

October 18, 2024
Via FedEx

Westtown Township Planning Commission
1039 Wilmington Pike
West Chester, PA 19382

Attn: Mila Carter
Director of Planning and Zoning

**RE: Response to Traffic Review Comments
Proposed Chase Bank
Marketplace at Westtown
1502 West Chester Pike (SR 0003)
Township of Westtown, Chester Co., PA
DT # 1478-99-191T**

Dear Ms. Carter:

Dynamic Traffic is in receipt of Albert Federico Consulting, LLC's review letter for the above referenced project, dated September 30, 2024. In response to the review letter, we offer the following:

1. *§149-804(A) – A traffic impact study shall be required for any subdivision or land development that is expected to generate more than 250 total average weekday trip-ends after build-out. The submitted Assessment should be revised to address the following:*

- a. *Provide the full two-hour traffic counts and confirm that data collection included pedestrians.*

The study has been revised to include the full traffic counts. A total of 10 pedestrians were observed crossing at the intersection during the weekday evening count period but no pedestrians were observed during the weekday evening peak hour. No pedestrians were observed during the Saturday midday count period.

- b. *Verify the description of pedestrian facilities at the signalized West Chester Pike driveway and provide additional information on pedestrian access to West Chester Pike from the Shopping Center.*

The description of pedestrian facilities has been revised to correctly note the crosswalk crossing the northern leg of the intersection.

- c. *Verify that the capacity analyses utilized the current system timings and included pedestrian intervals.*

The latest signal plans from the West Chester Pike signal project (ECMS #105649) were obtained from PennDOT and appended to the report. The splits, cycle lengths, and offsets at the intersection were unchanged from the plans utilized in the original report. The analysis was revised to include the pedestrian intervals. The updated signals plans are included in the report.

- d. *Verify the tenant occupancy of the Marketplace at the time of data collection and, if appropriate, adjust the No-Build traffic volumes.*

Through coordination with the Marketplace at Westtown shopping center owner, one 1,200 SF storefront is vacant in addition to the vacant pad site to be occupied by The Project. This storefront accounts for approximately 1% of the 125,883 SF shopping center, exclusive of The Project site. As such, traffic volumes into and out of the shopping center were increased by a commensurate 1% to account for the future potential reoccupation of the vacant storefront.

- e. *Based on a review of the submitted counts it appears that the distribution should be adjusted to include movements across West Chester Pike to/from the Wawa.*

The primary traffic distribution has been revised to include movements to/from the Wawa.

- f. *Provide additional information regarding the changes in actuated green times assumed for the Build conditions analyses.*

Due to the increased number of major street left turn and minor street movements, additional actuated green time is anticipated to be assigned to the movements. As such, the delay experienced by these movements are anticipated to be slightly reduced from No Build to Build conditions. The Synchro printouts have been revised to include the actuated green times.

2. *§149-916 - Sidewalks, bike paths and other paths may be required to be installed at the discretion of the Board of Supervisors upon the recommendation of the Planning Commission. The pedestrian path illustrated in the submitted exhibit has a number of undesirable jogs as it crosses the parking area. Further, insufficient detail has been provided to demonstrate compliance with accessibility standards. Consideration should be given to other alignments providing access to West Chester Pike, including along the west side of the entering driveway.*

The plans have been revised to provide a concrete bus stop pad and associated switch-back sidewalk to connect the existing bus stop to the shopping center. The accessible path chosen avoids existing infrastructure behind the Burger King building, while crossing the drive aisles perpendicular to a vehicle's path of travel. Further, the proposed sidewalk area has been surveyed and the revised land development plans submitted to the Township on 09/30/24 include detailed grading of the proposed bus stop and sidewalk connection showing compliance with accessibility standards. See ADA Grading Plan (Sheet 8).

Consideration has been given to other alignments to provide access to West Chester Pike, such as along the west side of the entering driveway, however the

suggested alternative route would be nearly four times the length of the path provided and would likely impact the existing mature trees and existing utilities along the entering driveway. Further, ADA compliance would be difficult to achieve given the existing slope of the entering driveway and the limited space available between the existing curb and steep slope.


The following documents are enclosed in support of this response letter:

1. **Transportation Impact Assessment**, prepared by Dynamic Traffic, LLC, last revised October 16, 2024;

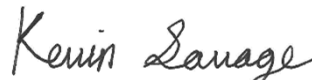
Dynamic Traffic LLC is confident that the enclosed information adequately addressed the comments and concerns of the Township. Should you have any questions regarding this project, or additional information is required, please contact our office. We would appreciate that copies of all correspondence be transmitted to our office.

Sincerely,

Dynamic Traffic, LLC



Corey Chase, PE
Senior Principal



Kevin Savage, PE, PTOE
Principal

JTT
Enclosures

c: