



Enhancing PART Bus Stops in the Pottstown Area

July 2023



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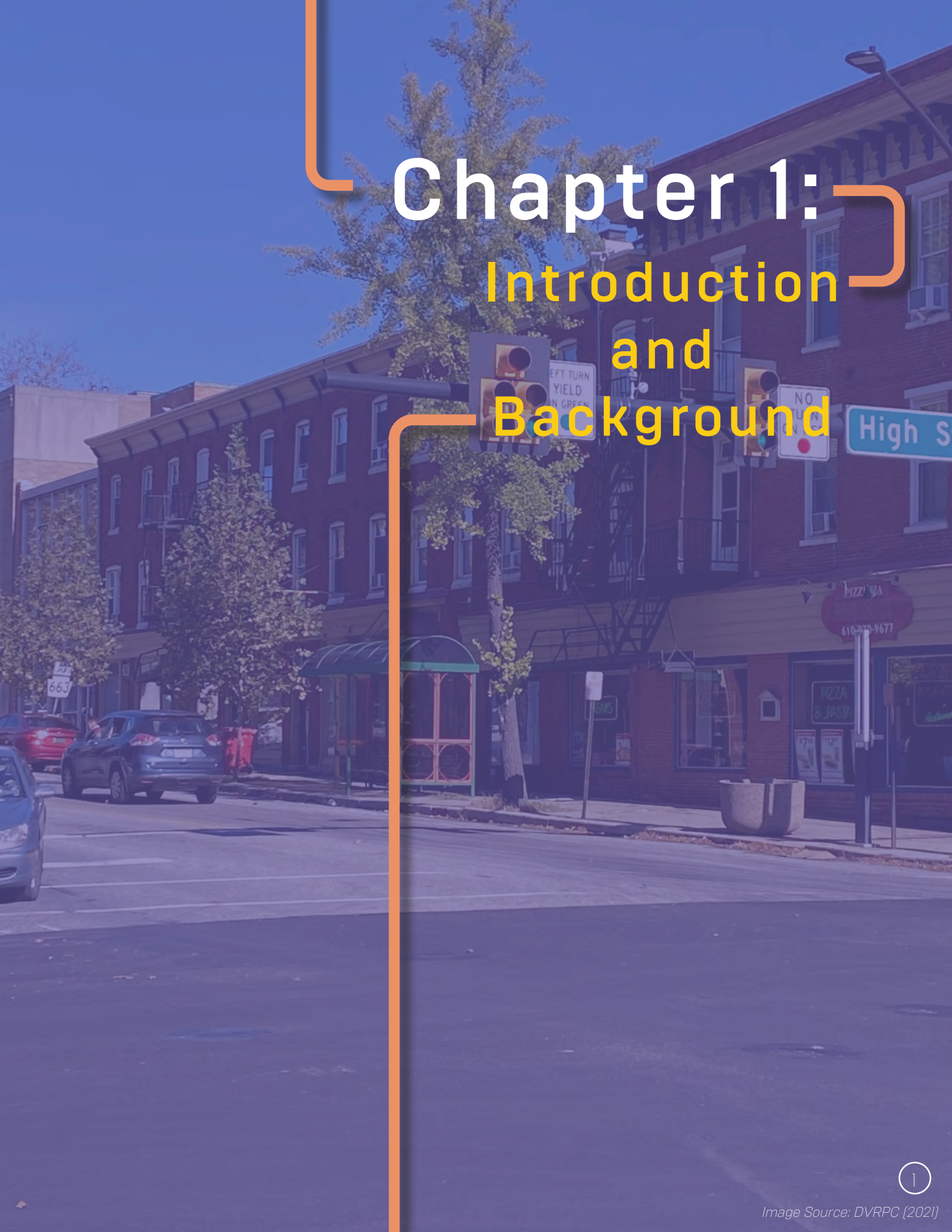
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Chapter 1: Introduction and Background

Introduction

Project Overview

Enhancing PART Bus Stops in the Pottstown Area is the result of a two year study exploring ways to increase ridership on the Pottstown Area Rapid Transit (PART) system through visibility and bus stop improvements. The Montgomery County Planning Commission (MCPC) requested the study on behalf of Pottstown and the Pottstown Metropolitan Regional Planning Committee (PMRPC), to build on the recent service changes designed to increase efficiency and better connect riders to regional destinations.

Project Goals and Approach

This study seeks to achieve the following goals:

- Identification and prioritization of bus stop and access improvements that emphasize ADA-compliant bus stop accessibility, as well as easy-to-read information.
- Identification of improvements to the overall branding of PART through uniform signage and design
- Identification of potential funding sources for shelters, signage, and accessibility updates

To achieve these goals, DVRPC conducted a detailed inventory of bus stops throughout the PART system. The project team compared existing bus stop conditions to findings from research on best practices in bus stop accessibility and design. This comparison helped identify, develop, and prioritize improvement recommendations. The resulting report serves as a reference guide to help PART apply these best practices across the system.

Project Partners

DVRPC convened a steering committee to guide the development of the study's goals and to provide feedback on the approach, findings, and recommendations. The steering committee included representatives from the following organizations:

- Montgomery County Planning Commission
- Chester County Planning Commission
- Pottstown Metropolitan Regional Planning Committee
- Pottstown Area Rapid Transit, Inc
- Borough of Pottstown
- SEPTA
- PennDOT
- Greater Valley Forge Transportation Management Association (GVFTMA)
- Tri-County Area Chamber of Commerce
- Pottstown Area Industrial Development (PAID)
- Douglass Township
- Limerick Township
- Lower Pottsgrove Township
- North Coventry Township
- Pottstown Borough
- Upper Pottsgrove Township
- West Pottsgrove Township
- Transportation Management Association of Chester County (TMACC)

Report Organization

Enhancing PART Bus Stops in the Pottstown Area is comprised of six chapters:

- **Chapter 1:** A description of the existing PART system and service
- **Chapter 2:** A summary of the community engagement approach and findings, and a brief equity analysis
- **Chapter 3:** Findings from research on best practices in bus stop design and accessibility
- **Chapter 4:** System-wide improvement recommendations
- **Chapter 5:** Recommendations for each specific bus stop throughout the PART system
- **Chapter 6:** A summary of near-term priority improvements and potential funding opportunities

Background

Existing Service

PART bus service is owned, funded, and administered by the Borough of Pottstown and operated privately by Pottstown Area Rapid Transit, Inc. PART routes traverse seven of the eight Pottstown Metropolitan Region municipalities. In January 2020, the routes were expanded to provide service to Boyertown and Gilbertsville. This service change was a direct result of a Transit Development Plan conducted by PART and Michael Baker International. The plan evaluated existing service and identified opportunities for its streamlining with the intent to increase efficiency and better connect riders to regional destinations.

Five routes, branded by color, offer service Monday through Saturday (except major holidays) from 6 AM to 6 PM. Three routes also operate in the evenings from 6:00pm to 10:00pm. All routes are operated out of the Charles W. Dickinson Transportation Center, located in Downtown Pottstown. From there, the service provides connections to shopping centers, residential areas, and activity centers in Douglass, Upper Pottsgrove, West Pottsgrove, Lower Pottsgrove, Limerick, and Pottstown in Montgomery County and North Coventry in Chester County.

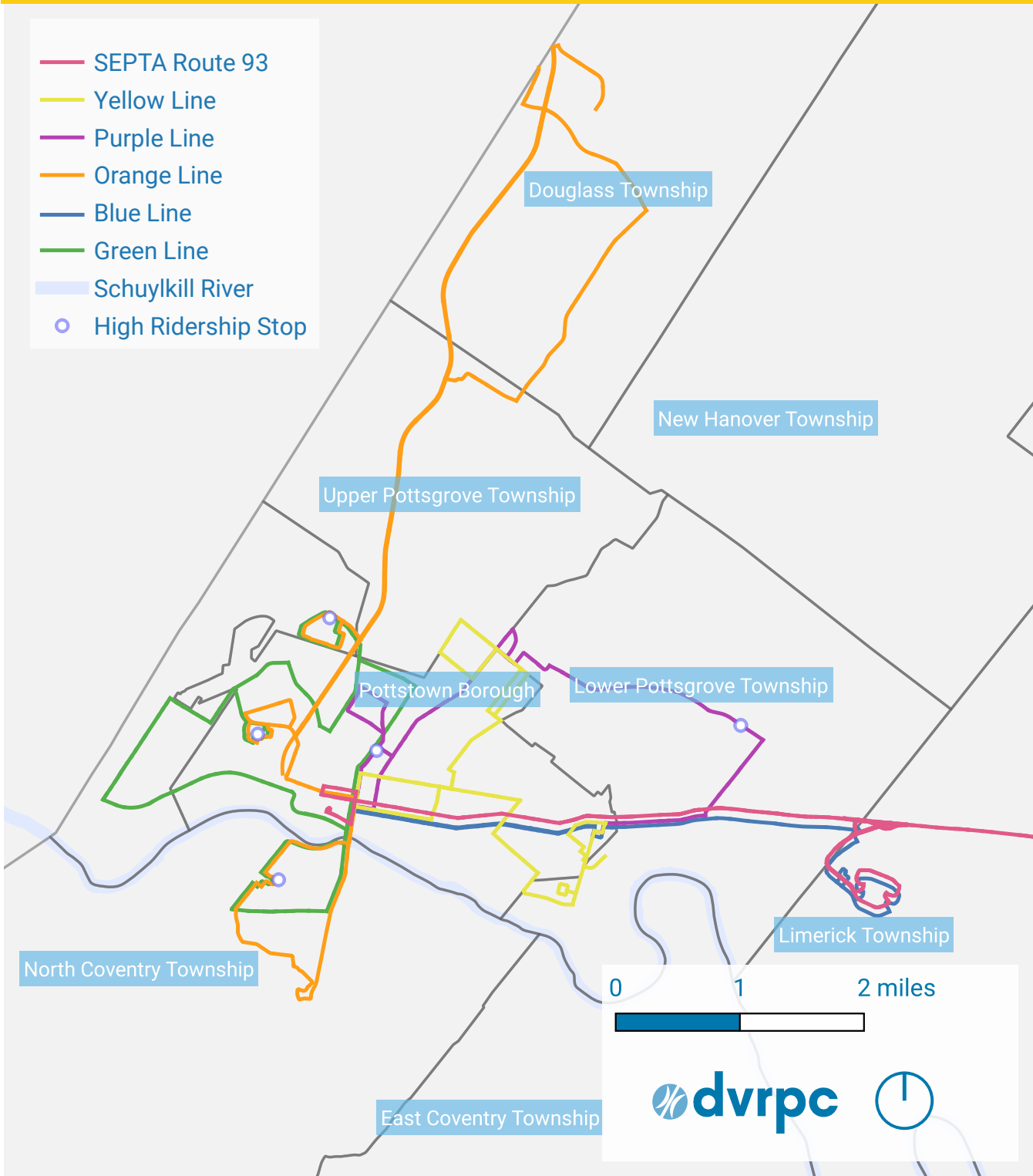
Passengers can board PART buses at any designated stop with exact cash payment. PART drivers may also pick up passengers who flag them down anywhere along the route.

In support of the Transit Development Plan process, ride checks were completed in the fall of 2018. Data collected during the ride checks found that ridership along the line serving High Street (now the Blue Line) is typically double that of the ridership along other PART routes.

At the bus stop level, for designated stops, shopping centers and apartment complexes round out the top five highest ridership stops on weekdays. On Saturdays, Pottstown Memorial Medical Center saw the highest ridership, likely due to transfers, while shopping centers and apartment complexes followed.

In the absence of more recent ridership data, these stops are referred to as “high ridership” stops throughout the rest of this document.

Figure 1: PART Lines and Service Area



Route lines slightly offset to show overlapping segments.

Weekday Ridership: High Ridership Stops¹

1. Pottstown Center (Walmart)
2. Coventry Mall
3. Upland Square (shopping center)
4. Hanover Court Apartments
5. Rolling Hills (apartments)

Saturday Ridership: High Ridership Stops

1. Pottstown Memorial Medical Center (Pottstown Hospital)
2. Pottstown Center (Walmart)
3. Coventry Mall
4. Rolling Hills (apartments)
5. Philadelphia Premium Outlets

¹ PART Transit Development Plan, Michael Baker International, 2019

Adults are charged \$2.25 for one-way travel on a PART bus. PART also offers a variety of discounted fares for seniors, students, children, and disabled passengers. Multi-ride and round-trip passes are available for purchase at Borough Hall in Pottstown.

Passengers may purchase transfer fares (less than full adult fare for one-way travel) to continue a one-way trip within 90 minutes of the time of purchase. Transfers can be made at three stop locations: Charles W. Dickinson Transportation Center, Pottstown Hospital, and Upland Square.

The Blue and Yellow Lines overlap with SEPTA's Route 93, which provides connections east of the PART service area to the Norristown Transportation Center. However, transfer fares between the PART and SEPTA systems are not available.



Historic PART branding at Charles W. Dickinson Transportation Center. Source: DVRPC (2021)

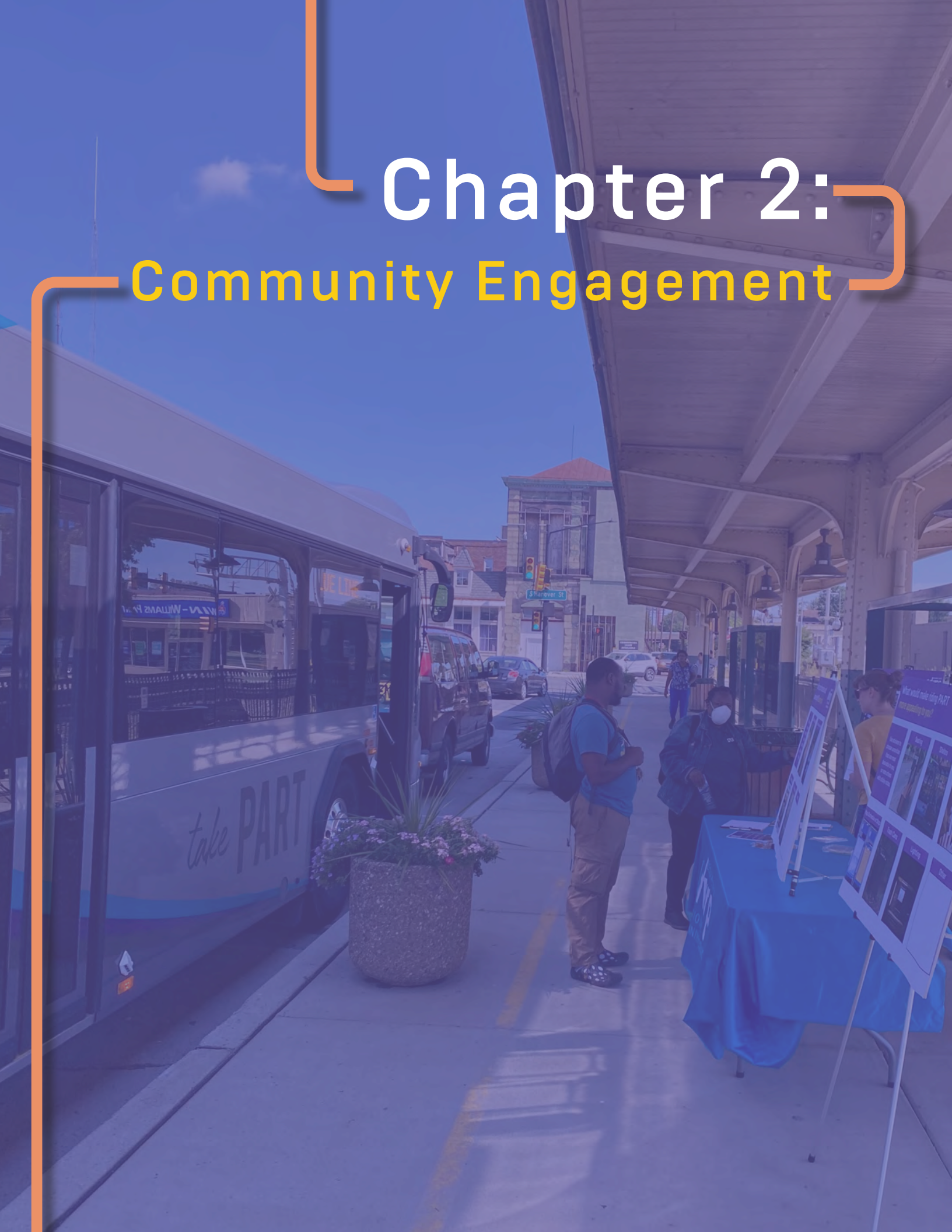
Existing Branding

PART updated their logo in 2018 from a maroon graphic to a more modern graphic incorporating some of the named route colors. Currently, the new logo is incorporated into the PART website, schedule, and system map. As discussed in later chapters, PART bus stops are rarely branded with either logo. Those with logos use the old logo.



Modern PART Logo. Source: PART (2018)

Chapter 2: Community Engagement



Community Engagement

The project team engaged with community members and organizations to inform recommendations and help prioritize improvements to bus stops throughout the PART system. The community engagement process included a public pop-up event and an online survey to hear from riders and potential riders about the amenities and accessibility characteristics that are most important to them.

Engagement Event

DVRPC staff hosted an in-person pop-up event. The in-person portion of the engagement process was a pop-up event hosted by DVRPC staff at the Charles W. Dickinson Transportation Center in Downtown Pottstown on September 14, 2022. The project team engaged with 20 participants and asked for feedback about desired amenities and accessibility improvements using a “dot” exercise. This “dot” exercise consisted of three boards, each with one question and multiple options for improvement. The participant placed small dot stickers on the improvement options they desired. Participants used sticky notes to leave more detailed comments. Photos of the question boards used in the “dot” exercise are available in “Appendix A”.

Amenity Improvements

The first question asked participants, “what amenities would make riding PART more appealing to you?”.

The most desired amenity was shelters. Table 1 shows the breakdown of desired amenities.

Participants left other comments about amenity improvements, including improving accessibility by having information in large print as well as regular print, updating system maps, creating connections between PART and the Berks Area Regional Transportation Authority (BARTA) systems, and introducing a \$5.50 all-day bus pass.



Boards used at community engagement event at CWD Transportation Center. Source: DVRPC (2022)

Table 1: In-Person Responses to “What amenities would make riding PART more appealing to you?”

Amenity	Votes
Shelters	4
Seating	3
Online Schedule and Route Information	3
Lighting	3
Map and Schedule at Bus Stops	2
Trash Cans	1

Accessibility Improvements

The second question asked participants, “What accessibility improvement would make riding PART easier for you?”

The most desired accessibility improvement was adding route and schedule information at bus stops. Table 2 shows the breakdown of desired accessibility improvements.

Participants left other comments about accessibility improvements, including making sure route and schedule information is up-to-date and accessible, asking bus drivers to pull up closer to the curb when at a bus stop, improving access to restrooms, and implementing a public relations campaign that will teach people how to ride the bus.

Table 2: In-Person Responses to “what accessibility improvement would make riding PART easier for you?”

Accessibility Feature	Votes
Route and Schedule Information	5
Shelters and Seating Amenities	3
Bicycle Parking	3
Sidewalk Accessibility	2

Useful Information at Bus Stops

The third question asked participants, “what information at a PART stop would be most useful to you?”

Participants were most interested in knowing which routes serve a bus stop [See Table 3]. This may suggest that existing stop signage requires more information to be useful to riders.

Participants left other comments about useful information at bus stops, including:

- Improving accessibility by having information in large print;
- Installing a fare machine or adding the ability to pay fares online or by phone, installing signs at the Charles W. Dickinson

Transportation Center that indicates where SEPTA Route 93 and each PART route stop; and

- Developing a program that teaches seniors how to ride the bus.

Other Feedback

Another topic of discussion at the pop-up event was people experiencing homelessness. Numerous passengers commented on the presence of unhoused people at bus stops as a potential deterrent to riding the bus. On the other hand, a handful of unhoused passengers and community members expressed gratitude for the stop amenities, and requested additional shelters, outlets, and access to restrooms across the system.

Table 3: In-Person Responses to “What information at a PART stop would be most useful to you?”

Information	Votes
Which Route Stops Here	5
Fare Information	3
Route Description	3
Full System Map	2
Full Schedule	1
Transfer Information	1
Nearby Amenities	0

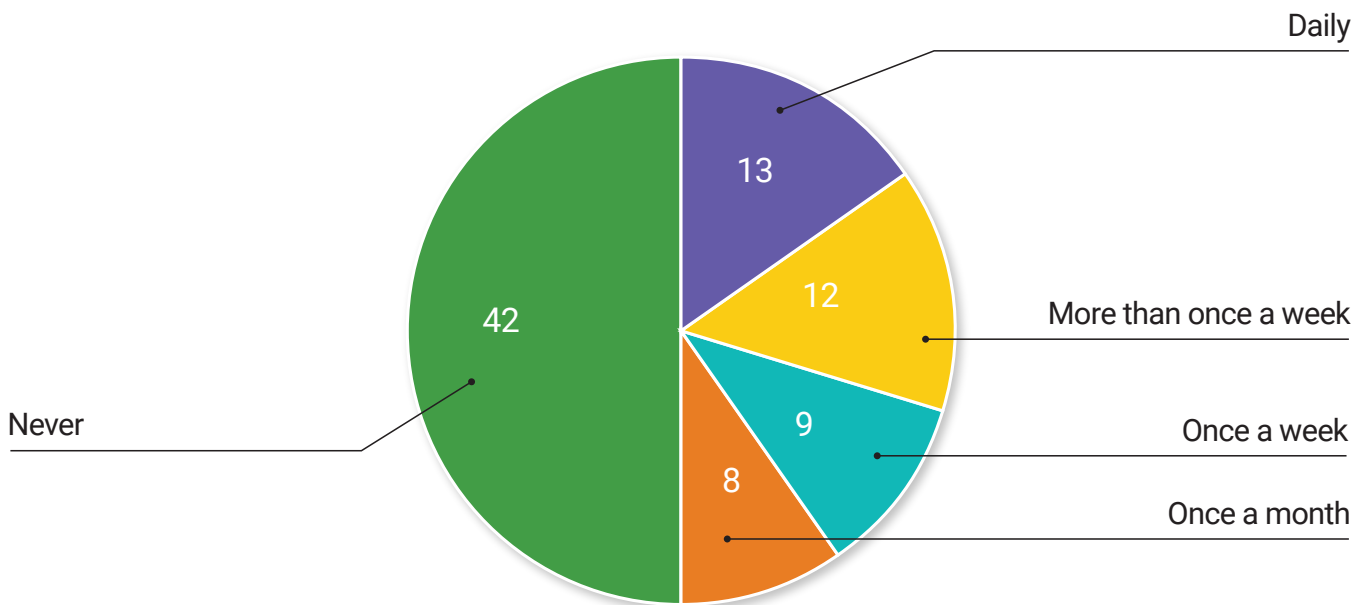
Online Survey

The online portion of the community engagement process was a SurveyMonkey survey that opened on August 30, 2022 and closed on October 3, 2022. The survey was promoted using multiple methods. A promotional toolkit explaining the purpose of the survey and how to access it was distributed to project partners to share with their networks. Also, members of the team traveled to Pottstown to post fliers at PART bus stops, on PART buses, at the Pottstown Library, and at various locations around the service area with links and QR codes to access the survey. Finally, the team used social media to raise awareness and provide links to the survey through targeted advertisements to local ZIP codes and posts by DVRPC and steering committee member organizations.

Eighty-four respondents answered questions about amenity and accessibility improvements, how they access or would access PART, if they experienced any issues in accessing PART, and what information at PART bus stops would be most useful. The 42 respondents who rode PART (PART riders) in the previous month answered one set of questions, while the 42 respondents who did not ride PART (non-PART riders) in the previous month answered similar questions, worded slightly differently. Online survey questions are available in Appendix A.

Riders and non-riders were distinguished by the answer to the question shown in Figure 2.

Figure 2: Responses to “How often do you ride PART?”



Source: DVRPC (2023)

Amenity Improvements

The survey began by asking both PART riders and non-PART riders **what amenities would make riding PART more appealing to them.** Responses are summarized in Figure 3.

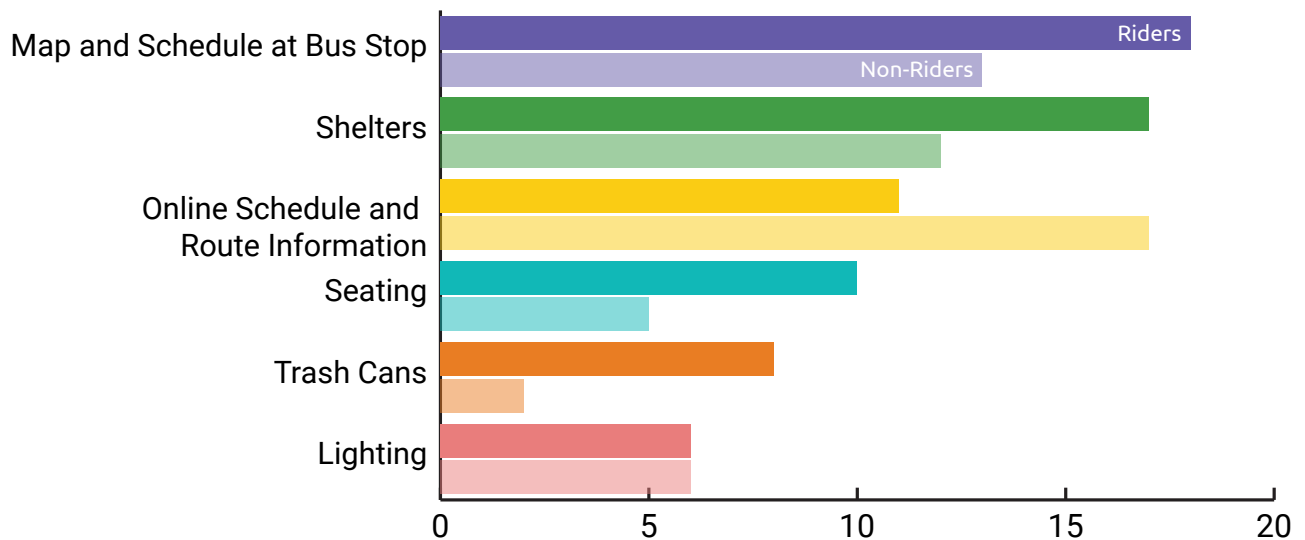
Fifteen PART riders left other comments about desired amenities, with the most common comments relating to Sunday service and expanded coverage, both of which are beyond the scope of this study.

Twelve non-PART riders left other comments about desired amenities, with the most common comments relating to connections to BARTA and expanded coverage.

For this question, PART riders and non-PART riders answered similarly, as they both preferred maps and schedules at bus stops and shelters over seating, lighting, and trash cans.

However, non-PART riders preferred online schedules and route information more than PART riders.

Figure 3: Responses to “What amenities would make riding PART more appealing to you?”



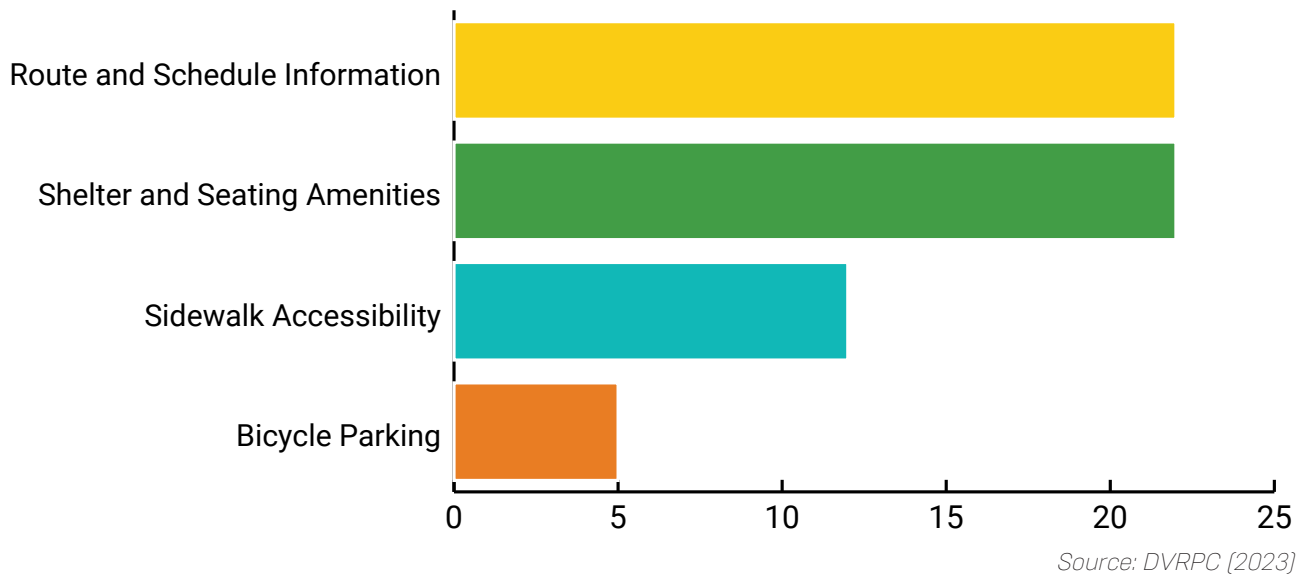
Source: DVRPC (2023)

Accessibility Improvements

Next, the survey inquired about **accessibility improvements that would make riding PART easier for PART riders**. Responses from the 35 PART riders who answered this question are summarized in Figure 4.

Nine PART riders left other comments about desired accessibility improvements, with the most common comments relating to cleanliness at the Charles W. Dickinson Transportation Center.

Figure 4: Responses to “What accessibility improvements would make riding the bus easier for you?”



Issues with Riding the Bus

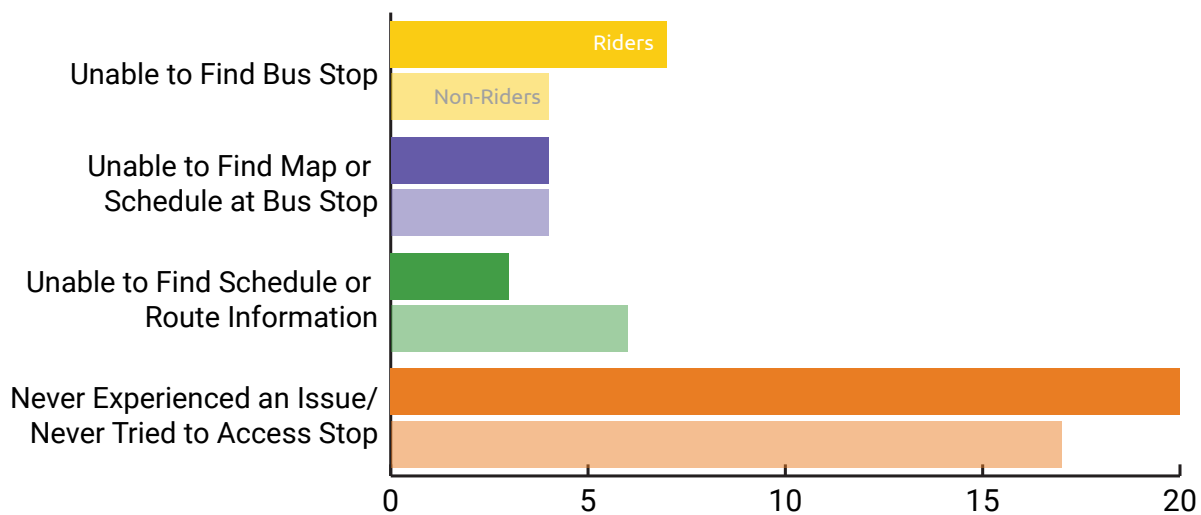
The survey asked both PART riders and non-PART riders **if they had experienced any issues in trying to access the PART bus**. Responses are summarized in Figure 5.

Six PART riders had issues categorized as “other” trying to access the bus, including an unclean Transportation Center and buses that arrive too early or too late.

Only one non-PART rider had an issue categorized as “other” while trying to access the bus, which was that PART does not connect with BARTA. For this question, PART riders and non-PART riders answered similarly, as they both struggled to find stops or information.

Respondents were asked to further explain the issues they faced in trying to access the bus. Eleven PART riders explained the issues they faced, with the most common issue being a lack of signage at stops and a lack of clarity about where the bus stops in the roadway and where customers should wait for the bus. Eight non-PART riders explained the issues they faced, which mainly related to conflicting, unclear, or missing information, especially a lack of signage.

Figure 5: Responses to “What issues have you faced trying to access a PART stop?”



Source: DVRPC (2023)

Finding Bus Stops and Routes

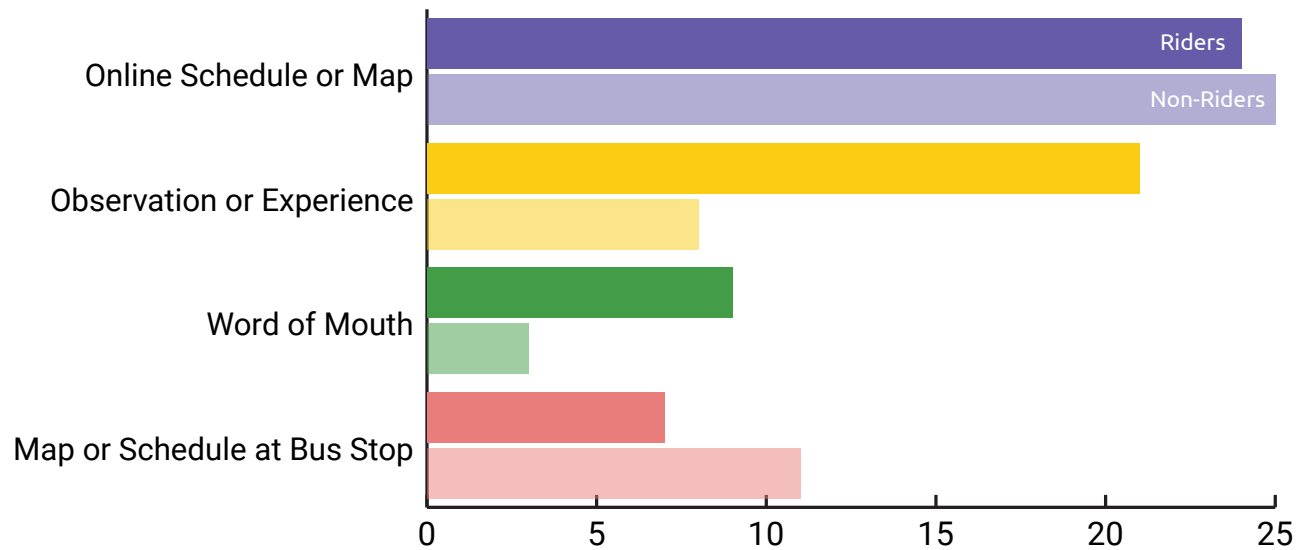
The final set of questions asked about **how both PART riders and non-PART riders find or would find the PART bus stops and routes they need or would need to use**. Responses from all who answered this question are summarized in Figure 6.

Seven PART riders left “other” comments about finding stops and routes, including using a printed-out or written schedule and asking the bus drivers.

Only one non-PART rider left an “other” comment about finding stops and routes, which involved preferring a physical map of stops.

For this question, PART riders and non-PART riders answered differently. Both riders and non-riders mostly use or are most likely to use online schedules and bus stops to find bus stops and routes; however, riders use previous observations and experiences as well as word of mouth more, while non-riders are more likely to use a map or schedule at the bus stop.

Figure 6: Responses to “How do you/would you find your stop?”



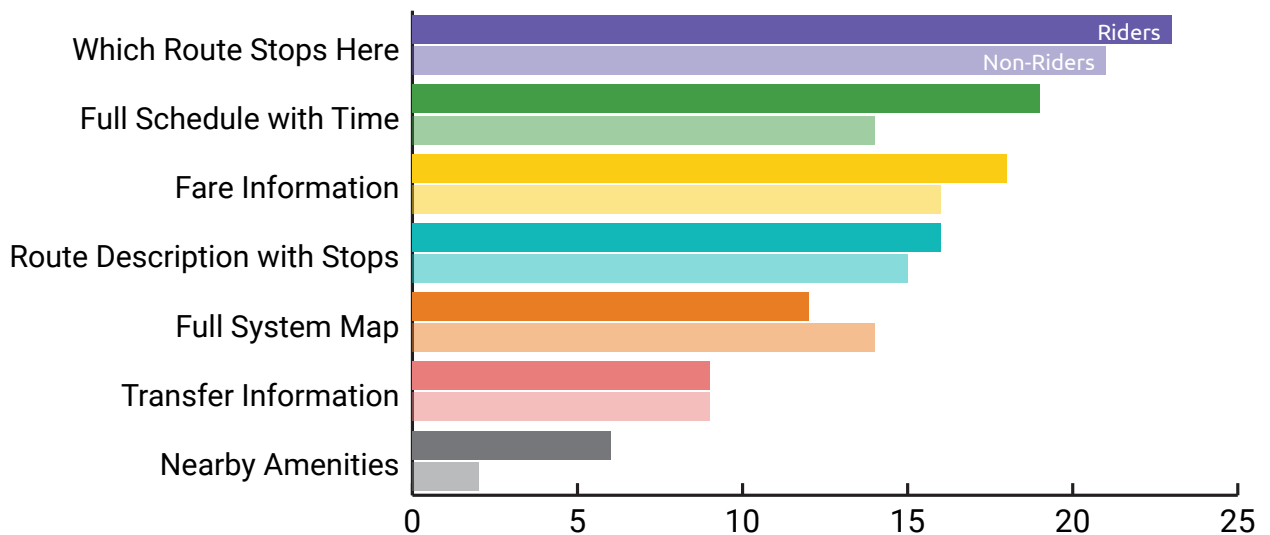
Source: DVRPC (2023)

Useful Information at Bus Stops

Finally, the survey asked both PART riders and non-PART riders **what relevant information at a PART bus stop would be most useful to them**. Responses from respondents who answered this question are summarized in Figure 7. Two PART riders left other comments about useful information at bus stops, including desiring information about when buses are delayed and messages instructing riders to have their fares ready.

PART riders and non-PART riders answered similarly, as they both preferred information about which route stops at a bus stop, fare information, a route description with stops, and a full schedule with times. However, non-PART riders preferred a full system map at bus stops more than PART riders.

Figure 7: Responses to “What information would be most useful at a stop?”



Source: DVRPC (2023)

Summary

Responses were largely similar between riders and non-riders. The survey shows a large desire for information and infrastructure at PART stops. Non-riders had stronger preference for information to make the system more legible, like route information, while riders expressed slightly more preference for physical improvements and infrastructure at stops.



Chapter 3: Best Practices in Bus Stop Design



Image Source: DVRPC (2021)

Best Practices Research

The project team reviewed the following key resources to help frame thinking around stop location placement, configuration, and amenities:

- [SEPTA Bus Stop Design Guidelines: www.dvrpc.org/Reports/18029.pdf](http://www.dvrpc.org/Reports/18029.pdf)
- [Pennsylvania Public Transportation Association's Building Better Bus Stops Resource Guide: ppta.net/pages/betterbusstops/](http://ppta.net/pages/betterbusstops/)

An abridged summary of the guidance is provided below. The following sections are intended to provide an overview of the dimensions and possibilities involved in the provision of transit stops. This framework helped to inform the list of information collected during a comprehensive bus stop inventory and to inform stop location-specific recommendations.

In-Street Design Type

The SEPTA Bus Stop Design Guidelines define the different types of In-Street Design.

- **Curbside** is the bus stop design type where the bus zone is located in the road, usually in a parking and/or loading lane area.
- **Bus Bay** or turnout is a location off line with respect to the travel lanes, with a special curbed pull-out for buses, or inset into the curb, with two tapered ends.
- **Open Bus Bay** is a variation on the bus bay that provides more maneuverability toward the upstream side of traffic flow because there is only one tapered end.
- **Curb Extension** or “bus bulb” is a modification of the sidewalk to extend the bus loading and waiting area into the roadway.

Almost all of the PART stops are curbside stops. There are also a few bus bays.

Curb Management

The interaction between parked vehicles and buses is considered in locations where on-street parking or loading occurs. To ensure that buses have ample space to decelerate, stop, and accelerate, parking should be restricted using signage and the bus zone should be delineated using pavement markings and/or painted curbs. Pavement striping indicating the bus stop location also provides additional visibility for the stop area. Two examples of no parking signs are provided in Figure 8.

Figure 8: MUTCD No Parking Signage for Bus Stops



Source: MUTCD, 2009

Curbside Design Principles

The foundational principle for curbside design is **Universal Design**.

“Universal Design is the design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability or disability.”²

In designing for transit stops, universal design must also consider users with temporary needs or impediments such as children, luggage, or temporary injury.

This means being mindful of not only the configuration and clearances at the stop itself, but also the characteristics of paths providing passenger access to the stop. Figure 9 shows the three primary zones of common transit stops.

Passenger Loading Area: Loading pads are necessary for all sets of vehicle doors. Front door areas require space for ramp deployment and/or vehicle kneeling. The passenger loading area should be a firm, stable surface that is no smaller than 8' deep and 5' wide. This size allows passengers on foot or using mobility devices to maneuver as needed to approach the bus door.

Waiting Area: A waiting area should be sized to expected passenger demand. It should have a clear, detectable edge to define it relative to other stop elements. Having a clearly defined waiting area, separate from the passenger loading area, prevents conflicts between boarding and alighting passengers, as well as pedestrians traveling through the passenger loading area.

Pedestrian Path: Paths should be a minimum of four-foot wide, connecting to the surrounding pedestrian network. Paths may double as a waiting or boarding area if sufficiently wide.

Safe Access: In addition to the configuration of the elements of the stop location itself, good curbside design must also consider the provision of safe pedestrian access to and from stops. The three main elements of safe access are:

- **Access Management:** Reducing the number of curb cuts/access points to reduce conflicts between roadway users and improve both objective and subjective pedestrian safety
- **Intersection Control:** Placing stops at controlled intersections to allow safe crossings
- **Traffic Calming:** Signage, signals, or hard infrastructure designed to reduce speeds and increase pedestrian safety

While intersection control is a stop location specific consideration, best practice guidelines advise access management and traffic calming where needed along pedestrian links serving the stop.



Stop Elements

The five primary elements of a transit stop that are specific to the waiting/boarding location are, in order of increasing cost/level of effort:

1. Signage
2. Seating
3. Shelters
4. Lighting
5. Real-Time Information

The ascending scale of these elements also corresponds to the expected or observed passenger volumes and complexity of operations associated with a given stop. Table 4 defines the purpose of each stop element, provides examples, and lists considerations when using them.

Table 4: Stop Elements Quick Reference

Element	Purpose	Examples	Considerations
Signage	<ul style="list-style-type: none"> Mark stop location Provide route and schedule information Enhances overall system visibility 	<ul style="list-style-type: none"> Marker for route and direction Case with full route and schedule 	<ul style="list-style-type: none"> Curb setbacks Visibility
Seating	<ul style="list-style-type: none"> Provide respite to waiting passengers 	<ul style="list-style-type: none"> ADA-compliant benches (6.5' long with arm rests) Lean rails Low walls 	<ul style="list-style-type: none"> Seating footprint (particularly for in-sidewalk stops)
Shelter	<ul style="list-style-type: none"> Provide all-weather protection 	<ul style="list-style-type: none"> Open with or without seating Fully enclosed with seating 	<ul style="list-style-type: none"> Orientated toward loading pad Durable bay to maintain materials
Lighting	<ul style="list-style-type: none"> Personal safety Passenger and driver visibility 	<ul style="list-style-type: none"> Adjacent streetlight or lamp post Purpose installed lighting at or in (if shelter) the stop 	<ul style="list-style-type: none"> Should illuminate signage Allow driver to detect passenger presence Purpose installed requires utility work Avoid conflicts with traffic control devices
Real-Time Information	<ul style="list-style-type: none"> Notify passengers of detours or delays Improve passengers' ability to make routing decisions 	<ul style="list-style-type: none"> Can be done via app (though this requires a smartphone and data plan) 	<ul style="list-style-type: none"> Technical complexity Backend upkeep requirements On-site requires utility work

Source: DVRPC (2023)



Image Source: DVRPC (2021)

At the time of this study, PART was in the process of acquiring the technology to provide real-time information to passengers. Since the details of the system and the timeline for implementation were unknown, recommendations do not include real-time information. However, if implemented, the proposed bus stop improvements would not hinder the implementation of real-time information technology when it is available.

Best practice guidance also includes suggestions for the placement of trash receptacles. High ridership stops, and other locations where there is a high potential for trash accumulation, should include trash receptacles. They should be placed in a location that does not limit access to the waiting and passenger loading areas or through the stop area. Trash receptacles require additional maintenance, so maintenance plans should be in place before installing them.

Sidewalk Accessibility

Sidewalk accessibility is critical to allowing passengers to reach bus stops. DVRPC's regional sidewalk dataset was used to determine the presence of a sidewalk directly adjacent to PART stops. Walksheds were created using the sidewalk data and the street network to compare the size of the area accessible on foot from the stop location, and to highlight areas that would benefit from additional sidewalk connections. Walkshed maps are provided in the recommendations chapter for each stop location.

Curb ramps are also important for bus stop access. DVRPC's sidewalk dataset includes verified curb ramps for some locations, but not comprehensively throughout the region. The project team evaluated the presence of curb ramps in stop areas via site visits and aerial imagery.

Maintenance

As with many other elements of the transit system, bus stop amenities and supporting infrastructure require continuous maintenance. This can include emptying trash receptacles, replacing and updating signs, snow removal, and even shelter and bench replacement as necessary.

Many PART bus stops are located within the roadway and existing infrastructure is maintained by PART. However, some stops are located on private property, which is an important consideration for construction and maintenance logistics. Property owners need to agree on the installation of signs, shelters, or landing pads. Prior to construction, best practice guidance suggests having a maintenance plan, including a schedule for inspecting the condition of the bus stop and responsibility for various maintenance tasks. See Appendix C: Sample Maintenance Agreement Language for more information.

Equity Analysis

To help inform the prioritization of recommendations for bus stop improvements, the project team conducted an equity analysis based on a variety of factors from the Census Bureau's American Community Survey (ACS) dataset. DVRPC maintains the Indicators of Potential Disadvantage (IPD) dataset, which uses ACS data to identify places with relatively high proportions of populations of interest under Title VI and Federal Guidance on Environmental Justice.

The IPD analysis calculates regional averages for nine indicators, such as the percentage of the total population that is foreign born. Each census tract is then scored based on how it compares to the regional average (average, above average, well above average, etc.). Detailed methodology about DVRPC's IPD can



Image Source: DVRPC (2021)

be found here:

www.dvrpc.org/webmaps/ipd/

PART directly serves census tracts in Pottstown and the surrounding areas that are either above or well above the regional average proportions of the following population groups:

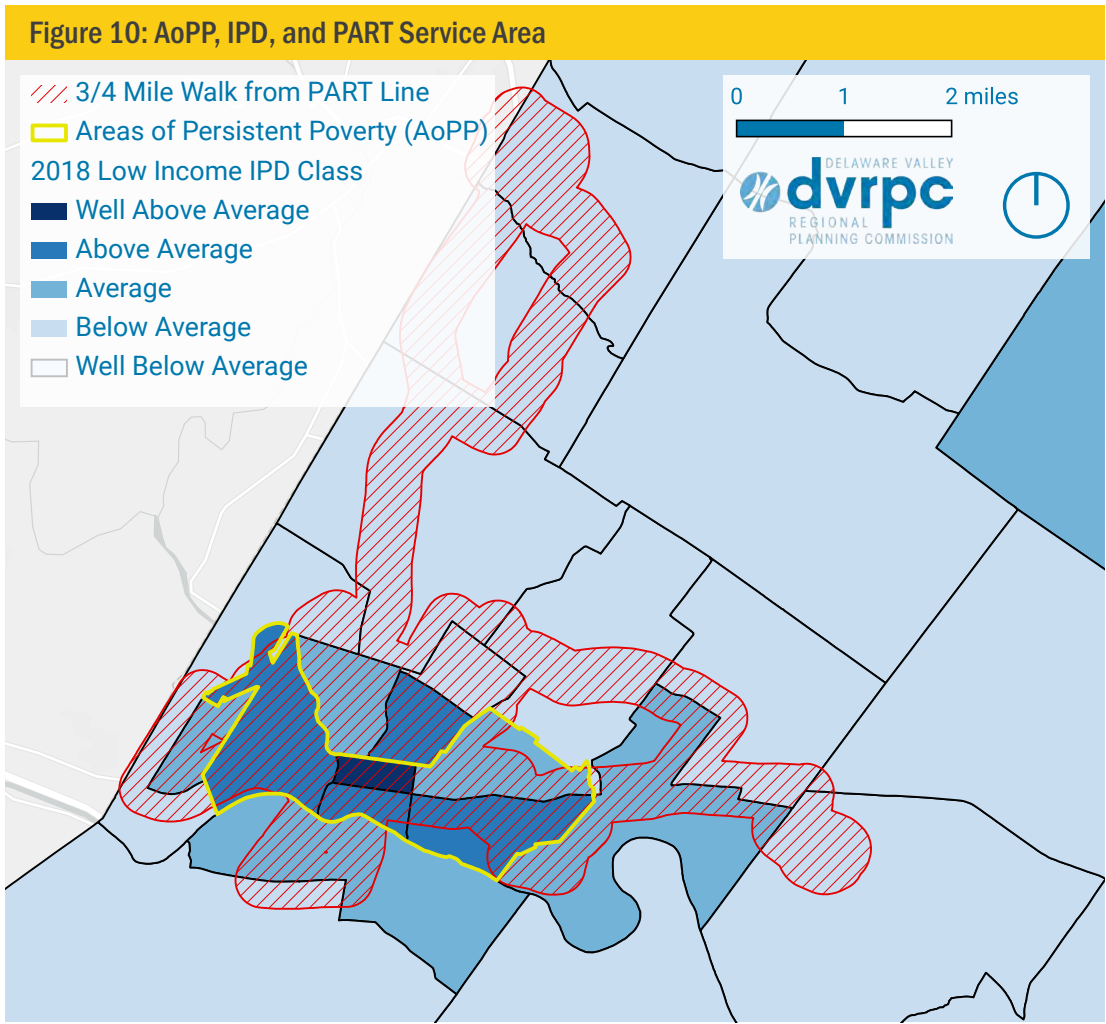
- Disabled
- Female
- Low-income
- Older adults
- Youth

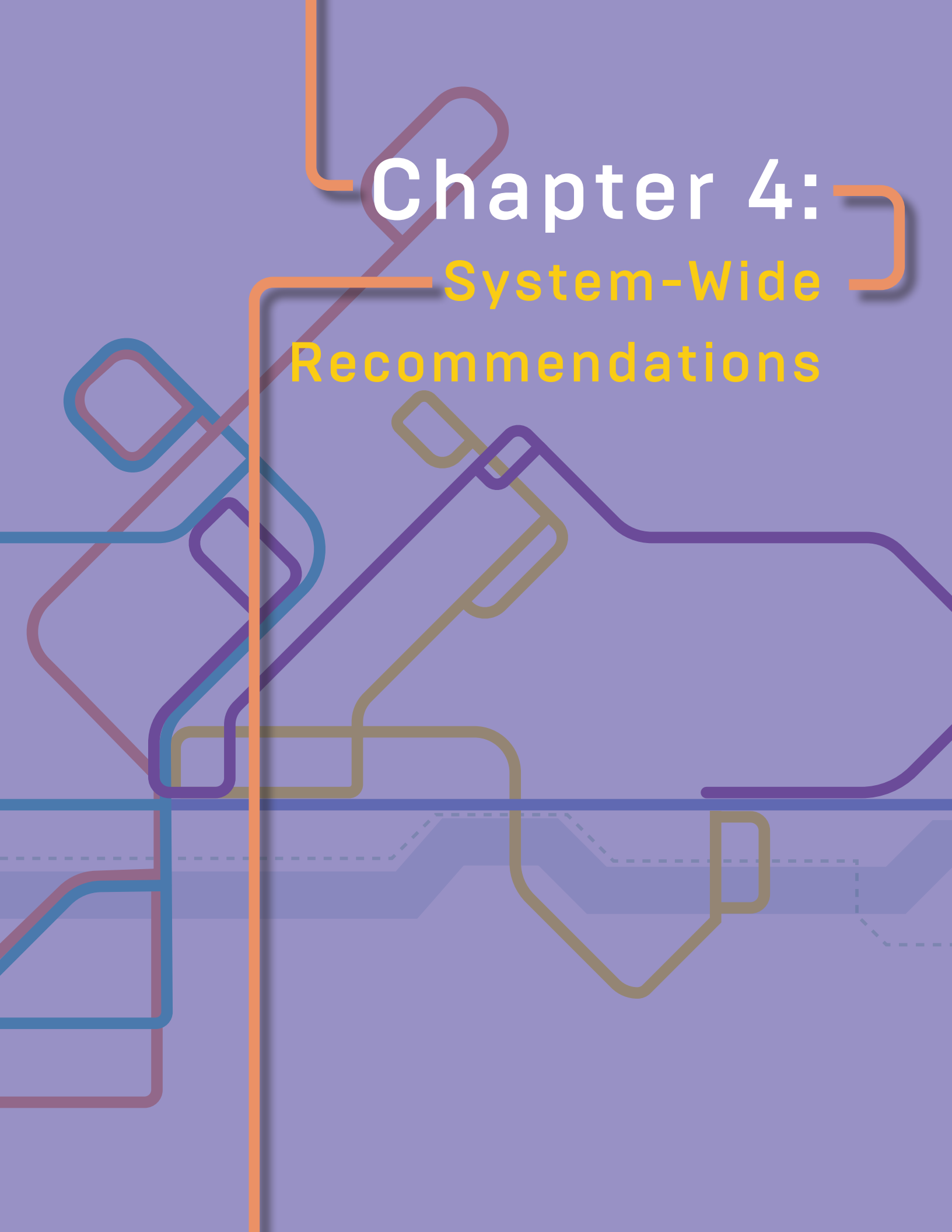
More specifically, Pottstown Borough and the area adjacent to the High Street corridor have

higher proportions of disabled, low-income, and youth populations than the region and the rest of the PART service area. Therefore, ADA-compliant bus stop accessibility, as well as easy-to-read information, should be a priority in this portion of the service area.

The map in Figure 10 shows the PART service area in red with the relative proportions of low-income residents shown in shades of blue. As expected, the census tracts with higher proportions of low-income residents align with the USDOT's Areas of Persistent Poverty (AoPP), shown in yellow. AoPP includes census tracts with a poverty rate of at least 20 percent as measured by the 2013–2017 ACS five-year data series.

ADA-compliant bus stop accessibility, as well as easy-to-read information, should be a priority for this portion of the service area.



The background is a solid purple color with a gradient. Overlaid on this are several abstract, colorful lines and shapes. A prominent orange line runs vertically down the left side. Other lines in shades of blue, purple, and yellow are scattered across the page, some forming loops and others being straight. The text is positioned in the upper right quadrant.

Chapter 4:

System-Wide Recommendations

System-Wide Recommendations

Bus Stop Inventory

The project team inventoried each bus stop included in the March 2022 version of the PART Ride Guide to develop a long list of information about the stop and the surrounding transportation context. Field work, which included a visit to each stop on the PART system, was supplemented with GIS analysis and a detailed review of recent aerial imagery. The team evaluated stops in terms of their physical layout, their relationship to the street and sidewalk, and in terms of their approachability for all types of riders.

Recommendations

Findings from the inventory inform the recommendations presented in the following two chapters. This chapter provides general, system-wide recommendations, informed by the bus stop inventory and the community engagement results. Recommendations are divided into three main categories: visibility, accessibility, and coordination with other services.

While it would be nice to have shelters and a full set of amenities at every bus stop throughout the system, the project team made a concerted effort to identify places most in need of specific improvements to keep the recommendations actionable. Recommendations are divided into three main categories, each with three subcategories:

- Visibility
 - Signs
 - Hand (Printed) Schedules
 - General Transit Feed Specification (GTFS)

- Accessibility
 - Public Relations and Training
 - Physical Accessibility
- Coordination with other services
 - Coordination with SEPTA and Amtrak
 - Maintenance Agreements
 - Homelessness

Visibility

Fieldwork for the bus stop inventory, along with feedback from the community engagement event and survey, revealed a critical need for signs and information throughout the PART system. Currently, very few stops have PART signs, including those with existing shelters. Those that do have PART signs feature an outdated PART logo, which does not match the branding on the PART buses. Missing or inconsistent signs indicating the location of bus stops makes it difficult for riders and potential riders to learn about and access the bus system. At a minimum, updated PART bus stop signs should be installed at every stop marked on the PART Ride Guide.

Signs

High ridership stops, stops with shelters, and stops where transfers occur would benefit from additional information, such as which route stops there, where else the bus stops, schedules, fare information, and transfer information. Examples of new signs are provided in Figures 11 and 12.

New signs address some of the largest concerns from riders, namely identifying which route stops at a particular stop, along with a detailed route description.

Figure 11: Enlarged Route Description Sign



Source: DVRPC (2023)

The recommended signs were designed in a modular manner, so that they could be paired with other signs as appropriate. For example, the PART system map is recommended at higher-ridership stops, but can be complemented with the more diagrammatic line signs shown in Figure 11.

Figure 12 shows a conceptual recommendation for a typical stop sign. With a large number of current and potential riders expressing interest in online maps or schedules, the design includes a QR code topoint to those resources. Recommended stop signs also include the name of the stop and the routes.

Figure 12: Standard Stop Sign (Example)



Source: DVRPC (2023)

The sign concepts presented in Figures 11 and 12 were designed to comply with ADA readability standards. However, many sign elements, such as text height, must be verified during fabrication. See the link below for more information on ADA signage requirements.

www.access-board.gov/ada/guides/chapter-7-signs/

The project team also considered color-blindness when developing new signs. Tritanopia, which is a form of blue-yellow colorblind, can make blue and purple hard to distinguish, but other types of color-blindness do not pertain to the color scheme used in these signs. Adding shadow and contrast to the blue sign may be necessary before fabrication. Monochromatic signs can also be considered.



Hand Schedule on High Street. Source: DVRPC (2021)

Hand Schedules

Another way to increase visibility of the PART system is to print and distribute foldable schedules and maps for people to take and carry with them as a reference. This is particularly useful for those without smartphones or easy access to the internet. Printed schedules could be left in easy-to-see locations at various places throughout the system, including the senior's center, the library, Borough Hall, and the YMCA.

As with all recommended improvements to information, signs and printed schedules need to be updated as elements of the system change over time. A plan must be in place to coordinate with the necessary organizations and people to print, install, and distribute updated information as needed.

General Transit Feed Specification (GTFS)

Another way to increase visibility of the PART system is to have it included in mapping and travel planning applications that people already use regularly, such as Google Maps. Adding PART service to Google Maps by submitting GTFS would make schedule and route information easily available to Google users. It would help new and existing passengers see that transit service is available beyond the High Street corridor in Pottstown and discover the connections possible via PART.

According to Google's Transit Partners resources, GTFS is a data format used by hundreds of agencies around the world to share information about their transit network and schedules. Google has numerous guides available to help transit agencies become Transit Partners by sharing their data: support.google.com/transitpartners

Developing GTFS data is the main hurdle to becoming a Transit Partner. However, the

Intelligent Transit System (ITS) technology that PART plans to implement in 2023 is expected to include GTFS. Once this system is in place, it is highly recommended that PART submit GTFS files to Google and develop a plan to update them as routes or schedules change.

Accessibility

Public Relations and Training

One participant in the pop-up engagement event at the Charles W. Dickinson Transportation Center suggested that one way to help increase the visibility of and ridership on the PART system is to develop resources and hold training sessions to teach potential riders how to ride the bus. Training can be offered in a variety of formats, from pre-recorded video demonstrations to in-person workshops to facilitated group rides on the bus. Training topics would include the information necessary for a first-time rider to be comfortable approaching and riding the bus:

- How to plan a trip and read the schedule
- Fare options and how to pay
- How to safely board and exit the bus

There are a variety of examples of transit training programs from across the country, such as:

- Orange County Transportation Authority's (OCTA) [Transit Training Program](#)
- Milwaukee County Transit System's (MCTS) [Travel Training](#)
- Hillsborough Transit Authority's (HART) [How to ride HART page](#)

Once training materials have been developed, sessions could be available as requested, and should be targeted to senior citizens,

students, people with disabilities, and new residents to the area. The Senior Center, Montgomery County Community College, and local high schools may be able to help coordinate or host training sessions.

Sometimes, local Transportation Management Associations (TMAs) have resources to support the development of transit training. Greater Valley Forge TMA (GVFTMA)¹ and Transportation Management Association of Chester County (TMACC)² both serve the PART service area.

Physical Accessibility

As part of the bus stop inventory, the project team evaluated sidewalk access and physical space for passengers of all abilities at the stop location, as well as dedicated space for the bus to stop. Generally, the passenger loading area should be at least 8' deep by 5' wide and not inhibited by the placement of street furniture, including shelters. Shelters should have a minimum clearance of 4' on the front and sides. In the stop-specific recommendations, locations with shelters that do not have enough space around them were marked with "improve" to signify the need to move the shelter.

Assuming a 40' long bus and accounting for a 10' safety buffer, stop area should extend at least 50' from the corner to avoid overhanging into an intersection. However, to allow for maneuverability to and away from the curb, the designated bus zone should be significantly longer.

- Far side stops (located just past an intersection) - 90'
- Mid-block stops - 150'
- Near-side stop (located just prior to an intersection)- 100'

¹ www.gvftma.com/
² www.tmacc.org/

A marked bus zone will reduce conflicts with parked cars, especially along the High Street corridor. Designating additional curb space for delivery zones would also help to reduce conflicts with delivery vehicles stopping temporarily in the bus zone.

Coordination with Other Services

In addition to PART service, SEPTA's Route 93 and an Amtrak bus also serve the Pottstown area. Amtrak's Thruway Bus Service began in June 2022, providing two daily trips seven days per week with direct service to William H. Gray III 30th Street Station in Philadelphia, connecting to service up and down the east coast on Amtrak's national network. Coach tickets for a round-trip cost \$18. The Amtrak bus stops along Hanover Street, south of the train tracks adjacent to the Charles W. Dickinson Transportation Center.

SEPTA's Route 93 bus provides weekday and weekend service along the High Street corridor, overlapping with portions of PART's Yellow, Blue, and Purple routes, and sharing some stop locations. Route 93 stops at Montgomery County Community College, which is also served by PART's Green route, and at the Philadelphia Premium Outlets, also served by PART's Blue route.

Currently, Route 93 provides valuable service through Limerick, Collegeville, Eagleville, and Jeffersonville, before terminating at the Norristown Transportation Center, which offers connections to the Norristown High Speed Line, the Manayunk/Norristown Regional Rail Line, and the Routes 90, 96, 97, 98, 99, and 131. These connecting services provide access to Philadelphia and areas throughout Montgomery and Chester Counties.

At the time of this study, SEPTA is in the process of redesigning their bus network through Bus Revolution. The draft network provides the same routing as the current

Figure 13: PART, SEPTA, Amtrak Stops Near Downtown



Route 93 with 60-minute max service. This means that between 6:00 am and 9:00 pm from Monday through Friday, the Route 93 would operate at least every 60 minutes, and is anticipated to operate more frequently during the peak hours. Similar service would be provided on weekends.

As noted on the Route 93 schedule, SEPTA does not offer local service along the High Street corridor through Pottstown and Sanatoga, as far east as Rupert Road during the hours that PART operates. SEPTA's intent is to connect passengers to destinations beyond the PART service area, such as Norristown, and not to duplicate the local service provided by the PART Blue route. However, SEPTA is also able to fill a gap in local service when PART is not operating, including Sundays and some very early morning and late-night trips.

While transit services provided by these other

operators greatly expand the destinations reachable via transit from the Pottstown area, nearby and overlapping services can often be confusing to riders. During the pop-up engagement event at the Charles W. Dickinson Transportation Center, multiple people asked why the SEPTA and Amtrak buses did not stop at the Transportation Center and why some buses operated on Sundays, while others did not. The stop locations for the various operators are shown in Figure 13. Some of this confusion could be mitigated by signage improvements, guiding passengers to the correct location to access the transportation services they need. Alternatively, PART, SEPTA, and Amtrak could work together to explore the idea of having all transit operate through the Transportation Center. Given the approximately 60 minutes headways for PART buses and the SEPTA Route 93, it is theoretically possible to coordinate schedules and reduce passenger confusion.

Maintenance Agreements

While many PART stop areas are maintained by PART, all of the stops located within shopping centers are on privately owned property. To increase visibility and ease-of-use, the project team recommends that PART and its community partners engage with the property owners to discuss the installation of signs and other stop amenities at shopping center locations. To assist with these conversations, a list of property owners for the shopping center stops is provided in Appendix B.

To assist in the development of a maintenance agreement, sample language from a small transit system in California is

also provided in Appendix C.

Beyond central Pottstown, along the High Street corridor, SEPTA bus stop signs already exist at the inventoried stop locations shared with PART. Joint signs could be created for shared bus stops that include SEPTA bus stop ID information along with the necessary PART route and stop information. SEPTA has previously produced joint signs for stops shared with Transportation Management Association of Chester County for its SCCOOT



Shared SEPTA signage. Source: SEPTA (2022)

bus and is open to exploring that option with PART.

Homelessness

Homelessness in Montgomery County has increased in recent years. Two homeless shelters in the County closed in the summer of 2022. Sleeping in bus stops is not a safe or sustainable option, and it is not PART's responsibility to provide shelter for unhoused residents. Fortunately, a new homeless shelter is on the horizon. In September 2022, the Pottstown Zoning Hearing Board approved a variance to build the new shelter, Pottstown Beacon of Hope, at the corner of West High Street and Glasgow Street.³ The shelter will work with partner organizations to help with job placement, mental health support, and numerous other strategies to help people in all sorts of situations with various aspects of their lives.

While the new shelter has reportedly partnered with a local bike share program, a partnership with PART would increase transportation options and extend the reach of those looking for work or traveling to appointments across the area. One way to partner would be for PART to offer reduced fares for those staying at the shelter. The PART Green Line passes directly adjacent to the new shelter location on High Street, providing easy access to the system.

³ <https://www.whyy.org/articles/pottstown-homeless-shelter-beacon-of-hope-montgomery-county/>

Chapter 5: Stop-Specific Recommendations



Stop Typologies

After inventorying amenities, accessibility, and information at each existing PART bus stop, stops were divided into typologies to make them easier and more manageable to think about. Since recommended improvements to bus stops are based on the context and the surrounding land uses, stops in similar contexts were grouped together. Typologies include: Downtown, Neighborhood, Services, and Shopping Center.

Stops by typology across the study area are shown in Figure 14.

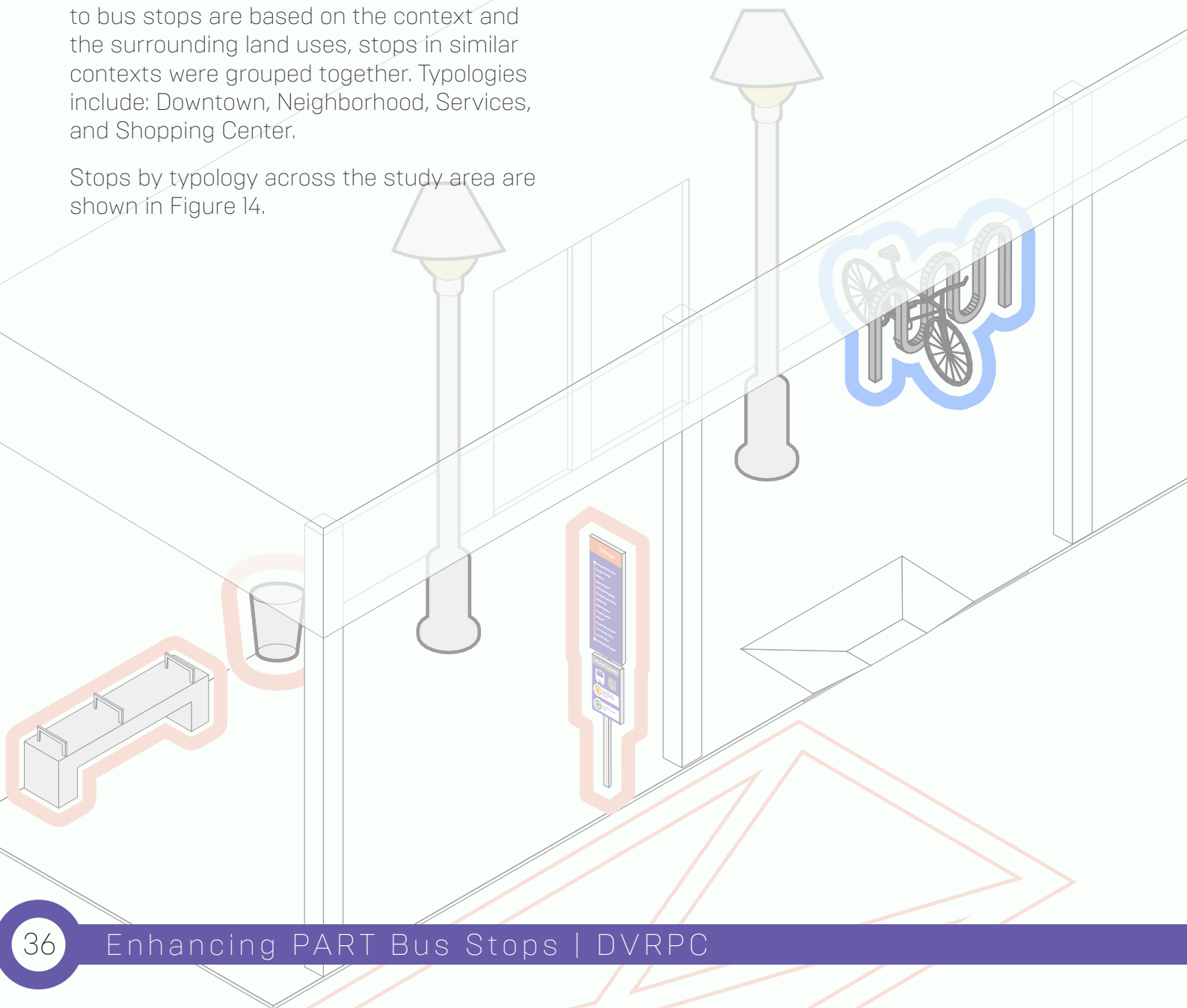
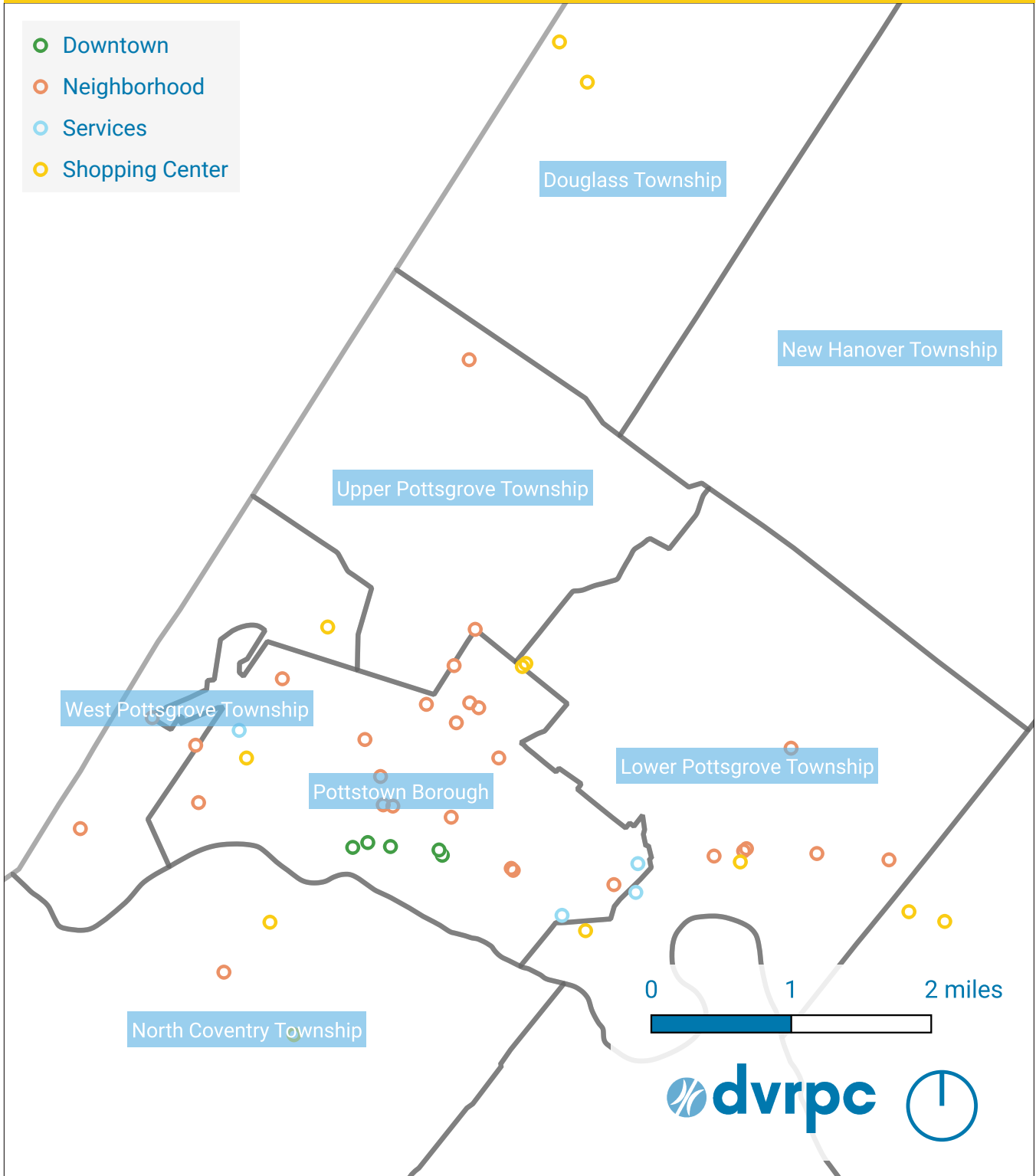


Figure 14: Stop Typologies Overview



Summary of Stop-Specific Recommendations

Consistent with the overall recommendation of adding information and improving visibility, throughout this chapter, the most recommended bus stop improvements are PART signs indicating the location of the stop, along with the route description signs. Updated signs are needed at every bus stop throughout the PART system and should be the top priority, since they will improve visibility and accessibility throughout the system at a relatively low cost. Sign placement, along with the addition or expansion of concrete pads, can help with improvements to waiting and passenger loading areas. Expanding waiting and passenger loading areas by increasing the size of the accessible area or moving street furniture out of the way, can improve ADA accessibility and create space for bus ramp deployment. These improvements were among the second most frequently recommended, and, while more expensive to implement, should be prioritized.

The following items are recommended at various stops throughout the PART system. They are summarized here to make them easy to reference during implementation conversations. Stops are included in the summaries if they are marked as “needed” or “improve.” Stops where the item “would be nice” are not listed.

Updated signs are needed at every bus stop throughout the PART system and should be the top priority, since they will improve visibility and accessibility throughout the system at a relatively low cost.

Shelters recommended (6)

- High and Evans
- High and Penn
- Rolling Hills Community
- Medical Drive
- Costco (perhaps untraditional?)
- Sanatoga Village Shopping Center

Full System Maps recommended (8)

- CWD
- Medical Drive
- Pottstown Hospital
- Aldi-Home Depot
- Coventry Mall
- Philadelphia Premium Outlets
- Town Square Shopping Center
- MCCC: West Campus

Concrete pads need to be added or expanded for ADA-compliant loading (23)

- High and Adams
- Beech and Adams
- Beech and Evans
- Berks and Grosstown
- Charlotte and Wilson
- Cross and Moyer
- Glasgow and Manatawny
- Grace and Hanover
- Hanover and Mervine

- Hanover Court Apartments
- Heritage Drive
- Hillside Apartments
- Hilltop
- Pottstown YMCA
- Rolling Hills Community
- Sanatoga Ridge
- State and 8th
- Valley View Apartments
- Creative Health
- Medical Drive
- Pottstown Hospital
- Seniors' Center
- Sanatoga Village Shopping Center

Painted in-street Bus Zones recommended (13)

- High and Evans
- High and Penn
- High and Adams
- Beech and Evans
- Charlotte and Beech
- Hanover Court Apartments
- Aldi-Home Depot
- Boyertown Shopping Center
- Costco
- Boyertown Giant
- Gllbertsville Shopping Center
- North End Shopping Center
- Town Square Shopping Center

Additional sidewalk connections recommended (8)

- Cross and Moyer
- Glasgow and Manatawny
- Hanover and Mervine
- Hilltop
- Rolling Hills Community
- Sanatoga Ridge
- Medical Drive
- Sanatoga Village Shopping Center

Bus Stop signs to coordinate with SEPTA (24)

- CWD
- High and Evans
- High and Penn
- High and Adams
- Heritage Drive
- Hilltop
- Sanatoga Ridge
- Philadelphia Premium Outlets
- All stops under "Additional Locations" in Table 47 [16]

How to Use the Recommendation Spreads

Recommendations for each bus stop are presented in a four page spread. Elements included in the spread are described below.

For locations where the bus stops in both directions on opposite sides of the street, if an improvement is needed on only one side, it is marked as "needed" in the table and diagram.

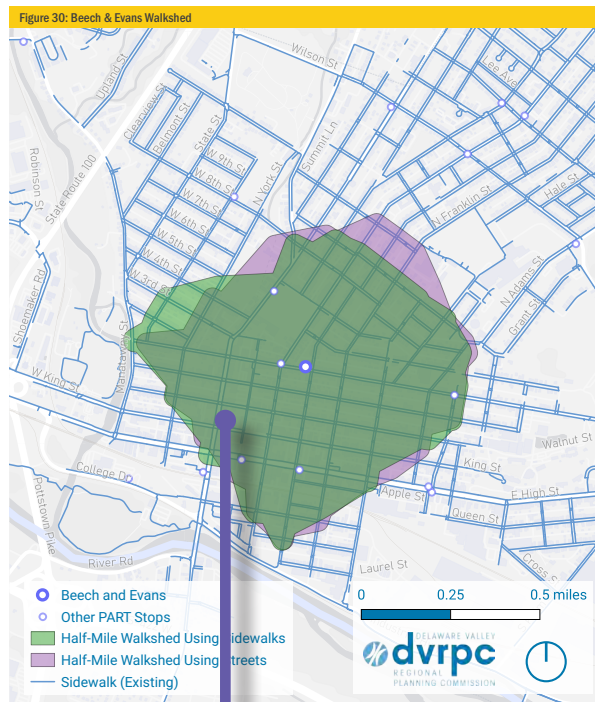
<p>Stop Name</p> <p>The name of the PART stop on this spread</p>	<p>Lines that Use Stop</p> <p>The color of the line(s) that use this stop</p>	<p>Typology</p> <p>The typology of the stop</p>
---	--	--

Typology: Neighborhood

Beech & Evans



The Westbound Yellow line stops in front of the Beech Street Factory Lofts on Beech Street. There is no information indicating that a bus stops here. An existing building overhang provides shelter for waiting passengers, but a bench and trash can, along with a PART sign with branding and route information, is recommended to increase visibility. Signs should be placed in an area without a planted buffer between the sidewalk and the curb to signify an appropriate passenger loading area. A bus zone should be painted in the street to prevent vehicles from parking or blocking the passenger loading area.



Photo

A recent photo of the stop

Municipality

Which municipality the stop is in

Walkshed Map

A map that shows half-mile walksheds (roughly a 10-minute walk) using either the sidewalk network or the street network. Areas where the "street" walkshed is much larger than the "sidewalk" walkshed suggest sidewalk gaps that would improve stop access if addressed.

The stop name sometimes includes an alias in parenthesis. These were included as context, as the PART ride guide sometimes contained different stop names between the

current ride guide and older versions of the map. The ride guide was updated during while this report was being written.

Diagram

A diagram of the stop, **color coded** to the inventory table

Typology: Neighborhood

Figure 31: Beech & Evans Recommendations

Existing

The element is already present at the bus stop and no changes are recommended

Not recommended

The element could be relevant, but is not needed or not a priority, given the stop context

Would be nice

The element is not required given the context, but would improve the passenger experience if added

Improve vs. needed

Cells in red either indicate "improve" (element exists, but is substandard), or "needed" (element does not exist at all and is needed)

N/A

The element is not applicable to the stop type.

Inventory Table

A detailed list of elements that were catalogued for each stop

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Would be nice
	Trashcan	Would be nice
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk access	Existing
	Passenger loading area	Improve
	Curb Ramps	Existing
	Bike parking	Would be nice
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer information	N/A
Roadway	Bus zone	Needed

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Downtown

A handful of PART stops are located in or near Downtown Pottstown. The context surrounding these locations is notably different from the other typologies, since there is a mix of land uses, the density is much higher, and there are relatively high levels of activity. As a result, downtown stops should be as complete with amenities, accessibility improvements, and information as possible. While these stops tend to be more visible and have some existing shelters and stop amenities, the need for information and updated signage remains.



Charles W. Dickinson Transportation Center
Source: DVRPC (2021)

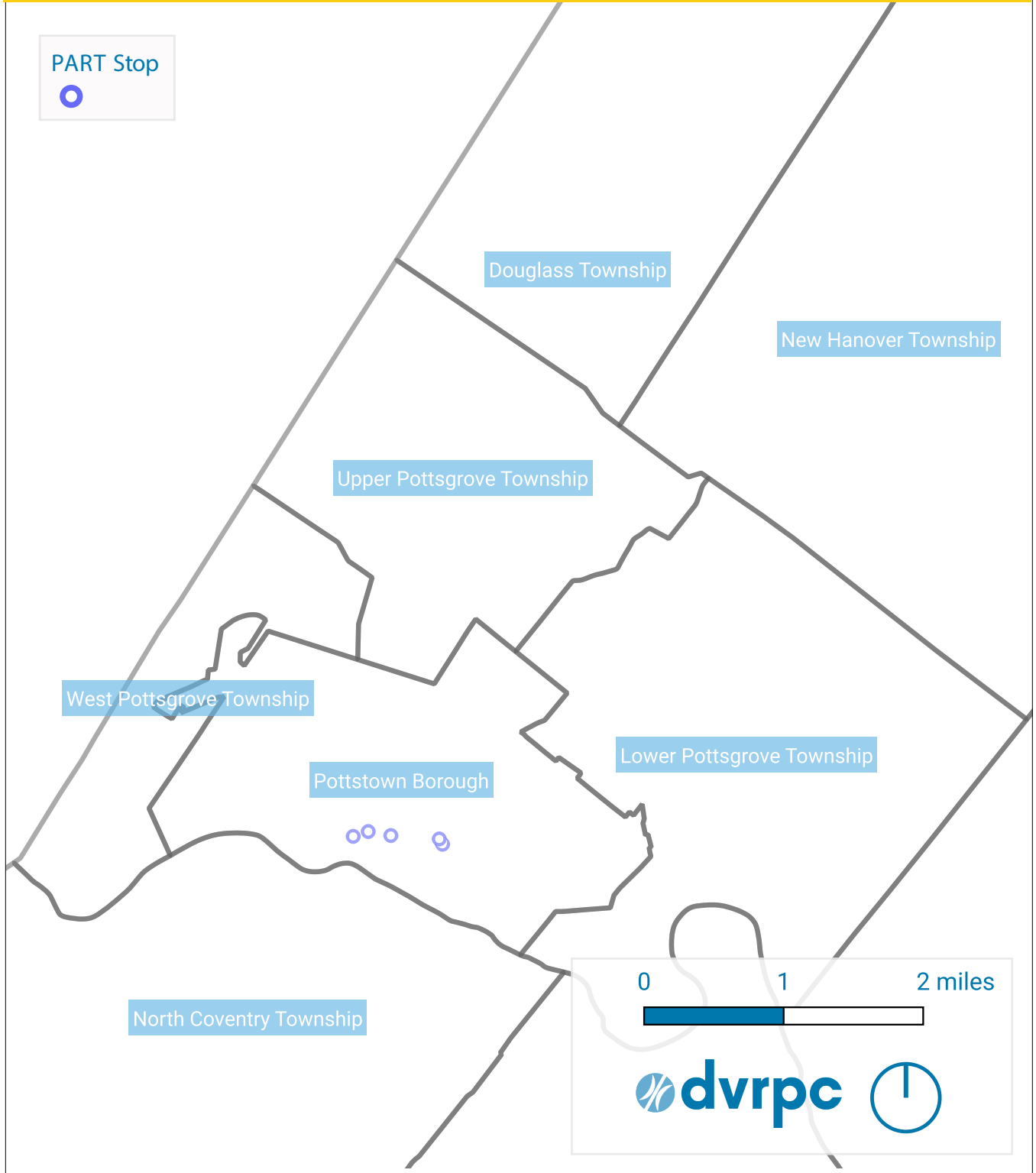


Charles W. Dickinson Transportation Center Signage
Source: DVRPC (2021)



Montgomery County Community College Shelter
Source: DVRPC (2021)

Figure 15: Downtown PART Stops





Charles W. Dickinson Transportation Center

Located in Pottstown Borough



The transportation center serves as the main transfer hub for the entire PART system. All PART routes stop here, often at the same time during the hour to allow for easy and efficient transfers. There is ample shelter and seating, some lighting, and even outlets for charging while waiting for the bus. Being adjacent to High Street in Downtown Pottstown, sidewalks are abundant. The most substantial need for improvement is signage and information. While signs exist to show that the bus stops at the transportation center, they are small and outdated.

Similarly, there is a large board displaying a printed ride guide with map and schedules. However, the routes and schedules are no longer accurate. While the ride guide presents some information about fares and transfers, the font is small and it is difficult to see through the scraped plastic covering. Since this is the transportation center, any and all information someone would need to learn how to ride the system should be easily available here, even if that means multiple standing sign boxes are needed.

Figure 16: Charles W. Dickinson Transportation Center Walkshed

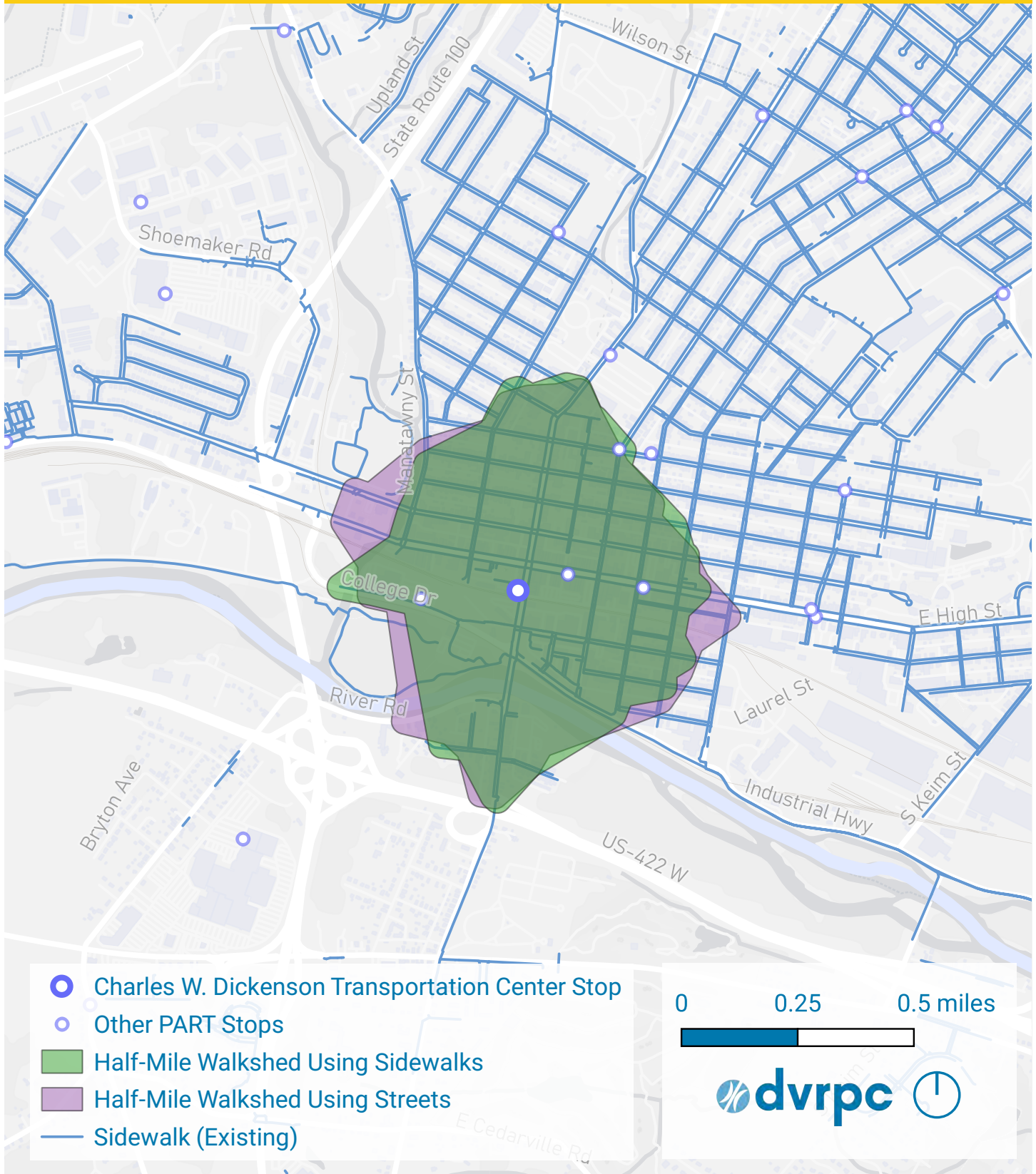
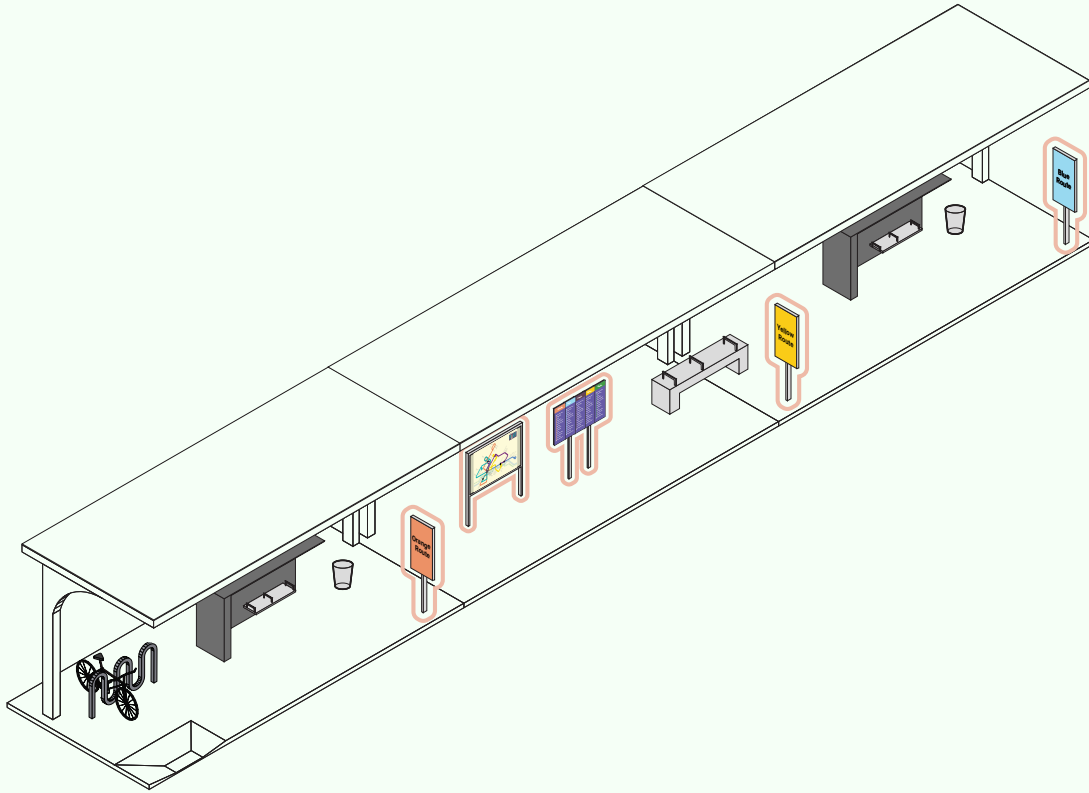




Table 5: Charles W. Dickinson Transportation Center Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Existing
Information	Standard Stop Sign	Needed
	Route Description Sign	Improve
	Full System Map	Improve
	Transfer Information	Improve
	Other	Fare information
Roadway	Bus Zone	Existing

Figure 17: Charles W. Dickinson Transportation Center Recommendations

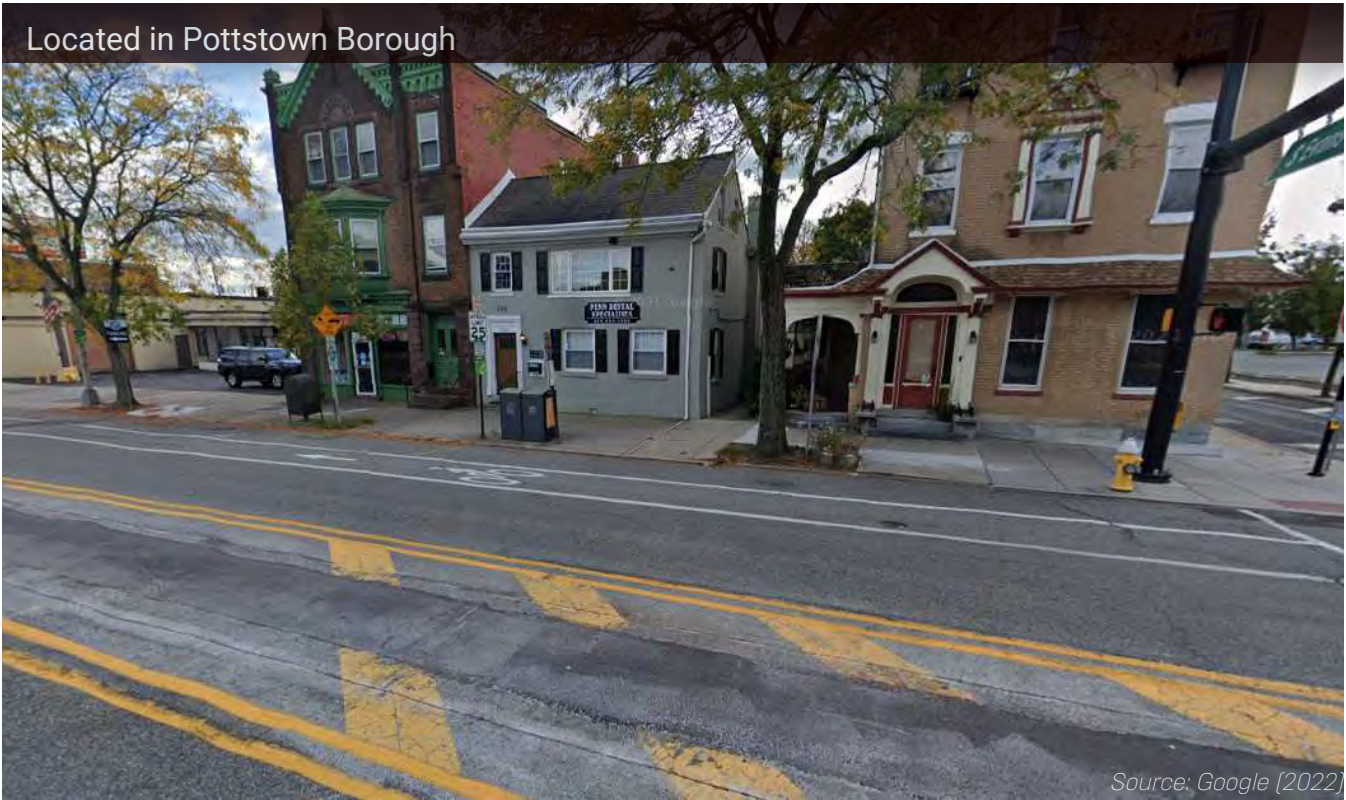


Source: DVRPC (2023)



High & Evans

Located in Pottstown Borough



Source: Google (2022)

The eastbound Blue Line stops at the southeast corner of High & Evans, in front of Penn Dental Specialties. This stop is both a downtown stop in a high-density area as well as a high-ridership stop during the week and on Saturday, so it is necessary for this stop to be as complete with amenities and accessibility features as possible.

The only indication that a bus stops here is an outdated PART sign that needs to be updated to match current PART standards. The stop has trash cans, but a shelter, seating, and lighting are needed to complete the stop, especially since the Blue Line runs into the night.

There is enough room for riders to wait for and load the bus, but these areas are not designated. There is currently enough room for a ramp to be deployed from the bus for wheelchair access, but if implemented, the amenities would likely inhibit the deployment of this ramp. To solve this problem, the sidewalk could be widened or the bus could stop just past the waiting area to take advantage of the wide sidewalk outside of the waiting area for passenger loading. The roadway should be striped in front of the stop to prevent automobiles from parking and inhibiting the bus's ability to stop here.

Figure 18: High & Evans Walkshed

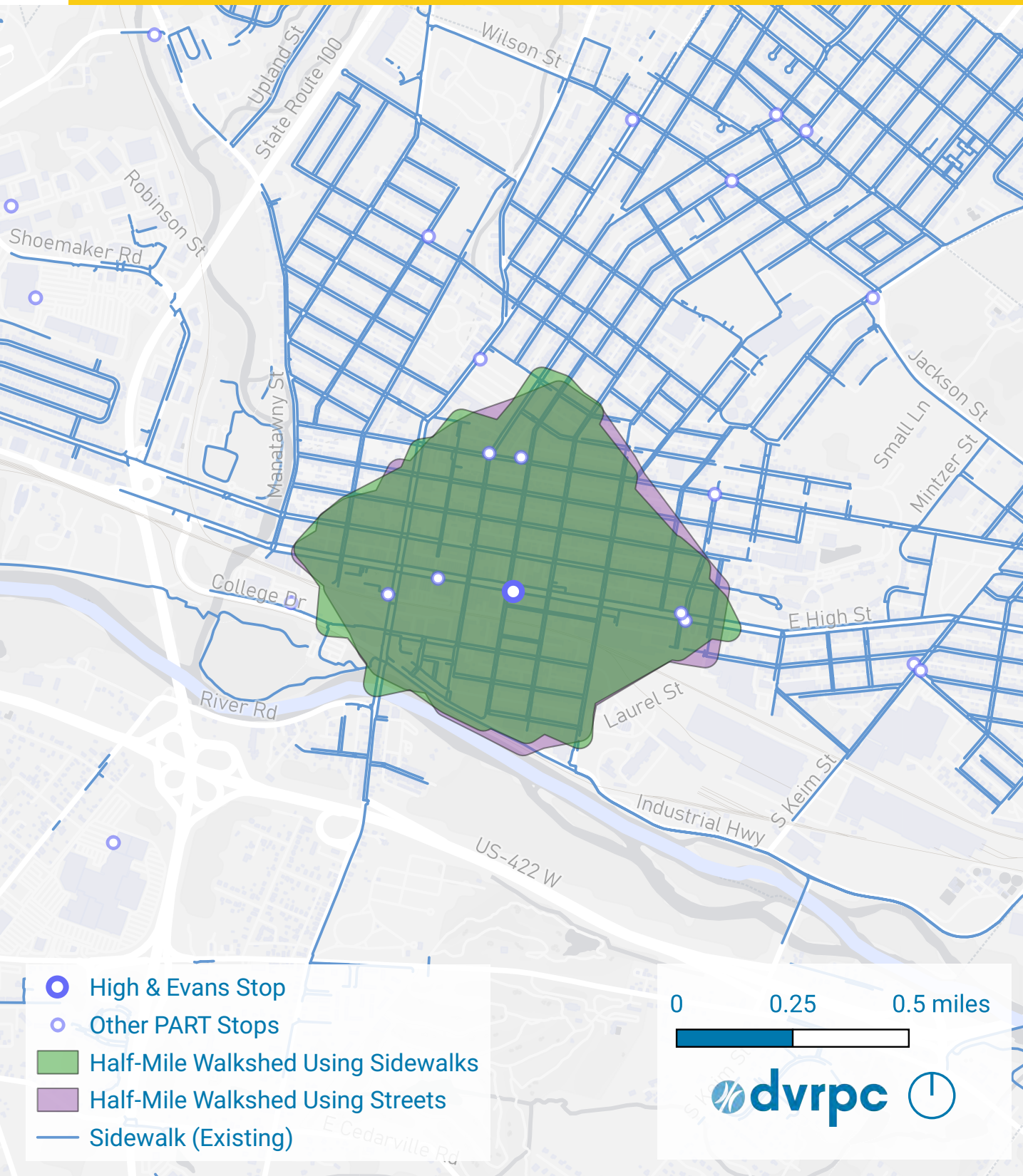
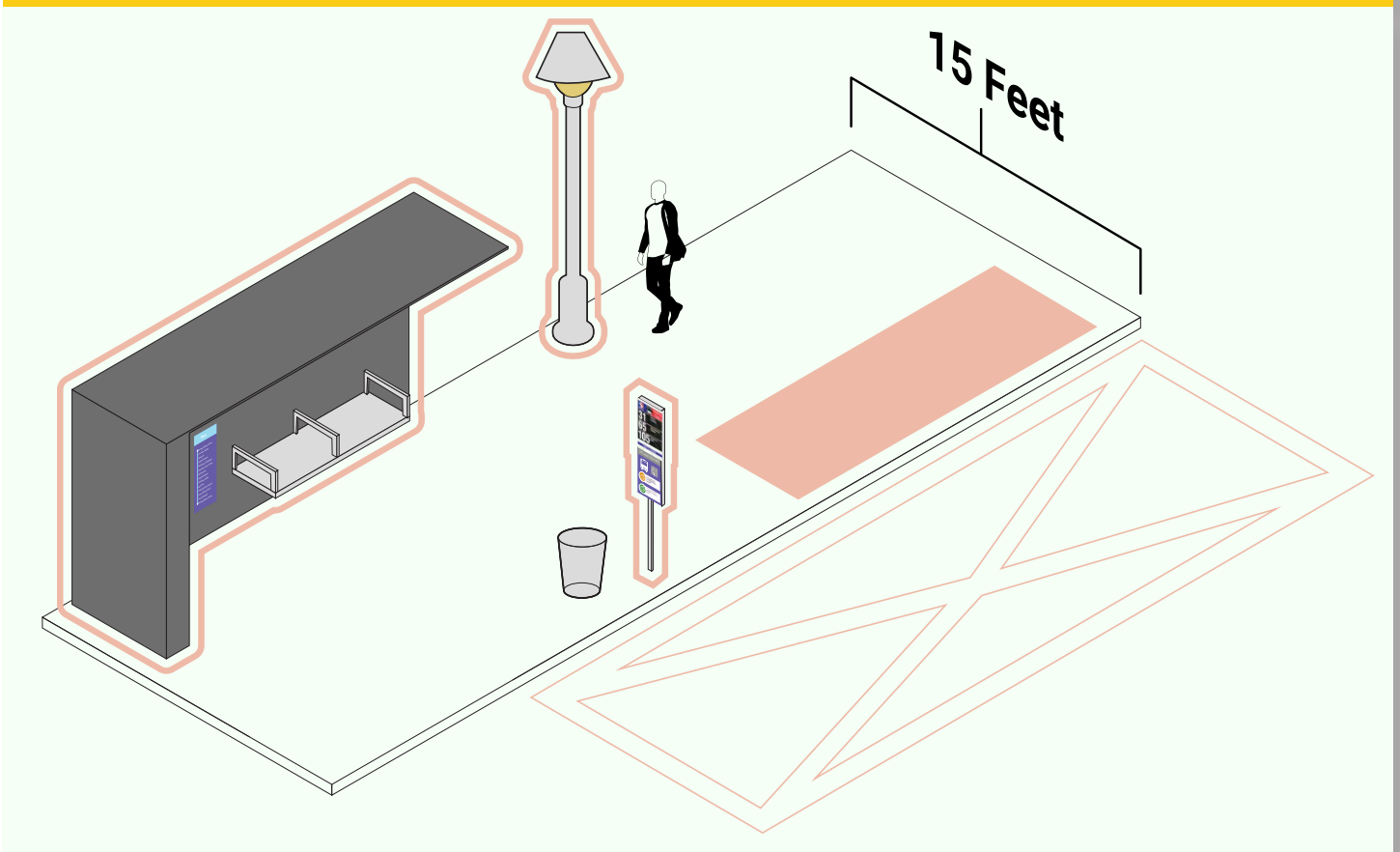




Table 6: High & Evans Inventory Checklist

Category	Item	Status
Amenities	Shelter	Needed
	Seating	Needed
	Trashcan	Existing
	Lighting	Needed
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Improve
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Figure 19: High & Evans Recommendations



Source: DVRPC (2023)



High & Penn

Located in Pottstown Borough



Source: Google [2022]

Both the Blue and Purple Lines stop at the intersection of High & Penn, with the eastbound bus (Blue Line only) stopping at its southeast corner (in front of the New York Plaza) and the westbound bus stopping at its northwest corner (in front of the Twice as Nice Auction Hunters). This stop is located in the high-density, Downtown area and both the Blue and Purple Lines run into the night, so it is necessary for this stop to be as complete with amenities and accessibility as possible.

The eastbound side has an outdated PART sign, seating, trash cans, and lighting, while the westbound side only has trash cans. To complete the stop, updated PART signs and route information, along with a shelter, are needed on the eastbound side, while new PART signs and route information, a

shelter, seating, and lighting are needed on the westbound side. The eastbound side has designated space for riders to wait for and load the bus, and while the westbound side has enough space, waiting and passenger loading areas are not designated.

There is enough room for a ramp to be deployed from the bus for wheelchair access on the westbound side, but there is not enough room on the eastbound side. However, if all recommended amenities are added, space for the wheelchair ramp will be reduced. To solve this problem, a new passenger loading area could be designated with sign placement and the bus could stop just past the waiting area to take advantage of the additional sidewalk space. Lastly, to prevent cars from parking in front of the bus stops, striping on the roadway is recommended.

Figure 20: High & Penn Walkshed

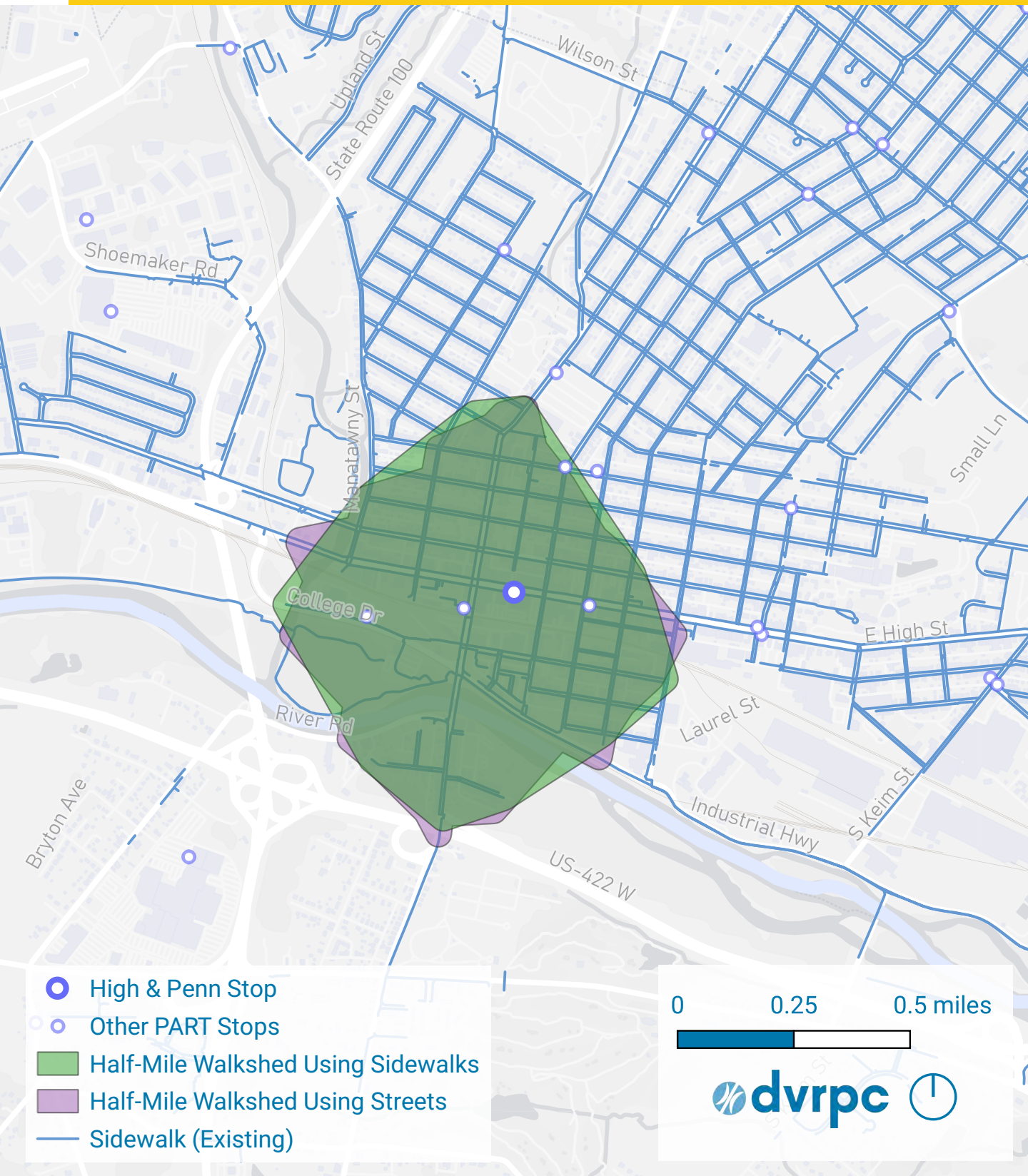
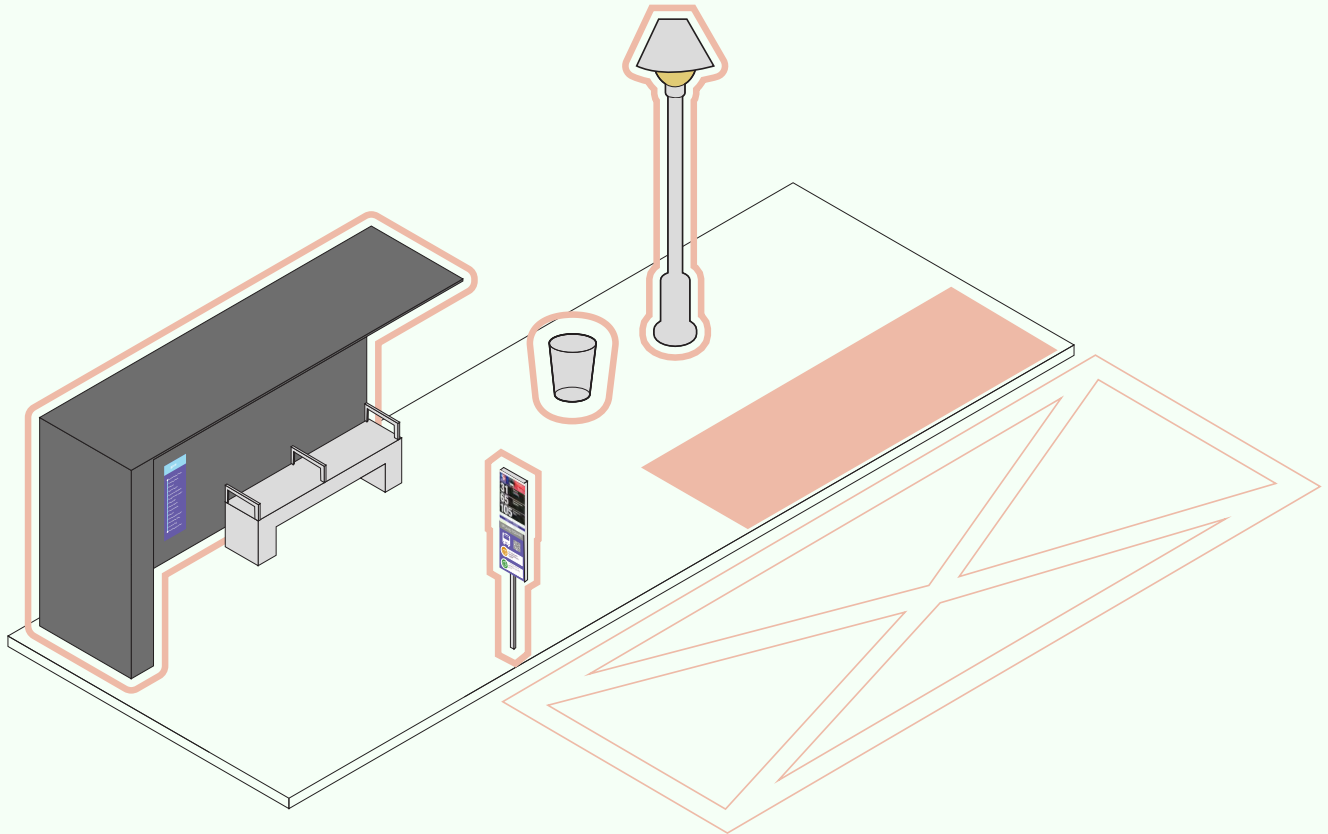




Table 7: High & Penn Inventory Checklist

Category	Item	Status
Amenities	Shelter	Needed
	Seating	Existing (EB), Needed (WB)
	Trashcan	Existing
	Lighting	Existing (EB), Needed (WB)
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Improve (EB), Needed (WB)
	Route Description Sign	Improve (EB), Needed (WB)
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Figure 21: High & Penn Recommendations



Source: DVRPC (2023)



High & Adams



The offset intersection of High & Adams is located just east of the Downtown Pottstown core. The Blue and Yellow PART routes stop on either side of the street, along with SEPTA's Route 93, connecting Pottstown to the Norristown Transportation Center.

A sign indicating the PART stop location is currently present, but could be improved with updated branding and additional route and transfer information, making it easier to identify and use the system. While a shelter with ADA-compliant seating would be nice for consistency along the High Street commercial corridor, space is limited between the sidewalk and the curb and adjacent properties also have limited excess space near the sidewalk.

In the absence of a shelter, trees above the stop locations provide some shade to waiting passengers.

The stop on the eastbound side of High Street currently has paved space that can accommodate ramp deployment and passenger loading. To accommodate this on the westbound side of High Street, a small paved area (at least 5ft wide and 8ft deep) is recommended.

Since this stop is on a busy corridor with on-street parking throughout, a painted Bus Zone is recommended to reduce conflicts with parked vehicles and deliveries.

Figure 22: High & Adams Walkshed

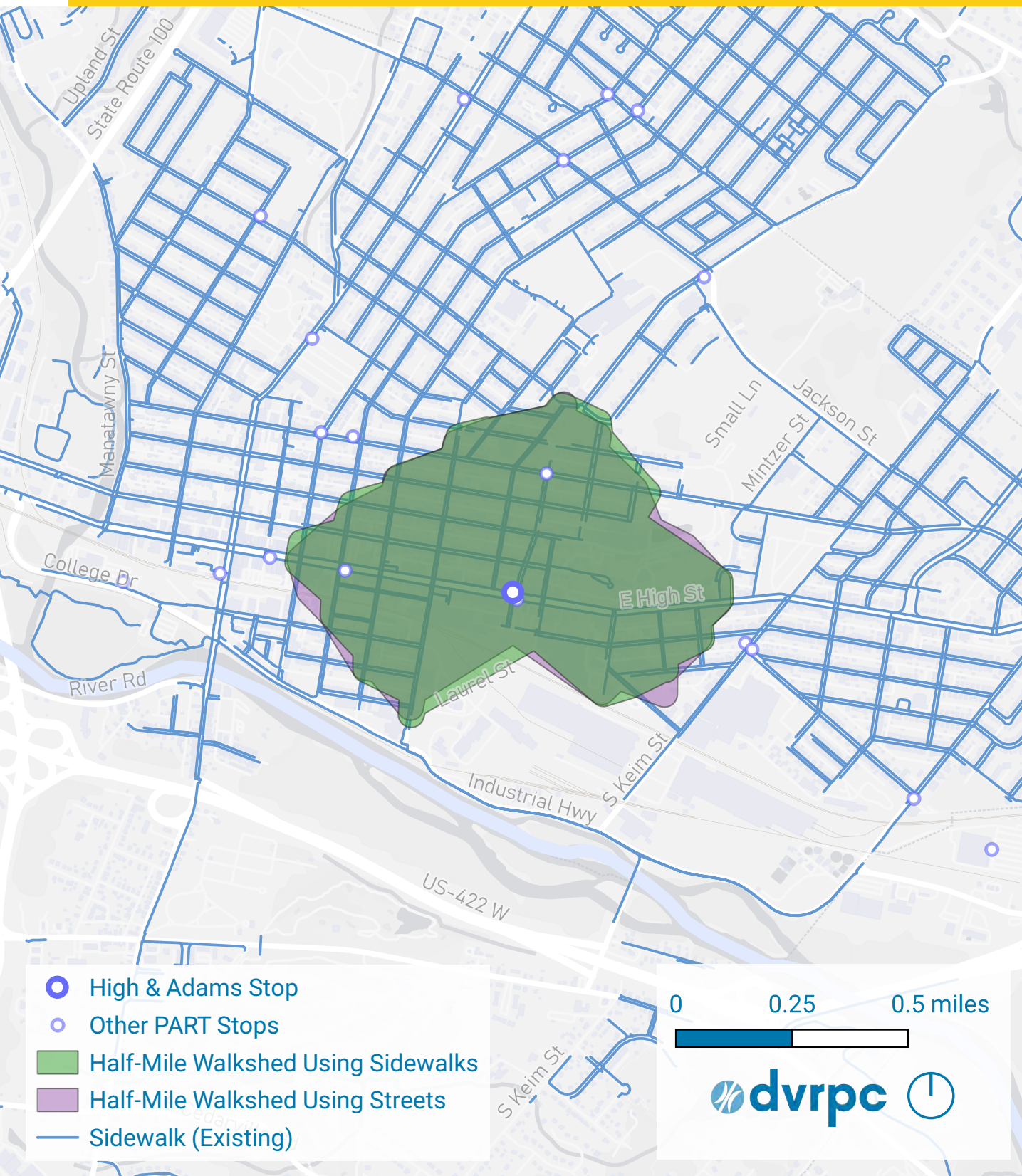
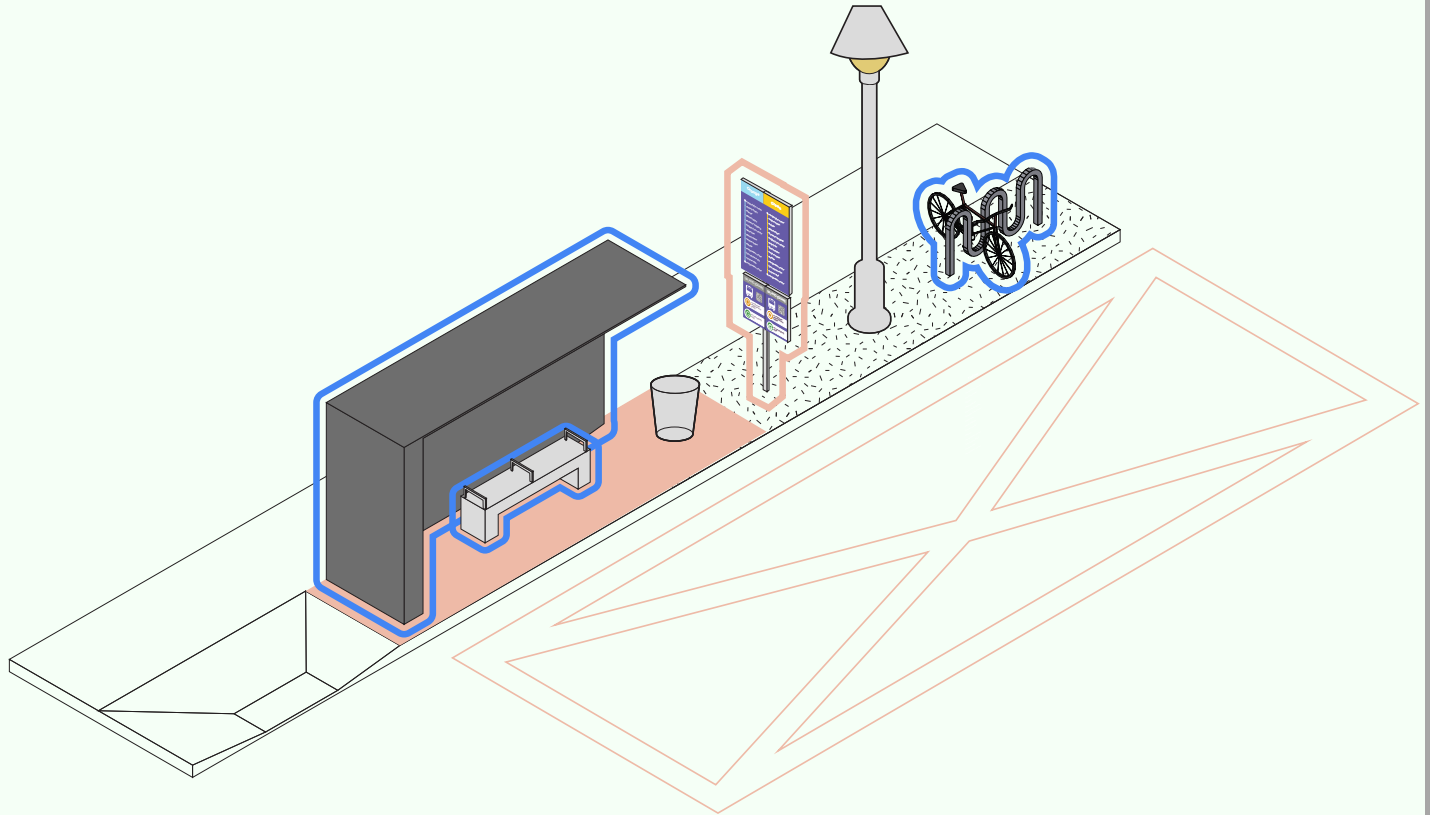




Table 8: High & Adams Inventory Checklist

Category	Item	Status
Amenities	Shelter	Would be nice
	Seating	Would be nice
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Would be nice
Information	Standard Stop Sign	Improve
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	Needed
Roadway	Bus Zone	Needed

Figure 23: High & Adams Recommendations



Source: DVRPC (2023)



Montgomery County Community College (MCCC): West Campus

Located in Pottstown Borough



The Green Line stops at Montgomery County Community College a few blocks from Downtown Pottstown. This stop provides ample space for waiting, loading, and ramp deployment, as well as well-maintained amenities. While there is some lighting in the area, it could be improved, since students use the bus after hours and may often be waiting in the dark after evening classes.

There are signs detailing SEPTA's service at the stop, but no PART-specific signs. Signs with PART branding and route information are a priority. Additionally, a full system map is recommended to increase awareness of the useful connections that can be made using the PART system.

Figure 24: Montgomery County Community College: West Campus Walkshed

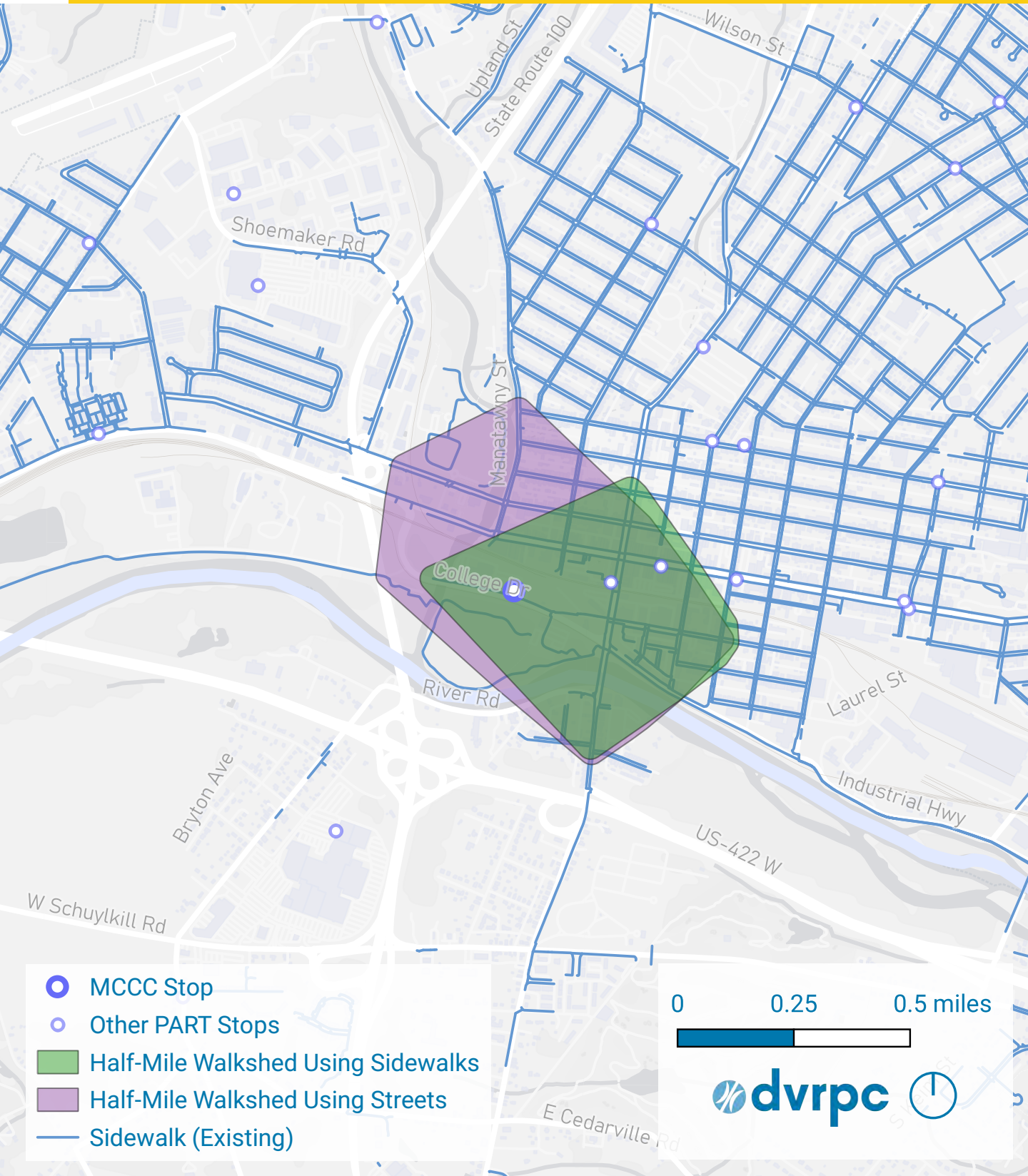
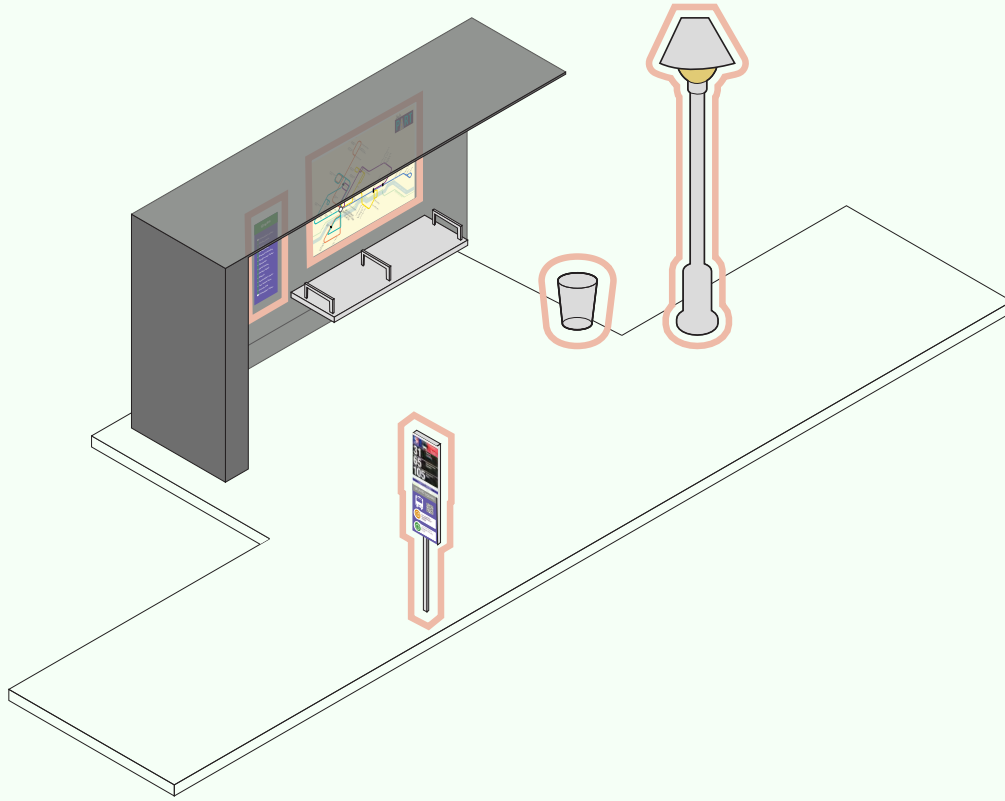




Table 9: Montgomery County Community College: West Campus Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Improve
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 25: Montgomery County Community College: West Campus Recommendations



Source: DVRPC (2023)

Neighborhood

Many PART stops are in residential areas, serving those who live nearby. Generally, most of these stops are well connected to the sidewalk network, allowing easy access. Because the residential neighborhoods are less dense and have lower levels of activity, the neighborhood stops only need the most essential stop elements. However, a lack of amenities, signage, or route information need to be addressed, as a lack of these elements makes these stops difficult to locate and creates a barrier to entry for potential new riders of the PART system.

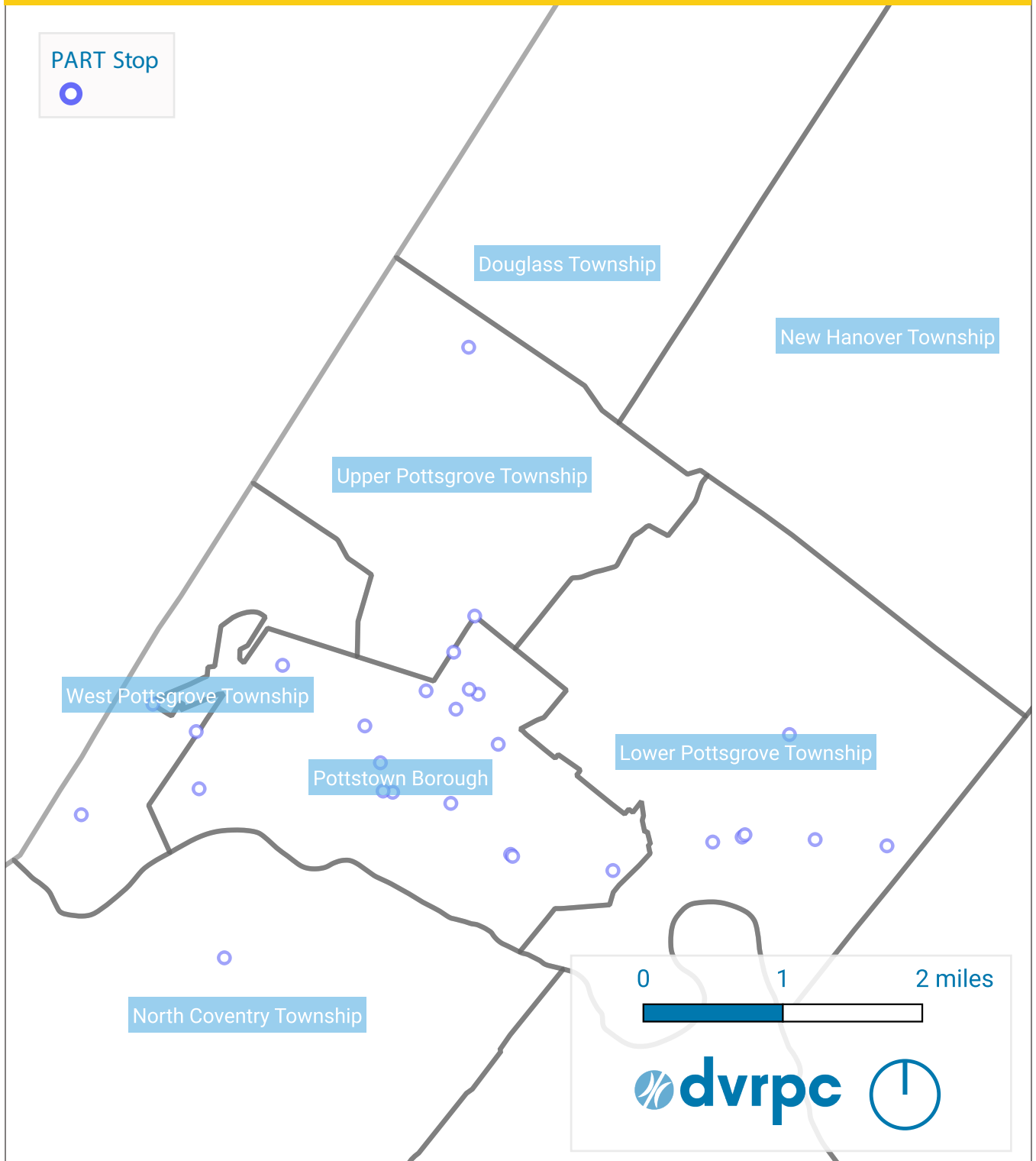


Hanover Manor. Source: DVRPC (2021)



A neighborhood stop with old signage. Source: DVRPC (2021)

Figure 26: Neighborhood PART Stops





Beech & Adams

Located in Pottstown Borough



The Yellow Line stops at the intersection of Beech & Adams, with the northbound-turning-eastbound bus stopping at its southeast corner and the westbound bus stopping at its northeast corner. While this stop is in a relatively high-density area, for neighborhood stops, only the most essential stop amenities and accessibility features are recommended. There is no indication that a bus stops here. To solve this problem, signage with PART branding and route information needs to be installed. The northbound/eastbound side has a light pole, and a light pole for the westbound side would be nice,

but is not needed because the Yellow Line primarily operates during daylight hours. There is enough room for riders to wait for and load the bus on both sides, but these areas are not designated, and the passenger loading area for the northbound/eastbound side is not paved. The westbound side has enough room for a ramp to be deployed from the bus for wheelchair access, but the northbound/eastbound side does not, at least without forcing riders into the grass. To solve this problem, the sidewalk needs to be widened. Lastly, while both sides have sidewalk access, the sidewalks leading to the westbound side are in poor condition and need to be improved.

Figure 27: Beech & Adams Walkshed

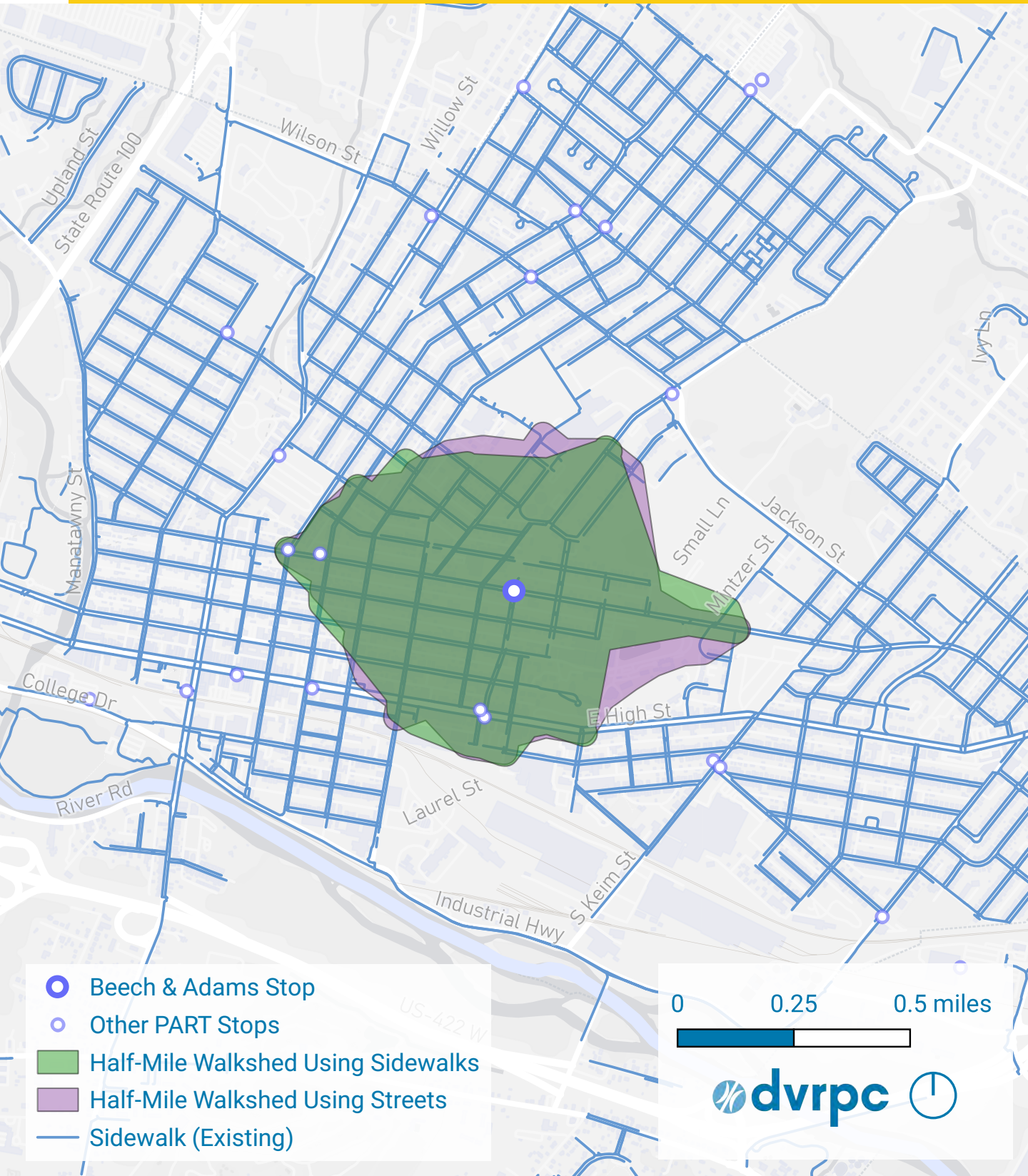
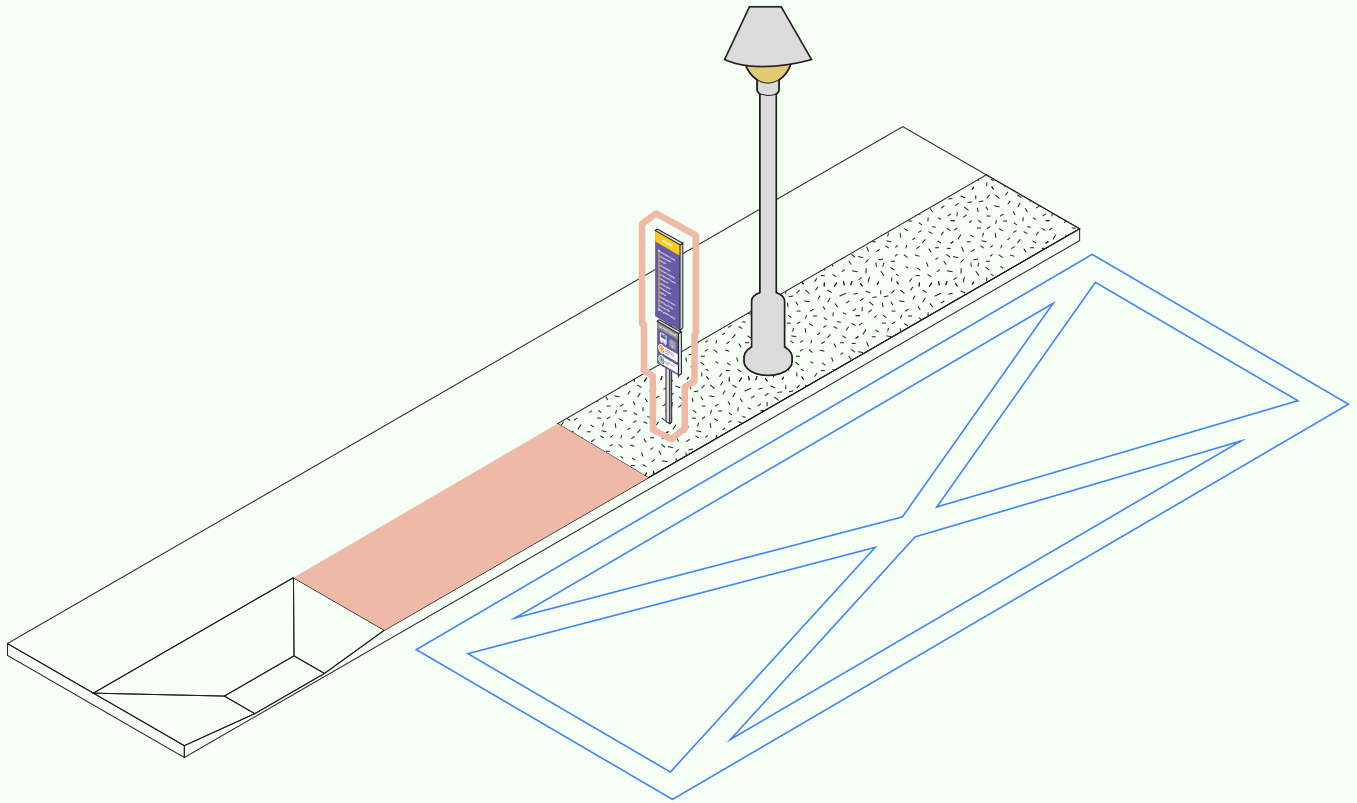




Table 10: Beech & Adams Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing (NB/EB), Improve (WB)
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Would be nice (WB), Not recommended (NB/EB)

Figure 28: Beech & Adams Recommendations



Source: DVRPC (2023)



Beech & Evans

Located in Pottstown Borough



The Westbound Yellow Line stops in front of the Beech Street Factory Lofts on Beech Street. There is no information indicating that a bus stops here. An existing building overhang provides shelter to waiting passengers, but a bench and trash can, along with a PART sign with branding and route information, is recommended to increase visibility.

Signs should be placed in an area without a planted buffer between the sidewalk and the curb to signify an appropriate passenger loading area. A bus zone should be painted in the street to prevent vehicles from parking or blocking the passenger loading area.

Figure 29: Beech & Evans Walkshed

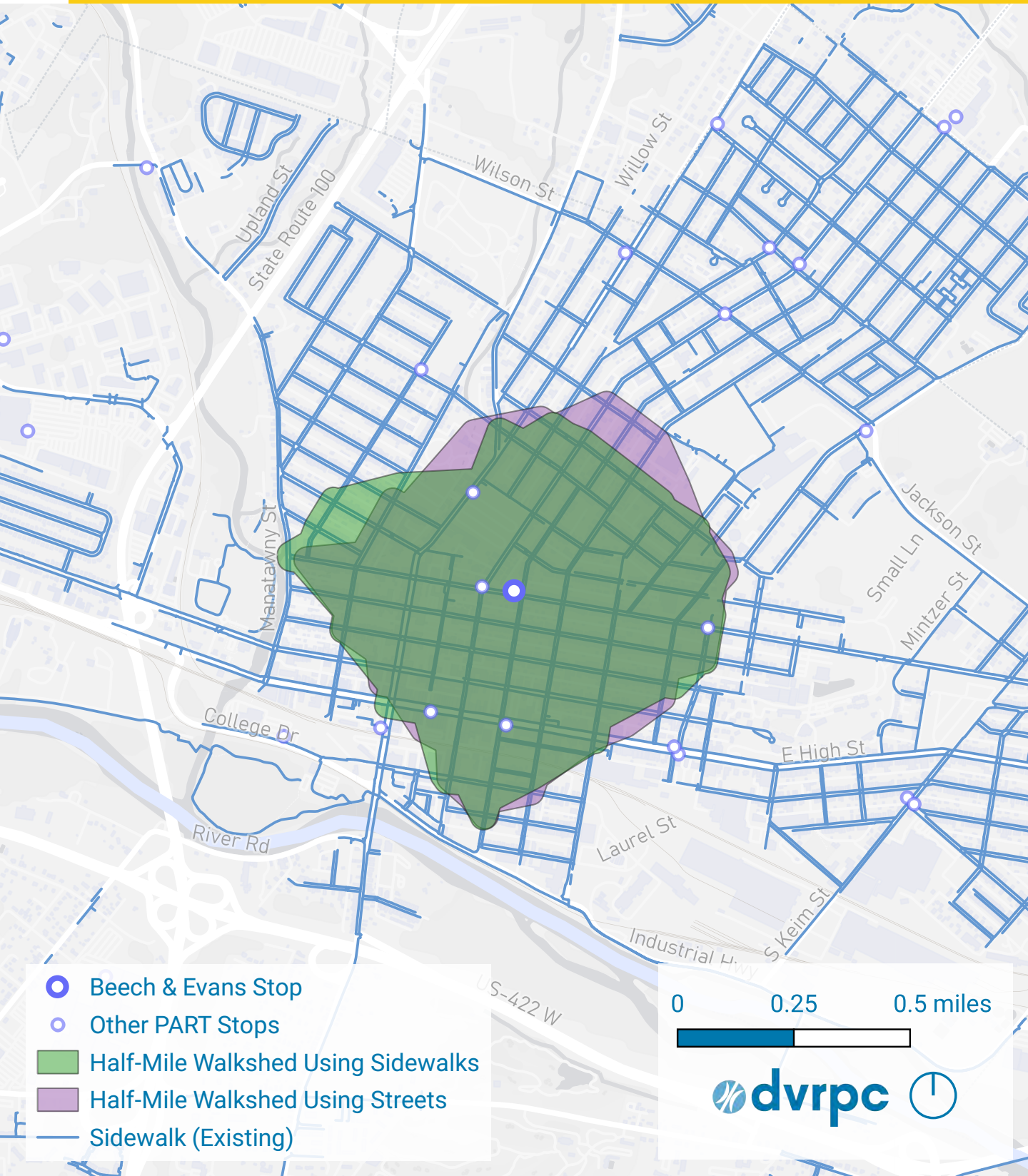
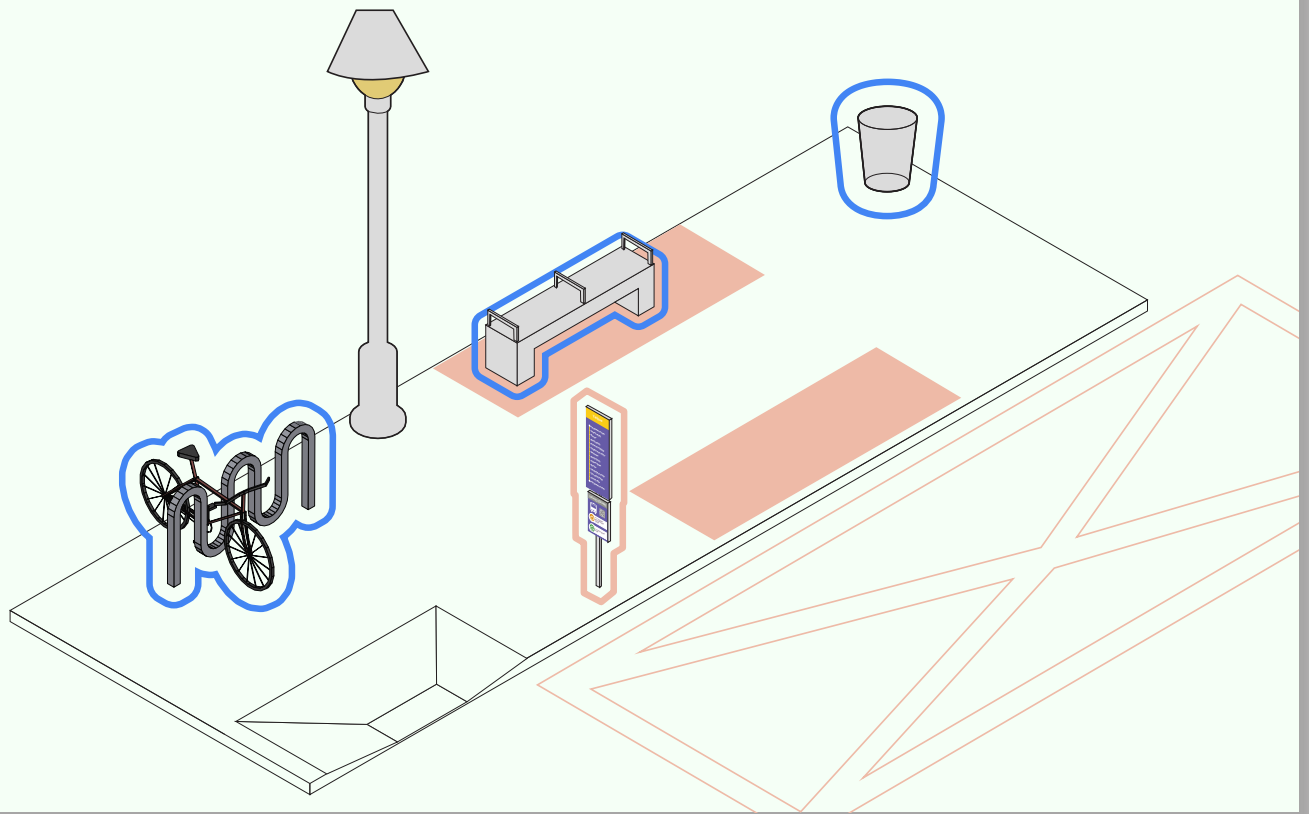




Table 11: Beech & Evans Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Would be nice
	Trashcan	Would be nice
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Would be nice
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Figure 30: Beech & Evans Recommendations



Source: DVRPC (2023)



Berks & Grosstown

Located in West Pottsgrove Township



Source: Google [2022]

The Green Line stops at the southeast corner of Berks & Grosstown. There is currently no indication that a bus stops here. Signs and route information are a priority. While there is sidewalk leading to this intersection, it is very

narrow, limiting the potential installation of any shelter or street furniture. A larger concrete pad is recommended next to the new sign to designate a waiting and passenger loading area, and create space for ramp deployment.

Figure 31: Berks & Grosstown Walkshed

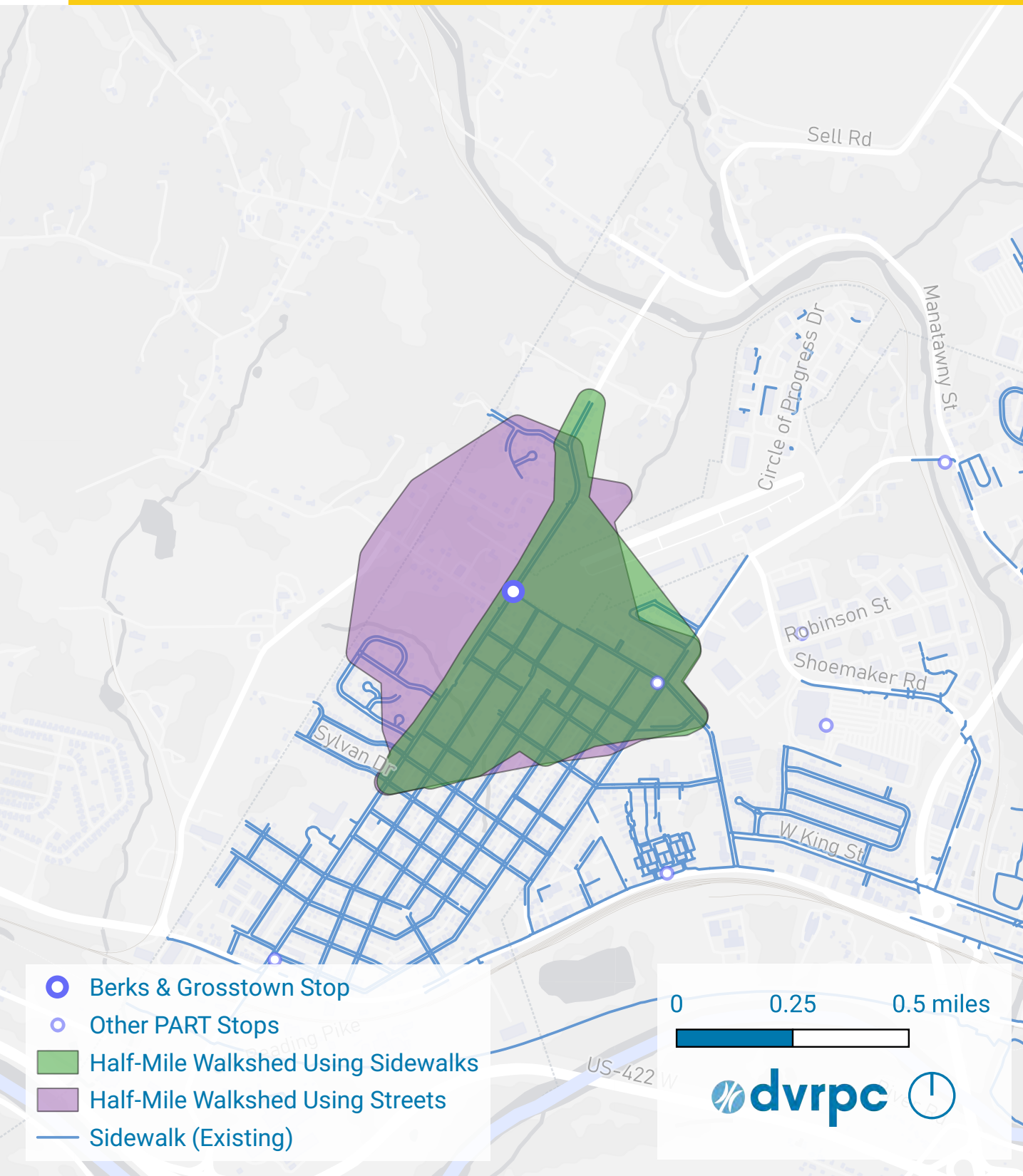
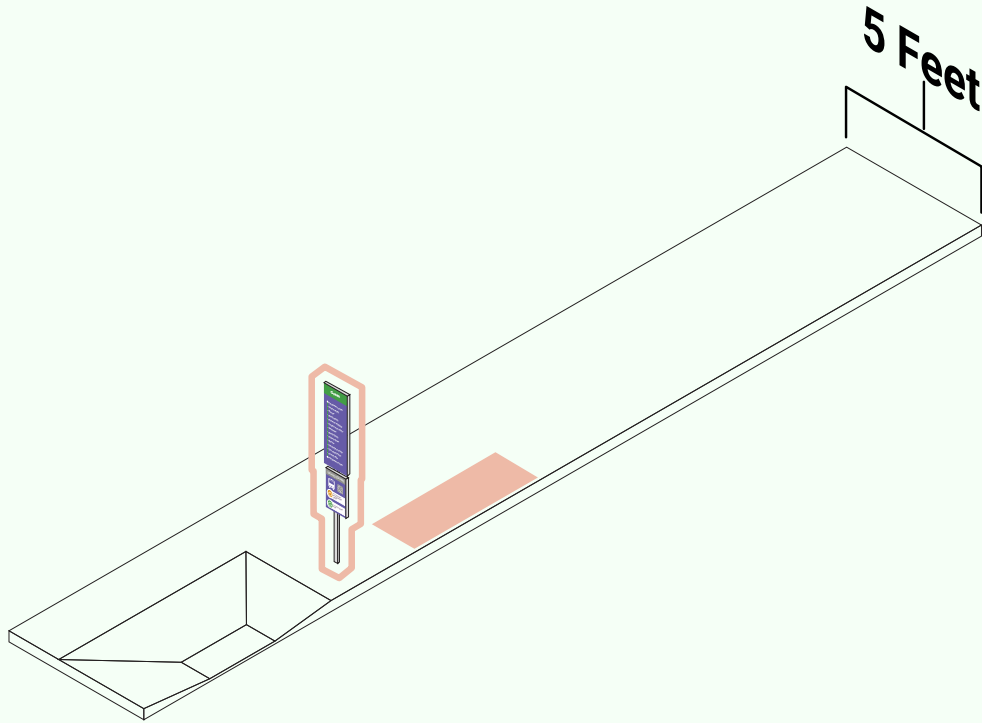




Table 12: Berks & Grosstown Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Not recommended
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 32: Berks & Grosstown Recommendations



Source: DVRPC (2023)



Bright Hope Community (Bright Hope)

Located in Pottstown Borough



The Green Line stops along High Street in front of the Bright Hope Community. This neighborhood stop is accessible via sidewalk and has most of the recommended amenities, including a shelter, seating, and a trash can. There is ample waiting and loading space, as well as room to deploy a wheelchair ramp.

The greatest need in this location is information. Signs with PART branding and route information are a priority for addition to the existing shelter.

Figure 33: Bright Hope Community (Bright Hope) Walkshed

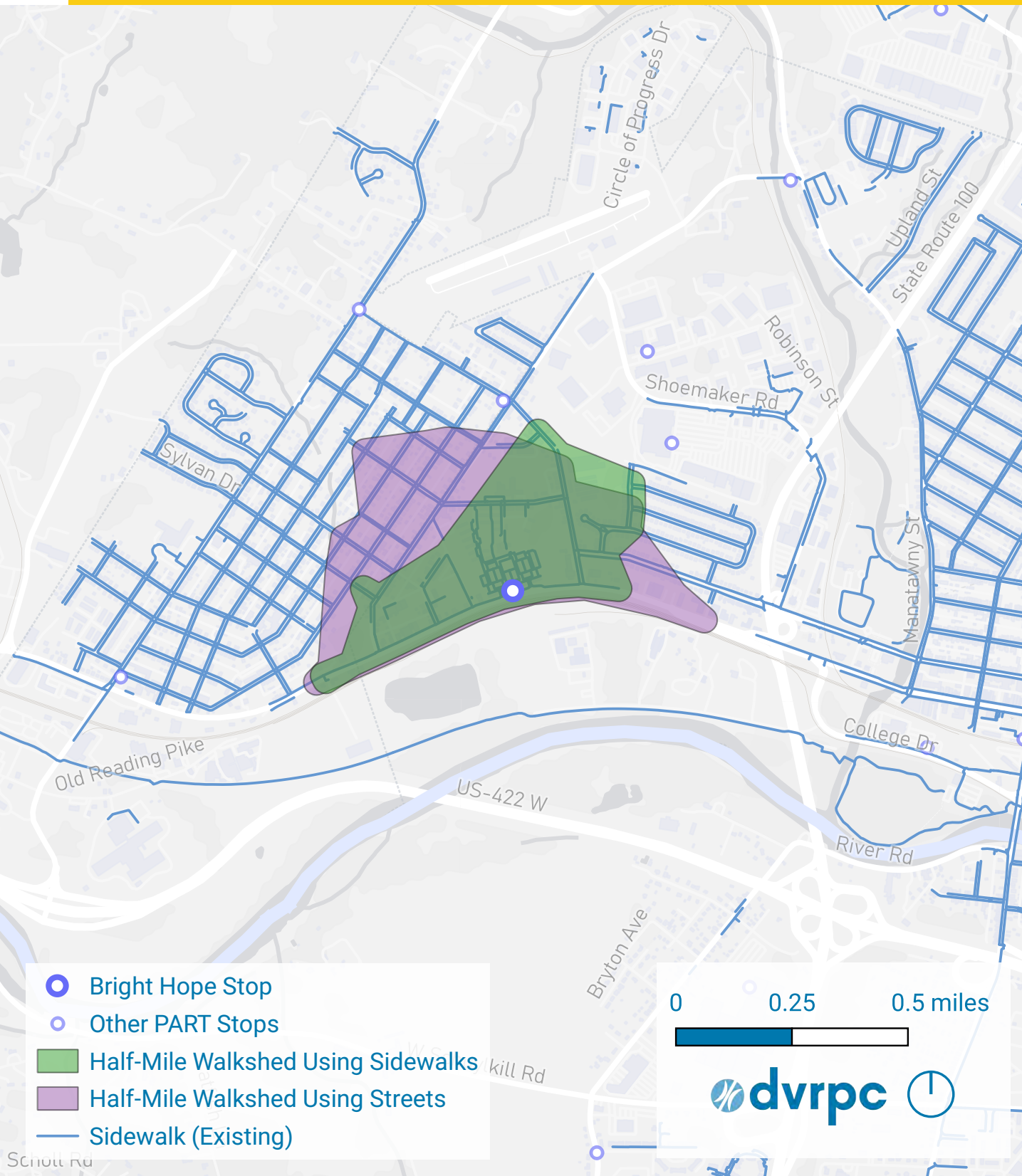
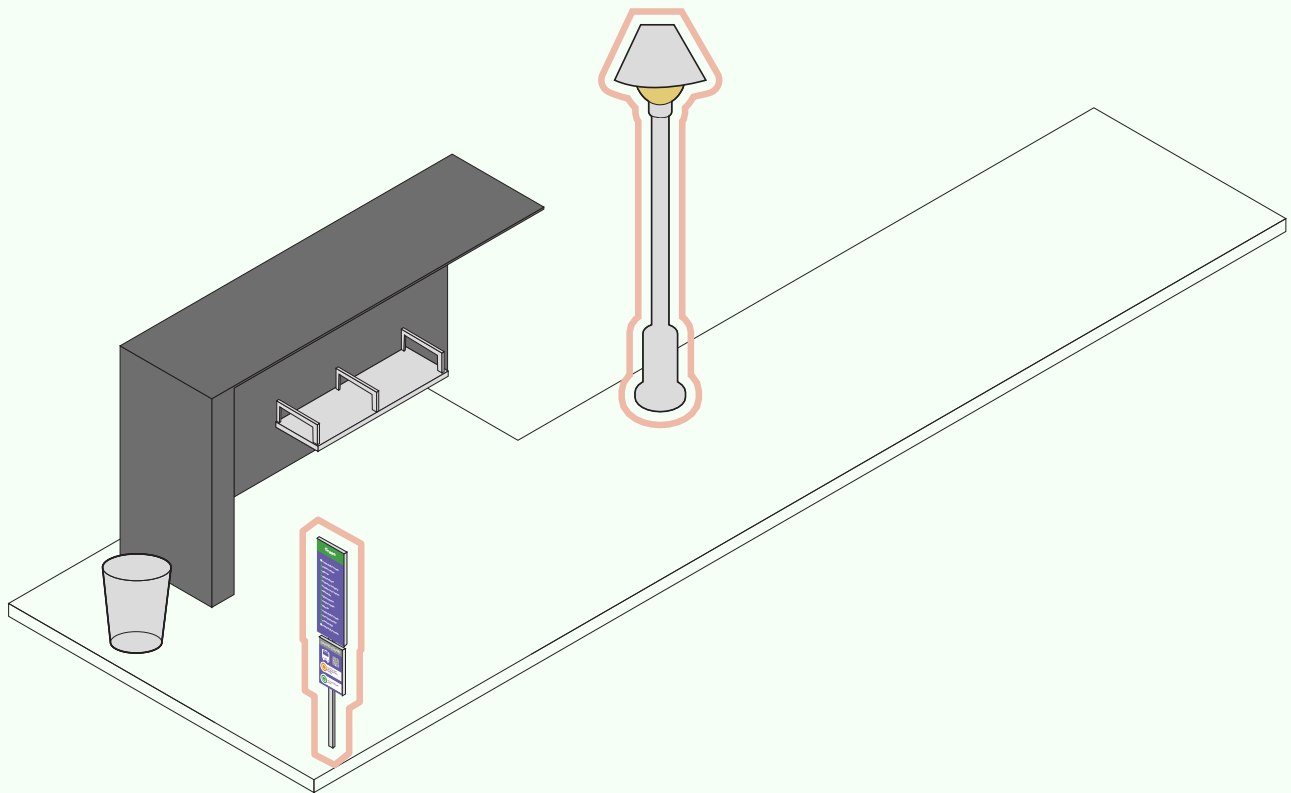




Table 13: Bright Hope Community (Bright Hope) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Needed
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 34: Bright Hope Community (Bright Hope) Recommendations



Source: DVRPC (2023)



Center & Keim



The Yellow Line stops at the intersection of Center & Keim. The only indication that a bus stops here is a no parking sign along Center Avenue. There is no designated waiting or passenger loading area and no amenities for passengers waiting for the bus. While narrow sidewalks may limit the amenities that

will fit in the stop area, existing sidewalks are wide enough to support a passenger loading area with space for ramp deployment. Signs with PART branding and route information are a priority for implementation at this stop. Sign placement will help designate waiting and passenger loading areas for passengers.

Figure 35: Center & Keim Walkshed

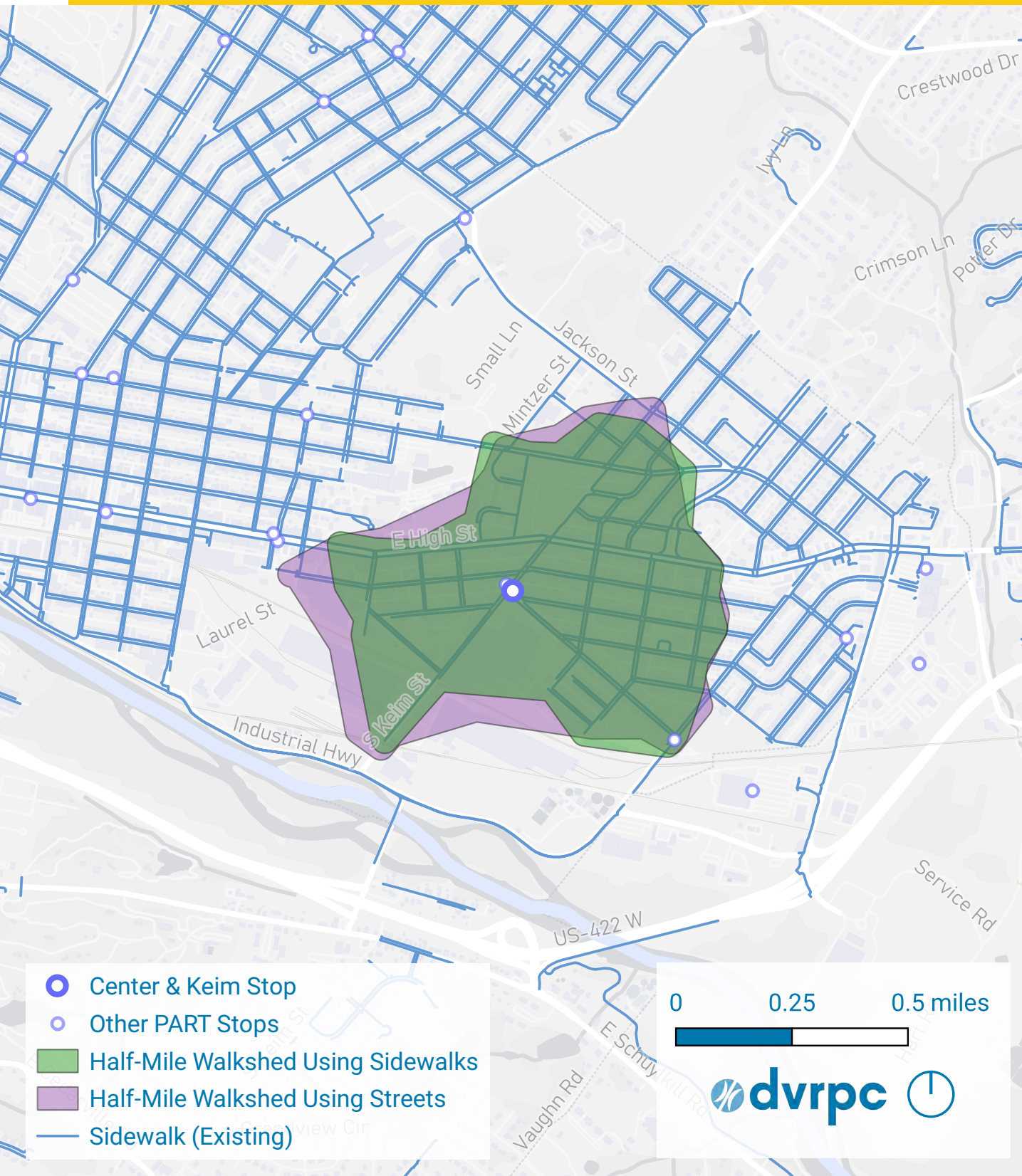
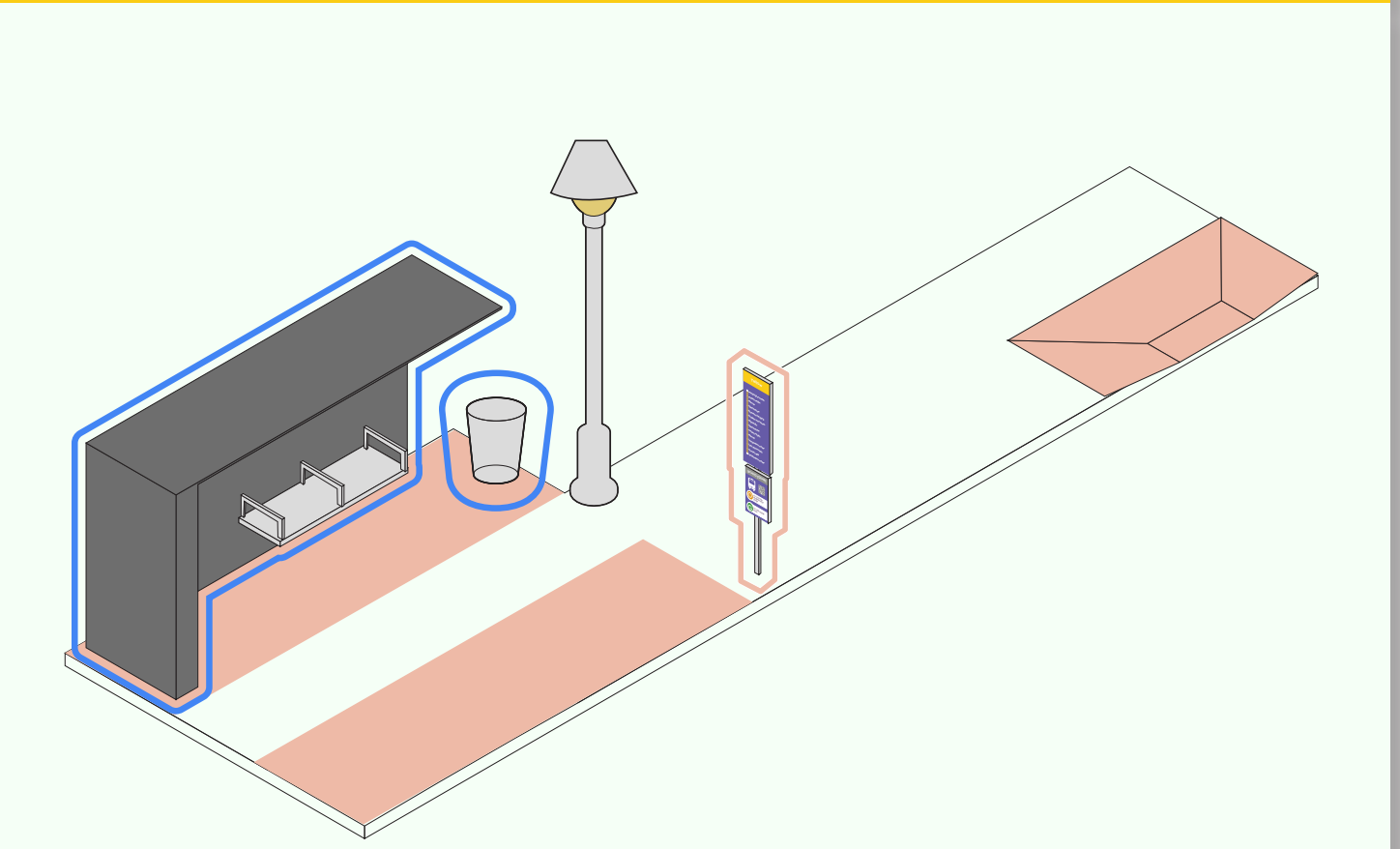




Table 14: Center & Keim Inventory Checklist

Category	Item	Status
Amenities	Shelter	Would be nice
	Seating	Would be nice
	Trashcan	Would be nice
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Needed
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Existing

Figure 36: Center & Keim Recommendations



Source: DVRPC (2023)



Charlotte & Beech

Located in Pottstown Borough



Both the Purple Line and Yellow Line stop at the intersection of Charlotte & Beech Streets, with the southbound Purple Line stopping at its northwest corner (in front of Dino's Deli and Grocery Store) and the westbound Yellow Line stopping at its northeast corner.

While this stop is in a relatively high-density area, for neighborhood stops, only the most essential stop amenities and accessibility features are recommended. The only indication that a bus stops here is striping in front of the northeast corner.

To solve this problem, signage with PART branding and route information needs to be added on both sides.

The southbound side has a light pole, but its light only reaches the middle of the intersection, so lighting for the westbound side needs to be added, as the Purple Line runs into the night. There is ample room for riders to wait for and load the bus, as well as space for a ramp to be deployed from the bus for wheelchair access.

Figure 37: Charlotte & Beech Walkshed

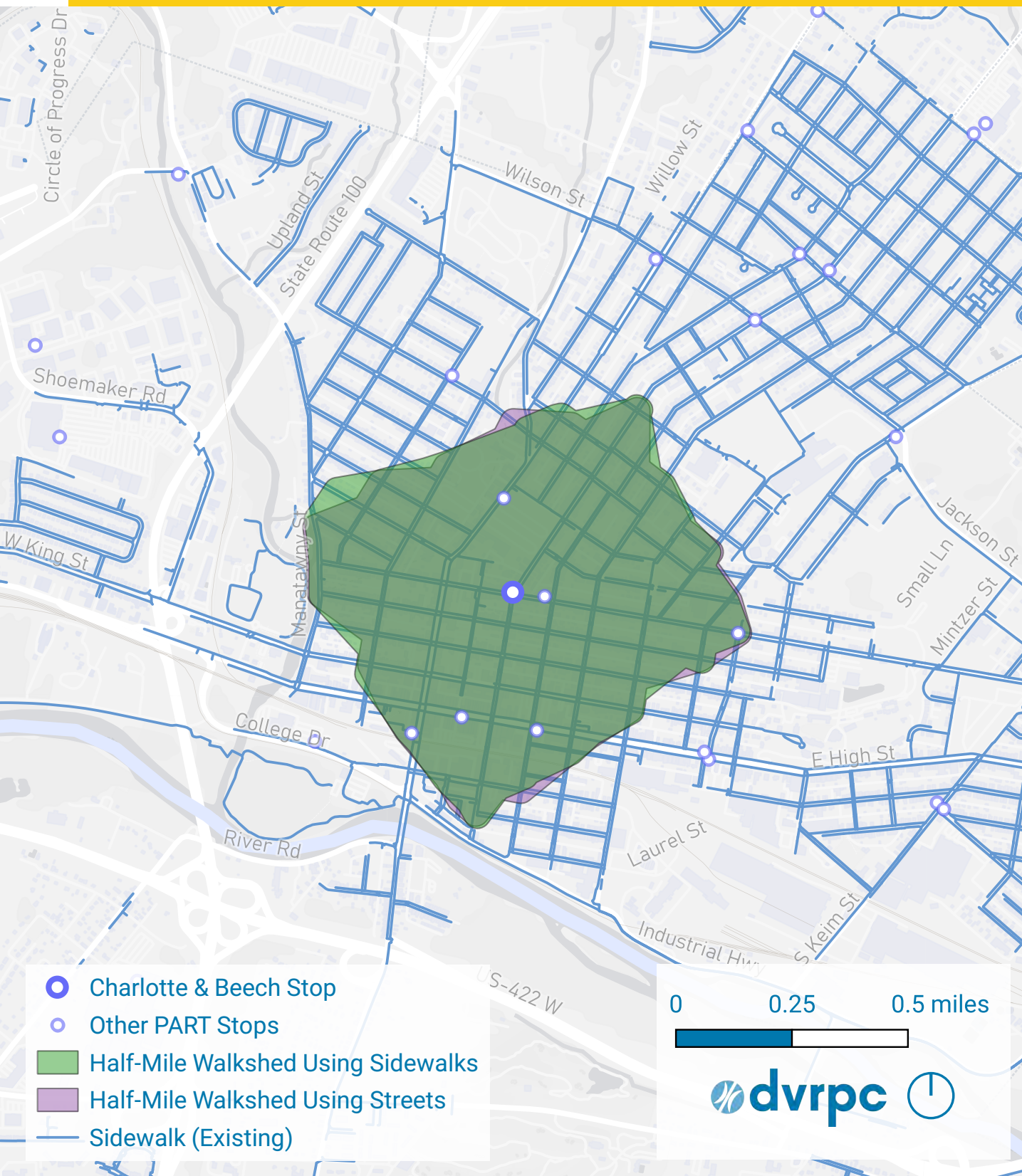
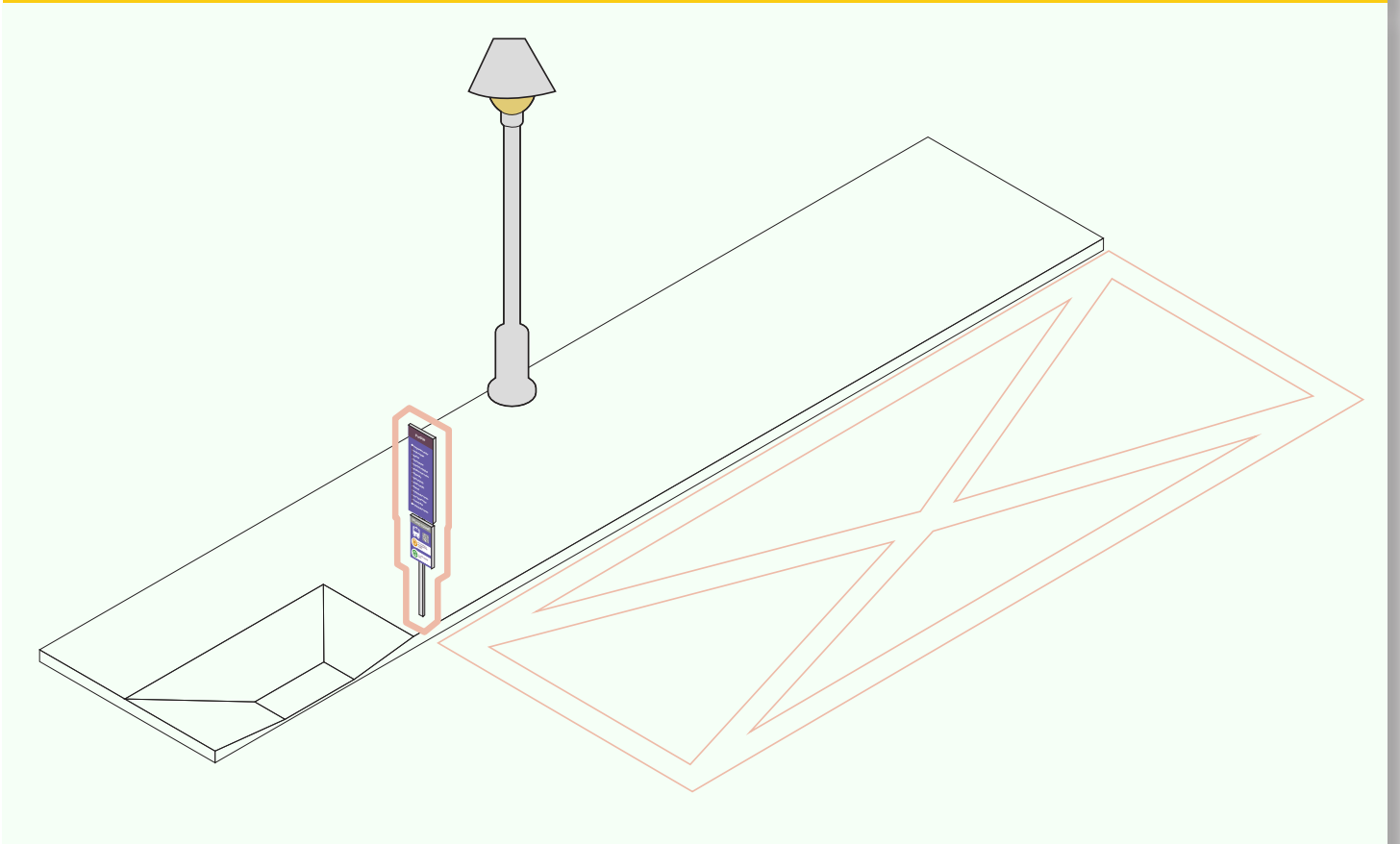




Table 15: Charlotte & Beech Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing (WB), Needed (SB)
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Figure 38: Charlotte & Beech Recommendations



Source: DVRPC (2023)



Charlotte & Wilson

Located in Pottstown Borough



The Purple Line stops at the intersection of Charlotte & Wilson, with the northbound bus stopping at its southeast corner (in front of the Turkey Hill Mini Mart) and the southbound bus stopping at its northwest corner. This neighborhood stop is located in a relatively high-density area and is also a high-ridership stop on Saturdays. While it does not require every amenity or accessibility feature, it does need more than the typical neighborhood stop. There currently is no indication that a bus stops here. Signs with PART branding and route information are necessary on both sides.

This stop has little extra space available for shelters, seating, and trash cans, so while these amenities would be nice, it is not realistic to add them in the near future. The southbound side has a light pole, but the southeast corner would benefit from additional lighting, as the Purple Line runs into the night. There is enough room for riders to wait for and load the bus on both sides, but the passenger loading area on the northbound side is not paved. There is enough room for a ramp to be deployed from the bus for wheelchair access on both sides, though the ramp would block most of the sidewalk.

Figure 39: Charlotte & Wilson Walkshed

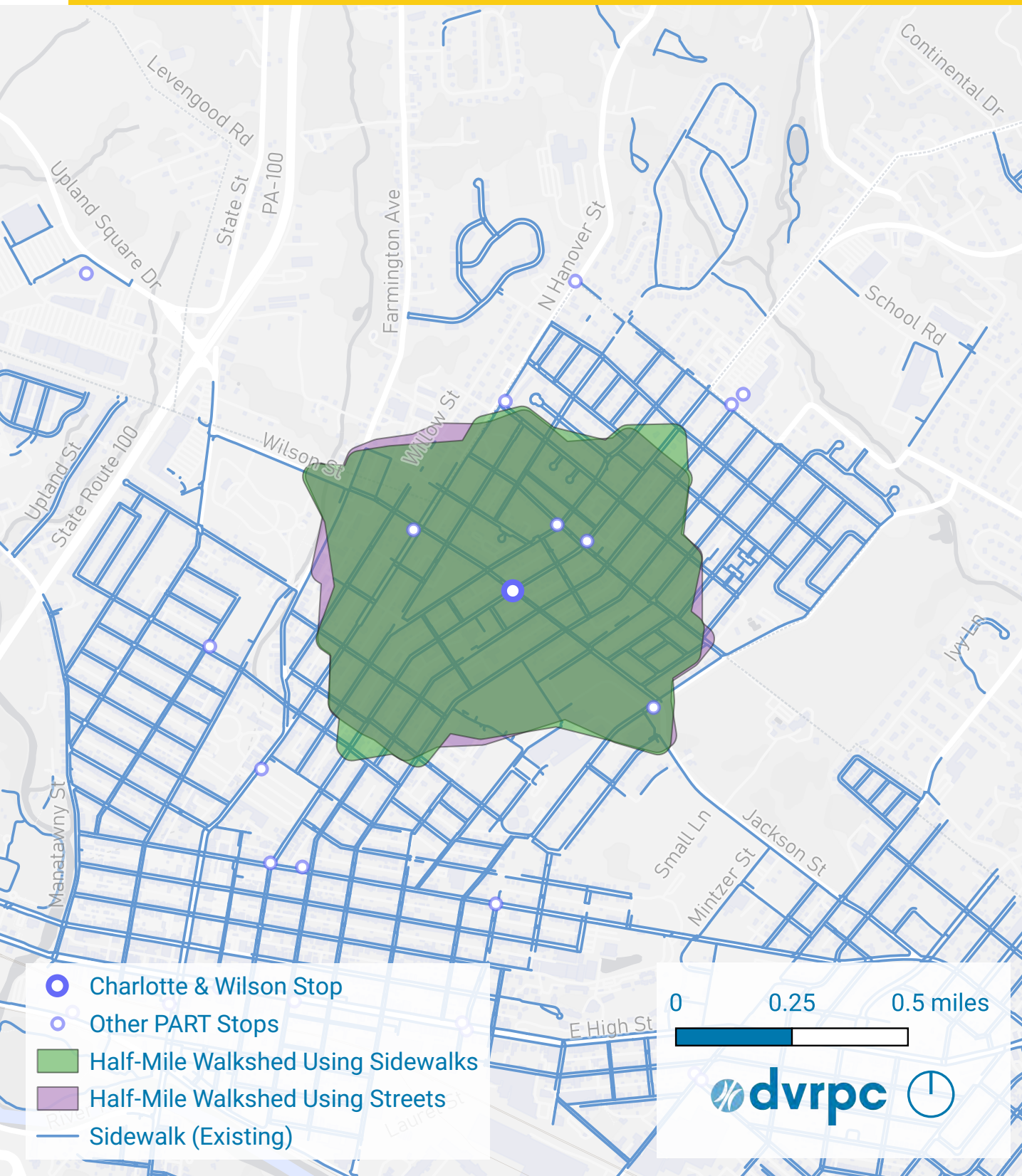
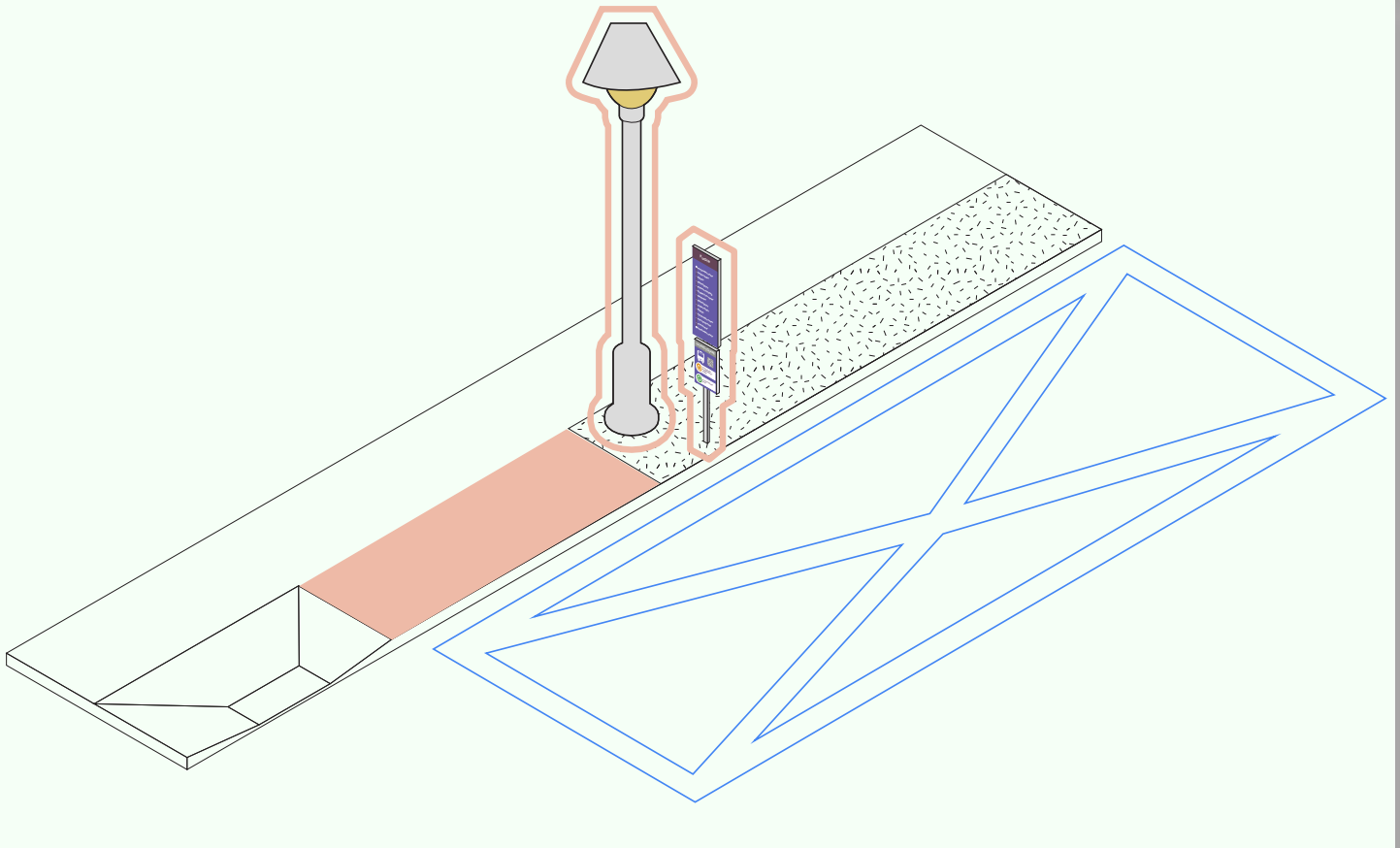




Table 16: Charlotte & Wilson Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing (SB), Needed (NB)
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Would be nice (NB), Not recommended (SB)

Figure 40: Charlotte & Wilson Recommendations



Source: DVRPC (2023)



Cross & Moyer

Located in Upper Pottsgrove Township



Source: Google [2022]

The westbound Orange Line stops at the northeast corner of the intersection of Cross & Moyer. This neighborhood stop is in an isolated, low-density area, and is not considered a high-ridership stop. There is currently no indication that a bus stops here. Signs with PART branding and route information are necessary to increase visibility of the PART service in this area. Lighting would be nice, but since the Orange Line primarily operates during daylight hours, it is not a high priority.

The stop is on a large, grassy knoll, so there is no level space for riders to wait for and load the bus, or for a ramp to be deployed from the bus for wheelchair access. A concrete pad for waiting and loading is recommended. Also, there is no access to the greater sidewalk network. Creating new sidewalk connections is beyond the scope of specific stop area recommendations, but is something that would benefit PART access in this area.

Figure 41: Cross & Moyer Walkshed

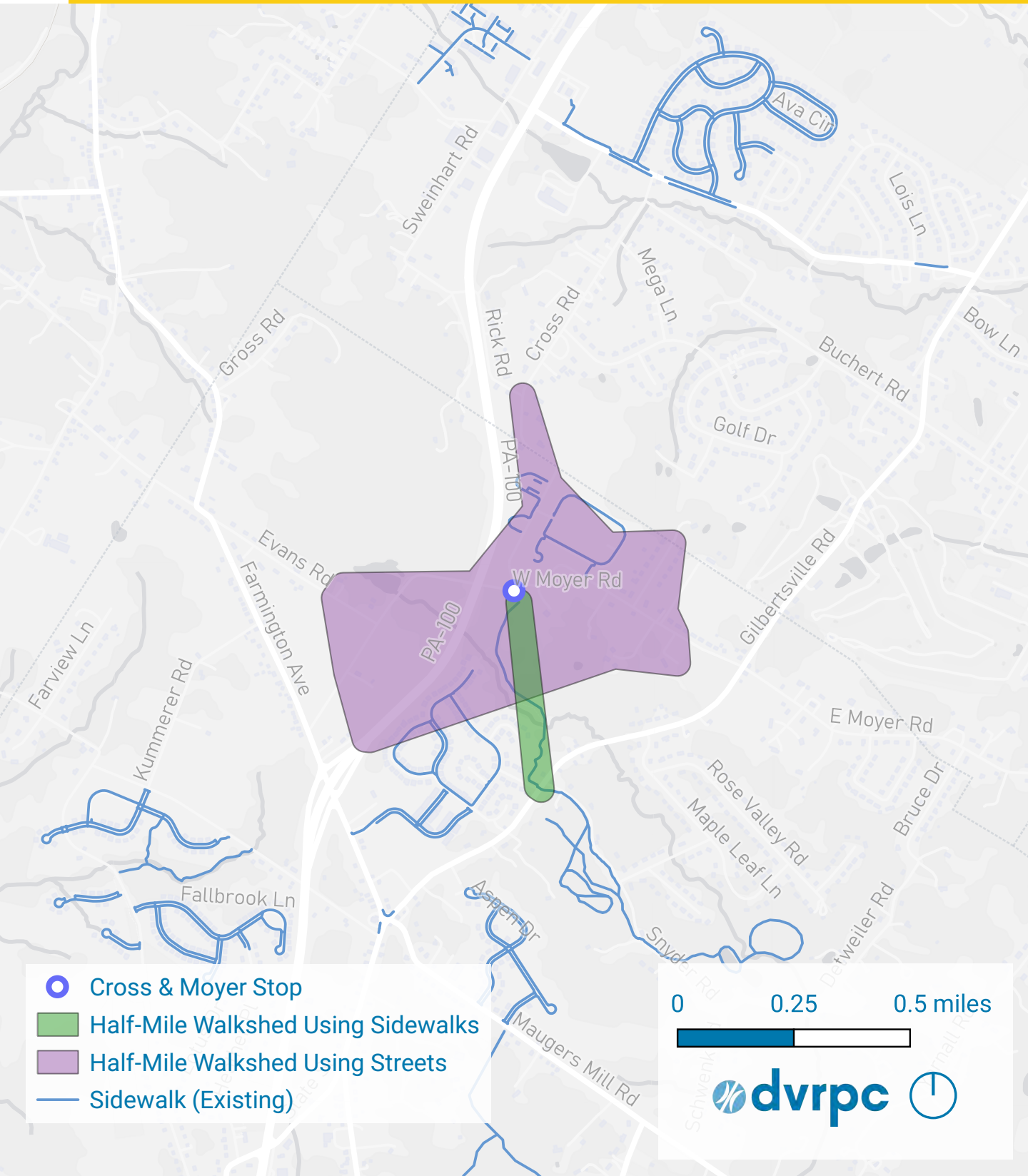
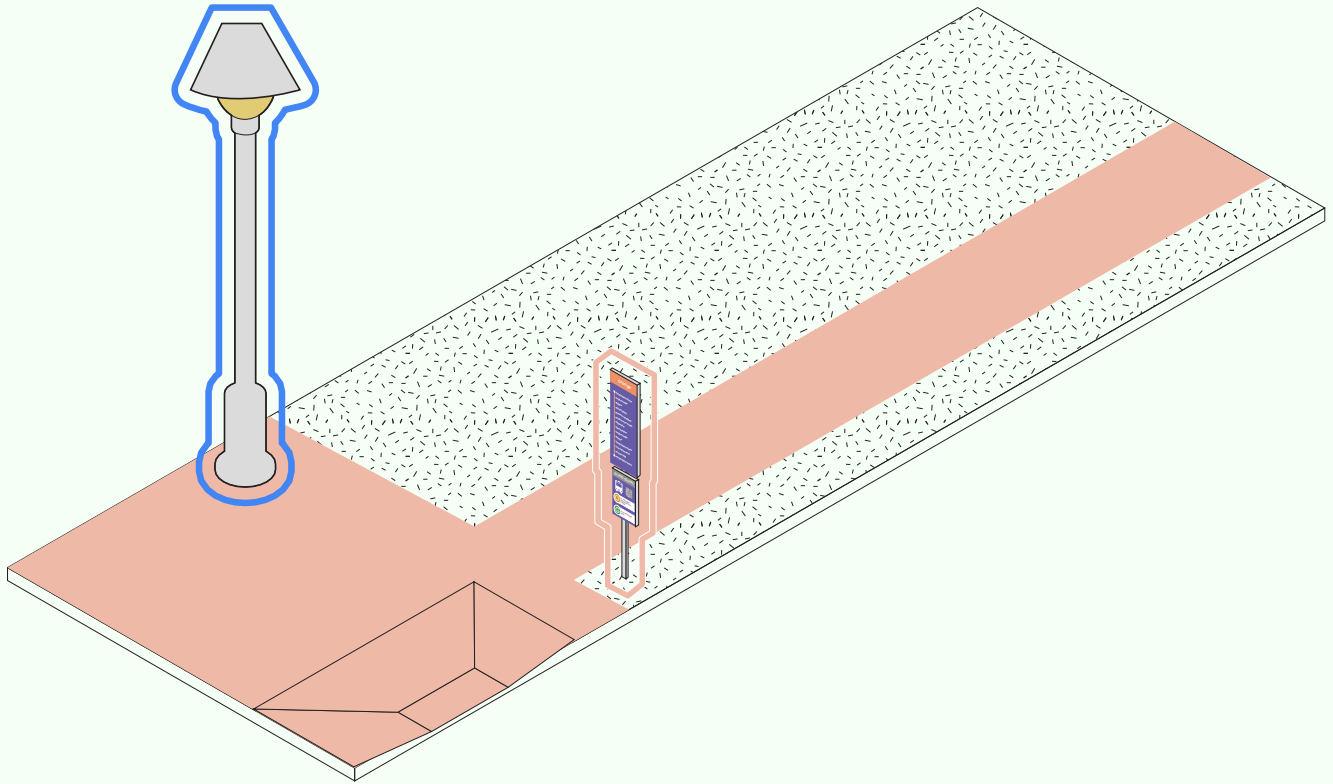




Table 17: Cross & Moyer Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Needed
	Passenger Loading Area	Needed
	Curb Ramps	Needed
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 42: Cross & Moyer Recommendations

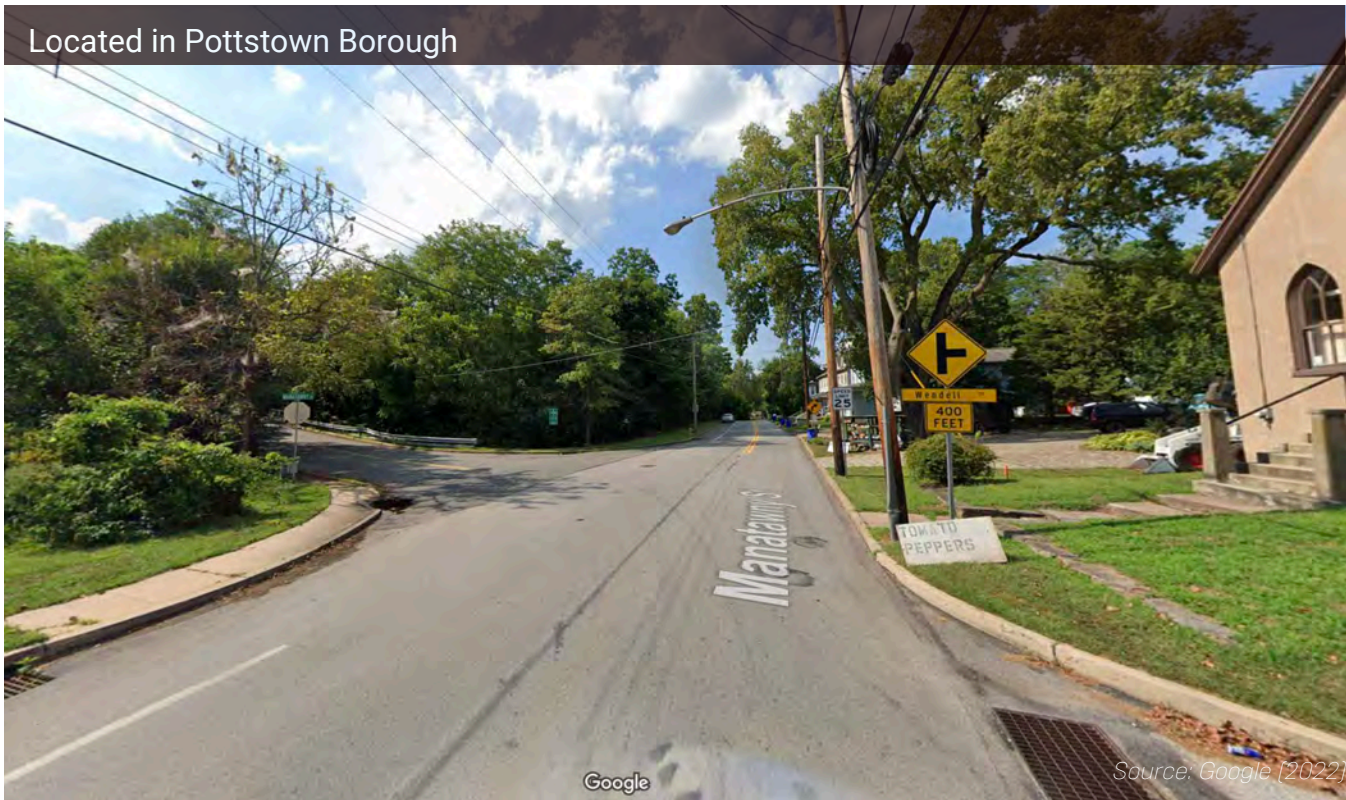


Source: DVRPC (2023)



Glasgow & Manatawny

Located in Pottstown Borough



The Green Line stops at the southern corner of Glasgow Street near the intersection with Manatawny Street. A guardrail and narrow sidewalks mean there is virtually no space to add stop amenities. A sign with PART branding and route information is necessary here, as there is currently no indication that a bus stops at this intersection. Given the lack of sidewalk accessibility, it is unlikely that a passenger using a mobility device will be able to reach this stop.

However, space for ramp deployment and passenger loading should be considered when signs are installed. Relocating the stop along Manatawny Street would allow for more waiting and loading space, but would also require parking restrictions to create space for the bus to stop.

Figure 43: Glasgow & Manatawny Walkshed

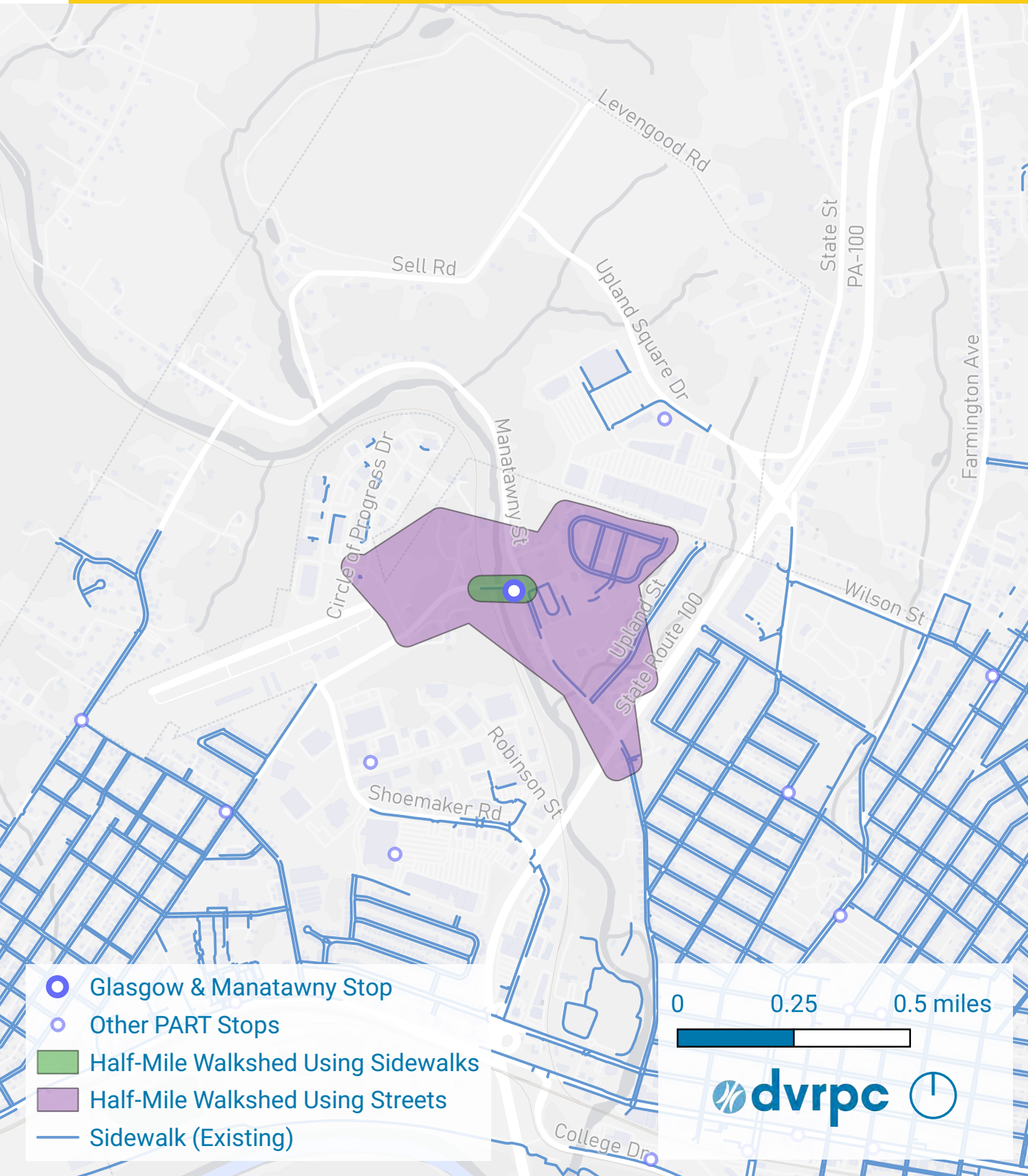
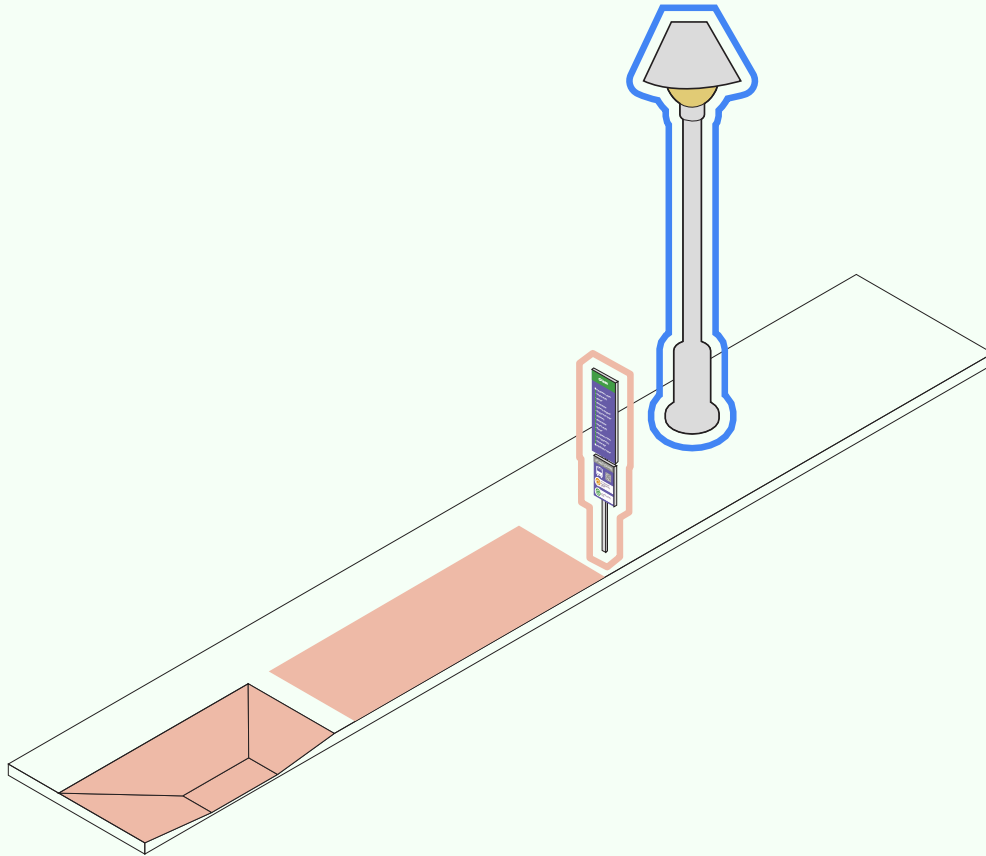




Table 18: Glasgow & Manatawny Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Needed
	Passenger Loading Area	Needed
	Curb Ramps	Needed
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 44: Glasgow & Manatawny Recommendations



Source: DVRPC (2023)



Grace & Hanover



The Yellow Line stops near the intersection of Grace & Hanover, as the bus turns right from Grace to Hanover Street. There is currently no indication that a bus stops here, so signs with PART branding and route information are a priority. Sign placement can be used to designate a waiting area. A concrete pad in the grass strip between the sidewalk and the curb is recommended for loading and ramp deployment.

Since this is a relatively low-ridership neighborhood stop, additional amenities such as shelter and seating would be nice, but are not required. Additional sidewalks in the neighborhood on the west side of Hanover Street would increase sidewalk connectivity to and from this stop location.

Figure 45: Grace & Hanover Walkshed

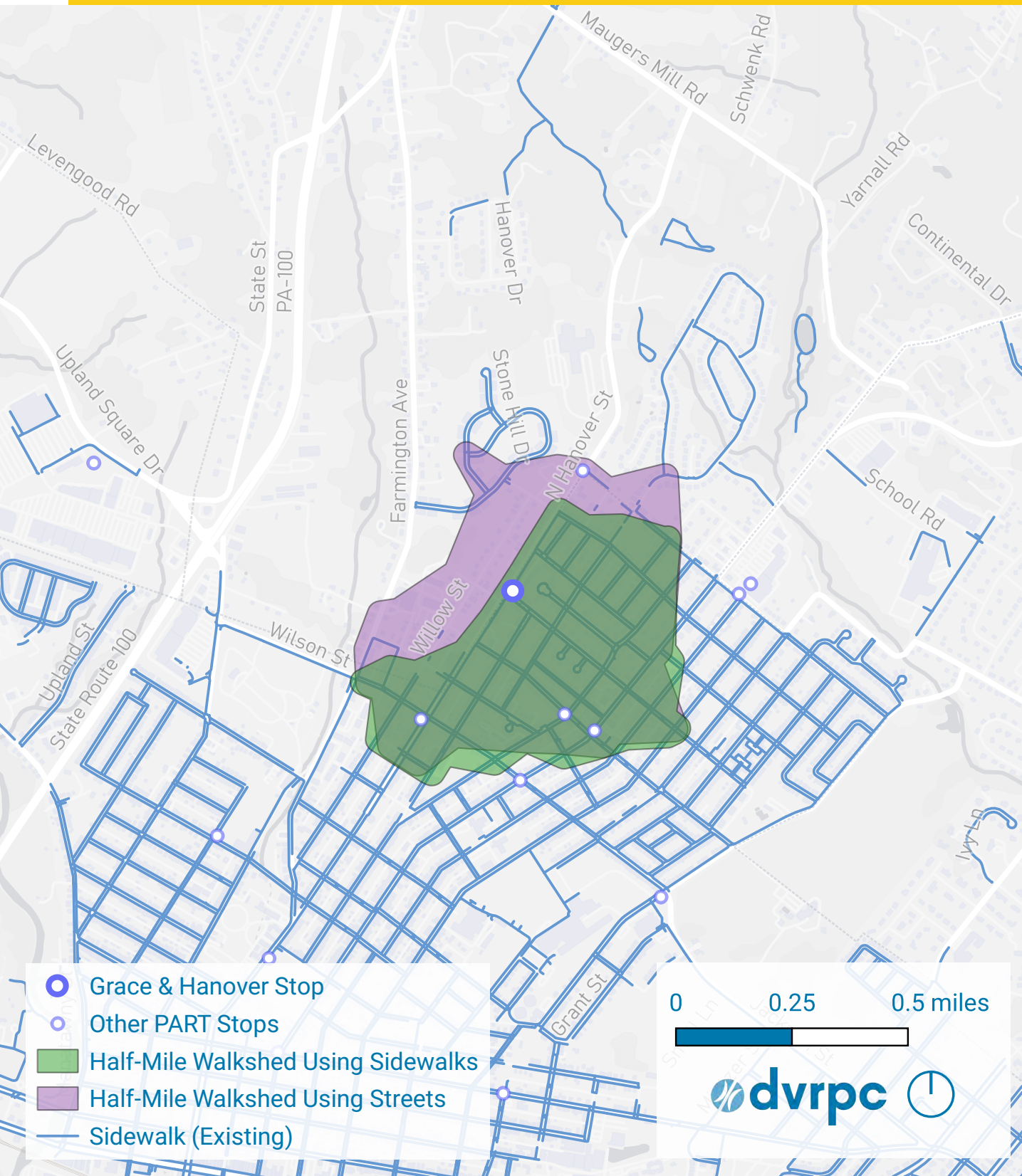
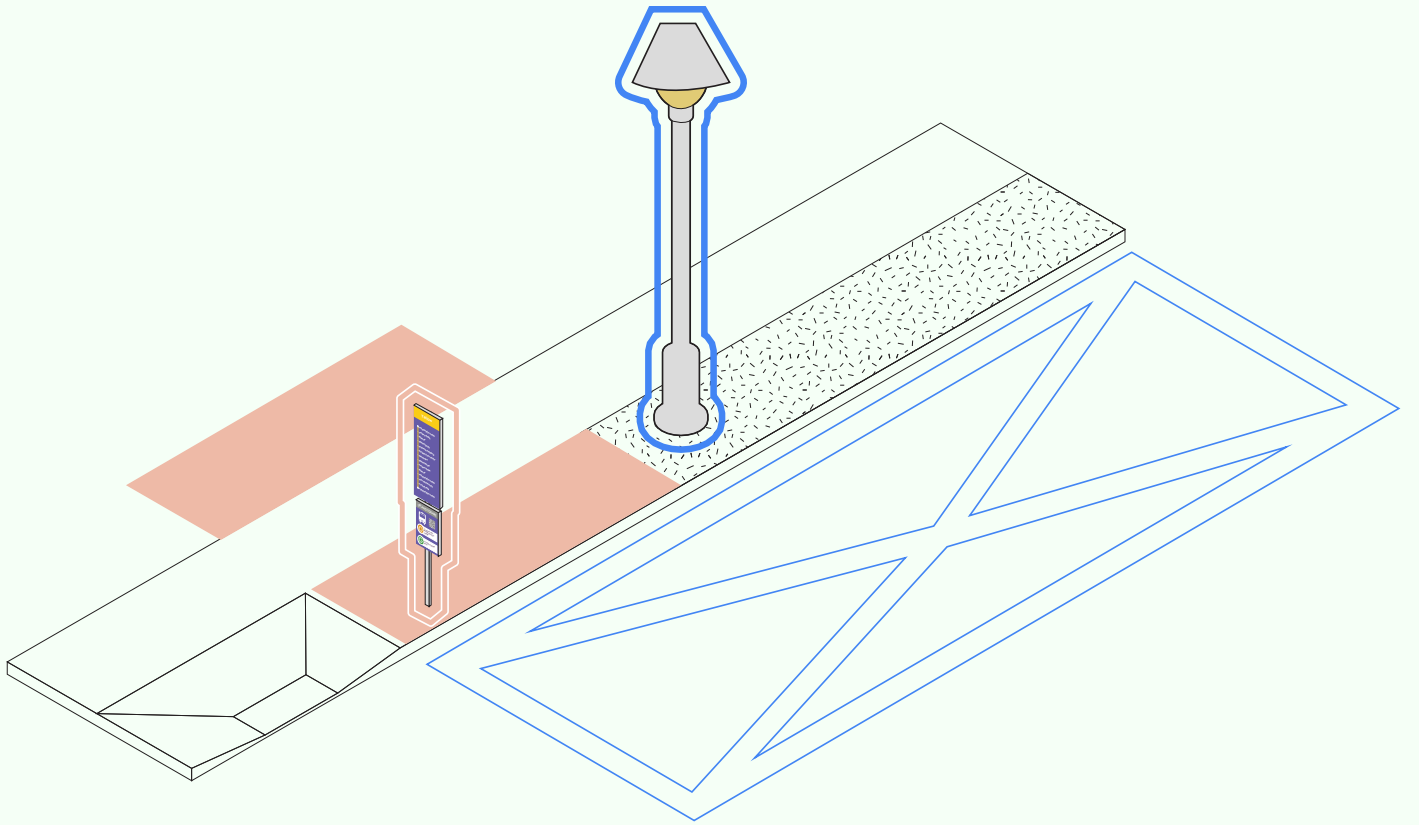




Table 19: Grace & Hanover Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Would be nice

Figure 46: Grace & Hanover Recommendations



Source: DVRPC (2023)



Hanover & Mervine



The northbound-turning-eastbound Yellow Line stops at the southeast corner of Hanover & Mervine. There is currently no indication that a bus stops here. PART signs with branding and route information are a priority on both sides. While amenities such as a shelter, seating, and trash cans would be nice, they are not needed in the low-density/ridership area.

There is a light pole across the street from the stop, which likely provides enough light because the Yellow Line primarily operates during daylight hours.

There is room for passengers to wait for and load the bus, but these areas are not designated, paved, or connected to the greater sidewalk network. Furthermore, while there is enough room for a ramp to be deployed from the bus for wheelchair access, the lack of paving and sidewalk access renders it useless. To solve these problems, a concrete pad is needed to accommodate waiting and loading. Additionally, a sidewalk is recommended to connect the existing sidewalk across Mervine Street to the existing sidewalk at Hanover Street and Master Street. Implementing this sidewalk may require coordination with the property owners along the path.

Figure 47: Hanover & Mervine Walkshed

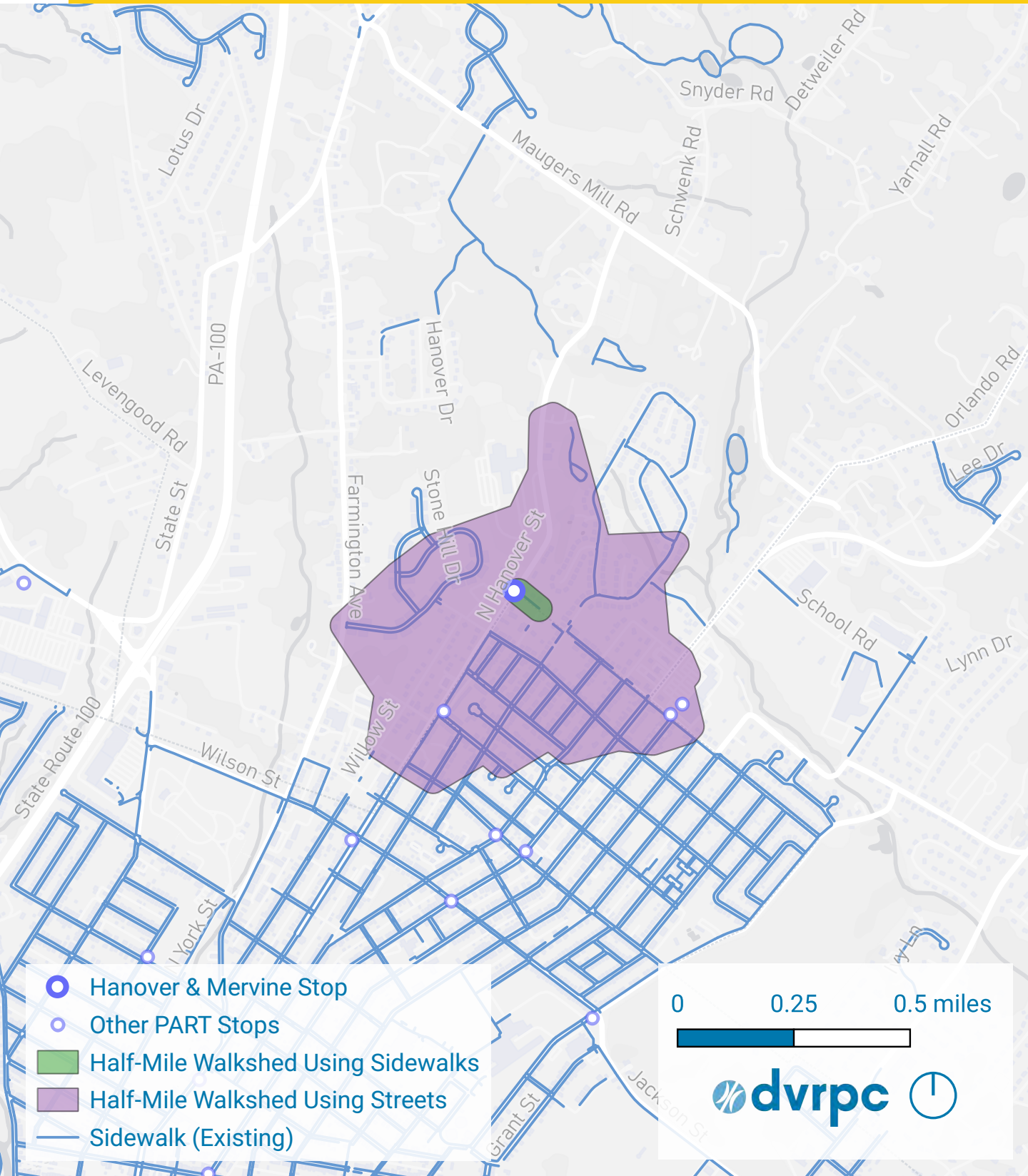
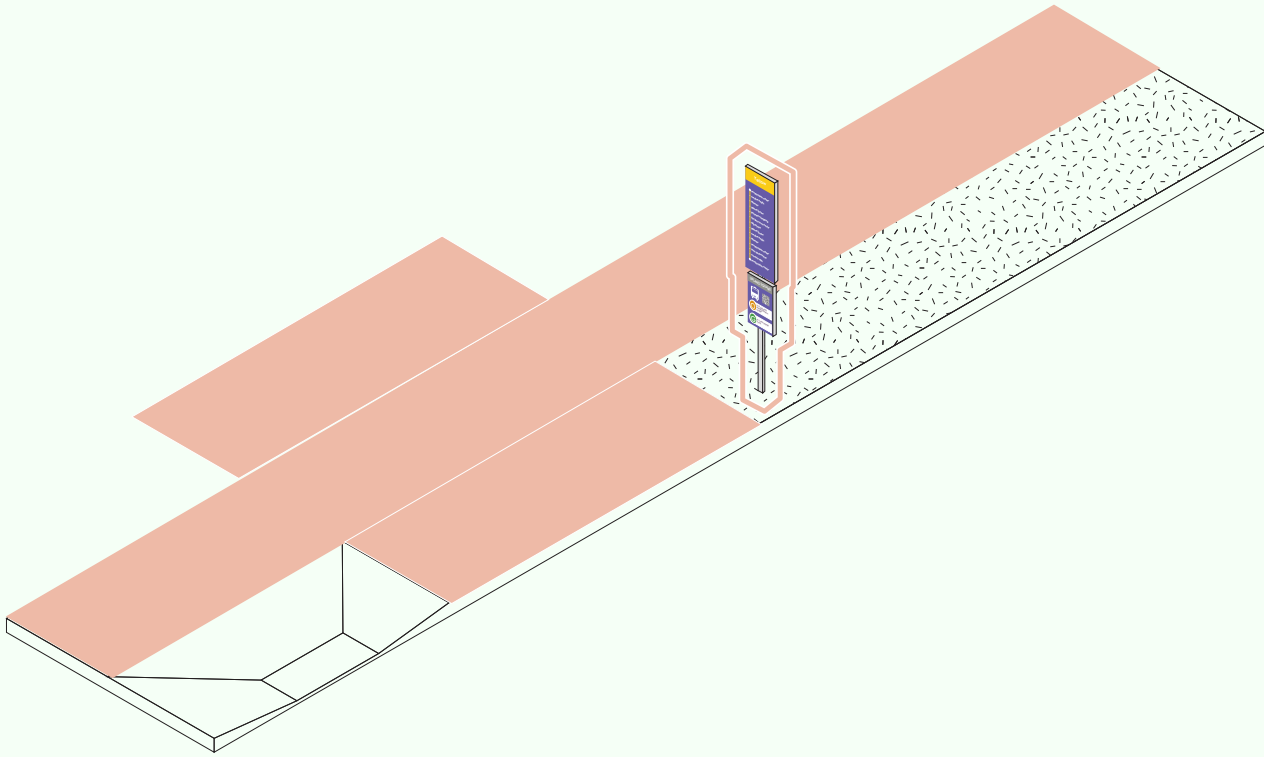




Table 20: Hanover & Mervine Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 48: Hanover & Mervine Recommendations

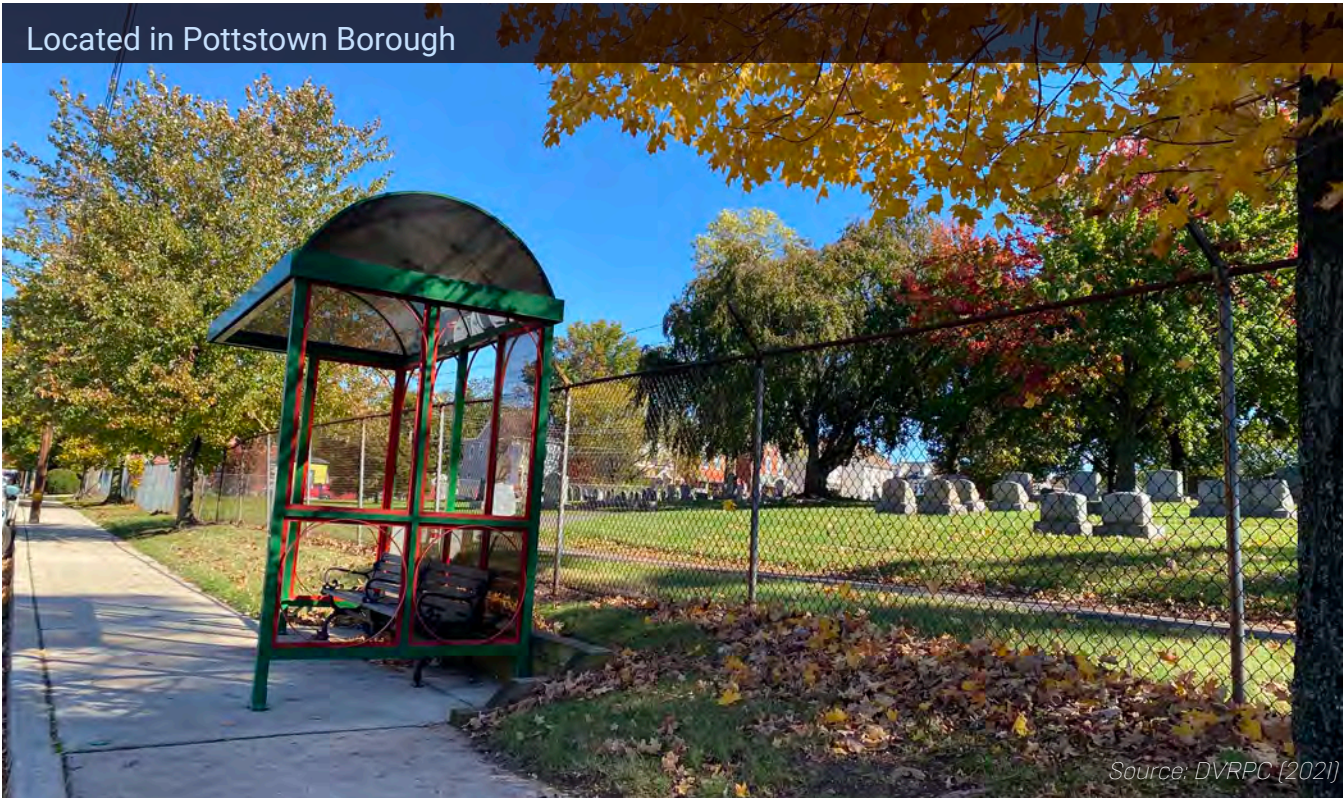


Source: DVRPC (2023)



Hanover Court Apartments (Hanover Manor)

Located in Pottstown Borough



The Purple and Green Lines stop at the Hanover Court Apartments, adjacent to the Cemetery. The stop already has a shelter and seating, which serves to designate the waiting and passenger loading areas. Unfortunately, the shelter blocks half of the sidewalk, creating the potential need for those using mobility devices to cross the street. Given location in the middle of the block, and the fact that many nearby apartments are on the opposite side of Hanover Street, a mid-block crosswalk, complete with curb ramps, would increase the safety of accessing this stop. A pedestrian-actuated flashing beacon would further improve safety.

Alternatively, the shelter could be moved closer to the intersection of Hanover Street and Jefferson Avenue, where ramps already exist. Care would need to be taken to designate a passenger loading area large enough to accommodate a ramp. Crosswalks are still recommended. There is currently no indication that a bus stops in the southwest direction. Signage and bus zone pavement markings are recommended.

Figure 49: Hanover Court Apartments (Hanover Manor) Walkshed

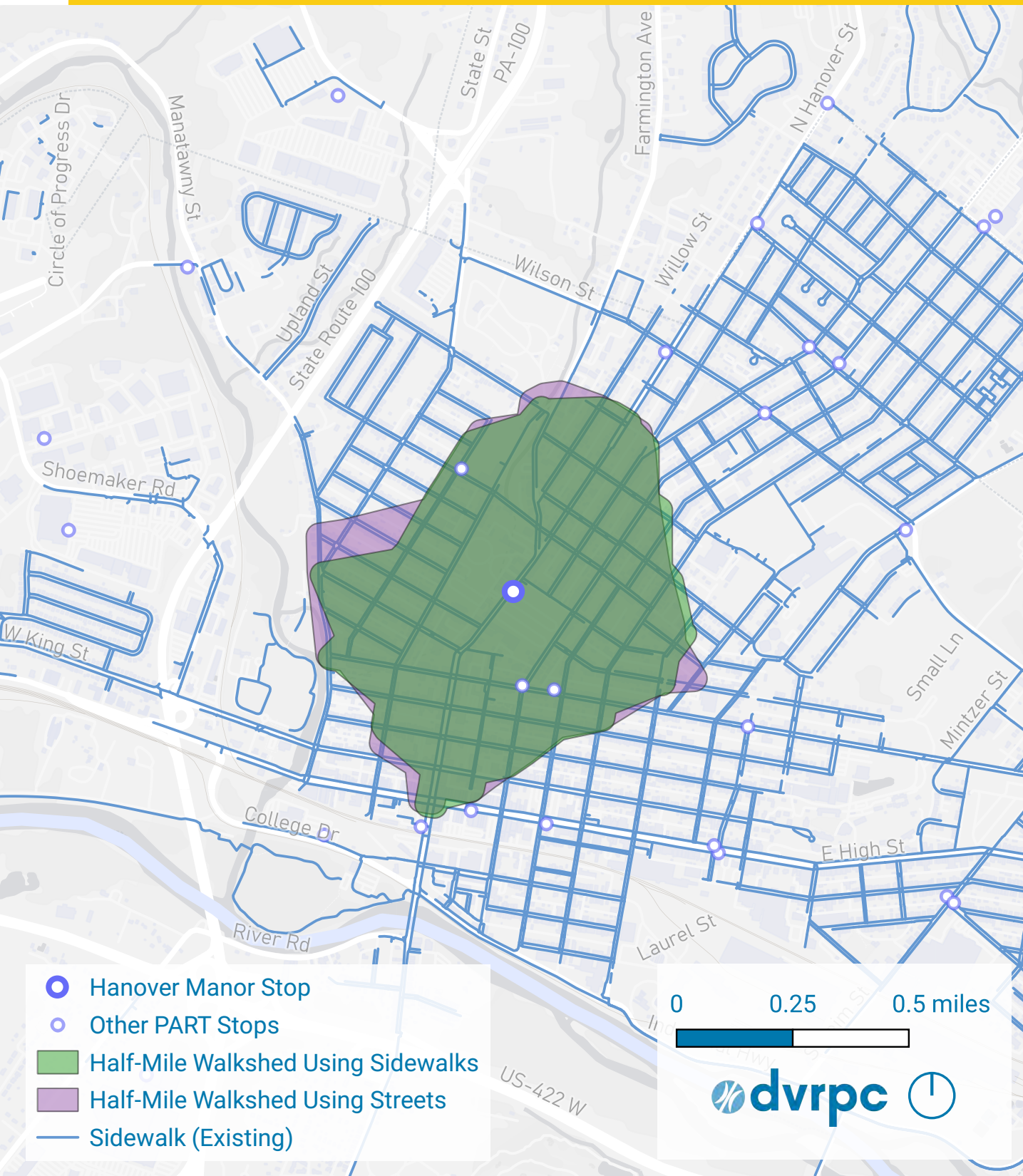
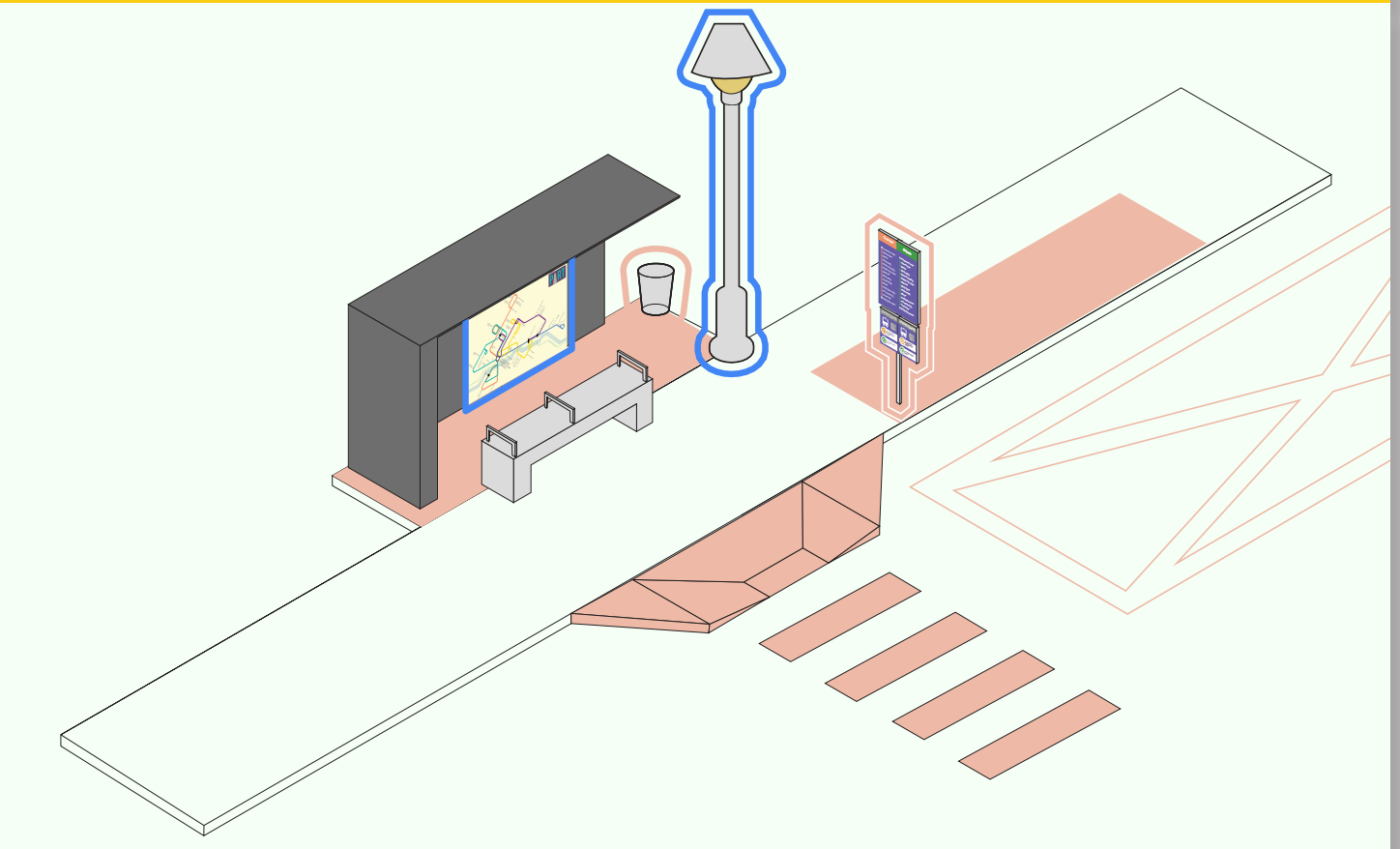




Table 21: Hanover Court Apartments (Hanover Manor) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Needed
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Improve
	Passenger Loading Area	Improve
	Curb Ramps	Improve
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	Needed
Roadway	Bus Zone	Needed
Other	-	Crossing or relocate

Figure 50: Hanover Court Apartments (Hanover Manor) Recommendations



Source: DVRPC (2023)



Heritage Drive

Located in Lower Pottsgrove Township



Both the Blue Line and Purple Line stop at the intersection of High Street and Heritage Drive, with the eastbound bus stopping at its southwest corner and the westbound bus stopping at its northeast corner (in front of Sunnybrook Village). The only indication that a bus stops here is SEPTA sign on both sides. To solve this problem, signs with PART branding and route information need to be added on both sides.

There is currently lighting on the eastbound side, but lighting needs to be added for the westbound side, as both the Blue Line and Purple Line run into the night.

Both corners have access to sidewalks, though sidewalks running to and from the eastbound side end shortly beyond the stop. Connecting this sidewalk to the existing sidewalk a few hundred feet to the west will improve sidewalk accessibility.

The eastbound side has enough room for riders to wait for and load the bus (though these areas need to be designated), but the westbound side does not. Also, neither corner has enough room for a ramp to be deployed from the bus for wheelchair access. To solve these problems, the sidewalk can be widened, which will likely require coordinating with nearby property owners.

Figure 51: Heritage Drive Walkshed

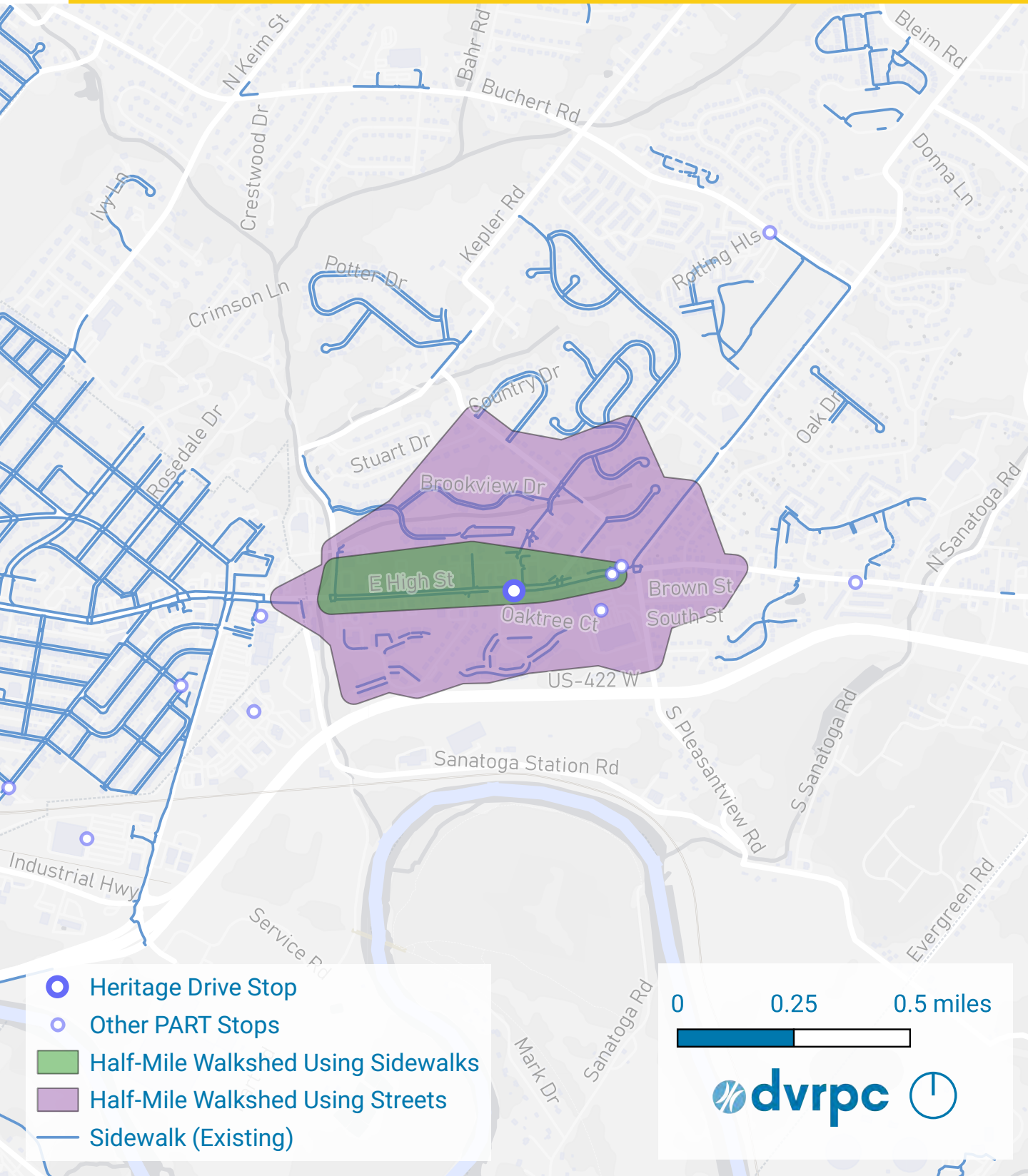
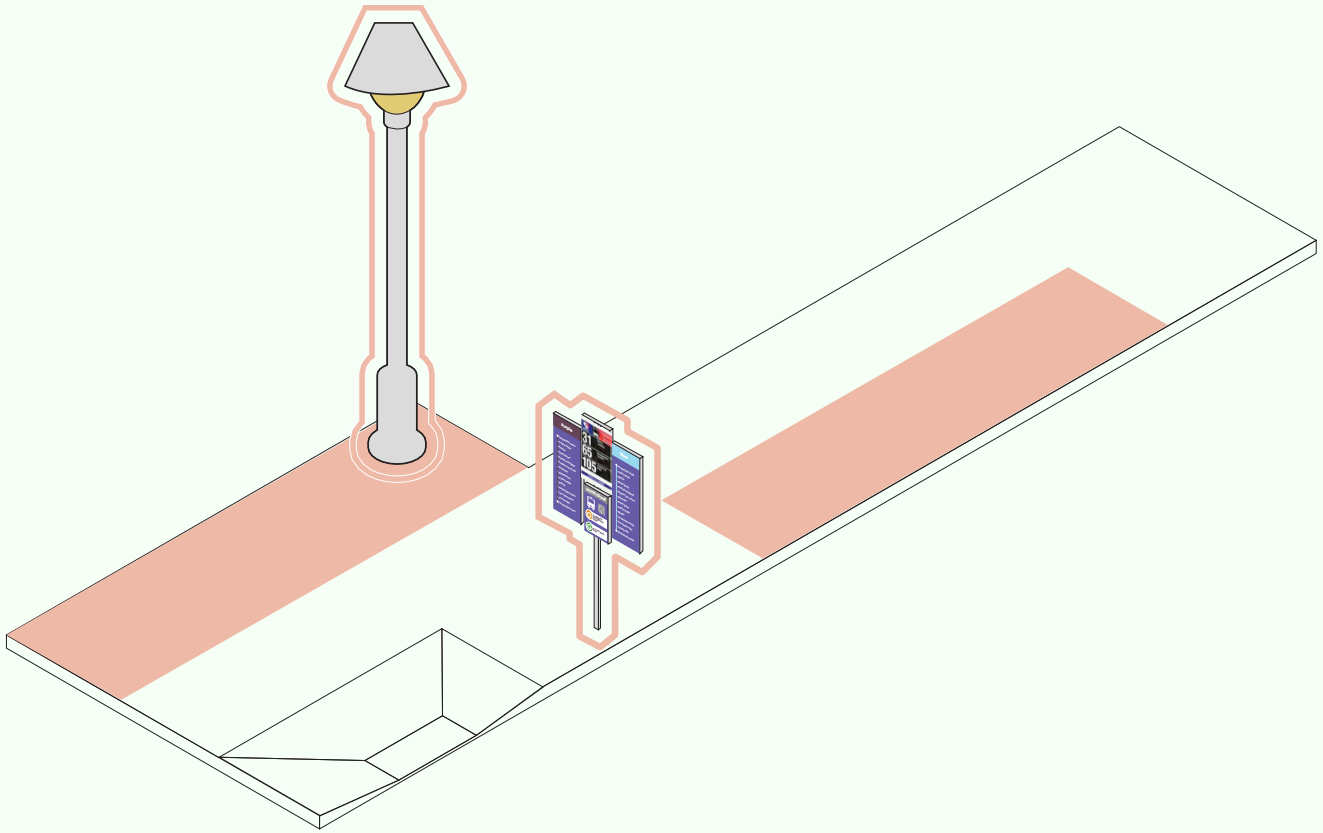




Table 22: Heritage Drive Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing (EB), Needed (WB)
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing (WB), Improve (EB)
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
	Other	N/A
Roadway	Bus Zone	Not recommended

Figure 52: Heritage Drive Recommendations



Source: DVRPC (2023)



High & Grosstown



The northbound Green Line stops on Grosstown Road, just after turning from High Street. This is a high-ridership stop on the western end of the High Street corridor, and is the western-most stop in the PART system. South of High Street and the adjacent railroad tracks, pedestrians and cyclists can access the Schuylkill River Trail. Completing the sidewalk along Grosstown on the south side of High Street would improve access between the Trail and the PART system.

A shelter with seating and a trash can already exist at this location and there is ample space for loading and ramp deployment. Adding signage is a priority, and since this stop is on the western end of the PART service area, a full system map could help inform riders of other lines and local connections. A designated no-parking area would help ensure the bus always has space to stop.

Figure 53: High & Grosstown Walkshed

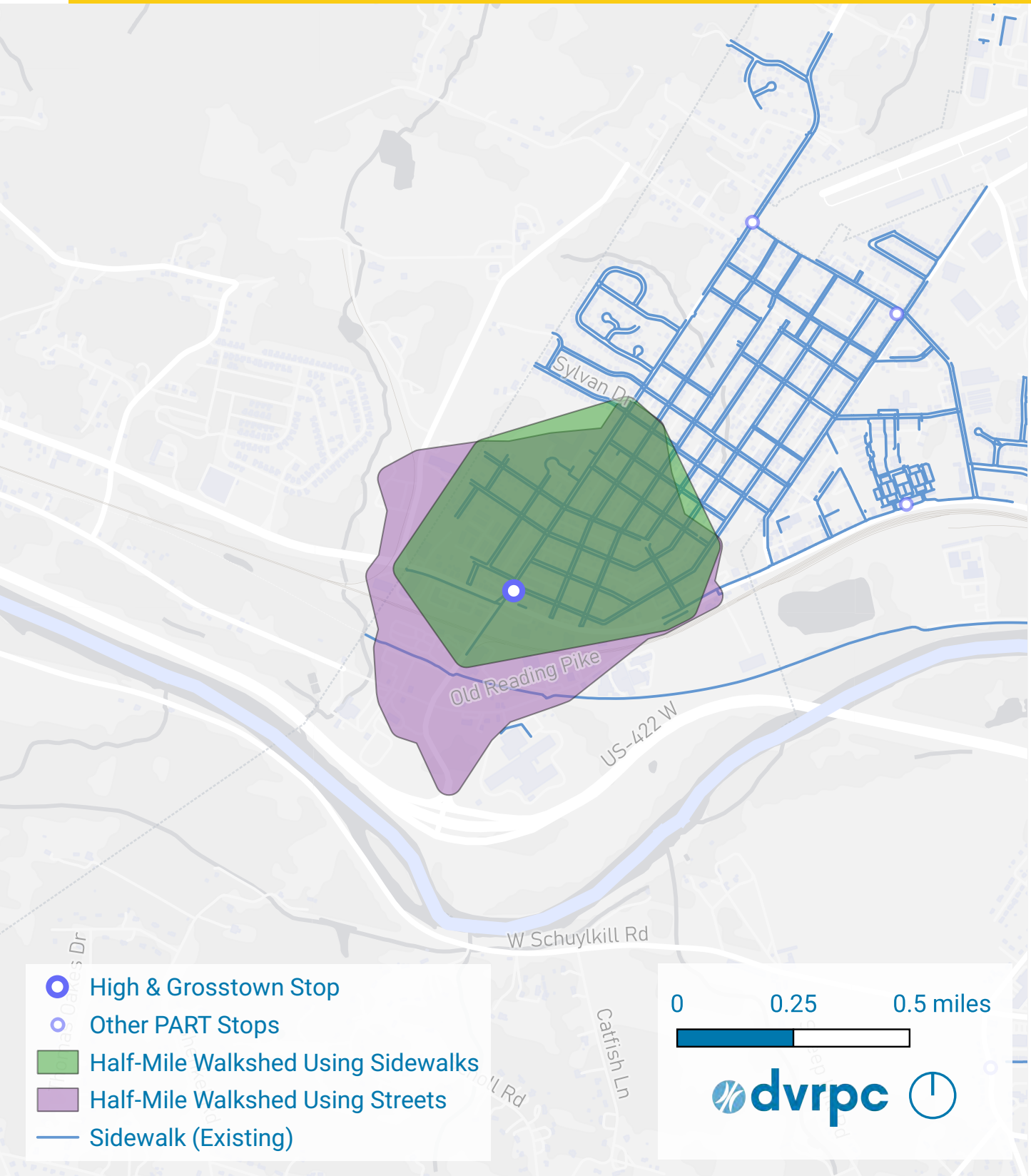
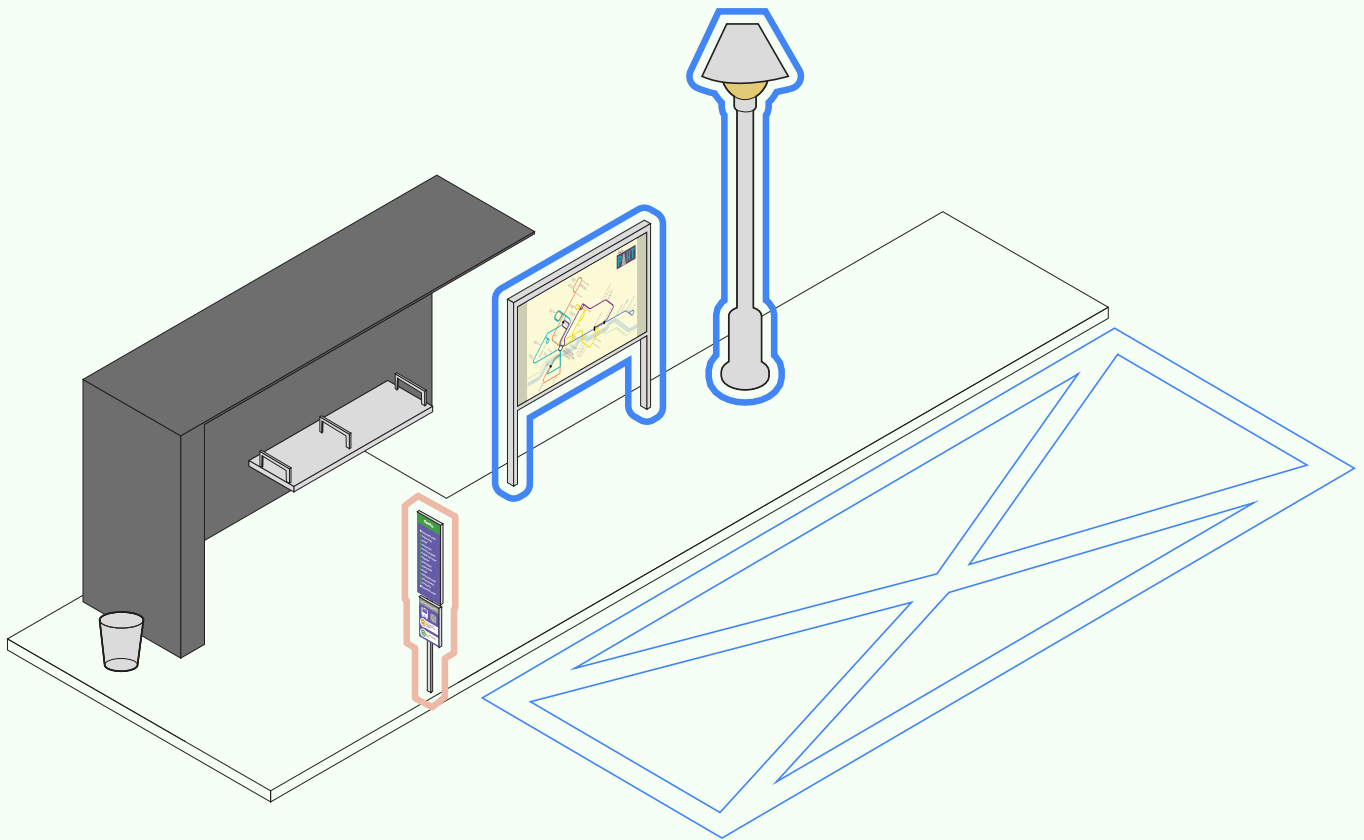




Table 23: High & Grosstown Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Would be nice
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	N/A
	Other	Add Schuylkill River Trail Map
Roadway	Bus Zone	Would be nice

Figure 54: High & Grosstown Recommendations



Source: DVRPC (2023)



Hillside Apartments

Located in Pottstown Borough



Source: Google [2022]

The northbound-turning-westbound Yellow Line stops at the corner of Hillside and Queen Street, within the Hillside Apartment complex. This stop is in a relatively high-density area. There is currently no indication that a bus stops here. To solve this, signage with PART branding and route information needs to be implemented. A light that illuminates the stop already exists across the street.

There is ample room for riders to wait for and board the bus, which could be designated with sign placement. A concrete pad is recommended between the sidewalk and curb to create space for ramp deployment and loading. This stop is on private property, so any improvements would need to be approved and coordinated with the property owner.

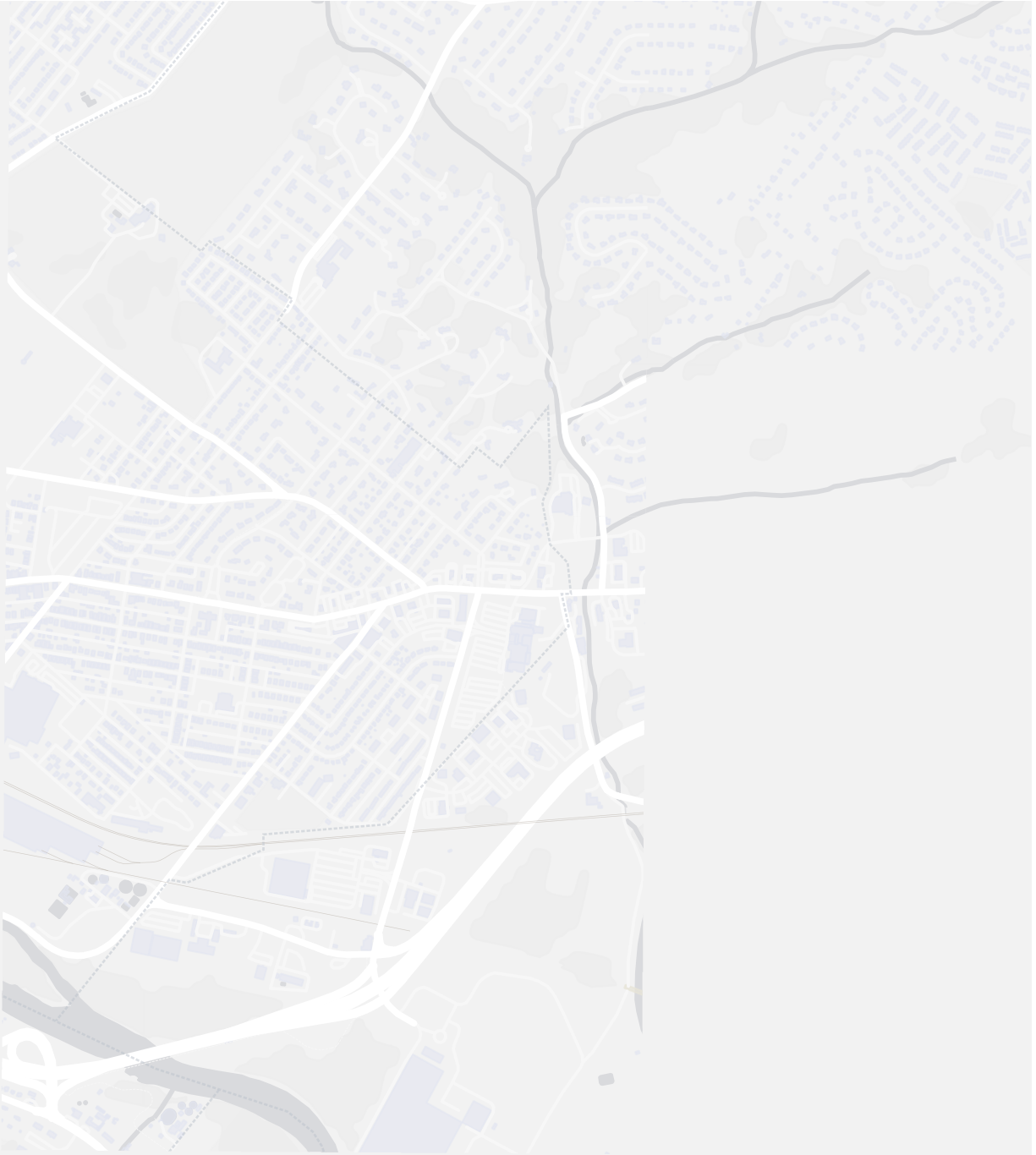
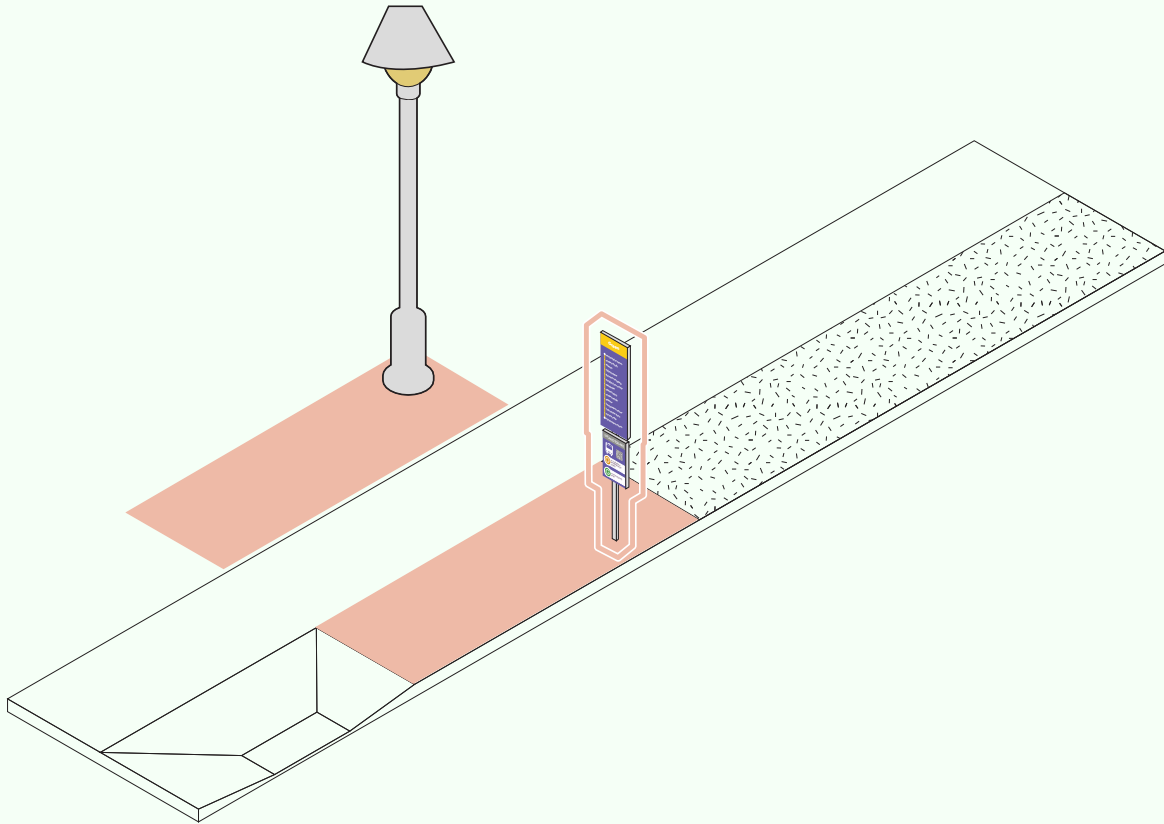




Table 24: Hillside Apartments Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 56: Hillside Apartments Recommendations



Source: DVRPC (2023)



Hilltop

Located in Lower Pottsgrove Township



The Blue Line stops at the Hilltop stop along High Street in Sanatoga. The eastbound side has an existing shelter with seating, a trash can, and small waiting and passenger loading areas. The sidewalk in front of the shelter is just large enough for loading and has curb ramps, but they lead into large driveways with no other sidewalks nearby. There is currently a SEPTA sign, but no indication that a PART bus stops there. In the westbound direction, the stop has no amenities and no PART signage.

The stop is located by a utility pole surrounded by grass, making access challenging. Most likely, passengers board from or unload into the adjacent driveways. A dedicated waiting and passenger loading area is recommended on this side. A sign with PART branding and route information is a priority in both directions. Given that both stops are adjacent to driveways and no parking is permitted, there is no need for additional roadway striping to mark the bus zone.

Figure 57: Hilltop Walkshed

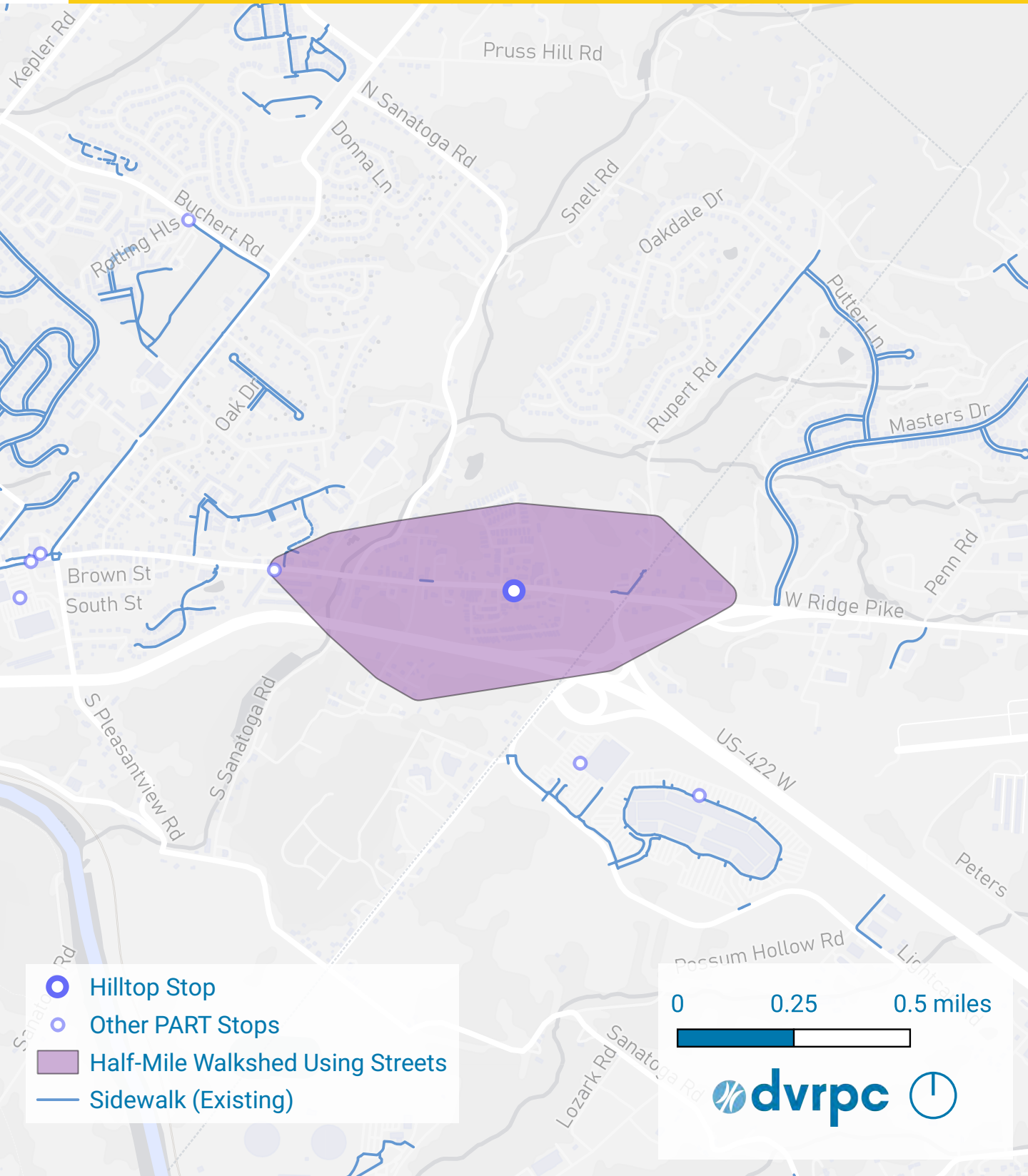
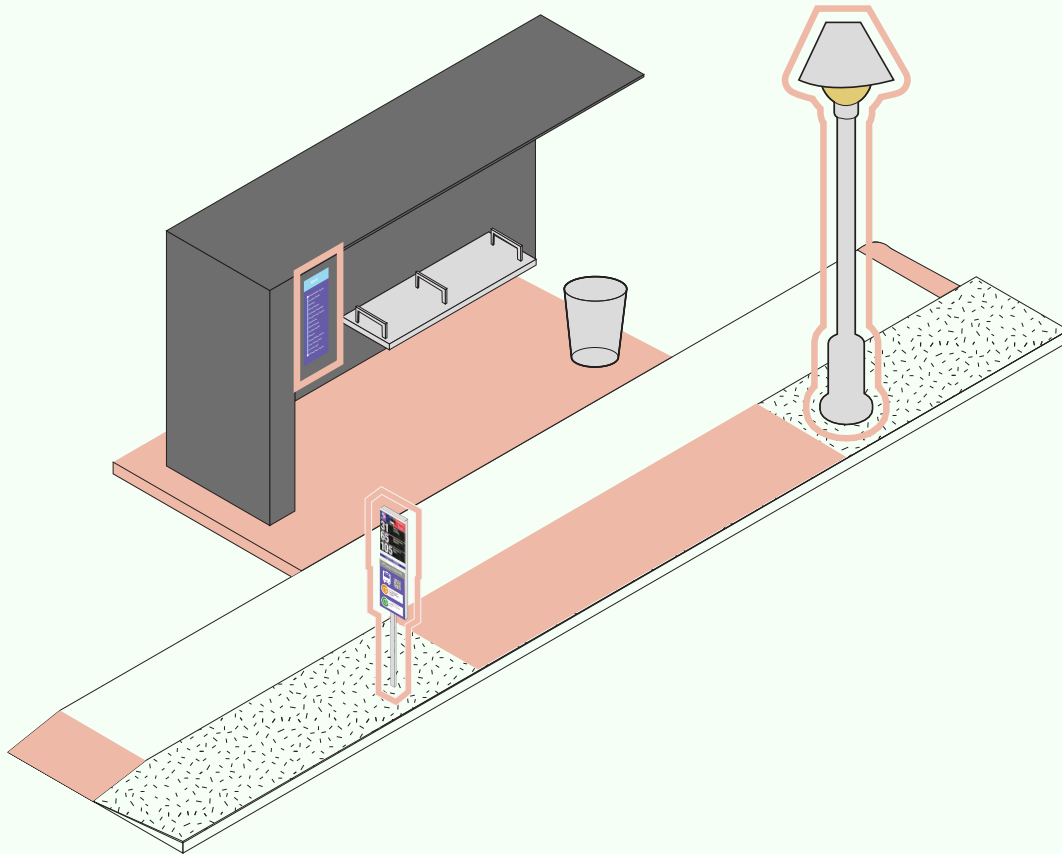




Table 25: Hilltop Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing (EB)
	Seating	Existing (EB)
	Trashcan	Existing (EB)
	Lighting	Needed
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Improve
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 58: Hilltop Recommendations



Source: DVRPC (2023)



Pottstown YMCA (The Complex)

Located in Pottstown Borough



Source: DVRPC (2021)

The stop near the YMCA, served by the Yellow Line, is one of the more complete stops in the PART system. A shelter, seating, trash can, and sidewalk access are present. There is even a bus stop sign with PART branding. The sign should be updated to include new PART branding and route information. While sidewalk access is decent, completion of the sidewalk adjacent to the stop would improve sidewalk connectivity. Also, increasing the size of the concrete pad would allow space for ramp deployment and maneuvering of

mobility devices, while allowing the bus to stop further from the YMCA driveway, which it most likely blocks now.

Since the bus travels in both directions along this stretch of Adams Street, a duplicate sign is recommended for the opposite direction. There seems to be space for additional improvements on the opposite side of the street, but these would likely need to be coordinated with the property owners. Lighting could be improved on both sides of the street.

Figure 59: Pottstown YMCA (The Complex) Walkshed

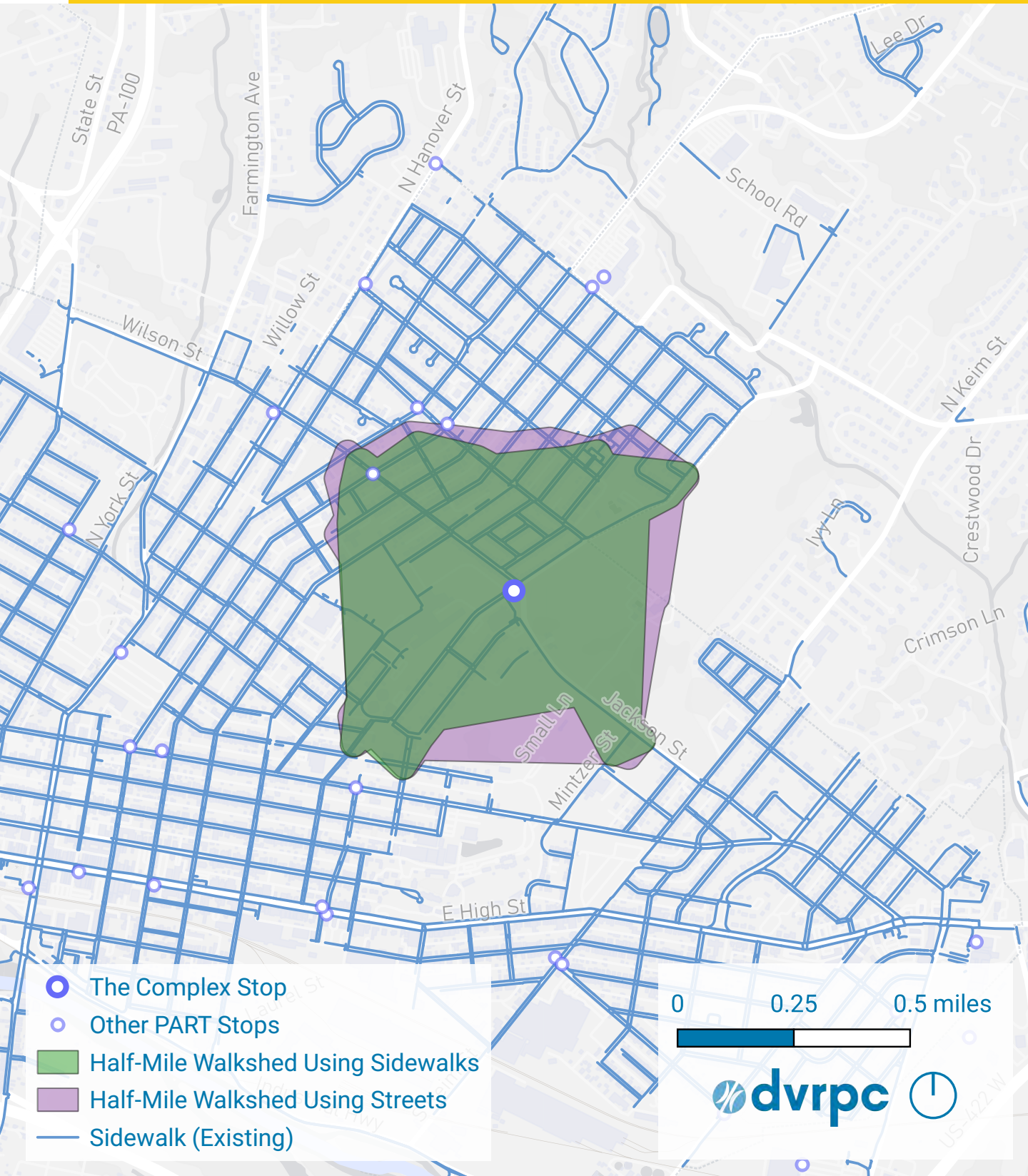
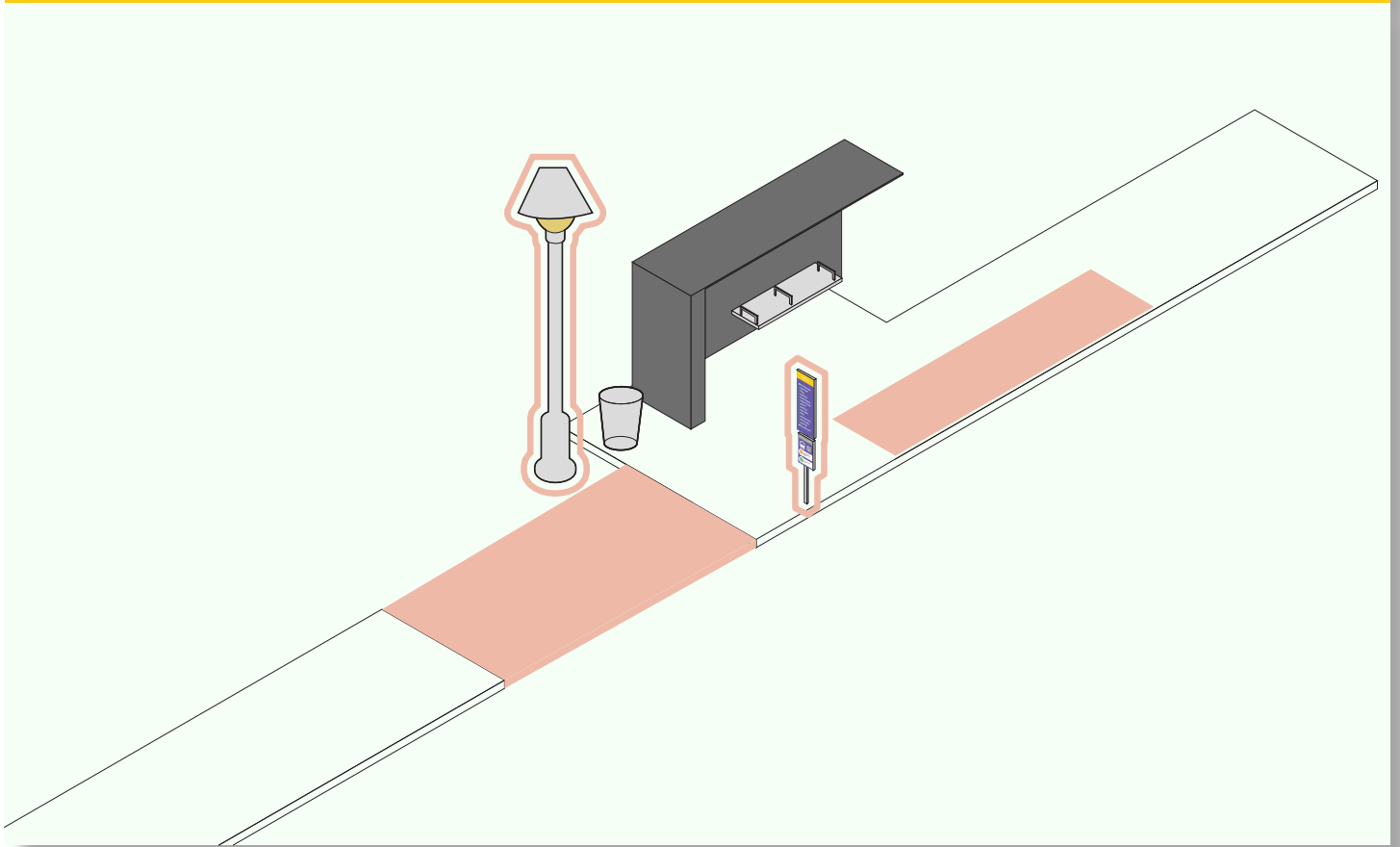




Table 26: Pottstown YMCA (The Complex) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Improve
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Improve
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 60: Pottstown YMCA (The Complex) Recommendations



Source: DVRPC (2023)



Rolling Hills Community

Located in Lower Pottsgrove Township



The Purple Line serves the Rolling Hill stop on Buchert Road with access to the Buchert Ridge, Walnut Ridge, and Rolling Hills communities. A bench with a small passenger loading area in the eastbound direction and a no parking sign are the only indications of a bus stop in this area. The passenger loading area is too small for ramp deployment, is not well connected to nearby sidewalks, and does not include a curb ramp, which could be improved to make the waiting area easier to access.

As a relatively high ridership stop, a shelter and trashcan are recommended to complement the existing seating area, but a larger concrete pad will be needed to support this additional street furniture. On the westbound side, a paved passenger loading area is recommended. Since this side appears to be located on the land of an individual homeowner, a shelter with seating could be challenging. A well-marked midblock crosswalk would allow passengers to safely access stops in both directions. Signs with PART branding and route information are a priority in both directions.

Figure 61: Rolling Hills Community Walkshed

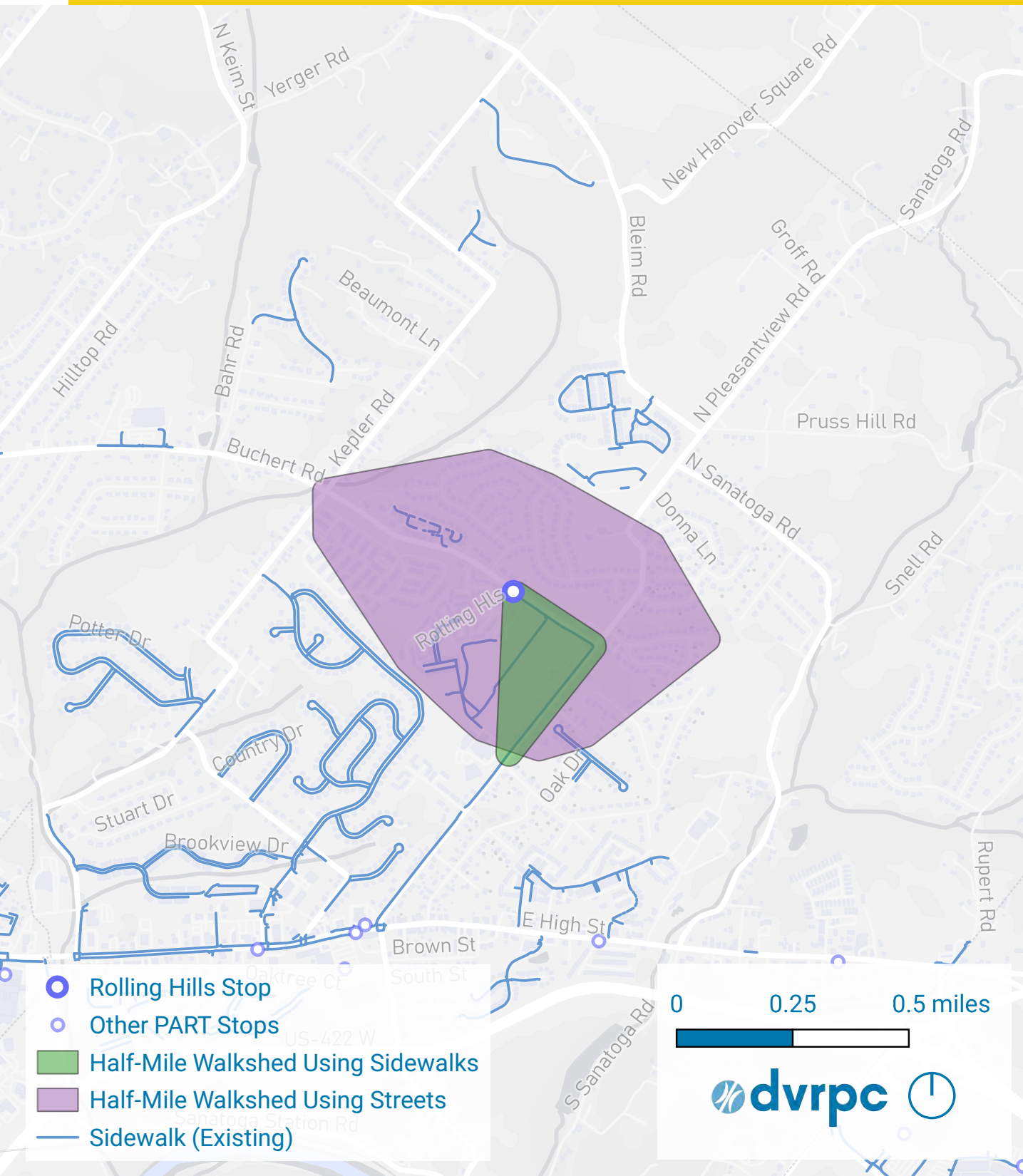
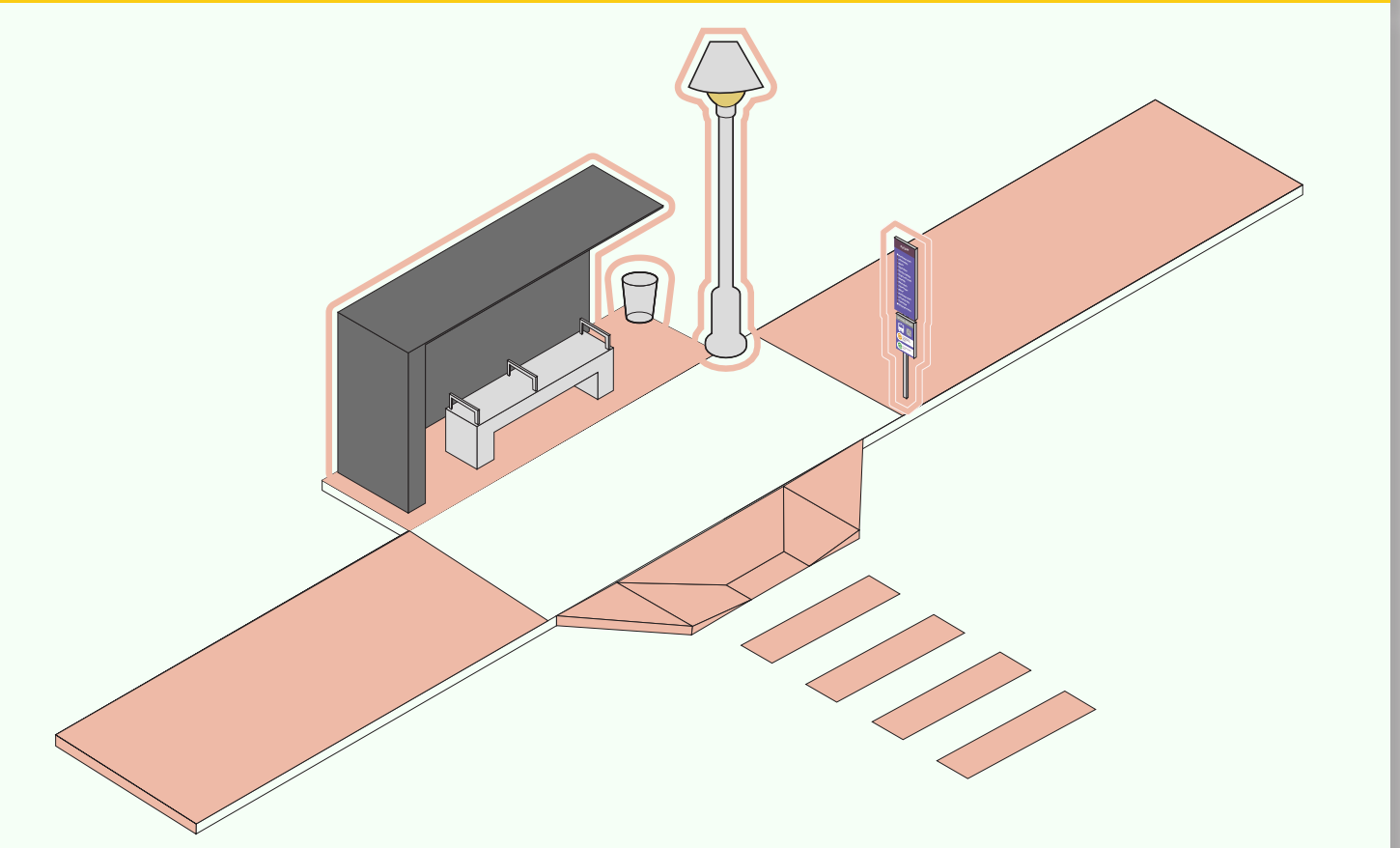




Table 27: Rolling Hills Community Inventory Checklist

Category	Item	Status
Amenities	Shelter	Needed
	Seating	Existing
	Trashcan	Needed
	Lighting	Needed
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Improve
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 62: Rolling Hills Community Recommendations



Source: DVRPC (2023)



Sanatoga Ridge



The Blue Line stops at Sanatoga Ridge, with the eastbound bus stopping at the southeast corner of High Street and Shelly Lane and the westbound bus stopping directly across High Street. There is currently no indication that a bus stops here. To solve this, signage with PART branding and route information needs to be installed. Since the Blue Line runs into the night, the lack of lighting needs to be addressed on both sides of the street. The eastbound side has room for riders to wait for and board the bus, though these areas are not designated, paved, or connected to the greater sidewalk network.

Meanwhile, the westbound side has a grassy knoll with no room for waiting and loading. Since there are no paved areas on the east or west side of the roadway, it is not possible to safely deploy a wheelchair ramp at this bus stop. To solve these problems, a new sidewalk from the nearby Commons Drive development should be constructed to the eastbound side with enough room for waiting, loading, and a ramp, while short sidewalk from the development immediately east should be constructed to the westbound side of High Street with enough space to wait, load, and deploy a wheelchair ramp.

Figure 63: Sanatoga Ridge Walkshed

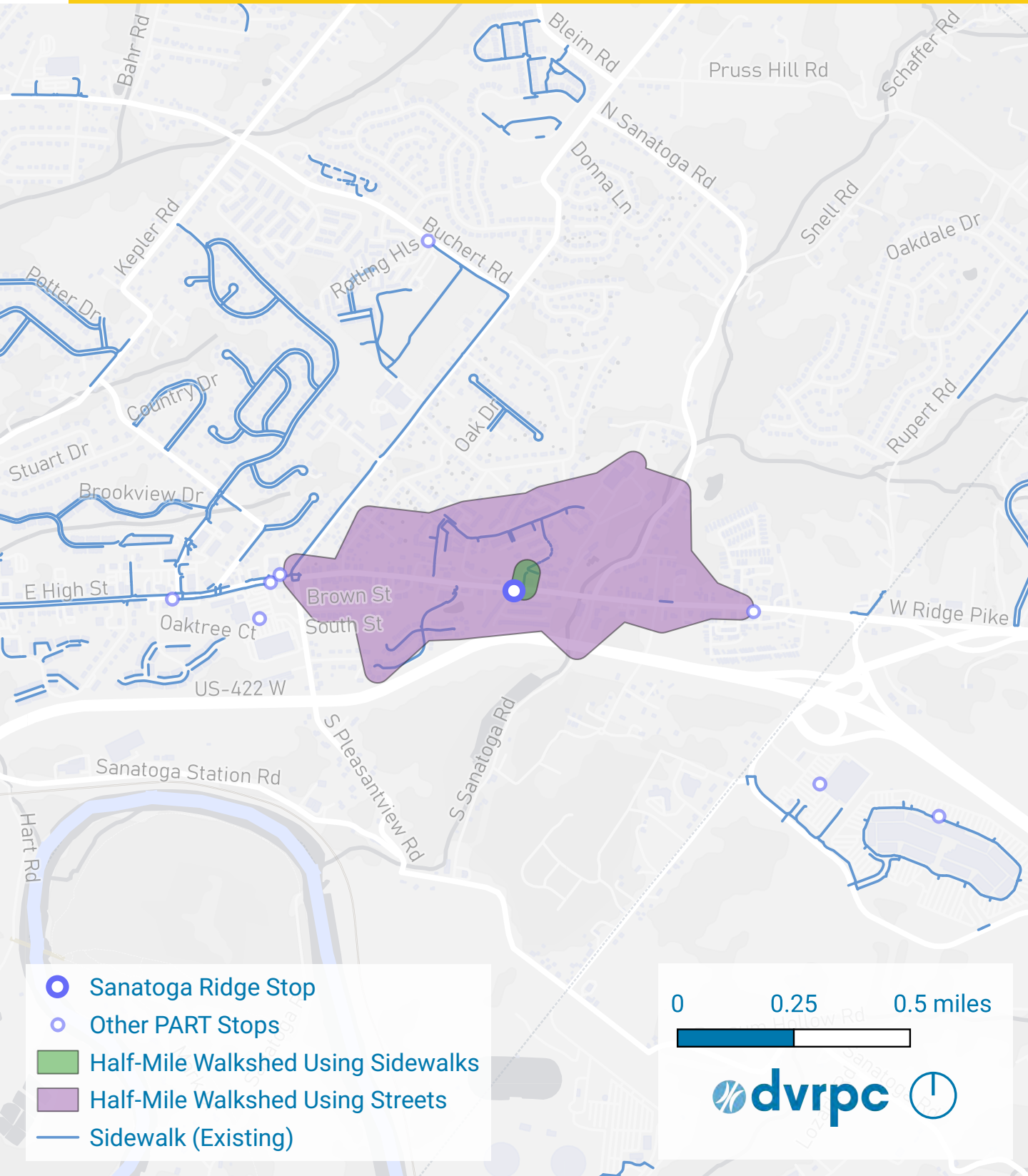
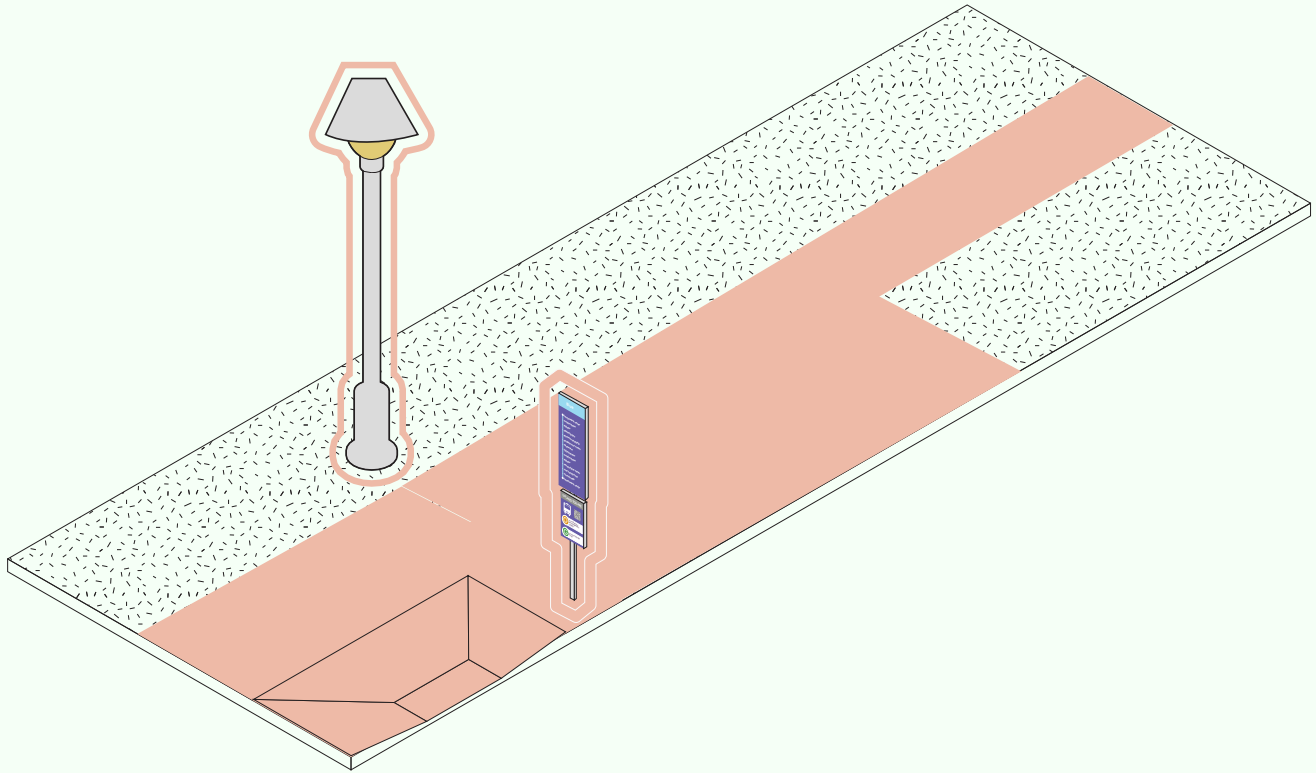




Table 28: Sanatoga Ridge Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Needed
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Needed
	Passenger Loading Area	Needed
	Curb Ramps	Needed
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 64: Sanatoga Ridge Recommendations



Source: DVRPC (2023)



State & 8th

Located in Pottstown Borough



The northbound Green Line stops along State Street near the intersection with 8th Street. This neighborhood stop location is currently only indicated by the presence of no parking signs along State Street. Based on the surrounding land uses (residential and school), it is likely a low-ridership stop and is therefore not a priority for a shelter or seating. However, signage is a priority. This neighborhood is well connected by the sidewalk network, but the sidewalks along

State Street where the bus stops are narrow. Small expansions of the paved area are recommended on both sides of the street to accommodate ramp deployment and passenger loading. Since the stop is near two schools where drivers often stop to drop off/pick up students, striping the stop location in the roadway is recommended to enhance the visibility of the stop and to ensure that the bus always has a place to pull over.

Figure 65: State & 8th Walkshed

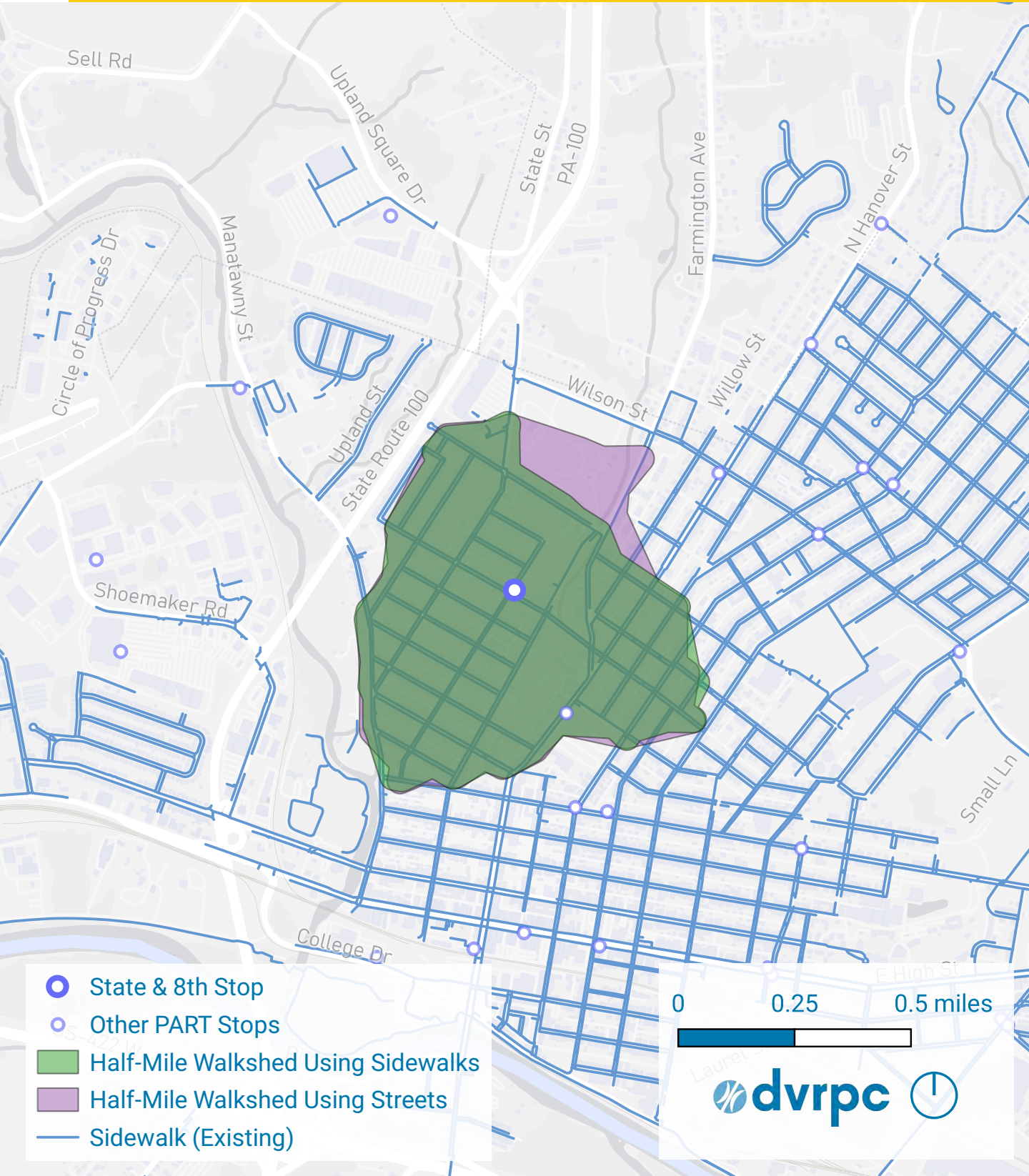
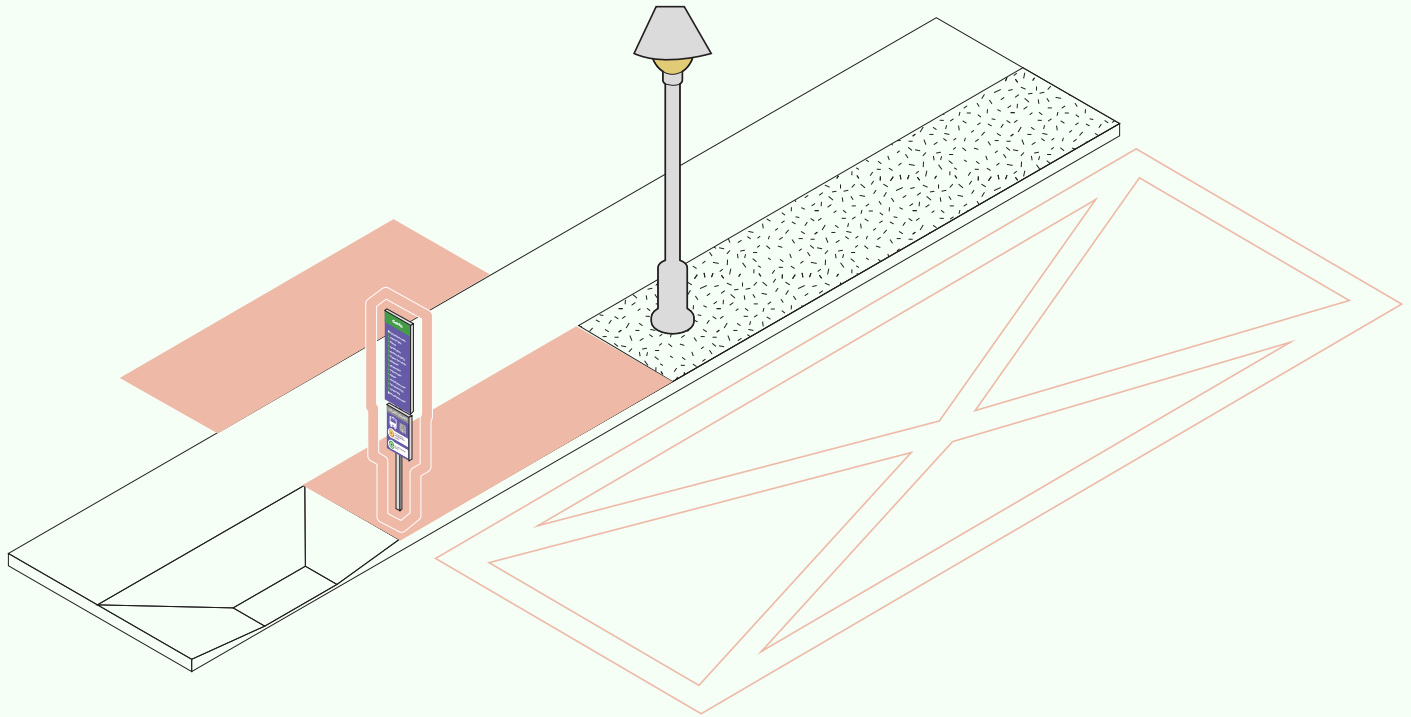




Table 29: State & 8th Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Existing
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Existing (nearby)
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Figure 66: State & 8th Recommendations



Source: DVRPC (2023)



Valley View Apartments

Located in North Coventry Township



Source: Google (2022)

The northbound Orange Line stops by the driveway of the Valley View Apartments. This is a neighborhood stop in a low-density area. There is no indication that a bus stops here. To solve this problem, signage with PART branding and route information needs to be installed. This stop currently lacks street lighting, but the Orange Line primarily runs during the daylight hours, so lighting is not a high priority. There is currently no off-road area for passengers to wait for or board the bus. A concrete pad is recommended to designate a safe passenger loading area with ample space for ramp deployment.

While sidewalk access would undoubtedly improve accessibility, the nearest connection to the greater sidewalk network is very far away, so a sidewalk network expansion to this stop is unrealistic. Also, the apartment complex has its own sidewalk that connects to the driveway, so the people in the complex can easily access the stop. This stop is on private property, so any improvements would need to be approved and maintained by the property owner.

Figure 67: Valley View Apartments Walkshed

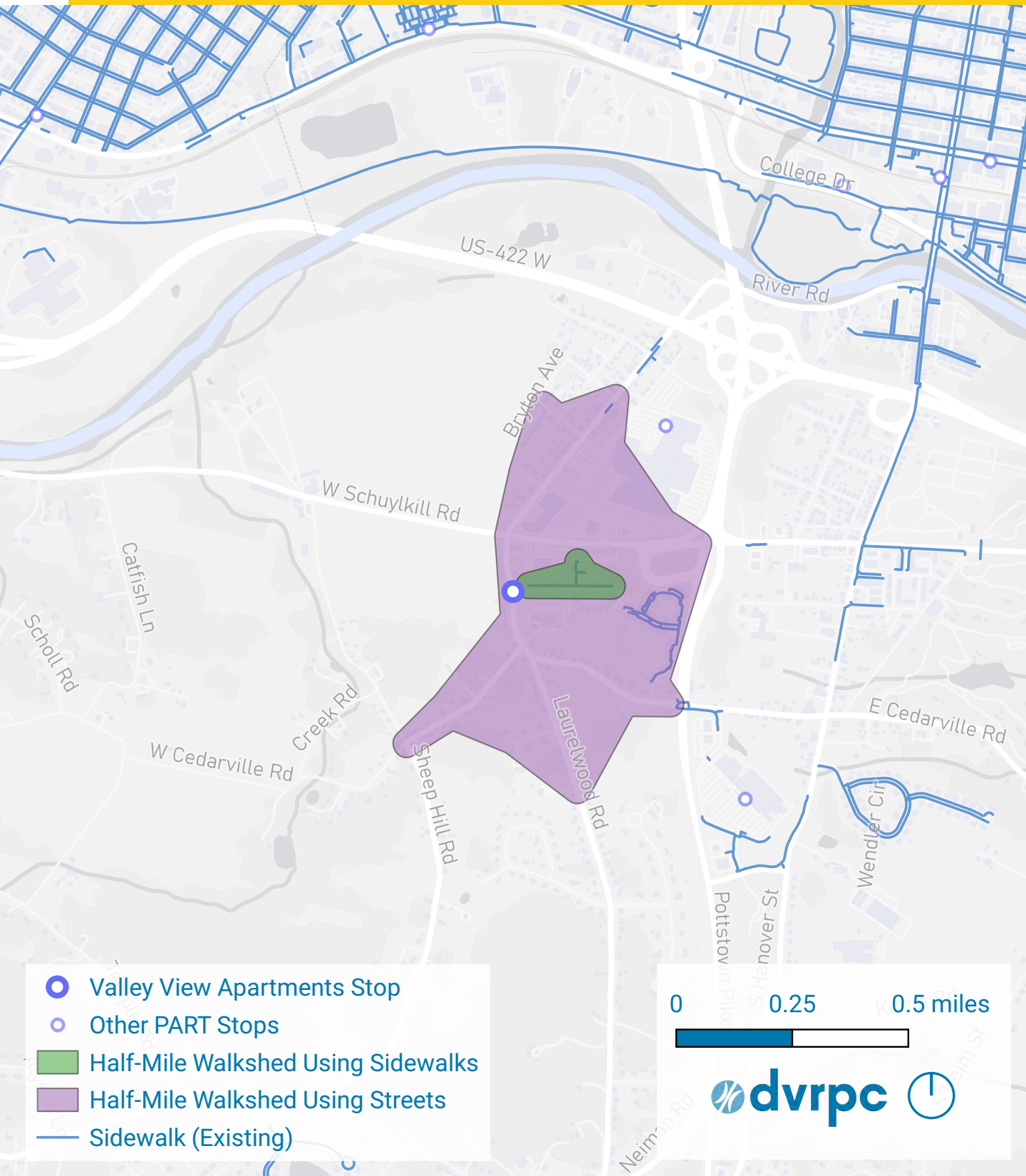
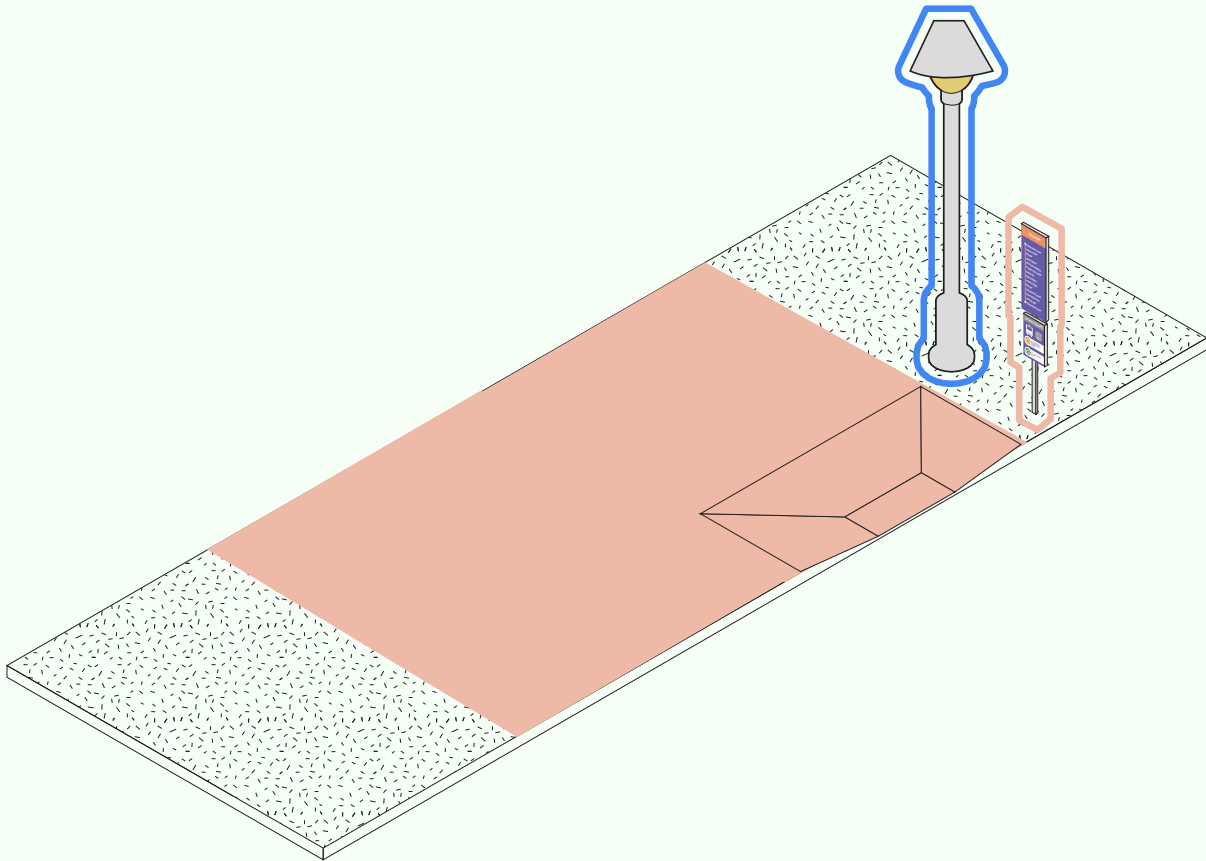




Table 30: Valley View Apartments Inventory Checklist

Category	Item	Status
Amenities	Shelter	Not recommended
	Seating	Not recommended
	Trashcan	Not recommended
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Not recommended
	Passenger Loading Area	Needed
	Curb Ramps	Needed
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
	Other	N/A
Roadway	Bus Zone	Not recommended
Other	-	N/A

Figure 68: Valley View Apartments Recommendations



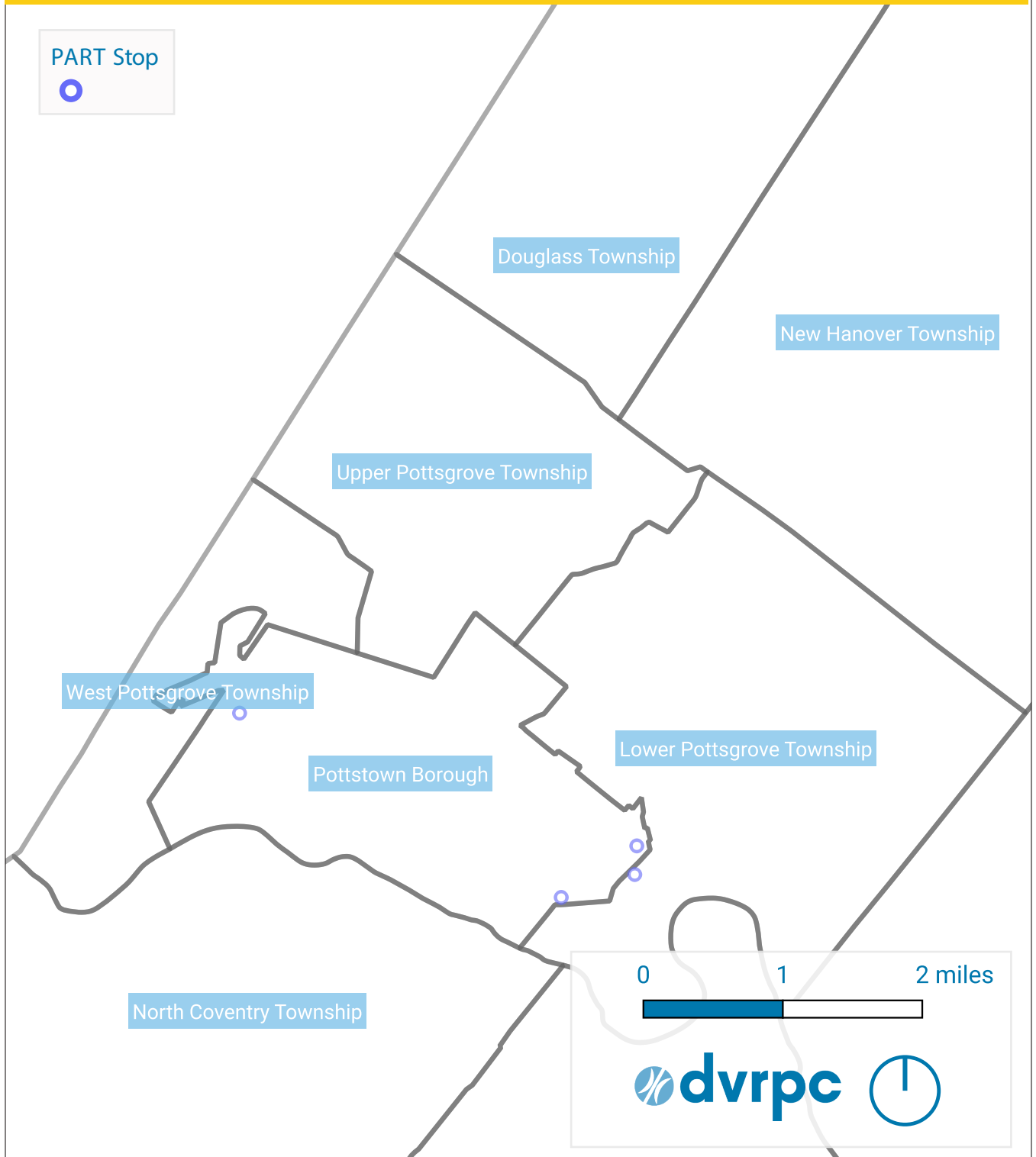
Source: DVRPC (2023)

Services

PART routes stop at a variety of medical and other service offices, providing access to essential services. Because of this, service stops should be as complete as possible. A number of these stops already have some amenities, such as shelters. Additional amenities such as ample seating and generous waiting and loading areas would benefit waiting passengers whose appointments may not always align well with bus schedules. Signage, route, and schedule information should be added to increase visibility and make stops easier to find.



Figure 69: Services PART Stops





Creative Health

Located in Pottstown Borough



Source: DVRPC (2021)

The Orange Line stops in the parking lot of the Creative Health Services medical building. There is a well-maintained shelter with seating and a trash can, and there is ample space for waiting. Expanding the concrete pad is recommended to allow for easier maneuvering of mobility devices and space for ramp deployment.

However, there are no sidewalks nearby, requiring passengers to access the stop through driveways and along the street. Improved sidewalk access would need to be addressed by property owners in the area. Signs with PART branding are a priority and would increase visibility of the service for patients and employees of the surrounding healthcare facilities.

Figure 70: Creative Health Walkshed

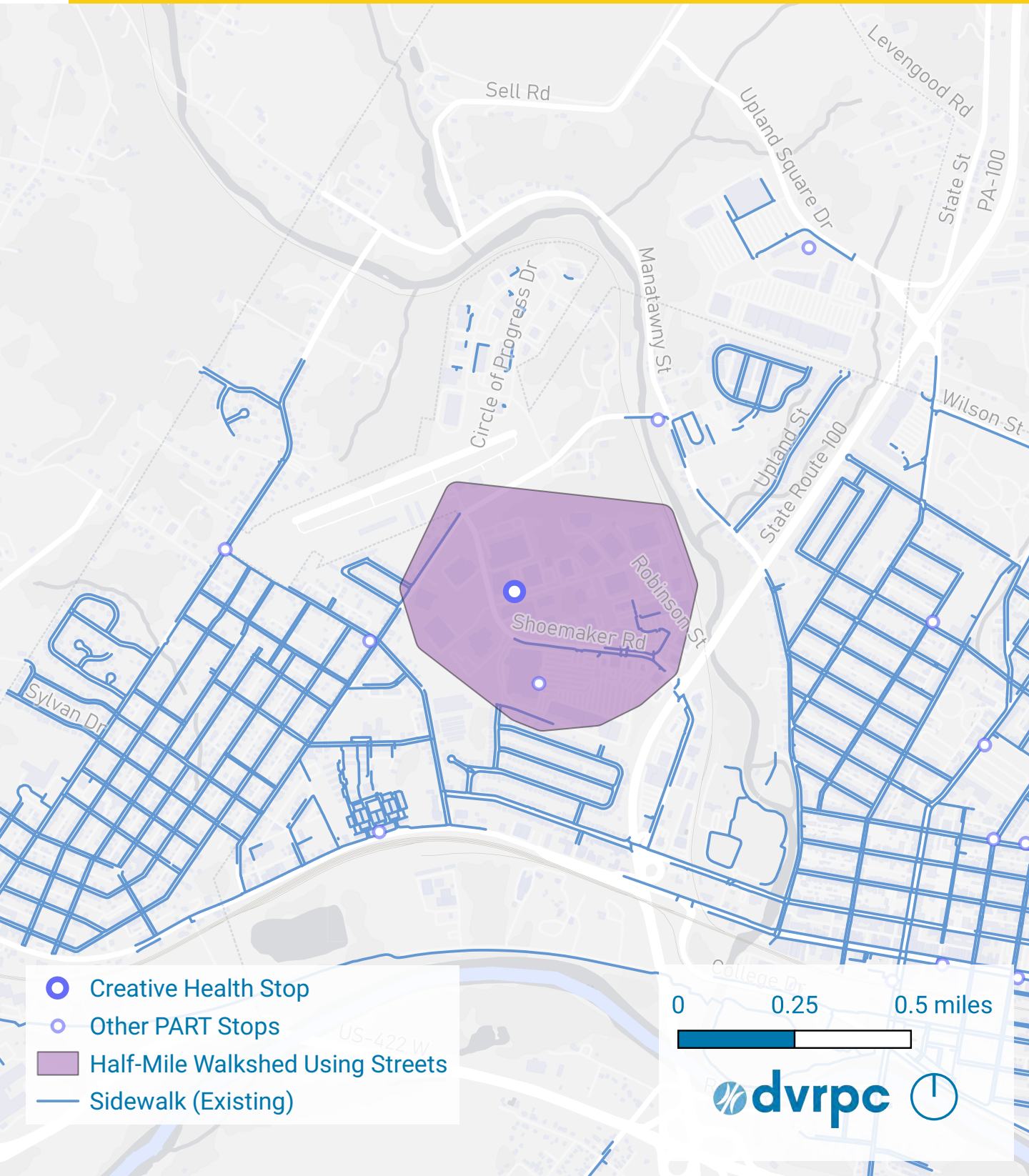


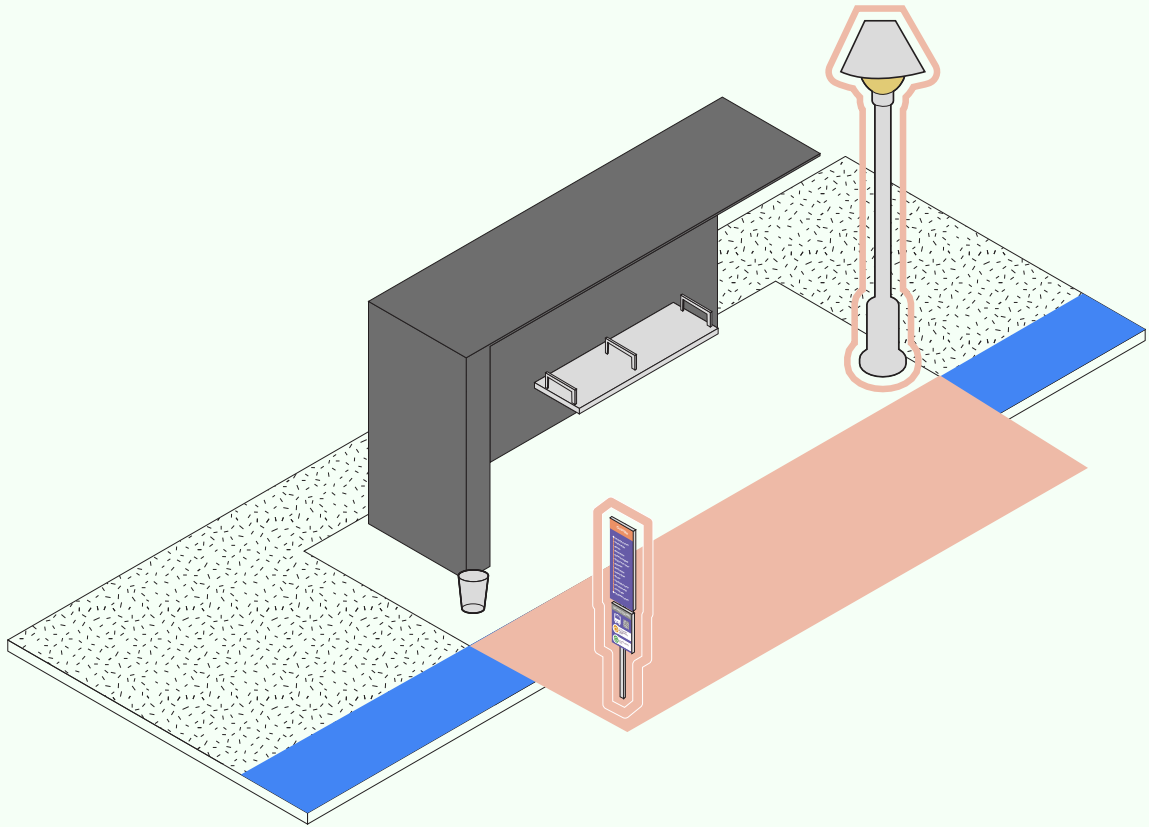


Table 31: Creative Health Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Needed
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Would be nice
	Passenger Loading Area	Needed
	Curb Ramps	N/A
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Improvements might need to be maintained by Genoa Healthcare. There is space across street to relocate if needed.

Figure 71: Creative Health Recommendations



Source: DVRPC (2023)



Medical Drive

Located in Lower Pottsgrove Township



The Yellow Line serves the medical offices and services along Medical Drive. Currently, there is no designated stop at this location, making it difficult for passengers to know where to get on or off the bus. This stop could benefit from a variety of improvements. First, a stop area should be designated and marked with signs. According to PART, the medical offices towards the end of Medical Drive (near the cul-de-sac) have the highest number of boards and alights in the area, so this would be an ideal location for a designated stop.

Given that medical appointments and staff hours are not always easy to align with bus schedules, a shelter and seating are recommended, to make long wait times more comfortable.

The shelter should be placed on a concrete pad with ample space for a loading and ramp deployment.

Medical Drive would benefit from sidewalks to provide patrons and patients of other offices with safe access to the stop location. Curb ramps should be included at each driveway. Since sidewalks are likely a longer-term improvements and would require coordination with the property owners, the concrete pad with shelter should be placed adjacent to a driveway and should include a ramp.

Figure 72: Medical Drive Walkshed

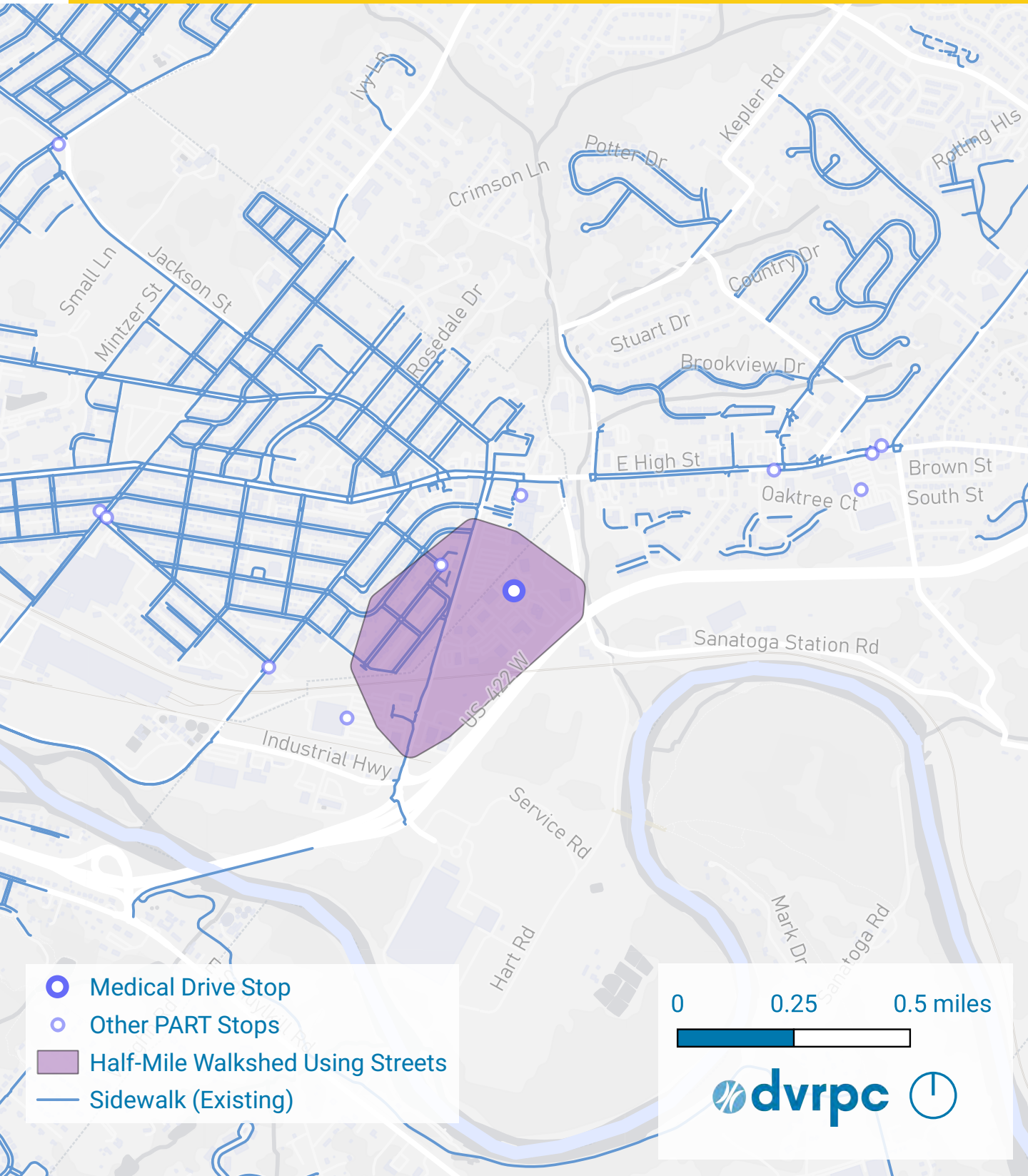
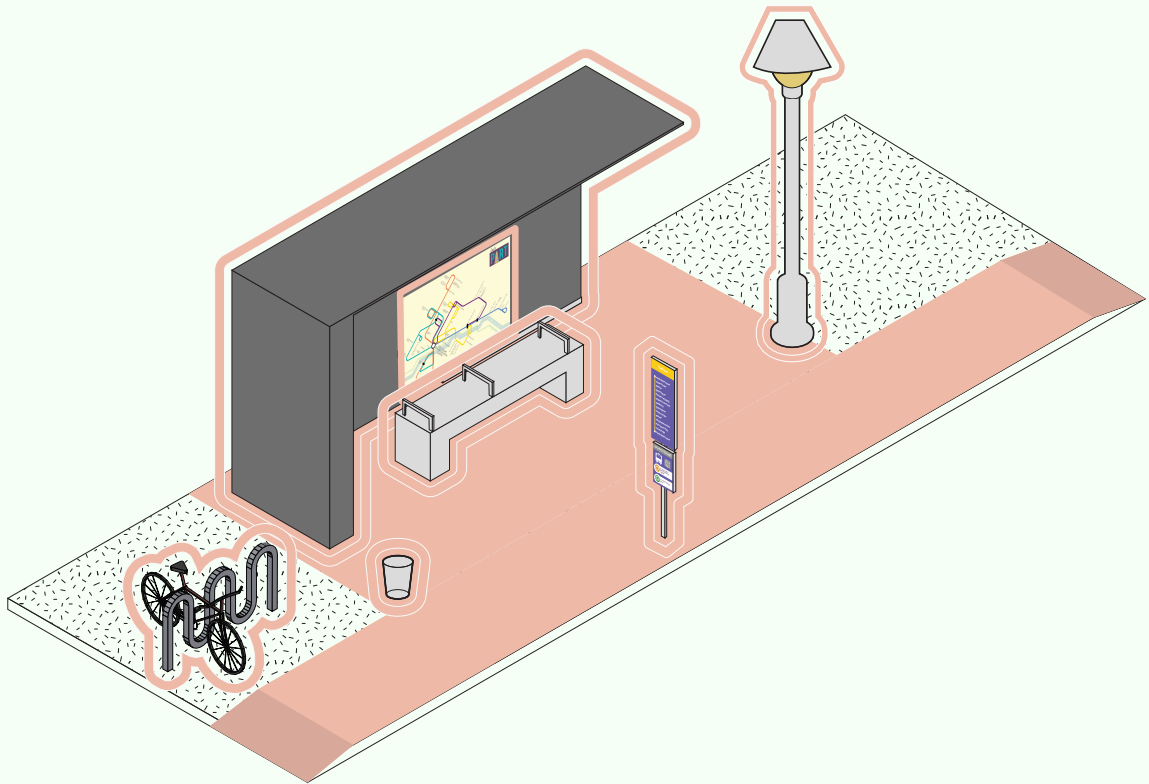




Table 32: Medical Drive Inventory Checklist

Category	Item	Status
Amenities	Shelter	Needed
	Seating	Needed
	Trashcan	Needed
	Lighting	Needed
Space and Accessibility	Waiting Area	Needed
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Needed
	Bike Parking	Improve
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 73: Medical Drive Recommendations



Source: DVRPC (2023)



Pottstown Hospital – Tower Health

Located in Pottstown Borough



The Yellow, Blue, and Purple Lines stop in the parking lot in front of the Pottstown Hospital. This stop has a well-maintained shelter with seating, which can be accessed via a curb ramp directly in front of it. It is near the High Street corridor with abundant sidewalks, even though pedestrians need to navigate the parking lot to access them. The concrete pad which houses the shelter is small and does not have enough space for safe ramp deployment for passenger loading. Increasing the size of the concrete pad by taking over the adjacent parking space would provide ample space for waiting and loading.

Currently, the bus stops in the main travel lane in front of the hospital, which could cause delays during peak hours. However, the proximity of the stop to the hospital's main entrance is justification for keeping the stop where it is. PART branding and route information is a priority for this stop. Since it is a relatively high ridership stop on Saturdays and is served by multiple routes, it could benefit from transfer information and a full system map, which can increase passenger awareness of the useful connections that can be made using the PART system.

Figure 74: Pottstown Hospital – Tower Health Walkshed

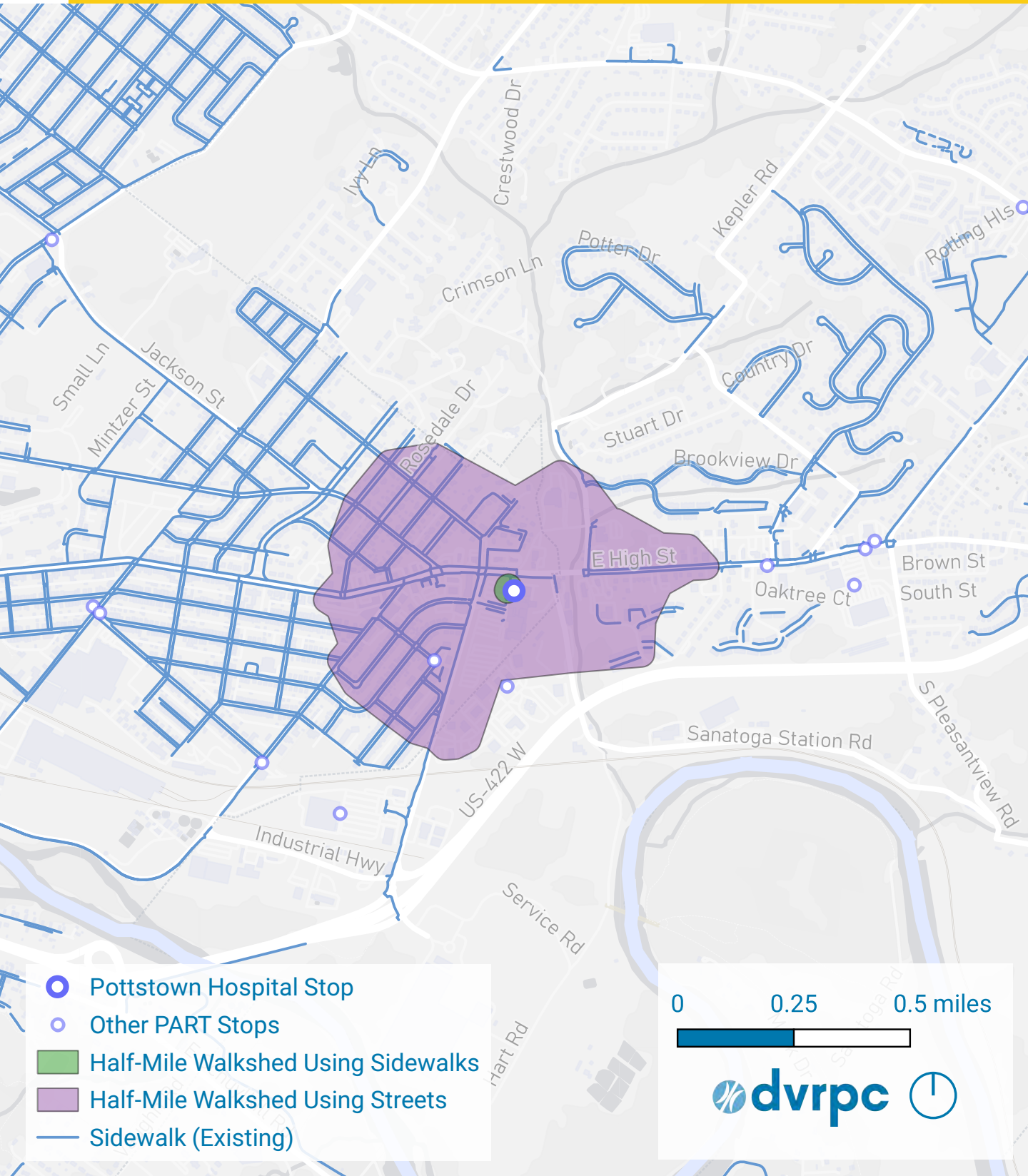
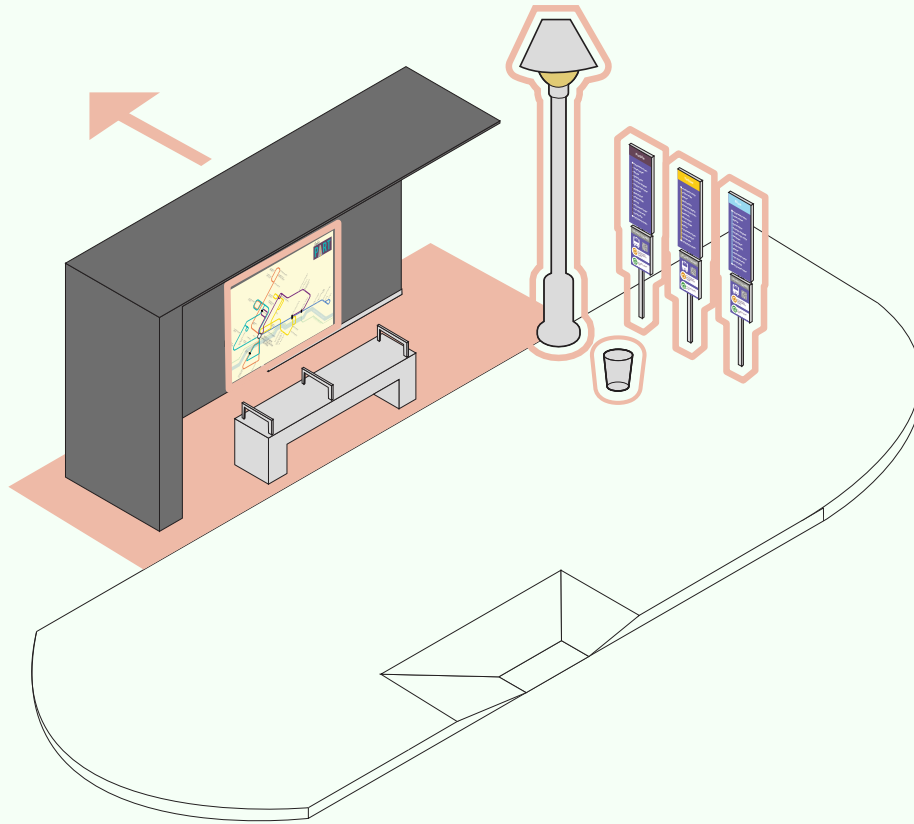




Table 33: Pottstown Hospital – Tower Health Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Needed
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Improve
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	Needed
Roadway	Bus Zone	Not recommended

Figure 75: Pottstown Hospital – Tower Health Recommendations



Source: DVRPC (2023)



Tri-County Adult Activity Center (Seniors' Center)

Located in Pottstown Borough



Source: Google [2022]

The southbound-turning-westbound Yellow Line stops at the shelter on Moser Road, next to the parking lot for the Seniors' Center. This is a stop that serves older populations who are more likely to have mobility challenges, so it is necessary for it to be as complete with amenities and accessibility features as possible. This stop currently has a shelter and a bench. To complete the stop, trash cans and signage with PART branding and route information need to be implemented. Furthermore, the existing bench does not have any arm rests, which are required by the ADA, so seating should be improved.

Additional lighting would be nice, but since the Yellow Line primarily operates during the day, and there is a light pole that shines light not too far away, it is not a high priority.

There are designated areas for riders to wait for and board the bus, but there is very little room for a ramp to be deployed from the bus. To solve this problem, the paved area by the stop should be widened into the parking lot, with the shelter moving back a few feet to the edge of the newly-paved area. This improvement would require coordination with the Seniors' Center.

Figure 76: Tri-County Adult Activity Center (Seniors' Center) Walkshed

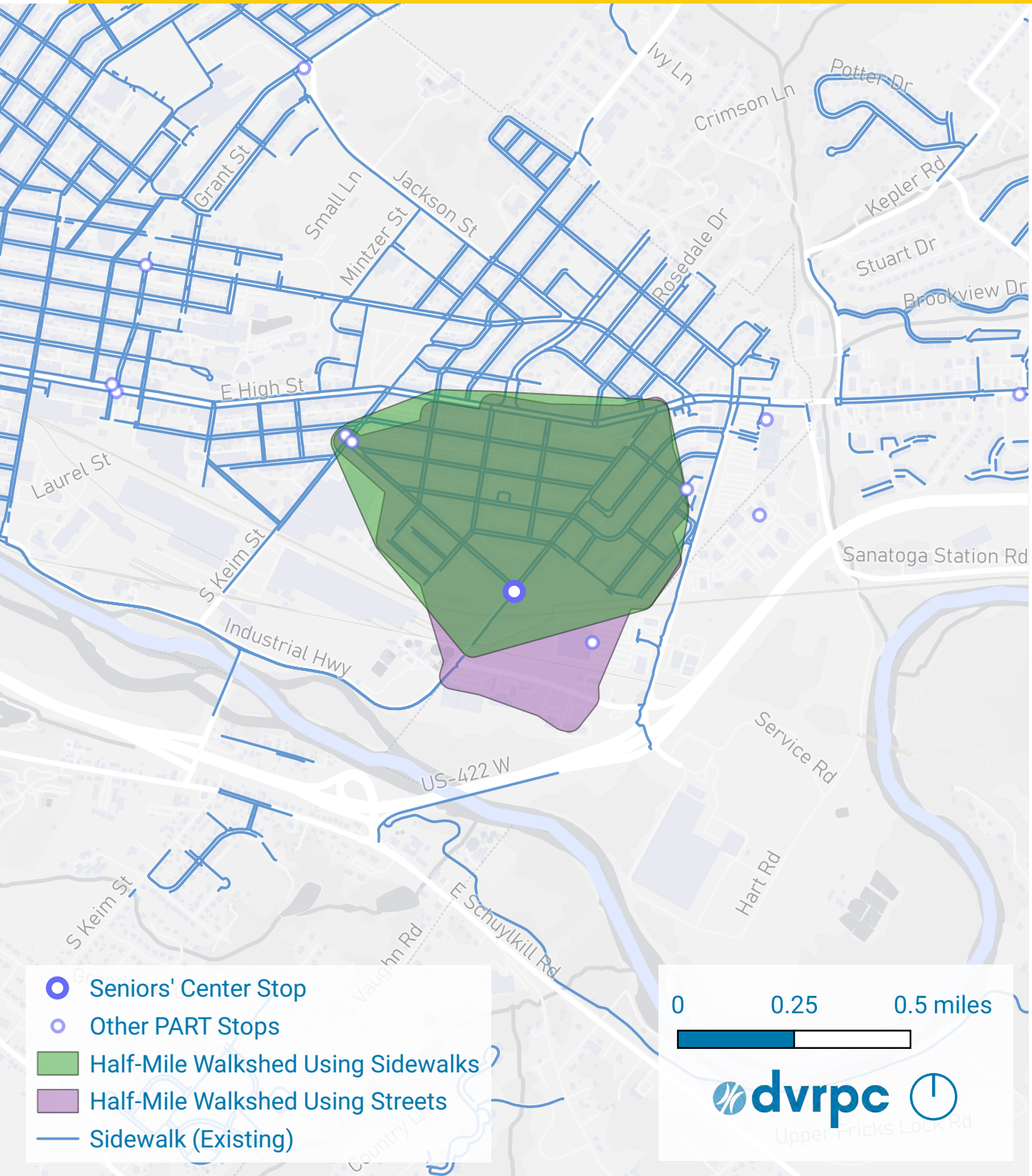
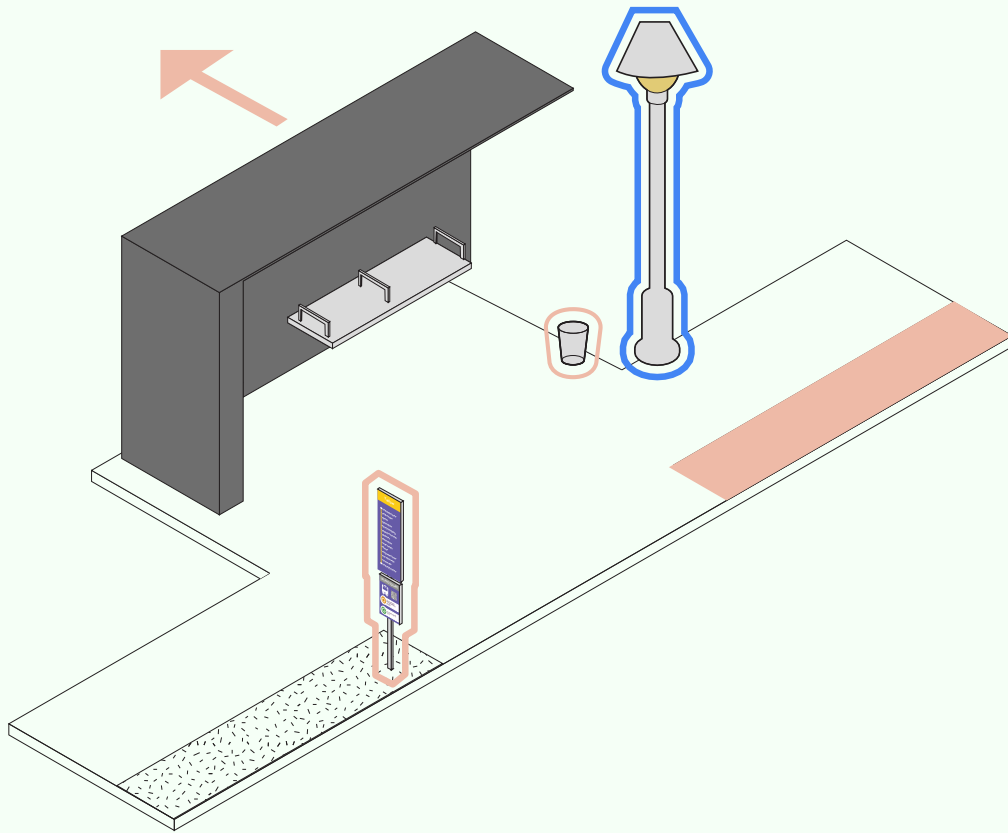




Table 34: Tri-County Adult Activity Center (Seniors' Center) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Improve
	Seating	Improve
	Trashcan	Needed
	Lighting	Would be nice
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Figure 77: Tri-County Adult Activity Center (Seniors' Center) Recommendations



Source: DVRPC (2023)

Shopping Center

A number of PART stops are located in shopping centers throughout the PART service area. Many shopping centers have large overhangs at or near the entrances to stores which can serve as a shelter, protecting waiting passengers from the sun, rain, or snow. Adequate space and seating should be provided for passengers carrying bags from shopping trips. Given that waiting passengers may be consuming food or using products from the adjacent stores, trash cans should be provided to keep the area clean.

Most of these stops do not include PART signage or route information, making them difficult to find. While some shopping centers welcome PART service and would be amenable to adding passenger amenities on their properties, others are not as welcoming. In some instances, recommendations were made to add amenities adjacent to the shopping center instead of at the current stop location.



Walmart Shopping Center. Source: DVRPC (2021)

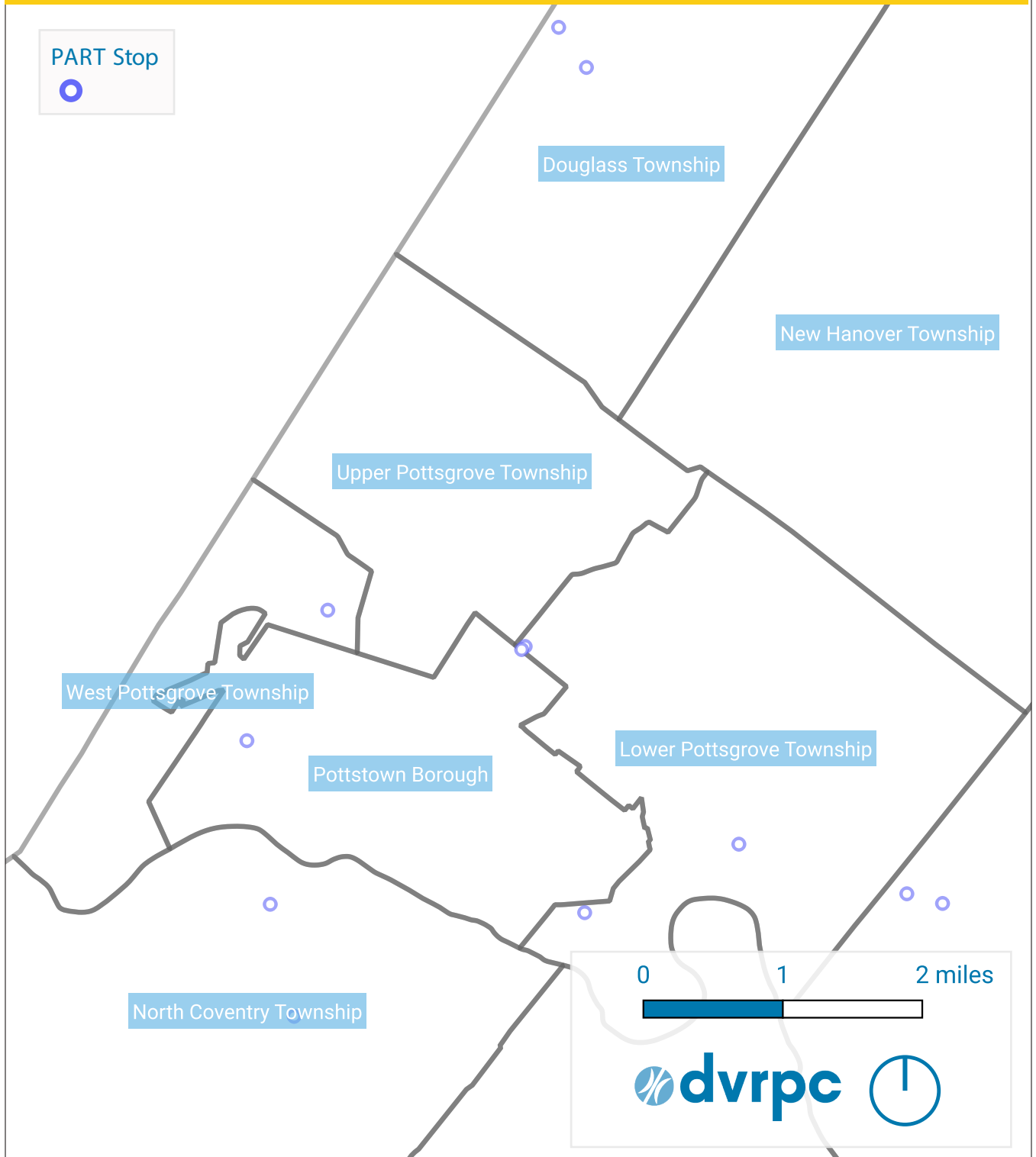


Bovertown Shopping Center. Source: DVRPC (2021)



Upland Square Shopping Center. Source: DVRPC (2021)

Figure 78: PART Stops at Shopping Centers





Aldi – Home Depot

Located in Lower Pottsgrove Township



The Yellow Line serves the Aldi and Home Depot shopping center. The actual location of the bus stops is difficult to find. Signs with PART branding and route information are necessary to identify the stop location. If approved by the shopping center, the signs could be placed in a location that encourages waiting passengers to wait under the awnings in front of the store.

The sidewalk and parking lot pavement are at the same grade, which allows for easy stop access. The stop should be placed in an area with ample space for ramp deployment. Bus zone markings are recommended to ensure that vehicles dropping off passengers or loading goods do not block the stop area.

Figure 79: Aldi – Home Depot Walkshed

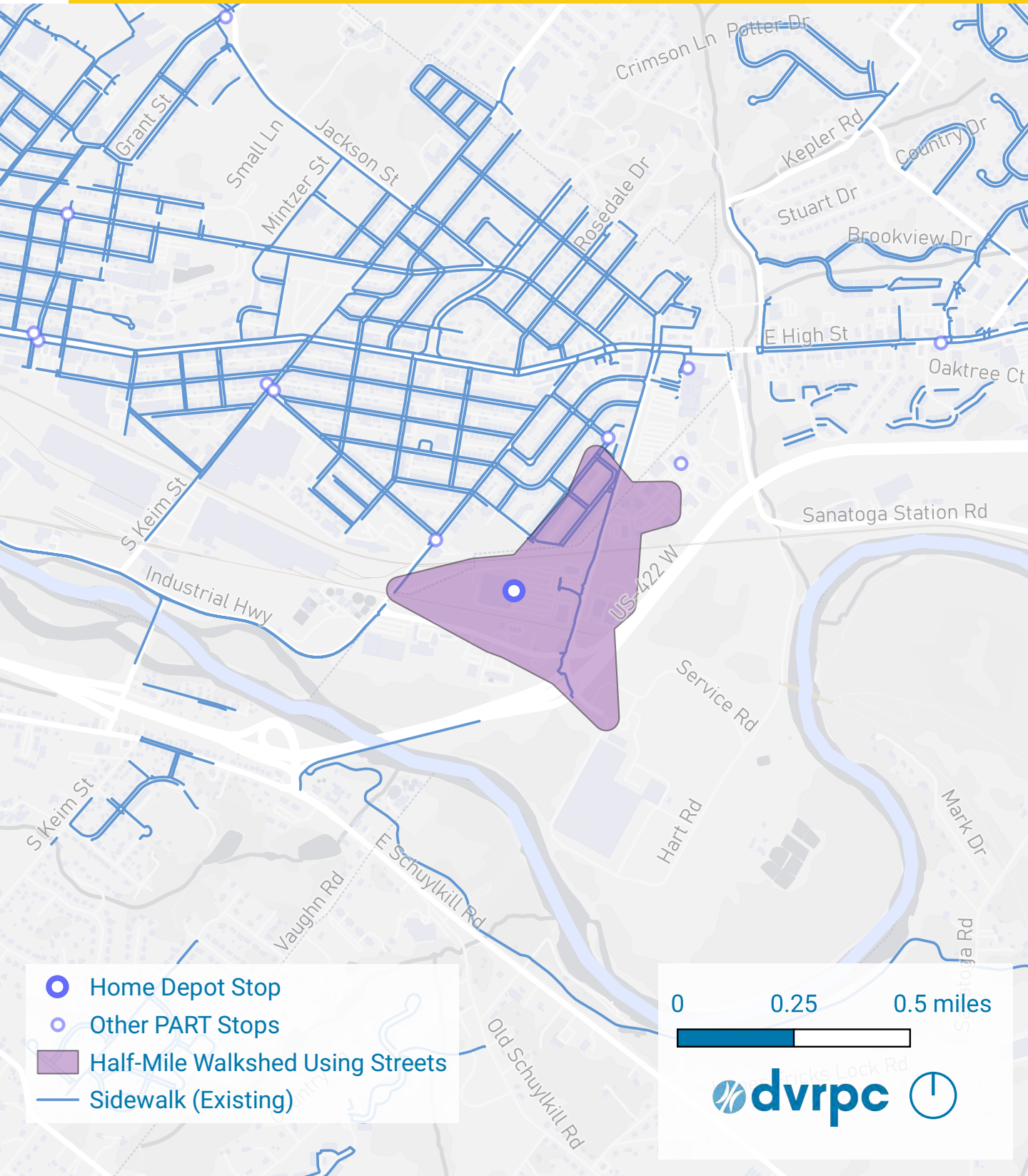


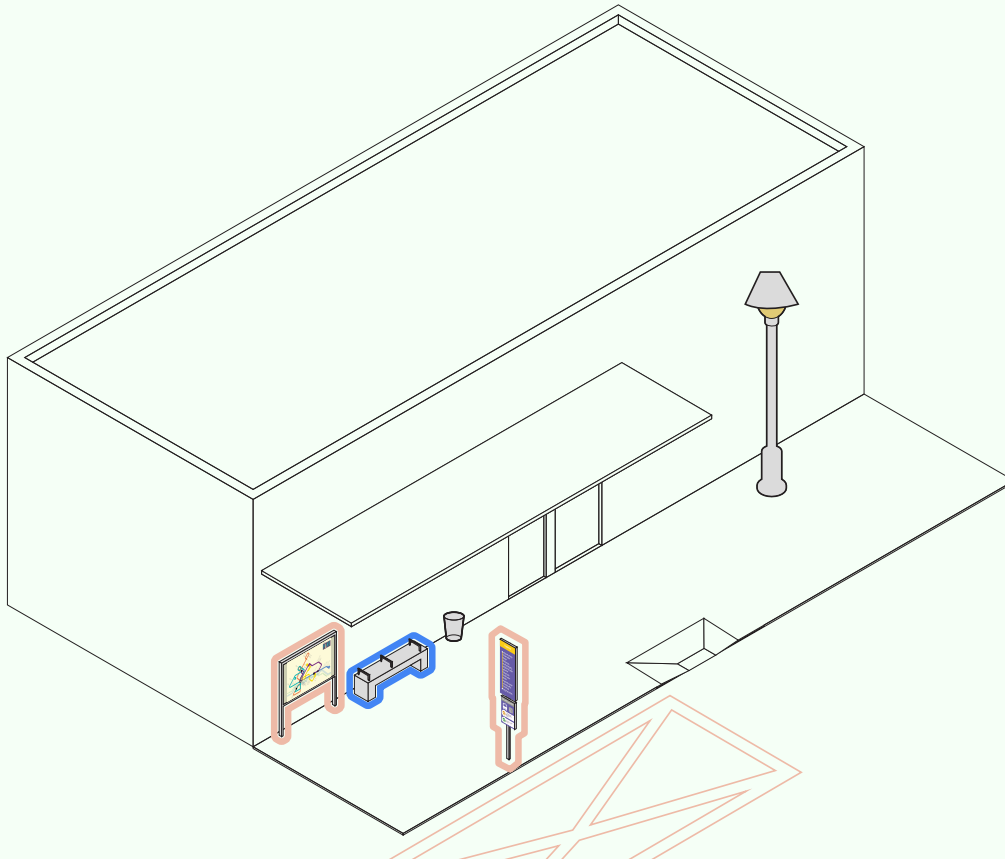


Table 35: Aldi – Home Depot Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Would be nice
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

Figure 80: Aldi – Home Depot Recommendations



Source: DVRPC (2023)



Boyertown Shopping Center

Located in Douglass Township



The Orange Line stops at the Boyertown Shopping Center in front of Big Lots. While the overhang and sidewalk in front of the stores provide ample sheltered space for waiting and loading, there is no indication that a bus stops there. Signage including PART branding, route, schedule, and fare information are a priority. The placement of this information would serve to designate the waiting area for passengers.

The empty wall space between the current Dollar Tree and Big Lots storefronts are an ideal place for signage. Since shoppers or store employees are often traveling with personal belongings or purchased goods, a bench and trashcan are also recommended for this space. These improvements would need to be approved and maintained by the property owner.

Figure 81: Boyertown Shopping Center Walkshed

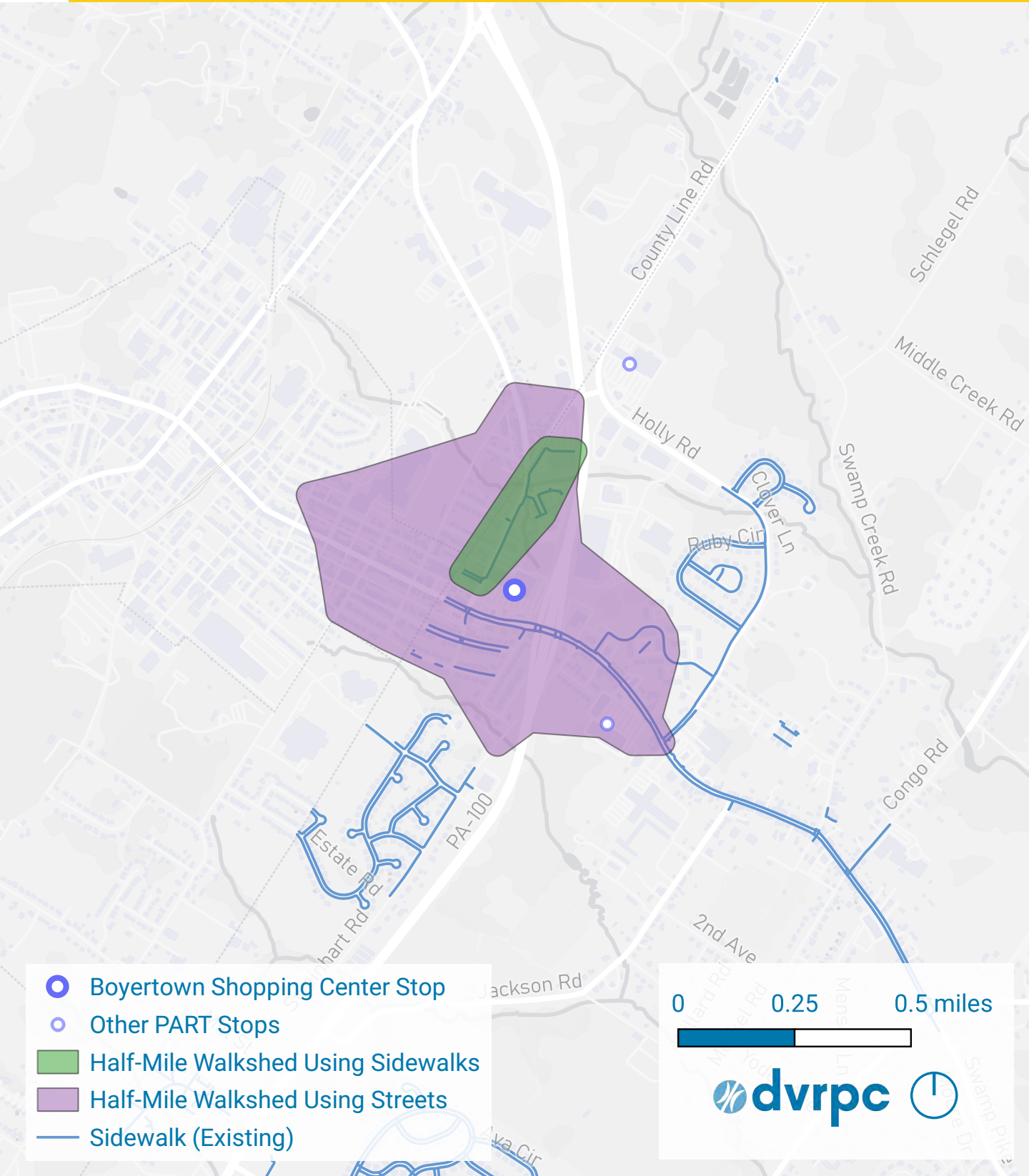


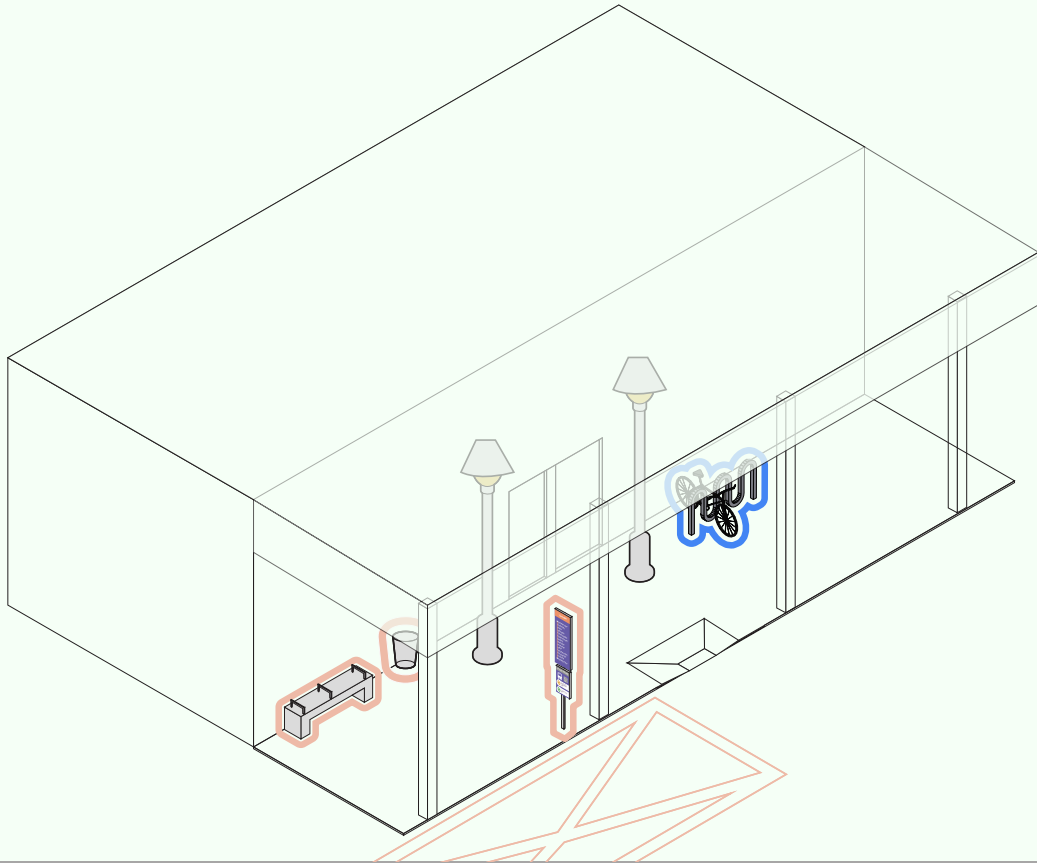


Table 36: Boyertown Shopping Center Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Needed
	Trashcan	Needed
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Would be nice
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Improve

Improvements would need to be maintained by shopping center.

Figure 82: Boyertown Shopping Center Recommendations

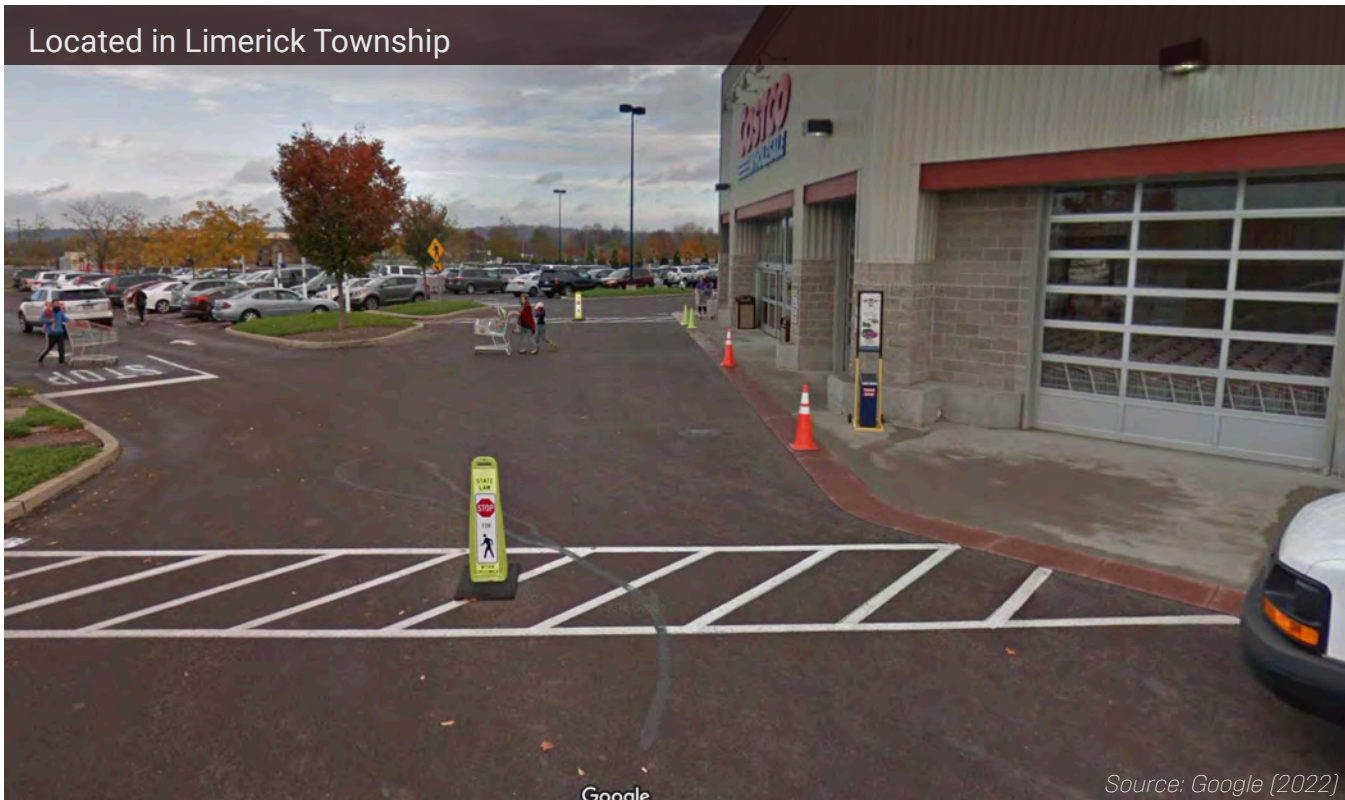


Source: DVRPC (2023)



Costco

Located in Limerick Township



The Blue Line stops near the main customer entrance to Costco. There is currently no indication that a bus stops there and minimal space for waiting and loading. There is also a lack of sheltered waiting area and seating outside the store. Signage including PART branding and route information are a priority. The placement of this information would serve to designate the waiting area for passengers and care should be taken to find a location that meets the needs of bus

passengers, while keeping them safely out of the vehicle travel lanes of the parking lot. Since shoppers or store employees are often traveling with personal belongings or purchased goods, a shelter and seating are also recommended for this space. These improvements would be on private property and would need to be approved and maintained by the property owner.

Figure 83: Costco Walkshed

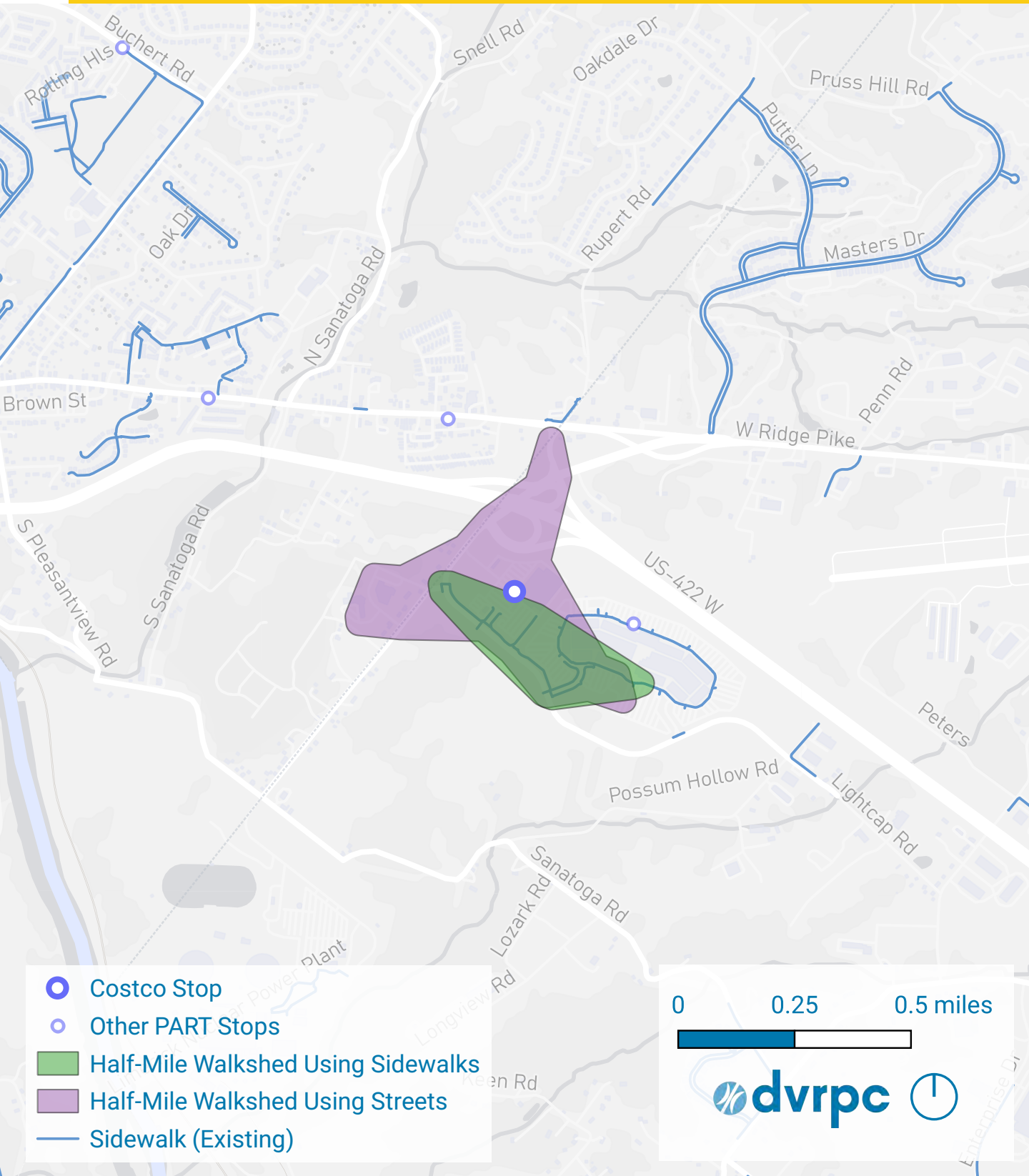


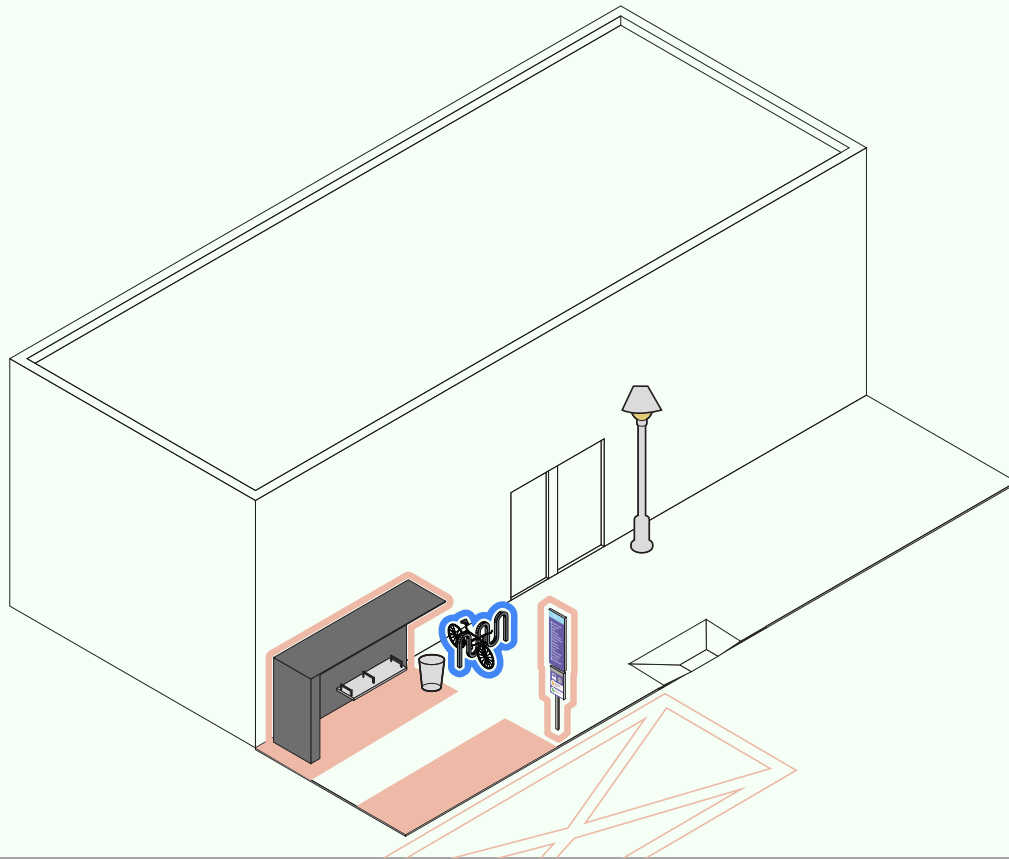


Table 37: Costco Inventory Checklist

Category	Item	Status
Amenities	Shelter	Needed
	Seating	Needed
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Would be nice
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

Figure 84: Costco Recommendations



Source: DVRPC (2023)



Coventry Mall



The Orange and Green Lines travel south across the Schuylkill River into North Coventry Township in Chester County. Ample seating and a shelter are provided at the stop behind Coventry Mall. There is plenty of space to wait for the bus, along with sidewalk access and a nearby curb ramp. The shelter blocks part of the sidewalk, reducing the space available for ramp deployment, so bus drivers should stop with the loading door just past the shelter.

There is a generic bus stop sign near the road, but it does not include PART branding. Since this stop is somewhat distant from the rest of the system, a full system map sign is recommended in addition to the shelter, along with PART branding, route, and transfer information.

Figure 85: Coventry Mall Walkshed

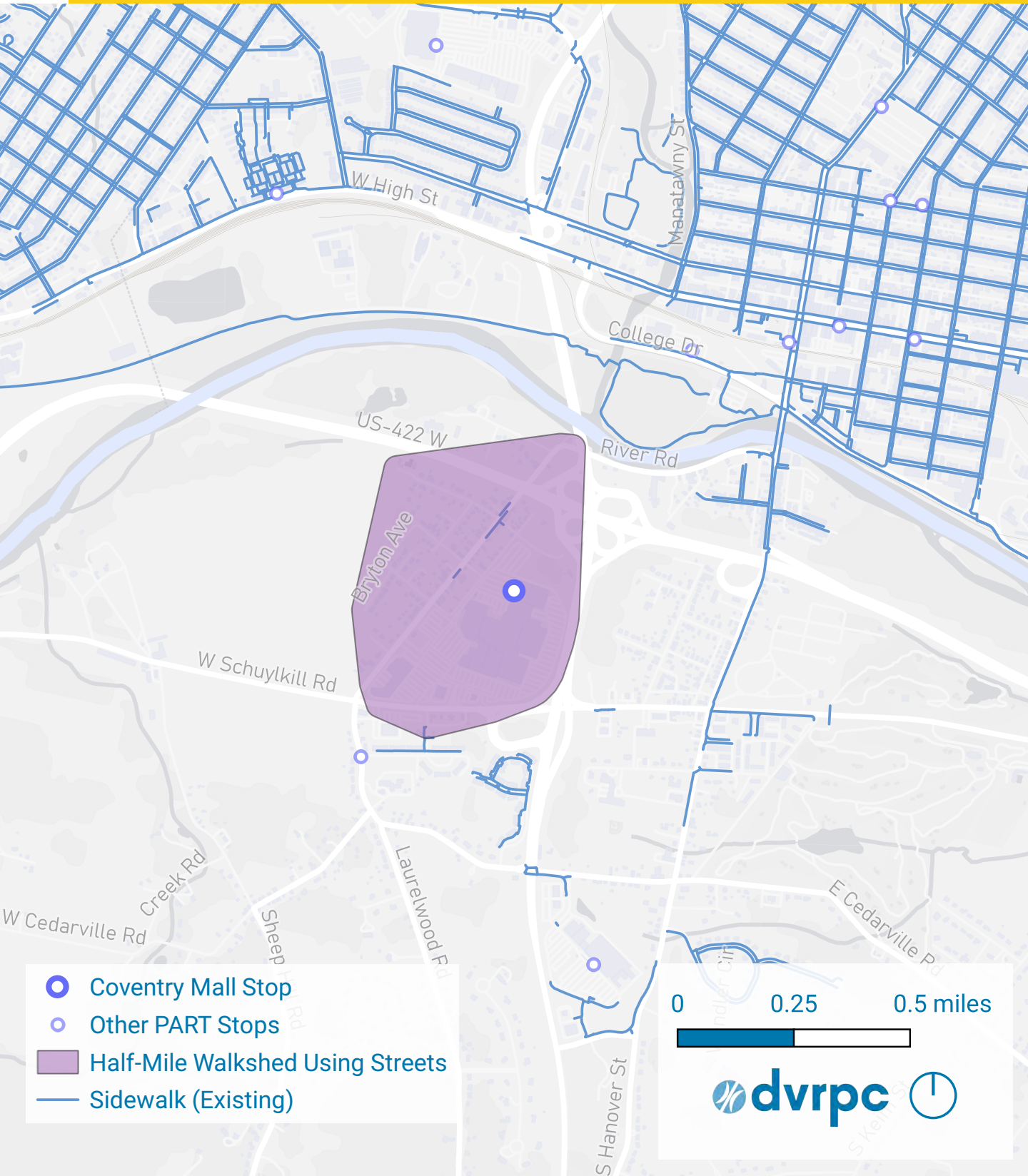


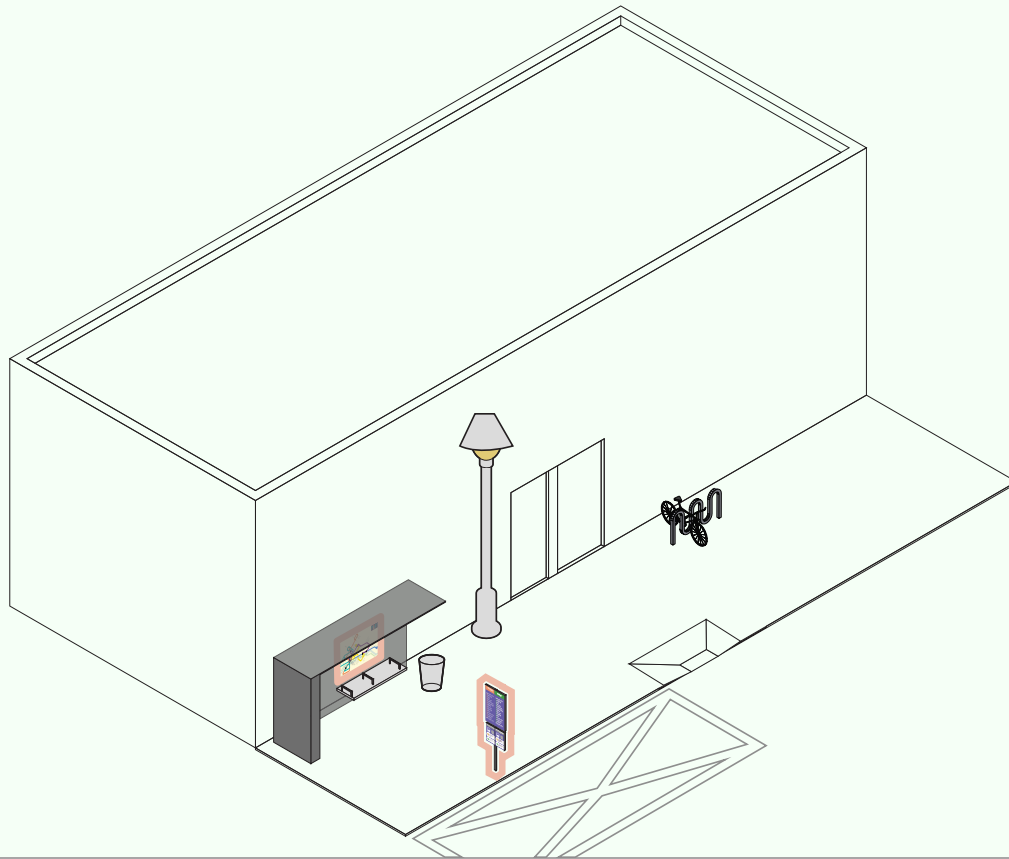


Table 38: Coventry Mall Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Existing
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	Needed
Roadway	Bus Zone	Existing

Improvements would need to be maintained by shopping center.

Figure 86: Coventry Mall Recommendations



Source: DVRPC (2023)



Boyertown Giant

Located in Douglass Township



The Orange Line serves the Boyertown Giant. However, it is unclear where the bus stops because there are no signs or other indication of bus service. If approved by the shopping center, signs and potentially seating could be added in a location that encourages waiting passengers to take advantage of the existing shelter provided by the awnings in front of the store.

The location should be chosen such that there would be ample space for waiting, boarding, and ramp deployment. Since this stop directly serves the shopping center, improving sidewalk connectivity to the surrounding area is not a priority. Bus zone markings are recommended to ensure that vehicles dropping off passengers or loading goods do not block the stop area.

Figure 87: Boyertown Giant Walkshed

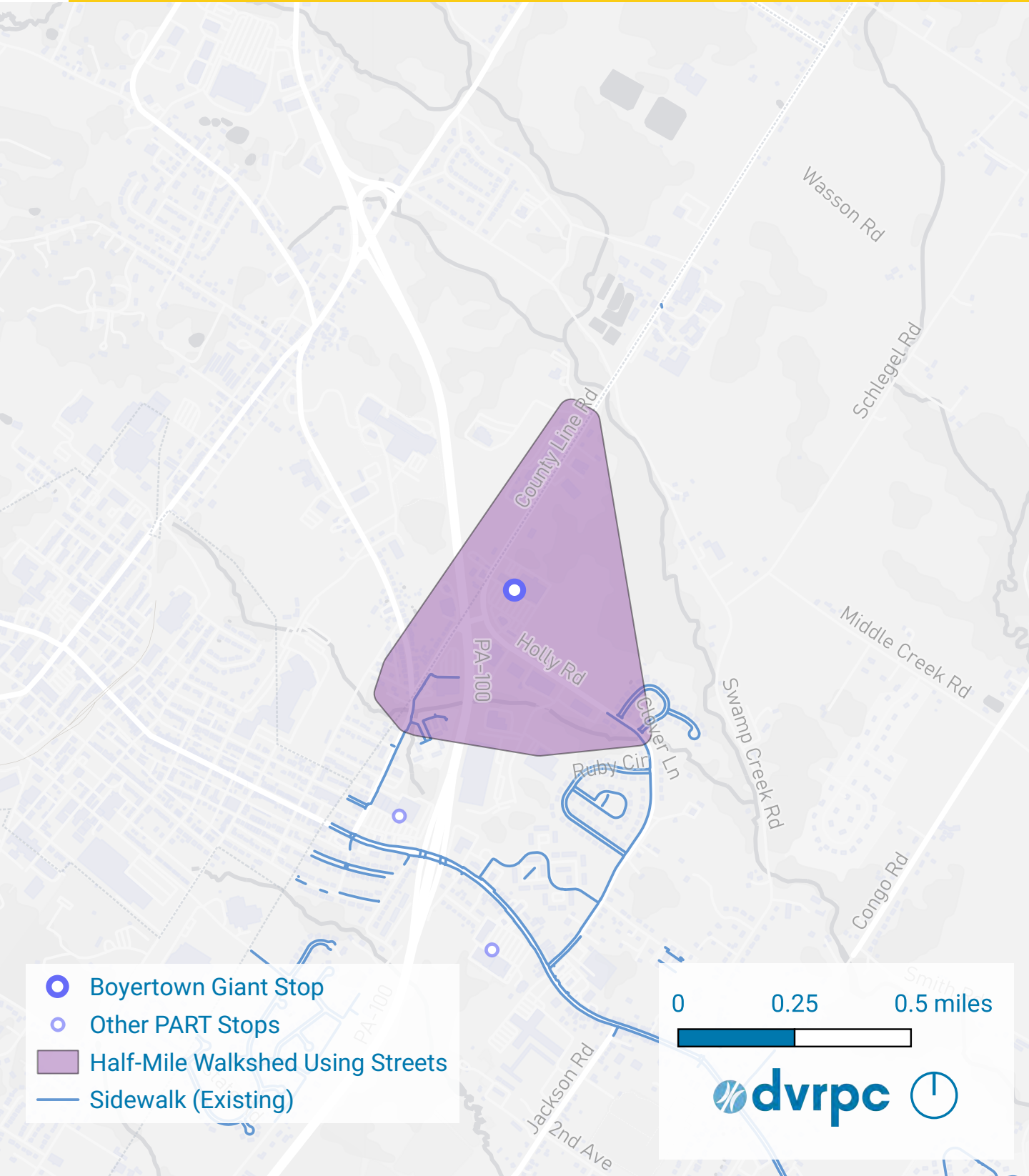


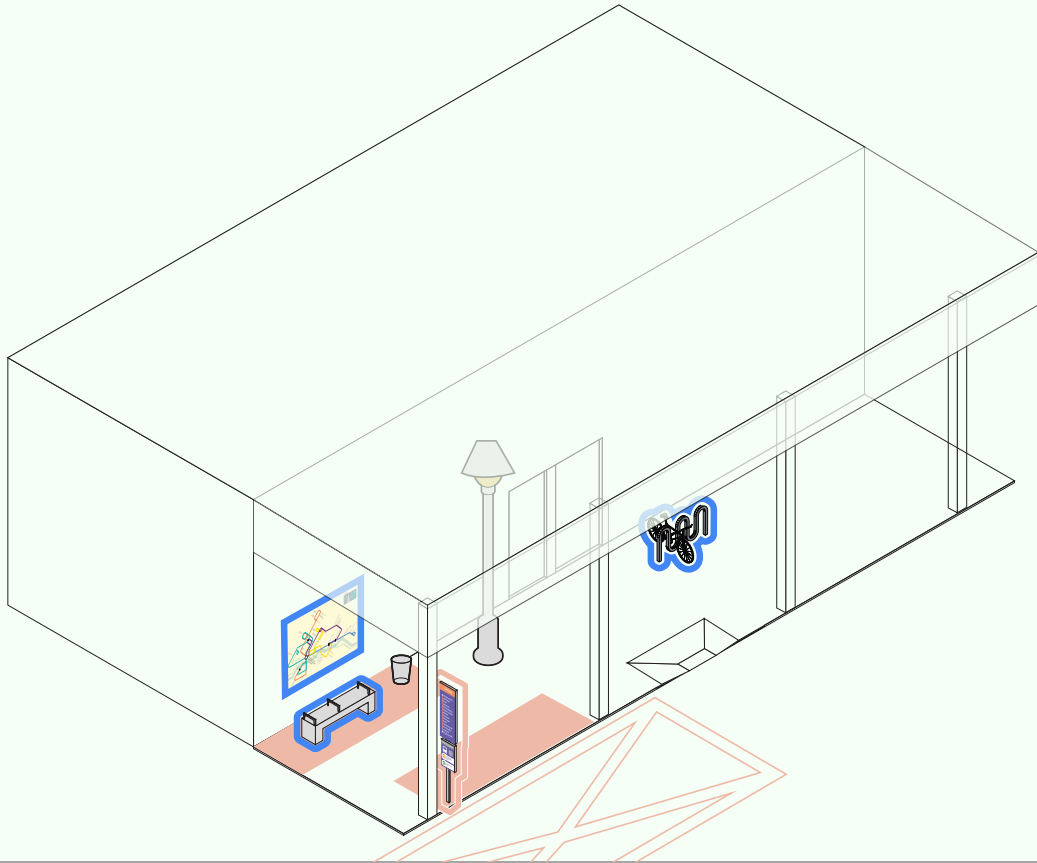


Table 39: Boyertown Giant Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Would be nice
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Not recommended
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Would be nice
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

Figure 88: Boyertown Giant Recommendations



Source: DVRPC (2023)



Gilbertsville Shopping Center

Located in Douglass Township



The Orange Line serves the Gilbertsville Shopping Center. The bus stops near the entrance to the Weis supermarket, but there is no designated waiting area or signage, making it difficult for riders to know where the bus will stop. The addition of signs with PART branding and route information, with approval from the supermarket, would improve the visibility of PART service in this area.

Strategic sign placement could take advantage of the shelter provided by the overhang in front of the store. Since this stop directly serves the shopping center, improving sidewalk connectivity to the surrounding area is not a priority. Bus zone markings are recommended to ensure that vehicles dropping off passengers or loading goods do not block the stop area.

Figure 89: Gilbertsville Shopping Center Walkshed

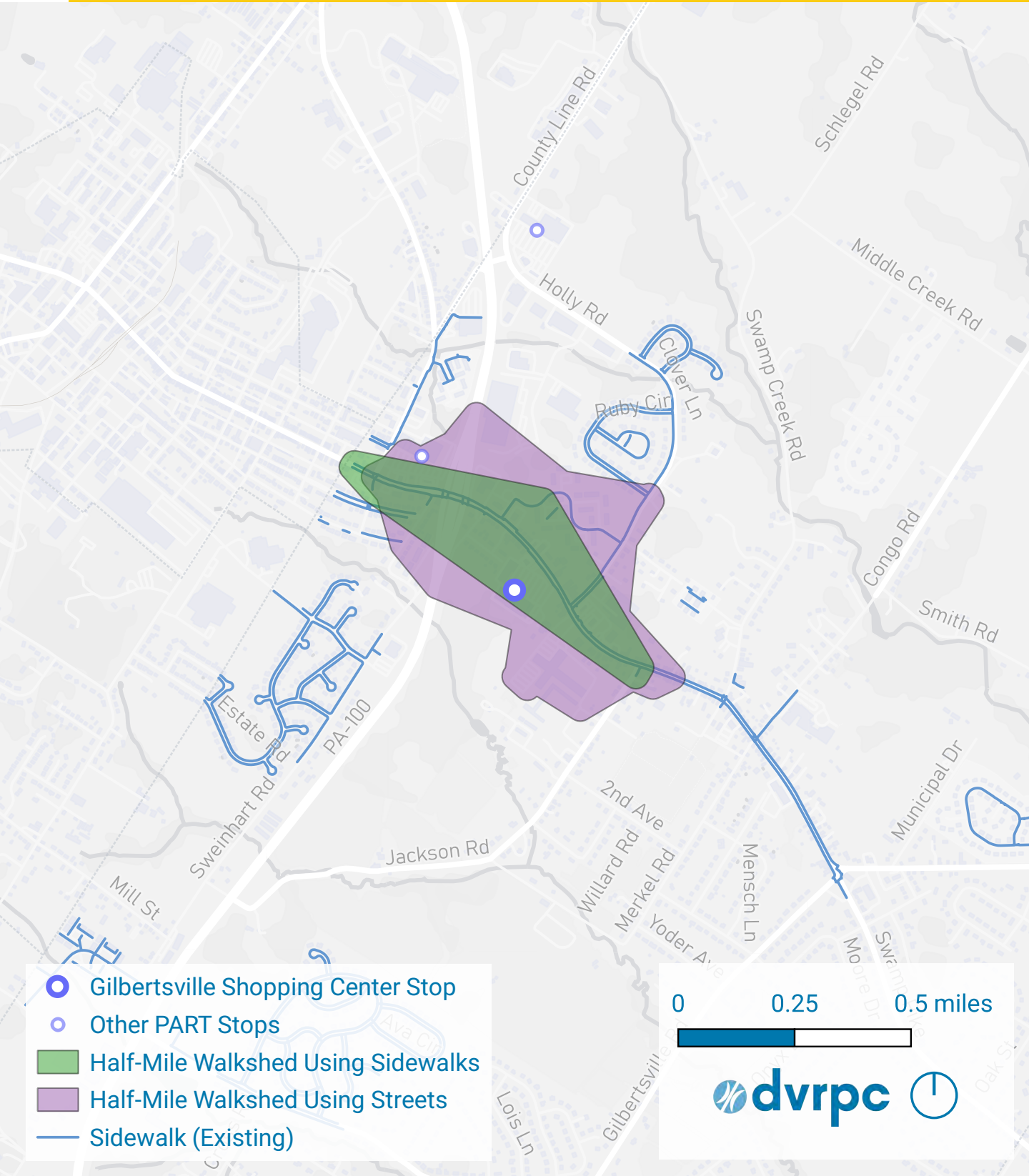


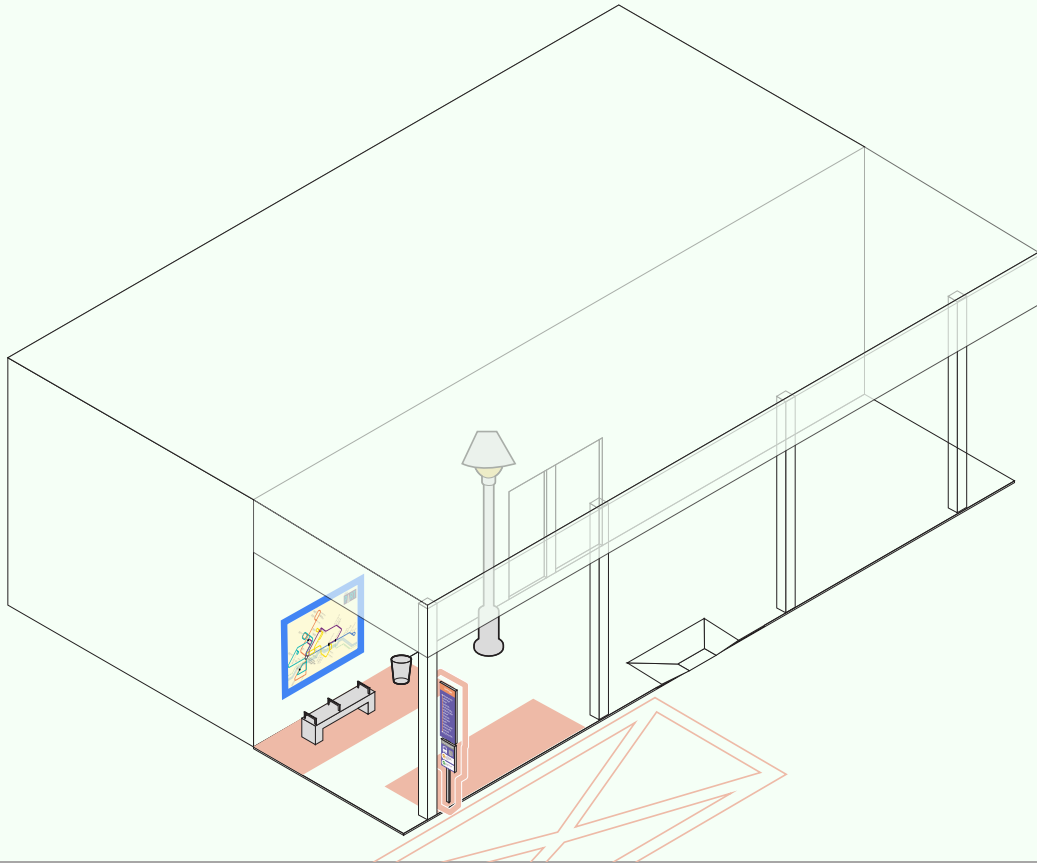


Table 40: Gilbertsville Shopping Center Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Not recommended
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

Figure 90: Gilbertsville Shopping Center Recommendations



Source: DVRPC (2023)



North End Shopping Center (North End & North End Redners')

Located in Lower Pottsgrove Township



The Purple Line serves the North End Redner's supermarket. The actual location that the bus stops is difficult to find. Signs with PART branding and route information are necessary to identify the stop location and improve the visibility of the service. If approved by the shopping center, the signs could be placed in a location that encourages waiting passengers to take advantage of the existing shelter provided by the awnings in front of the store.

The sidewalk and parking lot pavement are at the same grade, which allows for easy stop access and ramp deployment. Bus zone markings are recommended to ensure that vehicles dropping off passengers or loading goods do not block the stop area. This stop is relatively well connected to the existing sidewalk network to the south.

Figure 91: North End Shopping Center (North End & North End Redners') Walkshed

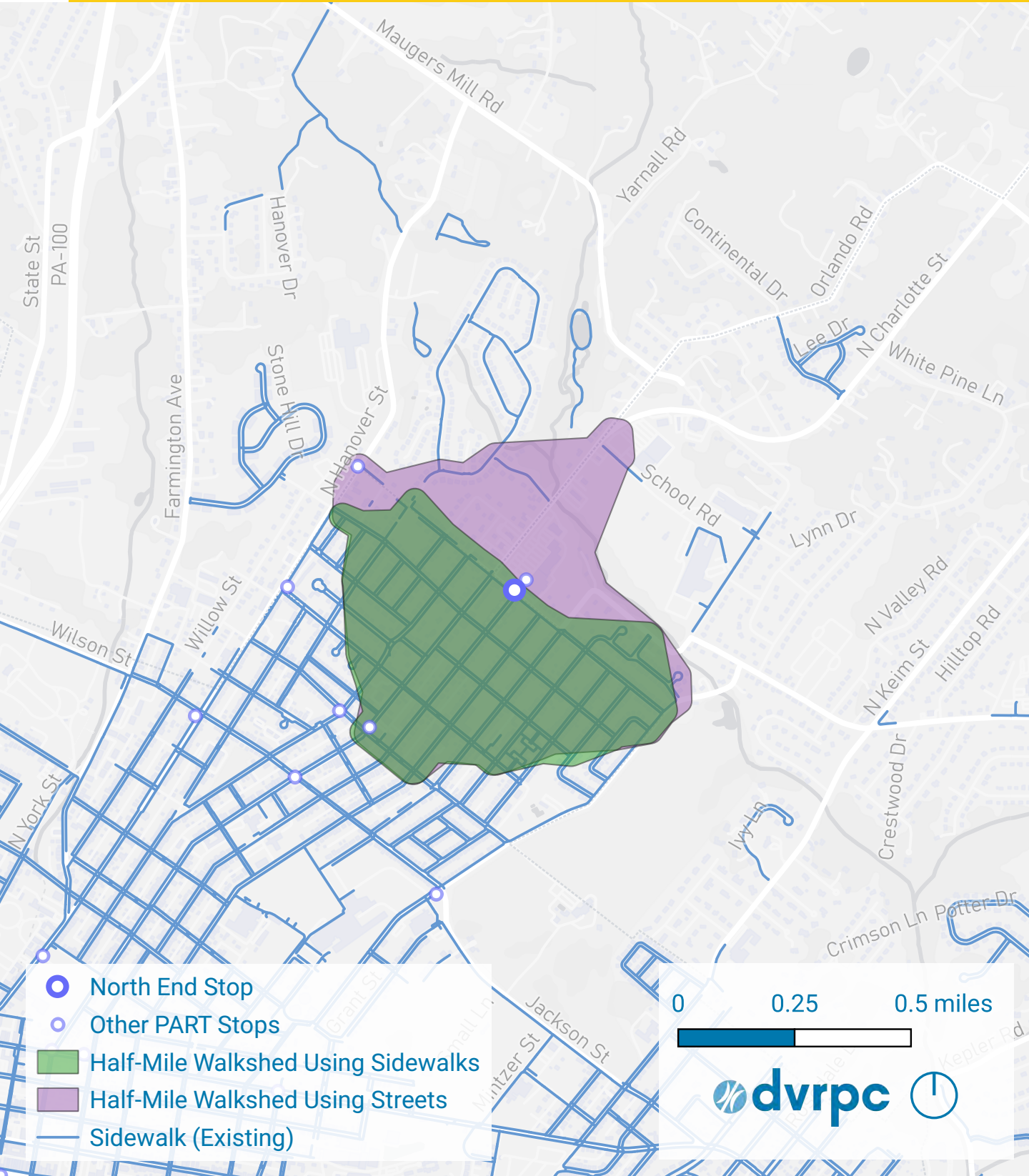


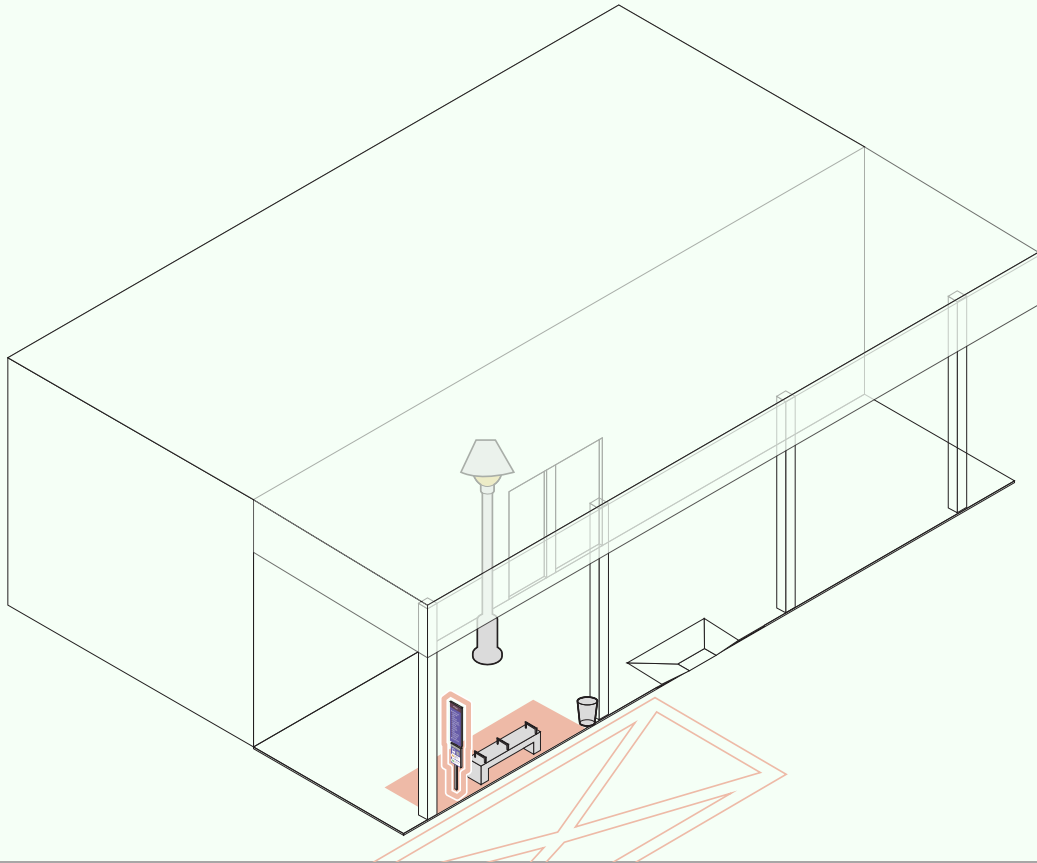


Table 41: North End Shopping Center (North End & North End Redners') Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Would be nice
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

Figure 92: North End Shopping Center (North End & North End Redners') Recommendations

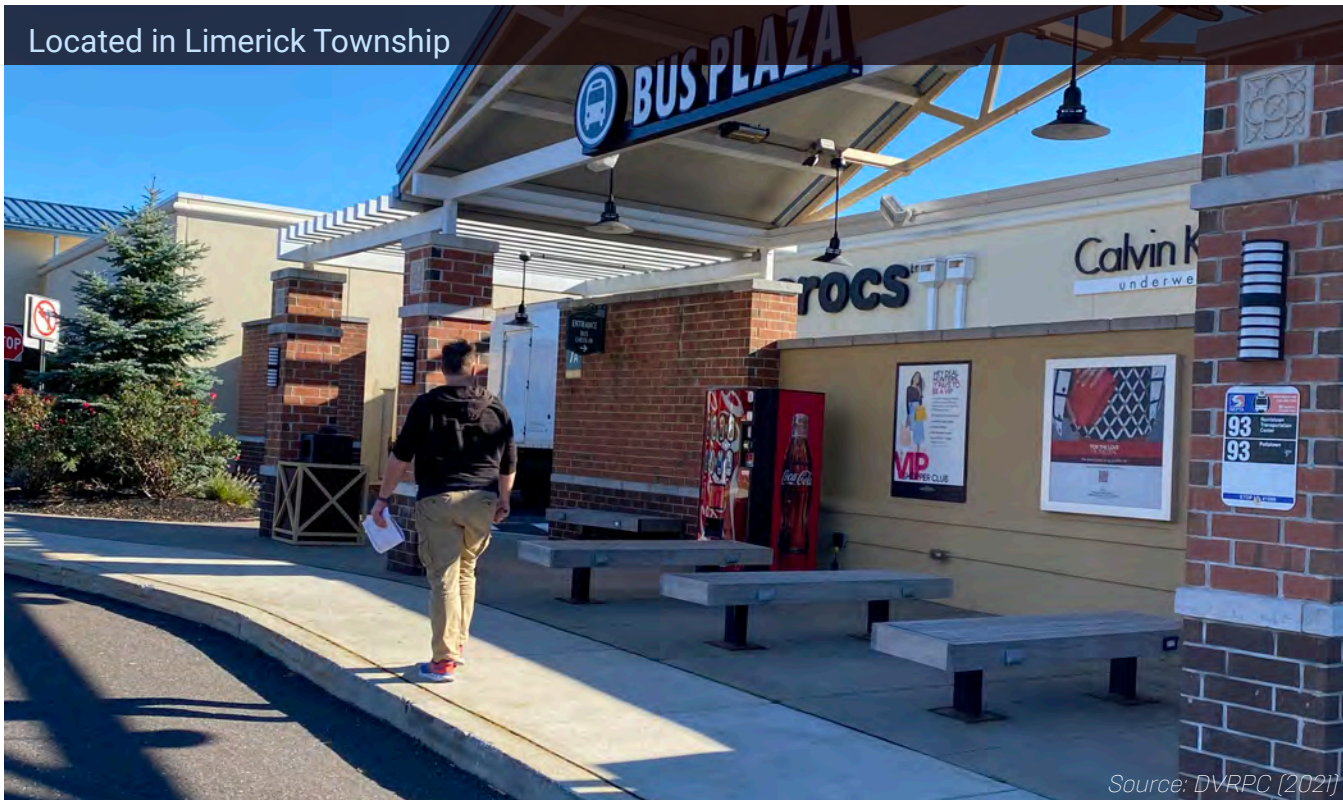


Source: DVRPC (2023)



Philadelphia Premium Outlets (Outlets)

Located in Limerick Township



The Blue Line stops at the clearly marked bus plaza on the back side of the Philadelphia Premium Outlets. There is a wide sidewalk with ramps around the entire shopping center, making it accessible to patrons and employees of the outlets. There is ample space for waiting and loading, as well as plenty of space for the bus to pull out of the travel lane for loading. The stop area seems to be well-maintained by the shopping center.

While there is a sign indicating that the SEPTA Route 93 stops there, there is no indication that a PART bus stops there. Signage with PART branding and route information is a priority. Since SEPTA serves the stop on Sundays and PART does not, schedule information should be easily available for passengers at this stop.

The bus plaza is well lit, but since it is relatively isolated in the back of the shopping center and may require a lengthy walk to access, lighting could be added along the surrounding sidewalks to improve pedestrian safety.

Figure 93: Philadelphia Premium Outlets (Outlets) Walkshed

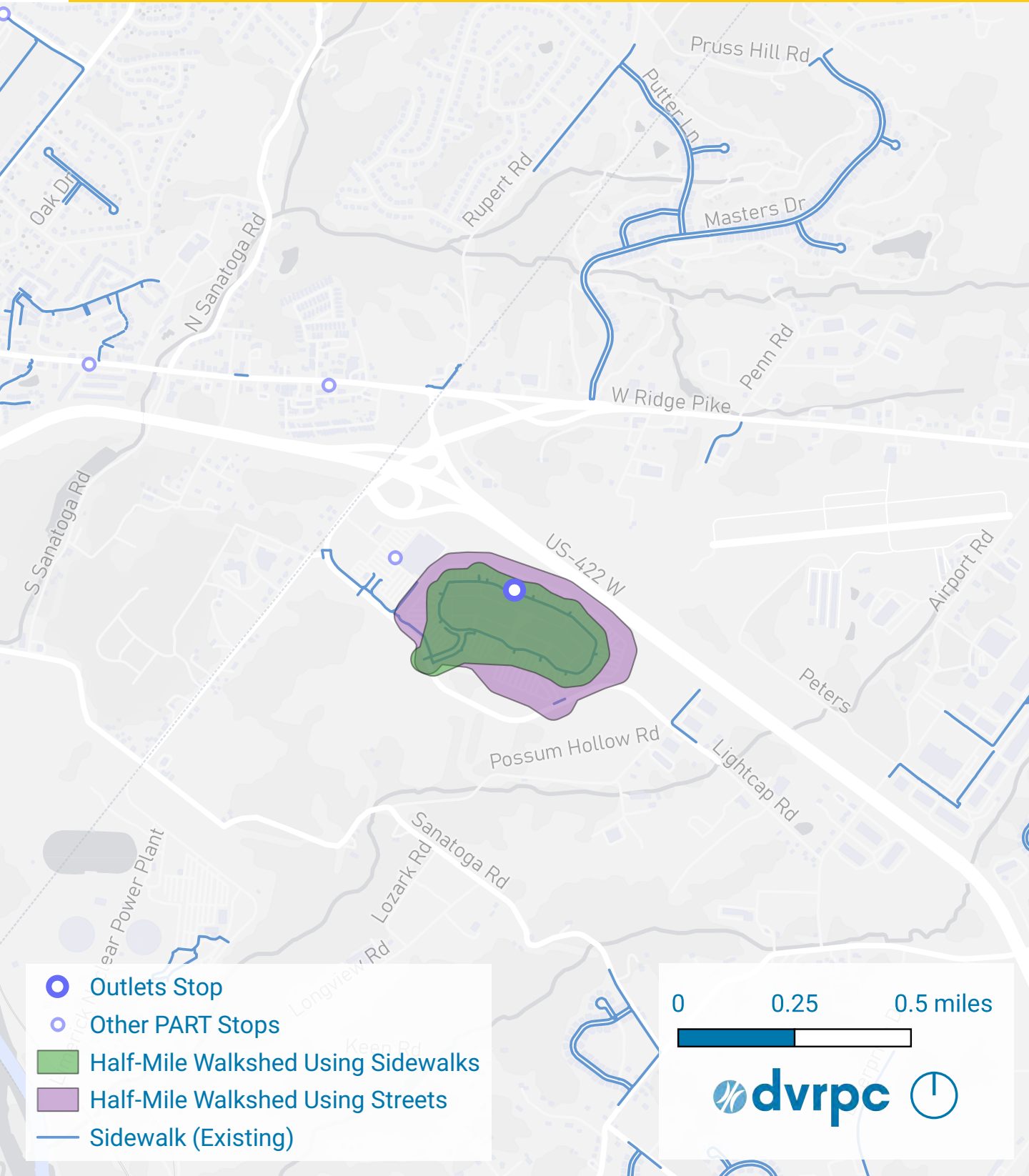


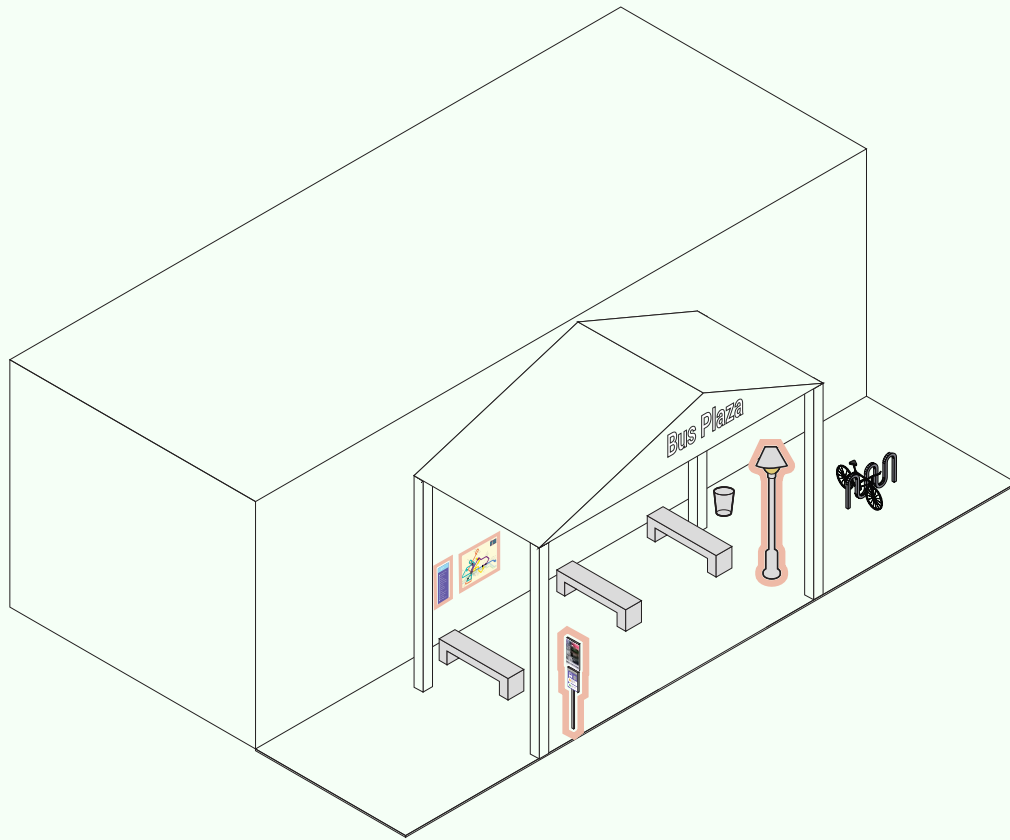


Table 42: Philadelphia Premium Outlets (Outlets) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Improve
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Existing
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	Needed
Roadway	Bus Zone	Not recommended

Improvements would need to be maintained by shopping center.

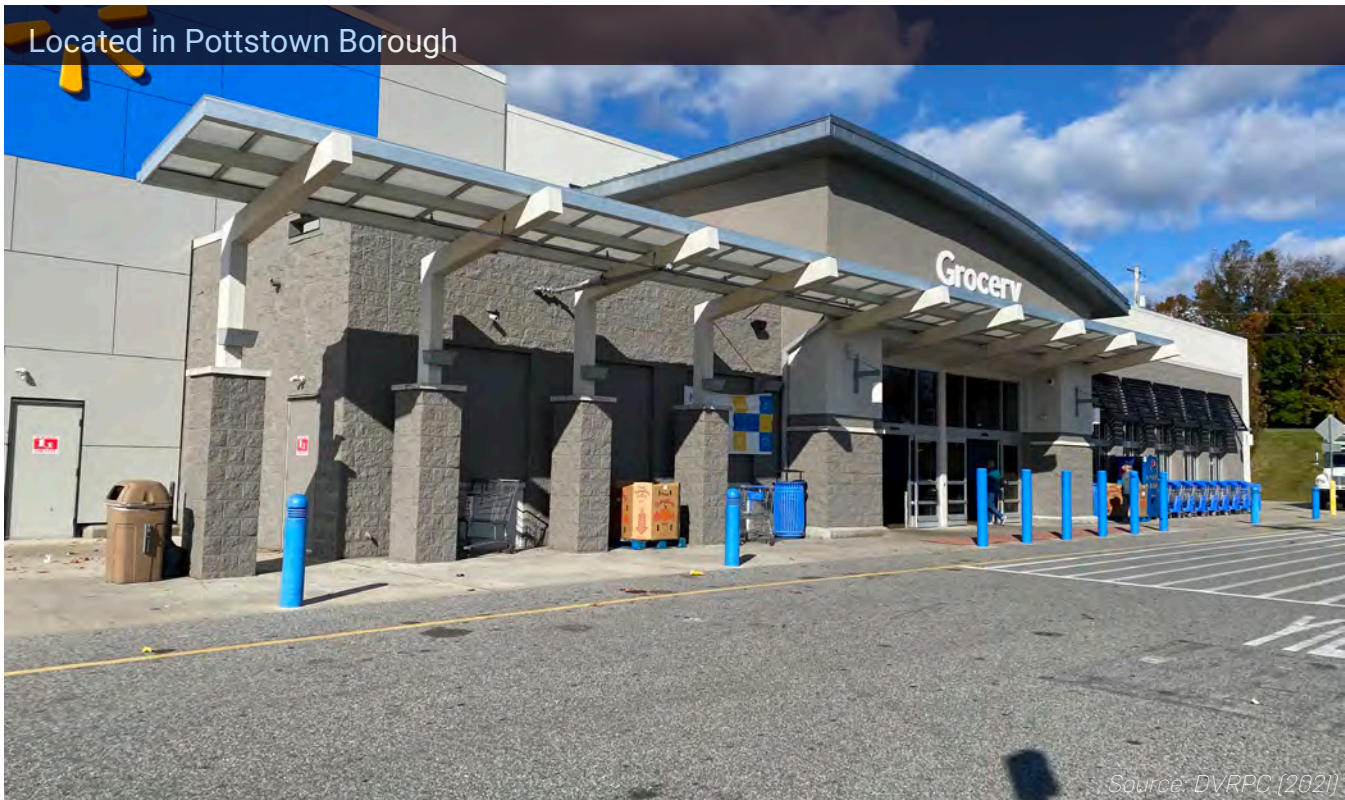
Figure 94: Philadelphia Premium Outlets (Outlets) Recommendations



Source: DVRPC (2023)



Pottstown Center (Walmart)



The Orange and Green Lines stop in front of the Walmart in Pottstown Center. However, it has become apparent that the current property owners are not supportive of the service and would not accommodate improvements. Currently, there are small awnings, benches, and trashcans in front of the store, and there is ample space for waiting, loading, and ramp deployment. Moving the stop location outside of the shopping center would require starting from scratch, which would be expensive.

It would also require passengers to travel across the parking lot, and potentially across the street, with their bags, which is an unattractive option. If the property owner, or a future property owner changes their mind, signs designating the stop area and providing route information are recommended. In the absence of these signs, a detailed note about the stop location on the PART ride guide may be helpful.

Figure 95: Pottstown Center (Walmart) Walkshed

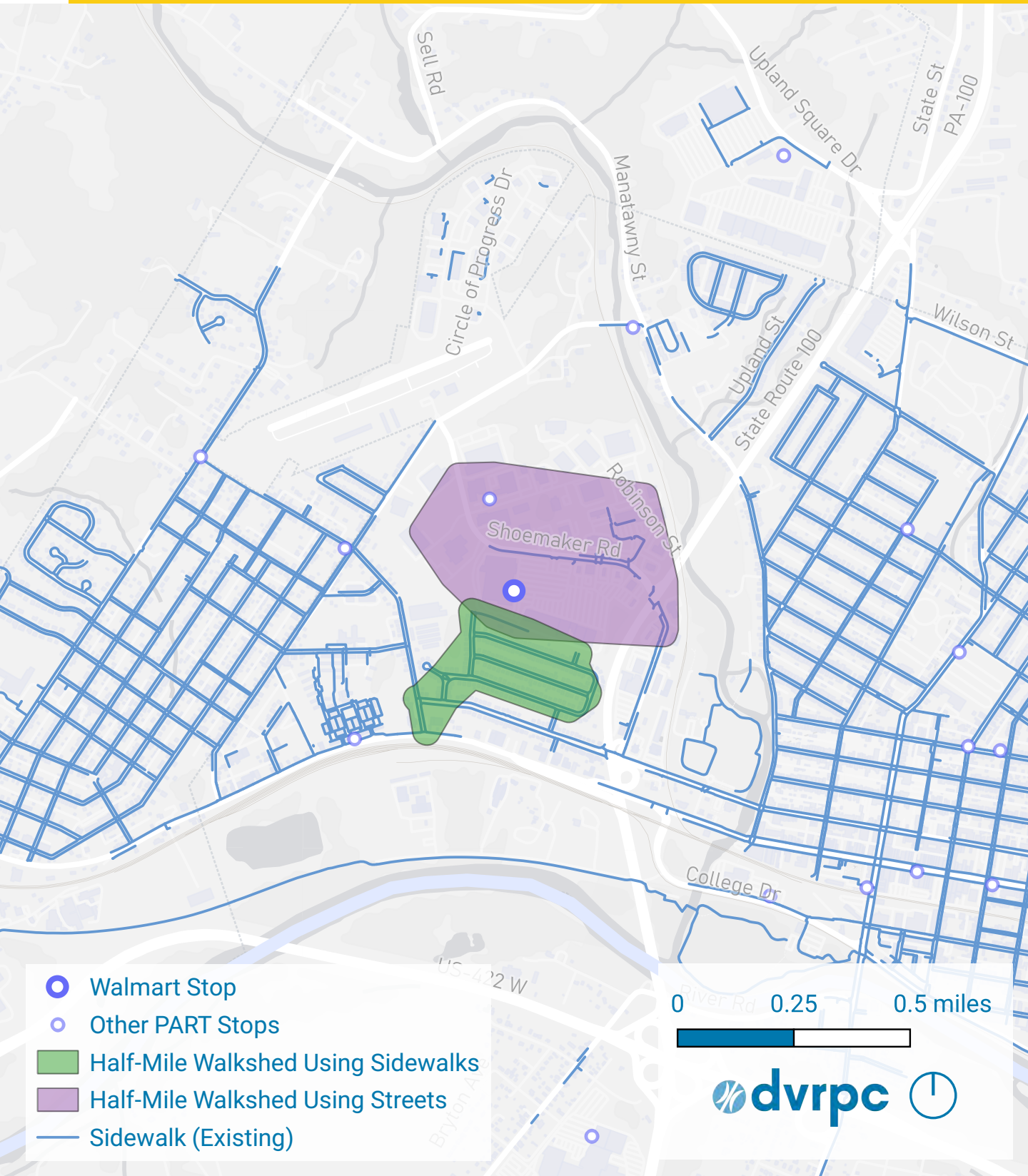


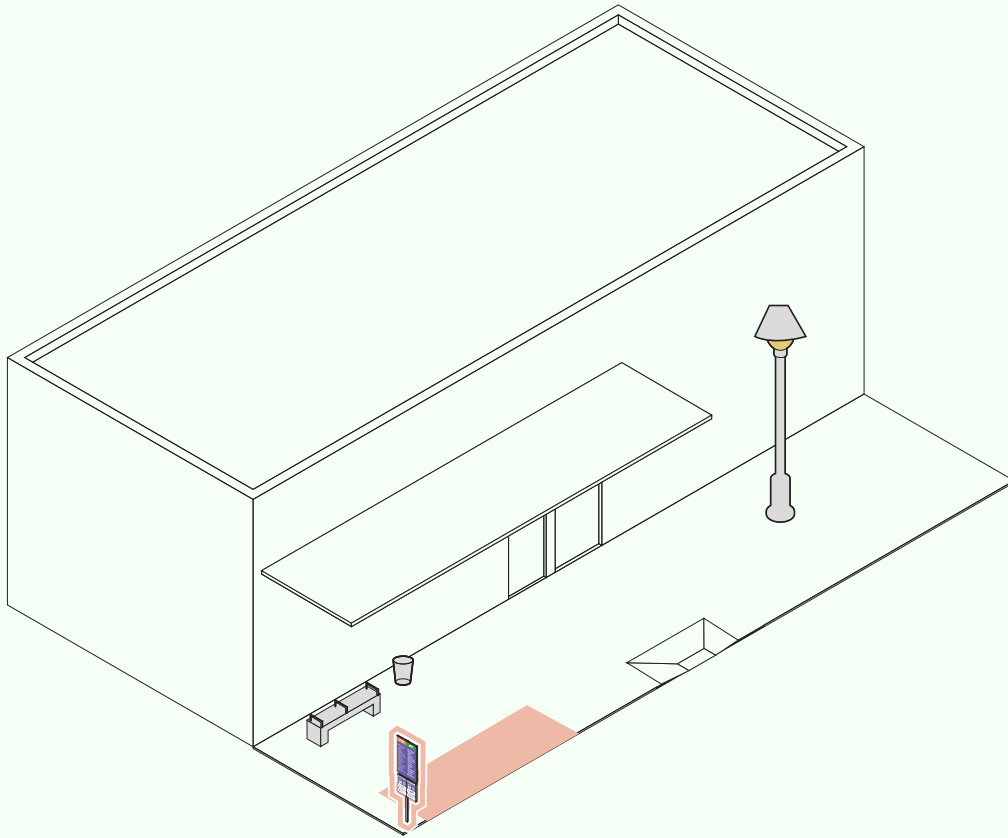


Table 43: Pottstown Center (Walmart) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	Needed
Roadway	Bus Zone	N/A

Improvements would need to be maintained by shopping center, which is currently not supportive.

Figure 96: Pottstown Center (Walmart) Recommendations



Source: DVRPC (2023)



Sanatoga Village Shopping Center

Located in Lower Pottsgrove Township



Source: Google [2022]

Both the Blue and Purple Line stop in front of the landscaped area in the southern portion of the parking lot of the Sanatoga Village Shopping Center. This stop is in a shopping center, which will likely be used by shoppers with their groceries as well as employees, so it is necessary for this stop to be as complete with amenities and accessibility features as possible. There is no indication that a bus stops here. To solve this, signage with PART branding and route information should be added. Amenities such as shelter, seating, trash cans, and lighting are needed, but are infeasible at this location.

The current stop area is not connected to the sidewalk network. Lastly, there are no designated areas for waiting and loading, and there is no room for a ramp to be deployed from the bus for wheelchair access. Because it is infeasible to implement these recommendations at the current location of the stop, the idea of moving the stop to the front of the Landis Supermarket should be explored, as it has adequate shelter, is more accessible by sidewalks, and has more room for waiting, loading, and a ramp. This stop is on private property, so any improvements would need to be approved and maintained by the property owner.

Figure 97: Sanatoga Village Shopping Center Walkshed

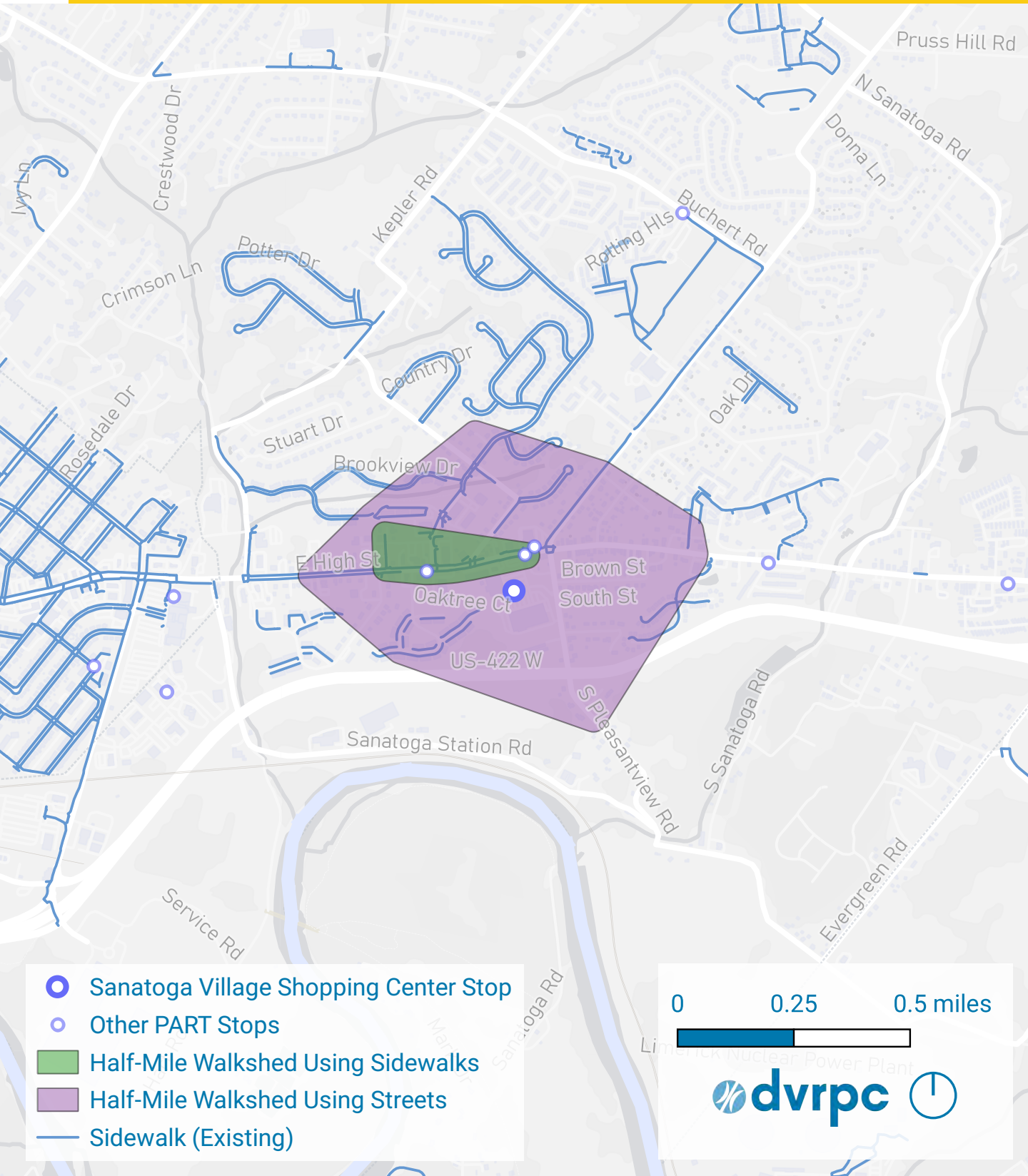


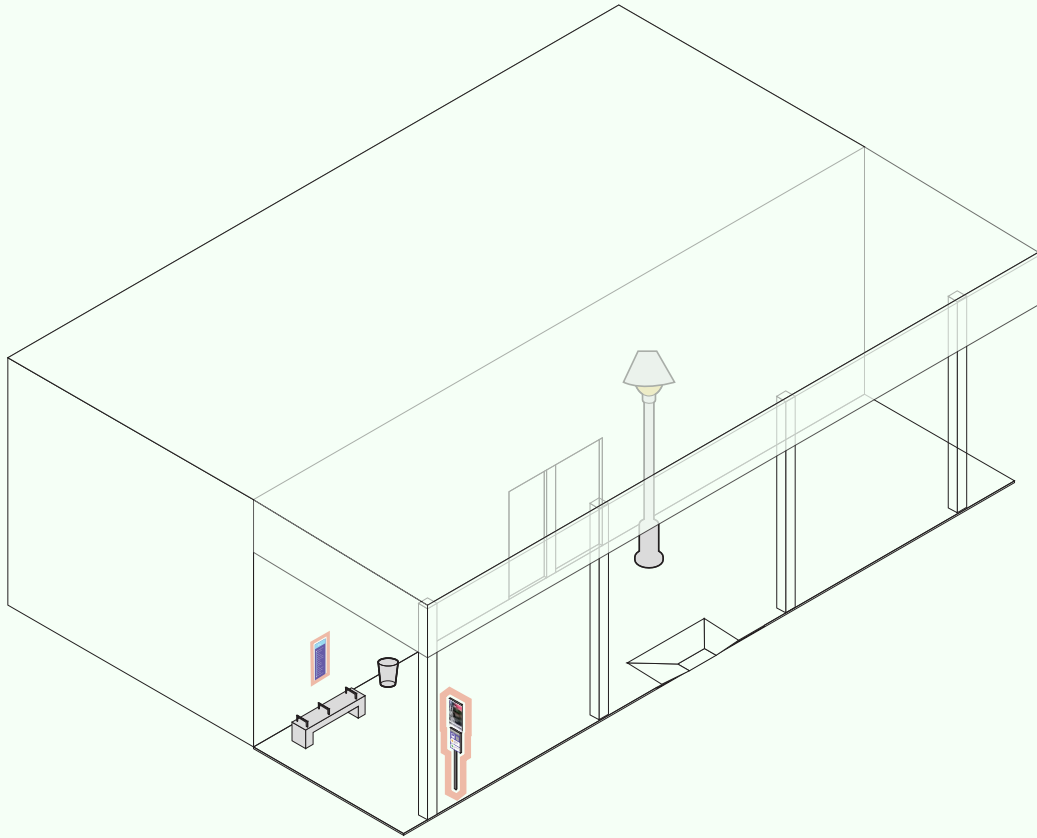


Table 44: Sanatoga Village Shopping Center Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Needed
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Not recommended
	Transfer Information	N/A
Roadway	Bus Zone	Not recommended

Improvements would need to be maintained by shopping center.

Figure 98: Sanatoga Village Shopping Center Recommendations



Source: DVRPC (2023)



Town Square Center (Town Square Plaza)

Located in North Coventry Township



The Orange Line serves the Town Square shopping center. The actual location of the bus stop is unclear. Signs with PART branding and route information are necessary to identify the stop location. If approved by the shopping center, the signs could be placed in a location that encourages waiting passengers to take advantage of the existing shelter under the awnings in front of the store.

The sidewalk and parking lot pavement are level, which allows for easy stop access and there should be ample space for ramp deployment. Since this stop directly serves the shopping center, improving sidewalk connectivity to the surrounding area is not a priority. Bus zone markings are recommended to ensure that vehicles dropping off passengers or loading goods do not block the stop area.

Figure 99: Town Square Center (Town Square Plaza) Walkshed

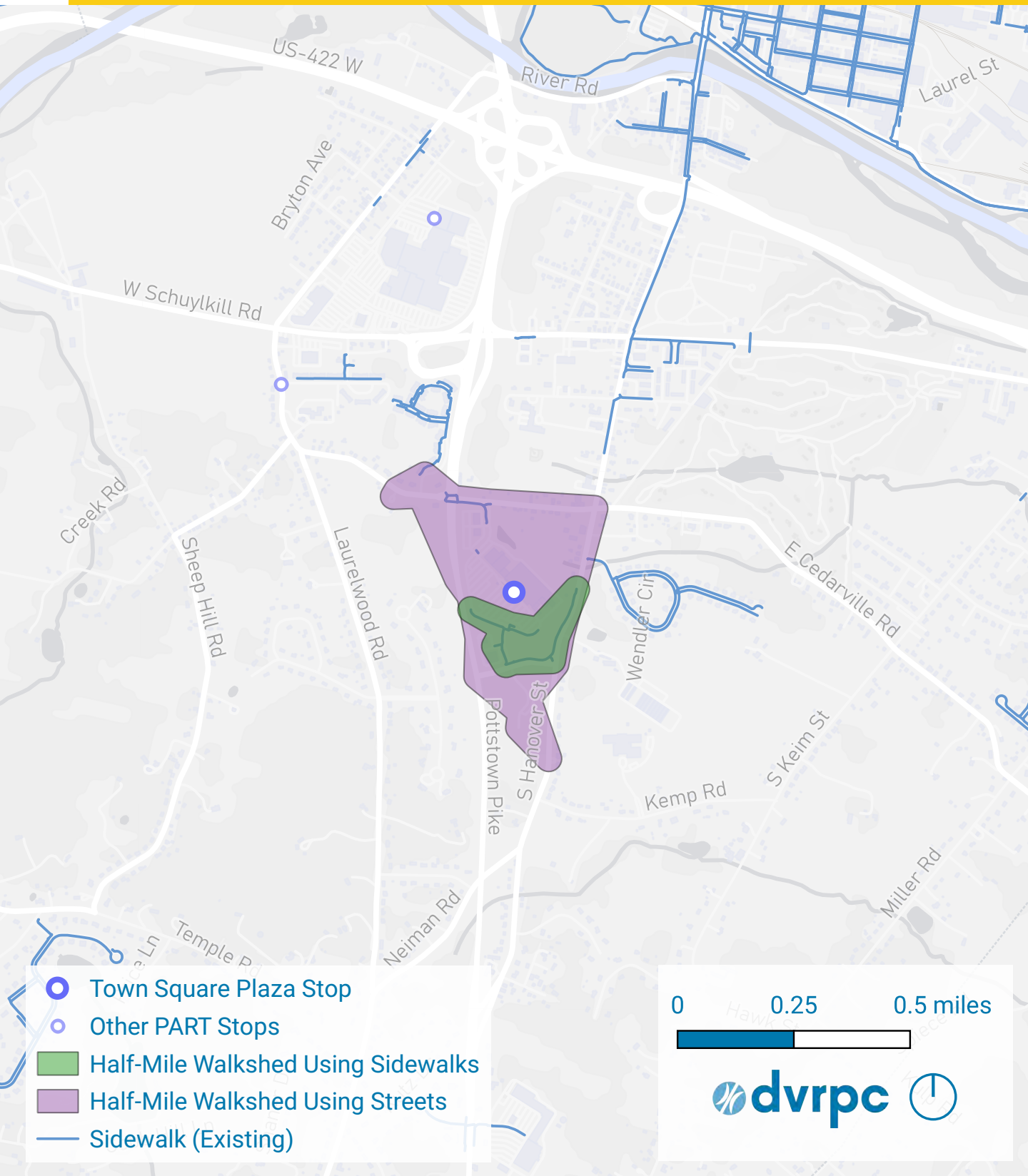


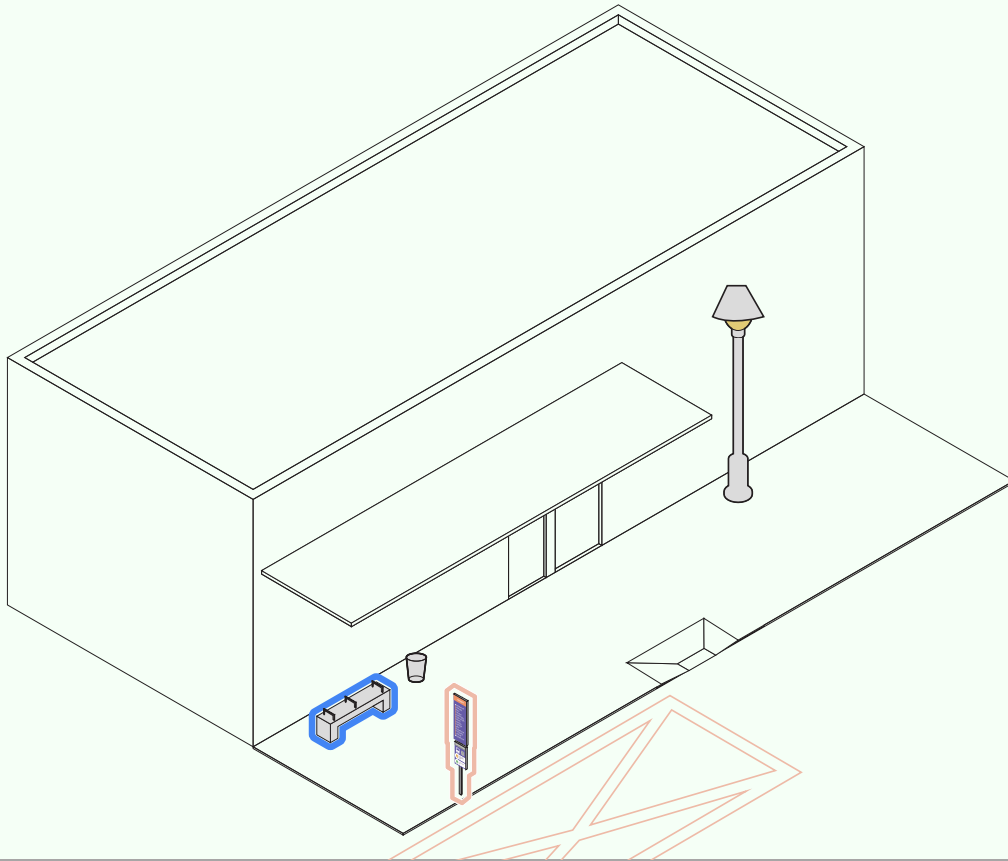


Table 45: Town Square Center (Town Square Plaza) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Would be nice
	Trashcan	Existing
	Lighting	Existing
Space and Accessibility	Waiting Area	Improve
	Sidewalk Access	Existing
	Passenger Loading Area	Improve
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Needed
	Transfer Information	N/A
Roadway	Bus Zone	Needed

Improvements would need to be maintained by shopping center.

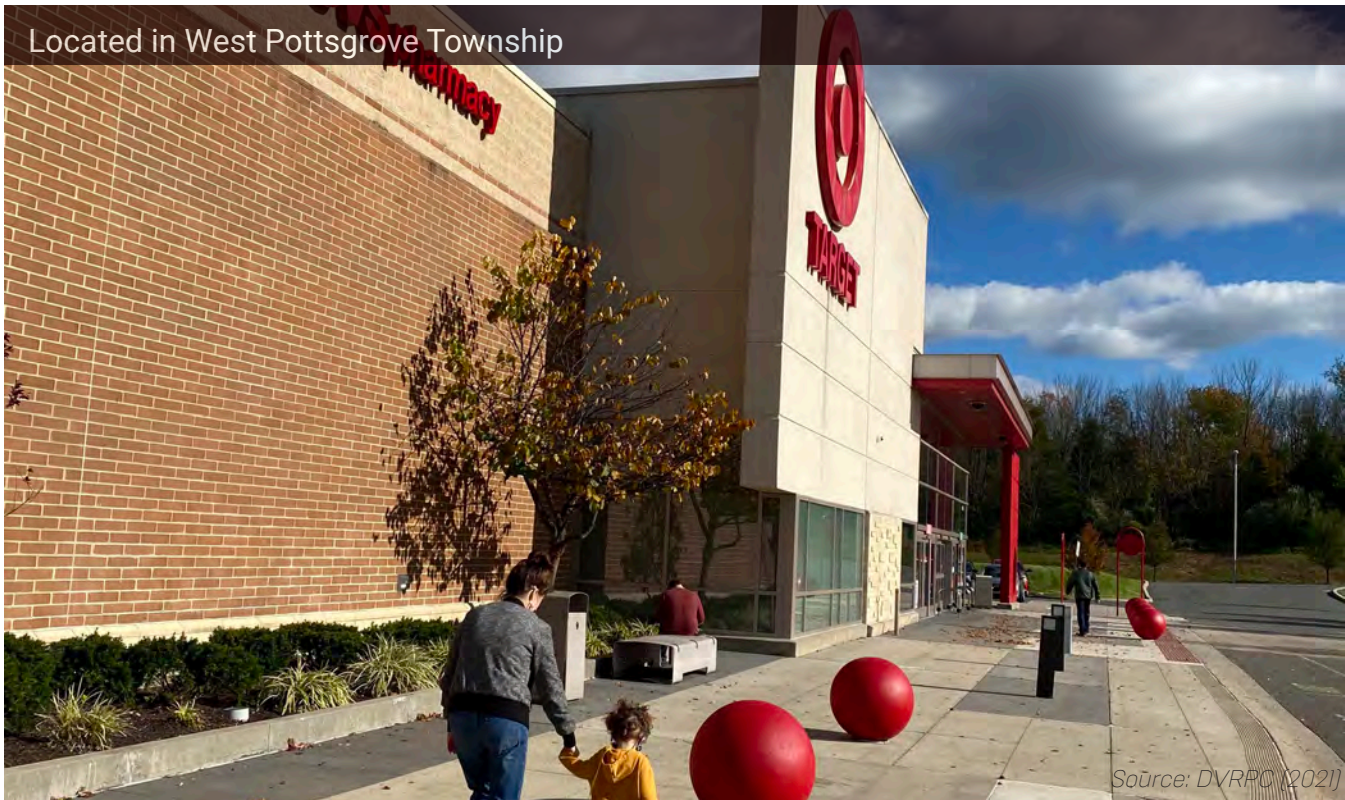
Figure 100: Town Square Center (Town Square Plaza) Recommendations



Source: DVRPC (2023)



Upland Square Shopping Center (Upland Square)



The Orange and Green Lines serve the Upland Square shopping center. This stop provides ample space for the bus to pull over, for passengers to wait and board, and a shelter with seating. However, its location is quite far from any of the nearby storefronts.

While signage with PART branding, route details, and transfer information is recommended for addition to the shelter, additional signage near the storefronts indicating the presence of PART service would be useful for increasing awareness of the stop.

Figure 101: Upland Square Shopping Center (Upland Square) Walkshed

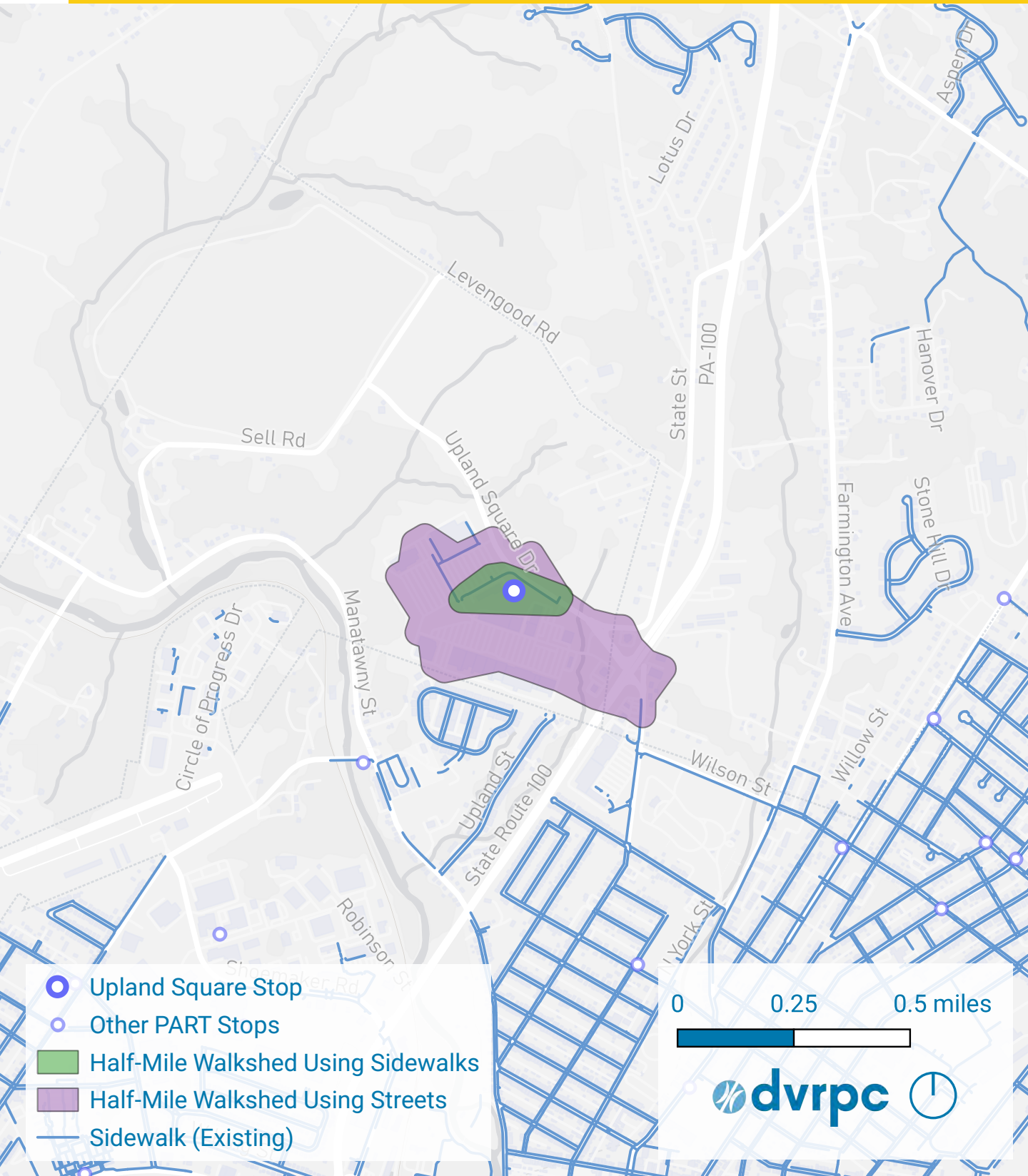


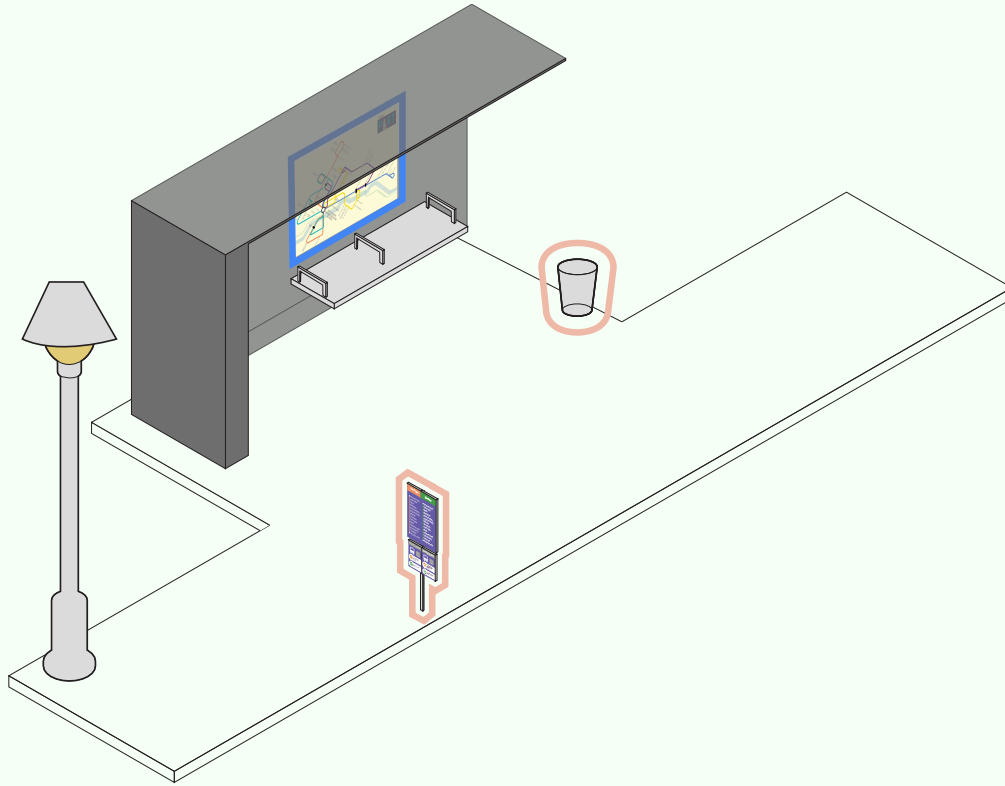


Table 46: Upland Square Shopping Center (Upland Square) Inventory Checklist

Category	Item	Status
Amenities	Shelter	Existing
	Seating	Existing
	Trashcan	Needed
	Lighting	Existing
Space and Accessibility	Waiting Area	Existing
	Sidewalk Access	Existing
	Passenger Loading Area	Existing
	Curb Ramps	Existing
	Bike Parking	Not recommended
Information	Standard Stop Sign	Needed
	Route Description Sign	Needed
	Full System Map	Would be nice
	Transfer Information	Needed
Roadway	Bus Zone	Not recommended

Improvements would need to be maintained by shopping center.

Figure 102: Upland Square Shopping Center (Upland Square) Recommendations



Source: DVRPC (2023)

Flag Stops on High Street

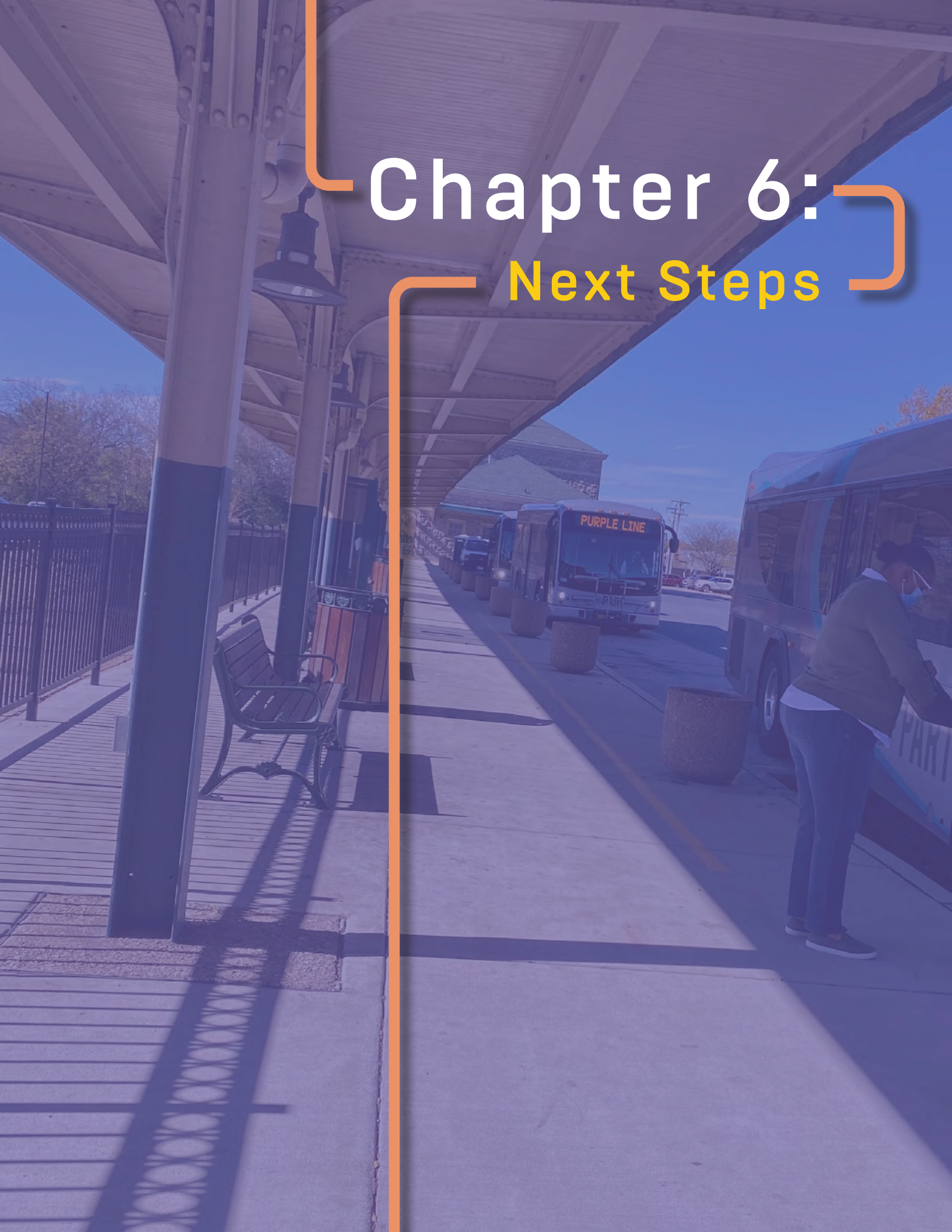
This study focused recommendations on stops included in the PART Ride Guide. There are existing PART signs, specifically along the High Street corridor, which are not designated bus stops — they are legacy flag stops. Many of them have signs because they are places people have used in the past, but not frequently enough to designate the locations as official bus stops. Many of these locations are officially marked and used stops for the SEPTA Route 93. Since many of the bus stops and flag stop locations along the High Street corridor have similar characteristics, similar stops were identified along the corridor from which relevant recommendations could be applied. These stops are listed in Table 47. Some similar stops are listed with caveats regarding shelters and other amenities. This is either because those amenities already exist, it is infeasible to add them, or it is unnecessary given the surrounding land uses and density.

Table 47: Flag Stop Locations on High Street in Pottstown

Flag Stop Location (not included on Ride Guide map)	Similar stop with relevant recommendations
High & Manatawny	High & Adams
High & York	High & Penn
High & Hanover	High & Penn, High & Evans
High & Charlotte	High & Penn, High & Evans
High & Franklin	High & Adams
High & Washington	High & Evans
High & Madison	High & Adams (does not need a shelter or seating)
High & Montgomery	High & Adams (does not need a shelter or seating)
High & Edgewood	High & Adams (does not need a shelter or seating)
High & Keim	High & Evans
High & Price	High & Evans
High & Cedar	High & Adams (does not need a shelter, seating, or trash can)
High & Roland	High & Adams (does not need a shelter or seating)
High & Rosedale	High & Adams (does not need a shelter or seating)
High & Beech	High & Evans (need to widen sidewalk and move existing shelter on WB side to create an adequate loading zone and provide space for pedestrians to walk)
High & Sunnybrook	Heritage Drive (do not need to expand the sidewalk network)

Chapter 6:

Next Steps



Next Steps

The list of recommendations provided in Chapters 4 and 5 is long and every stop across the PART system is in need of some type of improvement. The following items are meant to be an approachable set of priority first steps:

Visibility:

- Ensure each stop has a current PART sign. It is typically more cost effective to have signs produced all at once. As signs are installed, be intentional about placement, ensuring there is ample space for waiting and loading.

Accessibility:

- Add or expand concrete pads for waiting and loading and move street furniture out of the way. If funding is limited, focus on higher-ridership lines/stops first.

Coordination:

- Coordinate with SEPTA to discuss details of joint sign production and stop locations near/at the Transportation Center.
- Coordinate with property owners, specifically agreeable shopping centers, about sign placement and potential amenities.

Funding

Making visibility and accessibility improvements to every PART bus stop across the system is a large and expensive undertaking. Aside from the real-time information and GTFS that PART expects as part of its ITS implementation, and in addition to the regular maintenance and capital budgets, additional funds will be necessary to implement many of the recommendations from this study.

PART has been granted funds from the Federal Transit Administration (FTA) through the American Rescue Plan Act of 2021. These funds will be allocated to support bus shelter replacements and improvements to the system overall.

Additional funding sources available through PennDOT and DVRPC include:

Multimodal Transportation Fund

Website: www.penndot.pa.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx

Description: The MTF program provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.

Transportation Alternatives (TA) Set-Aside Program

Website: www.dvrpc.org/tap

Description: The TA Set-Aside are Federal highway and transit funds under the Surface Transportation Program (STP) for community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. Examples of eligible TA Set-Aside projects include bicycle or pedestrian facilities, conversion of abandoned railway corridors to trails, overlooks and viewing areas, historic preservation and rehab of historic transportation facilities, vegetation management, and wildlife mortality mitigation projects, among other types. Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools, and tribal governments are eligible to apply for the competitive TA Set-Aside funds.

Travel Options Program

Website: www.dvrpc.org/top

Description: Through a biennial, two-part competitive search process, DVRPC seeks creative ideas that will reduce the number of single occupancy vehicles on the region’s roadways — a concept known as Transportation Demand Management (TDM). The program will fund planning and implementation projects that support the goals, outcomes, and strategies established in A New Route to Better Travel for All: The Regional TDM Plan. Each project must address a TDM issue and solution, with some type of measurable results.

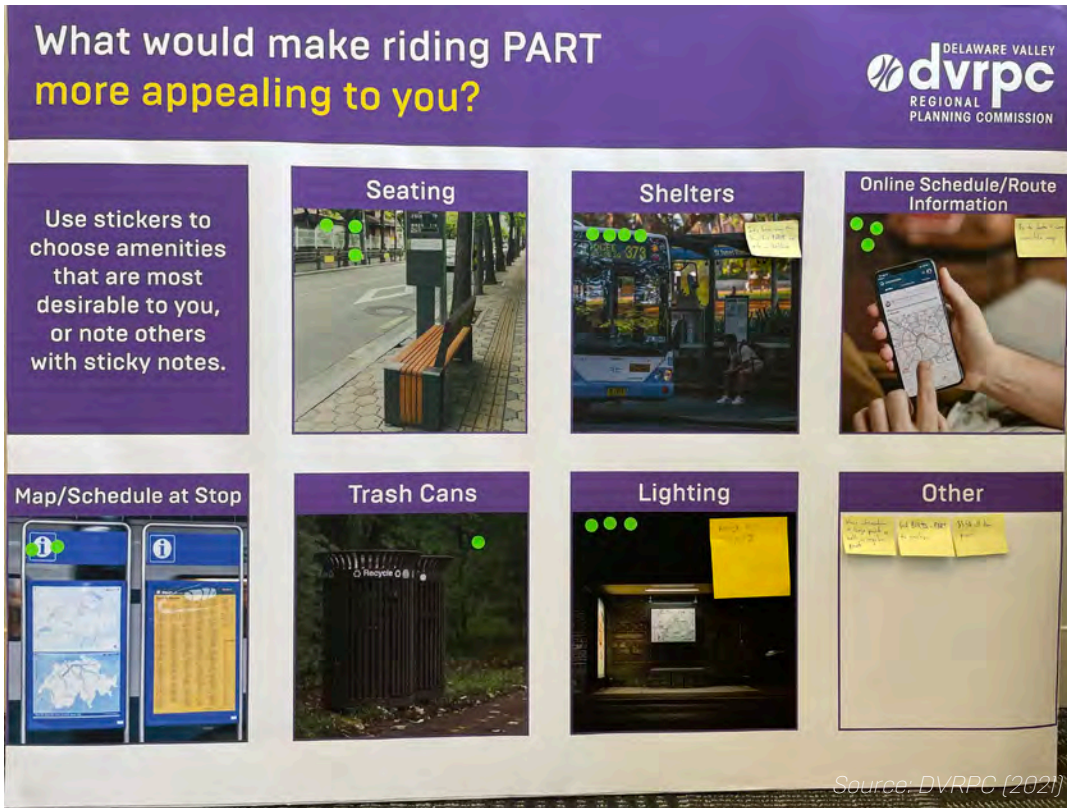
Eligible applicants include nonprofits (such as Community Development Corporations and Business Improvement Districts), government organizations (such as county agencies, municipalities, and tribal governments), school districts or schools, transportation management associations, and transit agencies.



Appendix A

Appendix A

Photos of the question boards used in the community outreach “dot” exercise.

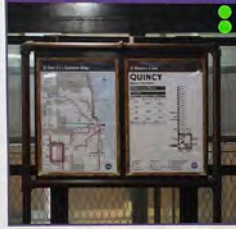


What information would be most useful at a stop?

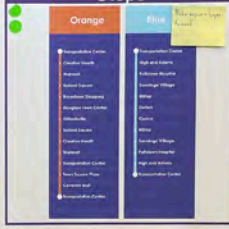
Which route stops here



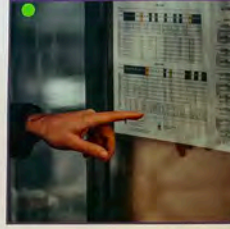
Full System Map



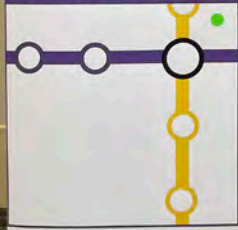
Route Description With Stops



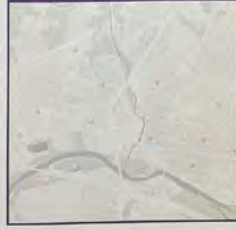
Full Schedule



Transfer Information



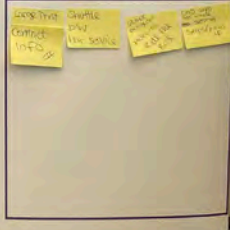
Nearby Amenities



Fare Information



Other?

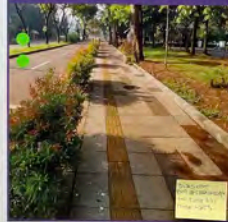


Source: DVRPC (2021)

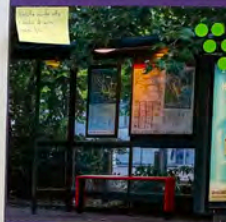
What types of improvements would make riding PART easier for you?

Think about how you use and access PART. Do you walk to stops? Do you regularly check schedules?

Sidewalk Accessibility



Route/Schedule Information



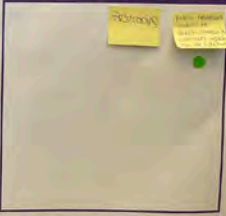
Shelter/Seating



Bicycle Parking



Other?



Source: DVRPC (2021)

Survey Questions From Community Outreach:

In the past month, approximately how often have you ridden PART?

- Daily
- More than once a week
- Once a week
- Once a month
- Never

Questions for PART Riders:

What would make riding PART more appealing to you? Please rank your top 3 most desired improvements with 1 being your most preferred improvement: (dot exercise)

- Seating
- Shelters
- Online schedule/route information
- Map/schedule at the bus stop
- Trash cans
- Lighting
- Other: ____ (free response) ____

What types of improvements would make riding PART easier for you? Please rank your top 3 most desired improvements with 1 being your most preferred improvement: (dot exercise)

- Sidewalk accessibility
- Route/schedule information
- Shelter/seating amenities
- Bicycle parking
- Other: ____ (free response) ____

In the past year, have you experienced any of the following issues while trying to access a PART stop? (multiple choice)

- I could not find the PART stop
- I could not find the schedule/route information
- I could not find a map/schedule at the bus stop
- Other: ____ (free response) ____
- I have not experienced issues at a PART stop

If you indicated you experienced issues at a PART stop, please describe the issues below: (free response)

When you ride PART, how do you find the stops and routes you need? (check all that apply)

- Observation/experience
- Word of mouth
- Online schedule/map
- Map/schedule at bus stop
- Other: ____ (free response) ____

What information would be most useful at a stop? Please rank your top 3 most useful information items with 1 being the most useful information item: (dot exercise)

- Which routes stop here
- Full system map
- Route description with stops
- Full schedule with time
- Transfer information
- Nearby amenities

- Fare information
- Other: ____[free response]____

Questions for non-PART riders:

What would make riding PART a more appealing option for you? Please rank your top 3 most desired improvements with 1 being your most preferred improvement: (dot exercise)

- Seating
- Shelters
- Online schedule/route information
- Map/schedule at the bus stop
- Trash cans
- Lighting
- Other: ____[free response]____

What types of improvements would make riding PART easier for you? Please rank your top 3 most desired improvements with 1 being your most preferred improvement: (dot exercise)

- Sidewalk accessibility
- Route/schedule information
- Shelter/seating amenities
- Bicycle parking
- Other: ____[free response]____

In the past year, have you experienced any of the following issues while trying to access a PART stop? (multiple choice)

- I could not find the PART stop
- I could not find the schedule/route information
- I could not find a map/schedule at the bus stop

- Other: ____[free response]____
- I have not tried to access a PART stop

If you indicated you experienced issues at a PART stop, please describe the issues below: (free response)

Branding/signage

If you were to choose to ride PART, how would you find the stops and routes you need? (check all that apply)

- Observation/experience
- Word of mouth
- Online schedule/map
- Map/schedule at bus stop
- Other: ____[free response]____

If you were to choose to ride PART, what information would be most useful at a stop? Please rank your top 3 most useful information items with 1 being the most useful information item: (dot exercise)

- Which routes stop here
- Full system map
- Route description with stops
- Full schedule with time
- Transfer information
- Nearby amenities
- Fare information
- Other: ____[free response]____



Appendix B

Appendix B

Table 48: Shopping Center Property Owners

Shopping Center	Owner	Care Of	Location
Philadelphia Premium Outlets	Chelsea Limerick Holdings LLC	Simon Properties	Indianapolis, IN
Costco	Costco Wholesale Corporation	-	Issaquah, WA
Sanatoga Village Shopping Center	Pottstown PA Retail LLC	RO & SW Manager Corp	New York, NY
North End Redners	Sin Ventures North End LP	Kennedy Wllson Properties LTD	Chicago, IL
Home Depot/Aldi	Home Depot USA INC	-	Atlanta, GA
Walmart/Pottstown Center	Pottstown Center LP	422 Realty LP	Berwyn, PA
Upland Square	CF Pottsgrove Associates LP	Sherry Kaplan	Port Washington, NY
Coventry Mall	PGOB Coventry Holdings LLC	-	Plymouth Meeting, PA
Gilbertsville Shopping Center	Gilbertsville Plaza Associates LP	Centro Properties Group	Scottsdale, AZ
Douglass Town Center	Douglass Equities LLC	Retail Sales	Maple Shade, NJ
Boyertown Shopping Center	Centro Saturn Boyertown Plaza LLC	Centro Properties Group	Scottsdale, AZ
Town Square Plaza	Town Square Partners LLC	-	Hewlett, NY



Appendix C

Appendix C

Sample Maintenance Agreement Language

The following examples are sample maintenance agreement language from a small transit system in California. In these examples the word “contractor” can be replaced with whichever party will be responsible for the maintenance.

“Bus Stop Cleaning and Maintenance.

Contractor, or subcontractor(s) designated by Contractor, shall maintain CTA bus stops that are equipped with shelters and/or benches in a clean and safe condition at all times. Vehicle operators shall be instructed to spot check and remove litter from shelters and benches as time allows, and to report cleaning, maintenance and repair needs immediately to the operations office. Contractor shall establish and maintain a regular cleaning and inspection schedule and log for bus stops equipped with shelters and/or benches. Shelters and surrounding areas shall be thoroughly cleaned and inspected bi-weekly, or more often as needed to maintain a clean and inviting appearance. Benches and surrounding areas shall be thoroughly cleaned and inspected at least monthly. A thorough cleaning and inspection shall include removal of litter and emptying of trash receptacles (if so equipped); high pressure washing of shelters, benches, trash receptacles, and concrete pad or sidewalk area immediately in front of and within 10 feet of the shelter, bench, and trash receptacle; removal of graffiti; and a post-cleaning inspection of the shelter and/or bench to determine maintenance needs or make minor on-the-spot repairs such as tightening of bolts or screws. Contractor shall be responsible to obtain any required authorizations or permits to work on private

property or in the public right-of-way while cleaning and maintaining shelters, and for any liability or damage incurred in the course of cleaning and maintaining shelters and/or benches.”

“Bus Stop Shelter and Bench Repair. All repairs to CTA benches and shelters shall be performed by Contractor or by other vendors and suppliers designated by the Contractor. Repairs shall include, but not be limited to, work to correct loss or damage, including vandalism; adjustments due to normal wear and tear; and rebuilding or replacement of components. All repair parts shall be as provided by original manufacturer or of equal or better quality. Contractor shall be responsible to monitor the condition of CTA shelters and benches so as to remove hazards and perform repair work expeditiously in response to identification of problems by drivers, other staff members, CTA, or the public. Repair work shall be conducted as soon as practicable upon learning that such work is required. In the event that the condition of a shelter or bench presents a hazard and immediate repairs are not possible, Contractor shall take steps to remove or mitigate the hazard, including, if necessary, removal of the shelter or bench to a storage, repair or disposal location.”

The word “contractor” can be replaced with whichever party will be responsible for the maintenance tasks.

Source:

Draft Agreement for the Operation and Maintenance of Calaveras Connect, 2019

calaverasconnect.org/wp-content/uploads/2019/05/Attach-A-Agreement-Final.pdf

www.lawinsider.com/clause/bus-stop-cleaning-and-maintenance

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Abstract

The Enhancing Bus Stops in the Pottstown Area report focuses on providing recommendations for PART and associated municipalities for improving transit stops, signage, system legibility, and overall rider experience, with the goal of increasing ridership and producing a more cohesive and usable bus system.



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