

Project Overview

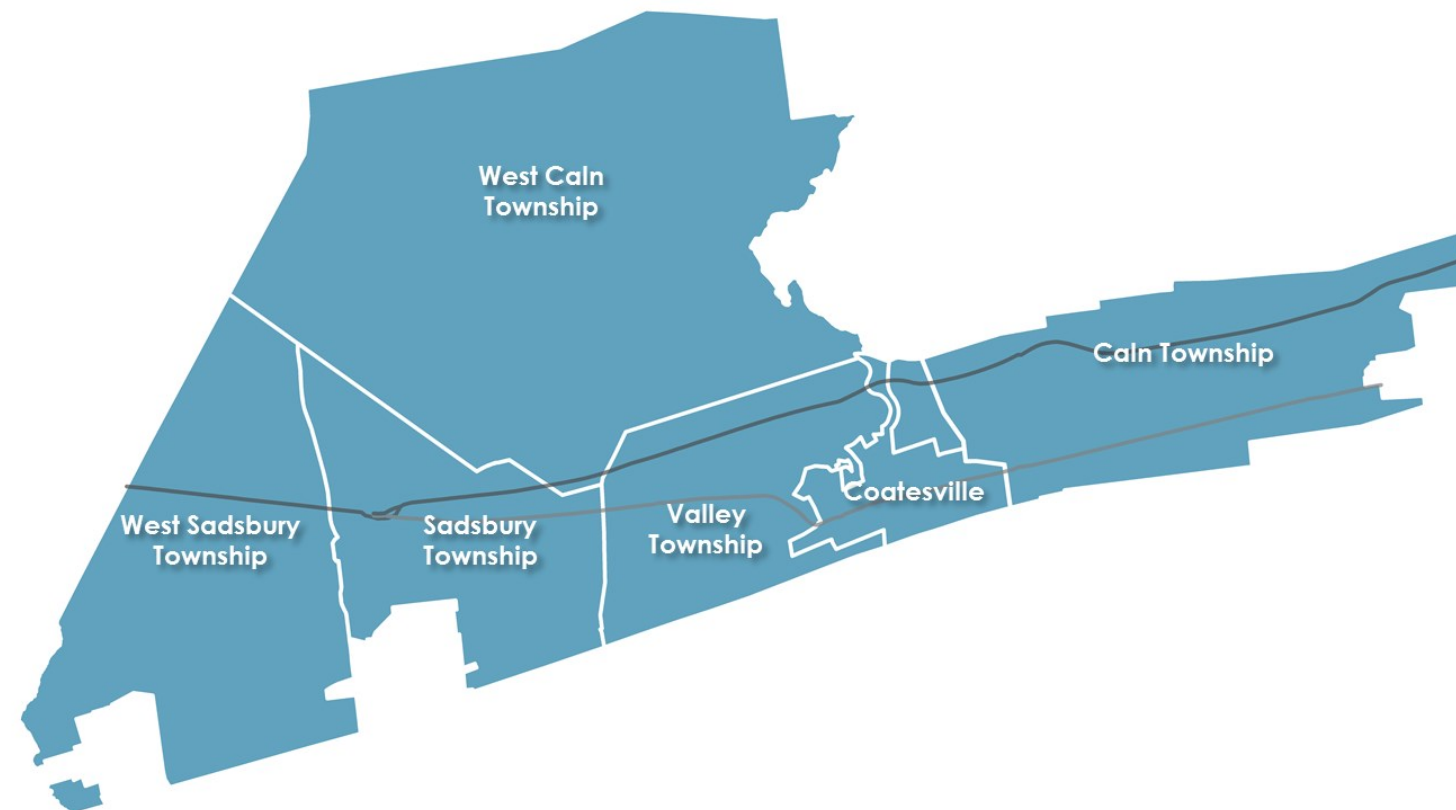
In 2014, the six sponsor municipalities in western Chester County were awarded a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission and a Vision Partnership Program (VPP) grant from Chester County to develop a coordinated multimodal transportation and future land use plan for the Route 30 corridor. The study area for the project is focused along the US 30 Bypass and Business Route 30 corridors within these six municipalities.

The Route 30 Multimodal Transportation Study builds upon several previous planning efforts and initiatives. In particular, the western Chester County region completed the Future Focus Study, which was a regional economic development strategy and action plan. One of the transportation goals was to “improve and expand the region’s transportation system,” which was the focus for this Route 30 Multimodal Transportation Study.

Another significant influence on the study is PennDOT’s Coatesville-Downingtown Bypass Reconstruction project. In 2014, PennDOT re-initiated the project after almost 10 years of inactivity on the project due to lack of funding. PennDOT is developing and evaluating alternatives to reconstruct the Bypass between Business 30 in East Caln and PA Route 10 in Sadsbury and West Sadsbury, including potential widening of the mainline and reconfiguration of each interchange. One of the goals of the Route 30 Multimodal Transportation Study was to develop future land use plans for the US 30 Bypass interchange areas in conjunction and anticipation of PennDOT’s future improvements.

From a regional trail (and active transportation) perspective, the Chester County Planning Commission is currently evaluating potential alignments for the Chester Valley Trail Extension from Exton to Downingtown and Caln Township. There is also a desire to continue the extension west to Parkesburg and Atglen to connect with the Enola Low Grade trail in Lancaster County. The Route 30 Multimodal Transportation Study builds upon Chester County’s planning efforts and identifies options for trail connections through the study area.

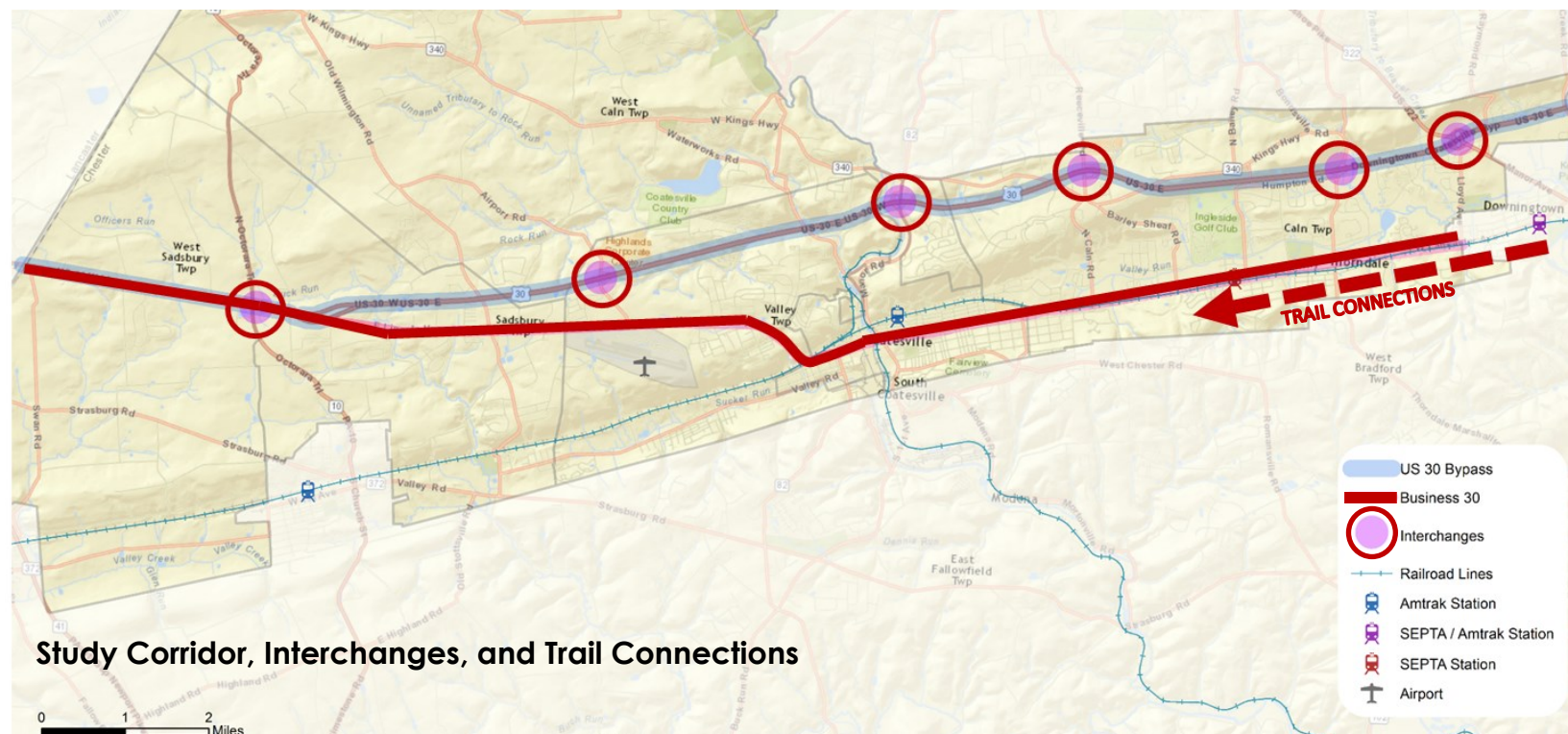
Route 30 Multimodal Transportation Study sponsor municipalities



Focus Areas

Building upon related plans and projects, the Route 30 Multimodal Transportation Study is a coordinated transportation and land use study with three specific focus areas:

- US 30 Bypass Interchange Areas
- Business Route 30 Corridor
- Regional Trail Connections



Stakeholder and Public Outreach

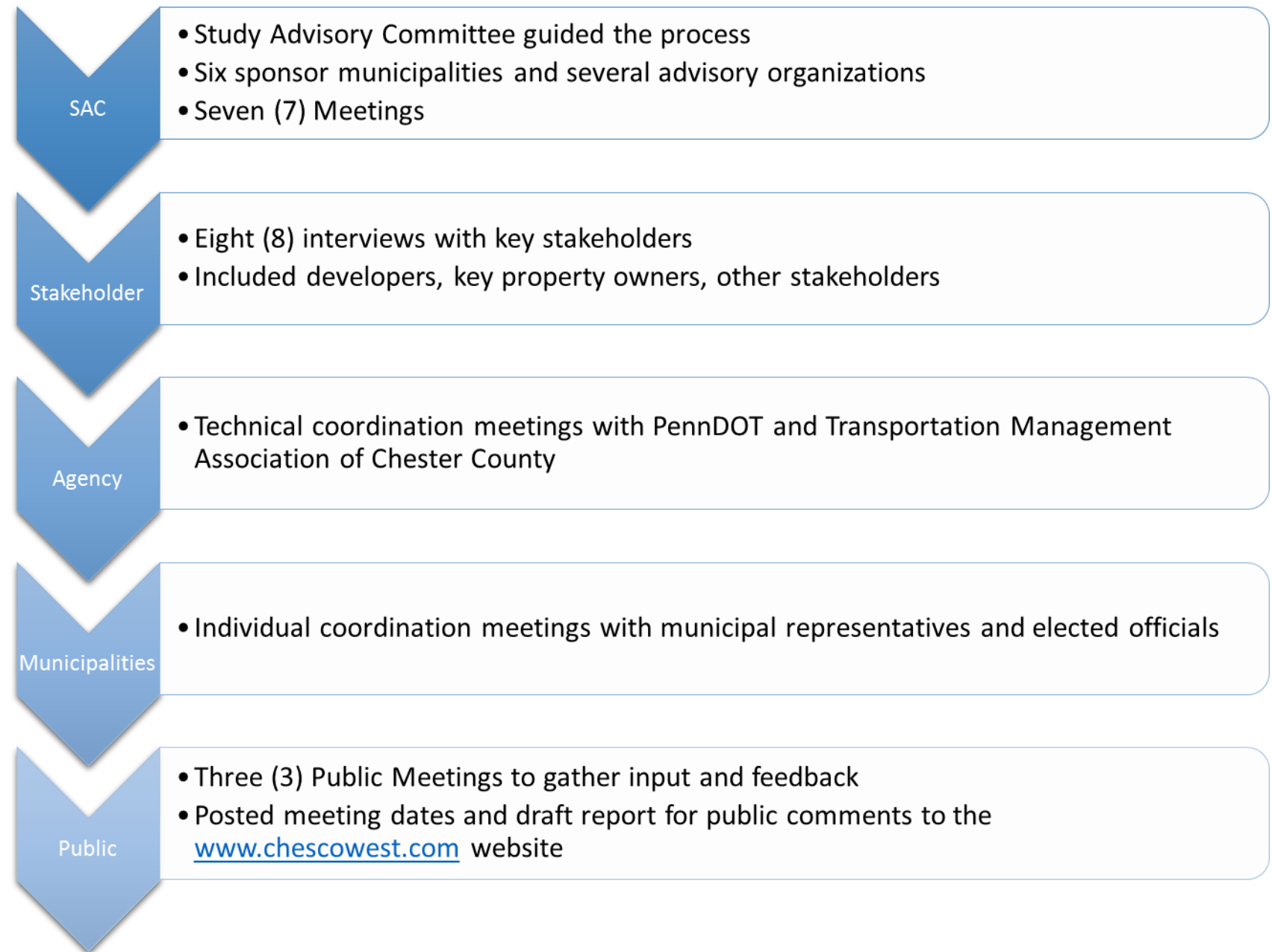
The Route 30 Multimodal Transportation Study was developed through close coordination with the six sponsor municipalities, other stakeholders, agencies, and the public.

A Study Advisory Committee (SAC) guided the planning process. SAC members included representatives from each of the six sponsor municipalities, along with representatives from several advisory organizations, including Chester County Planning Commission, Delaware Valley Regional Planning Commission, PennDOT, Transportation Management Association of Chester County (TMACC), Chester County Economic Development Council, Western Chester County Chamber of Commerce, and Coatesville Area Partners for Progress.

The stakeholder and outreach process for the Route 30 Multimodal Transportation Study was hands-on and interactive. During the first SAC meeting, group mapping exercises were completed. On a study area map depicting existing land use context, SAC members were asked to indicate a place they love, and a place where there is opportunity for improvements. Next, on a study area map depicting existing transportation context, SAC members were asked to indicate a place they love to drive, ride transit, walk, or bike, and place where there are challenges and opportunity for improvements. This exercise spurred conversation and ideas throughout the study area to formulate the land use and transportation needs and challenges in these communities.

Similarly, during the first public meeting, attendees were encouraged to participate in interactive exercises. A board for the Business Route 30 Corridor asked “How would you invest limited funds for transportation improvements along Business 30?” Attendees could vote for the transportation investment of their choice by placing a sticker on the board.; *Intersections, Sidewalks & Streetscapes, New Roadway Capacity & Connections, Bicycle Lanes & Regional Trails, Bus Service & Stops, or Other.*

Similar interactive exercises followed throughout the stakeholder and public outreach process, resulting in a vision and plan with corresponding recommendations that were informed and driven by stakeholder and community input.



Route 30 Corridor Vision for Western Chester County

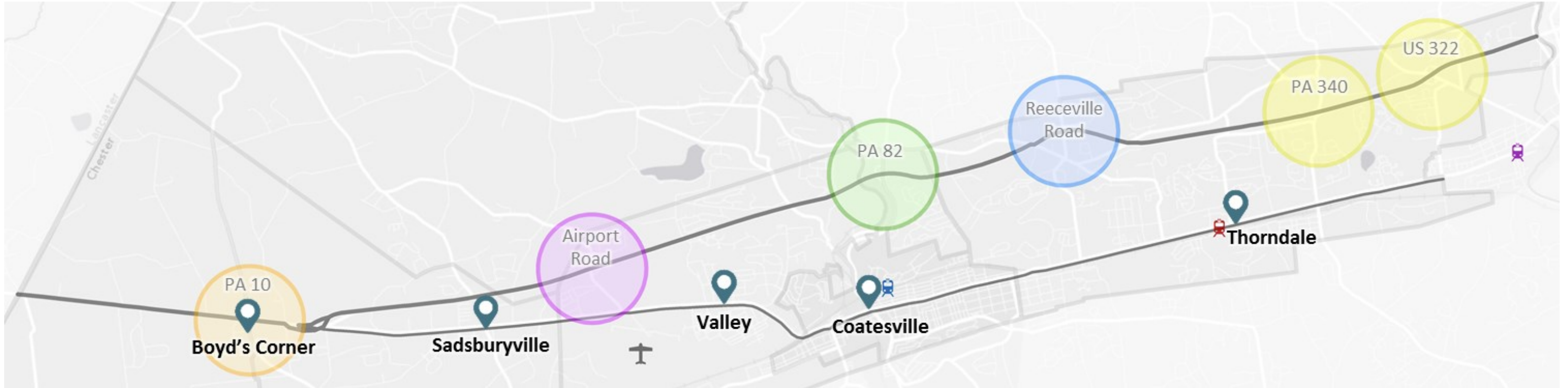
Members of the SAC, six sponsor municipalities, other key stakeholders, and the community were engaged to develop and shape a preferred future vision for the Route 30 corridor. The vision is not a future land use plan or a set of zoning regulations. Rather, the vision reflects the character, context, and aspirations of the six sponsor municipalities. It is a general expression of the desired future development pattern, density, and design along the corridor. The vision that emerged was for Route 30 to develop into a corridor that is *Cohesive, Complementary, and Connected*.

This overarching vision led to three specific goals:

- Expand options and opportunities for jobs, housing, transportation, and recreation
- Promote and preserve agriculture, open space, the Brandywine Creek, historic districts and structures, and local businesses
- Leverage key assets, including the Chester County G.O. Carlson Airport and the Coatesville and Thorndale train stations



US 30 Interchanges

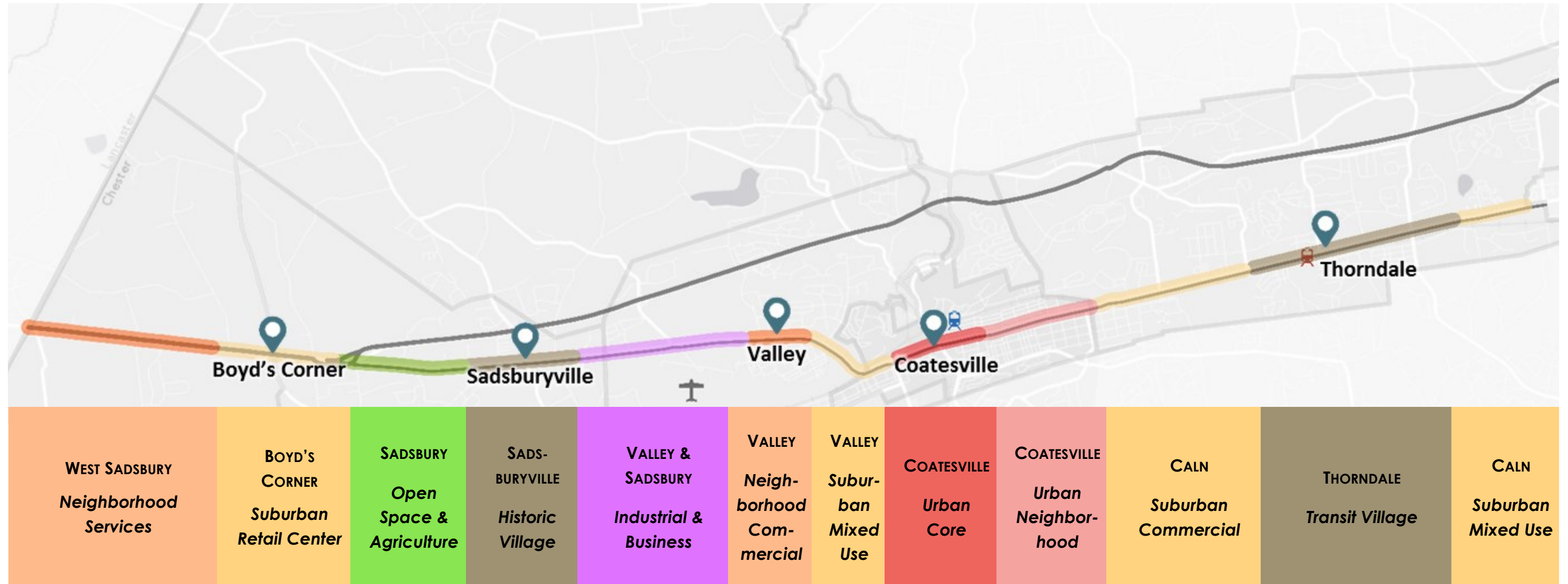


The Pennsylvania Department of Transportation (PennDOT) currently has a project underway to evaluate the reconstruction of the US Route 30 Coatesville-Downingtown Bypass from the Western End (near PA Route 10) through the PA Route 113 interchange. Built in 1962 and known as the Coatesville-Downingtown Bypass, this section of Route 30 was designed to former interstate highway standards with a narrow median and shoulders, as well as now substandard acceleration and deceleration lanes at the interchanges. Since that time, development and traffic have increased substantially leading to PennDOT's current study to increase capacity where needed and redesign the interchanges to meet current design standards. As a result of these improvements, it is anticipated that new and increased opportunities for development will be

created. This study provides an evaluation of each of the interchange areas within the limits of the study to identify potential opportunities for future development once PennDOT's project is implemented. Each interchange area is unique in terms of the type of area it serves, and a theme for each interchange area is defined within the corridor vision. The "immediate interchange area" is defined as one half-mile radius from the center of the interchange. Within this area, sites that may be available for development are identified and types of land uses are suggested that would be marketable, and would complement existing and future land use in the rest of the study area. Existing land use regulations have been reviewed, and potential changes evaluated, to allow or encourage implementation of the recommendations that are presented in an action plan.

Interchange Area Evaluations Include:

Interchange Management Areas	Developments in the Pipeline	Existing Land Use & Zoning	Development Constraints	Development Recommendations
<ul style="list-style-type: none"> • Incorporates all areas that could be affected by one or more of PennDOT's preliminary interchange alternatives • No land use recommendations are provided in these areas 	<ul style="list-style-type: none"> • Provides a summary of projects located generally within one-half mile of each interchange • Includes project location, details, and current status 	<ul style="list-style-type: none"> • Mapping prepared based on the Chester County GIS database • Six generalized categories: Residential, Industrial, Commercial, Parks, Open Space, agricultural and municipally owned land, Vacant 	<ul style="list-style-type: none"> • Mapping to illustrate physical characteristics considered major forces influencing feasibility of development on a parcel of land • Constraints from the Chester County GIS database include: Public Water and Sewer Service, Public Water Only, Steep Slopes, Wetlands, Preserved Land 	<ul style="list-style-type: none"> • Identifies parcels which are vacant or have some development/redevelopment potential • Recommendations based on current land use, plans and zoning, and SAC input • Recommendations for future land use for each parcel based on the vision, context, market, and input from the SAC and public

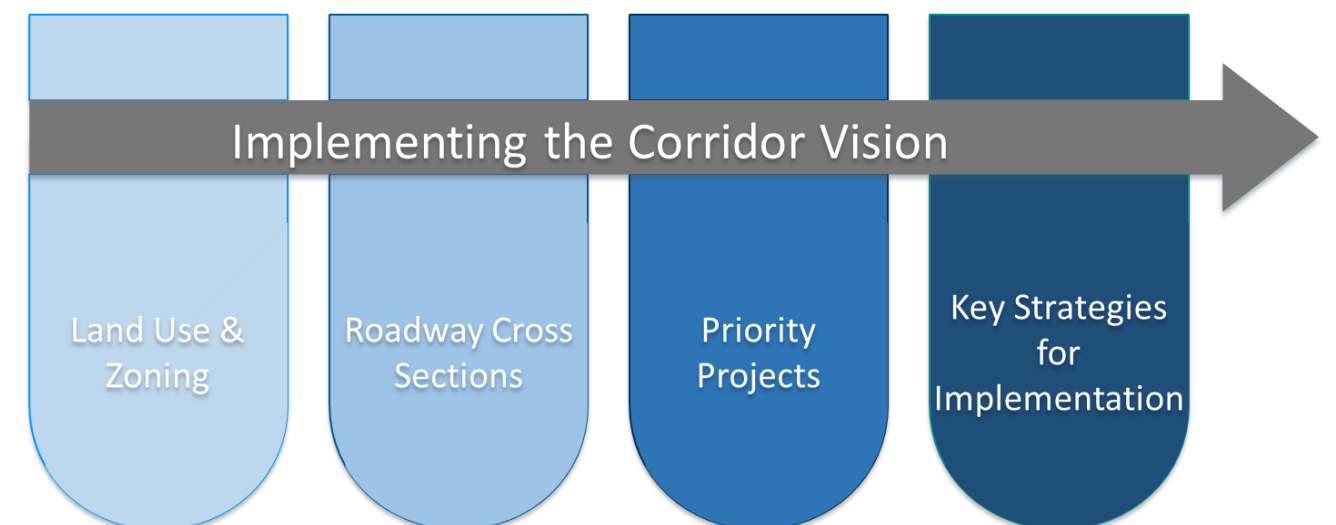


The Route 30 Multimodal Transportation Study provides key strategies and priority improvement projects to implement the vision of a cohesive, complementary and connected corridor along Business 30, or Lincoln Highway, within the study area. The vision for this 13-mile section of Business 30 Corridor identifies twelve segments, each with a unique character to provide options for living, working, and shopping along the corridor in urban, suburban, and rural contexts. The land use and transportation recommendations were developed based on existing conditions, the corridor vision, and stakeholder and community input.

Within each of the twelve segments along the Business 30 Corridor, a plan has been developed to implement the corridor vision through an evaluation of:

- Existing conditions, focusing on land use and transportation issues
- Existing and recommended land use and zoning, consistent with the vision for the segment
- Existing and future roadway cross section, consistent with the vision for the segment
- Key strategies and action items to implement the corridor vision

In addition, seven locations along the Business 30 Corridor were identified and selected as priority roadway segments or intersections for improvement to implement the corridor vision, and a brief summary of the priority projects follows.



Lincoln Highway (US Route 30) and Octorara Trail (PA Route 10)

Key Elements of the Conceptual Roadway Plan

- Continue the concept of loop road connections throughout all quadrants of the intersection in conjunction with land development projects, which will reduce the need for widening at US Route 30 and PA Route 10, by providing a connected roadway network throughout this area with multiple route options for drivers.
- Locate new intersections and accesses strategically to provide a better connected roadway network and to maintain traffic flow along US Route 30 and PA Route 10, including consideration for existing intersection needs (such as Moscow Road).
- Maintain the existing cross sections for travel lanes along US Route 30 and PA Route 10 in order to facilitate pedestrian crossing opportunities that added roadway widening would impede.

Key Elements of the Conceptual Bicycle, Pedestrian, and Transit Plan

- The loop road connections should be designed to provide a pedestrian and bicycle friendly environment.
- Pedestrian connections should be provided to adjacent existing land uses, along the north side of the US Route 30 corridor, and along the PA Route 10 corridor.
- Pedestrian crossings should be provided at key signalized intersections, with consideration to limit pedestrian crossing distances and to maintain traffic flow.
- Bus routing and stops are recommended to facilitate safe and efficient public transit operations.



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

Key Elements of the Conceptual Roadway Plan

- Completion of the Airport Road interchange, to be completed by PennDOT and to include additional turning lanes and traffic control such as signalization.
- Coordinated traffic improvements along the Airport Road corridor from Business Route 30 through the interchange to Highland Boulevard.
- With the increase in traffic destined to the completed Airport Road interchange, construction of a second eastbound Business Route 30 left-turn lane at Airport Road, with the second lane to continue northbound along Airport Road and drop as a right-turn lane at the eastbound Bypass on-ramp.
- Possible extension of the roadway connection to be provided within the development on the northeast quadrant of Airport Road and Business Route 30, to connect through Township and School District property to Country Club Road.
- Possible future traffic signal at the intersection of Airport Road and the Airport Village Shopping Center, primarily to facilitate pedestrian crossings.

Key Elements of the Conceptual Bicycle, Pedestrian, and Transit Plan

- Provide continuous sidewalk along the north side of the Business Route 30 corridor, both east and west of the Airport Road intersection.
- Provide ADA-compliant pedestrian facilities and signal equipment at the intersection of Airport Road and Business Route 30, and at the intersection of Airport Road and the Airport Village Shopping Center if signalized in the future.
- Provide sidewalk along the east side of Airport Road from Business Route 30 to the north, connecting to a multi-use trail system to be provided within Township property envisioned for regional recreation.
- Provide an expanded bus route and facilities to serve the existing and future development, including a potential route to be provided in Highlands Corporate Center if needed based on future demand.



Lincoln Highway (US 30) and Swan Road/County Line Road Intersection Realignment

Key Elements of the Conceptual Plan

- Relocate a segment of County Line Road at US 30 to align with the existing Swan Road. The relocation results in abandonment of the existing segment of County Line Road.
- Provide and maintain access to adjacent properties.
- Potential signalization of the newly realigned intersection, dependent upon a signal warrant evaluation.



Lincoln Highway (Business 30) between Strode Avenue (PA 82) and First Avenue (PA 82)

Key Elements of the Conceptual Plan

- 5' wide bicycle lanes, where feasible
- Maintain on-street parking
- Maintain existing curbing
- Bus stop locations, enhancements, and amenities to be coordinated with redevelopment plans based on future demand.



PA 82 and Wagontown Road Gateway and Traffic Calming

Key Elements of the Conceptual Plan

- Define and narrow the access for Wagontown Road at PA 82
- Additional signage to warn of speed limit changes and cross traffic
- Transverse rumble strips on PA 82 southbound to alert motorists to the speed limit reduction and intersection with Wagontown
- Gateway sign on PA 82 southbound, just north of Wagontown Road intersection



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

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



Regional Trails

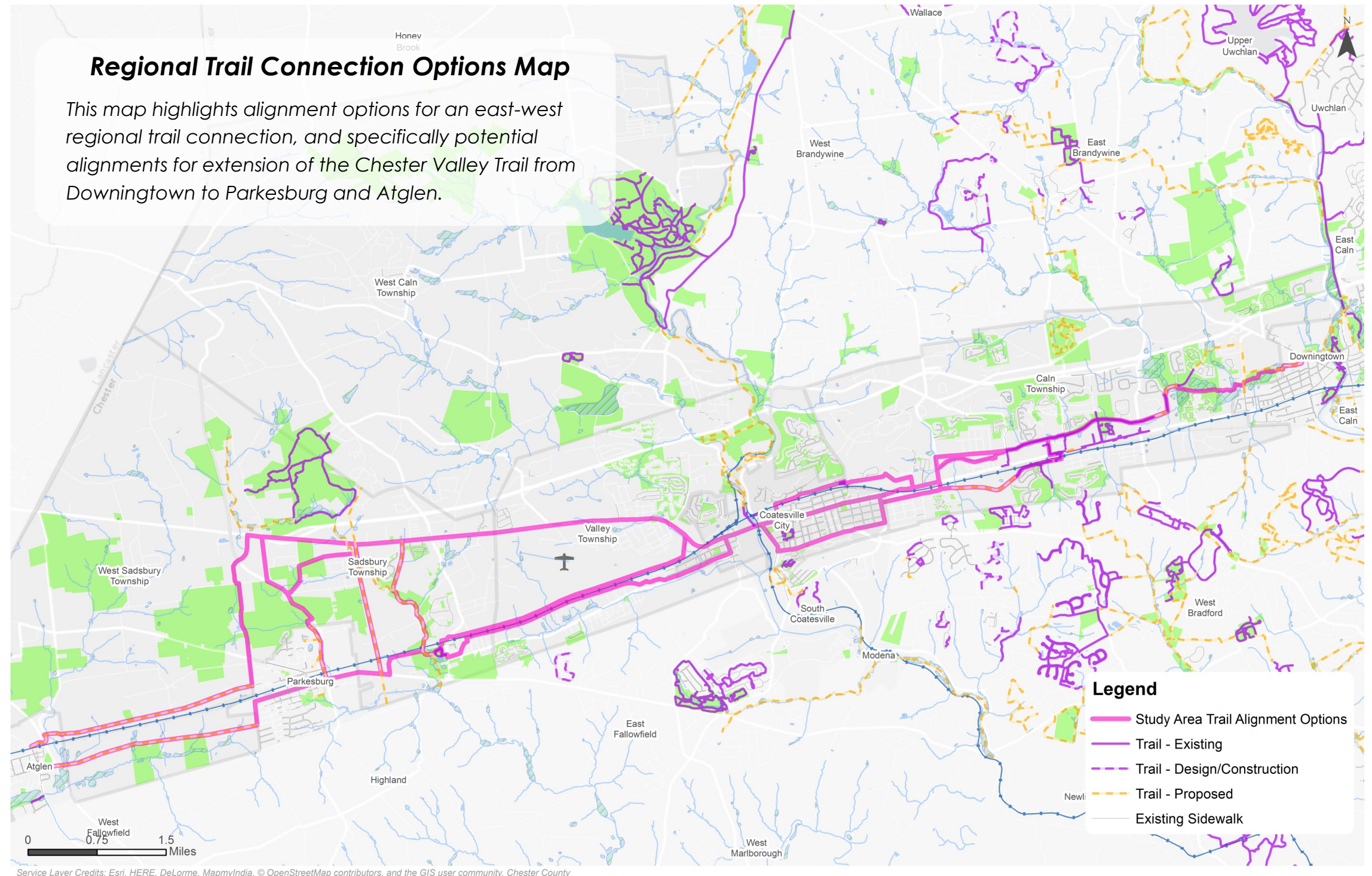
To build upon ongoing related trail planning efforts, the focus of the Route 30 Multimodal Transportation Study is to identify potential alignments for an east-west extension of the Chester Valley Trail from Downingtown to Atglen. Developing this east-west spine through the study area will help to close a critical gap in the regional and statewide trail network between the Chester Valley Trail and Enola Low Grade Trail, opening the possibility for a continuous multi-use trail connection between Philadelphia and Lancaster and destinations beyond. Locally, it can serve as a critical connector between significant state and county recreation resources in western Chester County.

Within the study area, several potential alignments are identified, along with the key opportunities and constraints associated with each option. These options can serve as the basis for a more detailed feasibility study for the Chester Valley Trail, which is a key action item. Other future planning efforts can focus on identifying and evaluating alternatives for connections between the Chester Valley Trail and other key destinations within the study area.

Recommended Action Items

- Complete a comprehensive feasibility study for the Chester Valley Trail Extension to identify a preferred alignment and preferred bicycle/pedestrian facility types from Downingtown to the Enola Low Grade Trail
- Pursue grant funding for design, right-of-way, and construction of the Chester Valley Trail Extension
- Complete municipal or multi-municipal bicycle/pedestrian/trail plans to identify potential local connections to the planned regional trail network, including the Chester Valley Trail and West Branch Brandywine Creek Trail

These options for the Chester Valley Trail extension provide a high-level overview of the alignment options and potential facility types. A more detailed trail feasibility study is a critical next step to further evaluate these alignment options and select a preferred alignment. Additionally, local bicycle, pedestrian, and trail plans at the municipal or multi-municipal level should be completed to plan for a more extensive and connected trail network within the study area.



Recommendations and Actions

Actions

Implementation of actions to achieve the Route 30 corridor vision will require continued close coordination and commitment by the sponsor municipalities and other project partners. Specific action items related to the US 30 Bypass interchange areas, Business 30 corridor, and regional trail connections are provided. Additionally, the study provides a summary of those action items for which the sponsor municipality or other project partners are identified as the entity to lead implementation, and top priority action items are highlighted.

Recommended Action Items for All Study Municipalities

Continue coordination with PennDOT on design of the US 30 Bypass Reconstruction project

Initiate and/or support municipal and multi-municipal bicycle/pedestrian/trail planning efforts

Update Zoning and SALDO Ordinances

Improve traffic signal coordination to reduce congestion

Enhance bus stops

Consider and evaluate adoption of a municipal official map

Consider and evaluate options for incorporation of Transferable Development Rights (TDR) into zoning ordinance

Current Potential Funding Sources

For many of the transportation priority projects, a key action item is to identify and pursue funding for design, right-of-way acquisition, or construction. There are numerous public funding sources at the federal, state, regional, county, and municipal levels that could be appropriate and applicable for various projects. The table to the right on this page presents a summary of current competitive grant programs available in the Greater Philadelphia region for the types of projects identified in this plan. Each program has different eligible projects and uses of funds, matching requirements, and timelines for implementation. The implementation plan contained in this study lists potential funding sources for specific priority projects that should be considered and evaluated further, based on specific grant program guidelines and requirements. Additionally, there may be opportunities for sponsor municipalities and other project partners to coordinate efforts and jointly pursue funding for projects that cross municipal borders and provide regional benefits.

Other Policies and Strategies

In addition to the specific recommended zoning changes and transportation improvements, there are several broadly applicable municipal policies and tools that can be used to implement the corridor vision. The Chester County Planning Commission's Multi-Modal Circulation Handbook for Chester County, PA (2015) provides additional information about several of these policies and tools.

Tool	Potential Applications
Official Map	Identify locations for planned future public facilities, including: <ul style="list-style-type: none"> – New roadway connections – New trail connections <i>Applicable for all study area municipalities</i>
Access Management Ordinance	Requirements for: <ul style="list-style-type: none"> – Driveway Spacing – Driveway Design – Joint/Cross Access <i>Applicable for all study area municipalities, particularly for:</i> <ul style="list-style-type: none"> – <i>Business 30</i> – <i>Intersecting/Connecting roadways between US 30 Bypass and Business 30</i> <ul style="list-style-type: none"> • PA 10 • Airport Road
Zoning and SALDO Ordinances	Provide standards and requirements for: <ul style="list-style-type: none"> – Bicycle, Pedestrian, Transit facilities and design – Parking: Reduced vehicular parking requirements, Shared parking, Bicycle parking – Traffic Impact Studies <i>Applicable for all study area municipalities</i>
Transferrable Development Rights (TDR)	Market-based approach to implement land preservation plans and direct development to appropriate areas <i>Particularly applicable for consideration in Sadsbury and West Sadsbury due to the focus on open space/agricultural land preservation and development demands</i>

Current Funding Programs

-Administering Agency

Multimodal Transportation Fund (MTF)

- Commonwealth Financing Authority (CFA) with DCED
- PennDOT

Automated Red Light Enforcement (ARLE)

- PennDOT

Green Light – GO

- PennDOT

Congestion Mitigation and Air Quality (CMAQ)

- DVRPC

Transportation Alternatives Program (TAP)

- PennDOT
- DVRPC

Community Conservation Partnerships Program (C2P2)

- DCNR

Greenways, Trails and Recreation Program (GTRP)

- Commonwealth Financing Authority (CFA) with DCED & DCNR

Community Development Block Grant (CDBG)

- Chester County Department of

Community Revitalization Program (CRP)

- Chester County Department of Community Development

Transportation and Community Development Initiative (TCDI)

- DVRPC

Vision Partnership Program (VPP)

- Chester County Planning Commission