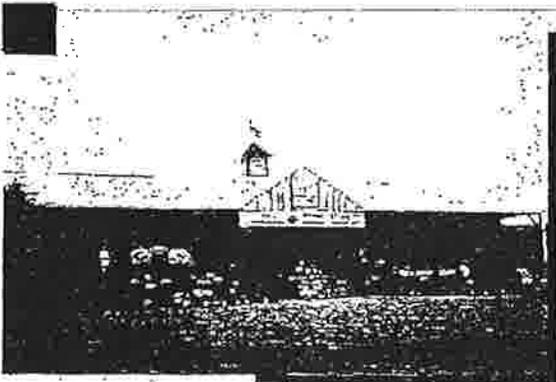
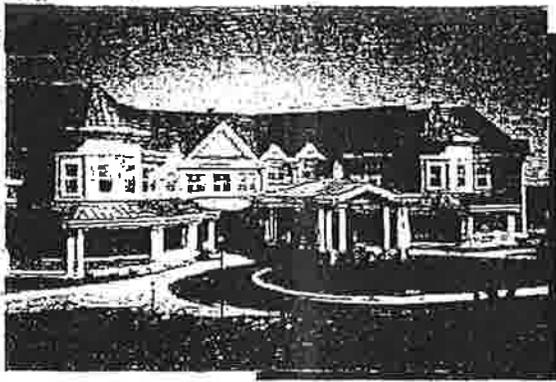


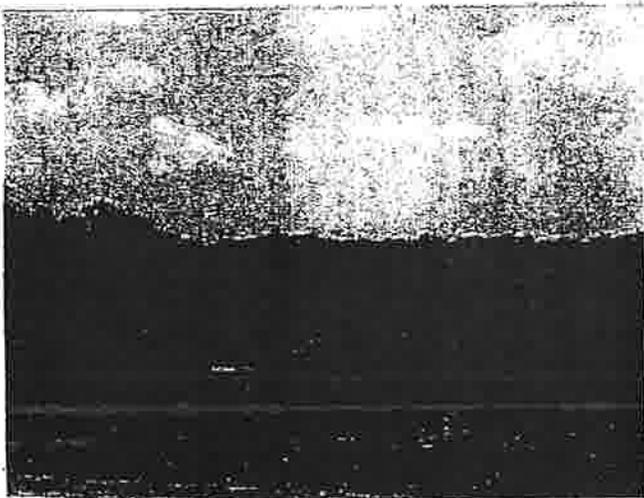
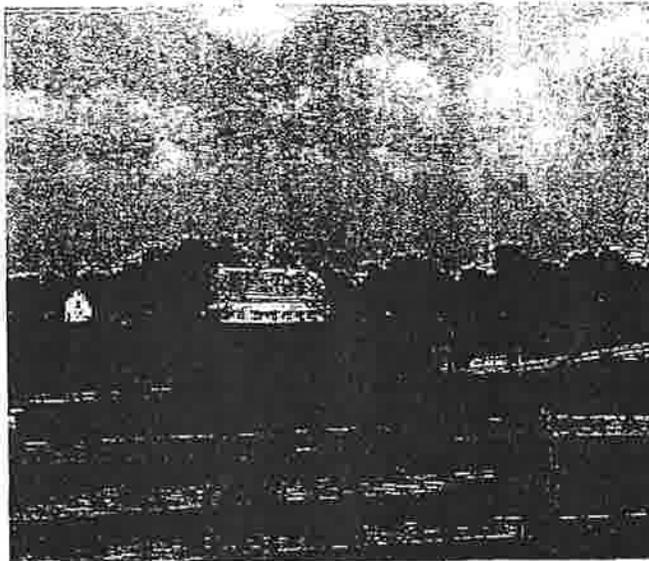
Growth Management Plan Westtown Township



Westtown Township Growth Management Plan

The Comprehensive Plan for the Growth
and Conservation of Westtown Township,
Chester County, Pennsylvania

This Growth Management/Comprehensive Plan was adopted
by the Westtown Township Board of Supervisors on July 2, 2001.



Sewage and Water Services - In 2001, the Township adopted a new Sewage Facilities Plan, which proposes extensions of public sewage service to many areas of the Township that are not served. There also are on-going projects to extend central water service to all areas of the Township where it is cost-effective. Central water service is important to provide reliable drinking water supplies and to provide water for firefighting.

Other Community Facilities and Services - The Township moved into a new Township Administrative Building in 2001. This will free the previous Township Building for use by the police. The Township needs to continue to provide high-quality, cost-effective community services and facilities, with an emphasis on cooperation across municipal borders.

Transportation - The entire region has experienced dramatic increases in traffic. The most pronounced increases have been along Routes 202 and 926, but traffic has also increased on many other through-roads. The transportation system needs to be carefully coordinated with existing and planned development, with an emphasis on careful management of traffic access onto main roads.

The Township will continue to aggressively seek to obtain PennDOT funding of needed improvements. When a municipality funds the advance engineering of a project, it is much more likely to receive State funding in a timely manner.

A major study is underway to determine how to widen Route 202 to six lanes through Westtown. This work will involve major changes to the S. High Street and Route 926 intersections with Route 202. A new grade-separated interchange at Matlack Street and Route 202 may also be needed. The intent is also to close off some of the streets and driveways that now enter Route 202 in Westtown. Great care is needed to integrate this widening with the character of Westtown. Any widening of Route 202 should be accompanied by heavily landscaped earth berms wherever space allows.

In any case, if lands west of Route 202 are developed, a new road should be required to be built from the Stetson School jughandle to Route 926, running along the west side of Route 202.

A new bridge should be built across Route 202 at Pleasant Grove Road. This bridge will help to prevent the isolation of the east and west parts of the Township from each other once Route 202 is widened with a solid median.

Improved shoulders are needed along Route 926 for safety reasons. The Shiloh Road /Route 926 intersection is being realigned closer to the Westtown-Thornton Road intersection. Shady Grove Way and Cheney Road should also be aligned with each other along Route 926. In each case, traffic signals would be proposed.

Work is needed with Thornbury Township and adjacent property owners to improve the congested Routes 926/352 intersection. The curves along Route 926 east of Route 352 should be reduced.

The Plan also encourages pedestrian and bicycle travel, and supports regional efforts to increase use of public transit and carpooling.

Seek improved shoulders and wider bridges along Route 926.

Route 926 is likely to experience increased truck traffic once weight restrictions are removed on two bridges that are being replaced. The narrowness of shoulders along the road means the road is unforgiving to the smallest driver error. Shoulders of at least four feet width on each side should be constructed by PennDOT. Utility companies should be required to move all poles out of the existing 50 feet wide right-of-way, to allow the road to be widened and to remove hazards.

The narrow "Singing Bridge" on the Westtown/Thornbury border along Route 926 is programmed for widening by PennDOT. A second bridge along Route 926 over the creek west of the railroad is also narrow, but it is a historic and scenic stone bridge.

Work with PennDOT to address the severely congested intersection of Routes 202/926.

The most effective long-term solution is currently being studied - to develop a grade-separated intersection with a bridge and ramps. This intersection would not be a full cloverleaf, but instead would probably involve some type of configuration that consumes less land. A less expensive but shorter-term solution would be to complete the set of loop roads.

In any case, if the Crebilly Farms property develops near Route 202, a new road should be required to be built from the Episcopal Church to Route 926, running parallel to Route 202. Among other advantages, this road may encourage persons who wish to turn westward from southbound Route 202 to take this alternative route, and thereby remove some of the turning movements from the Route 926/202 intersection.

Work with Thornbury Township and the Westtown School to realign intersections along Route 926.

Many intersections along Route 926 are narrow, have limited sight distances and are not safe for left-hand turns, particularly considering the speeds of traffic. Intersections along Route 926 would work best if they have can be signalized and widened. In order to justify a signal, roads from the north should intersect Route 926 at the same locations where roads intersect from the south. This would allow efficient north-south travel across Route 926. A development has been approved that would realign the Shiloh Road /Route 926 intersection so that it is closer to the Westtown-Thornton Road intersection. Discussions have also occurred with Westtown School and Thornbury Township to realign the Shady Grove Way/Route 926 intersection with the Cheney Road/Route 926 intersection. In each case, traffic signals would be proposed.

All of the traffic signals along Route 926 are being engineered so that they will have coordinated timing with each other, to allow traffic to move smoothly at moderate speeds. This signal timing should work to discourage speeding.