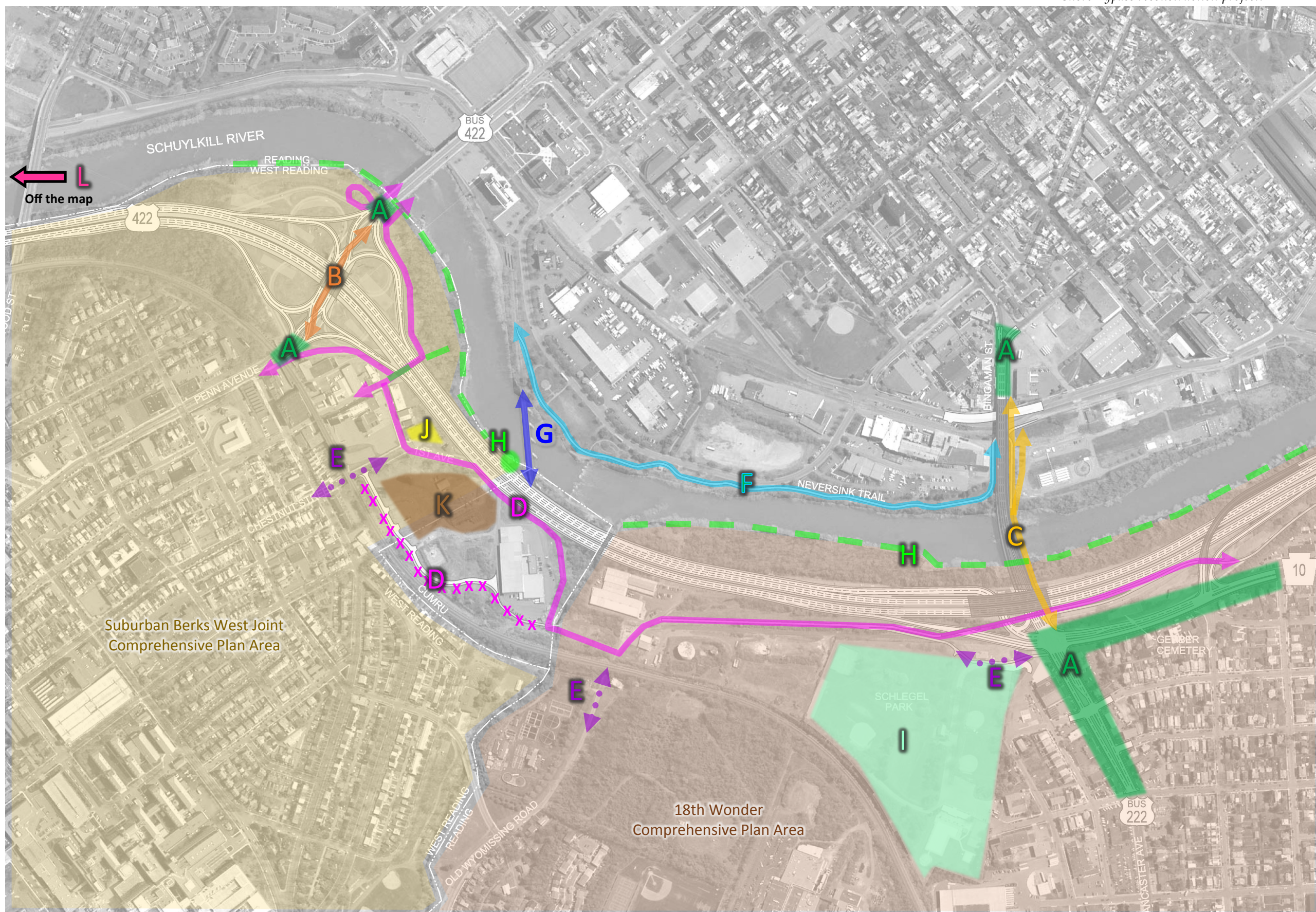


See [readingbridges.net](https://www.readingbridges.net) for the full list of Working Group Partners

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*The West Shore Bypass Working Group requests PennDOT's attention, consideration, and coordination on the following priority issues related to the preliminary design of the West Shore Bypass reconstruction project.*



<b>A</b>	<b>Interchange Areas and Transitions</b> <i>Streetscape, Gateways, Traffic Calming, and BMPs</i>
<b>B</b>	<b>Penn Street/Penn Avenue Divergent Diamond Interchange</b> <i>Bike/Ped Facilities and Connections</i>
<b>C</b>	<b>Bingaman Street Bridge and Lancaster Avenue Interchange</b> <i>Bike/Ped Facilities and Connections</i>
<b>D</b>	<b>West Shore Trail</b> <i>Continuous and Connected</i>
<b>E</b>	<b>West Shore Communities, Trails, and Recreational Facility Connections</b>
<b>F</b>	<b>East Shore Trail</b> <i>Continuous and Connected</i>
<b>G</b>	<b>Retain RACC Trail Bridge and Utility Crossing</b>
<b>H</b>	<b>Access to the Schuylkill River</b> <i>Physical and Visual</i>
<b>I</b>	<b>Schlegel Park Enhancements</b>
<b>J</b>	<b>West Reading Borough Public Works Facility</b>
<b>K</b>	<b>MetEd Substation, Transmission Lines, and Streetlights</b>
<b>L</b>	<b>North Wyomissing Boulevard Interchange</b> <i>Do not preclude a new bridge over the Schuylkill River</i>
See Corresponding Table for additional details and other priority coordination items not depicted on this map.	



# West Shore Bypass Working Group

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## Table of Priorities—Concerns—Opportunities

The West Shore Bypass Working Group requests PennDOT’s attention, consideration, and coordination on the following priority issues related to the preliminary design of the West Shore Bypass reconstruction project. See corresponding map for additional details.

<b>A</b>	<b>Interchange Areas and Transitions</b> <i>Streetscape, Gateways, Traffic Calming, and BMPs</i> Incorporate streetscape enhancements, gateways and other traffic calming treatments, landscaping and green stormwater management facilities/BMPs into the design, particularly for transitions between the interchange ramps and street network within project limits, including: <ul style="list-style-type: none"><li>– Penn Street/Penn Avenue</li><li>– Lancaster Avenue</li><li>– Morgantown Road (Route 10)</li><li>– 4<sup>th</sup> Street/Laurel Street</li></ul> See 18 <sup>th</sup> Wonder Comprehensive Plan.
<b>B</b>	<b>Penn Street/Penn Avenue Divergent Diamond Interchange</b> <i>Bike/Ped Facilities and Connections</i> Provide seamless and separate connections for both bicyclists and pedestrians through the Penn Street Divergent Diamond Interchange (DDI) that are safe, attractive, inviting, comfortable, and convenient. Provide additional design details and opportunities for community input regarding the design of the bicycle and pedestrian facilities, including the crosswalk treatments and locations, the median facility, bicycle lanes, and connections to the existing and planned facilities on either side of Penn Street/Penn Avenue. Potential design elements for consideration to make the connection safe and more attractive include pedestrian scale lighting, sitting areas, attractive barriers/fencing (when necessary), and other unique design features to promote the connection between Reading and West Reading. Include direct connections to the West Shore Trail (see D) to provide an alternative route for bicyclists to travel through the interchange area.
<b>C</b>	<b>Bingaman Street Bridge and Lancaster Avenue Interchange</b> <i>Bike/Ped Facilities and Connections</i> Provide bicycle and pedestrian facilities on the Bingaman Street Bridge with direct connections to the Schuylkill River waterfront and trails on both sides of the river. Retain and enhance the bicycle and pedestrian facilities and connections included in the preliminary design for the Bingaman Street Bridge and Lancaster Avenue Interchange.
<b>D</b>	<b>West Shore Trail</b> Provide a continuous and connected trail along the west shore of the Schuylkill River, including a seamless connection from the existing Thun Trail south of Lancaster Avenue to both Penn Street and Penn Avenue. (See map for conceptual trail alignment and revisions to the trail alignment included in the preliminary design. The revised alignment eliminates the need for a sidewalk along the access road to MedEd Substations and R.M. Palmer Company facility.)

<b>E</b>	<b>West Shore Communities, Trails, and Recreational Facility Connections</b> Maintain and enhance connections between the Schuylkill River Trail/Thun Trail and the communities on the west shore of the Schuylkill River. Connections between the Trail and other park and recreation facilities and commercial areas should be provided at Chestnut Street, Old Wyomissing Road, Schlegel Park, and Lancaster Avenue. See <i>Suburban Berks West Joint Comprehensive Plan</i> and 18 <sup>th</sup> Wonder Comprehensive Plan.
<b>F</b>	<b>East Shore Trail</b> Provide a continuous and connected trail along the east shore of the Schuylkill River between the existing Neversink Trail south of Bingaman Street Bridge and RACC’s campus. Retain the trail improvements included in the preliminary design and rebuild and pave the existing trail to provide a consistent 12’ multi-use asphalt trail.
<b>G</b>	<b>Retain RACC Trail Bridge and Utility Crossings</b> Consider retention of the existing RACC bridge (or another trail bridge at a similar location) and incorporate this trail connection and crossing into the design.
<b>H</b>	<b>Access to the Schuylkill River</b> <i>Physical and Visual</i> Maintain and enhance visual and physical access to the Schuylkill River, which is a state designated water trail. <ul style="list-style-type: none"><li>– Consider view sheds to/from the river, particularly with the design of any noise walls or retention walls.</li><li>– Maintain access to the existing fishing pier on 1<sup>st</sup> Avenue.</li><li>– Maintain access from the Franklin Street tunnel, under the Penn Street Bridge, to the north side of the Penn Street interchange ramps, particularly for future recreational purposes.</li><li>– Do not preclude future access to the river on the east shore.</li></ul>
<b>I</b>	<b>Schlegel Park Enhancements</b> Coordinate with the City of Reading and 18 <sup>th</sup> Wonder regarding potential impacts, mitigation, and enhancements to Schlegel Park. Enhance and maintain access to the park, particularly from the Oakbrook and Millmont neighborhoods and especially for bicyclists and pedestrians. See 18 <sup>th</sup> Wonder Comprehensive Plan.
<b>J</b>	<b>West Reading Borough Public Works Facility</b> Coordinate with West Reading regarding any potential impacts to the Borough’s Public Works facility located at 1st Avenue and Chestnut Street.

<b>K</b>	<b>MetEd Substation, Transmission Lines, and Streetlights</b> Coordinate with MetEd regarding the potential impacts to the substations and transmission lines, as well as the future ownership and design of street lights, along the West Shore Bypass.
<b>L</b>	<b>North Wyomissing Boulevard Interchange</b> Consider and do not preclude a potential new bridge over the Schuylkill River at the North Wyomissing Blvd interchange to connect Wyomissing and Reading.

**Priorities—Concerns—Opportunities Not Included on the Map**

- Share the alternatives evaluation for the various interchange designs (specifically at Penn Street/Penn Avenue and Lancaster Avenue) with the community. Share information regarding the environmental clearance documents and Section 4(f) resources and process with the community.
- Coordinate with the West Shore Bypass Working Group regarding design details for the bicycle and pedestrian facilities, trail connections, streetscape enhancements, and waterfront access.
- Coordinate with the West Shore Bypass Working Group and support local efforts to pursue technical and financial resources from other state agencies (i.e. DCED, DCNR, DEP, etc.) to better integrate the West Shore Bypass with the communities on both sides of the Schuylkill River.
- Coordinate with Emergency Services throughout the design phase regarding potential EMS access to the Bypass, closures, and detours. In particular, the potential closure of the Bingaman Street Bridge is a significant concern because the City of Reading’s fire, EMS, and police personnel and equipment may be isolated and emergency response times may be impacted.
- Coordinate with the municipalities and Greater Reading Chamber Alliance regarding potential closures and detours, signage for detours, signage for detours for trail facilities, and permanent signage after the project is complete.
- Coordinate with municipalities regarding any project elements that would require the municipality to assume responsibility and/or provide funding for infrastructure or ongoing maintenance, such as streetlights.
- Coordinate with SCTA/BARTA regarding the design of bus stops within the project limits, particularly stops on Lancaster Avenue and Penn Avenue.
- Consider and coordinate with the efforts of the Reading and West Reading Main Street Programs.

### Recently Completed and Relevant Plans

- [18th Wonder Comprehensive Plan \(Draft—November 2017\)](#)
- [Suburban Berks West Joint Comprehensive Plan \(Draft—April 2018\)](#)