CHAPTER 22

HISTORIC RESOURCES

Introduction

Preserving historical resources helps to enhance our understanding of the formation and

One of the Mt. Penn Gravity
Railroad's locomotives in the
station at Mineral Springs Park.

development of the region. These resources give residents a "porthole" back to a time that was much different than today's culture and society. Preserving these resources, whether it be a site, an object, or a building, can help connect today's generation to yesterday's way of life.

To preserve historic resources, laws have been enacted and grants have been earmarked to implement those laws. The history of historic preservation efforts, legislation, and grants are discussed in Appendix 3 and Chapter 9.

This Chapter 22 provides a look at Lower Alsace Township and Mt. Penn Borough's rich history and influential historic resources. The discussion of the history of the two municipalities is based upon Mount Penn "The Friendly Borough" From Early Times Through 1994 by John A. Becker; information on the Berks County Historical Society Webpage **http://www.berksweb.com/histsoc/histsoc.html**; and Heritage from Lower Alsace Township.

Specific sites identified by the Berks County Conservancy are shown on the enclosed Historic Properties and Natural Areas Inventory Sites Map. These sites are identified by red points on the map. These points are listed in tables at the end of this Chapter provided by the Conservancy. Other historic sites which have been identified are noted in blue. See A Feasibility Study for Neversink Mountain, Berks County, Pennsylvania, at the Conservancy for a discussion of the history of Neversink Mountain.

Establishment of Lower Alsace Township

On December 2, 1774, a petition was submitted to Philadelphia County's Court of Quarter Sessions stating that land had been settled sufficiently enough to establish the area as an official township. The request was to name the area "Elsace," because a large number of the settlers' German heritage. By March 4, 1775, the area was surveyed and had become Alsace Township.

In May of 1888, the Courts of Berks County were petitioned to place on the ballot the division of Alsace Township into two parts. This division would separate the southern section to be named "Lower Alsace Township" and the northern section to remain as "Alsace Township." On November 8, 1888, after 246 votes for division and 78 votes against division, Judge James N. Ermentrout approved that Lower Alsace become a separate municipal government.
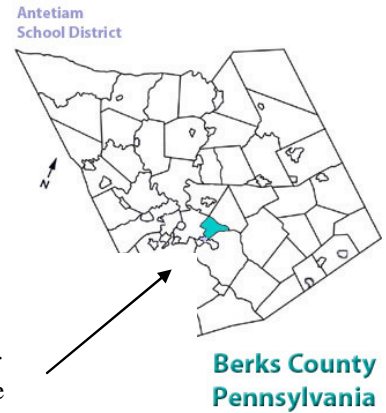
The Township developed primarily as an agricultural community. Agriculture, once a prominent part of the local economy, declined as suburban-type development took place in the area over the years. Small sawmills and grist mills were of some importance in the region's early history and were dependent on water for power. Water supplies were diminished and could no longer viably support mills. The last of the water-powered mills ceased operations when the City of Reading established Antietam Reservoir as a water supply. The only other important manufacturing operation still existing at the time Lower Alsace Township was established in 1888 was the Louis Kraemer Company, a cotton and woolen goods manufacturing firm. This establishment was comprised of a collection of buildings which gave the appearance of a village along Stony Creek.

Development of Transportation in the Area

Map of Gravity Rail Road for Area. Photo courtesy of Berks County Historical Society website.

The earliest form of transportation throughout the area was the stage route that Martin Hausman started in 1789 to carry mail and passengers to and from Reading and Philadelphia. In 1828 the route was extended to Harrisburg. The first toll gate on this Philadelphia Pike was located at what is now 18th Street and Perkiomen Ave. In 1896 it was located at 19th and Perkiomen then moved to the east end of the Aulenbach Cemetery. In 1902 the toll gate was abolished. Another stage route through the area was the Reading, Pottsgrove and Philadelphia line which was started by William Colemen around 1800. George Washington stayed along this route on October 1, 1794 at the Black Bear Inn, which was located at the juncture of the Old Oley Turnpike and Perkiomen Avenue.
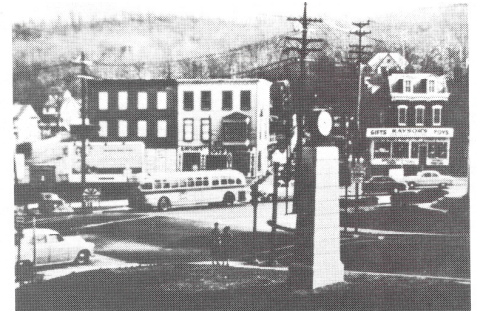
With the construction of railroads, the stages began to decline. A railroad began to run between Philadelphia and Reading by December 5, 1839, and carried goods, mail and passengers. In May 1889 the East Reading Electric Railway Company ran a line from Perkiomen Ave. out South 14th St. to Fairview and then over to Woodvale Junction, now 23rd and Fairview Ave. The Woodvale Inn, which still stands as an apartment building on the southwest corner, was a popular dining place. On the northwest corner still stands the building that housed the substation for the electric trolley lines. The trolley then

extended to Black Bear and went south over the Neversink Road to Gibraltar, then eastward to Birdsboro. During 1890 system was extended from Fairview over 23rd St. and Carsonia Ave. to Stony Creek Mills.

Establishment of Mt. Penn Borough

Intersection of 23rd Street and Perkiomen Ave., circa 1953. Photo courtesy of Mount Penn "The Friendly Borough" Compiled by John A. Becker

Suburban type of development began in Stony Creek Mills and in Woodvale, known today as Mt. Penn. Development in the area was spurred in part by John Rigg of the Union Traction Company purchasing the 145 acre farm of William Schweitzer and creating Carsonia Park, which became a thriving amusement park, in 1896. Carsonia Park was named after Robert N. Carson, a Philadelphia financier who had a financial interest in the Union Traction Company of Reading. Mt. Penn became so highly developed that in 1902 a group of residents and landowners petitioned the court to create the Borough out of 242 acres and 166 perches of Lower Alsace Township, thus dividing the Township of Lower Alsace into two separate parts – that which lies to the south of Mt. Penn on Neversink Mountain and the balance of the Township which lies to the north and east of Mt. Penn. On January 7, 1903 the Borough of Mount Penn came into existence as a suburban community and has remained as such throughout the years. One account in 1909 stated that the Borough had 140 dwelling units, a population of 400 persons, two churches, a two story brick school building, two carriage works, a coal yard, and organ factory, a factory to make paper flour sacks and a number of stores, shops and hotels.
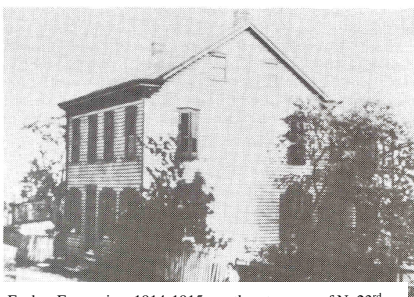
On June 6, 1937 an annexation of another portion of Lower Alsace Township took place – a portion bounded by Butter Lane, the northwest side of Brighton, and the northwest side of Philmay Terrace. On October 3, 1940, another portion of Lower Alsace Township was annexed, which consisted of the areas of Butter Lane to High Street, and the west side and south side of 27th Street. The Borough at this time reached the current size of 262 acres and 112 perches, approximately four-tenths of a square mile in area.

Community Services and Utilities in the Borough

In 1903, one of the first actions of Borough officials was to grant the Mount Penn Suburban Water Company the right to provide service to the Borough. Also in 1903, the

Consolidated Telephone Company of Pennsylvania was given permission to erect poles and string wires to provide phone service to the residents of the community.

Fire hydrants were required to be maintained by the water company in 1904. Council also established locations for six electric arc lights. The Reading Gas Company was granted

Eaches Farm, circa 1914-1915, southeast corner of N. 23rd St. and Filbert. Former site Mount Penn Fire Company.

rights to supply gas to the residents in 1905. That year the Council also recognized the newly formed Mount Penn Fire Company.

On November 7, 1935 a sewer district was created. The infrastructure had been financed with local funds and money from the Public Works Administration of the Federal Government. This system was designed to serve not only the Borough, but also portions of the adjacent communities. The system became a joint operation between Mount Penn and Lower Alsace Township, and was changed to the Antietam Valley Municipal Authority in 1982. In 1938, the Mt. Penn Recreation Board was created to provide activities for the community during the months of the summer season. The Mount Penn Borough Municipal Authority was formed in 1940 and in 1941, the Authority purchased the Mount Penn Suburban Water Company.

In 1950, the Borough was among the first municipalities to provide 24 hour police protection. The police department was disbanded in 1993 when the Borough joined with Lower Alsace Township in the creation of a regional police force, the Central Berks Regional Police Department.

Carsonia Park

The Thunderbolt and the Pretzel, late 1940's (image from Berks County Historical Society Website).

The suburban boom of the 1920's and 1930's brought intense residential development in the Pennside and Stony Creek areas. Carsonia Park, occupying an area between Harvey and Parkview Avenues and Carsonia Avenue, beyond Byram Street into Exeter Township, attracted people by trolley lines into the area daily during the summer months. People enjoyed rides, band concerts, and picnic areas.

The Crystal Ballroom replaced the original dance hall in 1968. The ballroom burned in 1968 and was never replaced.

The Beer Garden was also a place to go and socialize, and still exists as part of a restaurant at Navella and Byram Streets. Carsonia Park was closed in 1951 and was purchased by Byron Whitman, a local realtor, who developed the area for residences.

Crystal Ballroom's 15,000 square foot dance floor (image from Berks County Historical Society Website).

The Majestic
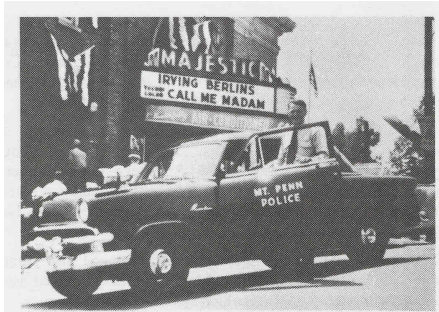
The Majestic Theater was a local landmark for many years. The building was built in 1923 and the auditorium served as a basketball court as well as a place for various functions such as fund raising events. In 1939, the Wilmer and Vincent Theater chain leased it from the fire company. They placed a new floor over the court to create downward sloping seats from the rear of the theater towards the screen. In 1955, Wilmer and Vincent withdrew and Eugene H. Deeter leased the theater from the fire company. It was operated as a theater until 1984.

The Schools

The public school system began in this region when the land at the intersection of what is now Friedensburg Road and Carsonia Avenue was donated to Alsace Township by Jesse B. Wentzel in the late 1860's. This school was known as the Wentzel Public School. In the 1880's, the Wentzel School was vacated after the construction of the Woodvale Primary School at 2319 Perkiomen Ave. In 1895 the Lower Alsace Board of School Directors erected what would eventually become the south side of the Elementary School building on the northwest corner of Grant and 24th Streets.
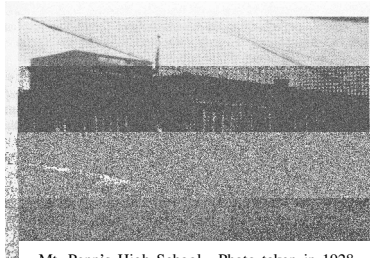
Mt. Penn's High School. Photo taken in 1928. Photo courtesy of Mt. Penn "The Friendly Borough" compiled by John A. Becker.

When Mt. Penn Borough was established, the Borough created its own School Board. In 1907 a two-year high school course was established in the building at 24th and Grant Streets. In 1904 a four-year curriculum was established. In January 1924, the high school classes were moved from the school at 24th and Grant Streets to the new high school at 25th and Filbert Avenue.

When the Mount Penn and Lower Alsace School Boards combined and became the Mount Penn and Lower Alsace Joint School Board, the district also had the Pennside School at 705 Friedensburg Road and Woodrow Wilson School on Antietam Road. Eventually the Antietam School District was formed.

Mt. Penn Gravity Railroad

Mt. Penn was home to resort hotels and wineries around the turn of the century. In the days before cars were commonplace, there were no roads on the hill and it was mostly untouched. In 1890 the Chamber of Commerce decided to build a railway system on the mountain, and thus was born the Mt. Penn Gravity Railroad. There were two hotels built on the summit of Mt. Penn, the Tower Hotel and later the Summit House. A steam engine would pull trolley cars to the top of the hill. The "South Turn," where the railroad came up and turned onto what is now Skyline Drive, was the first scenic overlook south of

One of the two Shaygeared Locomotives that moved the cars up the mountain until 1898 when the Gravity Railroad was electrified. Photo courtesy BCHS website.

the summit. The railroad climbed from Haig Road and Angora Road, (up what is now a closed paved road to the summit), veered off into the woods, then, when it reached what is now Skyline Drive at the overlook, made a virtual U-turn onto Skyline Drive, and then climbed to the summit. At the summit locomotives would separate and the trolleys would coast down using gravity.

Mineral Springs Park Station was within easy access by street cars from all parts of the city and railroad stations. People would board a Shaygeared Locomotive until 1898, when the gravity railroad was electrified. There was a mountain climb, two and a half miles to the summit of Mt. Penn to what was known as "the Black Spot".

One of the Mt. Penn Gravity Railroad's locomotives in the station at Mineral Springs Park. Photo from BCHS website.

A Gravity Railroad car coasting down Mount Penn. Photo courtesy of the Berks County Historical Society website.

The tour would include a stop at the solid Stone Tower on the mountain top, from which tourists could experience a view of the city of Reading, the Schuylkill and Lebanon Valleys, and the distant ranges and peaks of the Blue Mountains. Large pavilions and a restaurant were also attractions for tourists. The trolleys' descent from the summit was a rapid decline powered by nothing other than gravity for 5 miles. The ride would take the passengers over a road of light grades, through groves, attractive summer resorts, picnic grounds, vineyards, and mountain farms back to the Mineral Springs Park Station. Kuechler's Roost was a popular winery on Mt. Penn in the late 1800's and early 1900's. It was also a stop on the Gravity Railroad run.

Sites Listed with Pennsylvania Historical and Museum Commission as Historic Resources:

Early farms and vineyards

|		
* Levan Farm	112 Butter Lane	Issac Levan's in 1860s
* DeHart Farm	132 Butter Lane	Brick farmhouse with Italianate features
* Cox House	Old Friedensburg Rd & Butter Lane	1 1/2 story stone house circa 1790
* Reininger Farm & Winery	Hill Road	
* Pleasantview Hotel	900-1000 Friedensburg Road	Historic hotel and vineyard with wine vault, auxiliary buildings
* Friedensburg Road	500-800	6 houses in 1862; 12 in 1876; vineyards and truck gardens
* Barth Farm and Vineyard	300 Friedensburg Rd	Three story farmhouse of Eberhart Barth; Jonathan Fehr owned surrounding vineyard in 1850s
* John Hill house	607 Friedensburg Rd	Stone 2 1/2 story house circa 1871 - miller's house from 1876 map
* Spuhler Farm	2613 Hill Road	
* Schaeffer Farm	251 Endlich Ave	Original settlement in this area with German Vernacular to home.
Aulenbach's Cemetery	Perkiomen Avenue	Established 1850.

* Historic District Overlay; ** 20th Century Suburban Development

Additional Historic Resources for Lower Alsace/Mt. Penn Identified by The Berks County Conservancy

Stony Creek Mills

* Louis Kraemer House	102 Kraemer Lane	Victorian with Italianate features; mill race and vaulted roof cellar on property
* Louis Grebe House	103 Kraemer Lane	Victorian frame built by partner in woolen mills
Louis Kraemer & Co	Kraemer Lane	Barn part of farm for Stony Creek Woolen Mills, house built in 1910
* Bixler's Lodge	1465 Friedensburg Rd	Barn converted to tavern in 1939; part of Stony Creek Woolen Mill complex
* Bethany Lutheran Church	Friedensburg Road	
* Stony Creek Mills	1400 Block Friedensburg Rd	Mansard, Queen Anne and Gothic Vernacular styles in core of village
* Wanners & Hartman's Mill	1518 Friedensburg Rd	former gristmil and later textile mill
* Burkhart Forge/Phillip Seidel	108 Angora Road	One of earliest buildings in township; site of forge?
* Jacob Wentzel House	545 Friedensburg Road	Gothic Revival
Renninger Orchards	Lewis Road	Large stone duplex house built in 1879

Mt. Penn (Dengler's 1875-99)
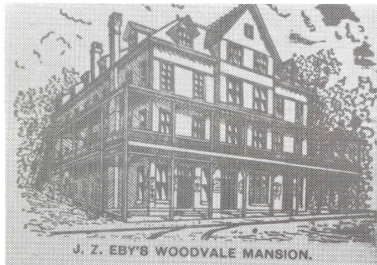
  Woodvale Mansion	South 23rd Street and Fairview	Only remaining Neversink Mt.'resort'; built in 1875 also known as the Pennhurst Mansion.
Name Unknown	2537 Fairview	Typical of Berks County farmhouse, appears to be oldest house on Fairview.

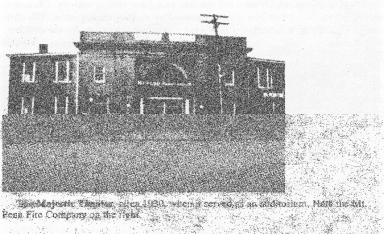|		
 Dengler House	2152 Perkiomen	Brick farmhouse c. 1875; Dengler family began selling off lots in 1877.
Victorian Vernaculars	2204 -14 Perkiomen	Variety of Victorian styles built 1875-99 on former Dengler land.
Dengler's	2220 Perkiomen	Victorian with Queen Anne features and cut block walls.
* Dr. Bertolette House	2232 Perkiomen	Brick house with Italianate features - home of local physician who was one of the founders of the borough.
* Leinbach's Hardware	2235 Perkiomen	Frame Victorian building - one of the original Leinbach hardware buildings.
* Chestnut Hill Garage	Dengler Street	2 story brick garage with corbelled brick wall design built before 1903 by Dengler's.
Name Unknown	2504 Perkiomen	Two remaining buildings of eight shown on 1876 atlas.

Churches

* Pennside Presbyterian Church	25th St. & Endlich	Rough stone church with buttressed wall and Romanesque arch stained glass windows built in 1917.
* Faith Lutheran Church	25th Street	Wood meeting-style house of worship built in 1925, bell tower erected in 1987.

* Historic District Overlay; ** 20th Century Suburban Development

20th Century Suburban Development

* Green Mansion	1954 Fairview St.	Typical early 20th century summer cottage built by prominent area family.
* Mauer Tract	104 N. 23rd St.	Hillside manor house built c 1900 by local developer and builder.
** Name Unknown	200 Block Friedensburg Rd	Suburban development with Victorian, Box and Spanish style houses.

** Name Unknown	300 Block Carsonia Avenue	Duplex homes with Spanish and Colonial features.
** Name Unknown	400-600 Carsonia Avenue	Spanish style and four square house in early suburbs
** Earle Gables	25th & Filbert Sts.	Spanish Revival cottages around a courtyard, best example of Spanish architecture popular in Mt. Penn in 1920s.
** Endlich Avenue	Butter Lane to Philmay Tr.	Boulevard with 20th century revival homes and cottages built in 1920s.
* Bungalow	2244 Clover Avenue	Hillside bungalow on steep slope.
Brick house from 1930s	2140 Perkiomen	Typical of 1930s houses in Mt. Penn area
* Stokesay Castle	Spook Lane	
Commercial District	North 23rd Street	Main Commercial district of new borough
* Mt. Penn Fire Company The Majestic Theater, since 1930, when it served as an auditorium. Note the Mt. Penn Fire Company on the right.	23rd & Filbert Sts.	Brick building built in 1923 as auditorium, borough office, and fire company headquarter.
* Mt. Penn High School	25th & Filbert Sts.	Neighborhood school built in 1925.
** Row houses	20th Street	Row houses built by different developers between 1900 and 1924.
* Lutz Funeral Home	21st & Perkiomen	Brick, colonial revival funeral home built in 1931.
Mt. Penn Filtration System	Perkiomen Avenue	Concrete filtration beds and stone pumping station built in 1905 for water coming from Lake Antietam.

* Historic District Overlay; ** 20th Century Suburban Development

CHAPTER 23

TRAFFIC CIRCULATION

INTRODUCTION

Land use and circulation are interlinked. A community's quality of life is highly dependent on the efficient use of land as well as effectiveness of its circulation network. In order for a network to adequately serve adjacent land uses, it must be regularly evaluated as new development or redevelopment occurs. Different land uses require different road characteristics, and addressing future transportation needs is dependent on a sound understanding of the current network. Future development should not result in patterns, which will adversely affect the transportation system.

The transportation system within a community can have an important influence on the type and location of development which may occur. Residential, commercial, and industrial development in turn can influence the function or classification of roads, their design and their condition. In addition to influencing the development of a community by influencing land uses, the character of a community is influenced by the transportation system itself. In areas where development does not respect the limitations of the transportation system, the perception can be one of poor planning and result in frustration for users of the system.

Some of the factors outside the region which can affect transportation and circulation in the region include potential improvements to the Route 422 Corridor to the east, which could affect traffic volumes in both Mt. Penn and Lower Alsace; potential development of the Schuylkill Valley Metro, which could also affect traffic volumes; the improvement of the Route 724 and I-176 interchange project in Cumru, which will affect traffic volumes in the area; and the use of roads within the region to carry thru traffic trying to avoid Route 422 congestion.

Composition of the Circulation Network

Lower Alsace Township had a total road mileage of 30.1 miles; this is 42nd overall for townships in the County. Mt Penn Borough had a total of 9.9 miles of roads, 18th overall for boroughs in the County. The circulation system in Mt. Penn and Lower Alsace consists of a variety of roads, from the very high volume Business 422, to moderately high volume Carsonia Avenue, to minor arterials such as Antietam Road and Spook Lane, to local residential streets in the Borough and Township. Most of the roads are two-lane. Road mileage is indicated below.

TABLE 1

**ROAD MILES OF ADJACENT MUNICIPALITIES,
MT. PENN BOROUGH AND LOWER ALSACE TOWNSHIP**

Municipality	State Miles	Municipal Miles	Total
Alsace Township	15.01	26.53	41.59
Cumru Township	33.76	60.82	94.58
Exeter Township	37.35	94.83	132.18
Lower Alsace Township	6.44	23.66	30.10
Mt. Penn Borough	2.19	7.74	9.93
Muhlenberg Township	31.17	72.09	103.26
Reading City	34.25	131.76	166.01
Robeson Township	35.13	57.09	92.24
St. Lawrence Borough	2.67	5.19	7.86

Source: Pennsylvania Department of Transportation, Roadway Inventory Summary, 2000.

East-West Transportation Corridors

The highest volume road passing through the area is Business 422, with a 2003 Annual Average Daily Traffic (AADT) of 19,294, which is the primary east-west transportation corridor in the region. Since the completion of the West Shore and Pottstown Bypasses, US 422 functions as a limited access highway in many areas, providing uninterrupted travel from Lebanon in the west to the outskirts of Philadelphia in the east. Since this road bisects the region, its influence is quite significant because it allows easy access to employment centers, the Reading City area, and rapidly developing suburban areas.

Other roads carrying east-west traffic include: Spook Lane, List Road, Park Lane, Harvey Avenue, Fairview Avenue, Highland Avenue, Dengler Street, Filbert Avenue and Endlich Avenue,

North-South Transportation Corridors

Because most of the travel through Berks County has been historically east-west oriented, the number of north-south routes is more limited. This phenomenon is particularly evident within the Mt. Penn and Lower Alsace region. Important roads in terms of north-south travel in the area are Carsonia Avenue and Friedensburg Road. These roads link local residents with Business Route 422 and to US 422 to the west, as well as carry through traffic from the north and northeast.

Summit Avenue, Glen Road, Hill Road, Angora Road, Antietam Road, Carsonia Avenue, Old Spies Church Road, Old Friedensburg Road and 25th Street extend through the area and are locally-oriented north-south routes. They primarily serve intra-municipal travel.

Existing Roadway Classification

The definitions of the road classifications are as follows, developed from the classification in the Berks County Comprehensive Plan Revision:

> Arterial Street – Arterials provide for the movement of large volumes of traffic over longer distances; however, these highways generally operate at lower speeds than arterial expressways due to the presence of traffic control devices and access points.

> Collector Street – Collector streets serve moderate traffic volumes and act to move traffic from local areas to the arterials. Collectors, too, can be subdivided into subcategories. Major Collectors provide for a higher level of movement between neighborhoods within a larger area. Minor Collectors serve to collect traffic within an identifiable area and serve primarily short distance travel.

> Local Street – Local streets are, by far, the most numerous of the various highway types. These streets provide access to individual properties and serve short distance, low speed trips.

The Berks County Comprehensive Plan contains the following recommended design features for the various highway functional classifications:

HIGHWAY FUNCTIONAL CLASSIFICATIONS AND RECOMMENDED DESIGN FEATURES

Classification	General Provisions	Right-of-Way Width (ft.)	Cartway Width
Expressway	55+ MPH Limited Access No Parking Noise Barrier/Buffer (where required)	Minimum 120; however, may be wider based on local conditions and design	Minimum four 12' wide travel lanes with 10' wide shoulders capable of supporting heavy vehicles
Arterial	35-55 MPH Some access controls to and from adjacent development. Encourage use of reverse and side street frontage and parallel access road. No Parking	80	48-52 feet; 12' wide travel lanes with shoulders in rural area and curbing in urban areas
Collector	25-35 MPH Some access controls to and from adjacent development. Parking permitted on one or both sides.	60	34-40 feet; 12' wide travel lanes with stabilized shoulders or curbing; 8' wide lanes provided for parking.
Local	15-35 MPH No access control to and from adjacent development. Parking permitted on one or both sides.	53	28-34 feet with stabilized shoulders or curbing; cartway widths can be reduced based on interior traffic patterns.

Roads are classified on the existing Traffic Circulation Conditions map. The following is the list of each type of functional road:

Major Arterials include: Business 422, Howard Boulevard, Dengler Street, Carsonia Avenue-23rd Street, and Friedensburg Road (from Carsonia Avenue to the northern boundary of the Township).

Minor Arterials include: Friedensburg Road (from the intersection of Carsonia and Filbert Avenues in the Borough to the intersection with Antietam Road in the Township), Spook Lane-Park Lane, and Antietam Road-Angora Road.

Major Collectors include: Filbert Avenue, Glen Road, Harvey Avenue, Antietam Road (from Angora Road to the northern boundary of the Township and in the vicinity of the High School), Fern Street, 22nd Street, 27th Street, and Cherrydale Avenue.

Minor Collectors include: Endlich Avenue, Butter Lane, Old Friedensburg Road, Hill Road, List Road, and Angora Road from List Road to the Alsace Township Line.

Local Access Roads include: all other roads.

Scenic Roads

Scenic roads are generally found in wooded areas, along Skyline Drive, and near Antietam Creek and Lake. Scenic roads are discussed in Chapter 17, Scenic Resources.

Traffic Volumes

Traffic volumes are determined through traffic counts taken at specific locations within a transportation corridor. The volume is usually portrayed in terms of average annual daily traffic (AADT). This represents the average count for a 24 hour period, factoring in any fluctuations due to the day of the week or month of the year. The AADT is an important factor that, in conjunction with the previous factors outlined, helps in determining the functional classification of a road.

Information available on traffic volumes is important in determining the potential for capacity problems. Roads that are not used for the purpose for which they are intended can experience capacity problems. This particularly evident in areas experiencing a significant amount of new development without concurrent upgrades to the transportation corridors. Capacity problems become particularly evident when the number of lanes are reduced and traffic is funneled from a roadway with a higher number of lanes to one with a lower number of lanes.

Although the Mt. Penn and Lower Alsace area is highly populated, capacity on the area roads is influenced by traffic originating outside the area. Roads most likely to experience capacity problems are Business Route 422, Carsonia Avenue and Friedensburg Road. All of these roads are carrying local as well as regional traffic, and increasingly higher volumes.

2003 ANNUAL AVERAGE TRAFFIC VOLUMES

Business Route 422 (Perkiomen Avenue)	19,294, 10,634
Howard Boulevard	20,979, 8,983, 15,093
22nd Street	5,391
Dengler Street	3,401
Carsonia Avenue	7,193, 7,194
Friedensburg Road	994, 1,752
Spook Lane	1,251
Harvey Avenue	1,251
Antietam Road	5,504
Angora Road	3,495

Access Management

Access management problems are situations where conflicts between mobility and access are, or will be, intense and result in congestion and safety problems. Access management problems typically occur on roads serving high volumes, high speed traffic, and abutting intense trip generating uses, such as Route 422. An example of an access management problem would be where commercial development occurs on a road and the mobility of traffic is adversely affected by the increase in driveways from adjacent land to the road on which the land fronts. As the number of driveways increases, the safety and efficiency of the road can decrease. Access management will be an increasing concern Business Route 422 in the future.

Corridor Segments

Corridor segment problems are usually found in more densely developed areas when congestion, access and safety issues are all present. Corridor segment problems can include those roads that may possess maintenance issues or exhibit structural problems. Because of a number of access and safety concerns, Business Route 422 and Friedensburg Road are key corridors requiring attention.

Pedestrian Circulation

A separate chapter, Chapter 18, has been provided on pedestrian circulation.

Bus Service

Capitol Trailways provides daily and weekend service between Reading, Lebanon and Harrisburg. Capitol Trailways utilizes the inter-city bus terminal at 3rd and Penn Streets in Reading.   BARTA service also provides regular daily service to Mt. Penn and Pennside in the Township via Perkiomen Avenue, Carsonia Avenue and Butter Lane.

Rail Service

A study is underway to explore the development of a 62-mile passenger rail service between Reading and Philadelphia. Schuylkill Valley Metro stops have been proposed for Exeter and Amity Townships. With the future development of passenger rail service in Exeter and Amity Townships, planning for public transportation links that are conducive and supportive of this mode of transportation will be important.

CHAPTER 24

COMMUNITY FACILITIES

INTRODUCTION

Community facilities provide necessary and important services to residents of the region. The community facilities, which have been mapped on the enclosed map include: the Lower Alsace Township Building and Garage on Carsonia Avenue and the Mount Penn Borough Hall located on North 25th Street. The Mount Penn Streets Department maintains its garage on Butter Lane in the Borough. The Mount Penn Borough Municipal Authority offices are in the Borough Hall. The Authority's watershed is off Spook Lane. The Central Berks Regional Police Department is located on Perkiomen Avenue.

Mt. Penn Elementary School is located on Cumberland Avenue in Mt. Penn Borough. The Antietam Senior High and Junior High Schools are located along Antietam Road. The Primary Center is located across from the Borough Hall.

The Lower Alsace Township Community Volunteer Fire Company and the Beneficial Association is located on Columbia Avenue, while the Fire Department of Mt. Penn is located on Grant Street in St. Lawrence. The Lower Alsace Ambulance is located along Harvey Avenue in the former Township Building.

Religious resources available in the municipalities include the Bethany Evangelical Lutheran Church, Open Bible Baptist Church, Trinity Learning Center in Lower Alsace Township and the Pennside Presbyterian Church, Faith Lutheran Church, Trinity United Church of Christ, St. Catherine's Roman Catholic Church, and St. Catherine's School in Mt. Penn Borough.

The VFW is located along Carsonia Avenue in Lower Alsace Township.

The Mount Penn post office is located in St. Lawrence Borough on St. Lawrence Avenue.

Antietam Academy, Aulenbach's Cemetery, and a health care facility are located along Perkiomen Avenue. A Montessori school is located along Fairview Avenue.

Educational Facilities

Mt. Penn Borough and Lower Alsace Township are part of the Antietam School District, which is the smallest of 18 school districts in Berks County. The Junior-Senior High School, formerly the Stony Creek Middle School, on Antietam Road was renovated in

1988. The Mt. Penn Elementary School is located on Cumberland Avenue. The former High School is being renovated as a primary center. Mt. Penn Elementary School currently serves 544 students, while the Junior-Senior High School serves 503 students.

The school district bought back and is renovating the former High School located at 25th and Filbert Streets in Mt. Penn for use as additional classroom space. The continued growth in the school district, particularly in Mt. Penn Borough, has made it necessary to expand current facilities. Upon completion of the renovations, the new classroom space will be used to accommodate kindergarten and first-grade classes and alleviate increased enrollment at the Elementary School.

Police Protection

Established in 1993, the Central Berks Regional Police Department currently serves Mt. Penn Borough and Lower Alsace Township; it is headquartered in the Borough on Perkiomen Avenue at 22nd Street.

Ambulance and Emergency Medical Service

Ambulance and emergency medical service in Lower Alsace Township is provided by the Lower Alsace Volunteer Ambulance Association, which has a station on Harvey Avenue, and by various other providers such as Reading and St. Joseph Hospitals. Mt. Penn Fire Department provides emergency medical service to Borough residents, while ambulance service is provided by Reading-area hospitals, Lower Alsace and the Exeter Ambulance Association.

Library Service

Library service is provided by the City of Reading, which is open to people with a Berks County library card. The main library is located on South 5th Street in the City, with branches located at Schuylkill Avenue and Windsor Street in the northwest, 11th and Pike Streets in the northeast and 15th Street and Perkiomen Avenue in the southeast.

Fire Protection

The Lower Alsace Community Volunteer Fire Company in Lower Alsace and the Mt. Penn Fire Company serve the region. These fire companies are volunteer companies, and a concern exists regarding volunteer companies and a continuing need for sufficient number of volunteers to allow them to provide adequate fire protection. Fire companies provide mutual assistance to each other in fire emergencies, but it may be necessary for the fire companies and municipalities to work more closely together in the future to assure continued adequate fire protection.

Public Water and Sewage Systems

The Mt. Penn Borough Municipal Authority provides public water to Mt. Penn Borough, Lower Alsace Township, and portions of St. Lawrence Borough and Exeter Township. The areas served in Lower Alsace include the more densely populated areas of Pennside and Stony Creek Mills.

The Antietam Valley Municipal Authority provides public sewage disposal to residents of Mt. Penn, Lower Alsace, and portions of Exeter Township and St. Lawrence Borough. Similar to public water, only areas of the Township which are more densely populated are served by this system.