Consultant Team

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

In Association With

Gannett Fleming

REAL ESTATE STRATEGIES, INC.
- **Coatesville – Downingtown Bypass Reconstruction (ongoing)**
  
  *PennDOT Capital Improvement Project*

- **Western Chester County: Future Focus Study (2011)**
  
  *Regional Economic Development Study*

- **Chester Valley Trail Extension Study (ongoing)**
Western Chester County, PA
Six Sponsor Municipalities
Focus Areas

Business 30 Corridor
US 30 Bypass Interchange Areas
Chester Valley Trail Extension & Regional Trails
Approach

Stakeholder and Community Input

US 30 Bypass Interchange Areas
Business 30 Corridor
Regional Trail Connections

Transportation & Land Use Vision

Previous Plans & Existing Conditions Inventory
Future Demand & Market Conditions
Best Practices & Design Guidelines

Implementation Plan & Funding Strategy

Draft Report for Review & Final Report for Acceptance

14-Month Schedule from Notice-to-Proceed to Final Report for 6 Municipal Partners along a 13 mile corridor

Ordinance Recommendations
Priority Project Concept Plans

8 Stakeholder Interviews
7 Study Advisory Committee (SAC) Meetings
2 Technical Coordination Meetings
3 Public Meetings

Best Practices & Design Guidelines
**Key Issue**

**West**
Presentation and Greenfield Development

**East**
Infill and Redevelopment

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**In the West**...Development is easier, but will bring more congestion, consume more open space and farmland, and require more public infrastructure.

**In the East**...Opportunities for “game changing” development are limited and existing development needs to be supported or revitalized in some areas.

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This map highlights key differences between the areas east and west of PA 82 and the Brandywine Creek, including areas of protected open space and the existing sidewalk network.
This generalized zoning map highlights the clusters of commercial areas along the Business 30 corridor and at each of the US 30 Bypass interchange areas.
Greater diversity and choices in both jobs and housing will enable people to live and work in the study area.
<table>
<thead>
<tr>
<th>Cohesive</th>
<th>Complementary</th>
<th>Connected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expand Options and Opportunities</strong></td>
<td><strong>Promote and Preserve</strong></td>
<td><strong>Leverage Key Assets</strong></td>
</tr>
<tr>
<td>Jobs</td>
<td>Agriculture and Open Space</td>
<td>Airport</td>
</tr>
<tr>
<td>Housing</td>
<td>Brandywine Creek</td>
<td>Train Stations</td>
</tr>
<tr>
<td>Transportation</td>
<td>Historic Districts and Structures</td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td>Local Businesses</td>
<td></td>
</tr>
</tbody>
</table>
For each interchange area

- Existing Land Use and Zoning
- Development Constraints, including Interchange Management Areas
- Developments in the Pipeline
- Development Recommendations
There are over 1,200 residential units and 1.19 million square feet of non-residential development proposed generally within one-half mile of the six US 30 Bypass interchange areas with the limits of this study.
Development Constraints

Airport Road Interchange
## PA 10
### Land Use Recommendations

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Potential Use</th>
<th>Zoning Issues/Considerations</th>
</tr>
</thead>
</table>
| 1      | Mixed Use Center (Office, Hotel, Apartments, Restaurants, Retail) | Apartments not permitted in GC  
Promote new roadway connections with flexibility in zoning ordinance |
| 2      | Professionally managed multi-family residential | None  |
| 3      | Office / Commercial                     | Promote new roadway connections with flexibility in zoning ordinance |
| 4      | Retail                                  | None  |
| 5      | Senior Care Residential Facility        | Senior care residential facilities not a permitted use in O-C |

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**Diagram:**
- **Parcel 1:** Mixed Use Center (Office, Hotel, Apartments, Restaurants, Retail)
- **Parcel 2:** Professionally managed multi-family residential
- **Parcel 3:** Office / Commercial
- **Parcel 4:** Retail
- **Parcel 5:** Senior Care Residential Facility

**Legend:**
- **Yellow:** Residential
- **Red:** Commercial
- **Blue:** Public
- **Green:** Parks
- **Grey:** Other

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The map illustrates the potential land use recommendations for each parcel, considering zoning issues and considerations for promoting new roadway connections.

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**Notes:**
- Apartments not permitted in GC.
- Promote new roadway connections with flexibility in zoning ordinance.
Priority Project: Roadway Plan

US ROUTE 30 PEDESTRIAN CROSSING AND ROADWAY CONNECTION TO BE CONSIDERED IN THE FUTURE DEPENDENT UPON THE BYPASS TERMINUS DESIGN COMPLETED AS A PART OF PENNDOT'S US ROUTE 30 BYPASS PROJECT.

NOTES: (1) Bypass terminus to be reconstructed as part of PennDOT's U.S. Route 30 Bypass Project.
(2) Parking spaces within Sadsbury Commons to be made available for park and ride (location to be determined).
Priority Project: Pedestrian and Transit Plan

NOTES: (1) Bypass terminus to be reconstructed as part of PennDOT's U.S. Route 30 Bypass Project.
(2) Parking spaces within Sadsbury Commons to be made available for park and ride (location to be determined).
For each segment

- Existing Conditions Summary
- Land Use and Zoning Recommendations
- Roadway Cross Sections
- Key Strategies to Implement Vision
PRIORITY PROJECTS

- US 30 & Swan Road / County Line Road
  - West Sadsbury
- US 30 & PA 10
  - Sadsbury & West Sadsbury
- Airport Road Corridor
  - Valley & West Caln
- Business 30 & Airport Road
  - Valley
- PA 82 & Waggontown Road
  - Coatesville & Valley
- Business 30 between
  - 1st Avenue & Strode Avenue
    - Coatesville
- Business 30 between
  - Barley Sheaf Road & Veterans Drive
    - Caln
**CALN Suburban Commercial**

**Municipalities**
- Caln Township

**Limits**
- 13th Avenue to Barley Sheaf Road

**Length**
- 1.5 miles

**Existing Zoning**
- I: Institutional
- C-1: Highway Commercial
- Lincoln Highway Overlay

**Roadway Cross Section**
- One travel lane in each direction with a center left-turn lane and varying width shoulders. Sidewalks are provided in some areas.

**AADT**
- 13,000 - 14,000

**Speed Limit**
- 35 - 40 MPH

**Existing Conditions**
- Transitional area between the City of Coatesville and Thorndale Village
- Mainly commercial and institutional land uses with some vacant and under-utilized parcels
- Amtrak/SEPTA rail line parallel and south of Lincoln Highway (Business 30) limits roadway connectivity, as well as development opportunities
- Roadway underpass of the rail line at Caln Road is constrained due to narrow width and the short distance between Lincoln Highway and the Amtrak/SEPTA rail line
- Wide, uncontrolled and closely spaced commercial driveways
- Bus service provided by Chesters—Kraft's A and Coatesville Link and several bus stops have shelters
- Limited sidewalk connections provided on the north and south sides of Lincoln Highway

**Land Use and Zoning**

The existing land uses include auto-oriented commercial and retail establishments and institutional uses with Coatesville Senior High School and access to the Coatesville Veterans Affairs Medical Center. There are development/redevelopment opportunities for vacant or under-utilized, but the Amtrak/SEPTA rail line on the south side creates narrow depth parcels and limits access and circulation. The existing Lincoln Highway Overlay District provides flexibility related to setback, parking, and other requirements, particularly for constrained parcels. Access management strategies, include cross access and shared parking, can also help to reduce congestion, improve operations, and support redevelopment.
Roadway Cross Section

The existing cross section includes one travel lane in each direction with a center left-turn lane and varying shoulders along each side. Currently, many parking areas are located immediately adjacent to the existing roadway. In the future, it is recommended to provide grass buffers and sidewalks along both sides, dependent upon site constraints. Additionally, it is recommended to utilize the center lane, where not needed for turning movements, to provide gateway treatments.

Implementing the Corridor Vision

<table>
<thead>
<tr>
<th>Key Strategies</th>
<th>Recommended Action Items</th>
<th>Partners</th>
</tr>
</thead>
</table>
| Sidewalk connections                 | - Coordinate with property owners/developers to implement sidewalks and streetscape enhancements as part of land development projects (in accordance with existing Township ordinances)  
                                    | - Develop conceptual plans and pursue funding sources for design and construction of missing sidewalk connections that are not likely to be implemented as part of a land development project | Caln Township             |
|                                      | See the Priority Project for Business 30 between Veterans Drive and Barley Shof Road      |                           |
| Gateways and improved signage        | See the Priority Project for Business 30 between Veterans Drive and Barley Shof Road       |                           |
|                                      | - Caln Township                                                                          |                           |
|                                      | - PennDOT                                                                                |                           |
| Beautification with attractive streetscapes and building facades | - Continue to promote the LERTA District as an incentive for property owners to make improvements and implement the Lincoln Highway Streetscapes | Caln Township             |
|                                      | - Western Chester County Chamber of Commerce                                            |                           |
|                                      | - Chester County Economic Development Council                                            |                           |
| Access management                    | - Review and evaluate potential updates to access management requirements in Caln Township’s SALDO based on PennDOT’s Access Management Handbook, including requiring new developments to connect to existing developments or enable future connections to be made | Caln Township             |
| Plan for a well-connected roadway network | - Adopt an official map with new roadway connections                                      | Caln Township             |
| Support assembly of smaller lots and development/redevelopment of vacant or under-utilized lots | - Promote existing LERTA District and Lincoln Highway Overlay District zoning ordinance requirements, including the provision for waiver of some zoning requirements by the Board of Commissioners  
                                    | - Consider form-based zoning                                                              | Caln Township             |
**Priority Project**

**Lincoln Highway (Business 30) between Veterans Drive and Barley Sheaf Road**

**Municipalities**
- Caln Township

**Location**
- Lincoln Highway (Business 30) between Veterans Drive and Barley Sheaf Road

**Summary Description**
Completion of sidewalk connections along with streetscape, traffic calming, access management, and bus stop enhancements to improve safety and operations.

**Existing Conditions**
- Vacant and underutilized parcels
- Lack of identity and consistent streetscape treatments
- High traffic volumes and travel speeds
- Numerous wide, uncontrolled, and closely spaced commercial driveways
- Discontinuous and disconnected sidewalks
- Bus stops with limited connecting pedestrian facilities

**Key Elements of the Conceptual Plan**
- Continuous sidewalk on the north side of Business 30
- Continuous sidewalk on the south side of Business 30 between Veterans Drive and Caln Road
- Enhanced bus stops with amenities and pedestrian connections
- Medians with gateway signs for traffic calming
- Defined and/or consolidated driveways for safety and access management

**Recommended Action Items**
- Coordinate with property owners/developers to implement sidewalk and streetscape enhancements and define/consolidate driveways as part of land.

**Suggested Timeframe**
- Ongoing

**Partners**
- Caln Township

**Potential Funding Sources**
- Municipal funds (for required match)
- PaDOT - Multimodal Transportation Fund
- DFA - Multimodal Transportation Fund
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

**Priority Phase: Veterans Drive to Caln Road**
- Pursue grant/funding for design, right-of-way, and construction

**Cost Estimate**

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>$90,800</td>
</tr>
<tr>
<td>Final Design</td>
<td>$736,200</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$96,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>-</td>
</tr>
<tr>
<td>Construction + Inspection</td>
<td>$1,041,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,364,000</strong></td>
</tr>
</tbody>
</table>
Suburban Commercial

Priority Project: Lincoln Highway (Business 30) between Veterans Drive and Barley Sheaf Road

CONCEPT PLAN KEY ELEMENTS:
- Continuous sidewalk on north side of Business 30
- Continues sidewalk on south side of Business 30 between western limit and Caln Road
- Enhanced bus stops with amenities and pedestrian connections
- Medians with gateway signs for traffic calming
- Defined and/or consolidated driveways for safety and access management
Regional Trail Connection Options Map

This map highlights alignment options for an east-west regional trail connection, and specifically potential alignments for extension of the Chester Valley Trail from Downingtown to Parkesburg and Atglen.
**Recommended Actions Items**

For all study area municipalities

<table>
<thead>
<tr>
<th>Recommended Action Item</th>
<th>Description and Applicability</th>
<th>Resources, and References</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue coordination with PennDOT on design of the US 30 Bypass Reconstruction project</td>
<td>Coordinate with PennDOT and neighboring municipalities on the design and construction of US 30 Bypass improvements, including the need for additional capacity on the US 30 Bypass east of Receeville Road and interchange reconfigurations at US 322, PA 340, Receeville Road, PA 82, Airport Road, and the bypass terminus near PA 10 to address safety and operational issues. Applicable for all study area municipalities.</td>
<td></td>
</tr>
<tr>
<td>Initiate and/or support municipal and multi-municipal bicycle/pedestrian/trail planning efforts</td>
<td>Complete regional, municipal, or project-specific bicycle, pedestrian, and trail plans to establish a regional trails network. Applicable for all study area municipalities, particularly focused on the feasibility and selection of a preferred alignment for extension of the Chester Valley Trail from Downingtown to Aigles and additional planning and design for the West Branch Brandywine Trail.</td>
<td></td>
</tr>
</tbody>
</table>
| Update Zoning and SALDO Ordinances                                               | Provide or update standards and design requirements particularly related to bicycle, pedestrian, and transit facilities, as well as requirements for traffic impact studies. Applicable for all study area municipalities.  
- Business 30  
  - Intersecting/Connecting roadways between US 30 Bypass and Business 30  
    - PA 10  
    - Airport Road                                                                 | Multi Modal Circulation Handbook for Chester County, PA (Chester County Planning Commission, 2015)  
  - SEPTA Bus Stop Design Guidelines (DVRPC, 2012)  
  - Managing Access along US 30 in Western Chester County (DVRPC, 2010) |
| Improve traffic signal coordination to reduce congestion                        | Improve traffic signal coordination through regular maintenance, re-timing, updating traffic signal specifications, and upgrading traffic signal equipment and communication. Applicable for all study area municipalities, particularly across municipal borders and long the Business 30 Corridor. |
| Enhance bus stops                                                                 | Coordinate with TMACC, Krapf, and PennDOT regarding the provision of bus stop enhancements, including pedestrian facility connections and amenities, such as shelters. Applicable for all study area municipalities, particularly along the Business 30 Corridor. |
| Consider and evaluate adoption of a municipal official map                        | Tool to identify and express interest in potential acquisition of properties for planned public facilities, including new roadway and trail connections. Applicable in all study area municipalities. |
| Consider and evaluate options for incorporation of Transferable Development Rights (TDR) into zoning ordinance | Zoning tool and market-based approach to implement land preservation plans and direct development to appropriate areas. Particularly applicable for Sadsbury and West Sadsbury due to the focus on open space/agricultural land preservation and development demands. |
|                                                                                       | - PennDOT’s Green Light Go Funding Grant Program  
                                                                 | - PennDOT’s Automated Red Light Enforcement (ARLE) Grant Funding Program  
                                                                 | - Multi Modal Circulation Handbook for Chester County, PA (Chester County Planning Commission, 2015)  
                                                                 | - SEPTA Bus Stop Design Guidelines (DVRPC, 2012)  
                                                                 | - Warwick Township, Lancaster County TDR Zoning Ordinance |
### Recommended Actions Items

#### Valley Township

<table>
<thead>
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<th>Page</th>
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<tr>
<td><strong>Airport Road</strong></td>
<td></td>
</tr>
<tr>
<td>Parcel 3: Consider extending Multiple Family Residential Overlay</td>
<td>33</td>
</tr>
<tr>
<td>Option to include this parcel or rezone to R-2</td>
<td></td>
</tr>
<tr>
<td><strong>PA 82</strong></td>
<td></td>
</tr>
<tr>
<td>Parcel 1: Consider adding to Multiple Family Residential Overlay</td>
<td>41</td>
</tr>
<tr>
<td>Option or rezone to R-2</td>
<td></td>
</tr>
<tr>
<td>Parcel 6: Coordinate with Coatesville to enact a Memorandum of Agreement in order to preserve the steep slopes and Brandywine Creek for open space conservation with a creek-side public access trail, but allow energy facilities on the relatively flat area of the site, with adequate screening from adjacent development</td>
<td>41</td>
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<thead>
<tr>
<th>Business 30 Corridor</th>
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<tr>
<td>Implement recommendations in <em>Managing Access along US 30 in Western Chester County</em> (DVRPC, 2010)</td>
<td>56, 60, 62, 64, 66, 68, 70</td>
</tr>
<tr>
<td>Coordinate with property owners/developers to implement sidewalks and streetscape enhancements as part of land development projects (in accordance with existing Township ordinances)</td>
<td>68, 70, 82, 83, 89, 91</td>
</tr>
<tr>
<td>Identify key missing gaps in the sidewalk network and develop conceptual plans and pursue funding for design and construction</td>
<td>68, 70</td>
</tr>
<tr>
<td>Inventory and evaluate current shoulder widths to identify constraints for implementing bike lanes</td>
<td>62, 68, 70</td>
</tr>
<tr>
<td>Coordinate with PennDOT to reduce the speed limit, which may require the completion of a Speed Restrictions Engineering and Traffic Study</td>
<td>56, 62, 66</td>
</tr>
<tr>
<td>Coordinate with PennDOT to implement bicycle lanes as part of a future resurfacing project</td>
<td>62, 66, 68, 70, 74</td>
</tr>
<tr>
<td>Implement recommendations in <em>Western Chester County: Future Focus Study</em> (2011), including focusing on planning efforts related to the future municipal complex near Airport Road and the potential re-use and redevelopment of the existing municipal facilities near Front Street</td>
<td>60, 64, 66, 68, 70, 73</td>
</tr>
<tr>
<td>Identify and market key vacant or under-utilized parcels for desired uses</td>
<td>70</td>
</tr>
<tr>
<td>Encourage and support open space and conservation easements</td>
<td>70</td>
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<tr>
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<tr>
<td>Complete a municipal and/or multi-municipal bicycle/pedestrian/trail plan to identify potential local connections to the planned regional trail network, including the Chester Valley Trail Extension and West Branch Brandywine Creek Trail</td>
<td>97</td>
</tr>
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#### Priority Project

**Airport Road Corridor, including Lincoln Highway (Business 30) and Airport Road Interchange**

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<tr>
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<tr>
<td>Adopt an Official Map showing future roadway connections (and Airport Road widening)</td>
<td>38</td>
</tr>
<tr>
<td>Coordinate with the Coatesville Area School District and other property owners on the potential roadway connection between Valley Suburban and Country Club Road. Possibly complete a Roadway Connection Feasibility Study to identify a potential roadway alignment and cost estimate.</td>
<td>38</td>
</tr>
<tr>
<td>Complete a Park and Trail Master Plan for the open space to be dedicated to the Township as part of the Valley Suburban Development</td>
<td>38</td>
</tr>
<tr>
<td>Monitor future demand and continue to coordinate on potential bus service to Highlands Corporate Center</td>
<td>38</td>
</tr>
<tr>
<td>Continue coordination on design of the US 30 Bypass Reconstruction project, including completion of the Airport Road Interchange and identified improvements to the Airport Road Corridor</td>
<td>38</td>
</tr>
<tr>
<td>Coordinate with property owners and developers regarding future improvements to Airport Road, particularly the reservation of right-of-way for future widening</td>
<td>38</td>
</tr>
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</table>

See also action items applicable for all study area municipalities on page 96.
THANK YOU

Route 30 Multimodal Transportation Study

http://www.chescowest.com/route-30

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