



PA Office
2 East Market Street
Suite 2
York, PA 17401-1206
T: (717) 846-4660

Consulting Engineers and Planners
www.consulttrg.com

MD Office
901 Dulaney Valley Road
Suite 805
Towson, MD 21204-2624
T: (443) 275-2344

June 28, 2023

Liudmila (Mila) Carter
Assistant Township Manager and Director of Zoning & Planning
Westtown Township
1039 Wilmington Pike
West Chester, PA 19382

RE: Stokes Estate – Conditional Use Application
Response letter to Westtown-East Goshen Regional Police Department
E-mail comments dated June 16, 2023
Westtown Township, Chester County
TRG Project No. 278.012.21

Dear Ms. Carter:

This letter addresses the comments outlined in Chief Bernot's email dated June 16, 2023, regarding the Stokes Estate Conditional Use Application located in Westtown Township, Chester County. The following numbered paragraphs correspond to the numbered comments in Chief Bernot's email.

Concerns

1. *Unless my memory fails me, I believe that their engineer listed the speed limit for Shiloh Road as 35 mph – it is actually 30 mph.*

The speed limit in the traffic study is listed as 30 mph, and not 35 mph.

2. *As indicated in the Transportation Impact Study, there were a notable number of crashes that have occurred on the roadway between 2018 and mid-2023. Adding additional traffic to the roadway without roadway improvements is likely to increase that number.*

The crash analysis prepared by Transportation Resource Group, Inc. was revised in June 2023 to include the latest crash data available from the Pennsylvania Crash Information Tool (PCIT) website (1/1/2018 to 12/31/2022). As shown in Table 1 a segment crash analysis was performed on the 1.56 mile segment of Shiloh Road between Street Road (S.R.0926) Little Shiloh Road (S.R.2005). The segment crash rate for Shiloh Road was lower than a typical Pennsylvania roadway displaying similar features and characteristics.

We agree that adding any level of traffic to an existing roadway will increase the chances of possible accidents from occurring since there will be more cars on the roadway.

- 3. Although the data from the traffic study (2 attached files) is a little dated (from 2020), it clearly shows that 85th percentile for speed on Shiloh Road is between 43 and 44 mph (in a posted 30 mph zone). Additionally, the study indicated that there were a notable number of vehicles traveling between 51 and 60 mph, as well as a few vehicles traveling 61 mph or higher. Please have your traffic engineer review this data thoroughly, as we feel that speed is already an issue on this roadway. As a result, we conduct traffic enforcement on the roadway on a fairly consistent basis. If requested, we would be happy to conduct an updated traffic study on this roadway but we assume that your engineer may want to conduct their own.*

No background information was provided with the Department's Speed Study, but I believe it was conducted via a point collector at one location, such as a radar or pneumatic tube counter. A possible problem with this speed survey is that it is performed at one particular location on Shiloh Road and not necessarily in the area of Hunt Drive or Oakbourne Road. Speeds vary greatly along a roadway segment. Assuming the speed survey equipment is calibrated and installed correctly, the best information it can provide is the speed at only one particular spot along Shiloh Road.

Given that speed distributions follow a "bell curve", it is not surprising that a few of the offenders are driving 61 mph or higher. That finding is consistent with a normal distribution (bell shaped curve) of speeds along a typical stretch of roadway, just as some of the motorists are driving 15 mph or lower.

- 4. Lastly, the close proximity of the proposed development to Rustin High School raises additional concerns. Due to a considerable number of students crossing Shiloh Road as pedestrians and the significant amount of vehicular traffic leaving the school, WCASD pays for traffic details at the start and end of the school day. Adding additional traffic to the roadway may negatively impact safety at this location - we would suggest that your engineer should examine this issue.*

It is assumed the "traffic details" are additional services provided by the WEGO PD and paid for by the school district. There is already a 15 mph school zone in place adjacent to Rustin High School. As shown in the crash statistics, Shiloh Road exhibits lower than average crash rate tendencies. We concur with the WEGO PD providing "traffic details" and the existing 15 mph school zone. It is believed these measures will continue to provide safe travel in the vicinity of Rustin High School.

I trust this letter adequately addresses the comments. If you have any questions, please feel free to give me a call.

Very truly yours,

Transportation Resource Group, Inc.



Jon A. Seitz, P.E., PTOE
Principal