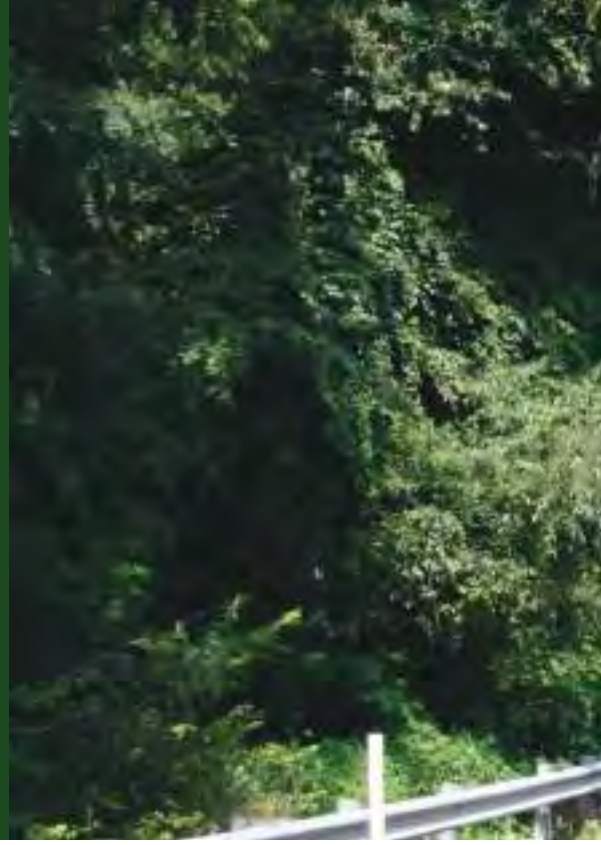


3



CONNECTIVITY

GOAL

Support a well-maintained and well-connected network of transportation infrastructure that addresses current and future needs and promotes safety and mobility for residents and businesses.



Objectives

- a.** Improve safety, multimodal circulation, and connections between key destinations within and near the Township.
- b.** Improve traffic flow, reduce congestion, and increase connectivity to major transportation corridors within and outside the Township.
- c.** Support improvements on state roads to assure safety and adequate future capacity.
- d.** Consider future development potential and its impact on the Township's existing road network.
- e.** Improve multimodal transportation connectivity with neighboring municipalities to promote a more interconnected region.
- f.** Support regional efforts to design, construct, and maintain an integrated regional system of trails and other bicycle/pedestrian facilities.

Recommendations

RECOMMENDATION **3.1** **Ensure road standards are up to date with contemporary best practices to ensure safety of all users.**

Maintaining up to date road maintenance standards and endorsing best practices for road design is critical for supporting safe travel for all users.

Keeping municipal policies modernized as well as implementing best practices to improve safety for all users is essential for a safely functioning road network.

ACTIONS

- 3.1.A Coordinate with PennDOT.** Continue to work with the Pennsylvania Department of Transportation (PennDOT) regarding ongoing enhancement and maintenance of Route 30 (Lincon Highway), Route 10 (Octorara Trail), Route 41 (Gap Newport Pike), and Route 372 (Lower Valley Road). More detailed actions for each route can be found in Recommendation 3.2.
- 3.1.B Coordinate with Regional Planning Entities.** Continue to work with the Delaware Valley Regional Planning Commission (DVRPC) and Chester County Planning Commission (CCPC) to identify and implement road, intersection, and multi-modal improvements on the Transportation Improvements Inventory (TII) and Transportation Improvement Program (TIP) every two years. (See Circulation section in Appendix A for a full listing of these projects in 2023).
- 3.1.C Enhance Regulatory Provisions.** Work with the Township Traffic Engineer to amend the subdivision and land development ordinance to apply best practices for transportation and traffic studies for all new development and redevelopment.
- 3.1.D Assess Traffic Calming Opportunities.** Work with the Township Traffic Engineer to determine if conditions are met to implement traffic calming measures to address increased traffic flows on local streets being used for regional travel purposes.
- 3.1.E Consider Development of a Capital Improvements Plan (CIP).** Consider development of a capital improvement plan (CIP) as outlined in Recommendation 4.2.A, Recommendation 2.A, and incorporate identified road projects as part of the CIP.

- 3.1.F Participate in Partner Opportunities.** Consider participation in the PennDOT sponsored Adopt & Beautify and Keystone Pollinator Habitat programs to visibly enhance areas within PennDOT rights-of-way with native plantings that can further biodiversity goals with additional habitat for native pollinators.



There are a variety of different types of roadways in West Sadsbury.

RECOMMENDATION 3.2

Continue to coordinate with PennDOT on state road maintenance, enhancement, and improvement projects.

State-maintained roads through the Township provide critical connections for both local and regional users. Although owned and maintained by PennDOT, the Township can work in partnership to advance targeted safety and multi-modal improvements along the 5.86 miles of PennDOT roadways in West Sadsbury.

The Township should work in conjunction with the Township Traffic Engineer to advance Township objectives as part of PennDOT Connects and their ongoing maintenance and long-term projects for their network. Specific actions can include:

ACTIONS

- 3.2.A Route 30** – Continue to advocate for methods to reduce traffic congestion, improve overall safety, and accommodate the capacity requirements of the diverse forms of transportation used in the Township. Consider possible safety improvements at intersections with line-of-sight issues such as Moscow Road.
- 3.2.B Route 10** – In conjunction with the Route 30 reconstruction project, further discussion should be had on the need for additional safety and/or capacity improvements at the Route 10 and Route 30 intersection. Along the Route 10 corridor, capacity upgrades and potential intersection signalization should be considered as it relates to any future large scale development.
- 3.2.C Route 41** – Assess needs along the overall corridor and the potential need for safety improvements as it relates to any future development along the corridor.
- 3.2.D Route 372** – Ensure the roadway continues to adequately support the transportation capacity required by industrial development. Additional consideration should be given to ensuring safety for all types of transit users (including but not limited to: scooters, bicycles, buggies, and pedestrians), installation of wayfinding signage for freight users, and the potential need for installing berms or screening along the corridor to buffer industrial land uses from the roadway.

There are multiple PennDOT owned roadways in West Sadsbury.



RECOMMENDATION 3.3 Consider the adoption of a transportation impact fee (TIF) ordinance.

While West Sadsbury continues to prioritize the preservation of its rural and agricultural character, development pressures pose real challenges for municipalities across the county. When considering connectivity, it is crucial to plan for the potential increase in traffic that accompanies new developments. Transportation impact fees can provide a funding source for transportation capital improvement projects that can enhance the capacity of affected roadways.

PennDOT has a manual that provides a comprehensive step-by-step guide for the required documentation and implementation of a transportation impact fee ordinance.

ACTIONS

- 3.3.A Funding Opportunities.** Funding for the required studies of the TIF implementation process can be found through the Department of Community and Economic Development’s Land Use Planning and Technical Assistance Program, the Chester County Planning Commission’s Vision Partnership Program, or other applicable programs.
- 3.3.B Capital Improvements Plan.** The TIF implementation process includes the development of a transportation capital improvements plan (as discussed in Recommendation 4.2.A) which can help the Township prioritize tangible roadway and crossing improvements.
- 3.3.C Roadway Sufficiency Analysis.** The TIF implementation process requires a roadway sufficiency analysis which would allow the Township to better understand the current requirements of the roadway network.

A transportation impact fee can be assessed to new development in proportion to its impact on transportation.



RECOMMENDATION
3.4 **Develop and implement an on-going road program to ensure the Township road network is regularly maintained and in good repair.**

One of the largest expenditures for a municipality is in the long-term maintenance of the municipal road network. Funding for municipal road repair is predominately from the Municipal Liquid Fuels Program, and the amount awarded from this fund is correlated with the total lengths of public streets maintained by the municipality. Given budget constraints, having a defined road program can better plan for on-going road maintenance.

ACTIONS

- 3.4.A Implement an Annual Maintenance Schedule.** At the request of Board of Supervisors, the Township Engineer could develop a schedule for the on-going maintenance of all Township maintained roads. This schedule will then allow for the Township to budget anticipated Liquid Fuels monies to maximize potential roadway improvements.
- 3.4.B Identify related Infrastructure Upgrades and Maintenance.** The road program can further identify other related issues such as drainage and storm water management.

Road maintenance and repair presents a major expense to the Township. Defined road maintenance programs can help allocate funds to the most pressing repair and maintenance needs.



RECOMMENDATION 3.5 **Continue to consider diverse forms of transportation for roadway improvement projects to accommodate multimodal transportation.**

ACTIONS West Sadsbury has limited multimodal facilities, which restricts opportunities for residents to safely travel without a vehicle in the area. Multimodal transportation offers numerous benefits such as reducing congestion, allowing for varied types of transportation, and creating additional connectivity in the community.

ACTIONS

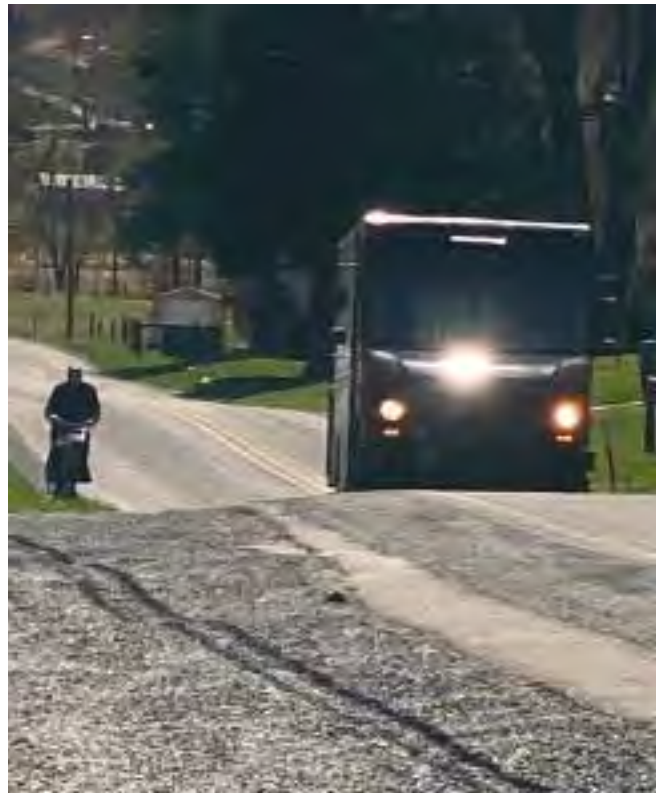
- 3.5.A Enhance Regulatory Provisions.** Periodically review the zoning and subdivision and land development ordinances to ensure standards for sidewalks and trails are up to date with best practices. Recommendations from the 2020 CCPC Active Transportation Inventory for the Township could serve as a starting point for potential amendments.
- 3.5.B Advance Existing Multimodal Projects when Practicable.** Implement the Chester Valley Trail West Study (as discussed in Recommendation 3.6) and the Route 30 Multimodal Transportation Study (as discussed in Recommendation 3.7), in conjunction with new development, infrastructure improvements, and coordination with partners. Funding opportunities can be sought through agencies such as the Pennsylvania Department of Conservation and Natural Resources and PennDOT to facilitate their development.
- 3.5.C Share the Road Signage.** Consider installation of share the road signage and/or sharrows along roads to improve safety for all transit users. Share the road concepts apply to vehicular traffic and nonmotorized transportation including bicycles, pedestrians, and buggies. These types of facilities can be implemented without the need of additional right-of-way.
- 3.5.D Keeping of Horses for Transportation.** Township regulations, such as those in the zoning ordinance may inadvertently preclude the Amish from keeping horses for transportation purposes. West Sadsbury should work to ensure that ordinance regulations meet the transportation needs of everyone in the community.

3.5.E Use of Right-of-Way. Investigate whether existing right-of-way, or proposed additional right-of-way can be used to facilitate multimodal transportation.

3.5.F Multimodal Improvements Through New Development. The Township can require multimodal improvements through the land development process. The subdivision and land development ordinance should be amended to reflect Township priorities, which may include creating non-vehicular connections between adjacent land uses, residential trails, and additional transit connections and services as discussed in Recommendation 3.8.C. Multimodal improvements can also be designated on the Official Map as discussed in Recommendation 6.1.



Multimodal transportation improvements can help to ensure safety for all road users.



**RECOMMENDATION
3.6****Engage with Chester County in the continued effort to extend the Chester Valley Trail (CVT) to the Enola Low Grade corridor.**

The Township is an important partner in the eventual expansion of the Chester Valley Trail. The CVT is a multi-use trail in the eastern portion of the County that is planned to extend west to West Sadsbury from its current terminus near Exton, and continue west toward Lancaster via the Enola Low Grade Trail. Once implemented, this trail will afford offer the Township's residents safe pedestrian and bicycle routes into Parkesburg, Atglen, and greater eastern Chester County, accommodating alternative forms of transportation.

The County's Chester Valley Trail West study includes considerations for potential connectivity improvements in West Sadsbury given the study's most feasible trail alignment. These considerations include:

ACTIONS

- 3.6.A** Support a County-led environmental scoping investigation to identify environmental constraints along the proposed trail alignment corridor.
- 3.6.B** Coordinate and communicate with Chester County and landowners along Lower Valley Road for future detailed trail engineering and right-of-way acquisition and sufficient physical separation between the trail and existing and proposed industrial uses.
- 3.6.C** Coordinate with Chester County for potential excavation efforts on the former Lenover Road embankment to accommodate a multiuse trail between the embankment and the adjacent rail corridor.
- 3.6.D** Support efforts by Chester County and SEPTA to allow the Enola Low Grade corridor to accommodate a multiuse trail.

The recommended alignment for the CVT West through the western side of West Sadsbury Township and Atglen Borough is along the SEPTA-owned former Enola Low Grade corridor (as of the date of publication of the Chester Valley Trail West Feasibility Study).



RECOMMENDATION **3.7** **Coordinate with neighboring municipalities to implement the Route 30 Multi-Modal Transportation Study.**

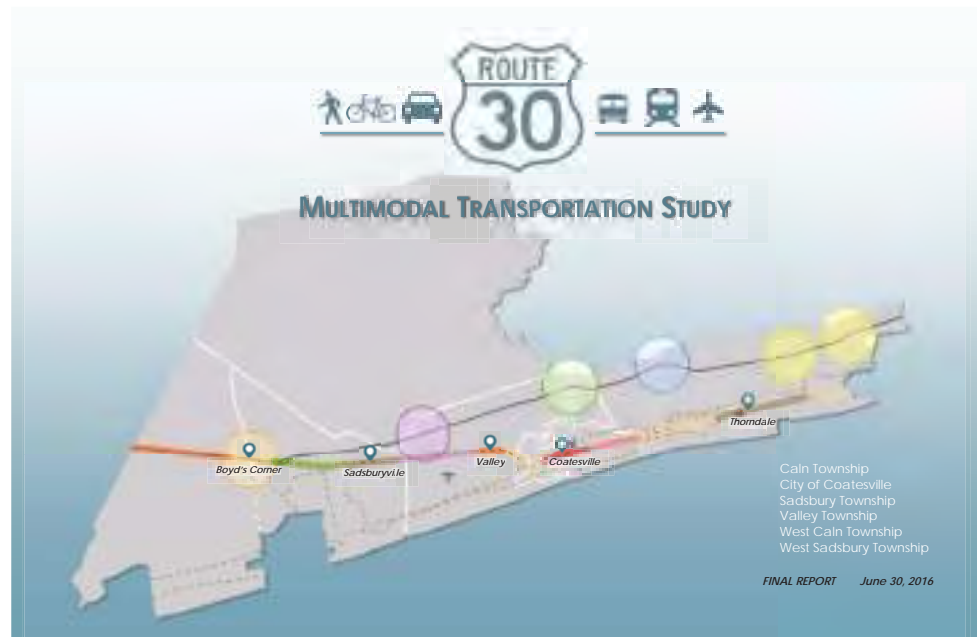
The Western Chester County Chamber of Commerce, along with municipal partners including West Sadsbury, developed the Route 30 Multi-Modal Transportation study to improve and expand the region's transportation system. As development pressures converge on West Sadsbury from both the east and west along the Route 30 corridor, the Township should consider implementing the recommendations in this study to align with regional efforts to promote connectivity.

The Route 30 Multi-Modal Transportation Study includes broad and location-specific recommendations that integrate well with the goal and objectives of this chapter, including:

ACTIONS

- 3.7.A** Consider the adoption of an official map as outlined in Recommendation 6.1, to identify potential new rights-of-way to increase regional connectivity.
- 3.7.B** Consider reductions to building setbacks and/or parking requirements to promote mixed use neighborhood scale development and roadway connectivity.
- 3.7.C** Promote internal site circulation and connectivity through provisions of new roadway connections, sidewalks, or other pedestrian facilities, and allowance for on-street parking on internal/local streets.
- 3.7.D** Continue coordination on planned bus routing and enhancements, particularly as part of future land development projects.
- 3.7.E** Support the development of a detailed conceptual plan and cost estimate for pedestrian crossing improvements along US Route 30 between West Sadsbury Commons and the Wawa/Walmart entrance. Pursue grant funding for design, right-of-way, and construction.
- 3.7.F** Consider Continue efforts toward the long-term realignment of County Line Road to align with Swan Road and signalize the resulting intersection.

The Route 30 Multi-Modal Transportation Study contains recommendations for improvements along the Route 30 corridor through six municipalities in Chester County.



RECOMMENDATION 3.8

Support efforts to determine where there is a need for additional transit connections and services.

Additional transit connections promote alternatives to existing vehicular transit options in the Township and may optimize existing transportation modes and facilities.

The Route 30 Multi-Modal Transportation Study includes broad and location-specific recommendations that integrate well with the goal and objectives of this chapter, including:

ACTIONS

- 3.8.A Coatesville Link.** The Coatesville Link has a stop in West Sadsbury Commons shopping center and connects riders to Parkesburg Borough and the City of Coatesville. The route offers connecting services to SEPTA bus route 135 which provides service from Coatesville to Downingtown, Exton, and West Chester with connections to the SCCOOT bus service through the Oxford and Kennett regions, SEPTA bus routes 92, 104, 204, and Amtrak/SEPTA's Exton, Downingtown, and Thorndale train stations. The Township should promote the use of the Coatesville Link by providing information for interested transit users. The Township can also coordinate with the Coatesville Link regarding long-term planning for enhancements to their bus infrastructure in the Township, such as enhanced bus shelters.
- 3.8.B Promote Nearby Transit.** Parkesburg's train station offers Amtrak services from Harrisburg to Philadelphia via the Keystone Service line. While not the in Township, Parkesburg Station is accessible to West Sadsbury residents via the Coatesville Link. The development of the Chester Valley Trail West through West Sadsbury will provide additional opportunity for residents to access train services without an automobile.
- 3.8.C New Development Transportation Improvements.** Through the land development process, analyze existing and proposed transit connections to optimize transit improvements, whether through amenities such as bus shelters, or through changes to service schedules or stops.
- 3.8.D Analyze Ordinances.** Analyze regulatory ordinances to ensure new development and redevelopment projects prioritize transportation connections and multimodal transit options when practical.

RECOMMENDATION 3.9

Maintain scenic road protection standards.

West Sadsbury's zoning ordinance regulates scenic roads which include those identified on the Township Open Space, Recreation, and Environmental Resources Plan, Township Comprehensive Plan, or any road deemed scenic by resolution of the Board of Supervisors. These regulations protect the visual landscape of the Township.

Swan Road, Strasburg Road, and Creek Steelville Mill Road are designated scenic roads in West Sadsbury. The Township should consider if additional roads should be included in the scenic designation. Regulations that protect scenic roads in the zoning ordinance should be reviewed to ensure that they meet the intent and best practices for these types of regulations. Considerations may include verifying the extent of scenic roads and reviewing standards to preserve the viewshed along these roadways.



Roadways such as Swan Road provide users a visually pleasing aesthetic that is a defining characteristic of the Township.