between Conner Dr. and Fairview Dr.
  - Gap 2: (0.3 miles) between Shoen Rd. and W. Swedesford Rd.
  - Gap 3: (0.2 miles) between Fairview Dr. to W. Swedesford Rd. eastern terminus
  - Gap 4: (0.06 miles) between W. Swedesford Rd. and Steeplechase Dr.
- Existing Conditions:
  - This alignment travels along Township Roads and through one HOA (0.15. miles of existing sidewalk).
  - This alignment runs parallel to pipelines and Township sewer lines in various areas.
- Improvements: The alignment would be primarily signed with share the road signage for both cyclists and pedestrians. An additional crosswalk would be installed to calm traffic allowing pedestrians a safe crossing of Shoen Rd. at Fairview Dr. A multi-use trail would also be installed between W. Swedesford Rd. and Steeplechase Dr. to connect with existing sidewalks and Waterloo Blvd.
- Acquisition: Coordination with property owners and HOA would be needed to allow for signage and access through certain properties.

- **Cambridge Chase/Fox Run/Whiteland West-Pottstown Pk. Connector:**

- Location: Along Shoen Rd., Holly Ln. and Apple Dr. (Whiteland West)
  - Gap 1: (0.36 miles) Shoen Rd. between Cambridge Chase and Holly Ln.
  - Gap 2: (0.12 miles) Holly Ln. between Shoen Rd. and Apple Dr.
  - Gap 3: (0.29 miles) Apple Dr. to existing PA 100 sidewalks
  - Gap 4: (0.11 miles) Apple Dr. to sidewalks at Exton Plaza
- Existing Conditions:
  - The alignment travels along Shoen Rd and goes through three HOAs.
  - Existing Sidewalks (0.14 miles) are located within the Whiteland West Communities.
  - This alignment runs parallel to pipelines and Township sewer lines in various areas.
- Improvements: This alignment proposes sidewalks located on the southside of Shoen Rd. as well additional sidewalks within Whiteland West to improve the connections to Exton Plaza and PA 100. Two crosswalks would be installed to calm traffic allowing pedestrians a safe crossing of Shoen Rd. at Watch Hill Rd./Fairview Dr.

- Acquisition: Coordination with property owners and HOA would be needed to allow for signage and access through certain properties.
- Feasibility Measures
  - **Opportunities:**
    - Both alignments within these projects would assist in connecting many of the northern most neighborhoods with many of the destinations located in the Exton Crossroads. A total of 493+ residential units (986+ residents) who live along Shoen Rd. in adjacent communities would be given access to these destinations directly with these improvements. Lastly, this project links to multiple priority projects through various improvements and the overall completion of the Township's bicycle and pedestrian circulation network.
  - **Constraints:**
    - There are a variety of constraints in the form of utility, locational and access management along Shoen Rd and through various properties.
  - **Accessibility/Safety:**
    - The sidewalk along Shoen Rd. would require access easements when traveling through the HOAs. An additional access easement would also be needed connecting West Swedesford Rd. and Steeplechase Dr.
    - Adequate buffering from the road is a safety concern along Shoen Rd. Grass buffering and proper signage will be needed to make motorists aware of pedestrian activity within this area of the Exton Crossroads.
  - **Land Acquisition:**
    - This project will require both access easements and potential land acquisition. Coordination with landowners will need to occur if any improvements are to be made.
- Feasibility: MEDIUM-LOW

## Exton Train Station – CVT Connector (Pottstown Pike)

- Project Components
  - **Sidewalk (8-10 feet)**
    - Location: Along west side of Pottstown Pk. from CVT to Exton Train Station.
    - Length: 0.53 miles
    - Existing Conditions:
      - There is existing sidewalk from the CVT to the Long Horn Steakhouse.
      - Pottstown Pk. consists of six travel lanes with a ROW roughly 100 ft. across and is the region’s principal north/south arterial roadway. In this area of Pottstown Pk., the posted speed is 45 mph.
      - The proposed alignment would traverse across the westbound on ramp to the Route 30 Bypass and go under the bypass interchange where it would then cross Pottstown Pk. and enter the train station.
    - Improvements: An 8-foot concrete sidewalk and three intersection improvements would need to be installed to connect both destinations. This project is currently funded through the Township, a State grant and a LD contribution from Main Street at Exton and is in the design and construction phase. High visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers will be included with this project. Separately the Commerce Dr./Pottstown Pk. intersection will be improved by the County for the CVT crossing, providing additional signage and a designate high visibility crossing on the southern leg.
    - Acquisition: Coordination with PennDOT and Main Street at Exton has been ongoing throughout the process.
  - **Opportunities**:
    - Providing a sidewalk at this location connecting to a major destination like the Exton Train Station directly with Main Street at Exton, the Chester Valley Trail and the rest of the Exton Crossroads is a huge need for the Township. The project would make the link safer for transit users as it does not exist today and would provide direct access to 541 residential units (1,100+ residents). Lastly, this project links multiple priority projects through intersection improvements and the overall completion of the Township’s bicycle and pedestrian circulation network.
  - **Constraints**:
    - There are a variety of constraints in the form of utility, locational and access management/safety along this section of Pottstown Pk. that presently are being studied as part of this project.
- Feasibility: MEDIUM-HIGH (In Progress)

## CVT Extension to Downingtown (Ship Rd. to Downingtown/Thorndale)

- Project Components
  - **Multi-Use Trail (8-10 feet); County project**
    - Location: The proposed trail would use the inactive Norfolk Southern line (P&T: Philadelphia-Thorndale Branch), which travels from the Ship Rd. to Thorndale just west of Downingtown.
    - Length: (2.74 miles) 7.4 miles entire project to Downingtown/Thorndale
    - Existing Conditions: The proposed alignment would use the inactive P&T rail corridor as well as cross over five bridges, which includes two at Exton Train Station (PA 100), Whitford Station (Whitford Rd.) and two on Burgoyne Rd. in West Whiteland. Related on-road improvements would connect to the Struble and East Brandywine Trails.
    - Improvements: A feasibility study for this extension was completed by the Chester County Planning Commission in September 2017, with West Whiteland participating on the steering committee. The proposed trail will be an asphalt multi-use trail with widths ranging from 9-20 feet (includes connector trails). Three new trailheads will be installed as part of this project, with one being located in West Whiteland, just west of Whitford Train Station. The study also shows additional improvements to access the trail through local connector trails and the Township's two train stations (Exton and Whitford).
    - Acquisition: The County is coordinating with PennDOT to obtain an easement for trail use along the P&T corridor. The Study did not provide a timeline for implementation of the trail due to various factors with acquisition, funding and engineering and agency coordination.
  - **Feasibility Measures**
    - **Opportunities:**
      - This trail will directly access both train stations located in the Township as well as link to multiple priority projects at these locations and other regional trails outside of West Whiteland. The project would also assist in connecting users with a more scenic east-west trail to a variety of destinations. It would also assist in giving access to 594 residential units (1,200+ residents) who live directly adjacent to this corridor.
    - **Constraints:**
      - There are a variety of constraints in the form of utility, locational, acquisition, access, and feasibility in some segments of the trail.
- Feasibility: MEDIUM (Feasibility study completed)

## Whiteland Woods – Exton Train Station Connector

- Project Components
  - **New 4-Way Intersection, Traffic Signal and Pedestrian Crossing of Pottstown Pk.:**
    - Location: The proposed traffic signal would be located at the intersection of Whiteland Woods Blvd./Mountain View Dr. and Pottstown Pk. connecting Whiteland Woods to the Train Station directly.
    - Length: Proposed Whiteland Woods Sidewalks (0.1 miles)
    - Existing Conditions:
      - Pottstown Pk. is owned and maintained by PennDOT and consists of four travel lanes with a ROW of 100 ft. There is a traffic median that separates north and southbound traffic and the posted speed along this section of Pottstown Pk. is 45 mph.
      - The entrances of Whiteland Woods and the Courts at ValleyView are both right in and out.
      - There is a FEMA 100 Floodplain area at the entrance of Whiteland Woods
    - Improvements: In addition to installing an additional third north bound traffic lane on Pottstown Pk., a concrete sidewalk and intersection improvements are part of the larger feasibility study recommendations to mitigate the congestion in this section of Pottstown Pk. and would provide multi-modal access to the Exton Train Station. High visibility crosswalks (continental markings) and the latest pedestrian push buttons and LED countdown alert timers would be included with this project.
    - Acquisition: Coordination with PennDOT, Whiteland Woods and Courts at ValleyView HOAs.
  - **Feasibility Measures**
    - **Opportunities:**
      - This intersection improvement would benefit a large area in the Township, not only providing pedestrian access from Whiteland Woods to the Train Station but also to additional communities located along Boot Rd. While this project is part of a larger traffic congestion project it will improve the connectivity to the Exton Crossroads and access to Exton Train Station to 815+ residential units (1,600+ residents) that cannot access either presently safely without an automobile. This project will assist in linking multiple priority projects through this intersection improvement and the overall completion of the Township's bicycle and pedestrian circulation network.
    - **Constraints:**
      - There are a variety of constraints in the form of environmental, utility, locational and access management and acquisition along Pottstown Pk.
- Feasibility: MEDIUM (Feasibility study completed)

## Ship Road Couplet (Lincoln Hwy. to Cockerham Ln.)

- Project Components

The proposed project consists of two separate projects, with one to be considered during the land development process.

- **New Road, Trail/Sidewalk north of Lincoln Hwy:**

- Location: The proposed new road would be located on Sunoco's Exton Terminal property between Ship Rd and Lincoln Hwy.
- Length: Proposed Sidewalks/Trails (0.15 miles)
- Existing Conditions: The property that the proposed improvements would be located on is privately owned and is an existing regional pipeline operator's facility.
- Improvements: A new road and trail/sidewalk would be installed as part of this project. This overall project was recommended as part of the Township's Act 209 Analysis completed in 2015. In conjunction with the southern leg, the new road would be one way for southbound traffic from the CVT crossing on N. Ship Rd. to north of Cockerham Ln. on S. Ship Rd.
- Acquisition: Coordination with Regional Pipeline Operator, PennDOT, Developers and Township is underway.

- **New Road, Traffic Signal, Pedestrian Crossing of Lincoln Hwy and Trail/Sidewalk.:**

- Location: The proposed new road and other improvements would be located on the former Entenmann's and Laborer's District Council properties between Lincoln Hwy. and Ship Rd.
- Length: Proposed Sidewalks/Trails (0.32 miles)
- Existing Conditions:
  - The portions of the properties that the proposed improvements would be located on are privately owned and either vacant or undeveloped.
  - The project is to be included in two separate land developments.
  - There is a FEMA 100 Floodplain area on the western side of the proposed road.
- Improvements: Two land development plans propose constructing the new road, along with the new traffic signal, intersection improvements and trail/sidewalk.
- Acquisition: Coordination with PennDOT, developers and Township are underway.

- Feasibility Measures

- **Opportunities:**

- The goal of this project is to alleviate congestion at the Ship/Lincoln intersection and provide a better functioning alternative north/south route for residents and commuters through the Township. Additionally, these improvements will provide residents another access to the CVT via a bike and pedestrian trail along the new road that would connect the existing CVT to the CVT extension on the former freight line. While these improvements will provide direct access to the CVT for 200+ residential units (800+

residents), it will also connect to multiple priority projects and connect larger populations located on Ship Rd. that have no access presently.

- **Constraints:**

- There are a variety of constraints in the form of environmental, utility, locational and access management and acquisition within the properties involved.
- Feasibility: MEDIUM (Under consideration through land development process)

## Section 5: Plan Recommendations

This section provides summarized details on each project as provided in Section 4. Each of the recommendations listed in this section plays an important role in the overall completion of the bicycle and pedestrian network in the Township. The recommendations are organized by priority below and illustrated by the same numbers in the corresponding Bicycle and Pedestrian Connections Map. Once completed, the Township's Bicycle and Pedestrian Network will total 29.9 miles of trails, and 67.2 miles of sidewalks, with an additional 37.1 miles of signed bike routes.

The proposed improvements/connections highlighted within this plan and shown in the corresponding Bicycle and Pedestrian Connections map will consist of the following improvements:

**Proposed Trails: 3.8 miles**

**Proposed Sidewalks: 10.7 miles**








**Proposed Signed/Marked Bike Routes: 37.1 miles**

**Proposed Intersection Improvements: 24 Adding Crosswalks and Pedestrian Signals**

**16 updating Crosswalks and Pedestrian Signals**

The projects listed below, or in the Connections Map, will contribute to the overall completion of the Bicycle and Pedestrian network and provide safe access to the numerous destinations that the Exton Crossroads and the Township has to offer. Additional details about each recommendation, which include each gap location and improvements, can be found in Section 6: Implementation Plan. Please note that the order of the recommendations below is based on priority from the results of the public survey, Township input and the feasibility analysis provided as part of this plan. Lastly, requested connections and improvements not listed below are still important in the completion of the network and will be implemented should opportunities arise or become available.

The following provides a legend to the items presented in the recommendations in this section:

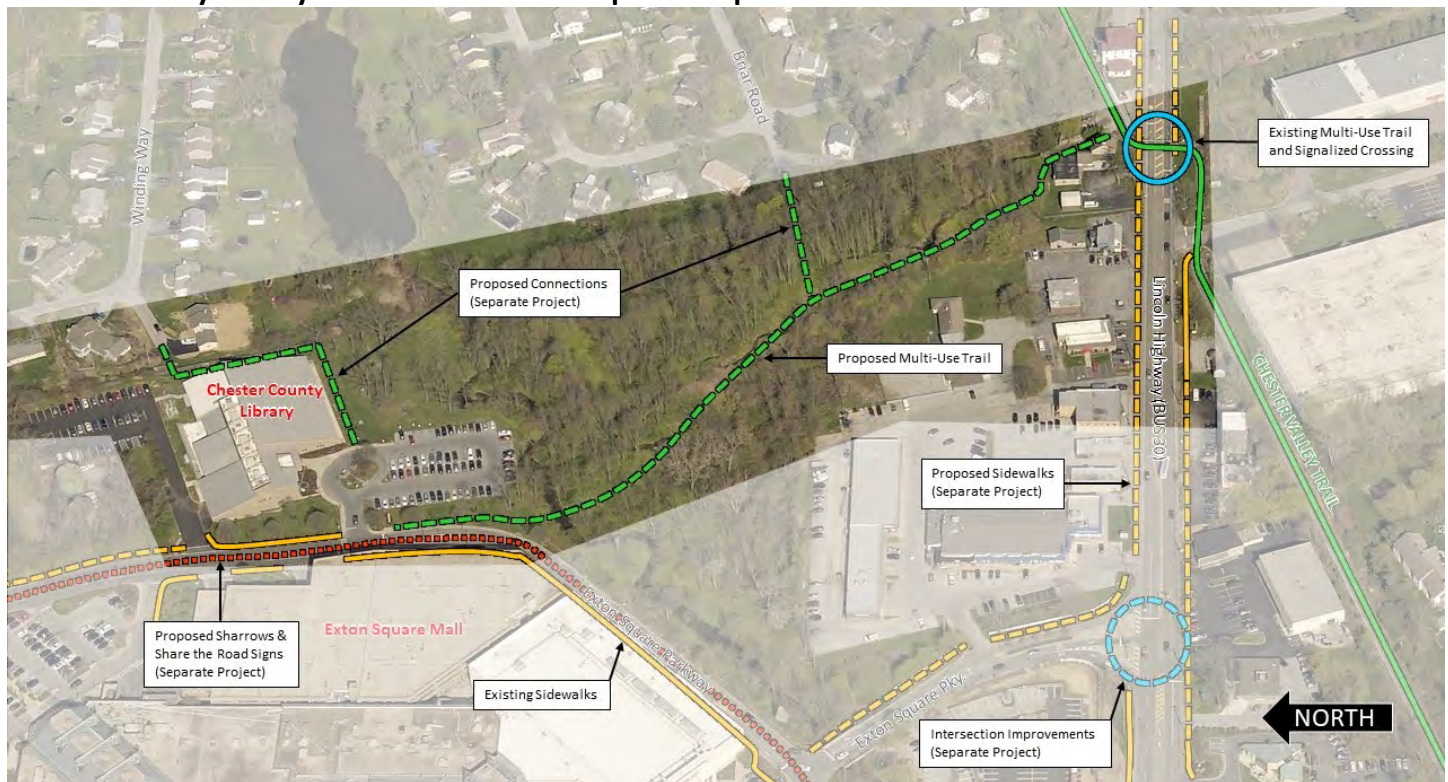
	Existing Signalized Trail Crossing
	Proposed Intersection Improvements (Crosswalks & Pedestrian Signals)
	Existing Sidewalk
	Proposed Sidewalk
	Existing Trail
	Proposed Trail
	Proposed Sharrows and/or Share the Road Signage

## RECOMMENDATIONS

### 1. Chester County Library and Chester Valley Trail (CVT) Connector

This project will consist of an 8-10 ft. wide multi-use trail traversing through the wooded area between the Chester Valley Trail (CVT) at Lincoln Hwy. and the Chester County Library (0.25 miles). The materials used for the trail would be a combination of boardwalk through the wetlands and asphalt along the roadways located along this alignment. This project would act as an alternative route to the Exton Square Mall, Exton Transportation Center and Chester County Library from the CVT and areas east. Additional connections, while not part of this project, would connect from Briar Rd. and Winding Wy. in Meadowbrook Manor via asphalt trails to this alignment, connecting residents to the above destinations directly. A visual description of the project is provided below with proposed improvements and connections with adjacent projects.

#### Chester County Library to CVT Connector: Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

## 2. Exton Square Mall and Exton Park Connector

This connector project will consist of four improvement components:

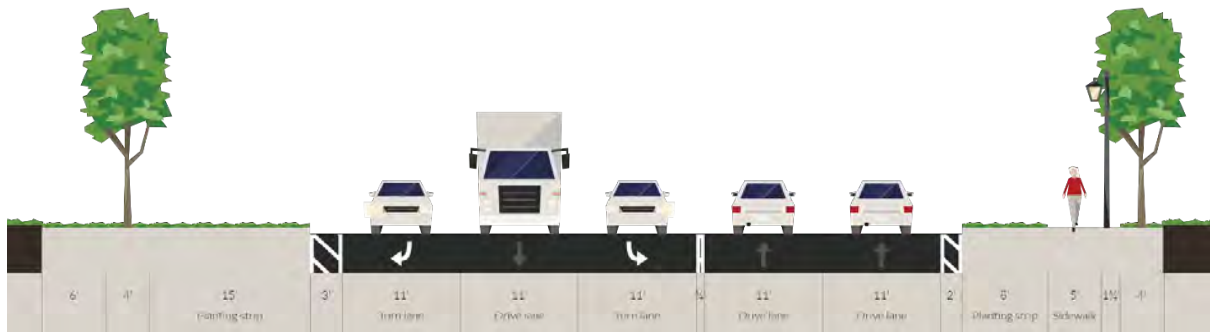
- A 0.17-mile sidewalk on the south side of Swedesford Rd. between Brentwood Shops and an Exton Square Pkwy. (Mall Northern entrance).
- A 0.72-mile 12 ft. wide multi-use trail (Uwchlan Trail Extension) within Exton Park from Ship Rd. to the CVT.
- Install share-the-road signage and sharrow pavement marking along Swedesford Rd. for a 1.65-mile signed bike route between Ship Rd. and Valley Creek Blvd.
- Intersection improvements to include upgrades to existing crosswalks and pedestrian signalizations at the intersections of Fairfield Place/Exton Square Pkwy. @ Swedesford Rd. and Ship Rd. @ Swedesford Rd.

This connector will provide direct access to three major destinations within the Exton Crossroads (Fairfield Shopping Center, the Mall and the Park). Using the existing sidewalks on the north side of Swedesford Rd. to Exton Park will assist in connecting Swedesford Chase residents to these destinations.

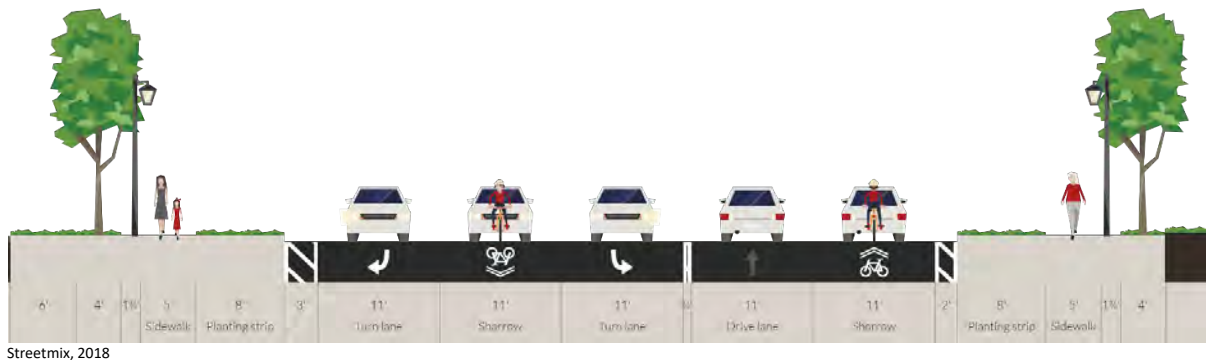
A long-term additional improvement for this connector would be to provide a 10-12 ft. multi-use trail or side-path along the north side of Swedesford to allow pedestrians and cyclists to travel more safely from the Mall to the Park.

The visuals shown below depict cross-sections of Swedesford Rd. between Brentwood Shops and Exton Square Pkwy. Additionally, two segments of the project are shown below with the proposed improvements.

### Existing Swedesford Rd. between Brentwood Shops and Exton Square Pkwy.



### Swedesford Rd. with improvements between Brentwood Shops and Exton Square Pkwy.

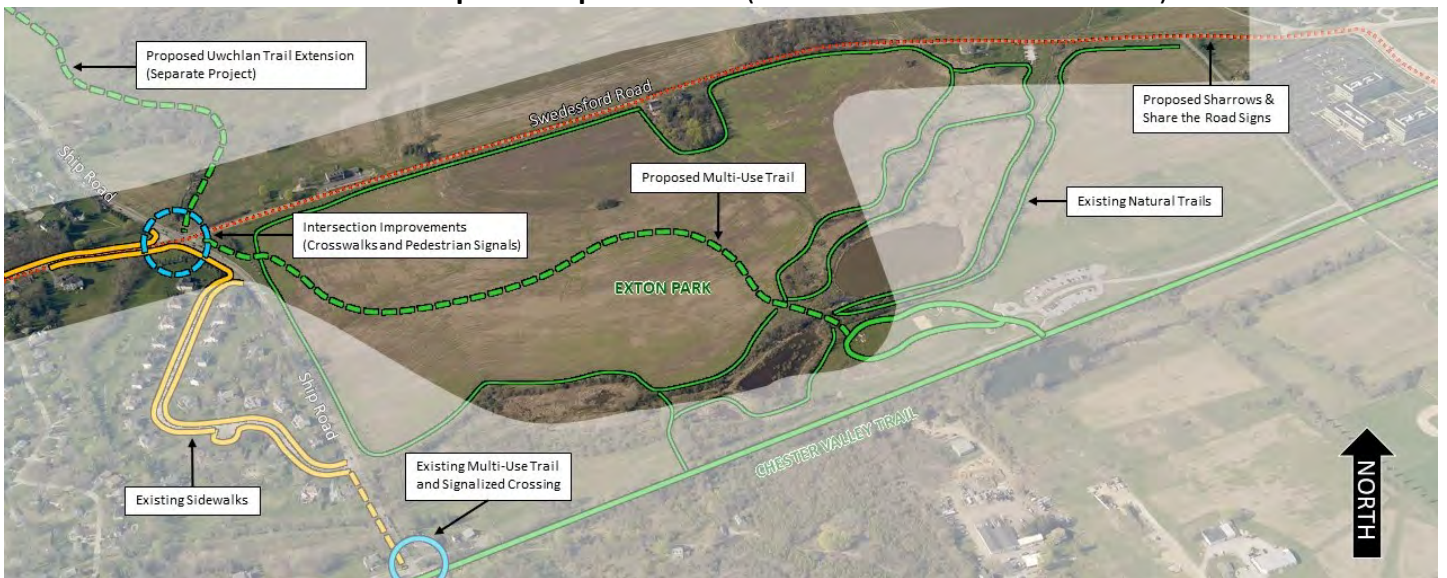


**Mall to Exton Park Connector: Proposed Improvements (Pottstown Pk. to Exton Square Pky.)**



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**Mall to Exton Park Connector: Proposed Improvements (Uwchlan Trail Extension to CVT)**

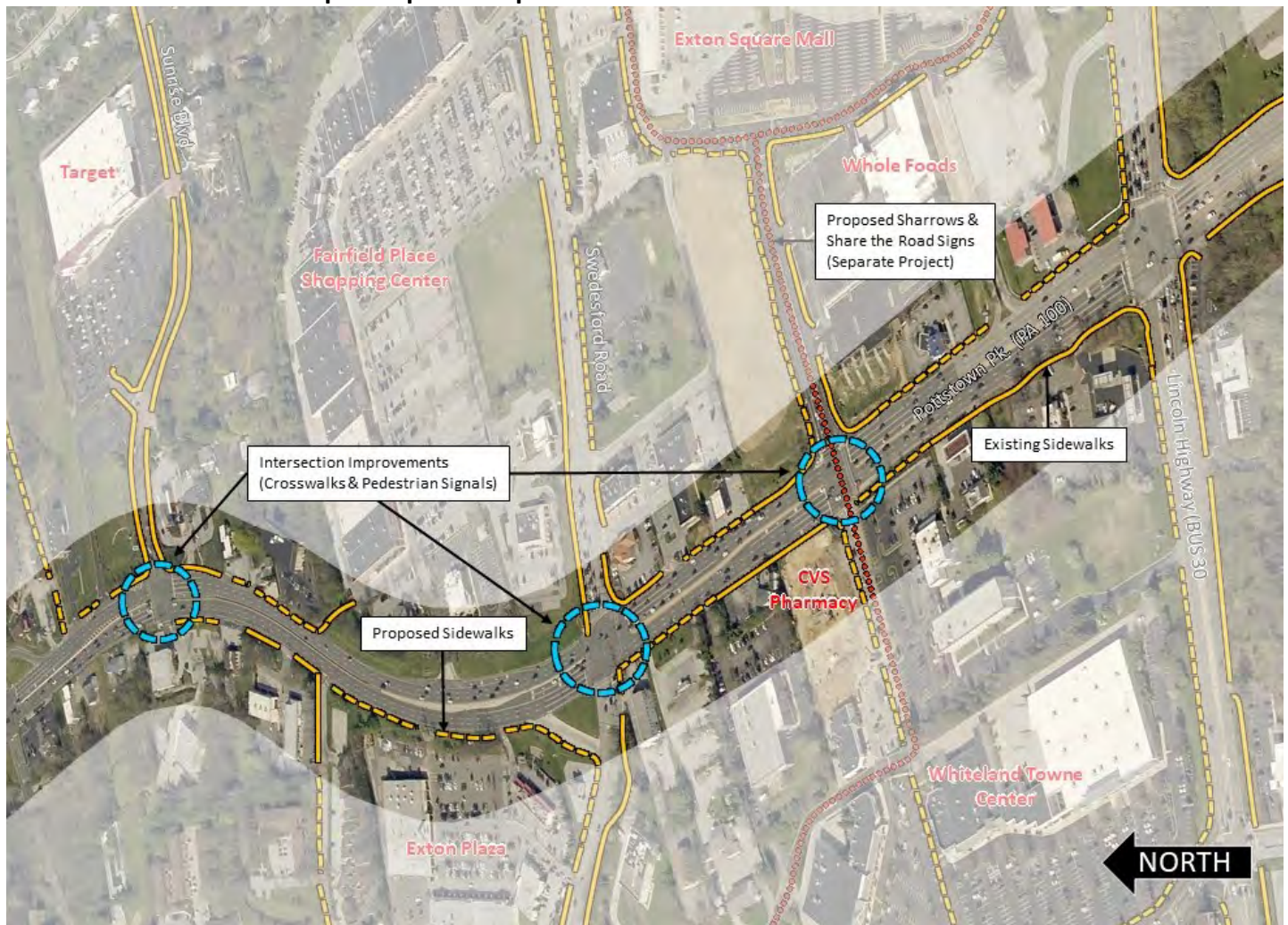


West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

### 3. Pottstown Pk. Sidewalk Gaps (Target to Exton Square Mall)

This project will consist of the installation of sidewalks on both sides of Pottstown Pk. (PA Route 100) where existing gaps are located. The east side consists of four gap locations totaling 0.37 miles from Rockland Dr. to Lincoln Hwy (BUS 30). The west side consists of four gap locations totaling 0.53 miles from Sunrise Blvd. to Speedway Gas Station. Additionally, three intersection updates are recommended with upgrades to existing crosswalks and pedestrian signalizations at the intersections of Sunrise Blvd @ Pottstown Pk., Waterloo Blvd. @ Pottstown Pk. and Exton Square Pkwy. (this intersection is being designed through the LD process). This project would also consist of additional streetlights along Pottstown Pk. for pedestrian safety. Providing sidewalks at the above locations would greatly improve non-motorized accessibility to four of the six shopping areas within the Township. Lastly, this project would also provide safer connections for transit users along Pottstown Pk. A visual description of the project is provided below with proposed improvements and connections with adjacent projects.

#### Pottstown Pk. Sidewalk Gaps: Proposed Improvements



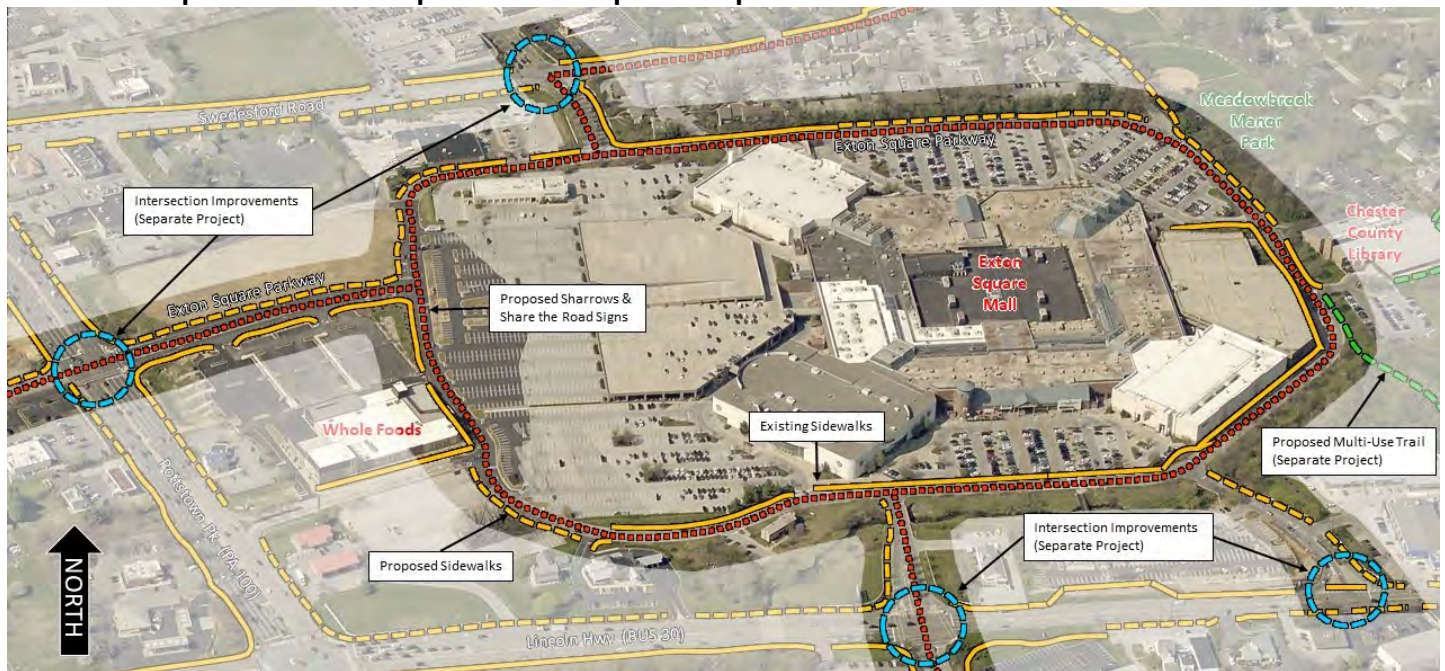
West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

#### 4. Complete Sidewalk Loop around Exton Square Mall

This project would include the installation of sidewalks around the Exton Square Mall to complete a bicycle and pedestrian loop. The project consists of six sidewalk gaps totaling 0.67 miles and the installation of eight additional crosswalks. Three of the seven gaps are to be completed through the LD process. Bicycle share-the-road signage and sharrow pavement markings will also be included in this project. The completion of this loop would increase accessibility to the Mall, Library, transit stops and the CVT to residential communities within walking distance.

A long-term alternative improvement would be to provide a 10-12 ft multi-use trail loop or side-path if the property owner decides to redevelop the mall. A visual description of the entire project is provided below with proposed improvements and connections with adjacent projects.

#### Sidewalk Loop around Exton Square Mall: Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

## 5. Lincoln Hwy. Sidewalk Gaps (Evian to Church Farm School)

This project would consist of the installation of sidewalks on both side of Lincoln Hwy. (U.S. Business 30) from Fairway Ln. in Evian to Church Farm School where existing gaps are located. The north side consists of eleven gap locations totaling 2.92 miles. The south side consists of seven gap locations totaling 2.51 miles. Six intersection updates with upgrades to existing crosswalks and pedestrian signalizations are to be either designed or completed through the land development process and include the following:

- Campbell Blvd./Waterloo Blvd. @ Lincoln Hwy.,
- Keva Dr. @ Lincoln Hwy.,
- Exton Square Pky./Iron Lakes Blvd. @ Lincoln Hwy. (Designed LD process),
- Ship Rd. @ Lincoln Hwy.,
- Belden Blvd. @ Lincoln Hwy. and
- Springdale Dr. @ Lincoln Hwy.

There are five intersection improvements not included in land development and are as follows:

- Arrandale Blvd./Fairway Ln @ Lincoln Hwy.,
- Oaklands Blvd./Woodledge Ln. @ Lincoln Hwy.,
- Whitford Rd. @ Lincoln Hwy.,
- Whiteland Towne Center south entrance @ Lincoln Hwy.
- Exton Square Pkwy. @ Lincoln Hwy. (east entrance).

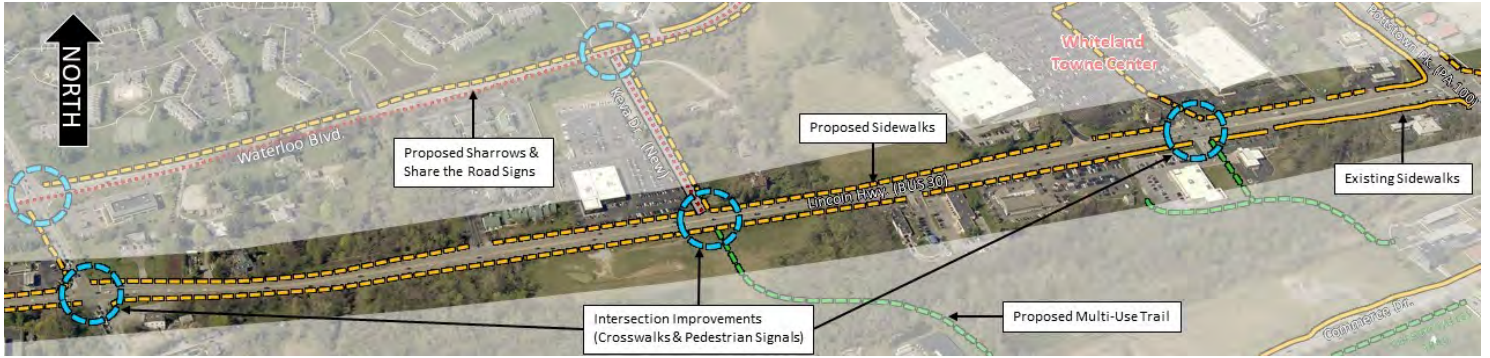
This project would also consist of additional streetlights along Lincoln Hwy. for pedestrian safety. Providing sidewalks at all 18 locations would greatly improve non-motorized accessibility to four of the six shopping areas, places of works and other destinations along the corridor, as well as provide safer connections for transit users along Business Rt. 30. Below are four visual descriptions of the project provided below with proposed improvements and connections with adjacent projects.

### Lincoln Hwy. Sidewalk Gaps (Evian to Whitford Rd.): Proposed Improvements



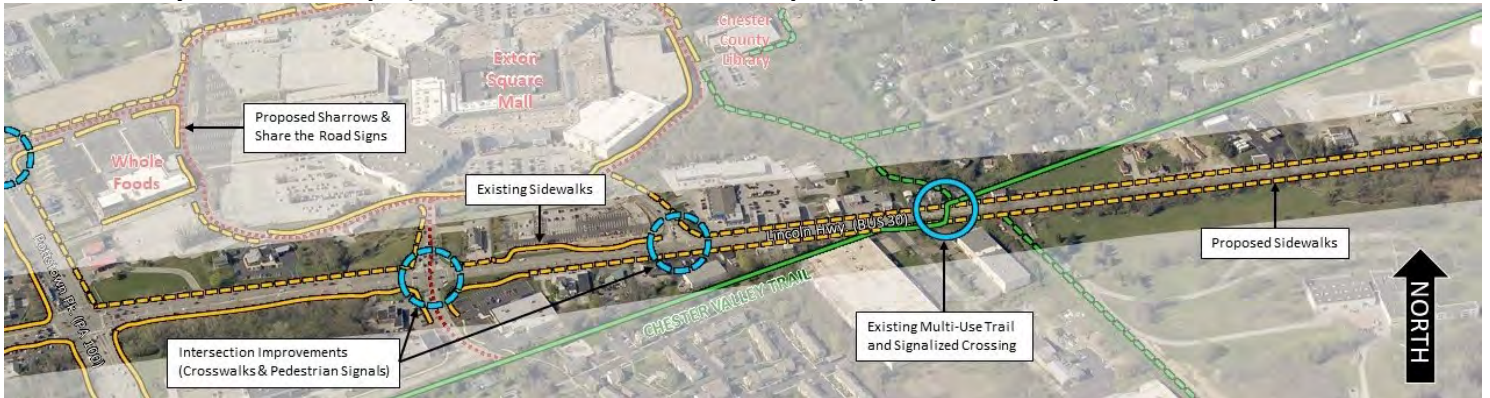
West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**Lincoln Hwy. Sidewalk Gaps (Whitford Rd. to Pottstown Pk.): Proposed Improvements**



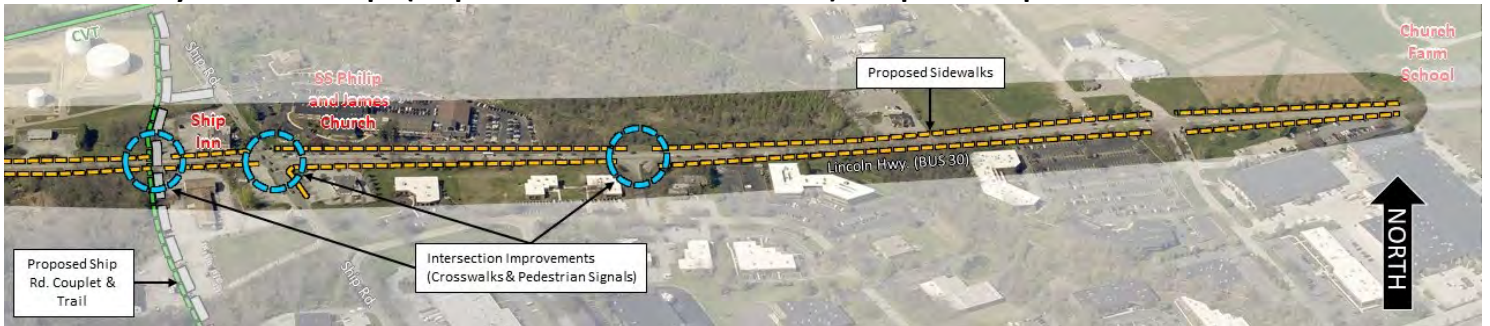
West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**Lincoln Hwy. Sidewalk Gaps (Pottstown Pk. to west of Ship Rd.): Proposed Improvements**



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**Lincoln Hwy. Sidewalk Gaps (Ship Rd. to Church Farm School): Proposed Improvements**



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

## 6. Waterloo Blvd. Connector (Exton Plaza to Festival SC)

This connector project consists of four gaps. Two of the four gaps will be completed through the LD process (Waterloo Reserve/Keva Flats) and include:

- Waterloo Reserve Development: 0.29 miles of trail and 0.07 miles of sidewalk between Lincoln Hwy. and Whitford Rd. and two intersection improvement updates to Lincoln Hwy. @ Waterloo Blvd. and Whitford Rd. and Waterloo Blvd.
- Keva Flats Development includes: 0.16 miles of sidewalk between Keva Dr. and existing sidewalks on south-side of Waterloo Blvd. and one intersection improvement installation at Keva Dr. and Waterloo Blvd.

Additional gaps not included in the LD process include: a 0.39-miles of sidewalk on the north side of Waterloo Blvd. between Whitford Rd. and Keva Dr. & 0.03 miles of sidewalk on the south side of Waterloo Blvd. from Miller Way to the Verizon Building. A 1.2-mile signed bike route is also proposed for this project and would include bike signage and sharrow pavement markings. This project would directly connect with the Swedesford Rd. Exton Park Connector project and link many residents to major destinations in the Exton Crossroads. Additional lighting to accommodate bicycling and walking at night would also be included in this project.

As with the Exton Park Connector project, a long-term additional improvement for this connector would be to provide a 10-12 ft. multi-use trail or side-path along the north side of Swedesford to allow pedestrians and cyclists to travel more safely from the Mall to the Park.

The visuals shown below depict cross-sections of Waterloo Blvd. between Whitford Rd. and Miller Way. Additionally, an aerial photo of the entire project with the proposed improvements can be seen below.

### Existing Waterloo Blvd. between Whitford Rd and Keva Dr.

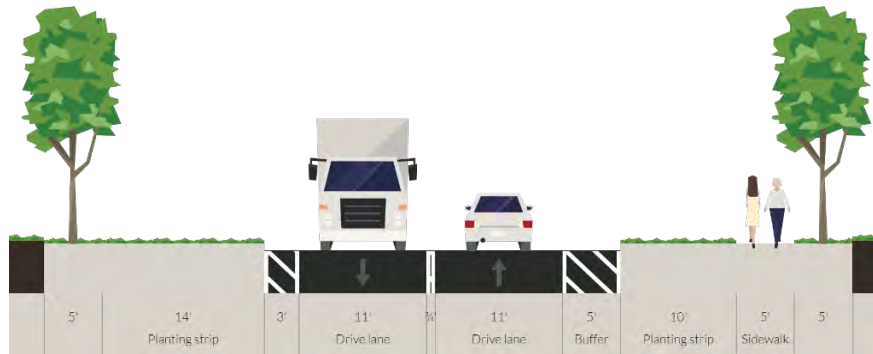


**Waterloo Blvd. with improvements between Whitford Rd and Keva Dr.**



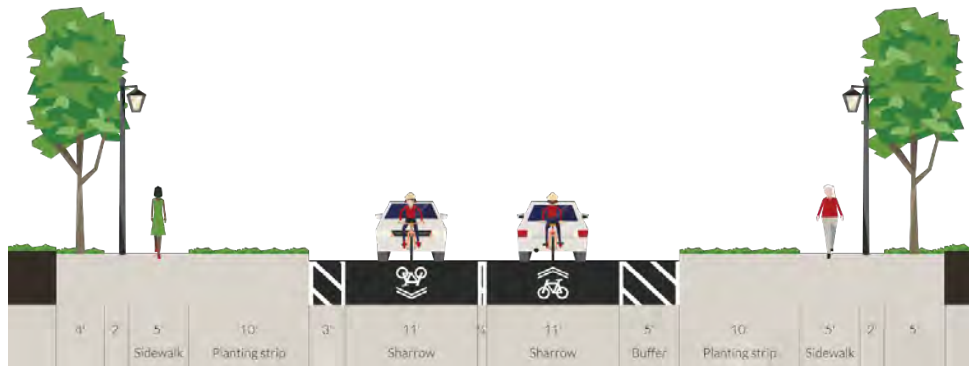
Streetmix, 2018

**Existing Waterloo Blvd. between Keva Dr. and Miller Wy.**



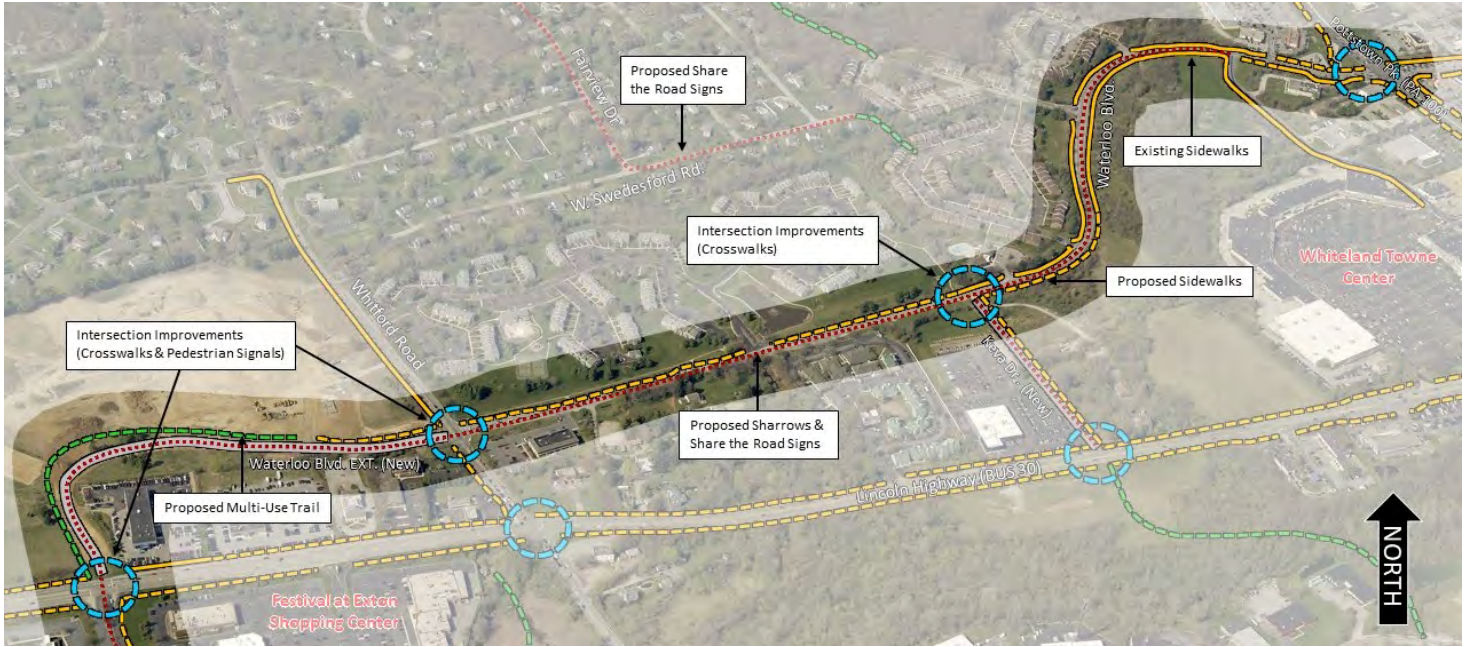
Streetmix, 2018

**Waterloo Blvd. with improvements between Keva Dr. and Miller Wy.**



Streetmix, 2018

## Waterloo Blvd. Connector (Exton Plaza to Festival SC): Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

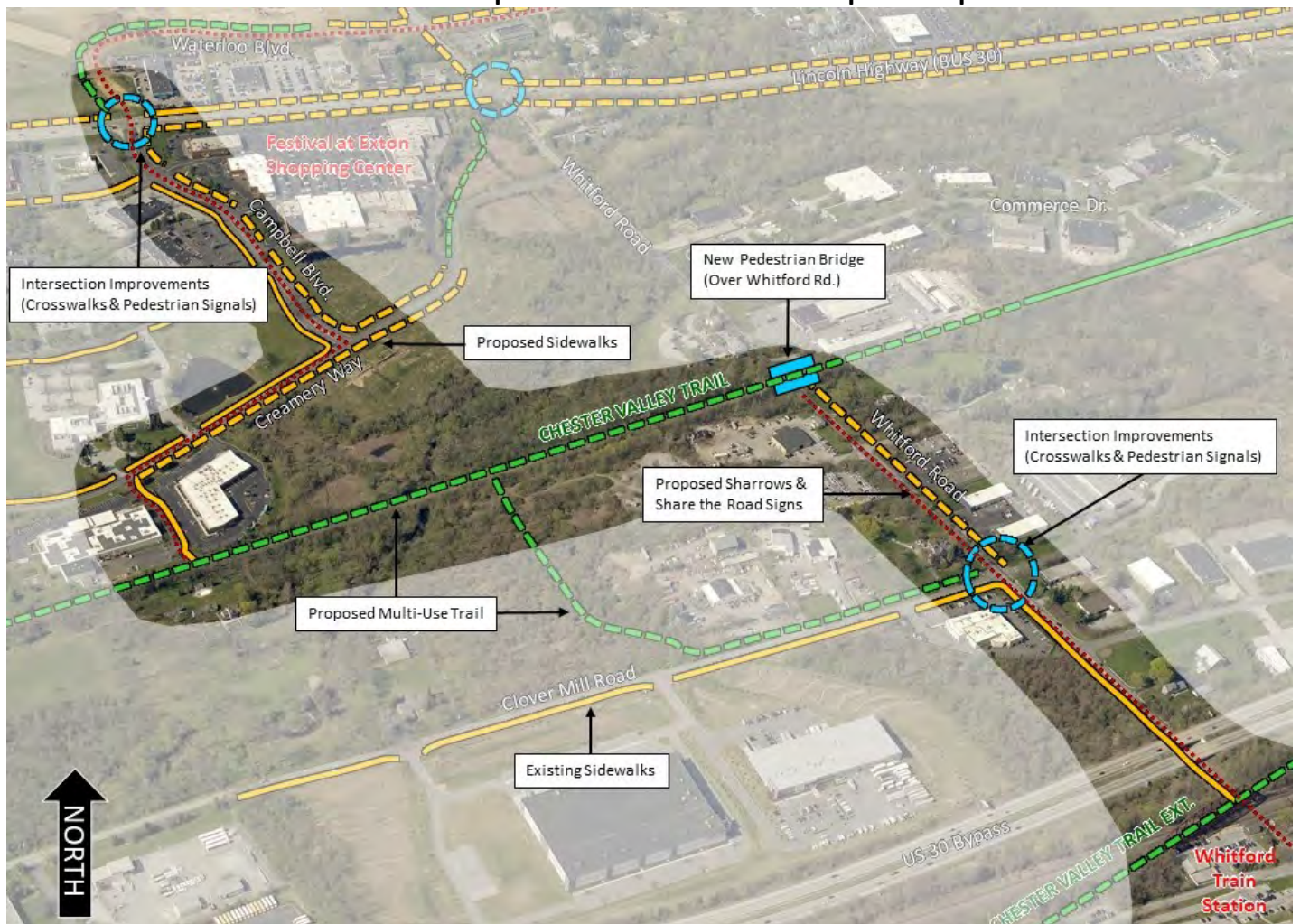
## 7. Whitford Train Station and Oaklands Corporate Center Connector

This project consists of the following four improvement components:

- The installation of 0.57-miles of sidewalks are to be completed during the LD process from Lincoln Hwy along Campbell Blvd. and Creamery Wy. to connect with the CVT.
- The completion of the Chester Valley Trail (0.92-mile multi-use trail), including a pedestrian bridge over Whitford Rd., to be completed by the County.
- A 0.2-mile sidewalks on the east-side of Whitford Rd. from the CVT bridge to Clover Mill Rd. with intersection improvements to Clover Mill Rd. @ Whitford Rd.
- A 1.47-mile signed bike route along the above alignments

These improvements would meet with the existing sidewalks along the west-side of Whitford Rd. that connect to the Whitford Train Station. This project would provide direct access to the Whitford Train Station from the CVT and areas north via improvements to be completed by land development. A feasibility study for bicycle and pedestrian circulation under the active railroad bridge to access the Whitford Train Station will also be needed but is not included as part of this project. A visual description of the project is provided below with proposed improvements and connections with adjacent projects.

### Whitford Train Station and Oaklands Corporate Center Connector: Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

### 8. Waterloo Blvd./Lincoln Hwy.-Commerce Dr. Connector

The proposed project consists of two separate connectors to be completed by the Township and through the Land Development process. The first connector, completed through the land development process, includes the following: a new road (Keva Dr.) with sidewalks, linking Waterloo Blvd. to Lincoln Hwy and a new traffic signal with pedestrian improvements.

The second connector, to be completed by the Township, includes a 0.27 8-10 ft. multi-use trail (asphalt/boardwalk) located on the Boy Scouts property connecting Lincoln Hwy. to Commerce Dr. and the Chester Valley Trail. These connections provide a non-motorized alternative link to access major destinations along Lincoln Hwy and areas north and south. A visual description of this project is provided below with proposed improvements and connections with adjacent projects.

#### Lincoln Hwy. – Commerce Dr. Connector: Proposed Improvements



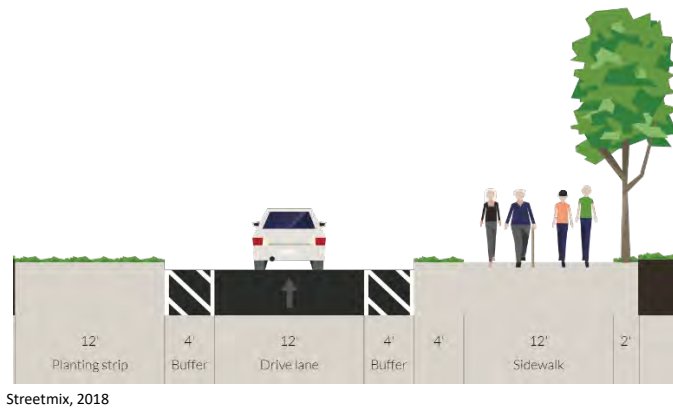
West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

### 9. Ship Rd. Couplet (Loop Road)

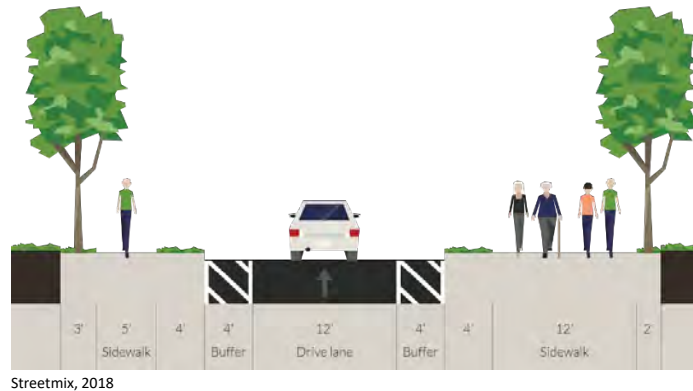
The proposed improvements would include: two new lanes for Ship Road from the CVT trail crossing on N. Ship Rd. to the Aqua sub-station located on S. Ship Rd., a 0.47-mile multi-use trail connecting the CVT south to the proposed CVT extension and new traffic signal and pedestrian improvements at Ship Rd. @ Lincoln Hwy. This project will function as an alternative vehicle north-south connection in the Township and connect non-motorized user to major destinations in Exton. The proposed project would be completed by the Township on the north side of Lincoln Hwy and through the land development process on the south side. The project is currently being reviewed by the Township and PennDOT.

The visuals shown below depict cross-sections of the Ship Rd. Couplet located on the north and south sides of Lincoln Hwy. Additionally, an aerial photo of the entire project with the proposed improvements can be seen below.

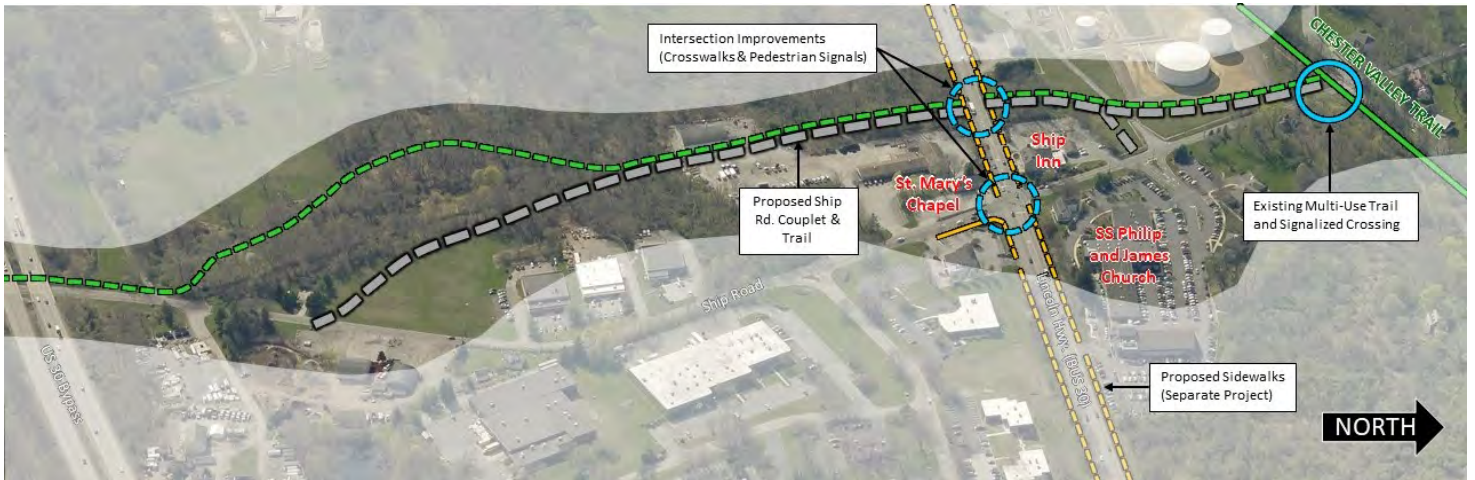
**Ship Rd. Couplet with Improvements between CVT and Lincoln Hwy.**



**Ship Rd. Couplet with Improvements between Lincoln Hwy. and S. Ship Rd.**



# Ship Rd. Couplet Concept: Proposed Improvements

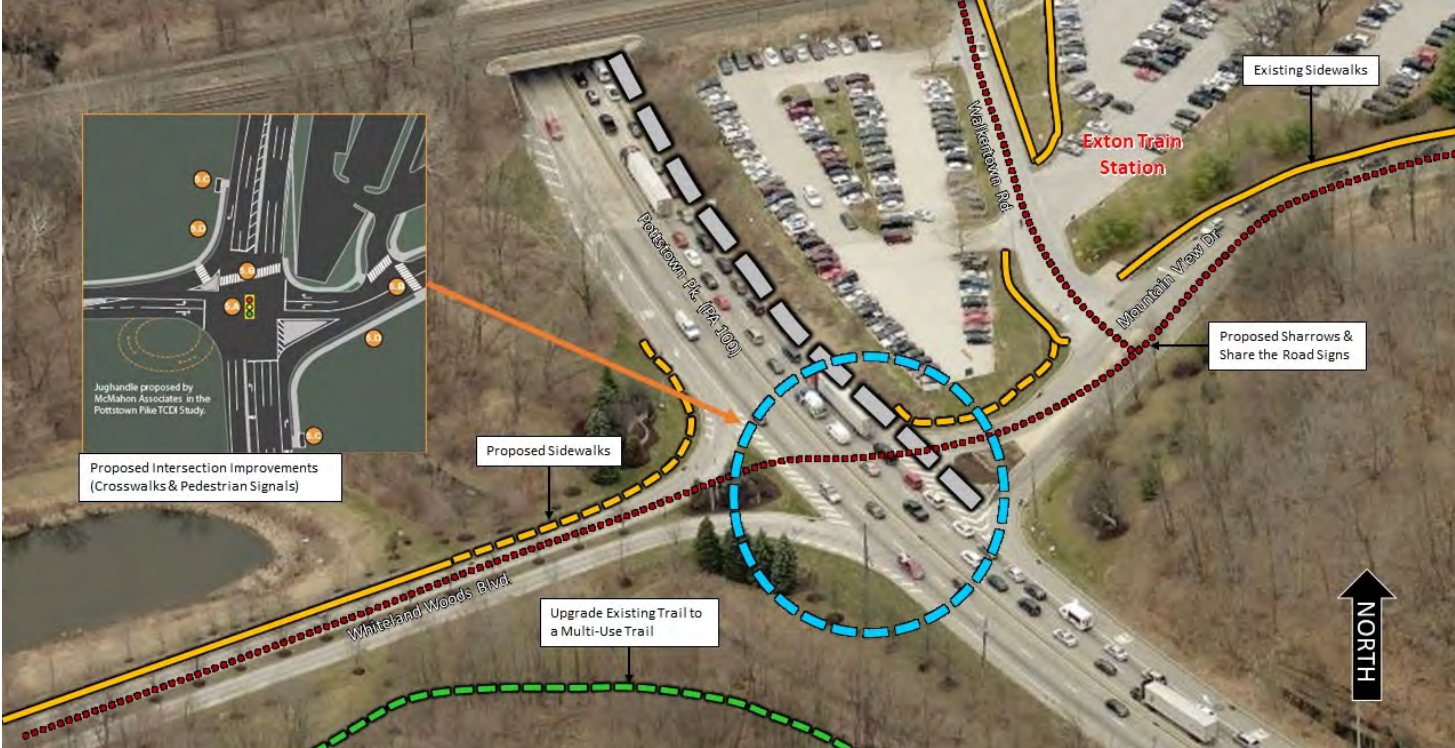


West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**10. Whiteland Woods Exton Train Station Connector**

The proposed project will consist of providing a new through-way and traffic signal at the intersection of Whiteland Woods Blvd./Mountain View Dr. and Pottstown Pk., connecting Whiteland Woods to the Train Station directly. This project is part of the larger Township-led project in 2017-2018 to study the feasibility of mitigating the congestion in this section Pottstown Pk., which includes multi-modal access to Exton Train Station, installing traffic calming improvements, and adding a third north bound traffic lane on Pottstown Pk. This project is currently ongoing with the Township. Below is a visual description of this project from DVRPC’s Exton Station Area Concept Plan, showing the proposed new intersection and other improvements connecting to the Exton Train Station.

**Train Station Connector: Proposed Improvements**



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission & Exton Station Area Concept Plan, DVRPC, 2018

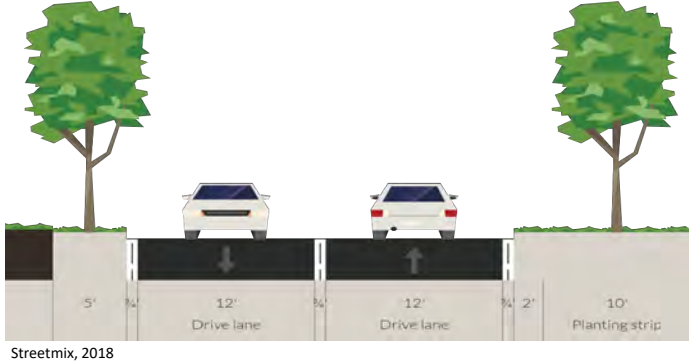
**11. Whitford Train Station Connector (Whiteland Woods & Indian King)**

This project would consist of trails and/or sidewalks at two gaps providing non-motorized circulation access from residential communities along Burke and Whitford Rds. to the Whitford Train Station. Gap 1 includes 0.54 miles of trail/sidewalk from Indian King (Flintshire Ter.) along the east side of Burke Rd./Whitford Rd. to Spackman Ln. Gap 2 includes 0.39 of trails/sidewalk from the Whiteland Woods HOA Tennis Courts to Whitford Rd./Spackman Ln., continuing west along the north side of Spackman Ln. to the future CVT trailhead just west of Whitford Train Station. This project provides directly access to three large residential communities with 1,800+ residents to the Whitford Train Station and points north via other proposed projects. Additionally, further study would be needed along Whitford Rd. from Burke Rd. to Spackman Ln. to see if pedestrian access could be accommodated due to various constraints. Lastly, a signed bike route is also proposed for this project along these segments of road and would include bike signage and sharrow pavement markings.

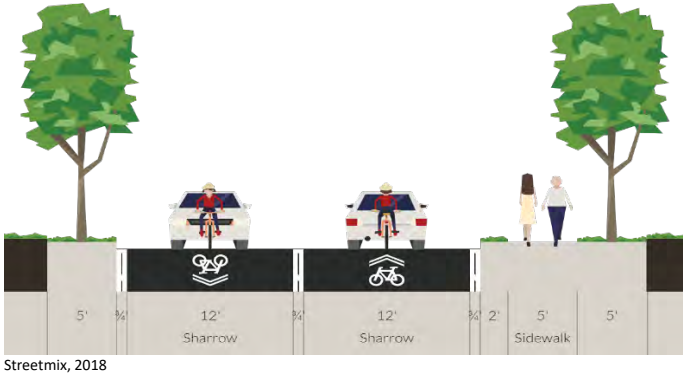
As mentioned with the other Whitford Rd. project a feasibility study for bicycle and pedestrian circulation under the active railroad bridge to access the Whitford Train Station will be needed but is not included as part of this project.

The visuals shown below depict cross-sections of Burke Rd. between Flintshire Ter. and Whitford Rd. Additionally, an aerial photo of the entire project with the proposed improvements can be seen below.

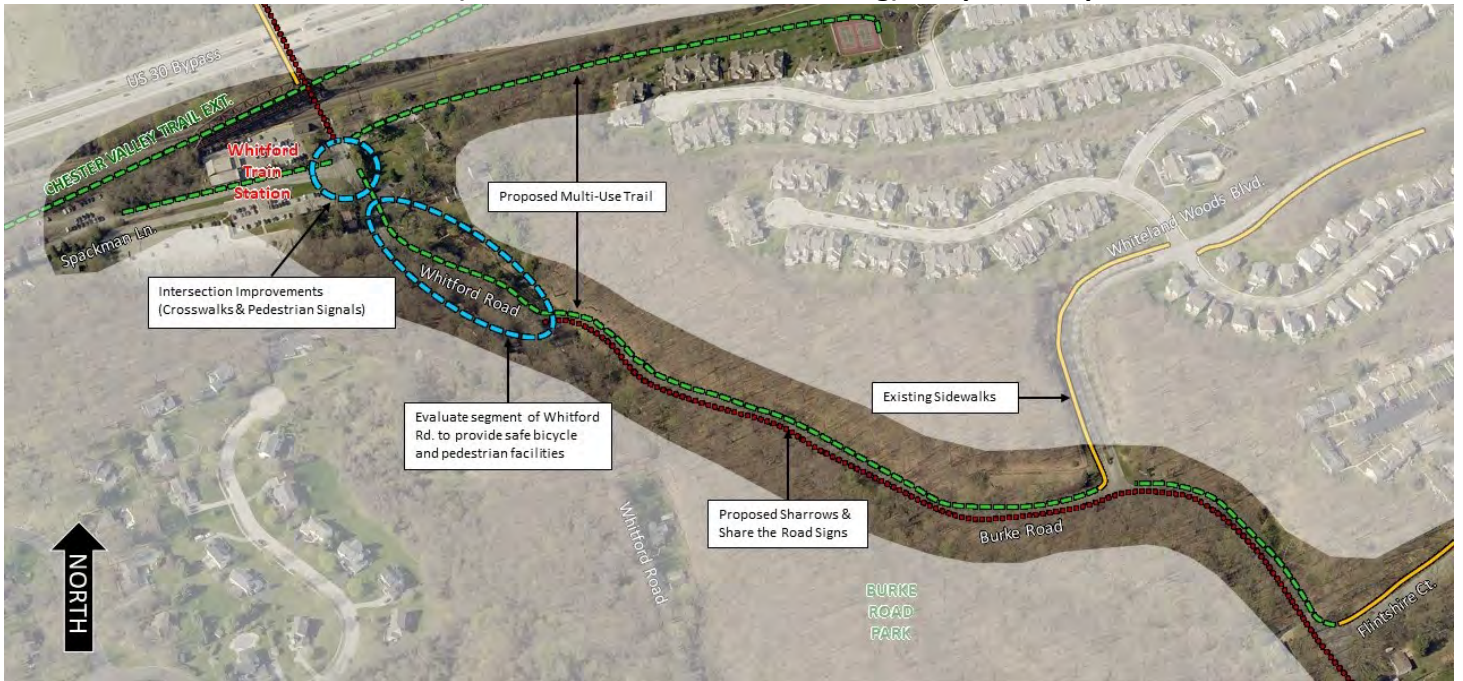
**Existing Burke Rd. between Flintshire Ter. and Whitford Rd.**



**Burke Rd. with improvements between Flintshire Ter. and Whitford Rd.**



### Whitford Train Station Connector (Whiteland Woods & Indian King): Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

## 12. South Communities Connector (Whiteland Woods/Exton Station)

This project consists of two connectors in separate areas of the Township. They are located within HOAs and therefore only would be completed with the agreement of each HOA. The first connector is located within Exton Station would use the existing sidewalk system to connect with the Exton Train Station via a proposed 0.16-mile, 8-10 ft asphalt multi-use trail east on the Coach Hill Ct. eastern entrance. This trail would travel north and connect with the existing Courts at Valley View trail and sidewalks which terminate at the Train Station. An additional crosswalk with pedestrian signage would also be installed on N. Pullman Dr. where the trail is located.

The second connector will update the existing natural trail alignment into a 0.67-mile, 8-10 multi-use trail located from Boot Rd to Whiteland Woods Blvd. The proposed trail will travel through a highly wooded area on both Township (0.37 mi) and Whiteland Woods HOA (0.3 mi) property.

Both alignments will connect to other adjacent projects in the area and provide access in major destination like the two train stations, parks and Exton Crossroads to 3,600+ residents. A visual description of both projects is provided below with proposed improvements and connections with adjacent projects.

### Exton Station Connector Trail (Pullman Dr. to Courts at Exton Train Station): Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

## Whiteland Woods Trail Connector (Boot Rd. to Whiteland Woods Blvd.): Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**13. Boot Road Park Connector (Indian King to Devereux)**

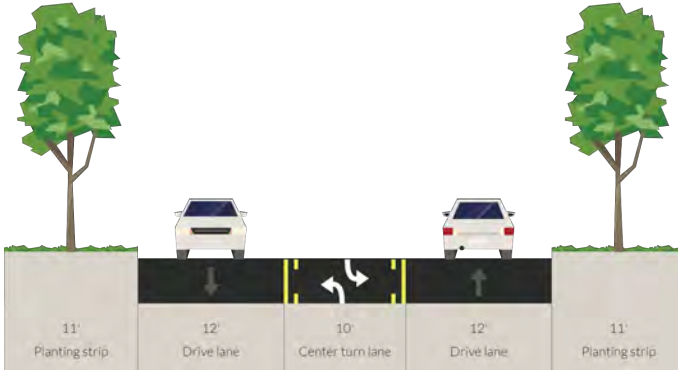
This connector consists of the installation of sidewalks at five gap locations to provide access to Boot Road Park along Boot and King Rds. The gaps are located at various locations on both sides of Boot and King Rds. totaling 1.15 miles. Additionally, this project would install bicycle share-the-road signage and sharrow pavement marking at the gap location to accommodate bike travel. This project also includes six intersection updates with upgrades and/or installation of crosswalks and pedestrian signalizations at the intersections of:

- Boot Rd. @ Whiteland Dr./Belvidere Cr.,
- Boot Rd. @ Conifer Dr.,
- Boot Rd. @ Darlington Dr.
- Boot Rd. @ Pottstown Pk.,
- Boot Rd. @ King Rd. and
- King Rd. @ Bonnie Blink Dr.

The project will assist in providing 1,600+ residents who live adjacent to Boot and Kings Rds. access to Boot Rd. Park and areas north via other connectors.

The visuals shown below depict cross-sections of Boot Rd. between Whiteland Dr./Belvidere Cr. and Pottstown Pike. Additionally, an aerial photo of the entire project with the proposed improvements can be seen below.

**Existing Boot Rd. between Whiteland Dr./Belvidere Cr. and Pottstown Pk.**



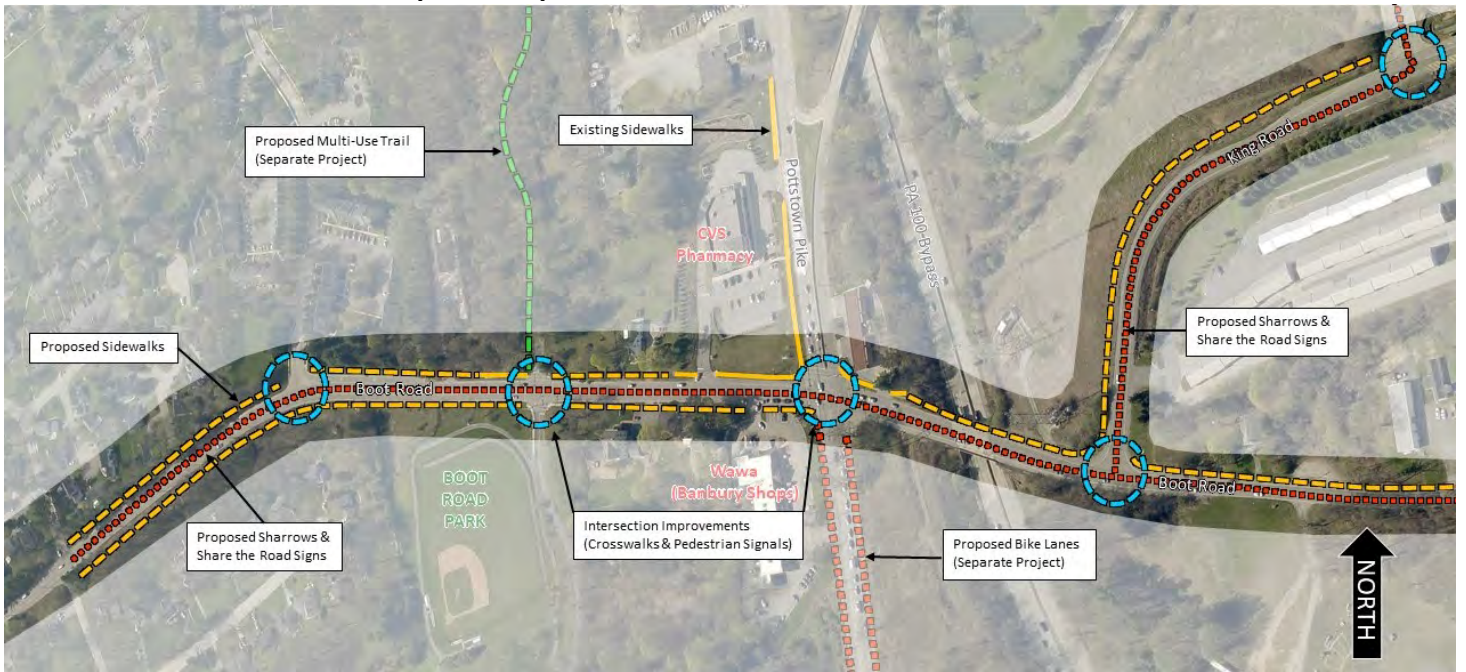
Streetmix, 2018

**Boot Rd. with improvements between Whiteland Dr./Belvidere Cr. and Pottstown Pk.**



Streetmix, 2018

## Boot Road Park Connector: Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

#### 14. N. Whitford-Shoen Rds. Connector (Multiple Communities)

This project consists of two connectors located in the northern area of the Township and will provide access to destinations in the Exton Crossroads via on-road and off-road facilities. The first connector would use share-the-road signage and pavement markings from 0.23 miles from Shoen Rd. to W. Swedesford Rd. via Fairview Dr. Also, a 0.06-mile multi-use trail would be installed from W. Swedesford Rd. to Steeplechase Dr. where it would connect to existing sidewalks and destinations in Exton.

The second connector would install 0.88 miles of sidewalk on the south side of Shoen Rd. between Cambridge Chase and Apple Dr. From Apple Dr., the connector would traverse through the Whiteland West apartments to link with proposed sidewalks on Pottstown Pk. and Exton Plaza.

Additionally, two crossings of Shoen Rd. at Watch Hill Rd. and Fairview Dr. would also be provided for access to residents north of Shoen Rd. Lastly, street lighting would be needed at crossing and along Shoen Rd. for safety reasons. A visual description of both projects is provided below with proposed improvements and connections with adjacent projects.

#### N. Whitford-Shoen Rds. Connectors: Proposed Improvements



West Whiteland Township, 2019; Imagery Source: Pictometry, 2017 via Chester County Planning Commission

**RECOMMENDED PROJECTS - CURRENTLY UNDERWAY AND/OR STUDIED**

- **Exton Train Station-CVT Connector (Pottstown Pk.)**

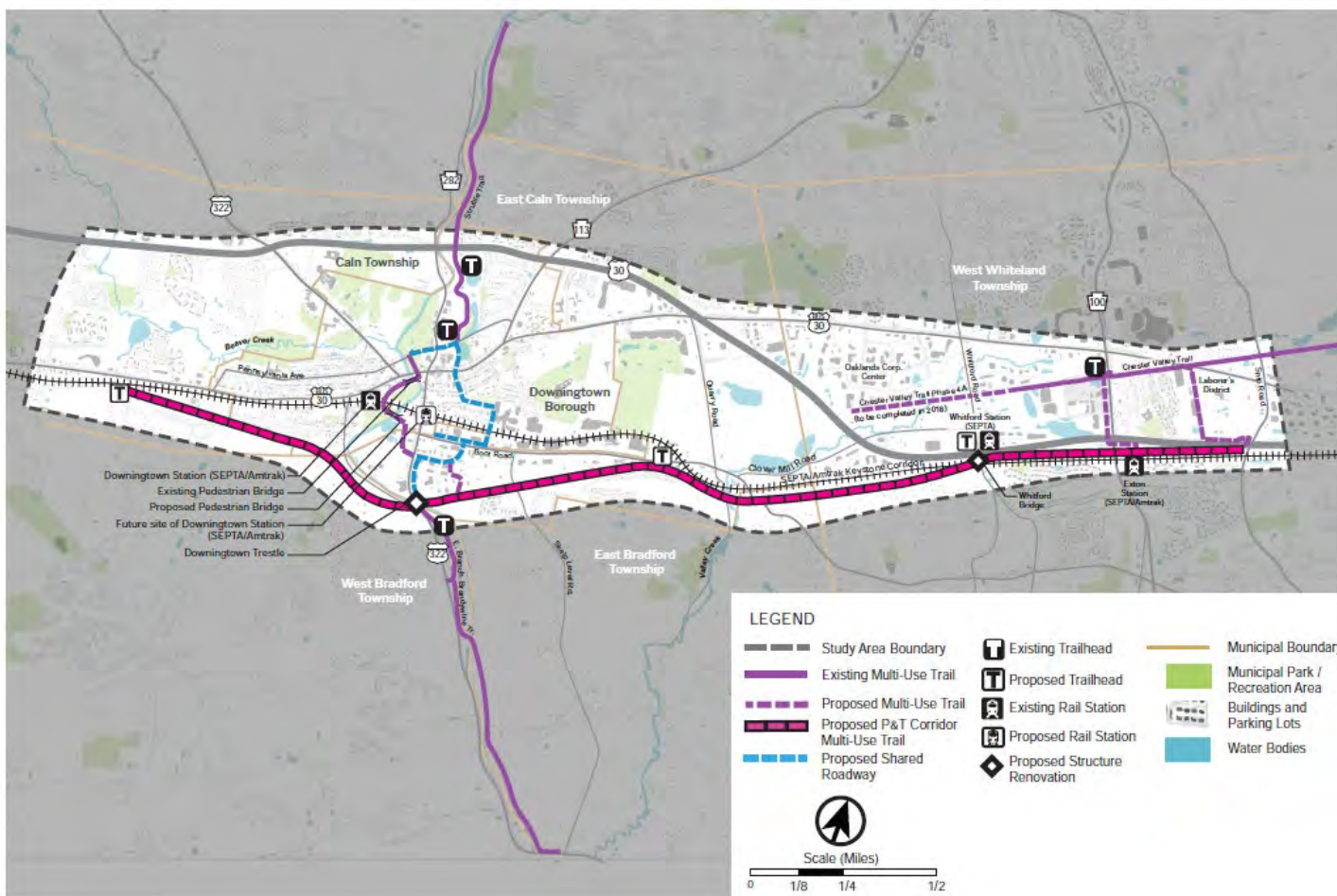
This 10 ft. sidewalk connector will be located on the west side of Pottstown Pk. and connect the Chester Valley Trail located on the south side of Commerce Dr. to the Exton Train Station. This project also includes adding crosswalks and pedestrian signals at Bartlett Ave. @ Pottstown Pk., Westbound on ramp @ Pottstown Pk. @ Howard Rd. @ Pottstown Pk. This project is a critical connection linking users to the CVT, destinations in Exton Crossroads and/or Train Station. The project is currently in the design phase and will start construction Spring-Summer 2019. A visual description of this project is provided below with proposed improvements and connections with adjacent projects.



Chester Valley Trail Connection Concept, Chester County Planning commission, 2019

- **CVT Extension to Downingtown (Ship Rd. to Downingtown)**

The proposed 9-20 ft. asphalt trail extension would use the inactive Norfolk Southern line (P&T: Philadelphia-Thorndale Branch), which travels 7.4 miles from the Ship Rd. to Thorndale just west of Downingtown. The County completed a feasibility study in 2017 and is currently coordinating with PennDOT to obtain a trail easement. The study also includes alternative on-road routes that connect to the Struble Trail and East Brandywine Trail. This project will connect users to both train stations located within the Township and areas east toward Philadelphia and west to Downingtown. An additional study would need to occur regarding pedestrian and bicycle circulation under the active rail bridge on Ship Rd. to access the CVT Extension on Ship Rd. from areas north. A visual description of this project’s Master Plan from Ship Rd (East) to Thorndale (West) is provided below from the 2017 Study.



Chester Valley Trail Extension to Downingtown: Feasibility Study/Master Plan, Chester County Planning Commission, 2017

## **PLANNING RECOMMENDATIONS – TO BE LED BY THE TOWNSHIP**

- **Update Township Official Map Update**

Update the existing Official Map to include the proposed bicycle and pedestrian improvements showcased within this plan. The Official Map is a combined map and ordinance designed to aid in planning for future growth (in this case: development of pedestrian and bicycle improvements) within the Township. This update will assist in the implementation process by showing property owners and developers the Township's intentions to complete the bike/ped. circulation network in advance of the development process.

- **Identify Projects to add to Township Capital Improvement Plan**

Township Staff will identify projects from the recommendations to add to the Township's Capital Improvements Plan. The projects identified would be led by the Township for implementation.

- **Establish Wayfinding Signage within Exton Crossroads**

The Township should review the recommended bicycle and pedestrian loops identified within the Plan and work with local businesses to complete a wayfinding study to navigate the loops to various destinations within Exton Crossroads and the Township.

- **Update Zoning/Subdivision & Land Development Ordinances**

As highlighted within the Central Chester County Bicycle and Pedestrian Plan, the Township should continue to update ordinances with bicycle and pedestrian related concepts and facilities. The Township should also continue to implement these facilities through the land development process and Act 209 (Traffic Impact Fees).

- **Whitford Train Station Access Study**

The Township should seek grants and support from SEPTA to complete a feasibility study for bicycle and pedestrian circulation under the active railroad bridge to access the Whitford Train Station.

## Section 6: Plan Implementation – Action Plan

The Implementation Plan provides guidance toward achieving the recommendations described in Section 5 of this plan. There are several recommendations identified within Section 5 that will be completed internally by the Township and its Staff through ordinance updates, conducting studies and updating the Capital Improvement Plan. Completion of these recommendations is critical in assisting with the implementation of the proposed Bicycle and Pedestrian network.

The implementation strategies presented in the following Action Plan table are organized as they are presented in Section 5. The Action Plan displays each recommendation with a description of corresponding project components, overall feasibility, status and responsible parties.

The order of priority of the Plan's recommendations were determined by Township Staff analyzing both the overall interest of each project as identified from the results of the public survey (Section 3) and Boards and Commission input, as well as, the overall feasibility of each project with the feasibility measures highlighted in Section 4. Each recommendation has been assigned a general priority as well as the organization or agency that is responsible for its implementation.

The general priorities assigned to each recommendation should be interpreted as follows:

- **High (green):** The project has great public interest and/or feasibility due to the corresponding measures. These projects should be implemented within the next 1-3 years and/or when opportunities become available.
- **Medium (yellow):** The project has considerable public interest and/or feasibility is generally good but has some inhibitors due to the corresponding measures. These projects require some additional analysis and coordination to be implemented within the next 3-5 years and/or when opportunities become available.
- **Low (red):** The projects has some public interest and/or feasibility has many inhibitors due to the corresponding measures. These projects require additional analysis and/or studies prior to implementation, which would be accomplished in 6-10 years.

Responsible parties are the entities that would be assigned to lead and/or support the implementation of a project. Projects could have a variety of leads and support due to many variables such as ownership of lands/rights-of-way, facilities types, etc. Abbreviations for the responsible entities, as indicated in the following implementation strategies are:

- TWP.: West Whiteland Township Staff
- Landowners: Owners of lands with proposed improvements
- Developers: Owners and/or future owners of land with proposed improvements
- County: Chester County Planning Commission and/or Chester County Parks and Facilities
- PennDOT: Pennsylvania Department of Transportation

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## Bicycle and Pedestrian Plan Recommendations - Action Plan

Recommendations	Project Description		Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)
			Interest	Constraints	Coordination			
<b>1. Chester County Library and Chester Valley Trail (CVT) Connector</b> (Chester County Library to Lincoln Hwy.)								
Project Components	a.	Install a multi-use trail in wooded area between the CVT and the CC Library/Exton Mall. This project may include two low impact and or surfaced trails from Meadowbrook Manor.				Medium High	TBD	Landowners (TWP.)
<b>2. Exton Square Mall and Exton Park Connector</b> (Pottstown Pk. to Valley Creek Blvd.)								
Project Components	a	Install sidewalk on south side of Swedesford Rd. from Brentwood Shops to Exton Square Pky.				High	TBD	Landowner (Twp.)
	b	Construct a multi-use trail from INT Ship Rd. @ Swedesford Rd. to the Chester Valley Trail				High	TBD	TWP.
	c	Update existing crosswalks and pedestrian signals Ship Rd. @ Swedesford Rd.				Medium High	TBD	TWP. (PennDOT)
	d	Install bike signage and pavement marking along Swedesford Rd. from Exton Square Pky. to Valley Creek Blvd.				Medium	TBD	TWP.
	e	A long-term solution would be to install a multi-use trail on the north side of Swedesford Rd. for additional bike and pedestrian safety. This trail would connect with Waterloo Blvd. trail.				Low	TBD	Landowner (Twp.)
<b>3. Pottstown Pk. Sidewalk Gaps - Both Sides</b> (Target - Rockland Dr. to Exton Square Mall - Lincoln Hwy.)								
Project Components	a	Install a sidewalk on east side of Pottstown Pk. from Rockland Dr. to existing Target sidewalks				Medium	TBD	Landowner (Twp. & PennDOT)
	b	Install a sidewalk on east side Pottstown Pk. from Tolsdorf to 319 Pottstown Pk.				Medium	TBD	Landowner (Twp. & PennDOT)
	c	Install a sidewalk on east side Pottstown Pk. from Brentwood Shops to East Coast Gas Station				Medium	TBD	Landowner (Twp. & PennDOT)
	d	Install a sidewalk on east side Pottstown Pk. from Whole Foods to Lincoln Hwy. This project would also include updates to the crosswalks and pedestrian signals at Exton Square Pky. @ Pottstown Pk.				Medium	TBD (INT design TBC by Developer)	Landowner & Developer (Twp. & PennDOT)
	e	Install a sidewalk on west side Pottstown Pk. from Sunrise Blvd. to 340 Pottstown Pk. This project would also include updates to the crosswalks and pedestrian signals at Sunrise Blvd. @ Pottstown Pk.				Medium	TBD	Landowner (TWP. & PennDOT)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>3. Pottstown Pk. Sidewalk Gaps - Both Sides</b> (Target - Rockland Dr. to Exton Square Mall - Lincoln Hwy.)								
Project Components	f	Install a sidewalk on west side Pottstown Pk. from Whiteland West Apts. to Waterloo Blvd.				Medium	TBD	Landowner (TWP. & PennDOT)
	g	Install a sidewalk on west side Pottstown Pk. from Waterloo Blvd. to Pep Boys. This project would also include updates to the crosswalks and pedestrian signals at Waterloo Blvd. @ Pottstown Pk.				Medium	TBD	Landowner (TWP. & PennDOT)
	h	Install a sidewalk on west side Pottstown Pk. from Whiteland Towne Center to Speedway Gas Station.				Medium	TBD	Landowners (TWP. & PennDOT)
<b>4. Complete Sidewalk Loop around Exton Square Mall</b> (Includes sidewalk loop around Mall and pedestrian access at three Mall entrances)								
Project Components	a	Install sidewalks at three locations along Exton Square Pkwy. from the Hanover LD to Lincoln Hwy west entrance. This project includes updates to crosswalks and pedestrian signals at Exton Square Pkwy. @ Pottstown Pk. & Exton Square Pkwy. @ Lincoln Hwy. (west entrance).				High	Design/Construction (INT design TBC by Developer)	Landowners & Developers
	b	Install sidewalks at four locations along Exton Square Pkwy. from Post Office to Lincoln Hwy. east entrance. This project includes adding crosswalks and pedestrian signals at Exton Square Pkwy. @ Swedesford Rd. & Exton Square Pkwy. @ Lincoln Hwy. (east entrance).				Medium	TBD	Landowners (TWP.)
	c	Install bike signage and pavement marking along Exton Square Pkwy. Loop.				High	TBD	Landowners (TWP.)
	d	A long-term solution would be to install a multi-use trail along Exton Square Pkwy. Pending Exton Square Mall redevelopment.				Medium	TBD	Landowners & Developers (TWP.)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>5. Lincoln Hwy. Sidewalk Gaps - Both Sides</b> (Evian - Fairway Ln. to Church Farm School - Springdale Dr.)								
Project Components	a	Install sidewalks on both sides of Lincoln Hwy. from Fairway Ln./Arrandale Blvd. to Campbell/ Waterloo Blvds. This project would also include updating existing crosswalks and pedestrian signals at Arrandale Blvd./Fairway Ln @ Lincoln Hwy. & Oaklands Blvd./Woodledge Ln. @ Lincoln Hwy.				Medium	TBD (Portions to be completed through LD)	HOAs, Developers & Landowners (TWP. & PennDOT)
	b	Install sidewalks on both sides of Lincoln Hwy. from Campbell/ Waterloo Blvds. to Whitford Rd. This project would also include adding crosswalks and pedestrian signals Whitford Rd. @ Lincoln Hwy.				Medium Low	TBD	Landowners (TWP. & PennDOT)
	c	Install sidewalks on both sides of Lincoln Hwy. from Whitford Rd. to Keva Dr.				Low	TBD	Landowners (TWP. & PennDOT)
	d	Install sidewalk on north side of Lincoln Hwy. from Keva Dr. to Whiteland Towne Center property. This project would also include adding crosswalks and pedestrian signals Keva Dr. @ Lincoln Hwy.				High	Construction	Developer
	e	Install sidewalks on south side of Lincoln Hwy. from Keva Dr. to existing sidewalk at Exton Nissan.				Low	TBD	Landowners (TWP. & PennDOT)
	f	Install sidewalks on north side of Lincoln Hwy. from Keva Flat LD to existing sidewalk at the LUKOIL station. This project would also include adding crosswalks and pedestrian signals at Whiteland Towne Center south entrance/ALDI Dr. @ Lincoln Hwy.				Medium	TBD	Landowners (TWP. & PennDOT)
	g	Install sidewalks on north side of Lincoln Hwy. from Pottstown Pk. to Iron Lake Blvd/Exton Square Pkwy. This project would include updating crosswalks and pedestrian signals at Exton Square Pkwy./Iron Lakes Blvd. @ Lincoln Hwy. (will be designed through LD)				Medium High	TBD	Landowners (TWP. & PennDOT)
	h	Install sidewalks on both sides of Lincoln Hwy. North side from Exton Square Pkwy. @ Lincoln Hwy. (east entrance) to CVT crossing and south side from Kirklands existing sidewalk to CVT crossing.				Medium Low	TBD	Landowners (TWP. & PennDOT)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>5. Lincoln Hwy. Sidewalk Gaps - Both Sides</b> (Evian - Fairway Ln. to Church Farm School - Springdale Dr.)								
Project Components	i	Install sidewalks on both sides of Lincoln Hwy. from CVT crossing to Ship Rd. This project would include updating crosswalks and pedestrian signals at Ship Rd. @ Lincoln Hwy.				Medium Low	TBD	Landowners (TWP. & PennDOT)
	j	Install sidewalks on north side of Lincoln Hwy. from Ship Rd. to Livingston Ln. Sidewalk will be installed from SS. Philip & James to Belden Blvd. (via LD process). This project would include adding crosswalks and pedestrian signals at Belden Blvd. @ Lincoln Hwy.				Medium	Design (segments to be completed through LD)	Developer (TWP. & PennDOT)
	k	Install sidewalks on north side of Lincoln Hwy. from Livingston Ln. to Springdale Dr. This project would include adding crosswalks and pedestrian signals at Springdale Dr. @ Lincoln Hwy.				Medium	Design	Developer (TWP. & PennDOT)
	m	Install sidewalks on south side of Lincoln Hwy. from Ship Rd. to Springdale Dr. (east entrance).				Low	TBD	Landowners (TWP. & PennDOT)
<b>6. Waterloo Blvd. Connector</b> (Festival at Exton Shopping Center - Lincoln Hwy. to Exton Plaza - Pottstown Pk.)								
Project Components	a	Install sidewalk on the north side of Waterloo Blvd. from Lincoln Hwy. to Whitford Rd. This project also includes INT improvements at Waterloo Blvd. @ Lincoln Hwy. & Waterloo Blvd. Whitford Rd.				High	Complete	Developer
	b	Install sidewalk on the north side of Waterloo Blvd. from Whitford Rd. to Keva Dr. This project also includes INT improvements at Waterloo Blvd. @ Keva Dr.				High	TBD	Landowners (TWP.)
	c	Install sidewalk on the south side of Waterloo Blvd. from Keva Dr. to existing sidewalk.				High	Construction	Developer
	d	Install sidewalk on the south side of Waterloo Blvd. from Miller Wy. to existing sidewalk (Verizon).				High	TBD	TWP.
	e	Install sidewalk on the north side of Waterloo Blvd. from Miller Wy. to Pottstown Pk.				Medium High	TBD	Landowners (TWP.)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>6. Waterloo Blvd. Connector</b> (Festival at Exton Shopping Center - Lincoln Hwy. to Exton Plaza - Pottstown Pk.)								
Project Components	f	Install bike signage and pavement marking along Waterloo Blvd. from Lincoln Hwy. to Miller Wy.				Medium High	TBD	TWP.
	g	A long-term solution would be to install a multi-use trail on the north side of Waterloo Blvd. for additional bike and pedestrian safety. This trail would connect with Swedesford Rd. Trail.				Medium	TBD	Landowners & Developers (TWP.)
<b>7. Whitford Train Station and Oaklands Corporate Center Connector</b> (Lincoln Hwy. to Spackman Ln.)								
Project Components	a	Install sidewalks on the east side of Campbell Blvd. from Lincoln Hwy. to Creamery Wy. Additional sidewalk installation would continue from Campbell Blvd. to the All-Fill Site on Creamery Wy.				High	Construction	Developer
	b	Completion of the Chester Valley Trail over Whitford Rd. from Main Street at Exton to the All- Fill Site existing sidewalk.				Medium	Design	County
	c	Install sidewalk on the east side of Whitford Rd. from the CVT to Clover Mill Rd. This project also includes INT improvements at Clover Mill Rd. @ Whitford Rd. and a signage for a bike route.				Medium Low	TBD	Landowners (TWP. & PennDOT)
	d	A feasibility study for bicycle and pedestrian circulation under the active railroad bridge to access the Whitford Train Station is needed.				Medium	TBD	Twp. (SEPTA & PennDOT)
<b>8. Waterloo Blvd./Lincoln Hwy. - Commerce Dr. Connector</b> (Waterloo Blvd. to CVT along Commerce Dr.)								
Project Components	a	Install sidewalks along east side of Keva Dr. from Waterloo Blvd. to Lincoln Hwy. This project also includes a new traffic signal with pedestrian improvements.				High	Complete	Developer
	b	Install a multi-use trail from Lincoln Hwy. to Commerce Dr. and the CVT.				Low	TBD	TWP. (Landowners, State & County)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>9. Ship Rd. Couplet - Loop Road</b> (CVT Ship Rd. trail crossing to CVT Extension - P&T inactive rail line)								
Project Components	a	Install a new road and trail from the CVT crossing at Ship Rd. to Lincoln Hwy. This project would also include adding crosswalks and pedestrian signals at Lincoln Hwy.				Medium	Design/Survey	TWP. (Landowners & PennDOT)
	b	Install a new road and trail from Lincoln Hwy. to Cockerham Ln. the proposed trail would continue to the CVT extension alignment south of the 30 Bypass.				Medium	Design/Survey	Developers (TWP. & PennDOT)
	c	A feasibility study for bicycle and pedestrian circulation under the active railroad bridge at Ship Rd. to connect residents to CVT.				Medium	TBD	TWP. (SEPTA & PennDOT)
<b>10. Whiteland Woods Exton Train Station Connector</b> (Whiteland Woods Blvd. to Exton Trail Station - Mountain View Dr.)								
Project Components	a	This project is part of the larger Township project to mitigate the congestion in this section Pottstown Pk. with multi-modal access to the train station via the installation of a new traffic signal, traffic calming improvements and an additional third northbound traffic lane on Pottstown Pk.				Medium	Study Complete	TWP. (PennDOT, SEPTA & County)
<b>11. Whitford Train Station to Neighborhoods Connector</b> (Indian King & Whiteland Woods to Spackman Ln. and Whitford Train Station)								
Project Components	a	Install sidewalk on east side of Burke Rd./Whitford Rd. from Flintshire Ter. to Spackman Ln. This project would also include a road diet of Whitford Rd. from Burke to Spackman Ln. to accommodate sidewalks. Bicycle signage and pavement marking would also be included with this project.				Medium Low	TBD	HOAs & Landowners (TWP. & PennDOT)
	b	Install multi-use trail from Silverbell Ct. tennis court (Whiteland Woods) to Spackman Ln. This project includes updates to the crosswalks and pedestrian signals at Spackman Ln. @ Whitford Rd.				Medium	TBD	HOAs & Landowners (TWP. & PennDOT)
	c	Install sidewalk on north side of Spackman Ln. from Whitford Rd. to parking area located just west of the Train Station.				Medium	TBD	Landowners (TWP. & PennDOT)

Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>12. South Communities Connector</b> (Whiteland Woods Trail to Boot Road Park & Exton Station Trail to Exton Train Station)								
Project Components	a	Install a multi-use trail from N. Pullman Dr. to Tall Pines Dr. This project would include two crosswalks of Pullman Dr., connect with existing sidewalks and trails of two HOAs.				Medium	TBD	HOAs & Landowners (TWP.)
	b	Improve existing trail to multi-use trail from Boot Rd. to Whiteland Woods Blvd.				Medium High	TBD	HOAs & Landowners (TWP.)
<b>13. Boot Road Park Connector</b> (Whiteland Dr. to Devereux Cl.)								
Project Components	a	Install sidewalks on both sides of Boot Rd. from Whiteland Dr. to Pottstown Pk. This project would include updating crosswalks and pedestrian signals at Boot Rd. @ Darlington Dr. & Boot Rd. and Pottstown Pk.				Medium	TBD	HOAs & Landowners (TWP. & PennDOT)
	b	Install sidewalks on north side of Boot Rd. from Pottstown Pk. to Devereux Cl. This project would include adding crosswalks and pedestrian signals at Boot Rd. @ King Rd.				Medium Low	TBD	Landowners (TWP. & PennDOT)
	c	Install Sidewalks on north side of King Rd. from Boot Rd. to Bonnie Blink Dr. This project would include adding crosswalks across Bonnie Blink Dr. to connect with existing sidewalks.				Medium Low	TBD	Landowners (TWP. & PennDOT)
	d	Install bike signage and pavement marking along Boot Rd. from Whiteland Dr. to Devereux Dr.				Low	TBD	TWP. (PennDOT)
<b>14. N. Whitford-Shoen Rds Connector</b> (Connections from Shoen Rd. to Waterloo Blvd. and Pottstown Pk.)								
Project Components	a	Install signage and pavement markings for bikes and pedestrians from Conner Dr. to Fairview Dr. & Fairview Dr. to W. Swedesford Rd. This project would also include crosswalk with pedestrian signage across Shoen Rd. from Watch Hill Rd./Fairview Dr.				Medium	TBD	HOAs & Landowners (TWP.)
	b	Project also includes multi-use trail to the Chaddwell Apartments from W. Swedesford Rd. to Steeplechase Dr. and Waterloo Blvd.				Medium	TBD	HOAs & Landowners (TWP.)
	c	Install sidewalks on the south side of Shoen Rd, from Chambridge Chase to Holly Ln. This Project also includes a crosswalk with pedestrian signage across Shoen Rd from Watch Hill Rd. Additional sidewalks would also be installed within Whiteland West to connect to Pottstown Pk. Exton Plaza.				Low	TBD	HOAs & Landowners (TWP.)

RECOMMENDED PROJECTS - CURRENTLY UNDERWAY AND/OR STUDIED								
Recommendations	Project Description	Feasibility Measures			Overall Feasibility	Status	Responsible Parties: LEAD (Support)	
		Interest	Constraints	Coordination				
<b>Exton Train Station-CVT Connector - Pottstown Pk.</b> (Commerce Dr. to Walkertown Rd.)								
Project Components	a	Install a sidewalk on west side of Pottstown Pk. from Commerce Dr. to Route 30 Bypass southern on and off ramps. Additional sidewalks would be installed to Walkertown Rd. to Train Station. There are four road crossings that will need to be improved and installed for this project and will provide crosswalks and pedestrian signalization.				Medium	Design/Construction	TWP. (PennDOT & Landowners)
	b	Upgrade CVT crossing at Commerce Dr. @ Pottstown Pk. to be a single leg crossing with updated crosswalk and pedestrian signal.				Medium High	Design/Construction	County (TWP. & PennDOT)
<b>CVT Extension to Downingtown</b> (Ship Rd. to Downingtown)								
Project Components	a	Install a multi-use trail on the inactive Norfolk Southern line (P&T: Philadelphia-Thorndale Branch) from Ship Rd. to Thorndale just west of Downingtown. Trail would connect with both train stations located within the Twp.				Medium	Study Complete	County (TWP. & PennDOT)
<b>PLANNING RECOMMENDATIONS - TO BE LED BY THE TOWNSHIP</b>								
<b>Update Township Official Map</b>	Update the existing Official Map to include the proposed bicycle and pedestrian improvements showcased within this plan. This update will assist in the implementation process by showing property owners and developers the Township's intentions to complete the bike/ped. circulation network in advance of the development process.					High	To be completed internally by TWP.	TWP.
<b>Identify Projects to add to Township Capital Improvement Plan</b>	Township Staff will identify projects from the above recommendations to add to the Township's Capital Improvements Plan. The projects identified would be lead by the Township for implementation.					High	To be completed internally by TWP.	TWP.
<b>Establish Wayfinding Signage within Exton Crossroads</b>	The Township should review the recommended bicycle and pedestrian loops identified within the Plan and work with local businesses to complete a wayfinding study to navigate the loops to various destinations within Exton Crossroads and the Township.					Medium	To be completed internally by TWP.	TWP. (County & PennDOT)
<b>Update Zoning/Subdivision &amp; Land Development Ordinances</b>	As highlighted within the Central Chester County Bicycle and Pedestrian Plan, the Township should continue to update ordinances with bicycle and pedestrian related concepts and facilities. The Township should also continue to implement these facilities through the land development process and Act 209 (Traffic Impact Fees).					High	To be completed internally by TWP.	TWP.
<b>Whitford Train Station Access Study</b>	The Township should seek grants and support from SEPTA to complete a feasibility study for bicycle and pedestrian circulation under the active railroad bridge to access the Whitford Train Station.					High	To be completed internally by TWP.	TWP. (SEPTA & PennDOT)

## POTENTIAL FUNDING RESOURCES

### State Funding

The Pennsylvania Department of Transportation (PennDOT), as well as the Pennsylvania Department Community and Economic Development (PADCED), and the Department of Conservation and Natural Resources (PADCNR) offer a variety of grant programs that could assist in funding the planning, engineering and construction of the identified projects listed in this plan. The transportation-related grant programs are as follows:

- PennDOT: [Multimodal Transportation Fund](#)
- PennDOT: [Automated Red Light Enforcement \(ARLE\) Program](#)
- PennDOT: [Green Light-Go Program](#)
- PADCED: [Multimodal Transportation Fund](#)
- PADCED: [Greenways, Trails and Recreation Program \(Act 13\)](#)
- PADCNR: [Community Conservation Partnership Program \(C2P2\)](#)

### Regional Funding

The Delaware Valley Regional Planning Commission (DVRPC) offers various transportation funding opportunities for both planning and construction projects. Many of the funds for these programs come for the federal or state government but are managed through DVRPC. The following grant opportunities should be considered for projects listed in this Plan:

- [Regional Trails Program](#)
- [Transportation and Community Development Initiative \(TCDI\)](#)
- [Transportation Alternatives Program \(TAP\)](#)
- [Congestion Mitigation and Air Quality \(CMAQ\) Program](#)

DVRPC also provides a [Municipal Funding Resource](#) that identifies federal, state, regional, county, and private funding sources for municipalities for planning and development projects. The guide consists of a variety of subject areas that include transportation, open space and recreation, historic preservation and smart growth and community revitalization that could assist in the implementation of this plan.

### County Funding

The Chester County Planning Commission (CCPC) offers a [Vision Partnership Program \(VPP\)](#) grant to local municipalities and multi-municipal regions planning related projects.

### Local Funding

The Township has identified specific capital improvement projects around the Exton Crossroads to be funded from the impact fees it receives from developers during the development process. These fees include: a sidewalk fee, open space fee and traffic impact fees. Additionally, developers can receive bonuses for proposed off-site trails or sidewalks particularly for alignments identified in this plan as detailed under section 281-47 of the Township Subdivision & Land Development Ordinance. The Township will continue to use these processes to implement projects from this plan.