

# Kimley»Horn

February 6, 2017

Chris Patriarca, Zoning Officer  
Westtown Township  
1039 Wilmington Pike  
West Chester, PA 19382

**RE: *Crebilly Residential Development  
Traffic Engineering Review  
Westtown Township, Chester County, Pennsylvania***

Dear Mr. Patriarca:

As requested, Kimley-Horn has reviewed the following materials provided on behalf of Toll Brothers, Inc. for the Crebilly Residential Development:

- o Resubmission correspondence, prepared by McMahon Associates, Inc., dated January 20, 2017, and
- o Transportation Impact Study for the Crebilly Residential Development, prepared by McMahon Associates, Inc., revised January 20, 2017

The proposed development is located on the Crebilly Farm property along the west side of US Route 202, between West Pleasant Grove Road and PA Route 926 (Street Road). The submitted revised study continues to evaluate three proposed alternatives for the development, however only Alternative A (317 new dwelling units) is considered for this review.

This review has been completed to determine compliance with applicable Township Code as well as reasonable and customary standards of Traffic Engineering practice. Please note that this review should be considered preliminary and subject to change based on the submission of revised materials to address the comments presented herein.

The following comments are offered to the Township for consideration:

## **General**

1. The revised Transportation Impact Study and associated correspondence only addressed a portion of the comments in the previous review letter dated December 27, 2016.
2. As previously noted the materials provided to the Township do not clearly demonstrate that peak traffic will be accommodated in a safe and efficient manner, or identify improvements that the applicant is committed to complete or fund. {§170-2009 D(1)(h)} Specifically:
  - a. The revised analyses of the intersection of US 202 and PA 926 indicate that the southbound queues will extend beyond the proposed access during both morning and evening peak periods, and beyond West Pleasant Grove Road during the evening peak. This will have a significant impact on the arrival and departure patterns of project traffic.
  - b. The study states that the eastern access to West Pleasant Grove Road will be relocated such that adequate sight distance will be provided, however measurements of sight distance for exiting and entering traffic at the proposed location have not been provided.

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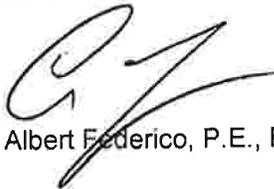
## Transportation Impact Study

3. The explanation provided for the variation in volumes along US 202 is insufficient given the critical nature of this route. As presented 70% of project traffic will utilize US 202 and the operation of the US 202 and PA 926 intersection will significantly influence the operation of the proposed site accesses. These variations, in some cases exceeding 10% of the critical volumes, warrant additional consideration, both to provide context for the apparent changes in travel patterns and to support other study assumptions such as "regional" growth. This intersection has been the subject of numerous studies over the last several decades by PennDOT, various developers and the Regional Planning Commission. This data should be assembled and reviewed to ensure that the volumes utilized to assess the site accesses and impacts are reasonably accurate.
4. Existing condition peak hour traffic counts are to be collected on a Thursday or Friday during any month from April to November. {§149-804.A(3)(g)}. As part of the Land Development Approval process the applicant should request a waiver from the Township for the counts of New Street and West Pleasant Grove Road.
5. The TIS should include figures and volume development tables for the "Site Access Opposite Briddlewood Boulevard" alternative.
6. The TIS tables should summarize the results of the future build out 2023 analyses to clearly demonstrate that peak traffic will be accommodated in an efficient manner.
7. The study should include post-development turn lane warrant analyses for Alternative A for the off-site study area intersections. Additionally, the study should note locations where project related traffic significantly impact the results.
8. The optimized signal timings used in the analysis for the intersection of Street Road (SR 926) and New Street result in unacceptable increases in delays for the eastbound approach during the morning peak hour. A more balanced traffic signal timing should be utilized.
9. Provide documentation that sight distance requirements for vehicles entering and exiting the site via West Pleasant Grove Road at the East Site Access will be met if the proposed access is relocated to the crest of the vertical curve. Ensure that the sight distance for the West Pleasant Grove Road accesses are evaluated consistent with Township requirements. {§149-915K(5)}.

Please contact me at 267.687.0153 or [albert.federico@kimley-horn.com](mailto:albert.federico@kimley-horn.com) should you have any questions regarding the above.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Albert Federico, P.E., PTOE

cc: Robert Pingar, P.E. – Township Manager  
Kristin Camp – Planning Commission Solicitor