AECOM

Development of a Strategic Plan to Upgrade Stations on the Keystone Corridor

Final Report






Prepared for:

pennsylvania
DEPARTMENT OF TRANSPORTATION

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Acknowledgment

AECOM developed this final document as a compilation of four Technical Memoranda developed during course of this project. As a result of our efforts to analyze each Keystone Corridor station, a set of station criteria and key issues were established and further enhanced with discussions from local officials and best practices.

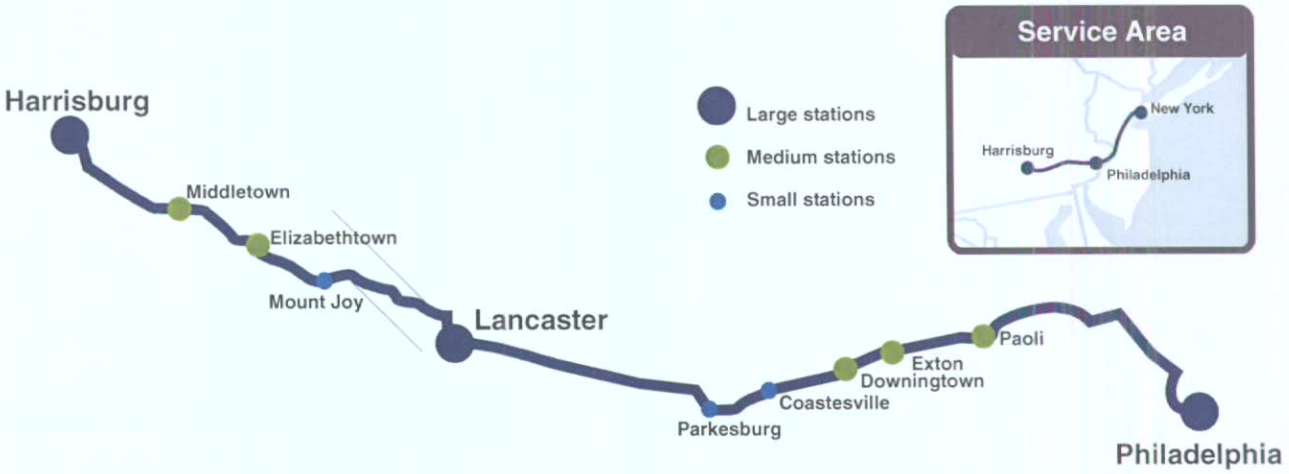
The authors greatly appreciate the contributions of the Pennsylvania Department of Transportation Bureau of Planning and Research and the Bureau of Public Transportation. In addition, we acknowledge the contributions from Amtrak, Chester and Lancaster Counties along with municipal officials along the Keystone Corridor.

Executive Summary

Introduction

The purpose of this project is to develop a strategic plan to upgrade the station facilities along the Keystone Corridor in Chester, Lancaster and Dauphin counties. Many of the stations along the Keystone Corridor are in such a condition that significant investments are required in to order to continue operation as rail stations that serve the local community. Stations facilities ranged in type and scale from simple shelters, as in Exton and Mount Joy, to more grand facilities in Lancaster and Harrisburg. The stations in this study include: Middletown, Elizabethtown, Mount Joy, Lancaster, Parkesburg, Coatesville, Downingtown, Exton and Paoli. These stations are located near or adjacent to central business districts and are the centerpiece for downtown revitalization efforts.

The Keystone Corridor, the primary Amtrak rail line in Pennsylvania, runs between New York, Philadelphia and Harrisburg with connections to points west. Amtrak reports that the Keystone corridor is among the top ten fastest growing corridors in the national rail system. Fiscal Year 2007 (Amtrak's fiscal year is from October to September) ridership was nearly 990,000 passengers representing an increase of approximately 20% from the previous fiscal year. Patronage continues to grow in FY 2008.



The characteristics of each station were assessed with a uniform analytical approach with key issues associated with each station and station area identified. Stations were evaluated for:

- Condition of the building and related structures such as platforms and parking;
- Passenger amenities such as ticketing, seating and dining facilities;
- Americans with Disabilities Act (ADA) accessibility requirements;
- Potential to contribute to economic development activities.

Interviews were conducted with interested stakeholders to ensure that the assessment of conditions and the proposed improvements are in line with local development plans and public opinion.

Based upon Amtrak station standard criteria a common set of upgrades for stations with similar usage, size and scale was developed. While each station was assessed in the same manner, the needs and recommended improvements associated with each facility were somewhat different according to their unique settings and the desires of the communities in which they are located.

In summary, the strategic plan effort will provide a blueprint for the improvement of the train stations on the Keystone Corridor so that the facilities will meet the needs of rail riders and be an asset to communities for years to come.

Amtrak has established station categories based on ridership and revenue. Categories, criteria and services include:

Category	Classified Stations	Minimal Annual Criteria		Typical Services
		Passengers	Ticket Revenue	
Large	- Harrisburg - Lancaster	400,000	$35 million	- Ticketing - Information dissemination - Baggage handling - Lounge services
Medium	- Paoli - Exton - Downingtown - Elizabethtown - Middletown	50,000	$500,000	- Personnel assigned - Passenger assistance
Small	- Coatesville - Parkesburg - Mount Joy	10,000	$50,000	

Key Issues

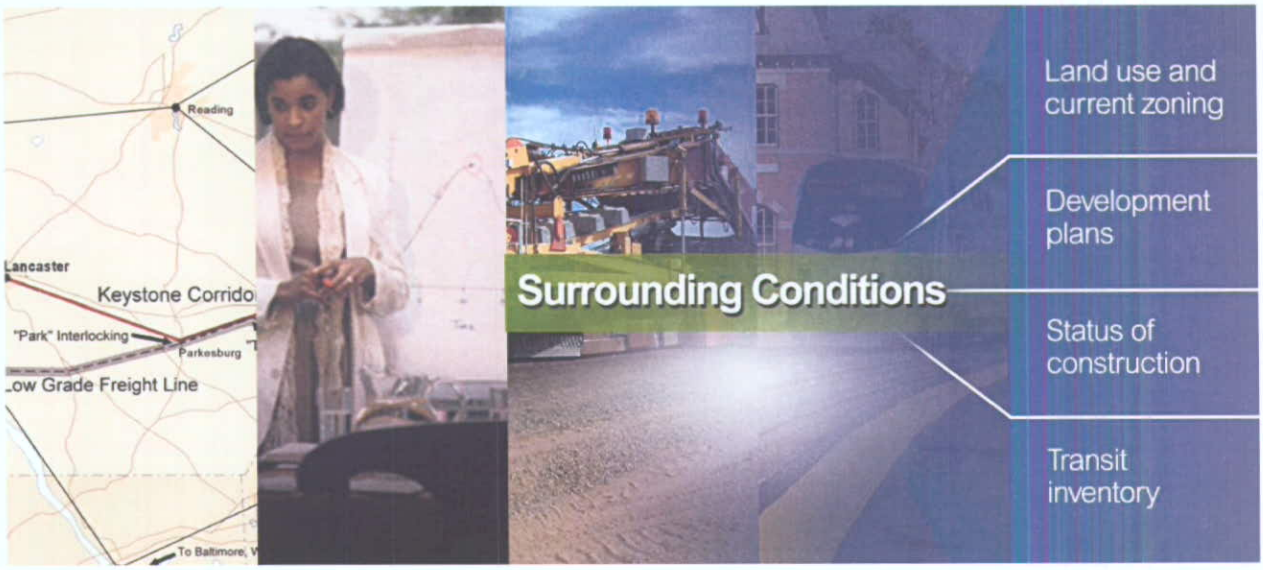
The adjacent table lists the five major key issues, with subheadings under each that were identified.

Specific station criteria were developed under three major headings: **Platform Conditions**, **Site Conditions** and **Surrounding Conditions**. These criteria were utilized for field observations of Keystone Corridor stations and municipal interviews as conducted under Task 2 of this assignment.

A standard field data collection format was developed and used for station site visits conducted in January and February 2009. These forms were used to assess the existing conditions at each Keystone Corridor station.

Key Issue	Sub-Issue
Station Access	Overhead Pedestrian Bridges Passenger Tunnels Elevators and Escalators Kiss-and-Ride/Taxi Queuing
Platforms	Platform Height Platform Length Waiting Area/Shelter
Parking	Sufficient Parking Spaces Paved Lot Free or Fee Parking
Security	Call Box/Emergency Telephone Police Patrol Lighting Pay Telephones
Adjacent Land Uses	Transit Oriented Development Area Development

Station profile data was collected in three major categories including: Platform Conditions, Site Conditions and Surrounding Conditions. The images below illustrate the data collected for each major heading.



Best Practices Analysis

Each station was analyzed to determine the types of ADA considerations currently in use. Based upon ADA legislation, and supplemented with experiences AECOM has gained while upgrading station facilities in other regions of the country, a set of Best Practices features were developed. As some ADA elements from several Keystone Corridor Stations are considered best practices, the elements were photographed and included. From this work effort, a set of design criteria was developed and compared to what exists or is proposed at Keystone Corridor stations between Paoli and Harrisburg.

Public Input

Input was gathered from municipal officials on improvements to station facilities, area development and services along the Keystone Corridor line. AECOM discussed with PennDOT specific research objectives and subject areas with the result the development of a seven question interview guide reviewed and pre-approved by PennDOT (Appendix). The interview guide included a set of questions meeting research objectives and was geared for a 30-minute interview.

PennDOT and AECOM compiled a municipal officials list along the Keystone Corridor between Paoli and Harrisburg at the stations who would be receptive to participating in the telephone interview. AECOM suggested participants identified through our work on previous tasks.

AECOM prepared a letter addressed to each participant on the list. AECOM conducted follow-up telephone calls and emails to arrange a convenient time and date to conduct the interviews. Although telephone only interviews were originally planned, several interviews were conducted in person instead for the convenience of the interviewee and participants.

A total of ten people were contacted for the survey with eight individuals having responded. Those contacted included:

- Natasha Goguts, Transportation Planner, Chester County Planning Commission
- Mimi Gleason, Township Manager, Tredyffrin Township (Paoli Station)
- Jo Ann Kelton, Planning Commission Chairman, West Whiteland Township (Exton Station)
- David Proctor, Planning Commission Chairman, Downingtown Borough (Downingtown Station)
- Harry Walker, City Manager, City of Coatesville (Coatesville Station)

- Terry Kauffman, Special Projects Manager, Mount Joy Borough (Mount Joy Station)
- L. James Thomas, Borough Manager, Parkesburg Borough (Parkesburg Station)
- Dan Lindemuth, Amtrak rider (Elizabethtown Station)

Station Improvements

In Amtrak's *Station Program & Planning* report, station standards for each category (Large, Medium, and Small) of station on the Keystone Corridor. Amtrak designates 45 station standards including signage, lighting, station and platform amenities, safety, security, information dissemination, and food services. Large stations have the most and more sophisticated standards, while Medium and Small stations have lesser sophisticated and more standards which should be evaluated for inclusion.

The field inventory of the ten Keystone Corridor stations between Paoli and Harrisburg revealed the need for some improvements including station and platform circulation, ADA accessibility, and passenger amenity improvements at nearly every station. Recommendations and improvements are being forwarded at a number of these stations to provide ADA accessibility.

Table ES-1 below illustrates the recommended station improvements categorized for improvements to the station areas (including platforms and buildings) and pedestrian access and other area considerations (including accessibility, ADA compliance and signage). In addition, the table summarizes the most recent information regarding station funding sources. This information was gathered through interviews with County and local officials. Analyzing the table data reveals that with the exception of Downingtown, Parkesburg and Harrisburg all Keystone Corridor stations have some funding sources identified or they are in the process of applying for station funds.

Table ES-1: Train Station Improvements and Funding Sources

Station	Improvements	Funding Sources
Paoli	***Station Area*** - A 500-foot long high-level platform with a lighted canopy - A ticket office/waiting room facility with restrooms - Security systems (cameras, call box) - Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones) - Passenger information (information displays, public address system) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Widening of sidewalks within the parking areas and along Lancaster Avenue and Greenwood Avenue - Trailblazer and standard Amtrak signage along Lancaster Avenue, North Valley Road, Paoli Pike and Greenwood Avenue	- For FY 2010 $1.5 million has been identified with $4.5 and $29.6 million allocated for FY 2011-2013 and FY 2014-2021, respectively. - Congressmen Sestak and Gerlach presented a $500,000 check to SEPTA, representing funds secured through the federal appropriations process.
Exton	***Station Area*** - A 500-foot long high-level platform with a lighted canopy - A ticket office/waiting room facility with restrooms - Security systems (cameras, call box) - Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones) - Passenger information (information displays, public address system) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Widening of sidewalks within the parking areas and along Walkertown Road - A pedestrian bridge overpass replacing the sidewalk underpass on Walkertown Road - Trailblazer and standard Amtrak signage along PA Route 100, Walkertown Road and the westbound US Route 30 on-ramp - Improved street lighting along Walkertown Road	- SEPTA is currently constructing an additional 186 parking spaces adjacent to the westbound platform with funding as a part of the improvements for the US Route 202, Section 300 project. A total of $1.023 million is identified in the PennDOT Twelve-Year Program. - In addition, SEPTA is developing a scope of services for high-level platforms. Design is programmed in SEPTA's FY 2010 Capital Budget as part of their $26,300,000 Transit and Regional Rail Station Program.
Downingtown	***Station Area*** - A 500-foot long high-level platform with a lighted canopy - A ticket office/waiting room facility with restrooms - Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones) - Passenger information (information displays, public address system) - Security systems (cameras, call box) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along Lancaster Avenue and Viaduct Avenue - Replace the existing pedestrian tunnel with a larger ADA-compliant tunnel. The tunnel should be 11-feet wide and seven feet high and adjacent to the station to facilitate movement between the eastbound and westbound platform areas - Install an elevator adjacent to the eastbound side of the station to provide access from the parking area to	- The borough has not been able to identify any funding sources at this time.

Table ES-1: Train Station Improvements and Funding Sources

Station	Improvements	Funding Sources
	the platform - Pedestrian ramps to the eastbound platform in case of a power failure to the elevator - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Lancaster Avenue and Viaduct Avenue	
Coatesville	***Station Area*** - A 500-foot long high-level platform with a lighted canopy - A ticket office/waiting room facility with restrooms - Passenger information (information displays, public address system) - Security systems (on-call system, call box) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along Lancaster Avenue, Third Street, Coates Street and Fleetwood Street - A pedestrian bridge overpass replacing the sidewalk underpass on Third Street - An elevator adjacent to the eastbound and westbound platform areas - Pedestrian ramps to the eastbound platform in case of a power failure to the elevator - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Third Street, Coates Street, and Fleetwood Street	- Awarded a $1 million Federal Transit Administration (FTA) earmark. - Received a $300,000 Transportation Enhancement grant. - Applied for $5 million under the Pennsylvania Community Transportation Initiative (PCTI) program to construct high-level platforms. - Awarded $700,000 in a Chester County revitalization grant to construct parking lots in the vicinity of the station. - Currently under design is $977,500 in streetscape improvements for the Third Street corridor between Lincoln Highway and the train station.
Parkesburg	***Station Area*** - A 500-foot long high-level platform with a lighted canopy - A ticket office/waiting room facility with restrooms - Passenger information (information displays, public address system) - Security systems (on-call system, call box) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along First Avenue, Main Street and Culvert Street - A pedestrian bridge overpass replacing the sidewalk underpass on Culvert Street - Elevator adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge - Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along First Avenue, Main Street and Culvert Street	- Borough applied for a $48,000 grant to conduct a planning study under PennDOT's Pennsylvania Community Transportation Initiative (PCTI). - No other funding sources have been identified.

Table ES-1: Train Station Improvements and Funding Sources

Station	Improvements	Funding Sources
Lancaster	***Station Area*** - Lowering the ticket office counter and pay telephones for ADA compliance - Replace the roofs on the high-level platform canopies ***Pedestrian Access and Area Considerations*** - Replace trailblazer and standard Amtrak signage along Lititz Pike, Prince Street, McGovern Avenue and Liberty Street - Widen sidewalk along Mc Govern Avenue - Install curb cuts and crosswalks along Lititz Pike, Prince Street, McGovern Avenue and Liberty Street - Paint crosswalks along train station entrance roadway and between parking areas and station entrance - Install pedestrian ramp between Mc Govern Street sidewalk and station parking area	- Red Rose Transit received $2,000,000 in state funds as a match for the $9,600,000 in federal funds and $400,000 in County funds. - Construction will take almost 18 months with a projected completion date of June 30, 2010.
Mount Joy	***Station Area*** - A lighted canopy covering the length of their proposed 500-foot long high-level platform - A ticket office/waiting room facility with restrooms - Passenger information (information displays, public address system) - Security systems (on-call system, call box) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along Main Street, Market Street and Marietta Avenue - Elevator adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Main Street, Market Street and Marietta Avenue - Repave parking lot Henry Avenue parking lot	- $2.5 million contained in the PennDOT Transportation Improvement Program and an additional $300,000 dedicated from the Revitalization Capitalization (R-Cap) State Program.
Elizabethtown	***Station Area*** - A lighted canopy covering the entire length of the proposed 500-foot long high-level platform - Passenger information (information displays, public address system) - Security systems (on-call system, call box) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along Masonic Drive, High Street and Wilson Avenue - Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Masonic Drive, High Street and Wilson Avenue	- Listed on PennDOT's Twelve-Year Program in the first four years for a total of $9.385 million. The funding is via the America Redevelopment and Recovery Act.

Table ES-1: Train Station Improvements and Funding Sources

Station	Improvements	Funding Sources
Middletown	***Station Area*** - A ticket office/waiting room facility with restrooms - Security systems (cameras, call box) - Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones) - A lighted canopy covering the entire length of the proposed 500-foot long high-level platform - Passenger information (information displays, public address system) - Designation of passenger car and taxi pick-up/drop-off areas ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along the roadway network leading to the proposed station site - Elevators adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge - Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators - A pedestrian bridge overpass	- PennDOT has designated $6 million funds designated for improvements.
Harrisburg	***Station Area*** - A 500-foot long high-level platform - Lowering the ticket office counter and pay telephones for ADA compliance - ADA-compliant restrooms ***Pedestrian Access and Area Considerations*** - Trailblazer and standard Amtrak signage along Fourth, Fifth, Walnut, and Market streets - Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Market Street and Commonwealth Avenue	- The City has not been able to identify any funding sources at this time.

Identify and Summarize Key Issues





Introduction

As a result of our efforts to review each station along the Keystone Corridor between Paoli and Harrisburg, a set of station criteria and key issues have been established. We have further enhanced this work with discussions from local officials and analysis of best practices.

Overall, Amtrak has developed minimum requirements within their network which would provide a level of consistency without mandating a generic station design for each of their locations. While their station categories help to set minimum standards, as opportunities for additional outside funding sources are identified, additional work to "upgrade" stations could be contemplated.

Amtrak has established these station categories relying on ridership and revenue and are presented below. The entire Keystone Corridor stations that are subject to this study are shown in Table 1.

Table 1: Keystone Corridor Stations

Station	Ridership FY 2008	Revenue FY 2008	Amtrak Station Standard[1]
Paoli	130,744	$3,551,084	Medium
Exton	74,913	$1,599,079	Medium
Downingtown	37,941 (FY 07)	$549,000 (FY 07)	Medium
Coatesville	12,705	$125,587	Small
Parkesburg	40,650	$370,120	Small
Lancaster	484,102	$8,671,558	Large
Mount Joy	53,828	$292,017	Small
Elizabethtown	90,644	$1,029,923	Medium
Middletown	51,149	$864,009	Medium
Harrisburg	527,056	$10,833,637	Large

[1] Amtrak Station Program and Planning, Standards and Guidelines, Version 2.2, March 2008.

Large Stations

The largest stations within the Amtrak system provide a comprehensive array of services such as ticketing, information dissemination, baggage handling, and lounge services. The criteria established by Amtrak include a minimum of 400,000 yearly passengers and $35 million in ticket revenues. According to Amtrak there are 30 system-wide stations considered to be in the Large category accounting for 60 percent of annual ridership and 70 percent of passenger revenue. For purposes of this assignment, we are considering the Harrisburg and Lancaster stations be classified as Large stations.


Lancaster and Harrisburg Stations

Medium Stations

Medium station services can vary greatly throughout the Amtrak system. Generally, these stations have a small to mid-sized number of station personnel assigned to the facility and offer ticketing and passenger assistance. These stations may contain waiting areas, restrooms, and some vending services. Amtrak criteria include a minimum of 50,000 yearly passengers and about $500,000 in annual ticket sales. Amtrak has determined that stations may not need to meet these criteria if there are other factors (e.g., external funding or Amtrak discretion). There are a total of 180 Medium category stations throughout their system accounting for 30 percent of the total ridership. For study purposes of this study, the Paoli, Exton, Downingtown, Elizabethtown and Middletown stations are considered in the Medium category.


Downingtown and Elizabethtown Stations

Small Stations

Generally small stations are unstaffed and may only offer waiting areas and restrooms. Based upon Amtrak criteria, small stations should have a minimum of 10,000 yearly passengers and passenger revenues of about $50,000. The small station category includes over 170 system stations with approximately five percent of Amtrak revenues. For purposes of this study, Coatesville, Parkesburg and Mount Joy stations would be considered in the Small station category.

Coatesville and Parkesburg Stations

Basic Stations

Basic stations are small unstaffed shelters on platforms and are classified as having fewer than 10,000 annual passengers. Stations below this level would require substantial external financial sources. It is an Amtrak requirement that even these stations provide some level of amenities comparable to the Small station criteria including and enclosed waiting area. There are 130 system-wide basic stations accounting for less than five percent of Amtrak yearly ridership. There are no stations in this study considered to be in the Basic category.

Key Issues

1. **Station Access**: Access to/from the station and platform areas should be clear and consistent. Entrances and any passenger circulation patterns should be readily identifiable.

- Overhead Pedestrian Bridges – these structures can be costly based upon assembly and signal and electrification issues. Presently, only Harrisburg and Lancaster stations provide this access type. The minimum interior passenger path width for overhead bridges should be 12 feet, with 15 feet preferred by Amtrak.
- Passenger Tunnels – several stations (e.g., Downingtown, Elizabethtown) provide access between platforms via pedestrian tunnels. The tunnels are narrow and not well lit only permitting one-way wheelchair movements at a time. These facilities would need upgrading including ramps because their present access is by stairs. Amtrak would discourage tunnels for new stations; however, for existing stations methods for securing the tunnel including a gating system and CCTV should be included. Amtrak recommends a minimum width of 15 feet and preferably 20 feet in width. In addition, waterproofing systems should be used to protect the tunnel's integrity.
- Elevators and Escalators – these devices are amenities for the elderly, passengers with luggage, families with small children, and passengers with disabilities/special needs. These features should be included at locations that can not be served properly with a ramp or overhead pedestrian bridges.
- Kiss-and-Ride/Taxi Queuing – most stations do not provide adequate signage and/or space for these services. In order to encourage multi-modal access, each station site will be investigated for appropriate accommodations.

2. **Platforms**: Amtrak prefers that platforms accommodate the full length of the train. Platform types and lengths need to be evaluated based upon the following factors: services offered, equipment type, typical train length, ridership and activity levels, governing freight clearances, straight/tangent track, and ADA platform horizontal gap and vertical height requirements.

- Platform Height – the United States Department of Transportation (USDOT) proposed guidelines in September 2005 that requires full-length, level-boarding platforms for Amtrak stations and does not permit the use of alternative methods except where "infeasible[2]".
- Platform Length – a minimum 500-foot platform is preferred at all locations along corridor service (e.g., Keystone Corridor). Meeting the minimum and preferred lengths may be a challenge at some station locations.
- Waiting Area/Shelter – waiting areas in large stations (i.e., Paoli, Lancaster and Harrisburg) should have visibility to the tracks and retail areas within the station area. Anxiety is substantially reduced when passengers can see the trains. If this is not possible, displays and train announcements should be provided. Shelters should protect passengers from the weather. They should be at least three-sided. Shelters and platform canopies should incorporate at least two-thirds of the platform. Most stations have shelters, but the construction of canopies should also be provided at all stations.

3. **Parking**: Most Amtrak trips start and end in parking facilities along the Keystone Corridor. How well passengers maneuver within the station parking lot will determine whether their trip is enjoyable and promotes future uses. Circulation patterns should be easy to understand and accomplished with few problems. The issues below are seen as critical to a station's viability.

- Sufficient Parking Spaces – if passengers perceive there is a shortage of parking spaces there will be a tendency to avoid using the station.
- Paved Lot – a paved parking lot will encourage station parking and provide a clean area to park vehicles.
- Free or Fee Parking – paid parking may connote the idea that parking is a premium service. Conversely, free parking may be viewed as an incentive to encourage passenger to use the station parking lot and not park in adjacent neighborhoods to avoid the parking charge.

4. **Security**: Most of the Keystone Corridor stations are unmanned. Without the perception of safety for passengers and their vehicles, some may chose other stations they consider safe.

- Call Box/Emergency Telephone – a means of immediate communications should be provided on the platform with at least one call box or emergency telephone on the platform and in the parking areas.
- Police Patrol – with some of the stations located within built-up areas, police patrols should be considered as a means to provide passenger safety and prevent the incidence of graffiti.
- Lighting – platform and parking areas should be properly lit to provide safety to passengers and serve as a deterrent to crime and vandalism. As most of the Keystone Corridor stations are unmanned, along with other security issues, lighting is also an important component.
- Pay Telephones – provision of pay telephones within the station building or on the platform will permit communications for those traveling without the assistance of a cell phone. These could also be used in addition to the call box/emergency telephone discussed above.

[2] Guidance on Full-Length, Level-Boarding Platforms in New Commuter and Intercity Rail Stations, United States Department of Transportation, September 2005.

5. **Adjacent Land Uses**: land uses adjacent to a station can either enhance or reduce development and ridership potential for transit depending on the density, location, and specific use. Currently, each station is within downtown areas or near commercial districts which should help promote train usage.

- Transit Oriented Development – communities that desire to promote public transportation options have developed Transit Oriented Development (TOD) overlay districts adjacent to transit stations. TOD districts encourage mixed-use, more intense development within one-quarter mile distance of stations. The one-quarter mile area indicates the distance people would travel to/from a transit stop. While the idea of more dense development may be rejected in communities, others have found this strategy to be appropriate for developing vibrant transit systems.
- Area Development – other development planned or proposed near the train station will also support transit ridership. Communities not wishing to promote TOD may approve other, less dense development.

Specific Station Criteria

A field investigation was conducted as a part of Task 2 at each Keystone Corridor station between Paoli and Harrisburg to review existing conditions and to determine initially the types of ADA provisions which may be feasible. In addition, meetings were conducted with appropriate municipal officials to better understand planned or proposed station improvements and development opportunities in the vicinity of each station. Listed below is the specific station data that recorded at each field view.

1. **Platforms Conditions** – Amtrak prefers that all platforms accommodate the entire length of the train. The minimum platform length should be 300 feet, at any location, and only be used at Small and basic stations or with trains of fewer than four passenger cars. Each Keystone Corridor station will be examined based upon this most elementary of requirement. In addition, other platform elements were investigated including:

a. **Warning Strips** – Presence, type, surface and condition were noted. These devices are utilized to create passenger awareness to the platform edge and serve to provide a non-skid surface adjacent to the passenger car entrances. These devices are necessary for safely providing a surface for passengers boarding and alighting trains.

   i. Warning Strips – in assessing warning strips the following factors were considered:
      - Type – paint, tile
      - Surface – smooth, abrasive
      - Condition – cracks, visible

b. **Platform Surfaces** – Surface appearance, length and width, and any other platform characteristics. These elements were noted to determine whether the station platform surfaces are in good condition or in need of repair and whether from observation the platform is adequately sized to permit passenger flexibility to maneuver the platform.

   i. Platform Surface – in assessing platform surface conditions the following factors were considered:
      - Surface type – gravel, asphalt, concrete
      - Surface condition – cracks
      - Platform dimensions – length, wide, obstructions

c. **Seating** – Number of seats, type of seats, covered or uncovered, seating location were identified. This is the first of the numerous passenger amenities to be cataloged. These elements were noted to determine whether there appears to be sufficient platform seating or if adverse weather conditions could hamper ridership. In addition, inadequate seating clearance to the platform edge can inhibit maneuvering on the platform.

   i. Seating – in assessing seating conditions the following factors were considered:

- Type of seating – benches, chairs
- Condition – seating condition
- Number of seats – estimate seating capacity
- Location – within station building, on platform
- Weather considerations – covered, uncovered

d. **Lighting** – Number of lights, lighting location and type of fixtures. These platform elements consider the safety and security of passengers and Amtrak employees. In addition, lighting the station platform help train crews to determine whether there are passengers on the platform.

i. Lighting – in assessing lighting conditions the following factors were considered:
- Fixture type – spotlight, fluorescent, incandescent
- Condition – brightness of platform lighting, missing bulbs
- Location – separate light poles, attached to building, attached to platform canopy
- Number – number of light locations

e. **Schedules and Information** – Location and type of information displayed. This element will record where this information is displayed thereby reducing the incidence of passenger confusion.

i. Information Dissemination – in assessing information dissemination the following factors were considered:
- Location – separate bulletin boards, electronic displays, inside station waiting areas, attached to station building, attached to canopy poles
- Number – number of information and schedule locations
- Condition – graffiti, cleanliness

f. **Public Address System** – Public address systems have the ability to provide real time information regarding train arrival and departures. Placement of speakers and clarity are critical issues from the standpoint of alerting passengers of important announcements.

i. Public Address System – in assessing sound system conditions the following factors were considered:
- Condition – missing speakers, etc.
- Location – separate poles, attached to building, attached to platform canopy
- Number – number of speaker locations
- Clarity – able to hear announcements, person or computer generated announcements

g. **ADA Accessibility** – Access to and from platform areas are critical to accommodating special needs passengers. Specific accessibility elements reviewed during field observations included: identifying current ADA features (e.g., ramps, elevators, high or mini-high platforms), stairway railings and their condition, and grade and/or topography issues.

i. ADA Features – in assessing ADA features the following factors were considered:
- Current features provided – ramps, elevators, high or mini-high platforms
- Dimensions – measurement of width and length of individual features
- Condition – cracks, cleanliness, graffiti, missing equipment

ii. Stairways and Railings – in assessing stairway and railing conditions the following factors were considered:
- Stairways – number of stairway access points per platform side
- Dimensions – measurement of width, height from street or parking lot level
- Stairway Condition – cracks, deterioration

iii. Topography – in assessing topography the following factors were considered:
- Height – platform heights between roadway or parking lot
- Obstacles – impediments to current or future ADA requirements

h. **Signage** - Directing passengers on the station platform is critical for minimizing passenger confusion. Platform signing was observed to indicate the type of signage, location, condition, clarity, and relevance.

i. Signs – in assessing platform signage the following factors were considered:
- Type – informational, directional
- Location – number of platform signs
- Condition – cleanliness, graffiti, visible
- Clarity and relevance – understandable, missing signs

2. **Site Conditions** – There is a number of different station issues to be addressed regarding site conditions including parking/unloading, ticket office, signage, sidewalks/pedestrian amenities, ADA accessibility, other issues (e.g., dining/retail facilities, transit information kiosks/message boards, bicycle racks, and waiting rooms.

a. **Parking and Loading** – Providing adequate station parking is one key factor in ensuring that the station is used to its full capacity. During the station field views, parking utilization observations were conducted in addition to assessing parking lot conditions, station access, parking fees, and passenger drop-off/pick-up conditions. In addition, observations were conducted within adjacent neighborhoods to determine whether passengers are avoiding parking charges by parking in adjacent neighborhoods.

i. Parking Lot Utilization – in assessing lot utilization the following factors were considered:
- Total spaces available - spaces located in lot(s) adjacent to the station dedicated to station users
- Handicap spaces – total number of spaces, location of spaces
- Vacant spaces – spaces not occupied
- Dimensions – angle or 90 degree spaces, parking stall size, internal driveway size
- Facilities – surface lot, structure parking
- Parking overflow – evidence of commuters parking on adjacent streets or neighborhood

ii. Parking Lot – in assessing parking lot conditions the following factors were considered:
- Surface type – gravel, asphalt, concrete
- Surface Condition – cracks, spaces clearly delineated
- Pavement Markings – clearly delineated spaces, other markings (e.g., directional arrows, parking space numbering)

iii. Fees – in assessing parking fees the following factors were considered:
- Type of fees - free parking, daily charge
- Fee collection - location of fare box within parking lot, station platform

iv. Station Access - in assessing station access the following factors were considered:
- Lot access – number of access driveways
- Bicycle/Pedestrian Access – location of sidewalks and crosswalks, curbs or other impediments, designated bicycle parking, proximity of bicycle parking to station platform, covered bicycle parking

v. Passenger Drop-off/Pick-up - in assessing passenger drop-off/pick-up the following factors were considered:
- Location – is there an area to accommodate feature, where is it located, how many vehicles can queue, dos it interfere with vehicles trying to park
- Vehicle types accommodated – drop-off/pick-up for passenger cars, taxis, busses

b. **Ticket Office** – The presence of on-site ticket offices would enhance passenger experience with riding the trains. In addition, ticket personnel would also provide traveler information to

passengers. Observations were recorded regarding the condition of the ticketing area, whether there were station ticket personnel and/or electronic ticketing kiosks, and the ticket window hours of operation.

i. Ticket Office – in assessing the ticket office the following factors were considered:
   - Ticket area conditions – cleanliness, adequate lighting, signage
   - Ticket personnel – on-site Amtrak employee, existing electronic ticketing kiosk or potential for kiosk
   - Ticket area hours – posted hours and instructions posted regarding alternative ticketing purchasing opportunities
   - Indoor seating/waiting area
   - Message board – informational board with rail and transit schedules, other information

c. **Lighting** - Number of lights, lighting location and type of fixtures. These individual site elements consider the safety and security of passengers.

i. Lighting – in assessing lighting conditions the following factors were considered:
   - Fixture type – spotlight, fluorescent, incandescent
   - Condition – brightness of parking lot lighting, missing bulbs, dark areas
   - Location – separate light poles, attached street poles
   - Number – number of light locations

d. **Signage** – Directing commuters to/from station parking areas is critical for minimizing passenger confusion and needless vehicle circulation. Station area signing was observed to indicate the type of signage, location, condition, clarity, and relevance.

i. Signs – in assessing station area signage the following factors were considered:
   - Type – informational, directional
   - Location – number of station area signs
   - Condition – cleanliness, graffiti, visible
   - Clarity and relevance – understandable, missing signs

e. **Sidewalk and Pedestrian Circulation Amenities** – Direct and safe pedestrian circulation throughout the site is valuable to encourage station use and the general desirability of the site. Convenient connections between loading, parking areas, the ticket office, and platforms improve the perceived pedestrian-friendliness of an area and allow passengers to easily access their destination. The following elements are observed to assess the sidewalk and pedestrian amenities at each Keystone Corridor station.

i. Sidewalks/Walkways – in assessing adequate passenger circulation throughout the site the following factors were considered:
   - Type – concrete, asphalt, gravel, unimproved walkways/pathway
   - Location – location of sidewalks/pathways relative to ramps, curb cuts, and designated handicap parking spaces
   - Dimensions - length and width, areas where width is less than five feet, areas greater than five feet
   - Condition – cracks, level or uneven

ii. Other Passenger Amenities – in assessing other amenities the following factors were considered:
   - Benches – location and condition (along sidewalks and/or near loading and transit waiting areas)
   - Covered waiting areas (in addition to platform areas) – location, condition, dimensions

f. **ADA Accessibility** – Similar to the assessment of platform conditions relative to ADA access, circulation throughout the station area is analyzed for those passengers with special needs. Specific accessibility elements reviewed during field observations include the following:

i. Ramps, curb-cuts and/or elevators - in assessing ADA accessibility the condition of ramps, curb-cuts and elevators were evaluated. Specific facility attributes evaluated include the following:
- Facility type- identify facility type (ramps, curb-cuts and/or elevators)
- Alternatives – identify available alternatives to stairs
- Location - location of all ramps, curb-cuts and elevators (consider location relative to existing stairways and handicap parking spaces)
- Dimensions – measurement of width, length and slope
- Condition – cracks, cleanliness, graffiti, missing equipment

ii. Railings – in assessing stairway and ramp railing conditions throughout the site, the following factors were considered:
- Railing condition - smooth surface, continuous railing, presence of rust and/or paint degrading
- Location - railings provided along ramps and stairs
- Height – identify railing height

iii. Indoor Facilities- in assessing indoor facilities the following factors were considered:
- Location - building entrances with handicap activation button
- Restrooms – identify handicap facilities

iv. Obstacles- other obstacles identified during site visit

g. **Security** – Maintaining a sense of security for passengers and vehicles is important to ensure continued station use by passengers. Specific security elements reviewed during field observations include the following:

i. Security - in assessing security the following factors were considered:
- Call box/emergency telephone – identify locations
- Police patrol – information from local municipality regarding level of police patrol
- Lighting – assess lighting conditions as noted previously

h. **Other Issues/Opportunity Areas** – Additional amenities and issues should be noted if identified during field observations.

i. **Other issues** - in assessing opportunities the following factors were considered:
- Dining/retail establishments
- Other

3. **Surrounding Conditions** – Conditions surrounding station sites influence station use and perceptions to varying degrees. In addition to documenting existing conditions surrounding each station, the analysis of surrounding conditions summarizes what is permitted by existing land use regulations, what the community plans for the area surrounding the train station and finally are there any active developments underway either public or private that has the potential of affecting rail ridership. To gain a comprehensive understanding of the existing conditions and opportunities surrounding each station, the following broad areas were analyzed including:

- Existing conditions
- Permitted uses
- Planning documents relating to area immediately surround train station
- Active development plans (with private and/or public funding) in area surrounding train station

In addition to observations and analysis of existing documents, local municipal representatives and Amtrak were interviewed to gain an understanding of local perceptions relative to the train station. A summary of the interviews is provided as part of the description of each station area. Each of the categories identified above were analyzed in-depth as follows.

a. **Existing Conditions-** When considering existing conditions of the area surrounding the station, consideration was given to facility conditions within the existing right-of-way for both pedestrians and vehicles. In addition, consideration was given to existing structures and uses that are privately owned. In performing the existing conditions analyses the following factors were considered.

i. Parking and Loading – On-street parking on blocks immediately surrounding (two-block radius) the stations. The presence of the following items were inventoried and noted.
- On-street parking- locations permitted and space availability
- Parking time limitations - document time limitations
- Metered parking - cost, location and time limitations
- Loading - off-site loading designated and/or observed
- Other parking areas - other private parking lots available for commuters off-site

ii. Lighting – Adequate station facilities lighting encourages passengers to utilize alternative forms of transportation to access the station site, walking and/or bicycle in particular. Adequate lighting on the surrounding streets contributes to a heighten sense of security while in route to the station. The following factors were considered in assessing lighting conditions:
- Fixture type – spotlight, fluorescent, incandescent
- Condition – brightness of parking lot lighting, missing bulbs
- Location – separate light poles, attached street poles
- Number – number of light locations

iii. Signage – Directing passengers to the stations from local streets and highways is an important factor in encouraging ridership. Adequate signage that is clear and concise reduces unnecessary vehicle circulation. The following elements were taken into account as part of the analysis:
- Type – informational, directional
- Location – number and location of signs relating to rail station
- Condition – cleanliness, graffiti, visible
- Clarity and relevance – understandable, missing signs

iv. Sidewalks/Pedestrian Amenities – Clear and unobstructed sidewalks play a major role in encouraging patronage. Also, adequate pedestrian crossing signals and markings are critical components in ensuring safe travel to station areas from surrounding neighborhoods. The following elements were observed:
- Type - concrete, asphalt, gravel, unimproved walkway/pathway
- Location -identify location of sidewalks/walkways particularly relative to ramps, curb cuts, and designated handicap parking spaces
- Dimensions -length and width. If width is less than five feet in width, the distance between areas that are at least five feet in width to allow two wheelchairs to pass.
- Condition -cracks
- Pedestrian crossing - signalization, pavement marking and signage identifying pedestrian crossings and/or yield signs at crossings.

v. ADA Accessibility – Accessibility of the station site for those with special needs from the surrounding neighborhood is important in the assessment of surrounding conditions. Accordingly, specific facility attributes evaluated include the following:
- Curb cuts/ramps - location and quality. Do they meet PennDOT standards? Smooth transition from street to ramp.

- Pedestrian crossing signals with an audible alternative.
- Condition – cracks, cleanliness, graffiti, missing equipment
- Railings – availability in areas with steep slopes and/or stairs. Condition of railings
- Topography/Obstructions

vi. Existing Land Uses – Adjacent land uses have a significant effect on the ridership of train stations. For the purposes of our study we observed the following land uses with a quarter mile radius of each station area.
- Dining
- Retail Services
- Vacant Buildings
- Vacant Parcels
- General Conditions

vii. Public Transit - The existing public transit system often plays a critical role for passengers accessing the station site. When transit service exists, the schedule and local stops were summarized.

b. **Permitted Uses** - Uses "permitted" within a given area are not always consistent with the land uses currently in existence. This may be a result of changing market forces that a municipality has responded to over time by making changes to zoning standards and/or zoning maps. To gain an understanding of the local conditions, the local zoning designations for the area surrounding the train station were analyzed together with an analysis of the zoning map. Detailed analysis includes identification of the following:
- Zoning districts within one-quarter miles of the rail station.
- Major use categories permitted with each of the districts located with one-quarter mile of the rail station together with permitted densities.
- Whether development of transit-oriented development is permitted and/or encouraged through zoning.
- Major discrepancies between permitted land uses and existing land uses.

c. **Planning Documents** - Community planning documents such as a comprehensive plan or other community plans establish long-term goals for a community. Community plans typically provide guidance to a community relating to future community priorities. The community goals established by these documents may or may not be consistent with existing land use patterns and zoning regulations. Therefore, it is valuable to review the existing planning documents for goals relating to rail stations and the area surrounding rail stations. As part of the analysis of local planning documents the following elements were reviewed and summarized as they relate to the station area.
- Transit oriented development
- Circulation
- Future land use

d. **Development Plans** – Many municipalities are in the process of reviewing development applications which may propose development within close proximity of the train station. In additions, municipalities may have a variety of public improvement projects in the planning or design phase that may impact access or use of the train station. To ensure that development plans are taken into account as part of the analysis of the stations along the Keystone Corridor, interviews were conducted with municipal representative to fully understand the scale of development being proposed and at what phase of the development process is may be. Specific topics discussed with municipal representatives included the following:
- Development plans proposed
- Level of completion of development plans
- Perception of existing train station
- Opportunities/interest in transit oriented development near station
- Perceived safety concerns in area of station

Corridor Station Profiles





Paoli Station

Background/Overview

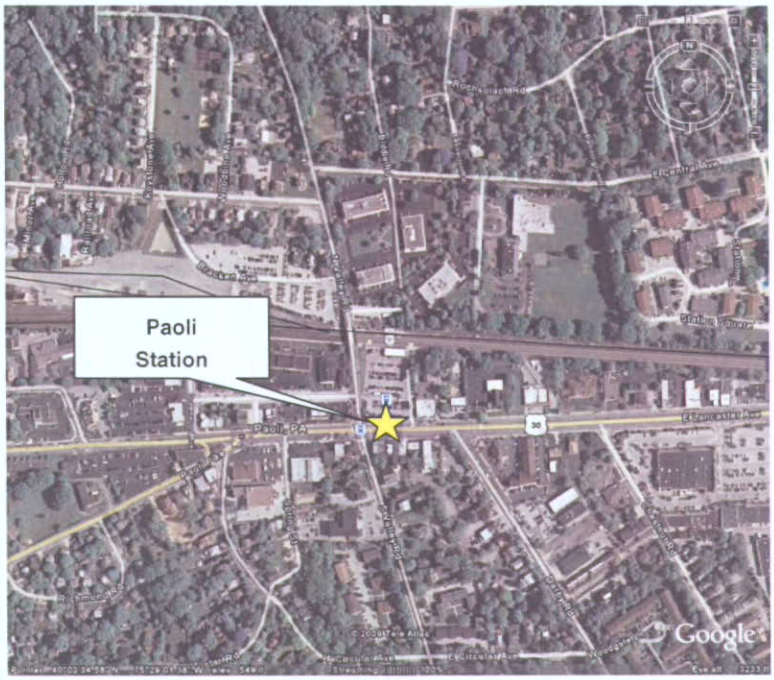
The Paoli Station is located at Lancaster Avenue and North Valley Road in the Tredyffrin Township, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and station stop of the SEPTA R-5. There is a ticket window for both Amtrak and SEPTA at the station. The station in Paoli is the most heavily used regional rail station in the western Philadelphia suburbs. The existing building is a one-story tan brick rectangle with a small waiting area that has wooden benches, a coffee shop, a ticket office, and a wooden outdoor awning with a metal roof over part of the platform.

This station is in SEPTA fare zone 5, and is 19 track miles from 30th Street Station and 85 track miles from Harrisburg, PA.

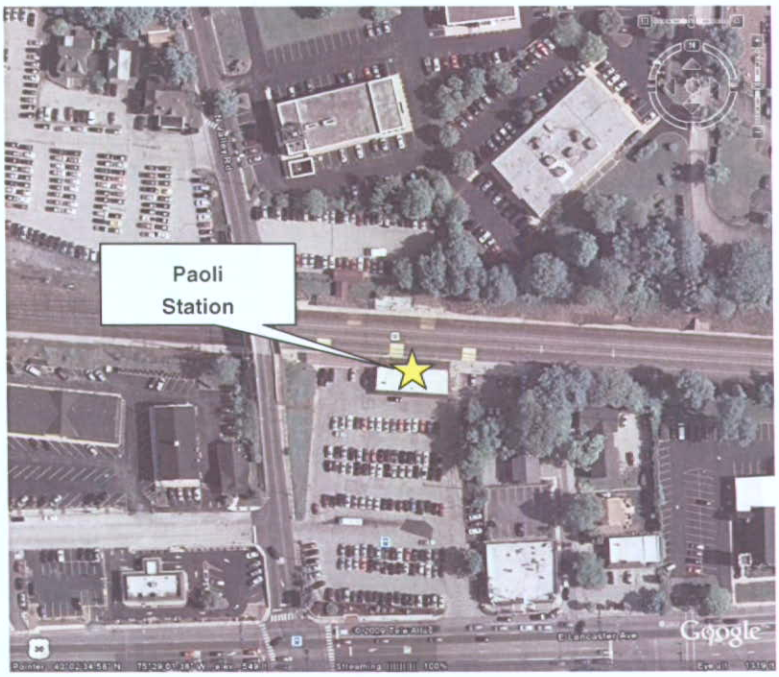
According to Amtrak, the number of passengers using Paoli Station has grown within the past four years. The following table illustrates the annual ridership at Paoli Station during the Fiscal Years 2004 through 2008.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	67,784
2005	69,733
2006	80,936
2007	102,650
2008	130,744



Paoli Station Regional Perspective



Paoli Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is generally in good condition, with the exception of ADA accessibility. The platform area consists of an asphalt area with a station building, outdoor seating and a canopy.

Warning Strips

The eastbound platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a very faded yellow painted surface. The painted warning system is in fair condition and is eight inches wide for the entire length of the platform, which is 660 feet.

Warning Strips – Eastbound Platform	
Platform	
Type	Yellow paint
Surface	Smooth
Dimensions	Eight inches by 660 feet
Condition	Poor
Photograph	

Platform Surface

The eastbound surface is concrete in good condition with minor deficiencies such as cracks. The platform length is 660 feet and width is 20 feet. The platform is generally free of obstructions, with the exception of the outer most 12 inches of the platform, where free standing signage is located.

Surface Condition – Eastbound Platform	
Primary Platform	
Surface	Concrete
Dimensions	20 feet by 660 feet
Condition	Good
Photograph	

Seating and Station Building

The eastbound platform at Paoli Station has a station building constructed of brick. The building appears to be in god/fair condition. Six metal benches are provided outside under the cover of the station canopy. Additional benches are provided inside the station building provided an estimated seating capacity of at least 50 passengers.

Seating and Shelter – Eastbound Platform		
	Outside Seating	*Station Building Shelter*
Type	Metal benches	Wooden benches
Condition	Good	Good
Quantity	Six	Eight
Covered	Yes	Yes
Photograph		

Lighting

The lighting provided along the eastbound platform consists of nine lights attached to the platform canopy. The lighting is spaced along the platform with the fixtures appearing in good condition. The platform was well illuminated during the site visit.

Lighting – Eastbound Platform	
	Canopy
Type	Incandescent
Quantity	Nine
Condition	Good
Photograph	

Schedule and Public Address Speaker

No written schedules are displayed on the eastbound platform for either SEPTA or Amtrak service. Schedules were posted inside the station building. The schedules were not secure, but attached to a bulletin board.

A public address system is located under the platform canopy roof. Six speakers were observed. The system appears to be operational; however, no announcements were heard during the site visit.

Schedule and Public Address Speaker – Eastbound Platform		
	Schedule	Public Announcement
Type	Paper attached to bulletin board	Six speakers
Condition	Good	Not observed
Clarity	Good	Not observed
Secured	No	Yes
Photograph		

Signage

Four types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** – Three location signs were located along the outer edge of the platform. These signs include name of the station, Paoli, in addition to R5, representing the SEPTA regional rail line and the Amtrak symbol, representing the trains that stop at this station.
- **Information signage** - Mounted on a structure is an Amtrak sign with general passenger information. The sign appears to be a very secure location for displaying information.
- **Direction signage** – signs are located throughout the platform area to guide passengers.
- **Advertising signage** - This signage is also located along the outer edge of the platform and is mixed with the locational signage. Three fixtures included advertising signage.

Platform Signage – Eastbound Platform			
	Locational	*Informational*	*Advertising*
Type	Freestanding	Freestanding Canopy mounted	Freestanding
Condition	Fair/good	Excellent – Amtrak Good – SEPTA	Excellent
Clarity	Good	Good	Good
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

The eastbound platform is accessible for handicapped persons from the eastbound parking lot only. However, passengers from other parking areas cannot assess the platform because of curbs and other obstructions and thus is not compliant with ADA requirements.

Westbound Platform

General Description

The westbound platform at Paoli Station is similar to the eastbound platform. This platform also has a brick building with a deteriorating concrete roof that serves as a shelter, a concrete platform area, and other amenities such as benches. The platform is described in greater detail below.

Warning Strips

The platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a faded yellow painted surface. The warning system is in fair condition and is six inches wide and extends a length of 380 feet.

Warning Strips – Westbound Platform	
Platform	
Type	Yellow paint
Surface	Smooth
Dimensions	Six inches by 380 feet
Condition	Fair
Photograph	

Platform Surface

The westbound platform surface is constructed of concrete and appears to be in good condition. The platform is 380 feet long and ten feet wide.

Surface Condition – Westbound Platform	
Platform	
Surface	Concrete
Dimensions	Ten feet by 380 feet
Condition	Good
Photograph	

Seating and Shelter

A brick building with a concrete roof serves as a shelter on the westbound platform. The exposed shelter area measures approximately 50 feet long by eight feet wide. Three benches are provided on the platform. The benches are all in good condition, while the shelter area is in fair condition.

Seating and Shelter – Westbound Platform	
Shelter	
Type	Metal benches
Condition	Good
Quantity	Three
Covered	Yes
Photograph	

Lighting

The lighting provided along the westbound platform consists of six light fixtures attached to the platform shelter roof. The lighting is spaced along the platform and appear to be are in fair/good condition with all operational.

Lighting – Westbound Platform	
Ceiling of Shelter	
Type	Florescent/incandescent
Quantity	Five/one
Condition	Good
Photograph	

Schedule and Public Address Speaker

On the westbound platform no Amtrak or SEPTA scheduling information is provided. One public address speaker is located in the center of the platform shelter roof.

Schedule and Public Address Speaker – Westbound Platform		
	Schedule	*Public Address Speaker*
Type	None	One speaker
Condition	N/A	Good
Clarity	N/A	Not observed
Secured	N/A	Yes
Photograph		

Signage

Similar to the eastbound platform side, there are three types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage.** Three location signs were located along the outer edge of the platform. These signs include name of the station, Paoli, in addition to R5, representing the SEPTA regional rail line and the Amtrak symbol, representing the trains that stop at this station.
- **Direction signage** - signs are located throughout the platform area to guide passengers.
- **Advertising signage**. This signage is also located along the outer edge of the platform and is mixed with the locational signage. Three fixtures include advertising signage.

Platform Signage – Westbound Platform			
	Location	Direction	Advertising
	Mounted	Mounted	Freestanding
Condition	Good	Fair	Good
Clarity	Yes	Yes	Yes
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

No ADA accessibility facilities have been incorporated into the design of the platform. The railing located along the stairs measures three feet in height. The current platform is not in compliance with ADA requirements for transit facilities.

Site Conditions

Parking/Loading

There are three parking lots at the station. There is a small lot adjacent to the westbound platform and a larger "permit" lot located off North Valley Road west of the westbound platform. In addition, there is a lot on the eastbound side adjacent to the platform and station building,

Eastbound Parking

On the south/eastbound portion of the site, a parking area is available to passengers operated by SEPTA. The area is adjacent to the eastbound platform and contains 133 parking spaces with three handicap parking spaces. This parking lot is constructed of asphalt and has curbing along the perimeter of the lot. The lot has a daily fee of $1.00.

The travel lanes in this parking area are typically 24 feet wide. Parking spaces are approximately nine feet by 20 feet and they are clearly delineated. The surface of the parking lot is in good condition with no significant cracks or deterioration noted. Access to this lot is from Lancaster Avenue and North Valley Road.

Within this parking lot, there is an area adjacent to the entrance to the platform and station building where parking is prohibited and the loading and unloading of passengers take place, but there is no signage or line striping to clearly designate this area as a loading area.

A fare box is located on the eastbound platform, west of the station building so pedestrians are easily able to access the front of the fare box. The daily fee is $1.00. No curbing is located within this parking lot.

There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers must try another parking lot.

Parking/Loading – Eastbound Platform	
	Parking Lot Adjacent to Platform
Total Spaces	133
Handicap Spaces	Three
Surface	Asphalt
Curbing	Yes
Condition	Good
Dimensions- Parking stall	Nine feet by 20 feet
Interior Travel Lanes	24 feet
Lot Access	24 feet
Fair Box	Yes
Daily Fee	$1.00
Parking Overflow	No
Passenger Loading	Yes
Photograph	

Westbound Parking

On the north/westbound portion of the site, there are two parking lots adjacent to the westbound platform. The parking lot immediately adjacent to the westbound platform has an asphalt surface is in good condition. It is a daily fee lot with a daily fee of $1.00. The fee box is located at the perimeter of the parking lot. There is no designated loading area, however, a taxi was observed parked in the lot aisle during the field view. This parking lot does not have any spaces designated for handicap parking.

The head-in parking spaces are generally nine feet wide by 18 feet long and vehicles enter and exit directly to/from North Valley Road.

There is a second lot across North Valley Road from the first lot. This lot is a "permit" for SEPTA and Amtrak passengers. There are 291 total spaces in this lot with no designated handicap spaces. SEPTA charges a monthly fee of $20 to park in this lot.

The travel lanes in this parking lot are approximately 24 feet wide. Parking spaces are approximately nine feet by 20 feet and they are clearly delineated. The surface of the parking lot is in good condition. Access to this lot is from North Valley Road. No curbing is located within this parking lot.

Parking/Loading – Westbound Platform		
	Parking Adjacent to Westbound Platform	*"Permit" Parking Lot*
Total Spaces	46	291
Handicap Spaces	0	0
Surface Type	Asphalt	Asphalt
Curbing	No	No
Condition	Good	Good
Dimensions- Parking stall	Nine feet by 18 feet	Nine feet by 20 feet
Interior Travel Lanes	20 feet	24 feet
Lot Access	24 feet	22 feet
Fair Box	Yes	No
Daily Fee	$1.00	N/A $20 per month
Parking Overflow	No	No
Passenger Loading	No	No
Photograph		

Ticket Office

The station has separate SEPTA and Amtrak ticket windows. In addition, there are two Amtrak ticket kiosks. The Amtrak window hours are 6:00 AM to 12:30 PM and 1:30 PM to 2:30 PM, Monday through Friday. The Amtrak window is closed Saturday, Sunday and holidays.

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures for the parking lots and pedestrian circulation areas. The parking lots adjacent to the eastbound and westbound platforms have three metal poles centrally located to their respective lots. Overall, these parking lots are lit well. In addition to parking lot lighting, fixtures are situated at the stairs to the westbound platform. In addition, there is roof-mounted lighting at the eastbound station building.

Site Lighting		
	"Permit" Parking Lot	*Stairway to Westbound Platform*
Type of Light Fixtures	Incandescent	Florescent
Number	Six	Three
Condition	Good	Good
Photograph		

Signage

In addition to the signage located on the platforms, there is also signage along Lancaster Avenue and North Valley Road. There is a large freestanding sign at the Lancaster Avenue entrance to the parking lots identifying the SEPTA Station. Some of the informational signs for the parking lots are weathered and in need of restoration.

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the platform areas are crosswalks and stairs. On the eastbound side, there is a sidewalk along the parking lot providing direct access to the stairway from the North Valley Road Bridge and Lancaster Avenue.

On the westbound side, there is a crosswalk across North Valley Road for pedestrians wishing to access either the eastbound or westbound platforms. The parking lot near the westbound platform also has a sidewalk along the perimeter to gain access to the westbound platform or the North Valley Road Bridge.

The stairway to the westbound platform is comprised on a set of wooden stairs with a three foot high wooden railing. The stairs are under a canopy extending from the parking lot down to the platform and are in good condition. On the eastbound side, the stairway and railing are metal. The railing is about three feet high. This set of stairs was recently replaced and are in good condition.

Two bicycle racks are provided near the westbound platform and one near the eastbound platform area.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Sidewalks, crosswalks Stairways North Valley Road bridge	Bicycle racks
Condition	Sidewalks – Good Stariways - Good North Valley bridge - Fair	Good
Dimensions	Sidewalks – four to six feet wide North Valley bridge – four feet wide	N/A
Photograph		

ADA Accessibility

There are some facilities dedicated to meeting the needs of those with special physical needs. There are handicap parking spaces in the parking lot adjacent to the eastbound platform.

Surrounding Community Conditions

Parking and Loading

There are numerous parking and loading areas along Lancaster Avenue to accommodate the commercial activities within Paoli. Neighborhood on-street parking is also available.

Lighting
Decorative lighting has been installed throughout the commercial area of Paoli. Lighting on the surrounding streets off of Lancaster Avenue tends to be cobra-head lights.

Signage
Small directional signage for the Paoli Station was identified on Lancaster Avenue and North Valley Road. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities
The neighborhoods immediately surrounding the Paoli Station are traditional neighborhoods with four to six foot sidewalks typically located on both sides of the streets.

ADA Accessibility
ADA Accessibility in the surrounding community is limited. Curb cuts do exist at intersections with curb, sidewalks and crosswalks.

Land Uses and Development Plans
Much of the community in the immediate area is built out commercial and office activities. Residential uses are situated the further one moves away from the station. It would appear that walking can be accommodated to the station.

Tredyffrin and Willistown townships along with Amtrak and SEPTA have partnered with the Federal Transit Administration (FTA) to propose a new intermodal transit facility known as the Paoli Transportation Center. The development would also contain commercial and potential residential redevelopment of the site. Other partners in the development include Chester County and the Delaware Valley Regional Planning Commission.

The plan calls for the intermodal transportation center to be fully accessible by pedestrians, cars, taxis and vans, SEPTA buses, and Amtrak, and include ticket offices, retail shops, a waiting area, and expanded parking of up to 1,000 spaces. Other improvements include providing pedestrian access across the tracks and permitting access to the station from Lancaster Avenue and waiting room for busses and shuttles by extending Greenwood Avenue into a loop for bus and shuttle access from Lancaster Avenue to the south side of the new station.

Transit Services
The eastbound side parking lot is currently used by SEPTA as an intermodal transfer location. Passengers using SEPTA services have the ability to ride and transfer to/from the R-5 train and SEPTA suburban bus routes 92, 105, 133, 204, 205, and 206 or other shuttle services offered by local employers. The following is a summary of SEPTA bus routes serving the Paoli Train Station:

- Route 92 operates between West Chester and King of Prussia with 60 to 90 minute peak period headways during weekdays and 95 minute headways on Saturdays.
- Route 105 operates between 69th Street Terminal and Paoli with 60 minute peak period headways during weekdays and 60 minute headways on Saturdays.
- Route 204 operates between Paoli and Eagleview Corporate Park with 30 minute peak period headways during weekdays and 90 minute headways on Saturdays and 60 minute headways on Sundays.
- Route 205 operates between Paoli and the Main Line Industrial Park with 30 minute peak period headways during weekdays.
- Route 206 operates between Paoli and the Great Valley Corporate Center with 30 minute peak period headways during weekdays.

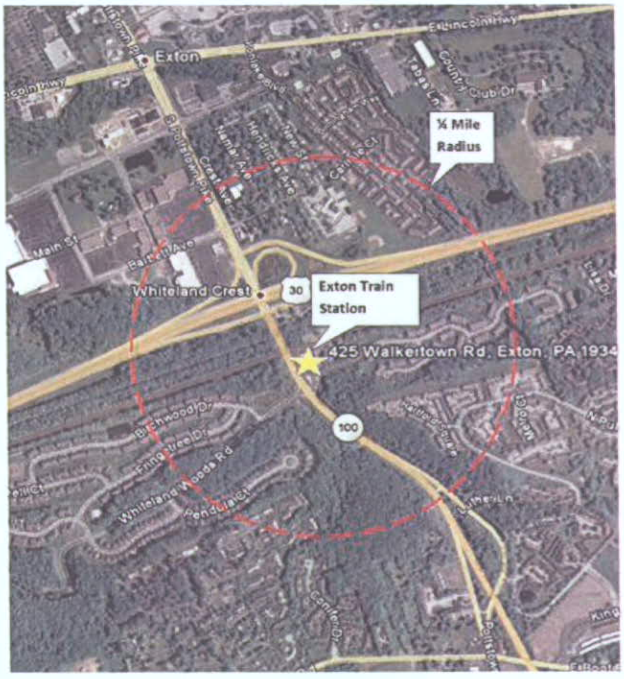
Exton Station

Background/Overview

The Exton Station is located at 425 Walkertown Road in West Whiteland Township, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and a station stop of the SEPTA R-5 to Thorndale. Exton Station is a park-and-ride located in proximity to highway routes 100 and 30. There is no ticket office at the station for either SEPTA or Amtrak services. This station is in SEPTA fare zone 5, and is 26.5 track miles from Suburban Station and 77 track miles from Harrisburg.

According to Amtrak, the number of passengers using Exton Station has grown within the past four years. The following is a chart depicting the annual ridership at Exton Station on Amtrak's Keystone Corridor route for Fiscal Years 2004 through 2008.

Fiscal Year	Ridership
2004	39,277
2005	41,399
2006	43,367
2007	57,696
2008	74,913



Exton Station Regional Perspective

Exton Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is generally in very good condition and appears to have had many upgrades in the recent past. The platform surface appears to be relatively new and ADA compliant ramp facilities are available to allow access from the parking lot to the platform and to the mini-high level platform. The eastbound platform is described in more detail as follows.

Warning Strips

The primary eastbound platform has a detectable/tactile warning system along the entire length of the platform. The warning system along this platform is a cast-in place warning system and is bright yellow in color. The warning system is in excellent condition and is two feet in width for the entire length of the primary platform, which is 284 feet.

In addition to the detectable/tactile warning system on the primary platform, there is also a yellow surface applied detectable/tactile warning system located on the mini-high level platform. This warning surface is two feet in width and 18.5 feet in length. The warning strips are summarized as follows.

Warning Strips – Eastbound Platform		
	Primary Platform	*Mini-High Level Platform*
Type	Cast in place detectable/tactile warning system	Surface applied detectable/tactile warning system
Surface	Concrete	Plastic
Dimensions	Two feet wide by 284 feet length	Two feet wide by 18.5 feet length
Condition	Excellent	Excellent

Warning Strips – Eastbound Platform		
Photograph		

Platform Surface

The eastbound primary platform surface is concrete. It appears to be relatively new and is in excellent condition with no cracks or other deficiencies. The length of the primary platform is 284 feet. The width varies from seven feet adjacent to the ramp leading to the mini high-level platform, and then widens to 10 feet along the remaining platform. These measurements include the area along the edge of the platform with the warning strips.

The primary platform is generally free of obstructions, with the exception of the outer most 12 inches of the platform, where free standing signage is located.

The platform surface of the mini high-level platform is also concrete and is in excellent condition. There are no cracks or other deficiencies. The mini high-level platform measures 18.5 feet in length by 8.5 feet in width, including the area with warning strips. The platform surface conditions are summarized as follows.

Surface Condition – Eastbound Platform		
	Primary Platform	*Mini-High Level Platform*
Surface	Concrete	Concrete
Dimensions	10 feet by 284 feet	8.5 feet by 18.5 feet
Condition	Excellent	Excellent
Photograph		

Seating and Shelter

A covered shelter is available approximately mid-point along the primary platform along the outer edge. The shelter is enclosed on three sides, with a portion of the fourth side facing the platform with a partial wall. The shelter is 26 feet in length and 8.5 feet in width, with an additional seven foot overhang extending over the primary platform for the entire length of the shelter. Portions of the side walls and a portion of the south facing wall are clear to allow visibility in and out of the shelter. The portion of the south facing wall that is not clear contains bulletin boards for posting of material. The shelter is generally in good condition, with no obvious signs of disrepair.

Centrally located within the shelter are two benches located back to back. The benches are wooden and they are generally in fair to good condition. One of the benches has some graffiti and the paint is wearing

off. Both benches are 9.5 feet in length by 1.5 feet deep. The bench and shelter conditions are summarized as follows.

Platform Seating – Eastbound Platform		
	Seating	*Shelter*
Type	Wooden benches	Three-Sided, Metal and Plexi-glass
Dimensions	9.5 feet by 1.5 feet	26 feet by 8.5 feet (shelter) 26 feet by seven feet (overhang)
Condition	Fair	Good
Quantity	Two	One
Covered	Yes	Yes
Photograph		

Lighting

The lighting located along the platform is primarily free-standing box lights. Two are located over the mini high-level platform and four additional box lights are located along the primary platform, two on either side of the shelter.

In addition to the platform lighting, there are four, ceiling mounted lights within the shelter to provide additional illumination for the covered waiting area. All lights on the eastbound platform were operational at the time of this report.

Lighting – Eastbound Platform		
	Freestanding	*Ceiling of Shelter*
Type	Box lights	Box style
Dimensions	N/A	N/A
Quantity	Four over primary platform Two over mini high-level platform	Four mounted to ceiling of shelter
Condition	Good	Good
Photograph		

Schedule and Public Address Speaker

During the site visit, a paper copy of the schedule was located within the shelter. It was taped to a bulletin board inside the shelter on the eastern wall. In addition to the paper schedule, there was an electronic reader board attached to the ceiling of the overhang, which identified the next SEPTA train scheduled to arrive together with the arrival time. When the train was delayed, the electronic reader board identified the delay.

There was one public announcement speaker located on the west side of the shelter. During the site visit, multiple eastbound trains stopped at the station but no announcements were made.

Schedule and Public Address Speaker – Eastbound Platform		
	Schedule	*Public Announcement*
Type	Paper/Electronic Reader Board	Speaker
Condition	Good	Undetermined
Clarity	Good	Undetermined
Secured	No	N/A
Photograph		

Signage

Four types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** - Location signage included the name of the station, Exton, in addition to R5, representing the SEPTA regional rail line that stops at this station. There was also a locational sign with the Amtrak symbol on it. The Amtrak locational sign was much newer that the SEPTA locational sign, but both signs were legible. These locational signs are located along the southern edge of the platform. Along the inside southern wall of the shelter is a sign stating 'Eastbound Trains to Philadelphia'.
- **Information signage** - Within the shelter there is general passenger information stapled to the walls of the shelter and a map of the SEPTA regional rail system. Along the outer edge of the primary platform just west of the shelter, is a new free-standing Amtrak sign designed with three sections for information. The Amtrak sign did not have information on the day of the site visit, but this sign appears to be a very secure location for displaying information.
- **Direction signage**. Direction signs are located throughout the platform area to guide passengers to the accessible facilities.
- **Advertising signage** - This signage is also located along the outer edge of the platform and is mixed with the locational signage.

Signage – Eastbound Platform			
	Location	*Information*	*Advertising*
Type	Freestanding, wall mounted	Freestanding, wall mounted	Freestanding
Condition	Good/Fair	Excellent (New Amtrak) Fair (SEPTA)	Excellent
Clarity	Good	Good	Good

Signage – Eastbound Platform			
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

It is apparent that the eastbound platform was retrofitted in the recent past to accommodate passengers with special needs. Within the platform area, there are two curb-cuts leading from the parking lot to the platform area, both of which are in close proximity to the shelter. Neither ramp has tactile warning devices and both ramps direct users into the flow of traffic.

There are two wheelchair ramps five feet in width leading to the mini high-level platform. The first ramp is approximately 28 feet in length leading to a landing and then it continues approximately 36 feet to the mini high-level platform. The ramps have fencing and a railing on both sides of the ramps. The railing along the ramps is three feet in height and is attached to fencing that is three-feet, eight-inches in height.

As noted previously, the site contains tactile warning strips along the edge of both platforms to alert visually impaired passengers of their proximity to the edge of the platform. These warning strips are in excellent condition.

ADA Accessibility – Eastbound Platform		
	Primary Platform	Mini-High Level Platform
Type	Curb-cuts Tactile warning strips	Wheelchair ramps Railings Tactile warning strips
Surface	Concrete	Concrete - wheelchair ramps Railings - painted metal Plastic - tactile warning strips
Number	Two curb-cuts Warning strips - entire length	Two ramps Railings - entire length of wheelchair ramps
Dimensions	Vary	Wheelchair ramps - five feet width by 28 feet and 36 feet length
Condition	Excellent	Ramps - excellent Railings - good (some rust)
Photograph		

Westbound Platform

General Description

Similar to the eastbound platform, the westbound platform is generally in very good condition and appears to have had many upgrades in the recent past. The platform surface is in excellent condition and has been retrofitted to be ADA accessible. The westbound platform is described in more detail as follows.

Warning Strips

The primary westbound platform has a detectable/tactile warning system along the entire length of the platform. The warning system along the primary platform is a cast-in place warning system and is bright yellow in color. The warning system is in excellent condition and is two feet in width for the entire length of the primary platform, which is 199 feet.

In addition to the detectable/tactile warning system on the primary platform, there is also a yellow surface applied detectable/tactile warning system located on the mini-high level platform at the western end of the primary platform. This warning surface is two feet in width and 18.5 feet in length. The surface applied warning strips are generally in good condition. However, there is some minor buckling that is beginning to occur. The warning strip conditions are summarized as follows.

Warning Strips – Westbound Platform		
	Primary Platform	*Mini-High Level Platform*
Type	Cast in place detectable/tactile warning system	Surface applied detectable/tactile warning system
Surface	Concrete	Plastic
Dimensions	Two feet width by 199 feet length	Two feet width by 18.5 feet length
Condition	Excellent	Good - some slight bucking is beginning.
Photograph		

Platform Surface

The westbound primary platform surface is concrete and relatively new. It is in excellent condition with no cracks or other deficiencies. The length of the primary platform is 199 feet. The width varies from 6.5 feet adjacent to the ramp leading to the mini high-level platform, to 10 feet along the remaining platform. These measurements include the area of the platform containing the warning strips.

In addition to the primary platform area, there is a separate wooden platform located to the east of the primary platform. This platform does not have wheelchair access. The surface is wood and is in good condition. The platform measures 30 feet in length and 10 feet in depth. There is a 3.5 foot railing along the perimeter and steps leading from the parking lot to reach the platform.

The primary platform is generally free of obstructions or deficiencies, with the exception of the outer most 12 inches of the platform, where freestanding signage is located along the length of the platform.

The platform surface of the mini high-level platform is also concrete and is in excellent condition. There are no cracks of other obstructions, with the exception of the slight buckling of the warning strip. The mini high-level platform measures 18.5 feet in length by 8.5 feet in width, including the area with warning strips. The platform surface conditions are summarized as follows.

Surface Condition – Westbound Platform			
	Primary Platform	*Mini-High Level Platform*	*Secondary Platform*
Surface	Concrete	Concrete	Wood
Dimensions	10 feet by 199 feet	8.5 feet by 18.5 feet	10 feet by 30 feet
Condition	Excellent	Excellent	Good
Photograph			

Seating and Shelter

A covered shelter is available adjacent to the primary platform along the outer edge of the platform. The shelter is located at the western end of the platform, near the ramp to the mini high-level platform. The shelter is identical to the eastbound shelter. It is enclosed on three sides, with a portion of the fourth side facing the platform with a partial wall. The shelter is 26 feet in length and 8.5 feet in width, with an additional seven foot overhang extending over the primary platform for the entire length of the shelter. Portions of the walls are transparent to allow visibility in and out of the shelter. The portion of the north facing wall that is not clear contains bulletin boards for posting materials. The shelter is generally in good condition, with no obvious signs of disrepair.

Centrally located within the shelter are two benches located back to back. The benches are wood and they are in generally good condition, with the exception of needing paint. Both benches are 9.5 feet long by 1.5 feet deep. The bench and shelter conditions are summarized as follows.

Platform Seating – Westbound Platform		
	Seating	*Shelter*
Type	Wood benches	Three-Sided, Metal and Plexi-glass
Dimensions	9.5 feet by 1.5 feet	26 feet by 8.5 feet (shelter) 26 feet by seven feet (overhang)
Condition	Good - needs paint or stain	Good
Quantity	Two	One
Covered	Yes	Yes
Photograph		

Lighting

The lighting located along the westbound platform is primarily free-standing box lights. One of the free-standing lights is an older style light fixture and appears to have more light spill-over than the other box light fixtures. There are five free-standing lights along the platform. Two are located over the mini high-level platform and three additional box lights are located along the primary platform, east of the shelter.

In addition to the platform lighting, there are four ceiling mounted lights within the shelter to provide additional illumination for the covered waiting area. Lamps located on the westbound platform were all operational at the time of this report.

Lighting – Westbound Platform		
	Freestanding	*Ceiling of Shelter*
Type	Box lights (one older style)	Box style
Dimensions	N/A	N/A
Quantity	Three over primary platform Two over mini high-level platform	Four mounted to ceiling of shelter
Condition	Good	Good
Photograph		

Schedule and Public Address Speaker

A paper copy of the schedule was stapled to the bulletin board between the benches. The schedule was legible, but not highly secure. The westbound platform did not have an electronic schedule board.

No public announcement speakers were identified on the westbound platform.

Schedule and Public Address Speaker – Westbound Platform		
	Schedule	*Public Announcement Speaker*
Type	Paper	N/A
Condition	Good	
Clarity	Good	
Secured	No	
Photograph		

Signage

Similar to the eastbound side, there are four types of signage located throughout the westbound platform area. Signage is described as follows.

- **Location signage** - Location signage includes the name of the station, Exton, in addition to R5, representing the SEPTA regional rail line that stops at this station. There was also a locational sign with the Amtrak symbol on it. The Amtrak location sign was much newer that the SEPTA location sign, but both signs were legible. These locational signs are located along the southern edge of the platform. Along the inside southern wall of the shelter is a sign stating 'Westbound Trains to Philadelphia'.
- **Information signage** - Within the shelter there is general passenger information stapled to the walls of the shelter and a map of the SEPTA regional rail system. Along the outer edge of the primary platform just west of the shelter, is a new free-standing Amtrak sign designed with three sections for information. The Amtrak sign did not have information on the day of the site visit, but this sign appears to be a very secure location for displaying information.
- **Direction signage**. Direction signs are located throughout the platform area to guide passengers to the accessible facilities.
- **Advertising signage** - This signage is also located along the outer edge of the platform and is mixed with the locational signage.

Platform Signage – Westbound Platform			
	Location	*Information*	*Advertising*
Type	Freestanding, wall mounted	Freestanding, wall mounted	Freestanding
Condition	Good/Fair	Good	Excellent
Clarity	Good	Good	Good
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

The westbound platform can accommodate passengers with wheelchairs and other special needs. Within the platform area, there is a wheelchair ramp leading from the parking lot to the platform area. From the primary platform, there is an additional ramp leading to the mini high-level platform. The wheelchair ramp leading from the parking lot to the primary platform contains two segments, each of which is 30 feet in length and five feet wide. From the primary platform to the mini-high-level platform, one ramp provides access that is five feet wide and 43.5 feet long. All ADA ramps have fencing and a railing on both sides of the ramps, with a railing height of three feet. The railing and fencing is generally in good condition, with rust in some areas.

As noted previously, the site contains tactile warning strips along the edge of all platforms to alert visually impaired passengers of their proximity to the edge of the platform. These warning strips are in excellent condition, with the exception of the surface warning strips on the mini high-level platform, which is slightly buckling.

ADA Accessibility – Westbound Platform		
	Primary Platform	*Mini-High Level Platform*
Type	Wheelchair ramps Railing Tactile warning strips	Wheelchair ramps Railings Tactile warning strips
Surface	Concrete- ramps and warning strips	Concrete - wheelchair ramps Railings - painted metal Plastic - tactile warning strips
Number	Wheelchair ramps (two) Warning strips- entire length	Two ramps Railings - entire length of wheelchair ramps
Dimensions	Wheelchair ramps - five feet by 30 feet (two) Warning strips - entire length two feet by 199 feet and two feet by 30 feet	Wheelchair ramps - five feet width by 43.5 feet Warning strips - entire length two feet by 18.5 feet
Condition	Excellent	Excellent
Photograph		

Site Conditions

Parking/Loading

There are four parking lots adjacent to the station. Near the eastbound platform are two parking lots operated by SEPTA. Immediately adjacent to the platform is a monthly fee lot with a daily fee lot located across Walkertown Road. Two lots are located north of the station. One lot is a daily fee located adjacent to the westbound platform operated by SEPTA, while there is a free lot near the US Route 30 Bypass on-ramp.

Eastbound Parking

On the south/eastbound portion of the site, there are two parking areas available to passengers. The first area is immediately adjacent to the eastbound platform, which contains 127 parking spaces, nine of which are handicap parking spaces. This parking lot is constructed of asphalt and has curbing along the perimeter of the lot. This is a fee lot and requires a monthly parking pass to park within this area.

The travel lanes in this parking area are relatively narrow, typically 17 feet in width. Parking spaces tend to be approximately 8.5 feet by 17 feet and they are clearly delineated. The surface of the parking lot is in good condition with no significant cracks or deterioration noted. Access to this lot is from Walkertown Road and there is one point of entry/exit.

Within this parking lot, there is an area adjacent to the shelter where parking is prohibited and the loading and unloading of passengers take place, but there is no signage or line striping to clearly designate this area as a loading area.

There is a fare box located on the western portion of the parking lot near the eastbound platform. It is located along a sidewalk, so pedestrians are easily able to access the front of the fare box. The daily fee is $1.00 for those spaces available for daily parking.

There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers must try another parking lot.

The second lot on the eastbound side is located across Walkertown Road, west of the platform area. This parking lot contains 115 parking spaces. During the site visit, the lot had reached maximum capacity and eight additional cars were parked illegally within this parking lot. This parking lot has no handicap parking spaces. The parking lot is constructed of asphalt and has curbing and landscaping along the perimeter. The condition of the asphalt and curbing is very good.

This lot is also a fee lot and the fee is $1.00 per day. The fare box for this parking area is located in the parking lot adjacent to the platform. There are two points of access to this parking lot and the main entryway is 25 feet in width. The travel aisle within the parking lot is 20.5 feet in width with parking stalls typically measuring 8.5 feet by 17 feet. There is no parking overflow in the immediate area although there were eight illegally parked vehicles within the parking lot.

Parking/Loading – Eastbound Station Site Conditions		
	Parking Lot Adjacent to Platform	*Parking Lot Southwest of Station- Across Walkertown Road*
Total Space	127	115
Handicap Spaces	Nine	0
Curbing	Yes	Yes
Condition	Good	Good
Dimensions - Parking stall	8.5 feet by 17 feet	8.5 feet by 16 feet
Interior Travel Lanes	20.5 feet	17 feet
Lot Access	25 feet	25 feet
Fair Box	Yes	No- near platform
Daily Fee	$1.00/monthly pass	$1.00
Parking Overflow	No	No (eight illegally parked)
Passenger Loading	Not officially	No

Westbound Parking

On the north/westbound portion of the site, there is one parking lot immediately adjacent to the westbound platform and there is a second parking lot located further north along Walkertown Road. SEPTA is in the process of expanding the parking lot immediately adjacent to the westbound platform and across Walkertown Road, between the rail lines.

The parking lot immediately adjacent to the westbound platform is in fair to poor condition. Curbing is lacking throughout this area and the edges of the asphalt surface are deteriorating. Potholes and cracks are located throughout the parking lot. It is a daily fee lot and the daily fee is $1.00. The fee box is located at the perimeter of the parking lot adjacent to the westbound platform. Similar to the eastbound parking lot, there is not designated loading area, but the area of the parking lot immediately adjacent to the platform is utilized for loading and unloading.

The westbound parking lot contains 107 parking spaces, one of which is handicap accessible. During the site visit, it was noted that seven additional cars were parked illegally. The access drive into the lot from Walkertown Road is 19 feet in width. Within the parking lot the travel lane is 21 feet in width. Head-in parking spaces are generally 8.5 feet in width and 17.5 feet in length. Parallel parking spaces are 10 feet by 19.5 feet.

SEPTA is in the process of expanding this parking lot to the east and construction is underway. Due to construction, the circulation within the parking lot is very inconvenient, requiring cars to back out of aisles in some areas.

In addition to the parking lot immediately adjacent to the westbound platform, there is another parking lot farther north. This parking lot is located adjacent to the on-ramp to the Route 30 Bypass. To access the train from this parking lot, pedestrians must walk on the sidewalk located along Walkertown Road, beneath two underpasses.

In addition to the parking lots described, there is a small, privately owned parcel located northwest of the station area and northwest of both railroad rights-of-way that passengers use for overflow parking. Ten vehicles were located on this property during the site visit.

Parking/Loading – Westbound Station Site Conditions		
	Parking Lot Adjacent to Westbound Platform	*Parking Lot North of Railroad ROW, along Route 30 Bypass*
Total Space	107	116
Handicap Spaces	One	0
Surface Type	Asphalt	Asphalt
Curbing	Some.	Yes
Condition	Fair/poor	Good
Dimensions - Parking Stall	8.5 feet by 17.5 feet	8.5 feet by 18 feet
Interior Travel Lanes	21 feet	24 feet
Lot Access	19 feet	24 feet
Fair Box	Yes	No
Daily Fee	$1.00	No
Parking Overflow	No (seven illegally parked cars)	This appears to serve as the overflow for the station.
Passenger Loading	No, not officially	No
Photograph		

Ticket Office

The station does not have a ticket office or electronic ticketing. There is the opportunity for a self-serve ticket machine, but there are no structures available to support a ticket agent and window.

Lighting

The lighting located throughout the parking lots and along Walkertown Road appears to be plentiful.

There are two parking lots on the eastbound side of the station. Both lots have freestanding box light fixtures along the perimeter of the parking lots. The lot nearest the eastbound platform has five fixtures in the upper area and three in the lower area, two of which are centrally located in the parking lot. Many of these fixtures near Walkertown Road have two light fixtures per pole to provide lighting for both Walkertown Road and the parking lot. Two light fixtures are located adjacent to the steps leading form Walkertown Road to the platform area.

The parking lot adjacent to the westbound platform contains three freestanding light fixtures providing lighting throughout the parking lot. Two of the fixtures are located along the north boundary and the third is located at the top of the parking lot entrance. A freestanding pole with three light fixtures is also located adjacent to the wheelchair ramps connecting the sidewalk on Walkertown Road to the platform. Additionally, there is a light fixture adjacent to the steps connecting Walkertown Road and the westbound platform.

There are two underpasses along Walkertown Road. The underpass between the two platforms contains two wall-mounted lights on the east wall. The underpass located further north has one freestanding box light on either side of the underpass.

The parking lot farthest to the north contains seven freestanding box fixtures at the entrance, with an additional 11 fixtures around the perimeter.

Site Lighting		
	Freestanding	*Wall-Mounted*
Type	Box lights attached to poles, some wood and some metal	Box
Condition	Generally good. All are functioning.	Good. Functioning
Quantity	Eastbound lot - eight with two at stairs Westbound – three with two at stairs and ramps. North lot - 18	Two in underpass
Photograph		

Signage

In addition to the signage located on the platforms, there is signage along Walkertown Road identifying the stations as the Exton Station. In addition, directional signage is provided at all points of access to the station identifying the direction of the station. At the points of entry to each of the parking lots, there is also signage outlining the rules of parking in the parking lots. Some of the signs for the parking lots are faded and are in need of restoration. Examples of site signage include the following.

Signage		
	Information	*Direction*
Type	Freestanding	Freestanding
Condition	Fair	Good
Photograph		

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the platform areas, there is a five-foot wide sidewalk located on the east side of Walkertown Road. Curb-cuts are located where the sidewalk crosses driveways and there are wheelchair ramp connections from this sidewalk to both eastbound and westbound platforms. In addition, there are stairs connecting the sidewalk on Walkertown Road to each of the platform areas. The sidewalk located adjacent to Walkertown Road is concrete and is in good condition.

In addition to the sidewalk on Walkertown Road, there is a pedestrian connection to the residential development located southeast of the eastbound platform. This pedestrian facility is not ADA compliant, but it is in good condition with a railing on one side.

Other pedestrian amenities at the station include one bicycle U-rack located near the shelter of the eastbound platform. There are no dining or retail services on site.

Sidewalks/Pedestrian Amenities		
	Pedestrian	*Bicycling*
Type	Sidewalk	Bike rack
Condition	Good	Good
Dimensions	Five feet wide	Two bike capacity
Photograph		

ADA Accessibility

ADA accessibility is limited to the platform areas and the wheelchair ramps leading to the platforms. Overall, the site is constrained by steep slopes, but basic accommodations have been made.

ADA Accessibility		
	Access	*Circulation*
Type	Ramps	Curb-cuts
Surface	Concrete	Concrete
Number	Several	Multiple
Dimensions	Five feet wide, varying lengths with slopes achieving ADA compliance	Vary - Do not meet PennDOT standard
Condition	Good	Fair

ADA Accessibility		
Photograph		

Surrounding Community Conditions

Parking

Parking for the station in the surrounding community is limited. Some vehicles park on the private lot located at the northern end of Walkertown Road, but parking there is illegal. The neighborhood located to the southeast of the station maintains parking limitations for on-street parking in the area near the station.

Beyond these areas, there are no additional parking opportunities. Typically, if a passenger is not able to find parking at this station, they travel to the Whitford Road Station to the west because there is typically adequate parking available.

SEPTA is in the process of constructing new parking adjacent to the existing westbound parking lot and a small area of parking on the Westside of Walkertown Road, between the two underpasses. Approved plans indicate 30 spaces will be located on the west side of Walkertown Road and 161 new spaces will be located to the east of the existing westbound parking lot.

Lighting

The lighting on Walkertown Road was described previously and provides substantial light in the area for pedestrians and vehicles. Lighting along Route 100 meets PennDOT standards. Although, Route 100 under the Route 30 Bypass was extremely dark when driving to the site at night. Despite the lack of pedestrian facilities in the area and potentially dangerous conditions, pedestrians are known to walk through this area.

Signage

There are small train signs on the local major roads to direct train users to the station, although access to the station is somewhat confusing if traveling southbound on Route 100 because Walkertown Road terminates at the entrance ramp to eastbound Route 30 Bypass. The signage observed was in good condition.

Sidewalks/Pedestrian Amenities

Other than the pedestrian connection to the development located southeast of the station, the pedestrian circulation in the community is very poor. There are no sidewalks or dedicated street crossings, signals, crosswalks along Route 100 immediately adjacent to the station area or extending under the Route 30 Bypass. There is a bus shelter located along Route 100, but there is no sidewalk leading to the shelter. It was noted by Township representatives that residents of the residential development southwest of the station often cross Route 100 illegally to reach the station.

ADA Accessibility

Building on the lack of pedestrian facilities in the surrounding area, there is no ADA accessibility to the station from the surrounding community.

Land Uses and Development Plans

The Exton Station is located near the intersection of Route 100 and the Route 30 Bypass. These two roadways represent significant physical dividers within the Township of West Whiteland. All properties in this area south of the Route 30 Bypass are zoned R-3 Residential, which is a medium density residential zoning district. Two relatively new residential developments exist in this area. Valley View is located south and east of the Station and is linked to the Station via a pedestrian sidewalk. The number of residential units in this development is 152 and there is no non-residential development.

Across Route 100 from the Station, still on the south side of the Route 30 Bypass is a residential development called Whiteland Woods. This development contains 439 residential units and no non-residential uses. Both of these areas are developed to the maximum extent possible under the existing zoning. Therefore, no additional development opportunities exist in these areas.

North of the Station along Walkertown Road is a privately owned parcel. It is a small parcel and was formerly a daycare facility. The zoning is R-3, but Township representatives indicate that it has been used for non-residential uses in the past and is therefore a legal, nonconforming use and can be used for a nonresidential use in the future. The Township is in the process of reviewing an application for a proposed commercial use in the existing building. The vacant parcel is currently the site of substantial overflow parking for the train station.

North of the Route 30 Bypass, the zoning is a mix of Town Center Mixed Use, Industrial and higher density Residential. Existing land uses in this area includes the Main Street at Exton retail development on the west side of Route 100. The existing development at Main Street at Exton consists of commercial uses only; however, there is a component of the approved plan that includes 94,114 square feet of office space that has not yet been constructed. In addition, the developer is negotiating with the Township regarding the possibility of constructing approximately 165 residential units.

On the east side of Route 100 there is an older established residential neighborhood, with some small non-residential uses directly facing Route 100.

With the exception of the two projects being considered with the Main Street at Exton, the area immediately surrounding the Exton Station is built out. There are no real opportunities for transit oriented development.

Even though portions of the Main Street at Exton development are within ¼ mile of the Station, there is no safe access for pedestrians. The area between Main Street and the Station is completely lacking sidewalks and other pedestrian amenities.

Transit Services

Local transit options are limited. Exton Station is serviced by two bus routes, SEPTA Route 92 and Krapf's Route "A". SEPTA Route 92 provides service from the Parkway Shopping Center in West Chester, PA to the King of Prussia Mall. A bus shelter is provided on Pottstown Pike adjacent to the Exton Station. Service is provided approximately every 85 minutes and does not appear to coordinate very closely with SEPTA or Amtrak schedules.

Krapf's Route "A" provides service from Coatesville to West Chester and service to the Exton Square Mall. Route "A" stops on Pottstown Pike approximately near the station about once an hour. The schedule does not appear to coordinate closely with the train schedules.

Surrounding Conditions	
	Current Conditions
Parking/Loading	No legal parking available in the immediate area.
Lighting	Box lights on Walkertown Road Cobra-head lights on Route 100 and Route 30 Bypass Wall-mounted on east wall of underpass (2, both operational)
Signage	Sign for station from on-ramp to Route 30 Bypass eastbound
Sidewalks/Pedestrian Amenities	Only on east side of Walkertown and connecting to Valley View development.
ADA Accessibility	None
Land Uses	Residential south of Route 30 Bypass Commercial opportunity on parcel on Walkertown Road Commercial north of Route 30 Bypass west of Route 100 Residential and some commercial north of Route 30 Bypass on east side of Route 100
Development Plans	94,114 square feet of office proposed northwest of Station (on the books for several years) 165 residential units proposed northwest of Station and Route 30 Bypass (in litigation)
Transit	SEPTA Route 92 and Krapf's "A"- limited schedule not well coordinated with Amtrak and SEPTA schedules

Downingtown Station

Background/Overview

The Downingtown Station is located on Lancaster Pike and Stuart Avenue in Downingtown Borough, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and station stop of the SEPTA R-5. There is no ticket office or other Amtrak services provided at the station. This station is in SEPTA fare zone 5, and is 32 track miles from Suburban Station and 72 track miles from Harrisburg, PA.

According to Amtrak, the number of passengers using Downingtown Station has grown within the past four years. The following is a chart depicting the annual ridership at Downingtown Station during the Fiscal Years 2004 through 2008.

Fiscal Year	Ridership
2004	25,403
2005	27,463
2006	31,678
2007	37,941
2008	50,255

Downingtown Station Regional Perspective

Downingtown Station Local Perspective Perspective

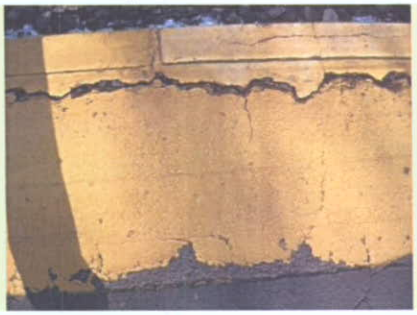
Eastbound Platform

General Description

The eastbound platform is generally in good condition, with the exception of ADA accessibility, and appears to have undergone upgrades in the recent past. The platform area consists of a basic paved asphalt area with shelter and seating provided.

Warning Strips

The primary eastbound platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a bright yellow painted surface. The painted warning system is in fair/good condition and is two feet in width for the entire length of the primary platform, which is 497 feet.

Warning Strips – Eastbound Platform	
	Primary Platform
Type	Yellow painted asphalt
Surface	Asphalt
Dimensions	Two feet by 497 feet
Condition	Fair/Good - paint is bright yellow with high visibility. Edge of asphalt is deteriorating in some areas. Cracks located intermittently.
Photograph	 

Platform Surface

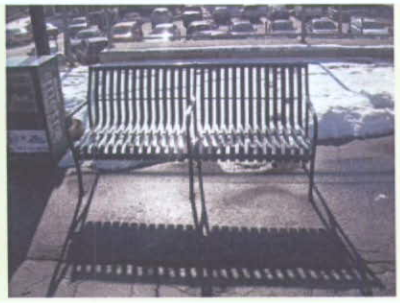
The eastbound primary platform surface is paved asphalt. It is in fair condition with minor deficiencies such as cracks and deterioration at the edges. The length of the primary platform is 497 feet. The width varies from 11 feet along the western end of the platform for approximately 100 feet, and widens to 20 feet along the remaining platform area. These measurements include the area along the edge of the platform with the painted warning strip. Wooden steps are also provided occasionally along the platform length for boarding and exiting the train, these have also been painted yellow. There are four total steps measuring 3.5 feet in depth by 16 feet long by eight inches high.

The primary platform is generally free of obstructions, with the exception of the outer most 12 inches of the platform, where free standing signage is located.

Surface Condition – Eastbound Platform	
	Primary Platform
Surface	Asphalt Wood- steps for boarding train
Dimensions	497 feet in length 11 feet wide (western 100 feet of platform) 20 feet wide Steps (four)- 3.5 feet by 16 feet by eight inches
Condition	Fair
Photograph	 

Seating and Shelter

The eastbound platform at Downingtown Station has an enclosed shelter constructed of metal and plexi-glass. The shelter is approximately 17 feet wide by 50 feet long and is in good condition. Two benches are provided within the shelter that are composed of metal and coated plastic. Two additional benches are provided outside the shelter along the platform area that are not covered.

Seating and Shelter – Eastbound Platform		
	Seating	*Shelter*
Type	Benches- metal/plastic coated	Metal/Plexi-glass
Dimensions	Five feet - ten inches (two benches on platform) 14 feet (two benches within shelter)	17 feet by 50 feet
Condition	Good	Good
Quantity	Four	One
Covered	Two benches within shelter are covered	Yes
Photograph		

Lighting

The lighting provided along the eastbound platform consists of seven box lights on metal poles. The lighting is spaced along the platform with three located east of the shelter and four located west of the shelter. Lighting fixtures and poles are in good condition with the exception of two light fixtures. One light east of the shelter, was not operational during an evening site visit and the pole mounted light furthest to the west was not operational.

Additional lighting is mounted to the ceiling of the shelter with a total of seven fixtures. Two fixtures are located within the enclosed shelter area and five are located under the outer canopy. The shelter was well illuminated during the site visit.

Lighting – Eastbound Platform		
	Freestanding	*Ceiling of Shelter*
Type	Box lights	Square, ceiling mounted
Quantity	Seven – three east of shelter, four west of shelter	Seven – two within enclosed area; five under canopy
Condition	Good (one light not operational east of shelter)	Good
Photograph		

Schedule and Public Address Speaker

No written schedules are displayed at the eastbound platform for either SEPTA or Amtrak service. A public announcement speaker system has been installed on top of one of the light fixtures. The system appears to be operational; however, no announcements were heard during the site visit.

Schedule and Public Address Speaker – Eastbound Platform		
	Schedule	*Public Announcement*
Type	None posted.	Speaker
Condition		Appear operational
Clarity		No announcements made during site visit.
Secured		Yes. Secured to top of light fixture.
Photograph		

Signage

Three types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** - Four location signs were located along the outer edge of the platform. These signs include name of the station, Downingtown, in addition to R5, representing the SEPTA regional rail line and the Amtrak symbol, representing the trains that stop at this station. An additional locational sign is mounted to the shelter.
- **Information signage** - Mounted on a new Amtrak freestanding sign along the outer edge of the platform is general passenger information providing general ridership information. The sign appears to be a very secure location for displaying information.
- **Advertising signage**. This signage is also located along the outer edge of the platform and is mixed with the locational signage. Two fixtures included advertising signage.

Platform Signage – Eastbound Platform			
	Location	*Information*	*Advertising*
Type	Freestanding (four) Mounted to shelter (one)	Freestanding	Freestanding (two)
Condition	Good	Good/Excellent	Good/Excellent
Clarity	Good	Good/Excellent	Good
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

The eastbound platform is not accessible for handicapped persons and is not compliant with ADA requirements. There are railings on both sides of the stairs ascending to the platform and the railing is three feet in height.

Westbound Platform

General Description

The westbound platform at Downingtown Station is similar to the opposite platform in that a paved asphalt waiting area is provided for riders with basic amenities such as a covered shelter and seating areas.

Warning Strips

The primary westbound platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a bright yellow painted surface that is highly visible. The warning system is in good condition and is 2'3" in width and extends a length of 350 feet down the main portion of westbound platform.

Warning Strips – Westbound Platform	
	Primary Platform
Type	Solid yellow paint
Surface	Painted asphalt
Dimensions	Two feet-three inches by 350 feet
Condition	Good - occasional cracking and some deterioration along edge.
Photograph	 

Platform Surface

The westbound primary platform surface is constructed of paved asphalt. It appears to be in good to fair condition with minor deficiencies such as cracks and deterioration at the edges of the pavement. The eastern portion of the platform is 350 feet long and nine feet-four inches wide. Continuing for another 308 feet to the east, the platform is slightly wider at 10 feet.

Wooden steps are also provided for boarding and exiting the train that have been painted yellow. There are four total steps measuring 3.5 feet deep by 16 feet long by eight inches high.

Surface Condition – Westbound Platform	
	Primary Platform
Surface	Asphalt
Dimensions	Nine feet - four inches by 350 feet (eastern portion) Ten feet by 308 feet (continuing east) Wooden steps (four) - 3.5 feet by 16 feet by eight inches
Condition	Good/Fair some cracks and slight deterioration along edge of platform

Photograph	 

Seating and Shelter

A shelter and canopy is located in the western center of the westbound platform that is partially enclosed. The enclosed area measures approximately 14 feet by 14 feet and the additional canopy area that is not enclosed measures 17 feet wide by 20 feet long.

A total of four benches are provided on the platform. Two benches are five feet 10 inches long, one of which is located in the covered canopy area and the other is located on the open platform area. Two additional benches are located within the enclosed shelter and are 12 feet long each. The benches and the sheltered structures are all in good condition.

Seating and Shelter – Westbound Platform		
	Seating	*Shelter*
Type	Benches - metal/plastic coated	Metal/Plexi-glass (a portion is enclosed)
Dimensions	Five feet – 10 inches (one bench on platform) Five feet - 10 inches (one bench under canopy) 12 feet (two benches within shelter)	17 feet by 20 feet (Canopy without walls) 14 feet by 14 feet (enclosed area)
Condition	Good	Good
Quantity	Four	One
Covered	Two benches within shelter are covered	Yes.
Photograph		

Lighting

The lighting provided along the westbound platform consists of seven box light fixtures on metal poles. The lighting is spaced along the platform with three located west of the shelter and four located east of the shelter. Lighting fixtures and poles are in good condition and all are operational.

Additional lighting is mounted to the ceiling of the shelter with a total of seven fixtures, similar to the eastbound platform. Only one fixture is located within the enclosed shelter area and the remaining six are located under the outer canopy area. During the evening site visit, the shelter and canopy were well illuminated.

Lighting – Westbound Platform		
	Freestanding	*Ceiling of Shelter*
Type	Box fixtures	Ceiling boxes
Quantity	Seven total Three west of shelter Four east of shelter	Seven total One in enclosed area Six in remainder of canopy
Condition	Good	Good
Photograph		

Schedule and Public Address Speaker

On the westbound platform, scheduling information for SEPTA service is provided on a bulletin board. A SEPTA R-5 paper schedule has been stapled to the board and is not protected or shielded from the elements. No Amtrak schedule information is provided.

No public announcement speaker system or other visual/audio devices were visible on the westbound platform.

Schedule and Public Address Speaker – Westbound Platform		
	Schedule	*Public Announcement Speaker*
Type	Paper	None on the westbound platform.
Condition	Good	
Clarity	Good	
Secured	Stapled to bulletin board	
Photograph		

Signage

Similar to the eastbound side, there are three types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage** - Four location signs were located along the outer edge of the platform. These signs include name of the station, Downingtown, in addition to R5, representing the SEPTA regional rail line and the Amtrak symbol, representing the trains that stop at this station. An additional locational sign is mounted to the shelter.
- **Information signage** - Mounted to the shelter is passenger information providing general ridership information. The information is maintained behind a protective covering that appears effective in protecting the information.
- **Advertising signage** - This signage is also located along the outer edge of the platform and is mixed with the locational signage. Three fixtures include advertising signage.

Platform Signage – Westbound Platform			
	Location	*Information*	*Advertising*
Type	Freestanding	Freestanding/wall mounted	Freestanding
Number			
Condition	Good	Good	Good
Clarity	Good	Good	Good
Secured	Yes	Yes	Yes
Photograph			

ADA Accessibility

No ADA accessibility facilities have been incorporated into the design of the existing platform, with the exception of railings along all stairs. The railing located along the stairs measures three feet in height. The current platform is not in compliance with ADA requirements for transit facilities.

Site Conditions

Parking/Loading

There are three parking lots operated by SEPTA at the station. There is one small lot on the westbound side and two larger lots on the eastbound side. One additional parking lot is located southwest of the station at the intersection of Bradford Avenue and Viaduct Avenue. Additionally, there are parking lots owned and operated by Downingtown Borough within the vicinity of the station.

The SEPTA lots charge a daily fee of $1, while an additional parking lot is located at the park south of Viaduct Avenue and this lot changes a daily fee of $.50. There is also a lot located at Bradford Avenue and Viaduct owned by the Borough with a daily charge of $1.

Eastbound Parking

On the south/eastbound portion of the site, four long-term parking areas are available to passengers. Two are operated by SEPTA and two are operated by the Borough. The first area is immediately adjacent to the eastbound platform, which contains 76 parking spaces, none of which are handicap parking spaces. This parking lot is constructed of asphalt and has curbing along the perimeter of the lot. This is a fee lot. The daily fee is $1.

The travel lanes in this parking area are typically 24 feet in width, but in some areas they narrow down to 15 feet. Parking spaces tend to be approximately 8.5 feet by 17 feet and they are clearly delineated. The surface of the parking lot is in good condition with no significant cracks or deterioration noted. Access to this lot is from Viaduct Avenue and there is one point of entry/exit.

Within this parking lot, there is an area adjacent to the entrance to the platform where parking is prohibited and the loading and unloading of passengers take place, but there is no signage or line striping to clearly designate this area as a loading area.

A fare box is located on the eastbound platform, just east of the shelter along the outer edge of the platform, so pedestrians are easily able to access the front of the fare box. The daily fee is $1 for those spaces available for daily parking. No curbing is located within this parking lot, but curb stops are provided for the spaces along the outer perimeter

There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers must try another parking lot.

The second lot on the eastbound side is located east of the first lot along Viaduct Avenue and east of the platform area. This parking lot contains 124 parking spaces. During the site visit, the lot had reached approximately 50% of maximum capacity. This parking lot also has no handicap parking spaces. The parking lot is constructed of asphalt and does not have curbing or curb-stops. Landscaping has also been installed along the perimeter. Overall, the parking lot is in good condition.

This lot is also a fee lot and the fee is $1 per day. The fare box for this parking area is also located on the eastbound platform. There are two points of access to this parking lot and they are both approximately 25 feet in width. The travel aisle within the parking lot is generally 24 feet with parking stalls typically measuring 8.5 feet by 17 feet.

The third lot on the eastbound side is located west of the eastbound platform at the northwest corner of Viaduct Avenue and Bradford Avenue. This parking lot contains 43 parking spaces and is operated by the Borough. During the site visit, the lot had 11 vacant parking spaces, although spaces are not clearly delineated. This parking lot also has no handicap parking spaces. The parking lot is constructed of asphalt and has curb-stops at each parking stall, but no formal curbing is located around the perimeter of the parking lot. The parking stalls are striped, but the striping is faded.

Finally, there is a fourth lot owned by the Borough of Downingtown that is located at the local park southwest of the SEPTA lots previously described. It is located on the south side of Viaduct Avenue. This parking lot contains 92 parking spaces that are available for long-term parking. There are additional parking spaces provided within the parking lot, but they are dedicated to users of the adjacent park. During the site visit, the lot had 18 vacant parking spaces available for long-term parking. Parking in this lot costs $.50 per day.

Parking/Loading – Eastbound Platform				
	Parking Lot Adjacent to Platform	*Parking Lot to the east along Viaduct Ave*	*Parking Lot West of Platform*	*Parking Lot at Park*
Total Spaces	76	124	43	92
Handicap Spaces	None.	None.	None.	n/a
Surface	Asphalt	Asphalt	Asphalt	Asphalt
Curbing	Some	Some	Curb-stops	Curb-stops
Condition	Good	Good	Good	Good
Dimensions- Parking stall	8.5 feet by 17 feet typical	8.5 feet by 17 feet typical	8.5 feet by 17 feet typical	10 feet by 20 feet typical
Interior Travel Lanes	24 feet/15 feet	24 feet	24 feet	24 feet
Lot Access	One	Two – 25 feet	Multiple points - no circulation	Two – 15 feet
Fair Box	Yes. Platform	Yes. Platform	Yes. Platform	Yes. In lot
Daily Fee	$1	$1	$1	$.50
Passenger Loading	None designated	None designated	None designated	None designated
Photograph				

Westbound Parking

On the north/westbound portion of the site, there is one parking lot immediately adjacent to the westbound platform. The parking lot immediately adjacent to the westbound platform and the asphalt surface is in good condition and there are curb-stops for each space around the perimeter. It is a daily fee lot with a daily fee of $1. The fee box is located at the perimeter of the parking lot adjacent to the westbound platform. There is not a designated loading area, but an area located behind some of the parking spaces where people pull off of the road is used to unload passengers. This parking lot does not have any spaces designated for handicap parking.

The head-in parking spaces are generally 8.5 feet in width and 17.5 feet in length and vehicles enter and exit directly from Route 30.

Parking/Loading – Westbound Platform	
	Parking Lot Adjacent to Westbound Platform
Total Spaces	13
Handicap Spaces	None
Surface Type	Asphalt
Curbing	Curb stop.
Condition	Good
Dimensions- Parking stall	
Interior Travel Lanes	None. Backs into street.
Lot Access	Parking spaces gain direct access from street
Fair Box	Yes
Daily Fee	$1
Parking Overflow	No
Passenger Loading	None designated

Ticket Office

The station does not have a ticket office or electronic ticketing. There is the opportunity for a self-serve ticket machine, but there are no structures available to support a ticket agent and window.

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures for the parking lots and pedestrian circulation areas. Several of the light fixtures are oriented in an outward direction rather than directly down toward the ground and result in significant spill-over onto neighboring properties.

The parking lot adjacent to the platform has three wooden poles centrally located to the lot. Of the three, the pole farthest to the east has three light fixtures that distribute light throughout the eastern portion of this lot. The central pole has two light fixtures and the western-most pole has one light fixture. In addition, there are several wall-mounted lights attached to the retaining walls that separate the parking lot from the platform. Overall, this parking lot is well lit, although the entrance to the lot appeared to be deficient.

The parking lot farther to the east along Viaduct Avenue has six freestanding poles on the track/north side of the parking lot that are generally evenly distributed along the parking lot. The five easternmost poles have one light fixture each, while the sixth pole near the stair to the platform has two light fixtures to illuminate the stairs. On the street side, three pole-mounted cobra-head lights are oriented over the parking lot. All lights were functioning and the parking lot was well lit.

The parking lot to the west at Bradford Avenue has two pole-mounted cobra lights from the street providing parking lot lighting. In addition, there are two pole-mounted light fixtures along the path, one of which was not operational during the site visit. The northern portion of the parking lot appeared to have

dark areas as well as the area connecting to the path to the station. Additional lighting should be considered in this area.

The parking lot adjacent to the westbound station is lit by the platform lighting. Due to the proximity and the limited number of parking spaces, this lighting appears effective in illuminating the parking spaces.

The parking lot located at the park was well illuminated with three freestanding poles central to the parking lot, each with two light fixtures casting light on the parking lot.

In addition to parking lot lighting, fixtures are situated at the stairs to the platforms and along the pedestrian tunnel. Stairs north of the tunnel have five wall mounted lights providing illumination of the stairs; however, three of the five lights were not operational during the site visit. In addition, there is roof-mounted lighting that extends the entire length of the tunnel. Approximately 50% of these lights were not operable. Visibility was still reasonable within the tunnel.

The stairs to the eastbound platform from the tunnel did not have dedicated light fixtures; however, light spillover from the platform illuminated the stairs.

Site Lighting					
	Parking Lot Adjacent to Platform	*Parking Lot to the east along Viaduct Ave*	*Parking Lot West of Platform*	*Parking Lot at Park*	*Westbound Parking Lot*
Type of Light Fixtures	Wooden freestanding poles/light fixtures	Wooden freestanding poles /light fixtures Cobra-head	Cobra-head street light	Wooden freestanding poles /light fixtures	Spill-over from platform
Number	One w/three fixtures One w/ two fixtures One w/one fixture	Five wood poles w/one fixtures One wood pole w/two fixtures Three cobra-head	Two	3 w/2 light fixtures per pole	
Location	Central	Perimeter- Six on north side Three on street side	Street	Central	
Condition	Good- all operational.	Good- all operational	Good- both operational	Good- operational	
Photograph					

Signage

In addition to the signage located on the platforms, there is signage at the points of entry indicating that each lot is a pay parking lot together with basic instructional signage with instructions for using the parking areas. There is a large freestanding sign at the entrance to the parking lots identifying the

SEPTA Station. Some of the informational signs for the parking lots are weathered and in need of restoration.

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the platform areas is a set of stairs. On the eastbound side, there is a flight of stairs leading up from the southern end of the tunnel to the platform. In addition, there is another flight of stairs leading to the platform from the eastern parking lot. These stairs have railings on either side, which is three feet in height. The stairs are concrete and are in good condition.

On the north side of the station site, two separate sets of stairs connect to the tunnel. One set of stairs leads from a plaza area located on Lancaster Avenue and the other set of stairs connects from the westbound platform. The stairs leading to Lancaster Avenue are five feet in width, while the stairs connecting to the westbound platform are four feet in width. Both sets of stairs have handrails that are three feet in height.

The tunnel connecting the two platforms is five feet in width, but there is a five inch gutter on either side of the floor to encourage water to flow off the walking surface. This appears to be effective during the site visit as there was no standing water in the tunnel, but it results in a reduced walking area for pedestrians.

There is also an asphalt pedestrian connection from the Bradford Street parking lot to the eastbound station. This path is located directly south of the eastbound platform and north of an adjacent residential property. The path is in good condition and allows a direct link to the station.

Other pedestrian amenities at the station include one bicycle U-rack located at the base of the primary stairs leading to the eastbound platform. The capacity of this rack is two bicycles. There are no dining or retail services on site.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Tunnel Stairs - connecting tunnel and platforms; connecting southeast parking lot Asphalt walkway from parking lot	Plaza north of westbound platform Bike rack available on south side. No bike rack on north side.
Condition	Fair - tunnel Good - stairs Good - walkway	Good
Dimensions	Tunnel – five feet wide (four foot walkway due to six inch gutter on either side) Stairs - vary from four feet in width to six feet in width	
Photograph		

ADA Accessibility

There are no facilities dedicated to meeting the needs of those with special physical needs, with the exception of hand railings on all the stairs to the platforms. There are no handicap parking spaces in any of the parking lots near the station. Due to the limitations of the tunnel dimensions, retrofitting the station

to meet ADA compliance will be challenging. Either the tunnel will need to be widened with the addition of ADA ramps to either platform or elevators with an overhead crossing will be necessary.

Surrounding Community Conditions

Parking and Loading

As mentioned previously, there are two Borough operated parking lots south of the station. One lot has 43 parking spaces available and the other parking lot has 92 parking spaces available for long-term parking. Neighborhood on-street parking is also available, but much of it appears to be limited to short-term parking.

Lighting

Lighting on the surrounding streets tends to be cobra-head lights. However, as part of a recent street improvement project along Lancaster Avenue, new pedestrian scale streetlights have been installed.

Signage

Small directional signage for the Downingtown Station was identified on Lancaster Avenue. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Downingtown Station are traditional neighborhoods with four to six foot sidewalks typically located on both sides of the streets, particularly along the major streets. Streetscape improvements were recently installed along Lancaster Avenue north and east of the station.

ADA Accessibility

ADA Accessibility in the surrounding community is limited. Curb-cuts do exist at most intersections with curb and sidewalk. There are some steep slopes between the eastbound parking lots and between the platforms and the area to the south.

Land Uses and Development Plans

Much of the community in the immediate area is built out or located within the floodplain. The neighborhood to the south is residential and to the north the neighborhood is residential with the exception of commercial uses along Lancaster Avenue.

There is a large vacant area west of the station that the Borough has designated for redevelopment, but firm development plans have not been implemented. The area is part of a Keystone Opportunity Zone to help encourage redevelopment. In 1999, the Borough of Downingtown was the only community in Chester County designated a Keystone Opportunity Zone (KOZ). This designation was applied to the Johnsontown section of the Borough, which includes the Amtrak train yard that sits directly to the west of the Downingtown Station and the surrounding area were designated tax-free parcels. The plan is to eventually provide commercial and office opportunities along Lancaster Avenue, housing opportunities to the areas south and a pedestrian concourse to the areas east of the station, using the existing Downingtown Station as an anchor of this proposed redevelopment.

Another development proposed to make a connection to the station is a planned development named "The River Station". The goal of the River Station is to re-develop the former Sonoco Paper Factory site into a mixed-use moderate density transit oriented design providing direct access to the Downingtown Train Station.

Zoning

Borough of Downingtown Zoning Map

Transit Services

In terms of multi-modal access to the Downingtown Station, some improvements have been made but opportunities for enhancing pedestrian and bicycle access are available. The Borough, together with other organizations, has undertaken initiatives to encourage, transit, walking, and bicycling access into this area. These efforts are summarized as follows.

The study area is currently served by Amtrak Keystone Corridor Rail service and is a station stop on the SEPTA R5. Connecting bus service to and from the station and surrounding areas is provided by Route "A," which is operated by Krapf Bus Lines. Krapf's Route A stops at Downingtown Station approximately 15-30 minutes after each hour, with limited service during the weekend and no service on major holidays.

The station is also served by the BEELINE Bus, which provides service on an hourly basis, approximately, between Coatesville, Downingtown and Great Valley. Service to the station occurs approximately every hour in both directions.

Only one bicycle u-rack is provided near the eastbound platform throughout the station and surrounding areas. It was observed that personal bicycle locks were attached to the railing areas on the westbound shelter. It is evident that there is a lack of bicycle facilities as people are accessing the station by bicycle and using other structures upon which to secure their bicycles.

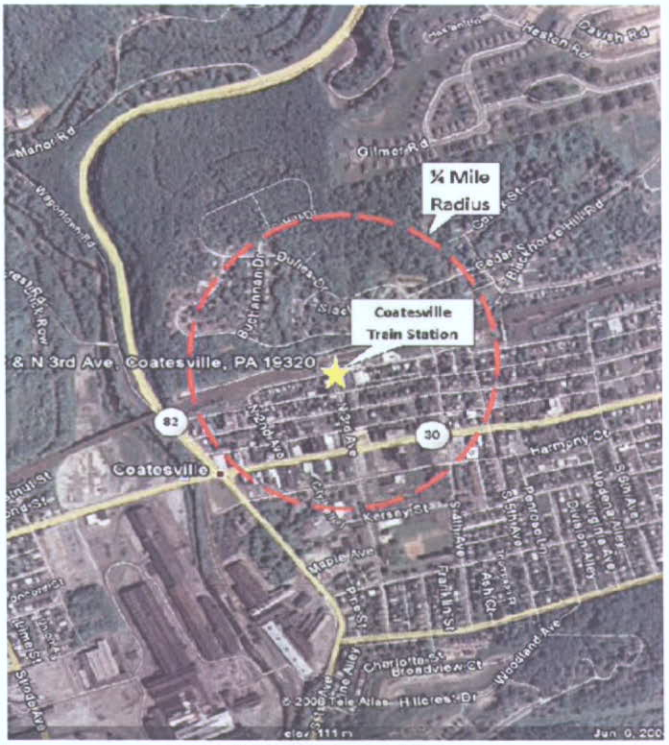
Coatesville Station

Background/Overview

The Coatesville Station is located on North 3rd Avenue between Coates Street and Fleetwood Street in the City of Coatesville, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and lies between the Parkesburg, PA and Downingtown, PA stops. The Coatesville Station does not have a station office for Amtrak passengers nor any ticketing, baggage, or other services are provided at this station by Amtrak.

According to Amtrak, the number of passengers using Coatesville Station has grown within the past four years, but has lower ridership than many other stations along the corridor. The following is a chart depicting the annual ridership at Coatesville Station during the Fiscal Years 2004 through 2008.

Fiscal Year	Ridership
2004	5,134
2005	7,389
2006	7,865
2007	9,089
2008	12,705



Coatesville Station Regional Perspective

Coatesville Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is generally very isolated from the surrounding community due to the fact that the platform is only accessible by the public via three flights of stairs from North 3rd Avenue. The platform is connected to the upper level of the adjacent building, but the building is vacant and not being used as part of the train station. This isolation leads to a perceived lack of safety while on the platform.

Warning Strips

The warning system currently in place along the platform is a yellow line painted on the platform surface. The line is four inches wide and extends the entire length of the platform. The line is located two feet from the edge of the platform. The line is visible, but is somewhat faded and portions of the surface between the line and the edge of the platform are cracking and deteriorated.

Warning Strips – Eastbound Platform	
	Primary Platform
Type	Yellow painted line
Surface	Asphalt with painted line, six inch concrete at edge of asphalt
Dimensions	Four inch line two feet behind edge of paved surface
Condition	Fair/Poor - The line is visible, but portions of the area between the line and platform edge are cracking and deteriorated.
Photograph	

Platform Surface

The platform surface is asphalt and is a low-level platform. There are no high-level platform facilities at this station. The platform extends for a total of 521 feet. The western 154 feet is eight feet in width and is in poor condition. Moving in an easterly direction, the platform widens for the next 205 feet varying from 26 feet in width to 36 feet adjacent to the building. The widened platform continues across North 3rd Street, at which time it then narrows again for 162 feet.

The quality of the surface is in fair to poor condition with areas of cracking and deterioration.

Along the track-side of the platform, between the yellow line and the tracks, there are two wooden steps/platforms available for passengers boarding and exiting the train. These steps measure 16 feet in length and 1.5 feet in width.

Surface Condition – Eastbound Platform	
	Primary Platform
Surface	Asphalt Wood steps (two)
Dimensions	205 feet by 26 feet (at building widens to 36 feet) 154 feet by eight feet (west of primary platform - mix of deteriorating concrete and gravel) 162 feet by 12 feet at eastern end. 16 feet by 1.5 feet (two wood steps)
Condition	Fair - cracks and some deterioration Poor (western portion with concrete and gravel)
Photograph	 

Seating and Shelter

The eastbound platform does have a covered area for passengers waiting, but no seating is available. The covered area is 832 square feet and has no side walls.

Platform Seating and Shelter – Eastbound Platform		
	Seating	*Shelter*
Type	None	Covered shelter
Dimensions	N/A	16 feet by 52 feet
Condition	N/A	Good- no side walls
Quantity	N/A	One
Covered	N/A	Yes
Photograph	N/A	

Lighting

The lighting provided on the eastbound platform consists of two pole-mounted box light fixtures located east of the covered area in proximity to the crossing of North 3rd Street. The light farthest east is operational but the other light fixture was not operating during a night site visit. Additionally, there are two older light fixtures mounted to a wooden pole, but neither is operational.

The station building has two square light fixtures mounted to the north side of the building. One fixture is located at the top of the stairs and the other is located farther west. Both wall mounted fixtures are operational.

Several light fixtures are also installed within the canopy, on the ceiling of the structure. None of the fixtures were operational. It was noted by an Amtrak official that Amtrak has a difficult time keeping the station adequately lit due to vandalism.

Lighting – Eastbound Platform		
	Freestanding	*Shelter/Building*
Type	Pole mounted/freestanding box	Variety
Quantity	Two (box lights at eastern end of platform Two older fixtures mounted on an existing pole.	Two mounted to building Five within canopy (not operational)
Condition	Poor (only one box light operational) Poor (older lights not operational)	Good - building lights operational Poor - canopy lights (not operational)
Photograph		

Schedule and Public Address Speaker

On the eastbound platform, there are no schedules posted on bulletin boards or other signs indicating the frequency of service.

There is a speaker system attached to the light pole on the eastbound platform; however, no announcements were made during the site visit so it is uncertain whether the speaker system is currently in use to announce arriving and departing trains.

Schedule and Public Address Speaker – Eastbound Platform		
	Schedule	*Public Announcement*
Type	Not available.	Pole mounted speaker
Condition	N/A	Appears operational
Clarity	N/A	N/A
Secured	N/A	Attached to a pole.

Signage

Signage on the eastbound platform is limited. The two types of signage include locational and informational signage. The locational sign is attached to the building and it includes the name of the station, Coatesville, and Amtrak. For informational purposes, there is a sign attached to the ceiling of the canopy warning pedestrians to not cross the tracks.

Signage – Eastbound Platform		
	Locational	*Informational*
Type	Wall mounted	Mounted to canopy
Condition	Good	Fair
Clarity	Good	Good
Secured	Yes. Attached to the wall of the building.	Yes. Attached to the ceiling of the canopy.

Signage – Eastbound Platform		
Photograph		

ADA Accessibility

No ADA compliant facilities are presently associated with the eastbound platform, with the exception of a ramp and railing extending out from the building. Given the substantial grade change from the surrounding neighborhood, ADA accessibility will be challenging. Consideration could be given to ramps constructed into the steep vegetated embankment to the west of the station. Another option may be a sloped, paved area on the east side of North 3rd Avenue that leads to the eastern end of the platform. In either scenario, developing a secondary ADA compliant access to the eastbound platform may contribute to the perceived safety of the platform area.

In 2003 through the use of Transportation Community Development Initiative (TCDI) funding, a Coatesville Train Station Parking and improvements study was completed by Buchart Horn Inc. This study explored the feasibility of constructing a three-level parking facility next to the Coatesville Train Station along with other aesthetic and structural improvements including ADA accessibility. This study also explored the possibility of Coatesville Station becoming a multi-modal transportation hub. The intention of the parking garage is to meet the demands of increased parking at the station as a result of the forthcoming redevelopment efforts to take place within the City of Coatesville. With the construction of a new parking garage, hopes of SEPTA's re-establishment of R-5 service, and increased Amtrak service, The City of Coatesville hopes to stimulate their economic growth through redevelopment. Efforts have not moved beyond the planning phase.

In addition to platform limitations, there are no accessible boarding facilities to get on or off the train. No visual or physical warning systems are in place nor visual or audio paging systems for the hearing/visually impaired.

ADA Accessibility – Eastbound Platform		
	Primary Platform	
Type	Currently not ADA accessible	
Photograph of Opportunity Areas		

ADA Accessibility – Eastbound Platform	
Photograph of Existing Ramp	

Westbound Platform

General Description

Similar to the eastbound platform, the westbound platform has several deficiencies; however, it feels less isolated from the surrounding community. Basic amenities are provided but the station is in need of upgrades in terms of safety, ADA compliance, and passenger amenities to improve service. However, according to Amtrak representatives, when improvements are made to the station they are quickly vandalized, as was evidenced during the site visit.

Warning Strips

The warning system currently in place along the platform is a yellow line painted on the paved platform surface. The painted line is four inches wide and extends the entire length of the platform (183 feet). The line is located two feet from the edge of the platform. The line is in fair to poor condition with some portions of the platform lacking the yellow line due to deterioration.

Warning Strips – Westbound Platform	
	Primary Platform
Type	Yellow painted line
Surface	Asphalt with painted line, six inches of concrete at edge of asphalt
Dimensions	183 feet by four inch line two feet behind edge of paved surface
Condition	Fair/Poor - The line is visible, but portions of the area between the line and platform are cracking and deteriorated.
Photograph	

Platform Surface

The surface of the westbound platform is paved asphalt for a length of 183 feet and for a width of 24 feet, for 110 feet of the entire length. The remaining length of the platform is eight feet in width. The condition of the platform is generally fair to poor with signs of deterioration that is in need of new paving and markings.

Platform Surface – Westbound Platform	
	Primary Platform
Surface	Asphalt
Dimensions	Length is 183 feet; Width is 24 feet for 110 feet of the platform. Narrows to eight feet at both ends.
Condition	Fair/Poor several cracks and random deterioration.

Platform Surface – Westbound Platform	
Photograph	

Seating and Shelter

The westbound shelter has a three-sided metal/plexi-glass structure that provides shelter to riders when the glass is in place; however, due to vandalism, two sides of the shelter are missing the plexi-glass inserts. The shelter is seven feet long by five feet wide.

Seating is provided in the form of a metal bench inside the shelter on the westbound platform. The seating is in good condition and is covered.

Platform Seating and Shelter – Westbound Platform		
	Seating	*Shelter*
Type	Metal bench	Metal/plexi-glass, three-sided
Dimensions	Seven feet	Five feet by seven feet
Condition	Good	Poor. Glass broken out of back and side of shelter.
Quantity	One	One
Covered	Yes	Yes
Photograph		

Lighting

The lighting currently provided on the westbound platform consists of four older, cobra-style lights attached to wooden poles. These poles are spaced evenly along the platform. All four lights were operational.

Lighting – Westbound Platform	
	Freestanding
Type	Fixtures attached to wood poles
Quantity	Four
Condition	Fair/operational

Lighting – Westbound Platform	
Photograph	

Schedule and Public Address Speaker

On the westbound platform, the only scheduling information is a paper schedule taped to the inside of the shelter. The schedule information is current and legible, but has graffiti on it. No public service announcement system was observed on the westbound platform.

Schedule and Public Address Speaker – Westbound Platform		
	Schedule	*Public Announcement Speaker*
Type	Paper	None
Condition	Poor/Fair- graffiti, but still legible	
Clarity	Good	
Secured	Taped to inside of shelter	
Photograph		

Signage

Similar to the eastbound side, there are two types of signage located on the westbound platform area. Signage includes locational signage, which includes the name of the station, Coatesville, on a freestanding sign as well as general riding information mounted to the rear wall of the shelter.

Signage – Westbound Platform		
	Location	*Information*
Type	Freestanding	Mounted to shelter.
Condition	Good	Fair/Poor-
Clarity	Good	Fair/poor- legible, but has graffiti
Secured	Yes	Taped to shelter wall
Photograph		

ADA Accessibility

The westbound platform has no dedicated facilities available to provide handicapped access compliant with ADA. There is a significant grade change from North 3rd Street to the platform.

Site and Surrounding Conditions

The Coatesville Station is unique to many Amtrak stations in that it does not have dedicated parking and other site facilities immediately adjacent to the platforms. Therefore, the following section outlines the conditions surrounding both platforms.

Parking/Loading

The parking in the immediate vicinity of the train station is limited. South of the station, there is on-street parking available on Fleetwood Street. At the southeast corner of North 3rd Avenue and Fleetwood Street there is a private parking lot owned by the local church.

North of the station, there are no opportunities for parking. Coates Street runs parallel to the train tracks immediately north of the westbound station. On the north edge of Coates Street is a steep embankment that is not developable. The section of Coates Street west of North 3rd Avenue dead-ends roughly parallel to the western end of the westbound platform. There are no parking opportunities in this area, with the possible exception of parallel parking on one side of the street.

Ticket Office

The Coatesville Station does not have a ticket office. The eastbound side of the facility does have one old building with direct access to the platform, but it is currently not used in association with the train station. The building could accommodate a ticket agent or an electronic self-serve ticketing machine.

Lighting

On Coates Street, there is one cobra-head light mounted on a wooden pole at the northern intersection of North 3rd Avenue and Coates Street.

Along North 3rd Avenue, three wall-mounted lights are located on the west wall of the underpass. The stairs connecting North 3rd Avenue to the westbound platform has no direct lighting; however, the lighting from the platform provides some illumination on the stairs.

The stairs leading to the eastbound platform is illuminated only by the wall-mounted light at the top of the stairs. The bottom portion of the steps is not directly illuminated, but receives some illumination from spill-over from other lights in the area.

Signage

From Route 30 eastbound, there is a small directional sign for the Amtrak station. From westbound Route 30, no signage has been installed to direct people to the station.

Sidewalks/Pedestrian Amenities

Between Fleetwood Street and Coates Street, the sidewalk located on the west side of North 3rd Avenue is eight feet in width, with the exception of the portion immediately below the tracks where it narrows to six feet to accommodate the pillars of the underpass. The stairs to each platform are experiencing significant deterioration, but are still usable. A set of stairs is located on the east side of North 3rd Avenue that leads to the eastern end of the westbound platform, but they are chained off and not accessible.

There are no sidewalks or other pedestrian amenities immediately north of the station due to topography limitations. The neighborhood south of the Coatesville Station has sidewalks on most blocks, which range from approximately four to eight feet in width.

There are bicycle racks located on the westbound platform. These racks can accommodate eight bicycles and are in good condition.

Sidewalks/Pedestrian Amenities		
	Sidewalks	*Other Amenities*
Type	Concrete sidewalks	Stairs to platform Bicycle racks
Condition	Good	Fair - stairs (deteriorating) Good - bicycle racks
Dimensions	Eight feet near station (six feet in underpass) Four to eight feet in remainder of neighborhood south of station None - north of station	Stairs- six feet wide (railing 2.5 feet high)
Photograph		

ADA Accessibility

Sidewalks in the neighborhood south of the station typically have curb-cuts at the intersections to allow wheelchairs to cross streets. No handicap parking was identified in close proximity to the station. There is space directly west of the existing building that may be available for multi-directional ramps.

Given that a wheelchair ramp was constructed from the second floor of the existing building (directly south of the eastbound platform), it may be possible to consider continuing the retrofitting activities relative to ADA accessibility.

North of the station, no ADA facilities are present. The topography of Coates Street tends to incline quickly away from the intersection of North 3rd Avenue and Coates Street in both directions. There are grade challenges in all directions in this area, which serves as a major obstacle to implementation of ADA accessibility. Multi-directional ramps may be able to be designed into the slope north of the westbound platform.

ADA Accessibility		
	South of Station	*North of Station*
Type	Curb-cuts	None
Surface	Concrete	
Number	Multiple	
Condition	Fair	

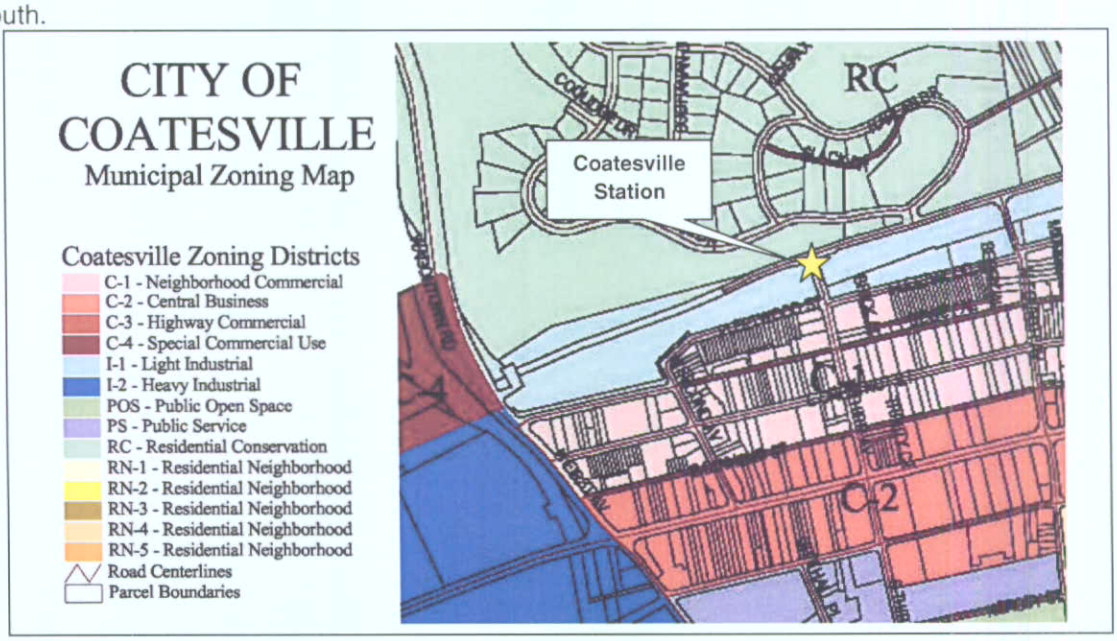
ADA Accessibility		
Photograph (Opportunity areas)		

Land Uses

Directly north of the station, there is no development due to topographical challenges. North of the steeply sloped area is a low-density residential neighborhood.

South of the station is a high-density neighborhood that is predominantly residential, but with a mix of churches, industrial and commercial uses. Lincoln Highway lies approximately four blocks to the south of the station. Lincoln Highway serves as Coatesville's main commercial corridor and is within walking distance of the train station. At the intersection of North 3rd Street and Lincoln Highway are two large vacant parcels with opportunity for redevelopment.

The following map is the City of Coatesville municipal zoning map. The station is located within an industrial zone, with a residential zone immediately to the north and Neighborhood Commercial (C-1) to the south.



The neighborhood immediately near the station is built out. However, some of the older buildings appear to be available for redevelopment.

Transit Services

The study area is currently served by the Amtrak Keystone Corridor Rail service. The City of Coatesville is provided bus service by the Coatesville Link bus, which is jointly operated by the Transportation Management Association of Chester County (TMACC) and Krapf's Transit. The Link bus service connects the City of Coatesville with neighboring municipalities including South Coatesville, Caln, Modena and Valley. The Link stops two blocks south of the station at 3rd and Lincoln Highway

approximately every 65 to 75 minutes beginning at 6:22 AM and ending at 9:22 PM (Mondays through Saturdays).

Chester Para-transit is another transit option available. The Chester Paratransit line is available to seniors and persons with disabilities. Not only does Chester Paratransit serve the residents of the City of Coatesville, but also provides door-to-door service county-wide.

Also stopping close by at 2nd and Lincoln Highway is the TMACC "BEELINE" bus. BEELINE bus funding is provided by the Pennsylvania Department of Transportation (PennDOT), under congestion management for the U.S. Route 202, Section 300 reconstruction project. The BEELINE provides an alternative to single-occupancy-vehicle commuting. The BEELINE bus is a partnership between the Federal Highway Administration (FHWA), SEPTA and Chester County. The BEELINE provides service from Coatesville to Downingtown and Great Valley Monday through Friday only at the following times[3]:

Eastbound to Great Valley

- 5:30 A.M.(Boarding)
- 6:00 A.M. (Boarding)
- 7:00 A.M. (Boarding)
- 7:44 A.M. (Boarding)

Westbound to Exton, Downingtown, and Coatesville

- 4:38 P.M. (Discharge Only)
- 5:30 P.M. (Discharge Only)
- 6:30 P.M. (Discharge Only)
- 7:06 P.M. (Discharge Only)

Additional bus service to and from the City of Coatesville is the Route "A" bus operated by Krapf's Transit[4]. The Route "A" bus provides service between the City of Coatesville and West Chester leaving from 3rd and Harmony Streets. Service is limited with two scheduled stops in the morning and three in the evening for both the eastbound and westbound directions.

While the bus transit alternatives are not directly coordinated with the Amtrak schedule, they do provide alternative access to the train station.

Parkesburg Station

Background/Overview

The Parkesburg Station is located at West 1st and South Culvert streets in Parkesburg Borough, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and falls between the Lancaster and Coatesville stops. Parkesburg Station does not have an office for Amtrak passengers and any ticketing, baggage, or other services are provided at this station by Amtrak.

According to Amtrak, the number of passengers using the Keystone Corridor service has grown increased over the past few years. The following is a chart depicting annual ridership at Parkesburg Station for Fiscal Years 2004 through 2008.

[3] TMACC Beeline Schedule, Effective 1/7/08
[4] Krapfs Transit Route "A" Schedule, Revised 10/6/08

Fiscal Year	Ridership
2004	22,375
2005	25,431
2006	28,009
2007	33,158
2008	40,650

Parkesburg Station Regional Perspective

Parkesburg Station Local Perspective

Eastbound Platform

General Description

The eastbound platform has a significant amount of historical charm retained due to the restored station building and a brick, low level platform. The station building on the eastbound platform was constructed in 1905, but is currently not in use. From a functional standpoint, the station is lacking several physical amenities to be able to meet the minimum station standards established by Amtrak.

Warning Strips

The warning system currently in place along the platform is a yellow line painted on the platform surface. The line is four inches wide and extends the entire length of the platform. The line is located two feet from the edge of the platform. The line is visible, but is somewhat faded.

Warning Strips – Eastbound Platform	
	Primary Platform
Type	Yellow painted line
Surface	No special surface- platform is brick
Dimensions	Line is four inches in width painted two feet from edge of platform.
Condition	Fair
Photograph	 

Platform Surface

The platform surface is brick, laid in a Herringbone pattern, and is a low-level platform. There are no high-level platform facilities at this station. The brick platform extends for 247 feet and is 14.5 feet in width. The quality of the surface is in good to fair condition with some settling of the brick surface in a few areas. On the east side of the station building, there is an area where there may have been a substantial amount of settling or repair work completed. A board is currently being used to cover the area.

Along the track-side of the platform, between the yellow line and the tracks, there are two wooden steps/platforms available for passengers boarding and exiting the train. These steps measure 32.5 feet in length, two feet in width and eight inches in height.

Surface Condition – Eastbound Platform	
	Primary Platform
Surface	Brick, Wood step for boarding
Dimensions	247 feet by 14.5 feet
Condition	Good/Fair - Some settling of bricks resulting in uneven surface. East side of building has board covering hole in brick. Wooden step available at edge of platform for boarding
Photograph	 

Seating and Shelter

The eastbound platform does not have a designated sheltered area other than the overhang from the closed station building that provides some shelter to transit riders.

Underneath the overhang of the station building, there are two benches made of a durable plastic material that are both five feet long. The benches are in good condition and appear to be relatively new. Etched into the back of each bench is "AMTRAK 800-USA-RAIL".

Platform Seating and Shelter – Eastbound Platform		
	Seating	*Shelter*
Type	Bench	No. Building not available to the public
Dimensions	Five feet	Four feet
Condition	Good - appear to be relatively new	Good. Exterior of building is in good condition.
Quantity	Two	Perimeter of entire building
Covered	Yes/Somewhat - under eaves of building	

Platform Seating and Shelter – Eastbound Platform		
Photograph		

Lighting

The lighting provided on the eastbound platform is minimal. East of the building there is a wooden pole with three mounted light fixtures. The fixtures include two cobra-head light fixtures, one extending over the platform and the other extending over the parking lot. Neither cobra-head fixture is operational. The third fixture is located below the cobra-head fixtures facing the platform. This fixture is operational and provides some illumination of the platform east of the building.

The station building has lighting installed underneath the eaves overhanging the platform. There are five white hanging fixtures attached to the building structure to provide lighting near the building. Four of these fixtures are on the platform side of the building and three of the four were operational during the site visit.

Lighting – Eastbound Platform		
	Freestanding	*Under Building Eaves*
Type	Cobra	Hanging individual lights
Quantity	One	Five (four on platform-side of building)
Condition	Poor, Only one fixture operational	Fair - One not operational. Some in need of repainting.
Photograph		

Schedule and Public Address Speaker

On the eastbound platform, there are no schedules posted on bulletin boards or other signs indicating the frequency of service. There is an Amtrak display board that appears to be new; however, no information is displayed on the sign.

There is a speaker system attached to the light pole on the eastbound platform; however, no announcements were made during the site visit so it is uncertain whether the speaker system is currently in use to announce arriving and departing trains.

Schedule and Public Address Speaker – Eastbound Platform		
	Schedule	*Public Announcement*
Type	Not available	Speaker
Condition		No announcement made during site visit
Clarity		N/A
Secured		Yes, Attached to light pole
Photograph		

Signage

Two types of signage are located throughout the eastbound platform area. These include location and information signage. The location signage included the name of the station, Parkesburg, and Amtrak. The information signage posted on the building contained general Amtrak information. As mentioned previously, a new freestanding Amtrak sign does not have information available at this time, but there are three sections for the potential display of information.

Signage – Eastbound Platform			
	Location	*Information*	*Advertising*
Type	Freestanding and building mounted	General train information	None
Condition	Excellent	Good	
Clarity	Good	Good	
Secured	Yes	Yes	
Photograph			

ADA Accessibility

No ADA compliant facilities are presently associated with the eastbound platform. The platform is generally level with the parking lot area, with partial curbing in some areas around the building. Portions of the platform may be somewhat accessible to and from the parking area, but is not in compliance with ADA requirements for transit facilities. In addition, there are no accessible boarding facilities to get on or off the train. No visual, audio or physical warning systems are in place nor visual or audio paging systems for the hearing/visually impaired.

Westbound Platform

General Description

The westbound platform is generally in worse condition than the eastbound platform with evidence of lack of maintenance. Basic amenities are provided but the station is in need of upgrades in terms of safety, ADA compliance, and passenger amenities to improve service.

Warning Strips

The warning system currently in place along the platform is a yellow line painted on the paved platform surface. The painted line is 4" wide and extends the entire length of the platform (400 feet). The line is located two feet from the edge of the platform. The line is in poor condition and is faded and not visible along some portions of the platform.

Warning Strips – Westbound Platform	
	Primary Platform
Type	Painted yellow line
Surface	Paint on asphalt
Dimensions	Four inch line painted two feet from edge of pavement
Condition	Poor - faded and missing in some areas
Photograph	 

Platform Surface

The surface of the westbound platform is paved asphalt for a length of 400 feet and for a width of nine feet. Several dirt areas exist where the pavement ends at the edges of the platform. The condition of the platform is generally poor with signs of deterioration that is in need of new paving and markings.

Surface Condition – Westbound Platform	
	Primary Platform
Surface	Asphalt for primary platform Dirt at either end Wooden double step available
Dimensions	400 feet by nine feet - mix of asphalt and dirt
Condition	Poor. Cracks and deterioration throughout platform area
Photograph	 

Seating and Shelter

The westbound shelter has a three-sided wooden structure that provides shelter to riders. The shelter is 15 feet long by 7.5 feet wide. There is an additional covered area (open on all sides) with dimensions of 15 feet in width and 32 feet in length. The condition of these wooden structures is generally good.

Seating is provided in three locations on the westbound platform. A seating area has been constructed as part of the shelter structure that is 15 feet long by two feet wide. In addition, two benches are provided that are five feet long each. The seating is in good condition and is mainly covered.

Platform Seating – Westbound Platform		
	Seating	*Shelter*
Type	Benches- wood, plastic	Three-sided, wood shelter
Dimensions	15 feet by two feet (built into shelter) Five feet (outside benches)	15 feet by 7.5 feet – overhang continues seven feet over platform Covered area - 15 feet by 32 feet
Condition	Good	Good
Quantity	One in shelter Two outside shelter, but under cover	One
Covered	Two covered	Yes
Photograph	 	

Lighting

The lighting currently provided on the westbound platform consists of seven cobra-style lights attached to wooden poles. These poles are generally spaced evenly along the platform. Three of the fixtures are located west of the shelter and these were all operational during the site visit. Four of the freestanding lights are located east of the structure. Of these fixtures, two were operational. These included the fixture closest to the building and the fixture farthest to the east. In addition to the pole mounted fixtures, one light is attached to the ceiling of the shelter to provide additional illumination within the structure. This fixture was operational during the site visit.

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Lighting Westbound Platform		
	Freestanding	*Ceiling of shelter*
Type	Older cobra style	Yes
Quantity	Seven	One
Condition	Fair - two lights not operational	Good
Photograph		

Schedule and Public Address Speaker

On the westbound platform, the only scheduling information is a paper schedule with plastic/laminated covering providing information on service to Harrisburg. The schedule information is current and legible as well as being secured to the wall and protected from the elements.

No public announcement system was observed on the westbound platform.

Schedule and Public Address Speaker Westbound Platform		
	Schedule	*Public Announcement Speaker*
Type	Paper with plastic covering	None observed
Condition	Good	N/A
Clarity	Good	N/A
Secured	Yes, by plastic covering	N/A
Photograph		N/A

Signage

Similar to the eastbound side, there are two types of signage located on the westbound platform area. Signage includes locational signage, which includes the name of the station, Parkesburg, on a freestanding sign as well as a wall mounted sign within the shelter. Also mounted to the wall within the shelter is informational signage providing basic information about using Amtrak.

Signage Westbound Platform		
	Location	*Information*
Type	Freestanding and wall mounted	Wall mounted
Condition	Good	Good
Clarity	Good	Good
Secured	Yes	Yes
Photograph		

ADA Accessibility

The westbound platform has no dedicated facilities available to provide handicapped access compliant with ADA. The area in the immediate vicinity of the platform is level and could accommodate facilities, but there is significant grade change to Culvert Street and designing facilities in this area will be challenging.

ADA Accessibility Westbound Platform	
	Primary Platform
Type	No dedicated facilities
Surface	N/A
Number	N/A
Dimensions	N/A
Condition	N/A
Photograph	 

Site Conditions

Parking/Loading

Overall the parking and loading facilities are informal. Parking spaces are not striped and the parking lot adjacent to the station is gravel.

Eastbound Parking

The parking area provided near the eastbound platform contains an estimated 53 parking spaces. No designated handicap spaces are provided at the Parkesburg Station. The lot was nearly at maximum capacity during the site visit. The surface of the parking area is gravel and is in fair condition, and no curbing is located within the parking lot. The parking spaces are not marked or delineated in any way so it is difficult to estimate the exact capacity of the lot. No overflow parking is provided; however, there is street parking available in the surrounding neighborhoods.

Access to the parking lot is from a driveway entering from Culvert Street. There is no curbing associated with the entry accessway.

This parking area is available to the public at no cost, with no fee system in place.

Travel lanes are not clearly marked between parking lanes.

Loading areas are not officially marked off by the station; however, there is space available in front of the station building for vehicles to offload passengers if necessary.

Parking/Loading Eastbound Platform	
	Parking Lot Adjacent to Eastbound Platform
Total Spaces	53 (estimated) - 49 vehicles parked in lot Additional space for approximately four vehicles
Handicap Spaces	None designated
Surface	Gravel
Curbing	No
Condition	Fair- gravel
Dimensions - Parking Space	Spaces not delineated
Interior Travel Lanes	
Lot Access	
Fair Box	No
Daily Fee	No
Parking Overflow	Nothing designated. Neighborhood streets with parking available
Passenger Loading	Not officially designated, but occurs in front of building
Photograph	 

Westbound Parking

While technically off-site, the parking area adjacent to the westbound platform consists of street parking along Wright Street with enough room to park approximately 18 vehicles. There are no designated handicap spaces. This parking area is not officially designated as parking for station users; however, it is not a restricted parking zone. There is no fee associated with the parking on Wright Street. The parking was not at maximum capacity during the site visit, but if it were full, overflow parking would occur on surrounding neighborhood streets.

The small local street is paved for about 60 feet south of Main Street and then becomes hard packed dirt and gravel the remainder of the way to the platform area.

There is no official loading area, however vehicles are able to drive directly to the shelter/platform and drop off passengers and then turn around.

Parking/Loading Westbound Platform	
	Parking Lot Adjacent to Westbound Platform on Wright Street
Total Spaces	18 potential along street leading to platform
Handicap Spaces	0
Surface Type	Asphalt/hard-packed dirt and gravel
Curbing	No
Condition	Fair
Dimensions - Parking Stall	Not delineated
Interior Travel Lanes	N/A
Lot Access	Street ends at station
Fair Box	No
Daily Fee	No
Parking Overflow	On local streets
Passenger Loading	Not officially designated, but no parking permitted directly adjacent to platform area
Photograph	

Ticket Office

The Parkesburg Station does not have a ticket office. The eastbound side of the facility does have the old train station building that has been rehabilitated by the local historical group, but according to Borough representatives, the building is currently not being used. The building could accommodate a ticket agent or an electronic self-serve ticketing machine.

Lighting

Lighting for the parking lot is limited to one light fixture mounted on the same pole as the lighting for the platform, east of the station building. This fixture was not operational during an evening site visit. There is also one cobra-head light fixture on the street directly south of the station that casts some light onto the parking lot. The lights on the building also cast some light onto the parking lot. Given the limited number of light fixtures, the parking lot does not have adequate lighting. To further compound the problem, the parking lot is heavily vegetated with trees, which impedes the distribution of light.

On the north side, the parking is located along the existing street. There are no lights on this street, but the light from the platform and adjacent houses spills over to provide some illumination of the street. The

Borough does have plans to construct dedicating parking for the westbound side of the station. It is anticipated that lighting will be provided in association with this expansion.

Site Lighting		
	Eastbound	*Westbound*
Type	Cobra	None
Condition	Poor- not operational	
Quantity	One	
Photograph		

Signage

Signage located near the parking areas is limited to an Amtrak sign indicating the name of the station at the entrance to the parking lot.

Sidewalks/Pedestrian Amenities

Pedestrian amenities providing access to and from the Parkesburg Station are limited to those at the platforms. There are no sidewalks within the parking lot to connect the platforms to the adjacent streets. There is a five-foot wide sidewalk on the east side of South Culvert Street (narrows to 3.5 feet immediately under underpass) which connects to a set of stairs that leads to an overpass connecting to the westbound platform. Because the sidewalk is on the east side of South Culvert Street, pedestrians are required to cross the street and walk up the gravel driveway to the parking lot on the eastbound side of the station.

There is a bicycle rack in the eastbound parking lot that holds approximately eight bicycles. During the site visit one bicycle was observed. No bicycle racks are available on the westbound platform.

Sidewalks/Pedestrian Amenities		
	Pedestrian Circulation	*Amenities*
Type	Sidewalk on east side of Culvert Street Wood steps from westbound platform to sidewalk on east side of Culvert Street.	Bicycle rack in parking lot of eastbound parking lot.
Condition	Good	Good
Dimensions	Five feet typically, 3.5 feet directly under tracks	Eight bicycle capacity

Sidewalks/Pedestrian Amenities	
Photograph	  

ADA Accessibility

There are no facilities dedicated to meeting the needs of those with special physical needs. There are no handicap parking spaces, surfaces are gravel, dirt, brick, and/or asphalt. Transitions between the surfaces are not designed to accommodate those with special needs.

Other

No additional services are provided for passengers on site. With the restored station building, there is the opportunity for an indoor waiting area and/or retail services. Borough representatives have expressed interest in acquiring a long-term lease for the building to be able to encourage more on-site amenities.

Surrounding Community Conditions

Parking and Loading

As mentioned previously, the parking area adjacent to the westbound platform consists of street parking along Wright Street with enough room to park approximately 18 vehicles. While this parking area is not officially designated as parking for station users it appears to be used predominately by those using the train.

It was noted by the Borough Manager that there is a general shortage of parking for the station and that the Borough is interested in constructing dedicated parking for the Parkesburg Station on a parcel located directly northeast of the westbound platform. This is dependent on the Borough being able to negotiate a long-term lease with Amtrak. It is anticipated that money might be able to be secured from Chester County to assist with the associated costs.

The surrounding neighborhood streets generally have capacity to accommodate overflow parking. Most streets in the immediate area permit on-street parking.

The area immediately adjacent to the westbound platform could be upgraded to officially support loading and unloading of passengers.

Lighting

Lighting on the surrounding streets utilizes cobra-head lights on wooden poles. Wright Street did not have any light fixtures and the street directly south of the eastbound parking lot had only one cobra-head fixture.

Along Culvert Street, there were additional cobra-head light fixtures, with one at the entrance to the station's parking lot. Mounted to the east wall of the underpass along Culvert Street were four light fixtures, three of which were operational.

Signage

Signage for the Parkesburg Station from West 1st Avenue is located on West 1st Avenue. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Parkesburg Station are traditional neighborhoods with four to five foot sidewalks typically located on both sides of the streets, particularly along the major streets. Streetscape improvements were recently installed along the commercial corridor southeast of the station.

ADA Accessibility

ADA Accessibility in the surrounding community is limited. Curb-cuts do exist at most intersections with curb and sidewalk. The topography along Culvert Street is relatively steep to allow for the underpass under the rail line. Other than the north/south grade change, the topography is relatively level.

Land Uses and Development Plans

The Borough is in the process of adopting a redevelopment plan. The plan is complete and the Borough anticipates adoption in the spring of 2009. The redevelopment plan calls for improvements to the existing Amtrak parking lot, with an estimated capacity of 110 spaces once improved. On the westbound side, it is anticipated that a parking lot with 30 parking spaces could be constructed. The plan also calls for the extension of SEPTA service.

Land uses in the immediate vicinity of the Station are mainly residential. Traveling to the east on Main Street, some commercial uses are mixed in with the residential uses.

Two blocks south of the Station is West 1st Avenue, which serves as the primary commercial corridor through town. This corridor has a mix of commercial and residential uses. Approximately one-half mile to the east, a new age-restricted residential development is under construction, the development will contain 77 units when complete. Other than that development, the community in the immediate area is relatively built out.

By contrast, according to the Borough Manager, there is a significant amount of development in the larger community. The Borough has approximately 980 dwelling units in various stages of the approval and construction process. Construction of all these dwelling units is anticipated to increase demand on the Amtrak service. To add to the development proposed within the Borough, it was noted that there has been a moratorium on development in the surrounding communities until a new wastewater treatment plant is constructed. The wastewater treatment plant is anticipated to be online by the end of 2009, so it is anticipated that there will be a push of additional new construction in the surrounding municipalities.

Transit Services

The Parkesburg Station is serviced by the Coatesville Link bus, which is operated by the Transportation Management Agency of Chester County (TMACC) and Krapf's Transit. The service is a partnership with the City of Coatesville and the Borough of Parkesburg. The Coatesville Link bus stop is located near the station on Culvert Street. While the Parkesburg Station is not an official stop of the Coatesville Link, the stop is located within a block of the station.

During peak travel times, the Coatesville Link provides service to within a block of the Parkesburg Station approximately every hour. According to the posted schedule, the Coatesville Link does not appear to coordinate travel times with the posted Amtrak schedule. Typically, passengers trying to coordinate transportation on the bus and the Amtrak train will have to wait approximately 15 to 40 minutes between connections, depending on the direction of travel both on the Coatesville Link and the Amtrak train.

It was noted that the Borough would like to see SEPTA service extended to Parkesburg.

Surrounding Conditions Summary	
Parking/Loading	Wright Street (18 spaces), on-street parking available throughout neighborhoods
Lighting	Cobra-head lights on immediate streets; traditional downtown lights on Main Street and West 1st Avenue Wall-mounted on east wall of underpass (four - three operational)
Signage	Sign for station from West 1st Avenue
Sidewalks/Pedestrian Amenities	Concrete sidewalks throughout neighborhood, typically 3.5 to five feet in width
ADA Accessibility	Curb-cuts at most intersections
Land Uses	Residential/Commercial and mixed uses along Main Street and West 1st Avenue
Development Plans	980 dwelling units proposed in several applications.
Transit	Coatesville Link bus service

Lancaster Station

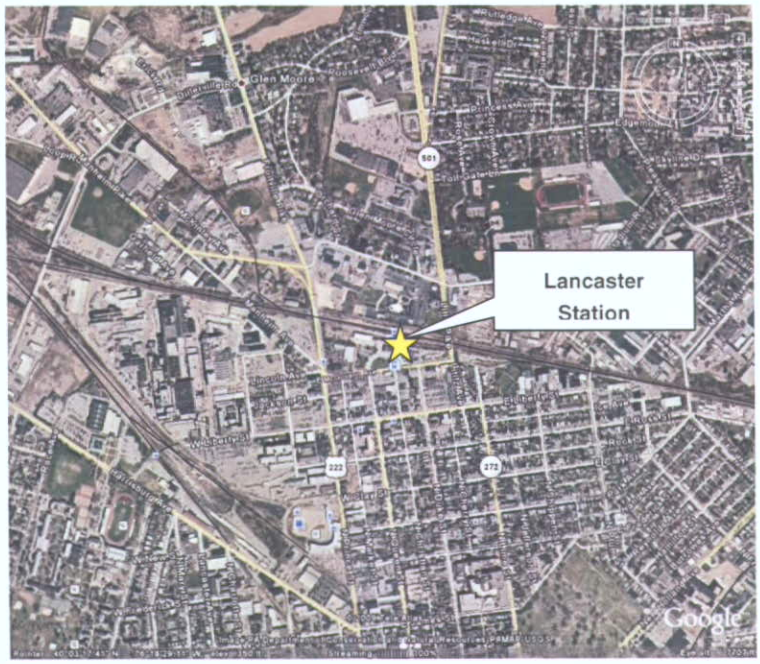
Background/Overview

The Lancaster Station is located on McGovern Avenue in the City of Lancaster, Lancaster County. The building, listed on the National Register of Historic Places, was constructed by the Pennsylvania Railroad in 1929. The 13.8 acre site includes the station building, facilities for Amtrak work crews and material storage. Long-term and short-term parking are permitted on site. This station is 68 track miles from 30th Street Station and 36 track miles from Harrisburg, PA.

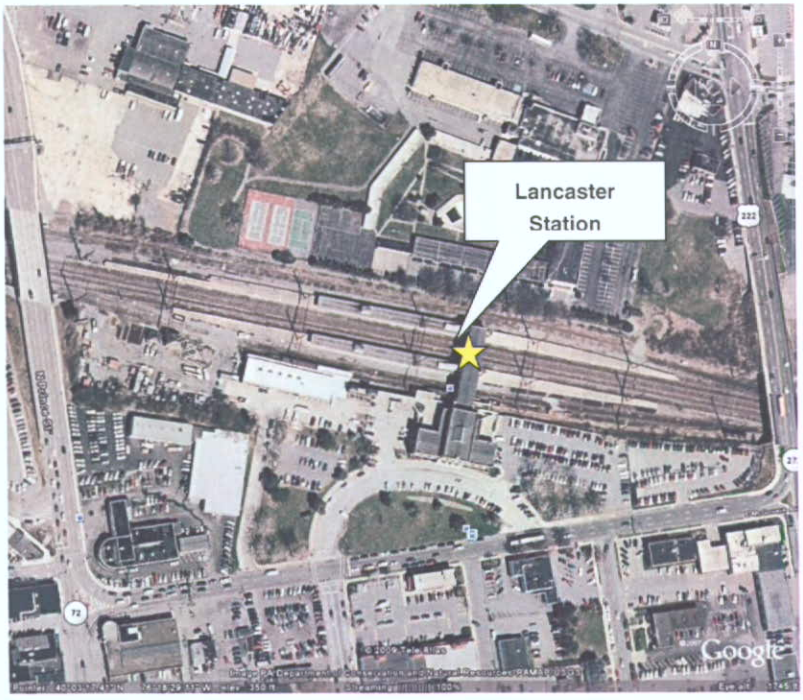
According to Amtrak, the number of passengers using Lancaster Station has grown within the past four years. The following table illustrates the annual ridership at Lancaster Station during the Fiscal Years 2004 through 2008. Lancaster Station is the second busiest station in Pennsylvania after 30th Street Station in Philadelphia.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	305,503
2005	333,812
2006	368,076
2007	420,524
2008	484,102



Lancaster Station Regional Perspective



Lancaster Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is a high-level facility in good condition and has undergone upgrades in the recent past. The platform area consists of a concrete area with a platform long canopy and seating. The eastbound platform is described in more detail below.

Warning Strips

The eastbound platform has a detectable/tactile warning system along the entire length of the platform. The warning system is a cast-in place warning system and is bright yellow in color. The warning system is in excellent condition and is two feet in width for the entire length of the platform, which is 300 feet.

Warning Strips Eastbound Platform	
	Platform
Type	Cast in place detectable/tactile warning system
Surface	Concrete
Dimensions	Two feet by 300 feet
Condition	Excellent
Photograph	

Platform Surface

The eastbound platform surface is concrete and is in good condition with no deficiencies. The platform length is 300 feet with a 25 foot width. The platform is generally free of obstructions.

Surface Condition Eastbound Platform	
	Platform
Surface	Concrete
Dimensions	25 feet by 300 feet
Condition	Excellent
Photograph	

Seating and Shelter

The eastbound platform at Lancaster Station has a platform long canopy to shield passengers from the weather. The canopy has a metal roof. The underside is wood and need of repairs and paint. Five benches comprised of wood and metal are spaced along the platform.

Seating and Shelter Eastbound Platform	
	Seating
Type	Wood and metal benches
Condition	Good
Quantity	Five
Covered	Yes
Photograph	

Lighting

The lighting provided along the eastbound platform consists of 16 florescent and three incandescent light fixtures attached to the canopy roof. The lighting is spaced along the platform.

Lighting Eastbound Platform	
	Attached to Canopy
Type	Florescent/incandescent
Quantity	16/three
Condition	Good
Photograph	

Schedule and Public Address Speaker

No Amtrak schedule is displayed on the eastbound platform. Schedules are displayed near the ticket window in the main station building.

Two public address speakers are located near the stairway from the overhead pedestrian bridge connecting the platform to the main station building. The speakers appear to be operational; however, no announcements were heard during the site visit.

Schedule and Public Address Speaker Eastbound Platform		
	Schedule	*Public Address*
Type	None of the platform	Two speakers
Condition	N/A	Good
Clarity	N/A	Not observed
Secured	N/A	Yes

Signage

Two types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** - Two location signs were located along the outer edge of the platform. These signs include name of the station, Lancaster and the Amtrak symbol, representing the trains that stop at this station.
- **Information signage** - Mounted on various structures and poles is general passenger information providing general ridership information. The sign appears to be a very secure location for displaying information and direction.

Platform Signage Eastbound Platform		
	Location	*Information*
Type	Freestanding	Pole and structure mounted
Condition	Good	Good
Clarity	Yes	Yes
Secured	Yes	Yes
Photograph		

ADA Accessibility

The eastbound platform is accessible for handicapped persons and compliant with ADA requirements. Elevators provide direct access between the overhead pedestrian bridge and the station building to the platform area. In addition, as noted earlier the platform is a high-level facility permitting passengers to pass between the platform and the train car without the need for steps. Lastly, discussed above is the detectable/tactile platform edge.

Westbound Platform

General Description

The westbound platform at Lancaster Station is similar to the eastbound platform in that a high-level, concrete facility is provided for riders with amenities such as a platform-length canopy and seating areas.

Warning Strips

The westbound platform has a detectable/tactile warning system along the entire length of the platform. The warning system along the primary platform is a cast-in place warning system and is bright yellow in

color. The warning system is in excellent condition and is two feet in width for the entire length of the primary platform, which is 300 feet.

Warning Strips Westbound Platform	
	Platform
Type	Cast in place detectable/tactile warning system
Surface	Concrete
Dimensions	Two feet by 300 feet
Condition	Excellent
Photograph	

Platform Surface

The westbound primary platform surface is concrete. The surface is in excellent condition with no cracks or other obstructions. The platform length is 300 feet with a width of 25 feet. The platform is generally free of obstructions.

Surface Condition Westbound Platform	
	Platform
Surface	Concrete
Dimensions	25 feet by 300 feet
Condition	Good
Photograph	

Seating and Shelter

A platform-length canopy is located on the westbound platform. A total of five wood and metal benches are spaced along the platform. The benches are in good condition, while the wooden canopy underside is in need of paint and minor repairs.

Seating and Shelter Westbound Platform	
	Seating
Type	Wood and metal benches
Condition	Good
Quantity	Five
Covered	Yes
Photograph	

Lighting

The lighting provided along the westbound platform consists of 14 florescent light fixtures attached to the canopy roof. The lighting is spaced along the platform and is in good condition and all are operational.

Lighting Westbound Platform	
	Attached to Canopy
Type	Florescent
Quantity	14
Condition	Good
Photograph	

Schedule and Public Address Speaker

No scheduling information is displayed on the westbound platform; rather information is displayed near the ticket window in the main station building.

Two public address speakers are provided in the middle of the platform area. The speakers appear to be operational; however, no announcements were heard during the field view.

Schedule and Public Address Speaker Westbound Platform		
	Schedule	*Public Address Speaker*
Type	None	Two speakers
Condition	N/A	Good
Clarity	N/A	Not observed
Secured	N/A	Yes

Signage

Similar to the eastbound side, there are two types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage** – Two location signs were located along the outer edge of the platform. These signs include name of the station, Lancaster and the Amtrak symbol, representing the trains that stop at this station.
- **Information signage** - Mounted to platform poles and structures are passenger information signs providing general ridership information and direction.

Platform Signage Westbound Platform		
	Location	*Information*
Type	Freestanding	Pole and structure mounted
Condition	Good	Good
Clarity	Yes	Yes
Secured	Yes	Yes
Photograph		

ADA Accessibility

The westbound platform is accessible for handicapped persons and compliant with ADA requirements. Elevators provide direct access between the overhead pedestrian bridge and the station building to the platform area. In addition, as noted earlier the platform is a high-level facility permitting passengers to pass between the platform and the train car without the need for steps. Lastly, discussed above is the detectable/tactile platform edge.

Site Conditions

Parking/Loading

There are two parking lots surrounding the station. There is one small lot on the west side of the station for Amtrak employees and a larger lot on the eastside for passengers with a small area dedicated for Amtrak employees. In addition, there is passenger metered parking within the circular driveway leading to the station entrance.

The east side parking lot charges a daily fee of $5.00 for long-term parking. Fees are deposited in a box at a shed at the parking lot entrance. This lot contains 109 passenger parking spaces and about 11 employee spaces. Parking stalls measure nine feet by 18 feet with a 24 foot wide interior circulation lane.

A total of 55 metered spaces are available within the circular driveway in front of the main station building. Spaces are also nine feet by 18 feet with four designated handicap spaces directly opposite to the main station doors.

Passenger loading and unloading was observed for taxis, passenger cars and intercity buses directly in front of the building in the circular driveway. About eight to 10 vehicles were observed in the queue at the time of the field view.

Parking/Loading		
	Parking Lot East of Station	*Circular Driveway*
Total Spaces	110	55
Handicap Spaces	One	Four
Surface	Asphalt	Asphalt
Curbing	No	Yes
Condition	Good	Good
Dimensions - Parking stall	Nine feet by 18 feet	Nine feet by 18 feet
Interior Travel Lanes	24 feet	N/A
Lot Access	30 feet	26 feet
Fair Box	Yes	Meter
Daily Fee	$5.00	$0.25/minute
Parking Overflow	No	No
Passenger Loading	No	Yes
Photograph		

Ticket Office

The station has two ticket windows and two other electronic ticketing kiosks. Window hours are not noted at either window.

Pedestrian Bridge

The station also contains an overhead pedestrian bridge connecting the main station build to the platforms areas. This facility is 50 feet wide and contains eight wooden benches. Platform information and elevator direction signs are located within this area. The bridge has a high ceiling and contains about 20 suspended light fixtures providing a well lit area. The bridge provides easy access to the platforms via stairways. The stairways contain railings on each side and in the middle to permit easier circulation between traveling to and departing each platform. The stairways are lit with florescent light fixtures which are in good condition.

Overhead pedestrian bridge from the main station building

Passengers destined to eastbound platform stairs

Passengers destined to eastbound platform stairs

Lighting

Beyond the lighting for the platform, pedestrian bridge and stairway areas, site lighting includes fixtures for the parking lots and pedestrian circulation areas.

The parking lot east of the station has four metal poles located the lot perimeter. In addition, there are several wall-mounted lights attached to walls and the station building. Overall, this parking lot is well lit.

The parking area within the circular driveway has five freestanding poles evenly distributed along the driveway. Along McGovern Avenue there three pole-mounted cobra-head lights are oriented toward the street. All lights were functioning and appear in good condition.

Site Lighting		
	Parking Lot East of Station	*Circular Driveway*
Type of Light Fixtures	Incandescent	Incandescent
Number	Four	Five
Location	Lot perimeter	Along curb
Condition	Good	Good
Photograph		

Signage

In addition to the signage located on the platforms, there is signage at the points of entry indicating that each parking area is a pay lot. The lot east of the station had a shed with instructional signage for using the lot. Small signs were observed indicating long- and short-term parking areas within the circulator driveway. In addition, there are large freestanding signs along McGovern Avenue identifying the Amtrak station and the Trailways Bus. Some of the informational signs for the parking lots are weathered.

Sidewalks/Pedestrian Amenities

There is a sidewalk in front of the main station building and along the opposite side of McGovern Avenue. There is no sidewalk on McGovern Avenue along the street frontage. These sidewalks are connected with curb cuts. There is a pedestrian ramp from the McGovern Avenue sidewalk to the circular driveway, although this feature is comprised on asphalt and is in a deteriorated condition.

The station building contains not only the elevators from the overhead pedestrian bridge to the platforms as discussed earlier, but also has an elevators from the street level portion of the station building to the upper level floor to the station where the ticket windows and pedestrian bridge.

One of the station building doors has a push button activated handicap door to automatically open this doorway.

Other pedestrian amenities include two large bicycle racks which can accommodate at least eight bicycles located along the circulator driveway in the vicinity of the handicap parking spaces. The main station building also contains a snack shop and other vending machines.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Sidewalks Pedestrian ramp Elevators	Bicycle racks Push button door activation
Condition	Good Good Good	Good Good
Dimensions	Sidewalks four feet to six feet Ramp – three feet N/A	Capacity of at least eight bicycles
Photograph	 	 

Surrounding Community Conditions

Parking and Loading

There is on-street parking on both sides of McGovern Avenue along the station frontage. A total of about 10 vehicles can park on both sides of the street. Other neighborhood on-street parking is also available.

Lighting

Lighting on the surrounding streets tends to be cobra-head lights.

Signage

Small directional signage for the Lancaster Station was identified on Lititz Pike and Prince Street. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Station are traditional residential and commercial neighborhoods with four to six foot sidewalks typically located on both sides of the streets.

ADA Accessibility

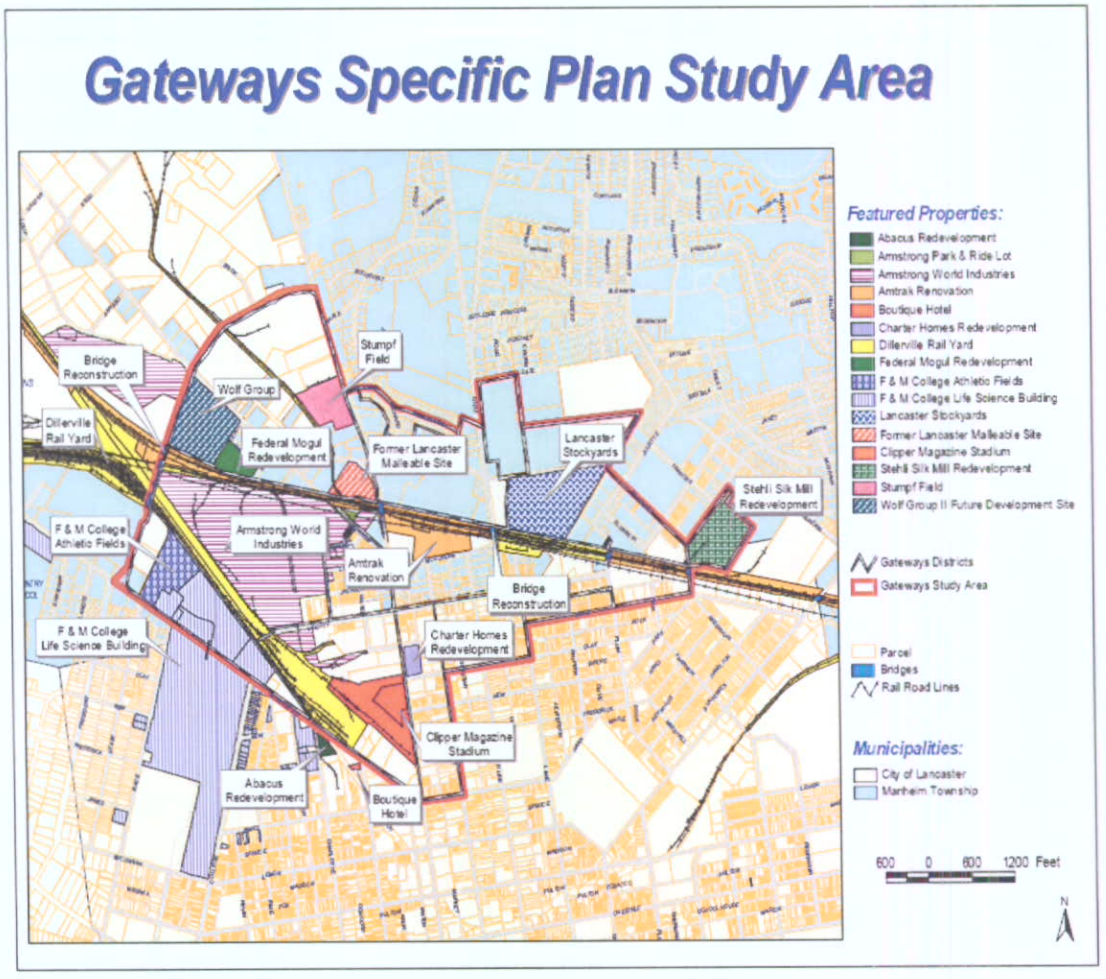
ADA accessibility in the surrounding community is limited. Curb-cuts do exist at most intersections with curb and sidewalk.

Land Uses and Development Plans

The Lancaster County Planning Commission along with their partners the Lancaster City and Manheim Township have conducted a numerous studies in the Station area. Among their efforts is The Gateways Revitalization Strategic Plan, which provides a vision and a set of goals for the revitalization of approximately 600 acres in the vicinity of the Station. The Gateways Area encompasses portions Manheim Township and the Lancaster City.

Two recommendations from the study affect the Lancaster Station include:

- To improve vehicular access to the Amtrak Station through changes to traffic circulation patterns, including making McGovern Avenue a two-way street.
- To focus mixed use buildings near the Amtrak Train Station to provide services for commuters.



The outcome of the Gateways Plan is that the local planning partners would ahead in accordance with the recommendations set forth in the Gateways Plan to pursue objectives identified in the plan and have determined the best way to do so is through a Transit Revitalization Investment District (TRID). In general, the TRID Act provides an implementation tool for taxing bodies to carry out transit oriented development.

Transit Services

Four Red Rose Transit routes serve the station and area during weekdays and weekends.

- Route 10 – Operates between Lititz and Lancaster operating on Liberty Street, Lititz Pike, and McGovern Avenue with 30 to 60 minute headways on Monday through Friday and 90 minute headways on Saturday.
- Route 11 – Operates between Ephrata and downtown Lancaster operating on Liberty Street, Lititz Pike, and McGovern Avenue with 60 to 100 minute headways on Monday through Friday and two to three hour headways on Saturday.
- Route 19 – Operates between Manheim Township and downtown Lancaster operating on Prince Street and Mc Govern Avenue with 45 to 50 minute headways on Monday through Friday and 90 minute headways on Saturdays.
- Trolley – The Historic Downtown Trolley provides service between downtown Lancaster and the Red Rose Transit Clipper Magazine Park-and-Ride and the Lancaster Station operating on 15 minute headways Monday through Friday. This service actually circulates on the station grounds.

The Lancaster Train Station also serves as a depot for regional bus service via Capital Trailways. Capital Trailways provides service between Harrisburg and New York with stops in York, Lancaster, Ephrata, King of Prussia and Willow Grove.

Mount Joy Station

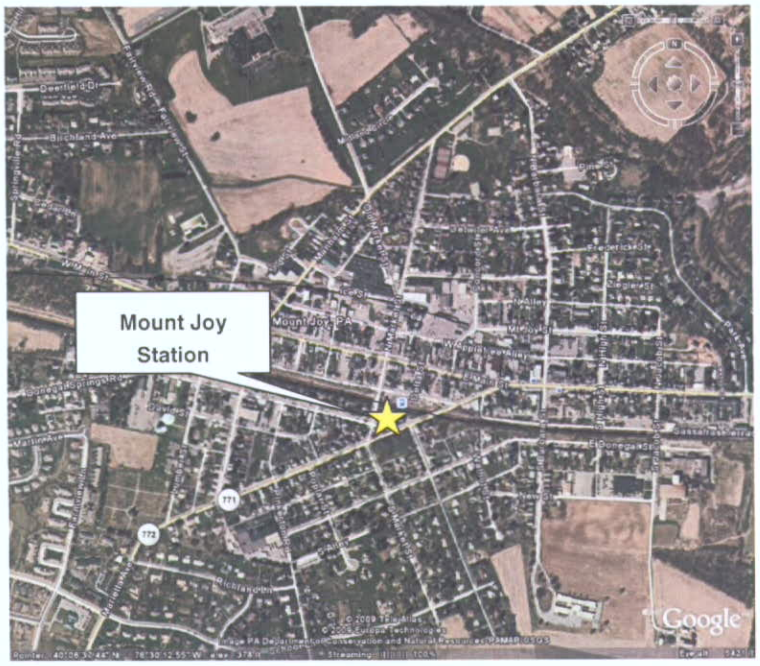
Background/Overview

The Mount Joy Station is located at East Henry Street and Marietta Avenue in the Mount Joy Borough, Lancaster County. This station is currently a stop on Amtrak's Keystone Corridor Service. There is no ticket office or other Amtrak services provided at the station. The Mount Joy station consists of two small shelters, replaced in October 2006, on two paved low-level platforms situated in a deep trench. Despite the lack of a full service facility at this location, the stop is very popular. This may be attributable to the easy availability of parking, Keystone Service enhancements, and its convenient, central and safe location. This station is 80 track miles from 30th Street Station and 24 track miles from Harrisburg, PA.

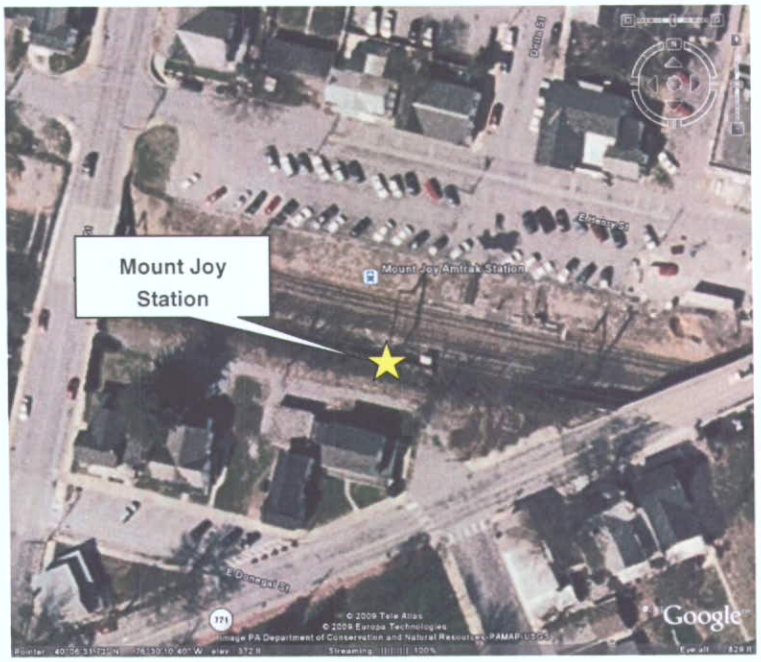
According to Amtrak, the number of passengers using Mount Joy Station has grown within the past four years. The following table illustrates the annual ridership at Mount Joy Station during the Fiscal Years 2004 through 2008.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	23,415
2005	27,461
2006	38,448
2007	46,109
2008	53,828



Mount Joy Station Regional Perspective



Mount Joy Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is in fair condition. The platform area consists of an asphalt area with shelter and seating provided. The eastbound platform is described in greater detail below.

Warning Strips

The eastbound platform has a warning strip along the entire platform length. The warning system along this platform consists of a faded yellow painted surface. The painted warning system is in poor condition and is six inches wide for the entire length of the platform, which is 265 feet.

Warning Strips Eastbound Platform	
	Platform
Type	Yellow paint
Surface	Asphalt
Dimensions	Six inches by 265 feet
Condition	Poor
Photograph	

Platform Surface

The eastbound platform surface is asphalt and in fair condition with deficiencies such as cracks and uneven pavement. The platform length is 265 feet. The platform width is about seven feet. Wooden steps are also provided along the platform length for boarding and exiting the train, these have also been painted yellow with an abrasive material on the step. There are two steps measuring 3.5 feet in depth by 20 feet long by eight inches high. The platform is generally free of obstructions.

Surface Condition Eastbound Platform	
	Primary Platform
Surface	Asphalt
Dimensions	Seven feet by 265 feet
Condition	Fair
Photograph	

Seating and Shelter

The eastbound platform at Mount Joy Station has an enclosed shelter constructed of metal and plexi-glass. The shelter is approximately five feet wide by 10 feet long and is in good condition. One bench is provided within the shelter that are composed of metal and coated plastic. Three additional benches are provided outside the shelter along the platform area that are not covered.

Seating and Shelter Eastbound Platform		
	Seating	*Shelter*
Type	Wooden benches	Metal and plexi-glass
Dimensions	N/A	Five feet by 10 feet
Condition	Good	Good
Quantity	Three	One
Covered	No	Yes
Photograph		

Lighting

The lighting provided along the eastbound platform consists of one light on a wood pole. The lighting is located near the platform stairway. The lighting fixture and pole appear in good condition.

Lighting Eastbound Platform	
	Freestanding
Type	Incandescent
Quantity	One
Condition	Good

Schedule and Public Address Speaker

The Amtrak schedule is displayed in the platform transit shelter. There are no public address speakers on the platform.

Schedule and Public Address Speaker Eastbound Platform		
	Schedule	*Public Address Speaker*
Type	Bulletin board in shelter	None
Condition	Good	N/A
Clarity	Yes	N/A
Secured	Yes	N/A

Schedule and Public Address Speaker Eastbound Platform		
Photograph		

Signage

Two types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** – One location sign is located along the outer edge of the platform. This sign include name of the station, Mount Joy and the Amtrak symbol.
- **Information signage** - Mounted on a new Amtrak freestanding sign along the outer edge of the platform is general passenger information providing general ridership information.

Platform Signage Eastbound Platform		
	Location	*Information*
Type	Freestanding	Freestanding
Condition	Good	Good
Clarity	Yes	Yes
Secured	Yes	Yes
Photograph		

ADA Accessibility

The eastbound platform is not accessible for handicapped persons and is not compliant with ADA requirements. There are railings on both sides of the stairs ascending to the platform and the railing is four feet high.

Westbound Platform

General Description

The westbound platform at Mount Joy Station is similar to the eastbound platform in that an asphalt platform is provided for riders with basic amenities such as a covered shelter and seating areas.

Warning Strips

The westbound platform has a warning strip along the entire platform length. The warning system along this platform consists of a yellow painted surface that is fairly visible. The warning system is in fair condition and is six inches wide and extends a length of 265 feet on the westbound platform.

Warning Strips Westbound Platform	
	Platform
Type	Yellow paint
Surface	Asphalt
Dimensions	Six inches by 265 feet
Condition	Fair
Photograph	

Platform Surface

The westbound platform surface is constructed of asphalt and appears to be in fair condition with deficiencies such as cracks and deterioration at the edges of the pavement. The platform is 265 feet long and eight feet wide.

A large wooden step is provided adjacent to the parking lot stairway for boarding and exiting the train. The step is painted yellow with an abrasive material applied to the step. The step measures approximately 3.5 feet deep by 20 feet long by eight inches high.

Surface Condition Westbound Platform	
	Platform
Surface	Asphalt
Dimensions	Eight feet by 265 feet
Condition	Fair
Photograph	

Seating and Shelter

A shelter is located in the eastern portion of the westbound platform that is partially enclosed. The enclosed area measures approximately five feet by seven feet.

A total of three benches are provided on the platform. One additional bench is located within the shelter and is seven feet long. The benches and the sheltered structures are all in good condition.

Seating and Shelter Westbound Platform		
	Seating	*Shelter*
Type	Wood and metal	Metal
Dimensions	N/A	Seven feet
Condition	Good	Good
Quantity	Three	One
Covered	No	Yes
Photograph		

Lighting

No lighting is provided along the westbound platform.

Schedule and Public Address Speaker

On the westbound platform, scheduling information for Amtrak service is provided in the shelter in a secure bulletin board.

Two public address speakers are located on the platform. They appear in working order, however, there were no announcements made during the time of the field view.

Schedule and Public Address Speaker Westbound Platform		
	Schedule	*Public Address Speaker*
Type	Bulletin board	Two speakers
Condition	Good	Good
Clarity	Good	Not observed
Secured	Yes	Yes
Photograph		

Signage

Similar to the eastbound side, there are three types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage** – One location sign is located along the outer edge of the platform. This sign include name of the station, Mount Joy and the Amtrak symbol, representing the trains that stop at this station.
- **Information signage** - Mounted to the shelter is passenger information providing general ridership information. The information is maintained behind a protective covering that appears effective in protecting the information.

Platform Signage Westbound Platform		
	Location	*Information*
Type	Freestanding	Attached to shelter
Number	One	One
Condition	Good	Good
Clarity	Yes	Yes
Secured	Yes	Yes
Photograph		

ADA Accessibility

No ADA accessibility facilities have been incorporated into the platform. The current platform is not in compliance with ADA requirements for transit facilities.

Site Conditions

Parking/Loading

There is one joint-use lots on the westbound side of the station. One additional parking lot is located west of the station along Henry Avenue operated by Mount Joy Borough. Each lot has no daily fee.

North and west of the station there is one parking lot immediately adjacent to the westbound platform. This parking has an asphalt surface is in good condition. The lot is shared with the Mount Joy Church of Christ and other commercial activities in the area. There is a total of 60 spaces. There is not a designated loading area, but an area located behind some of the parking spaces where people pull off of the road is used to unload passengers. This parking lot does not have any spaces designated for handicap parking.

Sign in the westbound side parking lot

The angle parking spaces are generally 15 feet wide by 24 feet long with vehicles entering and exiting directly from Henry Avenue. There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers must try another parking lot.

In addition, there is a gravel parking lot adjacent to the station owned by Mount Joy Borough. There are a total of about 25 spaces estimated because the spaces are not designated. In the future, the Borough wishes to develop the property to take advantage of the proximity of the station.

Parking/Loading Westbound Platform		
	Parking Lot Adjacent to Westbound Platform	*Mount Joy Borough Lot*
Total Spaces	60	25
Handicap Spaces	0	0
Surface Type	Asphalt/gravel	Gravel
Curbing	No	No
Condition	Good	Good
Dimensions	15 feet by 24 feet	Undetermined
Interior Travel Lanes	15 feet	N/A
Lot Access	20 feet	30 feet
Fair Box	No	No
Daily Fee	No	No
Parking Overflow	No	No
Passenger Loading	No	No
Photograph		

Ticket Office

The station does not have a ticket office or electronic ticketing. There is the opportunity for a self-serve ticket machine, but there are no structures available to support a ticket agent and window.

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures near the parking area lots.

The parking lot adjacent to the platform has three wooden poles located along Henry Avenue to light the street. While this parking lot is not directly lit, it would appear that some of the light would spill over to the parking area.

Signage

There is no signage along Marietta Avenue to indicate the station location, however, signage was observed along Main Street to direct motorists. There is a Mount Joy Train Station sign in the parking area adjacent to the westbound platform along with an Amtrak schedule taped to a secure bulletin board near the platform stairway.

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the westbound platform is a set of stairs. On the eastbound side, there is a flight of stairs leading up to Marietta Avenue and an alley way to access the western section of the westbound side parking lot after crossing a bridge along Market Street. The asphalt alley is about eight to ten feet wide.

Other pedestrian amenities at the station include one bicycle rack located in the westbound side parking lot adjacent to the stairway. The capacity of this rack is about eight bicycles. There are no dining or retail services on site.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Sidewalk Pedestrian alleyway	Bicycle rack
Condition	Sidewalk- good to fair Alleyway - good	Good
Dimensions	Sidewalk – four feet to six feet Alleyway – eight feet to 10 feet	N/A
Photograph		

ADA Accessibility

There are no facilities dedicated to meeting the needs of those with special physical needs, except for curb cut and crosswalks in the vicinity of the station.

Surrounding Community Conditions

Parking and Loading

As mentioned previously, there is a joint-use parking lot and a Borough operated parking lots north of the station. One lot has 60 parking spaces available and the other parking lot has an estimated 25 parking spaces available for long-term parking. Neighborhood on-street parking is also available.

Lighting
Lighting on the surrounding streets tends to be cobra-head style lights.

Signage
Small directional signage for the Mount Joy Station was identified on Main Street. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities
The neighborhoods immediately surrounding the Mount Joy Station are traditional neighborhoods with four to six foot sidewalks typically located on both sides of the streets, particularly along the major streets.

ADA Accessibility
ADA Accessibility in the surrounding community is limited. Curb-cuts do exist at most intersections with curb and sidewalk.

Land Uses and Development Plans
In discussions with the Borough Manager, Mount Joy is a part of the Donegal Regional Comprehensive Plan along with East Donegal, Mount Joy and Rapho townships and the Donegal School District. As a part of that plan, Transit Oriented Development (TOD) strategies are being incorporated and contemplated for the Borough.

Nearby on Main Street, the Borough is in the process of approving a multi-use residential development of townhouses and apartments.

Lastly, the Borough would desire to acquire additional land adjacent to their municipal lot, discussed earlier to construct a parking garage and bus station adjacent to the westbound platform.

Transit Services
Red Rose Transit operates Bus Route 18 between Lancaster and Elizabethtown traveling along Main Street (PA Route 230), less than one-quarter mile from the station. Service operates between 5:40 AM and 7:20 PM Monday through Friday and 7:00 AM and 4:25 PM on Saturdays. There is no holiday service on this route.

Elizabethtown Station

Background/Overview

The Elizabethtown Station is located along Wilson Avenue in the Elizabethtown Borough, Lancaster County. The existing station, vacant for more than 25 years, was designed by the architectural firm of Zantzinger, Borie & Medary with ashlar limestone and graduated slate roofs and built in 1915 by the Pennsylvania Railroad on the campus of the Masonic Home of Grand Lodge of Fee and Accepted Masons of Pennsylvania. The station served both the Masonic Home and Elizabethtown Borough.

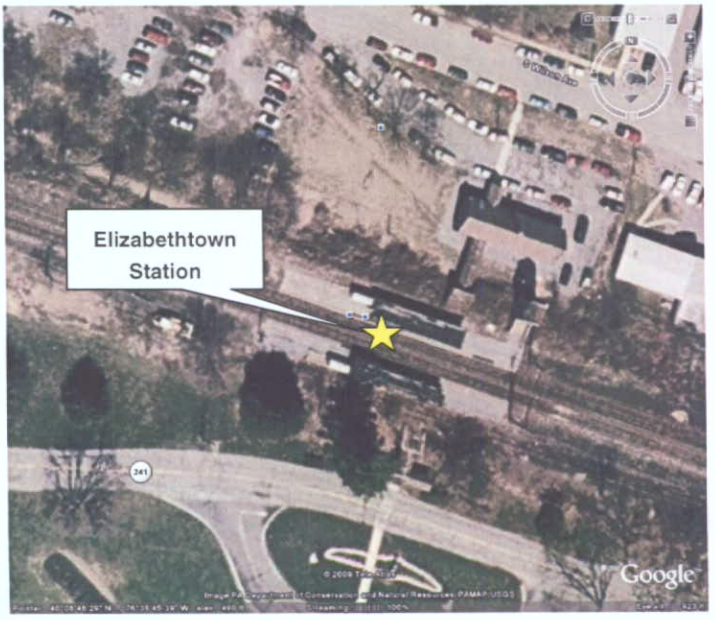
There is no ticket office or other Amtrak services provided at the station. This station is 86 track miles from 30th Street Station and 18 track miles from Harrisburg, PA.

According to Amtrak, the number of passengers using the Elizabethtown Station has grown within the past four years. The following table illustrates the annual ridership at Elizabethtown Station during the Fiscal Years 2004 through 2008.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	43,902
2005	51,481
2006	62,526
2007	74,091
2008	90,644

Elizabethtown Station Regional Perspective



Elizabethtown Station Local Perspective

Eastbound Platform

General Description

The eastbound platform is generally in poor condition, with no ADA accessibility. The platform area consists of an asphalt area with shelter and seating provided. The eastbound platform is described in more detail as follows.

Warning Strips

The eastbound platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a yellow painted surface. The painted warning system is in fair condition and is eight inches wide for the entire length of the platform, which is 180 feet.

Warning Strips Eastbound Platform	
	Platform
Type	Yellow paint
Surface	Smooth
Dimensions	Eight inches by 180 feet
Condition	Fair
Photograph	

Platform Surface

The eastbound platform surface is asphalt. It is in fair condition with deficiencies such as cracks and some deterioration at the edges. The length of the platform is 180 feet. The width is 12 feet. These measurements include the area along the edge of the platform with the painted warning strip. A wooden step is also provided along the platform length for boarding and exiting the train, this step is faded with yellow paint and an abrasive surface.

The platform is generally free of obstructions. Several years ago the platform canopy was removed due to deterioration. In its place, the Borough erected a U-shaped plastic covering where the platform stairs and platform meet, thus creating a make-shift covered area. In discussions with Amtrak, passengers use this covering to escape adverse weather conditions.

Surface Condition Eastbound Platform	
	Platform
Surface	Asphalt
Dimensions	12 feet by 180 feet
Condition	Fair

Surface Condition Eastbound Platform	
Photograph	

Seating and Shelter

The eastbound platform at Elizabethtown Station has an enclosed shelter constructed of metal and plexi-glass. The shelter is approximately six feet wide by 10 feet long and is in good condition. One bench is provided within the shelter composed of metal and coated plastic. Two additional benches are provided outside the shelter along the platform area that are not covered.

Seating and Shelter Eastbound Platform		
	Seating	*Shelter*
Type	Wooden benches	Metal and plexi-glass
Dimensions	N/A	Six feet by 10 feet
Condition	Good	Good
Quantity	Two	One
Covered	No	Yes
Photograph		

Lighting

The lighting provided along the eastbound platform consists of two lights on wood poles. The lighting is spaced along the platform. Lighting fixtures and poles are in good condition.

Lighting Eastbound Platform	
	Platform
Type	Incandescent
Quantity	Two
Condition	Good

Lighting Eastbound Platform	
Photograph	

Schedule and Public Address Speaker

Schedules are displayed on the eastbound platform taped to a bulletin board mounted on a stone structure opposite the platform stairway. The schedule is exposed to the weather and not secure.

No public address system is located on this platform.

Schedule and Public Address Speaker Eastbound Platform		
	Schedule	*Public Address Speaker*
Type	Taped to bulletin board	None
Condition	Good	N/A
Clarity	Yes	N/A
Secured	No	N/A
Photograph		

Signage

Two types of signage are located on the eastbound platform area. These are described as follows.

- **Location signage –** One location sign is located along the outer edge of the platform. This sign includes the name of the station, Elizabethtown and the Amtrak symbol.
- **Information signage** – One sign mounted on the Amtrak shelter along the outer edge of the platform is general passenger information providing general ridership information. The sign appears to be a very secure location for displaying information. An Amtrak freestanding sign is also located on the platform. The sign did not have any information displayed during the time of the field view. In addition, there is an Amtrak sign mounted below the displayed schedule indicating Amtrak's Identification Policy.

Platform Signage Eastbound Platform		
	Location	*Information*
Type	Freestanding	Freestanding Mounted to shelter Mounted to structure
Condition	Good	Good/Good/Good
Clarity	Yes	Yes/Yes/Yes
Secured	Yes	Yes/Yes/No
Photograph		

ADA Accessibility

The eastbound platform is not accessible for handicapped persons and is not compliant with ADA requirements. There are railings on both sides of the stairs ascending to the platform and the railing is three feet in height.

Westbound Platform

General Description

The westbound platform at Elizabethtown Station is similar to the eastbound platform in that an asphalt waiting area is provided for riders with basic amenities such as a covered shelter, seating areas and the U-shaped plastic stairway covering discussed previously.

Warning Strips

The westbound platform has a warning strip along the entire length of the platform. The warning system along this platform consists of a yellow painted surface. The painted warning system is in fair condition and is eight inches wide for the entire length of the platform, which is 180 feet.

Warning Strips Westbound Platform	
	Platform
Type	Asphalt
Surface	12 feet by 180 feet
Dimensions	Fair
Condition	Asphalt

Warning Strips Westbound Platform	
Photograph	

Platform Surface

The westbound platform surface is asphalt. It is in fair condition with deficiencies such as cracks and some deterioration at the edges. The length of the platform is 180 feet. The width is 12 feet. These measurements include the area along the edge of the platform with the painted warning strip. A wooden step is also provided along the platform length for boarding and exiting the train, this step is faded with yellow paint and an abrasive surface.

The platform is generally free of obstructions. Several years ago the platform canopy was removed due to deterioration. In its place, the Borough erected a U-shaped plastic covering where the platform stairs and platform meet, thus creating a make-shift covered area. In discussions with Amtrak, passengers use this covering to escape adverse weather conditions.

Surface Condition Westbound Platform	
	Platform
Surface	Asphalt
Dimensions	12 feet by 180 feet
Condition	Fair
Photograph	

Seating and Shelter

The eastbound platform at Elizabethtown Station has an enclosed shelter constructed of metal and plexi-glass. The shelter is approximately six feet wide by 10 feet long and is in good condition. One bench is provided within the shelter composed of metal and coated plastic. Two additional benches are provided outside the shelter along the platform area that are not covered.

Seating and Shelter Westbound Platform		
	Seating	*Shelter*
Type	Wooden benches	Metal and plexi-glass
Dimensions	N/A	Six feet by 10 feet
Condition	Good	Good
Quantity	Two	One
Covered	No	Yes
Photograph		

Lighting

The lighting provided along the westbound platform consists of three light fixtures on wooden poles. The lighting is spaced along the platform. Lighting fixtures and poles are in good condition and all are operational.

Lighting Westbound Platform	
	Freestanding
Type	Incandescent
Quantity	Three
Condition	Good
Photograph	

Schedule and Public Address Speaker

On the westbound platform, Amtrak scheduling information is taped on a bulletin board at the platform stairway like the eastbound platform. In addition, a secured schedule is located on a bulletin board in the platform shelter.

A public address speaker is provided on a pole. The operation of the system was not observed during the field view.

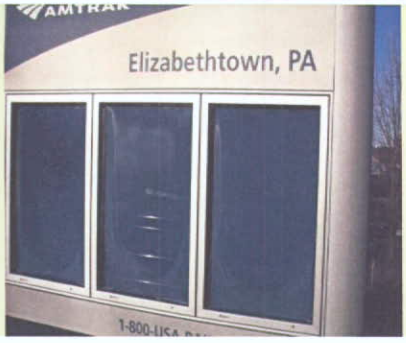
Schedule and Public Address Speaker Westbound Platform		
	Schedule	*Public Address Speaker*
Type	Mounted to structure Mounted to shelter	Speaker
Condition	Good	Good
Clarity	Yes	Not observed
Secured	No/Yes	Yes
Photograph		

Signage

Similar to the eastbound platform, there are two types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage** - One location sign is located along the outer edge of the platform. This sign includes the name of the station, Elizabethtown and the Amtrak symbol.
- **Information signage** - One sign mounted on the Amtrak shelter along the outer edge of the platform is general passenger information providing general ridership information. The sign appears to be a very secure location for displaying information. An Amtrak freestanding sign is also located on the platform. The sign did not have any information displayed during the time of the field view. In addition, there is an Amtrak sign mounted below the displayed schedule indicating Amtrak's Identification Policy.

Platform Signage Westbound Platform		
	Location	*Information*
Type	Freestanding	Freestanding Mounted to shelter Mounted to structure
Condition	Good	Good/Good/Good
Clarity	Yes	Yes/Yes/Yes
Secured	Yes	Yes/Yes/No

Platform Signage Westbound Platform	
Photograph	 

ADA Accessibility

No ADA accessibility facilities are incorporated into the existing platform. The current platform is not in compliance with ADA requirements for transit facilities.

Site Conditions

Parking/Loading

There are two parking lots at the station. There is one small lot adjacent to the abandoned station building on the westbound side. Additionally, there is a larger parking lot also on the westbound side directly west of the station building. There is no parking fee at either lot.

The first lot located at the station building contains about 28 parking spaces, none of which are handicap parking spaces. This parking lot is comprised of asphalt, gravel and dirt. Some spaces are designated by concrete wheel stops and paint on the gravel base, however, other spaces are created by the mixture of vehicle sizes that fit within the area. Some of the parking is located within the 30 foot wide former driveway to the abandoned station building.

The parking lot surface is in fair/poor condition. With a surface such as this, the weather can play a factor as to whether the area is dry or wet and muddy. Access to this area is from Wilson Avenue and there is one point of entry/exit.

The second lot, west of the previous lot, contains 72 parking spaces. During the site visit, the lot had reached approximately 50% of maximum capacity. This parking lot also has no handicap parking spaces. The parking lot is constructed of asphalt, gravel and stone and does not have curbing or curb-stops. The nine feet by 18 feet parking stalls is created with painting the stones and gravel. Overall, the parking lot is in good condition on dry days, but there was evidence of puddles forming based upon weather conditions.

There are two points of access from Wilson Avenue to this parking lot. One access driveway is approximately 18 feet, while the second is approximately 20 feet wide. The travel aisle within the parking lot is generally 24 feet.

Parking/Loading		
	Adjacent to Station Building	*West of Station Building*
Total Spaces	28	72
Handicap Spaces	0	0
Surface	Gravel, stone	Gravel, asphalt, stone
Curbing	No	No
Condition	Fair	Fair
Dimensions - Parking stall	Nine feet by 18 feet	Nine feet by 18 feet
Interior Travel Lanes	N/A	24 feet
Lot Access	30 feet	18 feet/ 20 feet

Parking/Loading		
Fair Box	No	No
Daily Fee	No	No
Parking Overflow	No	No
Passenger Loading	No	No
Photograph		

Ticket Office

The station does not have a ticket office or electronic ticketing. There is the opportunity for a self-serve ticket machine, but there are no structures available to support a ticket agent and window.

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures for the parking lots, pedestrian circulation areas and tunnel.

The small parking area adjacent to the station building has two wooden poles located near the parking area. Overall, lighting for this parking area would be deficient.

There is no lighting within the parking lot west of the station. On Wilson Avenue, three pole-mounted cobra-head lights are oriented over the street with some spillover to the parking lot. All lights were functioning.

Site Lighting		
	Parking Lot Adjacent to Station Building	*Parking Lot west of Station Building*
Type of Light Fixtures	Incandescent	None
Number	Two	N/A
Condition	Good	N/A
Photograph		

Signage

There is a large freestanding sign at the entrance to the larger parking lot identifying the Amtrak Station.

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the platform areas is a pedestrian tunnel leading to set of stairs for the eastbound and westbound platforms. On the eastbound side, there is a flight of stairs leading up from the

southern end of the tunnel to the platform. These stairs have railings on either side, which is three feet in height. The stairs are concrete and are in fair condition.

The tunnel connecting the two platforms is about eight feet wide. Lighting within the tunnel consists of 10 lights evenly spaced on both sides. The tunnel was well lit.

There is also a six foot asphalt pedestrian connection on the south side of the tracks along Masonic Drive. The path is in good condition and allows a direct link to the station.

Other pedestrian amenities at the station include two bicycle racks located at the abandoned station building. The capacity of this rack is 10 to 12 bicycles. There are no dining or retail services on site.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Tunnel	Pedestrian path Bicycle racks
Condition	Fair	Good/Good
Dimensions	Eight feet wide	Six feet/ N/A
Photograph		

ADA Accessibility

There are no facilities dedicated to meeting the needs of those with special physical needs, with the exception of hand railings on all the stairs to the platforms. There are no handicap parking spaces in any of the parking lots near the station. Due to the limitations of the tunnel dimensions, retrofitting the station to meet ADA compliance will be challenging. Either the tunnel will need to be widened with the addition of ADA ramps to either platform or elevators with an overhead crossing will be necessary.

Surrounding Community Conditions

Parking and Loading

There are no accommodations for loading at the station. Permit parking along Wilson Avenue was observed. In addition, on-street neighborhood parking is also available along other adjacent streets.

Permit parking sign along Wilson Avenue

Lighting

Lighting on the surrounding streets tends to be cobra-head lights. As discussed previously, there are three light fixtures located along Wilson Avenue and along other Borough streets.

Signage

Small Amtrak directional signage was identified on High Street. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Elizabethtown Station are traditional neighborhoods with four to six foot sidewalks typically located on both sides of the streets.

ADA Accessibility

ADA Accessibility in the surrounding community is limited. Curb-cuts do exist at intersections with curb, sidewalk and crosswalk.

Land Uses and Development Plans and Zoning

The community in the immediate area is a mixture of residential, industrial and commercial uses. In addition, adjacent to eastbound platform is the Masonic Village complex.

Mixed-use development adjacent to the station

Masonic Home adjacent to eastbound platform

Transit Services

Red Rose Transit operates Bus Route 18 between Lancaster and Elizabethtown traveling along Market Street (PA Route 230), over one-half mile from the station. Service operates between 6:40 AM and 7:05 PM Monday through Friday and 7:20 AM and 4:10 PM on Saturdays. There is no holiday service on this route.

Middletown Station

Background/Overview

The Middletown Station is located at Union Street and Mill Street in the Middletown Borough, Dauphin County. This station is currently a stop on Amtrak's Keystone Corridor Service route. There is no ticket office or other Amtrak services provided at the station. This station is 94 track miles from 30th Street Station and 10 track miles from Harrisburg, PA.

According to Amtrak, the number of passengers using Middletown Station has grown within the past four years. Based upon Amtrak criteria, Middletown station is considered a Medium station with 51,149 passengers and revenue of $864,009. The following table illustrates is a chart depicting the annual ridership at Middletown Station during fiscal years 2004 and 2008.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	24,257
2005	29,047
2006	33,340
2007	39,319
2008	51,149

Middletown Station Local Perspective

Middletown Station Regional Perspective

Platform

Middletown Station is a unique station because passengers enter and leave the train from the same platform, the westbound platform. Thus, the following discussion of the station has all features combined.

General Description

The platform is generally in good condition, with the exception of some ADA accessibility, and appears to have undergone upgrades in the recent past. The platform area consists of a concrete area with a shelter and seating provided.

Warning Strips

The platform has two warning strips along the entire platform length. The warning system along this platform consists of a yellow painted surface about two feet apart. The painted warning system is in fair condition and it extends two feet in width for the entire length of the primary platform, which is 110 feet.

Warning Strips Platform	
Type	Yellow paint
Surface	Concrete
Dimensions	110 feet long
Condition	Fair
Photograph	

Platform Surface

The platform surface is concrete. It is in good condition. The length of the platform is 110 feet. The width is 10 feet. The platform is generally free of obstructions.

Surface Condition Platform	
	Primary Platform
Surface	Concrete
Dimensions	10 feet by 110 feet
Condition	Good
Photograph	

Seating and Shelter

The platform at Middletown Station has an enclosed shelter constructed of metal and plexi-glass. The shelter is approximately nine feet wide by 15 feet long and is in good condition. One bench is provided within the shelter that is composed of metal and coated plastic. Three additional benches are provided outside the shelter along the platform area and small plaza area that are not covered.

Seating and Shelter Platform		
	Seating	*Shelter*
Type	Wooden benches	Metal
Condition	Good	Good
Quantity	Three	One
Covered	No	Yes
Photograph		

Lighting

The lighting provided along the platform consists of one light on a metal pole. The lighting is located at the plaza area created by the two benches. The lighting fixture and pole are in good condition. In addition, two metal lights mounted on metal poles are located on the ramp from the parking area to the platform.

Lighting Platform		
	Freestanding	*Ramp*
Type	Incandescent	Incandescent
Quantity	One	Two
Condition	Good	Good
Photograph		

Schedule and Public Address Speaker

A schedule is displayed within the shelter on a newly installed bulletin board at the platform for Amtrak service. No public address speaker is along the platform.

Schedule and Public Address Speaker Platform		
	Schedule	*Public Address*
Type	Paper	None
Condition	Good	N/A
Clarity	Yes	N/A
Secured	Yes	N/A
Photograph		

Signage

Two types of signage are located on the platform area. These are described as follows.

- **Location signage**. One location sign is located along the outer edge of the platform. This sign includes name of the station, Middletown, and the Amtrak symbol. An additional locational sign is located in the shelter.
- **Information signage**. A new Amtrak freestanding sign on the platform is for general passenger information providing general ridership information. The sign appears to be a very secure location for displaying information, however, no information was provided in this secure location.

Platform Signage Eastbound Platform		
	Location	*Information*
Type	Freestanding	Freestanding
Condition	Good	Good
Clarity	Yes	Yes
Secured	Yes	Yes
Photograph		

ADA Accessibility

The platform is accessible for handicapped persons and therefore is compliant with ADA requirements. There is a ramp form the parking lot to the platform. This six foot map is made out of concrete and has a three-foot high railing.

Site Conditions

Parking/Loading

There is one parking lot at the station located adjacent to the station area. The lot, which is a joint-use lot between the station and the nearby Order of the Moose Lodge, is immediately adjacent to the platform and it contains 71 parking spaces. There are hour handicapped designated spaces, two near the platform and two at the Moose Lodge. This parking lot is constructed of asphalt and has curbing along the perimeter of the lot. This is a free lot.

The travel lanes in this parking area are about 24 feet in width. Parking spaces are nine feet by 21 feet and they are clearly delineated. The surface of the parking lot is in good condition with no significant cracks or deterioration noted. Access to this lot is from Mill Street and there are two points of entry/exit.

Within this parking lot, there are no designated areas for the loading and unloading of passengers.

There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers look elsewhere. Based upon the number of parked vehicles along Mill Street, it would appear that the overflow vehicles use the existing street curb parking.

Parking/Loading Platform	
	Parking Lot Adjacent to Platform
Total Spaces	71
Handicap Spaces	Four
Surface	Asphalt
Curbing	Yes
Condition	Good
Dimensions- Parking stall	Nine feet by 21 feet
Interior Travel Lanes	24 feet
Lot Access	24 fee/24 feet
Fair Box	No
Daily Fee	No
Parking Overflow	No
Passenger Loading	No
Photograph	

Ticket Office

The station does not have a ticket office or electronic ticketing. There is the opportunity for a self-serve ticket machine, but there are no structures available to support a ticket agent and window.

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures for the parking lots and pedestrian circulation areas. The parking lot has one metal pole with four lights centered in the middle of the parking lot. Two lights exist along the pedestrian ramp from the parking area to the platform.

The parking lot adjacent to the platform has three wooden poles centrally located to the lot. Of the three, the pole farthest to the east has three light fixtures that distribute light throughout the eastern portion of this lot. The central pole has two light fixtures and the western-most pole has one light fixture. In addition, there are several wall-mounted lights attached to the retaining walls that separate the parking lot from the platform. Overall, this parking lot is well lit, although the entrance to the lot appeared to be deficient.

Site Lighting		
	Parking Lot Adjacent to Platform	*Pedestrian Ramp*
Type of Light Fixtures	Incandescent	Incandescent
Number	Four	Two
Condition	Good	Good
Photograph		

Signage

There is no site signage to indicate the station location.

Sidewalks/Pedestrian Amenities

Connecting the parking lots to the platform areas is a set of stairs on the southern portion. On the northern portion there is a pedestrian ramp. These stairs and ramp each have railings on either side, which are three feet in height. The stairs and ramp are concrete and are in good condition.

There are sidewalks that rim the parking lot allowing passengers to use the stairs or pedestrian ramp.

Other pedestrian amenities at the station include a bicycle rack located adjacent to the handicap surface near the pedestrian ramp leading to the platform. The capacity of this rack is at least four bicycles. There are no dining or retail services on site.

Sidewalks/Pedestrian Amenities		
	Circulation	*Other*
Type	Sidewalks Ramp	Bicycle rack
Condition	Sidewalks - good Ramp - good	Good
Dimensions	Sidewalks – six feet	N/A

	Ramp – six feet	
Photograph		

Surrounding Community Conditions

Parking and Loading

As mentioned previously, there is one joint-use parking lot adjacent to the platform. The lot contains 71 spaces with four handicapped spaces. Neighborhood on-street parking along Mill Street is also available.

Lighting

Lighting on the surrounding streets tends to be cobra-head lights especially along Mill Street and Union Street.

Signage

Small directional signage for the Middletown Station was identified on Union Street. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Middletown Station are traditional neighborhoods with four to six foot sidewalks typically located on both sides of the streets.

ADA Accessibility

ADA Accessibility in the surrounding community is limited. Curb-cuts do exist at most intersections with curb, sidewalk and crosswalks.

Land Uses and Development Plans

The community in the immediate area is built out. The neighborhood to the north is a mixture of mostly commercial because of the proximity of the downtown business district. There are some residential uses including single-family homes and rental units. The largest residential use is a high-rise senior citizen building located along Mill Street across the street from the train station. South of the station is the Swatara Creek which limits expansion of the station.

PennDOT has contracted with a consultant to study alternative locations for a Middletown Station to address Federal Railroad Administration (FRA) and ADA requirements. That study is on-going, however, the project steering committee has reviewed as many as five different alternatives including keeping the station in its present location. The Borough has stipulated that the station must stay within the current Borough boundaries. One alternative that appears to answer that concern is a site in the western section of the Borough. Adjacent to the proposed site, a developer has assembled several pieces of ground, enough that he has indicated that he may assist in the final development of the station. In addition, that site would be developed as a mixed-use development and have some elements of Transit Oriented Development (TOD). The Borough would have to amend their ordinances to accommodate the proposed development.

Transit Services

Capital Area Transit operates Route 7 between Middletown and downtown Harrisburg. The service operates along Union Street (less than one-quarter mile from the station) and operates on 30 to 40 minute headways during weekdays and on 90 minute headways on Saturdays.

Harrisburg Station

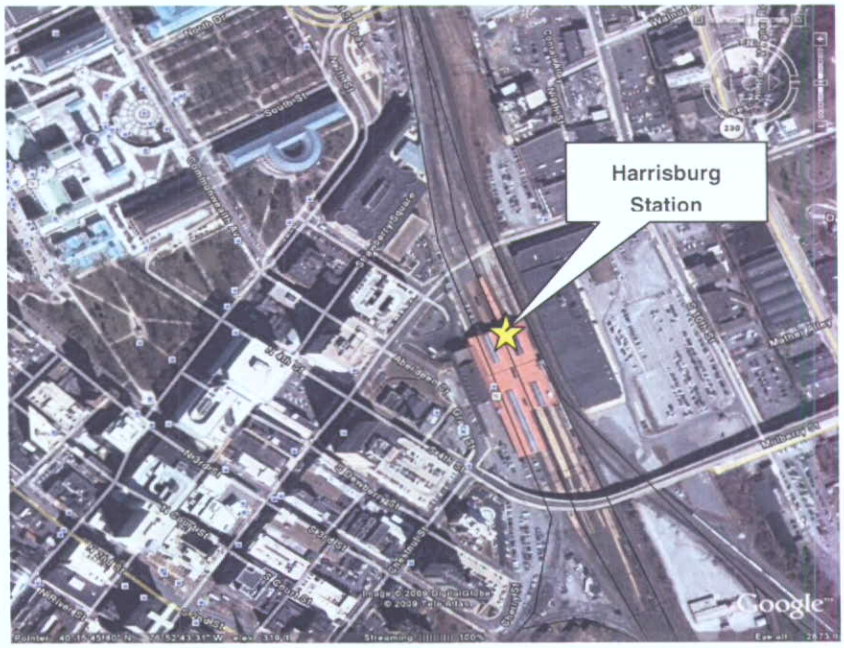
Background/Overview

The Harrisburg Station is located at 4th Street and Chestnut Street in the City of Harrisburg., Dauphin County. This station is currently a stop on Amtrak's Keystone Corridor Service. This station is 104 track miles from 30th Street Station.

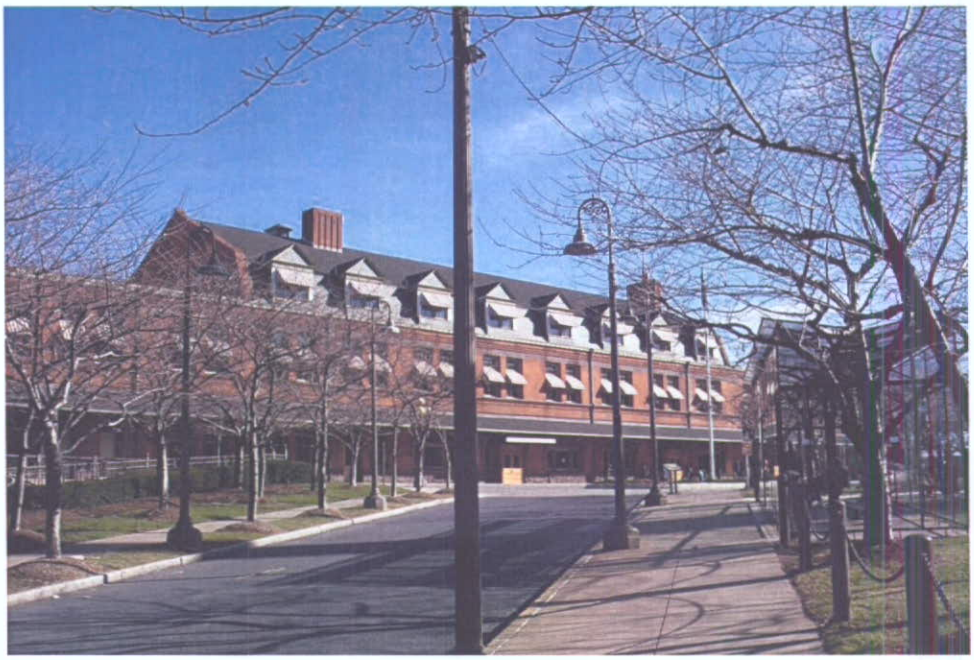
According to Amtrak, the number of passengers using Harrisburg Station has grown within the past four years. The following table illustrates the annual ridership at Harrisburg Station during the Fiscal Years 2004 though 2008.

Amtrak Ridership: Fiscal Years 2004 – 2008

Fiscal Year	Ridership
2004	317,485
2005	339.599
2006	383,380
2007	464,924
2008	527,056



Harrisburg Station Regional Perspective



Harrisburg Station looking from Market Street

Eastbound Platform

General Description

The eastbound platform is generally in fair condition. The platform area consists of a brick surface. Passengers wait in the enclosed overhead pedestrian bridge until a train arrives.

Warning Strips

The eastbound platform has a yellow painted warning strip along the entire length of the platform.

Warning Strips Eastbound Platform	
	Platform
Type	Yellow paint
Surface	Brick
Dimensions	20 feet by 600 feet
Condition	Fair

Platform Surface

The eastbound platform surface is brick. It is in fair condition with deficiencies such as cracks, uneven bricks and deterioration at the edges. The length of the platform is approximately 600 feet. The primary platform is generally free of obstructions.

The primary platform is generally free of obstructions, with the exception of the outer most 12 inches of the platform, where free standing signage is located.

Surface Condition Eastbound Platform	
	Platform
Surface	Brick
Dimensions	20 feet by 600 feet
Condition	Fair

Seating and Shelter

The eastbound platform at Harrisburg is under a canopy. No benches are provided on the platform. As discussed previously, passengers are held in the enclosed overhead pedestrian bridge and allowed to enter the platform only when the train arrives.

Seating and Shelter Eastbound Platform	
	Seating
Type	N/A
Dimensions	N/A
Condition	N/A
Quantity	N/A
Covered	N/A

Lighting

The lighting provided along the eastbound platform consists of six fixtures on wires suspended from the station canopy.

Lighting Eastbound Platform	
	Ceiling of Canopy
Type	Incandescent
Quantity	Six
Condition	Good

Schedule and Public Address Speaker

No printed schedules are displayed at the eastbound platform. Schedules are displayed in the vicinity of the station ticket window. Television monitors are located in the pedestrian bridge. The two monitors display train schedules and estimated arrival times.

A public address speaker system is not located on the platform; however, announcements for trains occur in the pedestrian bridge and station area. Various announcements were made during the field view.

Signage

Two types of signage are located throughout the eastbound platform area. These are described as follows.

- **Location signage** - One location sign is located on the platform. These signs include the name of the station, Harrisburg.

Platform Signage Eastbound Platform	
	Location
Type	Freestanding
Condition	Good
Clarity	Good
Secured	Yes

ADA Accessibility

The eastbound platform is accessible for handicapped persons via an elevator from the overhead pedestrian bridge.

Westbound Platform

General Description

The westbound platform is generally in fair condition. The platform area consists of a brick surface. Passengers wait in the overhead pedestrian bridge until a train arrives.

Warning Strips

The westbound platform has a yellow painted warning strip along the entire length of the platform.

Warning Strips Westbound Platform	
	Primary Platform
Type	Yellow paint
Surface	Brick
Dimensions	Eight inches by 600 feet
Condition	Good

Platform Surface

The westbound surface is brick. It is in fair condition with deficiencies such as cracks, uneven bricks and deterioration at the edges. The length of the platform is approximately 600 feet. The primary platform is generally free of obstructions.

The primary platform is generally free of obstructions, with the exception of the outer most 12 inches of the platform, where free standing signage is located.

Surface Condition Westbound Platform	
	Platform
Surface	Brick
Dimensions	20 feet by 600 feet
Condition	Fair

Seating and Shelter

The westbound platform at Harrisburg is under a canopy. No benches are provided on the platform. As discussed previously, passengers are held in the pedestrian bridge and allowed to enter the platform only when the train arrives.

Seating and Shelter Westbound Platform	
	Seating
Type	N/A
Dimensions	N/A
Condition	N/A
Quantity	N/A
Covered	N/A

Lighting

The lighting provided along the eastbound platform consists of six fixtures on wires suspended from the station canopy.

Lighting Westbound Platform	
	Freestanding
Type	Incandescent
Quantity	Six
Condition	Good

Schedule and Public Address Speaker

No printed schedules are displayed at the eastbound platform. Schedules are displayed in the vicinity of the station ticket window. Television monitors are located in the pedestrian bridge. The two monitors display train schedules and estimated arrival times.

A public address speaker system is not located on the platform; however, announcements for trains occur in the pedestrian bridge and station area. Various announcements were made during the field view.

Signage

Similar to the eastbound side, there are two types of signage located throughout the westbound platform area. These are described as follows.

- **Location signage -** One location sign is located on the platform. These signs include the name of the station, Harrisburg.

Platform Signage Westbound Platform	
	Location
Type	Freestanding
Number	Good
Condition	Good
Clarity	Yes
Secured	Yes

ADA Accessibility

The westbound platform is accessible for handicapped persons via an elevator from the overhead pedestrian bridge.

Site Conditions

Parking/Loading

There are two parking lots at the station. There is a small lot on the north side and parking permitted in the station in the circle in front of the station. Additionally, there are parking lots owned and operated by the City of Harrisburg within the vicinity of the station. The lot north of the station contains 12 metered spaced with one handicapped space.

The travel lanes in this parking area are 24 feet in width. Parking spaces tend to be approximately nine feet by 18 feet and they are clearly delineated. The surface of the parking lot is in good condition with no significant cracks or deterioration noted. Access to this lot is from the station main driveway and there is one point of entry/exit.

There are no opportunities for parking overflow within this parking lot. When the lot is full, drivers must utilize another parking lot.

The second parking area is within the circular driveway adjacent to the station. During the site visit, the area had vehicles occupying spaces. This parking lot also has one handicapped parking space. The parking lot is constructed of paving stone and has curbing. Overall, the parking lot is in good condition.

Ticket Office

The station has a ticket window and electronic ticketing kiosks. There are two windows. Window hours are not posted.

Ticket counter in station building

Pedestrian Bridge

The station also contains an overhead pedestrian bridge connecting the main station build to the platforms areas. This facility is 40 feet wide and contains 15 wooden benches. Platform information and elevator direction signs are located within this area. The bridge has a high ceiling and contains about 30 suspended light fixtures providing a well lit area. The bridge provides easy access to the platforms via stairways. Passengers are held in this area and only permitted to board trains when a designated Amtrak employee allows passengers on to the stairways. The area has a public address system. During the field view numerous messages were heard. The clarity was excellent. In addition two television screens are posted in the area and display train information.

Looking from the overhead pedestrian bridge to the main station building

Looking from the main station building to the overhead pedestrian bridge

Lighting

Beyond the lighting for the platform areas, site lighting includes fixtures for the parking lots, pedestrian circulation areas, and station building.

The northern parking lot has four metal light poles located around the perimeter of the lot. Overall, this parking lot appears to be well it.

The parking lot adjacent to the station circular driveway is lit by four fixtures on decorative metal poles. Due to the proximity and the limited number of parking spaces, this lighting appears effective in illuminating the parking spaces.

In addition to parking lot lighting, fixtures are situated along the station driveway from Walnut Street and the bus station located in the basement of the station. In addition, there is roof-mounted lighting that extends the entire length of the station building canopy. All of these lights were operable.

Station building canopy lighting

Signage

In addition to the signage located on the platforms, there is basic signage at the station driveway point of entry. There is a large freestanding sign at the entrance to the parking lots identifying the Amtrak Station and the bus station.

Bus station sign along Walnut Street

Sidewalks/Pedestrian Amenities

Connecting the parking lots and bus station areas is a set of stairs. On the northbound side of the station there is a flight of stairs leading up from the intercity bus station to the station building. These stairs have railings on either side, which is three feet in height. The stairs are concrete and are in good condition. In addition, there are sidewalks on both sides of the station driveway.

Sidewalk along bus station leading to train station stairway

ADA Accessibility

There are facilities dedicated to meeting the needs of those with special physical needs, including elevators from the overhead pedestrian bridge to the platforms. In addition, there is a pedestrian ramp from the main station building to the overhead pedestrian bridge to compensate for the stairs located between these two facilities.

Surrounding Community Conditions

Parking and Loading

As mentioned previously, there are no city-owned parking lots north of the station. On-street metered parking is available, but much of it appears to be limited to short-term parking. Commercial loading and unloading is accomplished along the street frontage with limited off-street or loading zones facilities.

Lighting

Lighting on the surrounding streets tends to be cobra-head style lights.

Signage

Small directional signage for the Harrisburg Station was identified on Walnut Street. The signage is the standard small freestanding train sign.

Sidewalks/Pedestrian Amenities

The neighborhoods immediately surrounding the Harrisburg Station are neighborhoods with six to eight foot sidewalks typically located on both sides of the streets, bicycle racks near the front doors to office building.

ADA Accessibility

ADA accessibility in the surrounding community is limited. Curb-cuts exist at most intersections with curb, sidewalk and crosswalks. Nearby intersections have the "chirping" pedestrian signals.

Land Uses and Development Plans

Much of the community in the immediate area is built out or commercial, retail and office land uses. The area to the south is industrial and railroad use and to the north the neighborhood is office with the exception of commercial uses along Walnut Street. The station is about one city block south of the Capital Complex.

Transit Services

Capital Area Transit (CAT) operates a bus transfer stations along Walnut Street and the station driveway. A large shelter is located at both locations for passengers boarding and alighting at these locations. CAT Routes 2, 8, 15, 19, A, B, C, D, F, K, M have services into this area. The following is a summary of CAT bus routes serving the Harrisburg Train Station:

- Route 2 is the Walnut Street and Market Street Loop with 20 minute peak period headways during Monday through Friday.
- Route 8 operates to/from Rutherford along Derry Street with 15-30 minute peak period headways during weekdays and 30 minute headways on Saturdays.
- Route 19 operates between downtown Harrisburg and Harrisburg Mall through Steelton with 30 minute peak period headways during weekdays and 60 to 110 minute headways on Saturdays.
- Route 15 operates between downtown Harrisburg and Union Deposit 30 to 40 minute peak period headways during weekdays and 60 to 80 minute headway on Saturdays.
- Route A operates between downtown Harrisburg and New Cumberland with 30 to 60 minute peak period headways during weekdays.
- Route B operates between downtown Harrisburg and West Port with 15 to 40 minute peak period headways during weekdays.
- Route C operates between downtown Harrisburg and Carlisle with 35 minute peak period headways during weekdays.
- Route D operates between downtown Harrisburg and Capital City Mall with 60 to 75 minute peak period headways during weekdays and 90 minute headways during Saturdays.
- Route F operates between downtown Harrisburg and Enola with 20 to 30 minute peak period headways during weekdays.
- Route K operates between downtown Harrisburg and Rupley Park with 30 to 60 minute peak period headways during weekdays.
- Route M operates between downtown Harrisburg and Mechanicsburg with 60 minute peak period headways during weekdays and 60 minute headways during Saturdays.

Best Practices Analysis





Introduction

Each station analyzed under Task 2 was reviewed to determine the types of ADA considerations currently located at each location. A set of Best Practices features were developed based upon the ADA legislation and supplemented with experiences AECOM has encountered for upgrading other station facilities in other regions of the country. In addition, some of the Keystone Corridor stations contain ADA elements which could be considered best practices. These elements are highlighted in the form of pictures. From this work effort, a set of design criteria has been developed and compared to what is currently or proposed at Keystone Corridor stations between Paoli and Harrisburg.

According to the ADA legislation, "An accessible site shall meet the following minimum requirements: At least one accessible route ... shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading zones if provided, and public streets or sidewalks, to an accessible building entrance. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public; At least one accessible route shall connect accessible buildings, facilities, elements, and spaces that are on the same site; At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements and with all accessible dwelling unit within the building or facility; and, An accessible route shall connect at least one accessible entrance of each dwelling unit with those exterior and interior spaces and facilities that serve the dwelling unit.[5]"

[5] ADA Accessibility Guidelines, ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), as amended through September 2002, website: http://www.access-board.gov/adaag/html/adaag.htm.

Best Practice Features

Platform

Platform Length

High-level platform at Lancaster Station

Conversations with Amtrak officials indicate a required 500-foot long high-level platform at each station. Their reasoning is based on the size of the current train set on the Keystone Corridor. A 500-foot platform would accommodate this length of train set. In addition, under the Department of Transportation ADA and Section 504 regulations, "the norm for new and commuter and intercity rail stations is a platform running the full length of the passenger boarding area of the station that permits level boarding to all assessable cars of trains stopping at the station."

Contained in the ADA regulation is the following condition, "Stations shall not be designed or constructed so as to require persons with disabilities to board or alight from a vehicle at a location other than one used by the general public."

Platform Edge/Surface

Platform edges bordering a drop-off and not protected by platform screens or guard rails shall be equipped with a detectable warning device. Such detectable warning devices shall be 24-inches wide and be located along the entire platform length.

The detectable warning devices shall consist of raised truncated domes with a diameter of nominal 0.9 inches, a height of nominal 0.2 inches, and a center-to-center spacing of nominal 2.35 inches and shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light. The material used to provide contrast shall be an integral part of the walking surface. Detectable warning devices used on interior surfaces shall differ from adjoining walking surfaces in resiliency or sound-on-cane contact.

Detectable platform edge and mini-high platform at Exton Station

Lighting

Illumination levels in the areas where signage is located shall be uniform and shall minimize glare on signs. Lighting along circulation routes shall be of a type and configuration to provide uniform illumination.

Lighting at Downingtown Station

Information/Signage

Stations shall have identification signs placed at frequent intervals and shall be clearly visible from within the vehicle on both sides when not obstructed by another train. When station identification signs are placed close to vehicle windows (i.e., on the side opposite from boarding) each shall have the top of the highest letter or symbol below the top of the vehicle window and the bottom of the lowest letter or symbol above the horizontal mid-line of the vehicle window.

Lists of stations, routes, or destinations served by the station shall be located on boarding areas, platforms, or mezzanines. A minimum of one sign identifying the specific station shall be provided on each platform or boarding area.

Platform signage at Middletown Station

Platform signage at Elizabethtown Station

Access

At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking, and accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public.

Accessible Routes (Sidewalks, Tunnels, Pedestrian Bridges, etc.)

The minimum clear passage width for a single wheelchair shall be 36 inches minimum along an accessible route, but may be reduced to 32 inches minimum at a point for a maximum depth of 24 inches, such as at a doorway. Figure 1 below illustrates how the passage route is measured.

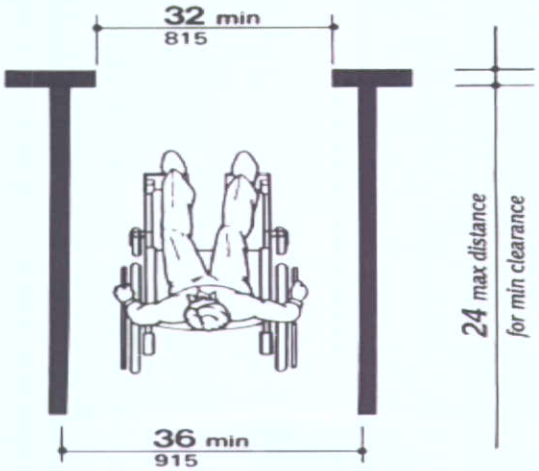


Figure 1: Minimum Clear Width for Single Wheelchair

The minimum width for two wheelchairs to pass is 60 inches. This requirement would be needed at any area along the accessible route including sidewalks, tunnels and pedestrian bridges. Figure 2 below illustrates how the passage route is measured.

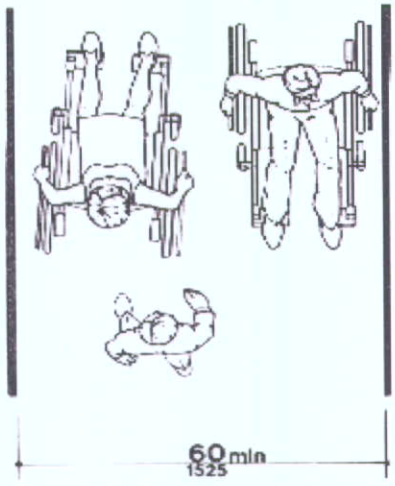
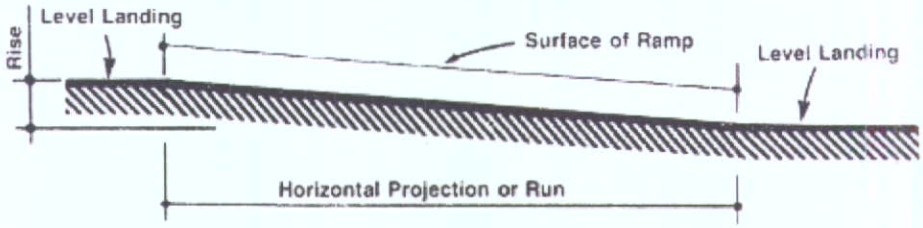


Figure 2: Minimum Clear Width for Two Wheelchairs

Ramps

The minimum clear width of a ramp shall be 36 inches. Any part of an accessible route with a slope greater than 1:20 shall be considered a ramp. The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 inches (see Figure 3 below). Curb ramps and ramps to be constructed on existing sites or in existing buildings or facilities may have different slopes and rises space limitations prohibit the use of a 1:12 slope or less.

Ramp from parking area to platform at Middletown Station



	Maximum Rise		Maximum Horizontal Projection	
Slope	in	mm	ft	m
1:12 to < 1:16	30	760	30	9
1:16 to < 1:20	30	760	40	12

Figure 3: Ramp Dimensions

Elevators

Accessible elevators shall be on an accessible route. Elevators shall be glazed or have transparent panels to allow an unobstructed view both into and out of the car. The floor area of elevator cars shall provide space for wheelchair users to enter the car, maneuver within reach of controls, and exit from the car. Acceptable door opening and inside dimensions shall be as shown in Figure 4 below.

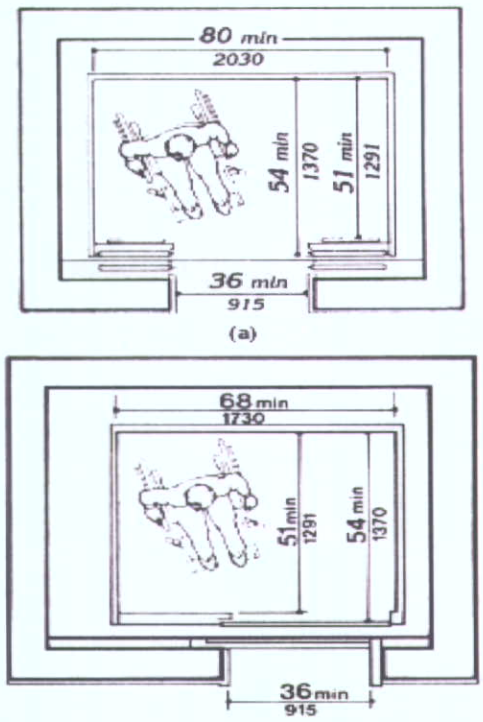


Figure 4: Minimum Dimensions of Elevator Cars

Elevator at Lancaster Station

Parking

Handicap Stalls

Self-parking spaces shall include accessible spaces and in conformance with the table below. Spaces required by the table need not be provided in the particular lot. They may be provided in a different location if equivalent or greater accessibility, in terms of distance from an accessible entrance, cost and convenience is ensured.

Table 2: Accessible Parking Space Requirements

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	Two percent of total
1,001 and over	20 plus one space for each 100 over 1,000

Accessible parking spaces serving a particular building or facility shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In buildings or facilities with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

Accessible parking spaces shall be at least 96 inches wide. Parking access aisles shall be part of an accessible route to the building or facility entrance. Two accessible parking spaces may share a common access aisle.

Curb Cuts

Curb ramps shall be provided wherever an accessible route crosses a curb. Slopes of curb ramps shall be measured as shown in Figure 5 below. Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. The minimum width of a curb ramp shall be 36 inches, exclusive of flared sides. A curb ramp shall have a detectable warning device extending the full width and depth of the curb ramp. The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 inches.

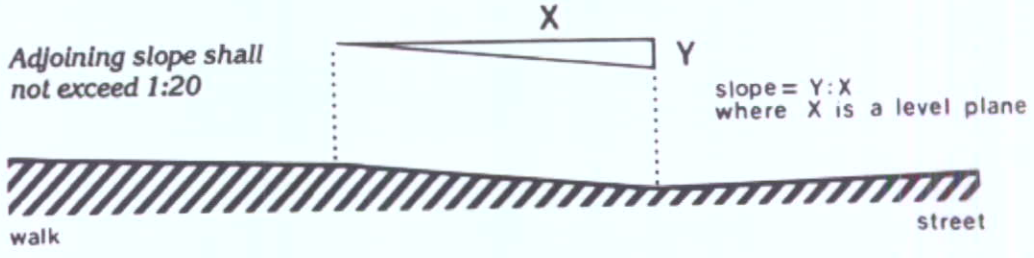


Figure 5: Measurement of Curb Ramp Slopes

Curb cut near Middletown Station

Location

Passenger loading zones shall provide an access aisle at least 60 inches wide and 20 feet long adjacent and parallel to the vehicle pull-up space. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. Vehicle standing spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions.

Passenger loading area at Middletown Station

Station Building

Entrances

If an automatic door is used, then it shall comply with ANSI/BHMA A156.10-1985. Slowly opening, low-powered, automatic doors shall comply with ANSI A156.19-1984. Such doors shall not open to back check faster than three seconds and shall require no more than 15 pounds to stop door movement. If a

power-assisted door is used, its door-opening force shall conform to the requirements in ANSI A156.19-1984.

If different entrances to a station serve different transportation fixed routes or groups of fixed routes, at least one entrance serving each group or route shall comply as above. All accessible entrances shall, to the maximum extent practicable, coincide with those used by the majority of the general public.

Entrance door activation at Lancaster Station

Entrances required to be accessible shall be part of an accessible route. Such entrances shall be connected by an accessible route to public transportation stops, to accessible parking and passenger loading zones, and to public streets or sidewalks, if available. They shall also be connected by an accessible route to all accessible spaces or elements within the building or facility.

Doorways shall have a minimum clear opening of 32 inches with the door open 90 degrees, measured between the face of the door and the opposite stop.

Restrooms

Toilet facilities required to be accessible shall be on an accessible route. All doors to accessible toilet rooms shall not swing into the clear floor space required for any fixture. An unobstructed turning space shall be provided within an accessible toilet room. If toilet stalls are provided, then at least one shall be a standard toilet stall, where six or more stalls are provided, at least one stall shall be 36 inches wide with an outward swinging, self-closing door and parallel grab bars shall be provided.

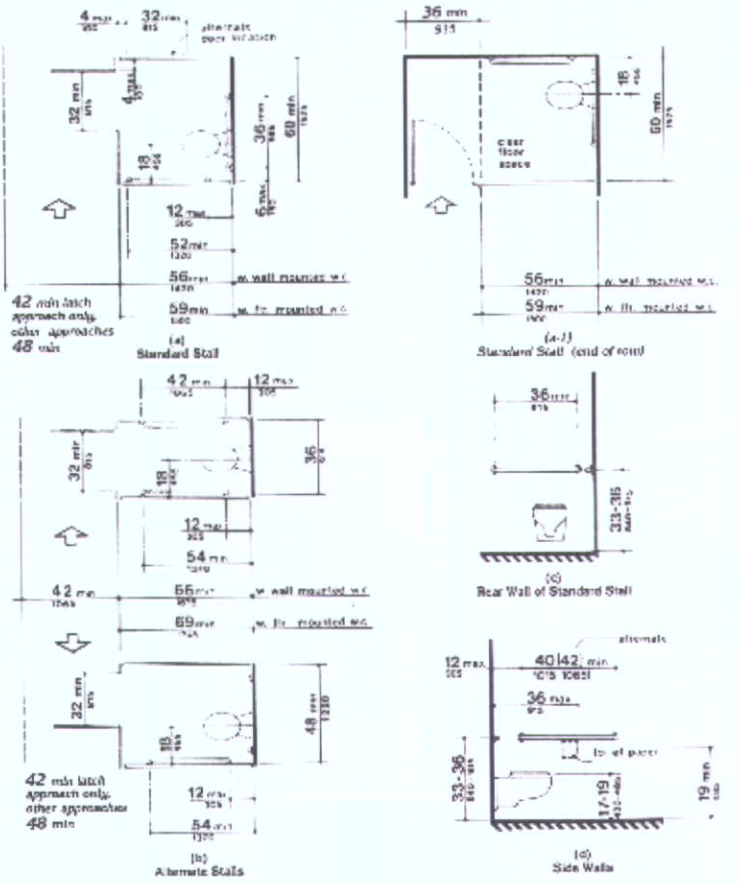


Figure 6: Toilet Stalls

Telephones

Public telephones required to be accessible. A clear floor or ground space at least 30 inches by 48 inches that allows either a forward or parallel approach by a person using a wheelchair shall be provided at telephones (figure 7 below). Bases, enclosures, and fixed seats shall not impede approaches to telephones by people who use wheelchairs.

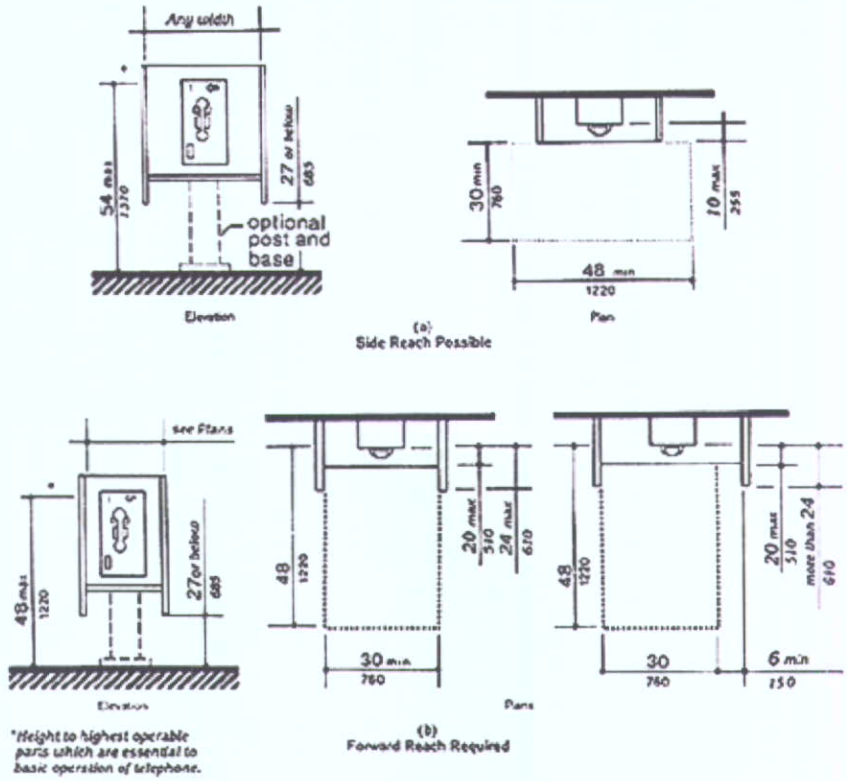


Fig. 44
Mounting Heights and Clearances for Telephones

Figure 7: Mounting Height and Clearance for Telephones

Telephones at Lancaster Station

Text Telephones (TTY): If an interior public pay telephone is provided in a transit facility at least one interior public text telephone shall be provided in the station. Text telephones used with a pay telephone shall be permanently affixed within, or adjacent to, the telephone enclosure.

Signage

Signs shall be provided at entrances to stations identifying the station or the entrance, or both. Such signs shall be placed in uniform locations at entrances within the transit system to the maximum extent practicable.

Sign at entrance to Harrisburg Station

Seating

In places of assembly with fixed seating accessible wheelchair locations shall be provided consistent with Table 3 below:

Table 3: Accessible Wheelchair Seating Requirement

Capacity of Seating in Assembly Area	Number of Required Wheelchair Locations
4 to 25	1
26 to 50	2
51 to 300	4
301 to 500	6
over 500	Six plus one additional space for each total seating capacity increase of 100

In addition, one percent, but not less than one, of all fixed seats shall be aisle seats with no armrests on the aisle side, or removable or folding armrests on the aisle side. Each such seat shall be identified by a sign or marker. Signage notifying patrons of the availability of such seats shall be posted at the ticket office.

Freight Rail Impacts

A meeting was conducted with a representative of the Norfolk Southern Railroad (NS) to gather their input into the issues they are most concern of regarding the improvement of stations along the Keystone Corridor. Issues discussed included:

Agreement between Amtrak and NS

There is an impending agreement between the two entities regarding the routing of freight and other issues. The result of this is the rerouting of oversized loads currently running between Lancaster and

Harrisburg on the Keystone Line. After the agreement is signed that freight would travel on different tracks, thus eliminating the need for retractable platforms at Mount Joy and Elizabethtown.

High-Level Platforms

NS is concerned with the installation of high-level platforms to their operations. It was indicated that the above discussed agreement should be in place before construction begins along the Corridor. There is a lawsuit currently pending before the Pennsylvania Utilities Commission (PUC) with SEPTA, Amtrak, NS, CSX and Conrail all parties in the suit. There was some discussion regarding the Federal Railway Administration's ADA requirement that all high-level platforms need to be 500 feet long. The NS representative was no aware of this require and expressed concern that any station improvements should be coordinated with NS to address the need to relocate signals and switches.

Right-of-Ways

Coordination between Amtrak and NS should continue where their right-of-way is adjacent to Amtrak. Specifically mentioned was in the vicinity of the proposed relocation of the Middletown station west of its present location. NS owns the Royalton Branch and desires that their right-of-way be maintained adjacent to Amtrak.

Summary

This analysis indicates that some of the ten Keystone Corridor stations have some existing ADA components. However, none of the stations have all the elements necessary to meet ADA requirements. Table 4 illustrates the 15 ADA requirements detailed in this report and illustrates whether compliance is met or not met.

Stations with buildings seem to meet the most ADA requirements including Lancaster and Harrisburg. The Paoli station, which also has a building, lacks ADA access to both platforms areas. In addition, the location of parking facilities restricts the ability to provide and accessible route. Development of a future Paoli Transportation Center should address all the ADA requirements.

The four other Chester County stations (i.e., Exton, Downingtown, Coatesville and Parkesburg) lack many ADA requirements, however, there are potential development plans that would address many of the ADA requirements.

The remaining Keystone Corridor stations (i.e., Middletown, Elizabethtown and Mount Joy) also have development plans. In fact, Mount Joy has plans before the Federal Railroad Administration and Elizabethtown is scheduled for improvement construction in the near future. Middletown has been studying the opportunities related to a relocated station. Those recommendations are forthcoming.

A meeting was conducted with Norfolk Southern Railroad to discuss their issues regarding stations improvements along the Keystone Corridor. The discussed focused on three main areas: the agreement between Amtrak and Norfolk Southern, high-level platforms and right-of-way.

Table 4: Existing Station Components Meeting ADA Requirement

	Paoli*	Exton	Downingtown	Coatesville	Parkesburg	Lancaster*	Mount Joy*	Elizabethtown*	Middletown*	Harrisburg
Platform										
Platform Length	No	No	No	No	No	Yes	No	No	No	No
Edge/Surface	No	Yes	No	No	No	Yes	No	No	No	No
Lighting	Yes	Yes	Yes	No	No	Yes	No	No	Yes	No
Signage	Yes	Yes	No	No	No	Yes	No	No	No	No
Access										
Accessible Routes	No	Yes	No	No	No	Yes	No	No	Yes	Yes
Ramps	No	Yes	No	No	No	No	No	No	Yes	No
Elevators	No	No	No	No	No	Yes	No	No	No	Yes
Parking										
Handicap Stalls	No	No	No	No	No	Yes	No	No	Yes	Yes
Curb Cuts	No	Yes	No	No	No	No	No	No	Yes	Yes
Location	No	No	No	No	No	Yes	No	No	Yes	Yes
Station Building										
Entrances	No	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	Yes
Restrooms	No	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	Yes
Telephones	No	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	Yes
Signage	No	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	Yes
Seating	No	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No

* Stations would comply once currently planned improvements are completed.

Public Input

Introduction

The purpose of this task was to gather input from municipal officials on improvements to station facilities, area development and services along the Keystone Corridor line. Telephone and in-person interviews were conducted to gather information.

Methodology

When conducting research it is critical to determine the objectives of the research prior to developing research instruments such as interview guides. AECOM discussed with PennDOT specific research objectives and subject areas. The result of this effort was the development of a seven question interview guide reviewed and approved by PennDOT (Appendix). The interview guide included a set of questions meeting research objectives and was geared for a 30-minute interview.

PennDOT and AECOM compiled a municipal officials list along the Keystone Corridor between Paoli and Harrisburg who would be receptive to participating in the telephone interview. AECOM suggested participants identified through our work on previous tasks.

AECOM prepared a letter delivered under PennDOT's signature addressed to each participant on the list. The letter explained the interview objectives and that AECOM would contact the individual to determine a convenient date and time for the interview. AECOM conducted follow-up telephone calls and emails to arrange a convenient time and date to conduct the interviews. AECOM also e-mailed interview guide in advance so the participant was prepared to respond to the questions. Although telephone only interviews were originally planned, several interviews were conducted in person instead for the convenience of the interviewee and participants.

Interview Results

A total of ten people were contacted for the survey. There were several attempts to complete interviews will all 10 people, however at the present time, eight individuals have responded. Those contacted included:

- Natasha Goguts, Transportation Planner, Chester County Planning Commission (telephone)
- Mimi Gleason, Township Manager, Tredyffrin Township (Paoli Station) (telephone)
- Jo Ann Kelton, Planning Commission Chairman, West Whiteland Township (Exton Station) (telephone)
- David Proctor, Planning Commission Chairman, Downingtown Borough (Downingtown Station) (in person)

- Harry Walker, City Manager, City of Coatesville (Coatesville Station) (telephone)
- Terry Kauffman, Special Projects Manager, Mount Joy Borough (Mount Joy Station) (telephone)
- L. James Thomas, Borough Manager, Parkesburg Borough (Parkesburg Station) (in person)
- Dan Lindemuth, Amtrak rider (Elizabethtown Station) (telephone)

A summary of the interview questions and responses is presented below.

Question 1 - Is your community currently experiencing a growth in population and employment? Do you expect growth to continue over the next 10 years?

All the communities expressed that their communities were currently growing from the standpoint of population and employment. Most also indicated that the surrounding areas were expected to experience growth. Specifically, Downingtown and Coatesville have development proposals before their respective Planning Commissions for the area immediately adjacent to their train station areas. The developments include single-family and townhouse units and commercial activities.

Question 2 - Do you expect that an increasing number of residents will use the local rail station? What are the most likely destinations?

Most communities expected an increase in residents using their station, although they were not able to anticipate how great of an increase. Most predicted that both eastbound (toward Philadelphia) and westbound (toward Lancaster and Harrisburg) directions would increase as a result of development near the station. Higher gasoline prices and the cost of parking were some of the factors cited as reasons for increased train ridership in the future. Past Keystone Corridor improvements (e.g., concrete ties, more frequent service) have made the train ride smoother and easier for passengers and some believed these improvements have also increased ridership.

Question 3 - What do you think are the key facility improvements needed at your local rail station?

- Station access by vehicles including car, bus, taxi
- Station access by pedestrians and bicyclists
- ADA accessibility
- Overall station condition
- Hours of operation
- Passenger amenities
- Platforms and waiting facilities
- Transit information
- Safety
- Security
- Parking lots
- Bicycle storage
- Adjacent land uses

Almost all participants chose the same key facility improvements for their stations. Access by vehicles, parking, condition of the station facilities, and safety and security were mentioned by everyone. Specifically, Paoli/Tredyffrin Township noted that access for shuttles and passenger drop-offs were issues that will need to be addressed in the future. Coatesville cited additional train service frequency as

a need they would like to see addressed in the future. Passenger amenities, including a high-level platform and passenger building were two facility improvement needs that should be addressed.

Question 4 - Of these key improvements, what do you think are the three most critical?

As noted in Table 5 below, the three most popular Keystone Corridor station improvements are Passenger amenities, Safety and Parking lots.

Passenger amenities is a very general category, but leaving the issue vague produced a great deal of discussion among participants including the construction of new or reconstructed platforms (Parkesburg), new station buildings (i.e., covered and/or heated station buildings) (Mount Joy), and displays of train schedules.

Safety and security were viewed by participants as one or similar categories. Some of these stations are located in sections of communities where there is not a great amount of foot traffic, unless one the destination is the station; some stations have unique characteristics unlike others such as a pedestrian underpass (e.g., Downingtown and Elizabethtown); or have existing lighting conditions not conducive to the traveling public (e.g., Coatesville).

The most common facility improvement desired by localities is additional parking. Most of the Chester County stations indicated an issue with parking. Most cited the lack of parking at their station (Downingtown, Coatesville, and Parkesburg). At the Paoli station, while indicating the need for more parking, the participant also mentioned that additional parking is needed because vehicles have overflowed into adjacent neighborhoods. This issue was not discussed with other participants. Mount Joy also indicated their need for parking and discussed that they were seeking additional land near the station to construct a municipal parking lot and transit center.

Question 5 - Are there any other station issues that have been raised by local residents or riders?

Parkesburg Borough and the Amtrak rider indicated at their individual station that paving the parking areas would help to reduce station parking congestion by designating legitimate spaces at each facility. In addition, residents and riders have indicated that access between the eastbound and westbound platforms are an issue at the Paoli/Tredyffrin Township and Parkesburg stations. Exton station representative indicated that better wayfinding signage at the station would reduce some of the confusion riders experience at that station.

Table 5: Interview Responses

Question 4

Facility Improvement	Chester County Planning Commission	Paoli Station	Exton Station	Downingtown Station	Coatesville Station	Mount Joy Station	Parkesburg Station	Elizabethtown Station
Station access by vehicles	YES	YES				YES		
Station access by ped/bike								
ADA accessibility			YES					
Overall station condition								YES
Hours of operation					YES			
Passenger amenities	YES	YES				YES	YES	
Platforms and waiting facilities							YES	YES
Transit information								YES
Safety	YES		YES	YES	YES			
Security			YES	YES				
Parking lots		YES		YES	YES	YES	YES	
Bicycle storage								
Adjacent land uses								

Question 6 - What role do you see the station playing in your community in the future?

- Mobility
- Local development
- Economic development
- Environmental

All participants are targeting their station area as an economic development catalyst. Most station are located either within a downtown area or adjacent to their respective business districts. The other most answered issue is the desire to provide mobility options for their residents and the surrounding area. The Downingtown station is located within a state designated Keystone Opportunity Zone (KOZ). In addition, Tredyffrin Township has been a party, along with Amtrak for the development of the Paoli Transportation Center. Each of these stations will be vital component to their revitalization efforts. Parkesburg recently approved their Revitalization Plan with the station area being a large factor in their plan. Coatesville has taken steps to include their station in streetscape plans for their Third Street Corridor.

Question 7 - Do you have any plans for improvements in the area of the station?

The Chester County Planning Commission within their *Landscapes* Comprehensive Plan also continues to recognize the need to promote public transportation. They are promoting the use of alternative travel modes within Central Chester County, primarily along the US Route 30 and US Route 202 corridors by promoting the Chester Valley Trail for recreational and commuting purposes. In addition, the County promotes SEPTA services. Presently the County is conducting a feasibility study to extend SEPTA R-5 service to Parkesburg and Atglen.

Tredyffrin Township, in the vicinity of the Paoli station, has proposed a number of improvements including a feasibility study for reconstruction of the railroad bridge along PA Route 252 south of US Route 30. In addition, projects listed on PennDOT's Transportation Improvement Plan (TIP) include realignment of the Lancaster Avenue/ Paoli Pike intersection, improving the vertical alignment of the North Valley Road bridge, and improving the Lancaster Avenue/Central Avenue intersection.

Exton Station, a residential development near the Exton train station, would be considered West Whiteland Township's answer to Transit-Oriented development. The Township continues to review new developments which support transit-oriented design.

A large development adjacent to the Downingtown station, River Station, is proposed within their KOZ site. As presently proposed the development would consist of 250,000 square feet of retail and office space, 180 townhouses and 40,000 square feet of "live-over-work" space.

Mount Joy Borough continues to plan for an overlay district adjacent to the train station. Recently, the Borough acquired land near the westbound side parking lot and is assembling land parcels to construct a parking garage and train/bus intermodal center.

The City of Coatesville has received Hometown Streets funds to provide pedestrian and streetscape improvements to their Third Avenue corridor between the train station and the Lincoln Highway commercial district.

Parkesburg Borough recently passed a Revitalization Plan for their downtown area which includes the development of 800 townhouses and 77 senior living units. The Revitalization area is adjacent to their train station.

Summary

Ten municipal and agency individuals were identified by PennDOT's Bureau of Public Transportation. At the time of printing, eight people have participated with information. Each person was asked seven questions ranging from population and employment projections to facility improvements needs at their station to future plans in the vicinity of the station.

Participants responded that they believe ridership is increasing at their station. All cited ridership increases in the eastbound and westbound travel directions. The top three needed facility improvements cited by participants included additional parking and/or improvements to current parking lots; safety and security issues for riders; and, the need for passenger amenities including seating and benches, shelters and station buildings.

Station Improvements





Previously, there was a set of station characteristics and key issues established for Amtrak station in general. We have further enhanced this work with discussions from local officials and analysis of best practices.

In Amtrak's *Station Program & Planning* report, station standards for each category (Large, Medium, and Small) of station on the Keystone Corridor and are illustrated in Table 6 below. Amtrak designates 45 station standards including signage, lighting, station and platform amenities, safety, security, information dissemination, and food services. Large stations have the most and more sophisticated standards, while Medium and Small stations have lesser sophisticated and more standards which should be evaluated for inclusion.

The field inventory of the ten Keystone Corridor stations between Paoli and Harrisburg revealed the need for some improvements including station and platform circulation, ADA accessibility, and passenger amenity improvements at nearly every station.

Paoli Station – Medium Station

Based upon Amtrak criteria, the Paoli Station would be considered a Medium Station. Medium stations would include most of the standards of a Large Station with the exception of baggage handling, customer service and food services. These services could be included at this location upon review of economic conditions.

This station is programmed for improvement. Amtrak is negotiating with a private development team to design and construct a new facility. The proposed Paoli Transportation Center would serve as a transportation hub considered in the 2001 Paoli Community Master Plan. The development will include a new Amtrak and SEPTA train station west of the present site on the former rail yard property, bus and shuttle loading areas for SEPTA and other private bus operators, and commuter parking. When completed, the development will include a station building with a ticket office, waiting areas, passenger amenities, 1,200 parking spaces, pedestrian overpass, and high-level platforms. Based upon the project, no additional improvements would be needed at this station.

Additional improvements will be necessary to meet the Amtrak Medium Station criteria including:

Station Area

- A 500-foot long high-level platform with a lighted canopy
- A ticket office/waiting room facility with restrooms
- Security systems (cameras, call box)
- Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones)

- Passenger information (information displays, public address system)
- Designation of passenger car and taxi pick-up/drop-off areas

Table 6: Amtrak Stations Standard Matrix[6]

	Large	Medium	Small
Ridership Revenue	400,000 $35 Million	50,000 $500,000	Less than 10,000 Less than $50,000
ADA/FRA requirements			
Trailblazer – highway signs			
Paved parking			
Auto/taxi pick-up/drop-off lanes			
Bicycle racks			
Exterior signage/lighting			
Amtrak standard signage			
Paved platform with canopy			
Platform lighting			
Trash receptacles			
Trash pick-up/snow removal			
Janitorial services			
Janitorial services/dedicated cleaning crew			
Caretaker with occasional janitor			
Waiting room			
Restrooms			
Shelter/waiting area			
Quik-Trak			
Ticket office			
Customer Service office			
Staffed information counter			
Club Acela or Amtrak's Metropolitan Lounge			
Passenger boarding assistance			
Passenger assistance (Red Cap)			
Checked baggage			
Baggage storage			
Amtrak Express			
Information kiosk			
Passenger Information Display System (PIDS)			
Train schedule board or poster			
Public address system with PIDS			
Remote Public address system with platform LED			
Pay telephones			
Security on site			
Security on-call/Systems			
Security on-call/Systems/call box			
Local police surveillance/call box			
Mailbox/overnight service			
Mailbox nearby			
Restaurant/food service			
Vending machines			

[6] Amtrak Station Program and Planning, Standards and Guidelines, Version 2.2, March 2008.

	Large	Medium	Small
Ridership Revenue	400,000 $35 Million	50,000 $500,000	Less than 10,000 Less than $50,000
Shops (news, books, etc.)			
Newsstand or news racks			
Rental cars on-call			
Rental cars on property			

☐ Should be evaluated for inclusion, based upon business analysis for need, availability and cost.
☐ Should be included as a standard for the station.

Pedestrian Access and Area Considerations

- Widening of sidewalks within the parking areas and along Lancaster Avenue and Greenwood Avenue
- Trailblazer and standard Amtrak signage along Lancaster Avenue, North Valley Road, Paoli Pike and Greenwood Avenue

Potential Funding Sources

Amtrak is negotiating with a private developer to design and construct the transportation center and mixed-use development. The Paoli Transportation Center has received over $8 million in Federal Transit Administration earmarks. In addition, $3 million has been programmed in the FY 2009 Transportation Improvement Program (TIP) for roadway improvements in the area.

Contained within SEPTA's FY 2010 Capital Budget is a line item for the Paoli Transportation Center. For FY 2010 $1.5 million has been identified with $4.5 and $29.6 million allocated for FY 2011-2013 and FY 2014-2021, respectively. Congressmen Sestak and Gerlach recently presented a $500,000 check to SEPTA, representing funds that they had secured through the federal appropriations process for the construction of a Paoli Transportation Center.

Exton Station – Medium Station

The Exton Station would be considered a Medium Station according to Amtrak criteria. Medium stations would include most of the standards of a Large Station with the exception of baggage handling, customer service and food services. These services could be included at this location upon review of economic conditions.

Currently, the westbound side parking area is being expanded for an additional 186 vehicles. In addition, SEPTA is preparing a scope of services which would include high-level platforms. There are no other station improvements proposed at this time according to conversations with the Township Planning Commission Chairman.

Additional improvements will be necessary to meet the Amtrak Medium Station criteria including:

Station Area

- A 500-foot long high-level platform with a lighted canopy
- A ticket office/waiting room facility with restrooms
- Security systems (cameras, call box)
- Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones)
- Passenger information (information displays, public address system)

- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Widening of sidewalks within the parking areas and along Walkertown Road
- A pedestrian bridge overpass replacing the sidewalk underpass on Walkertown Road
- Trailblazer and standard Amtrak signage along PA Route 100, Walkertown Road and the westbound US Route 30 on-ramp
- Improved street lighting along Walkertown Road

Sidewalks along Walkertown Road

Potential Funding Sources

As discussed above, SEPTA is currently constructing an additional 186 parking spaces adjacent to the westbound platform. Funding was secured as a part of the improvements for the US Route 202, Section 300 project. A total of $1.023 million is identified in the PennDOT Twelve-Year Program. In addition, SEPTA is developing a scope of services for high-level platforms. Design is programmed in SEPTA's FY 2010 Capital Budget as part of their $26,300,000 Transit and Regional Rail Station Program.

Downingtown Station – Medium Station

The Downingtown Station would be considered a Medium Station according to Amtrak criteria. Medium stations would include most of the standards of a Large Station with the exception of baggage handling, customer service and food services. These services could be included at this location upon review of economic conditions.

Station area is located within a Keystone Opportunity Zone (KOZ) and in the past the Borough has conducted planning charettes as a visioning tool for future station development. A development team has not been selected for the KOZ site. A 2008 Downingtown Train Station Improvement Needs Study was conducted for the Borough KOZ Development Committee detailing the level of improvements necessary for ADA compliance.

Borough officials have had discussions with Amtrak regarding moving the station. In their discussions, moving the station to the east would place the station in a curved section of rail. In addition, there were some discussions about moving the station to the west. In both cases the decision was made not to move the station due to the cost of relocating existing switches, signals, and catenaries.

Downingtown is considering the River Station development adjacent to the KOZ site. As presently proposed the site would include 250,000 square feet of retail and office space, 180 townhouses and 40,000 square feet of "live-over-work" space. This development plan also would alter traffic patterns in the area because the development includes revisions to the Borough street network.

Additional improvements will be necessary to meet the Amtrak Medium Station criteria including:

Station Area

- A 500-foot long high-level platform with a lighted canopy
- A ticket office/waiting room facility with restrooms
- Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones)
- Passenger information (information displays, public address system)
- Security systems (cameras, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Lancaster Avenue and Viaduct Avenue
- Replace the existing pedestrian tunnel with a larger ADA-compliant tunnel. The tunnel should be 11-feet wide and seven feet high and adjacent to the station to facilitate movement between the eastbound and westbound platform areas
- Install an elevator adjacent to the eastbound side of the station to provide access from the parking area to the platform
- Pedestrian ramps to the eastbound platform in case of a power failure to the elevator
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Lancaster Avenue and Viaduct Avenue

Funding

The borough has not been able to identify any federal and state funding sources at this time. The River Station developer may be a potential funding source for the station, tunnel and parking areas.

Coatesville Station – Small Station

The Coatesville Station would be considered a Small Station according to Amtrak criteria. Small stations would include most of the standards of a Medium Station with the exception of ticket kiosks, on-site vending and newsstand services. These services could be included at this location upon review of economic conditions.

The City has conducted past studies to develop improvements plans. The last study conducted was the *Coatesville Train Station and Improvement Study*, dated August 11, 2003. Revitalization of the train station is viewed as a major driver to promote transit-oriented development within the City. The initial phase of improvements include: replacement of the railroad bridge; north and south platform access structures; railroad platforms and canopies; Coates Street streetscape; elevators/stair shafts and pedestrian bridge connector; ADA-accessible walkway between the north and south sides of the underpass; and, parking and roadway improvements along Fleetwood Street.

Improvements will be necessary to meet the Amtrak Small Station criteria including:

Station Area

- A 500-foot long high-level platform with a lighted canopy
- A ticket office/waiting room facility with restrooms
- Passenger information (information displays, public address system)
- Security systems (on-call system, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Lancaster Avenue, Third Street, Coates Street and Fleetwood Street
- A pedestrian bridge overpass replacing the sidewalk underpass on Third Street
- An elevator adjacent to the eastbound and westbound platform areas
- Pedestrian ramps to the eastbound platform in case of a power failure to the elevator
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Third Street, Coates Street, and Fleetwood Street

Potential Funding Sources

The City has been awarded a $1 million Federal Transit Administration (FTA) earmark. In addition, the City also received a $300,000 Transportation Enhancement grant. Coatesville applied to PennDOT for $5 million under the Pennsylvania Community Transportation Initiative (PCTI) program to construct high-level platforms.

In addition, Chester County awarded $700,000 in a County revitalization grant to construct approximately 150 parking spaces in the vicinity of Third Street and Fleetwood and Coates streets. Currently under design is $977,500 in streetscape improvements for the Third Street corridor between Lincoln Highway and the train station.

Parkesburg Station – Small Station

The Parkesburg Station would be considered a Small Station according to Amtrak criteria. Small stations would include most of the standards of a Medium Station with the exception of ticket kiosks, on-site vending and newsstand services. These services could be included at this location upon review of economic conditions.

The Borough has done an excellent job restoring the eastbound station, but there are no additional improvements contemplated at this time. At the present time the Borough has decided not to pursue a lease agreement with Amtrak for the station and gravel parking area because of legal issues.

Additional improvements will be necessary to meet the Amtrak Small Station criteria including:

Station Area

- A 500-foot long high-level platform with a lighted canopy
- A ticket office/waiting room facility with restrooms
- Passenger information (information displays, public address system)
- Security systems (on-call system, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along First Avenue, Main Street and Culvert Street
- A pedestrian bridge overpass replacing the sidewalk underpass on Culvert Street
- Elevator adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge
- Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along First Avenue, Main Street and Culvert Street

Potential Funding Sources

The Borough applied for a $48,000 grant to conduct a planning study under PennDOT's Pennsylvania Community Transportation Initiative (PCTI) Smart Transportation Program. At the present time, the Borough has not been notified as to whether the application has been accepted.

The Borough proposes to conduct a planning study to identify connectivity improvements between the Borough and the eastbound and westbound train station platforms. The planning study goals are: (1) to improve pedestrian access between platforms and the Borough; (2) to improve the existing station parking areas; and, (3) to improve the existing train station platforms.

Lancaster Station – Large Station

The Lancaster Station would be considered a Large Station according to Amtrak criteria. Large stations would include all of the standards of Medium and Small stations in addition to customer service operations, checked and storage baggage facilities, restaurant and food services, and rental car operations.

The Lancaster Station is nearly 80 years old and the last major renovation occurred 30 years ago. There is a clear need to upgrade and rehabilitate the facility and the operating systems, as well as reprogram the use of space in the building for Amtrak's operating needs and for other potential income-producing uses for Amtrak.

As a result of this identified need and under the leadership of Lancaster County, a project is being advanced to provide for the rehabilitation of the station at an estimated cost of $12 million. The project will include the sitework; repairs to the station interior; construction of space to accommodate a Visitor's Bureau, restaurant and retail space; construction of a Trailways Bus waiting area and canopy; improvements to the building exterior; construction of a Red Rose Transit Authority (RRTA) canopy; and, other general building improvements.

Additional improvements will be necessary to meet the Amtrak Large Station criteria including:

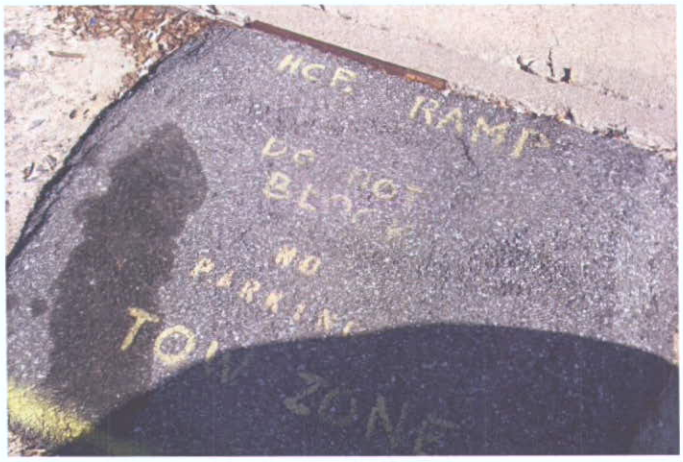
Station Area

- Lowering the ticket office counter and pay telephones for ADA compliance
- Replace the roofs on the high-level platform canopies

Pedestrian Access and Area Considerations

- Replace trailblazer and standard Amtrak signage along Lititz Pike, Prince Street, McGovern Avenue and Liberty Street
- Widen sidewalk along Mc Govern Avenue

- Install curb cuts and crosswalks along Lititz Pike, Prince Street, McGovern Avenue and Liberty Street
- Paint crosswalks along train station entrance roadway and between parking areas and station entrance
- Install pedestrian ramp between Mc Govern Street sidewalk and station parking area



Pedestrian ramp at Lancaster Station

Potential Funding Sources

RRTA received $2,000,000 in state funds as a match for the $9,600,000 in federal funds and $400,000 in County funds. Construction will take almost 18 months with a projected completion date of June 30, 2010.

Mount Joy Station – Small Station

The Mount Joy Station would be considered a Small Station according to Amtrak criteria. Small stations would include most of the standards of a Medium Station with the exception of ticket kiosks, on-site vending and newsstand services. These services could be included at this location upon review of economic conditions.

Mount Joy is a part of the Donegal Regional Comprehensive Plan along with East Donegal, Mount Joy and Rapho townships and the Donegal School District. As a part of that plan, Transit Oriented Development (TOD) strategies are being incorporated and contemplated for the Borough in their future plans.

The Borough owns a gravel parking lot adjacent to the westbound station platform containing approximately 25 spaces. They wish to develop this property to take advantage of the proximity of the station by acquiring additional land to construct a parking garage and bus station.

On Main Street west of the station, the Borough is in the process of approving a multi-use residential development of townhouses and apartments which could walk or bike to the station.

The Borough has submitted to FRA and Amtrak station plans which include an overhead pedestrian bridge, a 500-foot high-level platforms and ramps to access the station from the street and parking lot.

Additional improvements will be necessary to meet the Amtrak Small Station criteria including:

Station Area

- A lighted canopy covering the length of their proposed 500-foot long high-level platform
- A ticket office/waiting room facility with restrooms
- Passenger information (information displays, public address system)
- Security systems (on-call system, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Main Street, Market Street and Marietta Avenue
- Elevator adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Main Street, Market Street and Marietta Avenue
- Repave parking lot Henry Avenue parking lot

Funding Sources

There is a total of $2.5 million contained in the PennDOT Transportation Improvement Program and an additional $300,000 dedicated from the Revitalization Capitalization (R-Cap) State Program.

Elizabethtown Station – Medium Station

The Elizabethtown Station would be considered a Medium Station according to Amtrak criteria. Medium stations would include most of the standards of a Large Station with the exception of baggage handling, customer service and food services. These services could be included at this location upon review of economic conditions.

Elizabethtown has solicited bids for construction at their station. The plans call for construction of a 500-foot high-level platforms, station canopies, elevators, and paving the parking lot. In addition, the existing station building will be rehabilitated and opened with a transit ticket kiosks and retail activities. The exiting pedestrian tunnel will remain upon completion of construction. The parking lot will be paved and provide the appropriate curb cuts, ramps and designated parking spaces. Construction would occur during the fall of 2009 and last for 15 months.

Additional improvements will be necessary to meet the Amtrak Medium Station criteria including:

Station Area

- A lighted canopy covering the entire length of the proposed 500-foot long high-level platform
- Passenger information (information displays, public address system)
- Security systems (on-call system, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Masonic Drive, High Street and Wilson Avenue
- Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators

- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Masonic Drive, High Street and Wilson Avenue

Funding Sources

The station project is listed on PennDOT's Twelve-Year Program in the first four years for a total of $9.385 million. The funding is via the America Recovery and Reinvestment Act (ARRA).

Middletown Station – Medium Station

The Middletown Station would be considered a Medium Station according to Amtrak criteria. Medium stations would include most of the standards of a Large Station with the exception of baggage handling, customer service and food services. These services could be included at this location upon review of economic conditions.

The station is subject to a PennDOT contract to analyze a new station location. At least five locations have been analyzed including the present location and a site adjacent to the Harrisburg International Airport.

The borough has been working with a developer who has acquired several land parcels totaling 80 acres west of the current station location. The site has the potential for development of residential and commercial uses leading to the development of Transit Oriented Development. In addition, the Borough is discussing with the potential developer possibly funding a portion of the station construction cost for land density considerations.

Additional improvements may be necessary to meet the Amtrak Medium Station criteria including:

Station Area

- A ticket office/waiting room facility with restrooms
- Security systems (cameras, call box)
- Passenger amenities (ticket kiosk, vending machines, newsstand/news racks, pay telephones)
- A lighted canopy covering the entire length of the proposed 500-foot long high-level platform
- Passenger information (information displays, public address system)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along the roadway network leading to the proposed station site
- Elevators adjacent to the eastbound and westbound platform areas to provide access to the pedestrian bridge
- Pedestrian ramps to the eastbound and westbound platforms in case of a power failure to the elevators
- A pedestrian bridge overpass
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along the street network leading to and exiting the proposed station site

Funding Sources

There is $6 million of PennDOT funds designated for improvements to the station.

Harrisburg Station – Large Station

The Harrisburg Station would be considered a Large Station according to Amtrak criteria. Large stations would include all of the standards of Medium and Small stations in addition to customer service operations, checked and storage baggage facilities, restaurant and food services, and rental car operations.

Additional improvements will be necessary to meet the Amtrak Large Station criteria including:

Station Area

- A 500-foot long high-level platform
- Lowering the ticket office counter and pay telephones for ADA compliance
- ADA-compliant restrooms

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Fourth, Fifth, Walnut, and Market streets
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Market Street and Commonwealth Avenue

Appendix

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

EB Platform:

Hi-Level _____ Mini-High Level _____ Low-level _____

Platform Condition

Warning Strips

Type _____

Surface _____

Condition _____

Surface

Condition (cracks?) _____

Dimensions _____

Other? _____

Seating

Amount/Type _____

Dimensions _____

Covered _____

Location _____

Other? _____

Lighting

Number _____

Location _____

Fixture Type _____

Schedule

location _____

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

EB Platform:

Hi-Level _____ Mini-High Level _____ Low-level _____

Platform Condition

secured _____

Public Announcement Speaker

Number _____

Location _____

Clarity/Audible _____

ADA Accessibility

Ramp _____

Length _____

Condition _____

Railing condition _____

Topography _____

Obstacles to implementation _____

Other-(Describe existing ADA amenities and/or obstacles to implementing ADA requirements.) _____

Signage

Type _____

Condition _____

Clarity _____

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

WB Platform:

Hi-Level _____ Mini-High Level _____ Low-level _____

Platform Condition

Warning Strips

Type _____

Surface _____

Condition _____

Surface

Condition (cracks?) _____

Dimensions _____

Other? _____

Seating

Amount/Type _____

Dimensions _____

Covered _____

Location _____

Other? _____

Lighting

Number _____

Location _____

Fixture Type _____

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

WB Platform:

Hi-Level _____ Mini-High Level ____ Low-level ____

Schedule

location _____

_____

secured _____

Public Announcement Speaker

Number _____

_____

Location _____

_____

Clarity/Audible _____

ADA Accessibility

Ramp _____

_____

Length _____

Condition _____

_____

Railing condition _____

_____

Topography _____

_____

Obstacles to implementation _____

_____

Other-(Describe existing ADA amenities and/or obstacles to implementing ADA requirements.) _____

_____

Signage

Type _____

_____

Condition _____

_____

Clarity/Description _____

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

Site Conditions	Response	Comment
Parking/Loading		
Total spaces		
Handicap spaces		
Surface type		
Curbing (type?)		
Condition (cracks?)		
Dimensions		
Space/Accessway		
Lot access		
Fare box		
Location/access		
Daily fee		
Parking overflow		
On adjacent streets		
In neighborhoods		
Passenger loading		
Other?		
Ticket Office		
Existing/condition		
Electronic ticketing		
Potential for electronic ticketing		
Hours of operation		
Other		
Lighting		
Number		
Location		
Fixture Type		

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

Site Conditions	Response	Comment
Signage		
Location		
Type/information available		
Condition		
Sidewalks/Pedestrian Amenities		
Location		
Condition		
Surface type		
Benches		
ADA Accessibility		
Ramp		
Length		
Condition		
Railing condition		
Topography		
Obstacles to implementation		
Other-(Describe existing ADA amenities and/or obstacles to implementing ADA requirements.)		
Other		
Dining/retail services on-site		
Transit kiosk		
Posted train schedule		
Bicycle racks		
Indoor waiting room		

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

Surrounding Conditions	Response	Comment
Parking/Loading		
On-street availability		
Neighborhood overflow		
Passenger loading		
Other?		
Lighting (adjacent streets)		
Number		
Location		
Fixture Type		
Signage (adjacent streets)		
Location		
Type/information available		
Condition		
Sidewalks/Pedestrian Amenities		
Location		
Condition		
Benches		
ADA Accessibility		
Surrrounding streets		
Topography (relative to street/access)		

AMTRAK STATION PROFILE

AECOM

Location: _____ Date: _____ Name: _____

Surrounding Conditions	Response	Comment
Other-(Describe any existing ADA amenities and/or obstacles to implementing ADA requirements.)		
Land Uses (1/4 mile?)		
Dining		
Retail services		
Vacant buildings		
Vacant parcels		
General condition		
Zoning		
Transit		
Bus/paratransit service		
Schedule		
Taxi service		
Development Plans		

pennsylvania
DEPARTMENT OF TRANSPORTATION

Development of a Strategic Plan to Upgrade Stations on the Keystone Corridor

Telephone Interview Guide – Local Communities
April 30, 2009

1. Is your community currently experiencing a growth in population and employment? Do you expect growth to continue over the next 10 years?)

2. Do you expect that an increasing number of residents will use the local rail station? What are the most likely destinations?

3. What do you think are the key facility improvements needed at your local rail station?

   - Station access by vehicles including car, bus, taxi
   - Station access by pedestrians and bicyclists
   - ADA accessibility
   - Overall station condition
   - Hours of operation
   - Passenger amenities
   - Platforms and waiting facilities
   - Transit information
   - Safety
   - Security
   - Parking lots
   - Bicycle storage
   - Adjacent land uses

4. Of these key improvements, what do you think are the 3 most critical?

5. Are there any other station issues that have been raised by local residents or riders?

6. What role do you see the station playing in your community in the future?

   - Mobility
   - Local development
   - Economic development
   - Environmental

7. Do you have any plans for improvements in the area of the station?

REFERENCES

Amtrak Station Program and Planning, Standards and Guidelines, Version 2.2, March 2008.

http://www.access-board.gov/adaag/html/adaag.htm

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http://www.greatamericanstations.com/site-resources/amtrak-guidelines-on-platform-design/

Code of Federal regulations, ADA Standards for Accessible Design, Department of Justice, 28 CFR Part 36 and Part 38, revised as of July 1, 1994.