

CIRCULATION

Circulation refers to the movement of people and goods. The system of roads and the availability of public transportation are important to understand in planning for future land use, roads and pedestrian/bicycle ways in Bally and Bechtelsville. Even more important is thoroughly understanding the location of the physical characteristics of and the use of the existing roads, alleys, sidewalks and other ways in both boroughs. Any plans for future growth or changes in land use must carefully consider the adequacy of each borough's existing system of roads and ways for people to walk and even bicycle.

REGIONAL CIRCULATION

A regional circulation network consists of roads for vehicular transport and the public transportation offered by airplane, train, bus and specialized paratransit service.

Roads

Bally and Bechtelsville Boroughs are each located along PA Route 100, the most important regional thoroughfare in eastern Berks County. South of the Bally-Bechtelsville area, Route 100 passes through Boyertown and Pottstown, and into central Chester County where it intersects with it the Pennsylvania Turnpike (I-76) and U.S. Route 202. Route 100 north of Bally and Bechtelsville extends into Lehigh County and connects with PA Route 22 at Fogelsville, approximately 5 miles west of Allentown.

PennDOT designates Route 100 as a principal arterial, according to the Department's Rural Area Highway Functional Classification System. Principal arterials are roads that carry large volumes of traffic between regional population centers, such as from Pottstown to Allentown. PennDOT also includes Route 100 as part of its Priority Commercial Network. This refers to roads considered important to the State economy because of their heavy truck traffic.

Public Transportation

The Allentown-Bethlehem-Easton Airport (25 miles to the north) and the Reading Regional Airport (23 miles to the west) are the two major airports closest to the Bally-Bechtelsville area. The Pottstown-Limerick Airport and Pottstown Municipal Airport (10 miles to the south), Grimes Airport in the northwest corner of Berks County, Kutztown Airport, and the Morgantown Airport are the County's other commercial airfields. The Butter Valley Golf Port in Upper Hanover Township, Montgomery County is also located near the Bally-Bechtelsville area.

No fixed route bus or passenger rail lines currently serve either Bally or Bechtelsville. Nor is there any realistic prospect of gaining these services in the foreseeable future. The Berks Area Reading Transit Authority (BARTA) provides door to door van service to anyone in Berks County physically unable to use regular bus service.

BALLY BOROUGH

PA Route 100, which is named Main Street in the Borough, bisects Bally and provides its only direct access to other major highways in southeastern Pennsylvania. Bally contains 5.66 miles of roads. This includes 1.14 miles of State roads and 4.52 miles of Borough-owned roads, excluding alleys and other streets not eligible for State liquid fuels tax funds.

The Borough's road pattern is essentially a grid system with certain uncompleted links. Main Street running north-south and Seventh Street in the east-west direction are the only streets that run completely through the Borough. Bally owns several rights-of-way that could provide the missing connections in the Borough's road network. This is particularly true with regard to extending Fifth Street, though certain other of these rights-of-way are located in wetlands and other floodprone areas.

Main Street is Bally's most heavily travelled road. 1993 PennDOT traffic counts report an average of 16,274 vehicles per day on Main Street at the southern boundary of the Borough. These same counts indicate an average of 9,518 vehicles per day where Main Street intersects with the northern boundary of the Borough. This indicates that traffic to and from Bally is much more heavily concentrated in southern sector of the Borough than in the northern portion.

There are no traffic signals in Bally at present, though some people have suggested the need for signals at Main and Second Streets and Main and Seventh Streets to permit safer left turns. According to Bally officials, few accidents have occurred in the Borough recently. The most serious and frequent occur at the

Main and Second Street intersection. Other minor accidents have occurred primarily at other Main Street intersections. Several other roads collect traffic from the Borough's residential streets and feed it to Main Street, such as North Church, North Eighth, North Ninth and South Church Streets. Circulation among these streets appears to operate effectively without the need for traffic signals. Road conditions and road widths are sufficient throughout the Borough.

Major portions of Bally do not have sidewalks. In several areas, missing sidewalk segments present a gap-tooth effect that creates an inconvenience for pedestrians and a safety hazard for children on bicycles. There is also a need for more handicap ramps along existing sidewalks in the Borough. The map on the following page shows where road conditions and widths are inadequate and where sidewalks exist and do not exist.

BECHTELSTVILLE BOROUGH

Route 100 passes just east of Bechtelsville and connects to the Borough via East Chestnut Street and Mill Street. Route 100 provides Bechtelsville's sole access to the regional highway network in Berks and surrounding counties. Bechtelsville contains 3.19 miles of roads, including 1.68 miles of State roads and 1.51 miles of Borough-owned roads. This total excludes alleys and private rights-of-way in the Borough that do not qualify for State liquid fuels funds.

Main Street or old Route 100, the only road that runs entirely through Bechtelsville, is the Borough's most heavily traveled route. 1993 PennDOT traffic counts show an average of 4853

vehicles per day where Main Street crosses the southern boundary of the Borough. Traffic is somewhat lighter at Main Street and the northern Borough line, averaging 3936 vehicles per day. PennDOT counts show that Main and Chestnut Streets is the busiest intersection in Bechtelsville. Traffic there is slightly heavier than at Main and Mill Streets, the Borough's other connection to Route 100.

Main Street's steeply sloped crown and irregular surface is Bechtelsville's most significant road problem. This State-owned road is currently being reconstructed between Chestnut Street and Limekiln Road. Main Street will still need to be reconstructed between Chestnut Street and the Borough's southern border. Poorly aligned intersections at Mill and Main Streets, Race and Main Streets and Oak and Cherry Streets also hamper traffic circulation in the Borough. The Borough plans to add a cul-de-sac at the end of East Spring Street to accommodate business development in this area. The potential exists to extend certain streets in Bechtelsville along undeveloped Borough-owned rights-of-way.

During 1993, the Colebrookdale Township Police Department noted only three automobile accidents within Bechtelsville. One accident along South Main Street between Mill Street and Colebrookdale Township, another along East Spring Street between Main and Railroad Streets, and finally one at the intersection of Railroad and East Chestnut Streets. All three accidents were attributed to poor weather or unsafe driving practices rather than existing road alignment.

Narrow road widths present occasional problems for on-street parking in Bechtelsville. Like Bally, Bechtelsville also needs

more sidewalks and handicap ramps along existing sidewalks to facilitate safer non-vehicular travel.