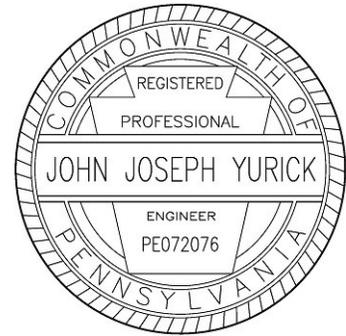


Transportation Impact Study Trieste Residential Development

Phoenixville Borough, Chester County, PA



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Executive Summary

BL Companies proposes to develop the Trieste residential development which will include 195 residential units consisting of traditional and stacked townhomes, to be located generally at the southeast corner of the intersection of Township Line Road and Fillmore Street in the Borough of Phoenixville, Chester County, Pennsylvania (**Figure 1**). Access to the site is proposed to be provided via a single full-movement access along Fillmore Street. A site plan, prepared by BL Companies and last revised December 22, 2021 is shown in **Figure 2**.

The scope of this Transportation Impact Study is generally based on PennDOT's guidelines, per the Department's Publication 282, Appendix A Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits, dated July 2017, and the requirements of the Borough's Subdivision and Land Development Ordinance (Section 22-602). A copy of a scoping memo between the applicant and the Borough is included in **Appendix A**.

The purpose of this transportation impact assessment is to evaluate the traffic impacts of the proposed development. The scope of this study includes an evaluation of the existing weekday morning and weekday afternoon peak hours, as well as the future 2024 build-out year both without and with the development at the following study intersections:

- Schuylkill Road (PA 23) and Township Line Road
- Township Line Road and Mowere Road
- Township Line Road and Odessa Access
- Township Line Road and Crossover Boulevard
- Township Line Road and Fillmore Street / Spring City Road
- Fillmore Street and Proposed Site Access
- Fillmore Street and Franklin Street

Based on trip generation data compiled for Single-Family Attached Housing (ITE Land Use Code 215) contained in the Institute of Transportation Engineers (ITE) publication entitled, *Trip Generation Manual, 11th Edition*, the proposed development will generate a total of approximately 96 trips during the weekday morning peak hour and 113 trips during the weekday afternoon peak hour.

The following improvements and recommendations should be considered in conjunction with the proposed development:

Site Accesses

Site Access and Fillmore Street

- Classified as a local road as the driveway will provide access to three or more properties.
- Provide one ingress lane and egress lane for the access.
- Provide ADA compliant pedestrian facilities to cross the access approach.

- It is noted that a separate emergency access along Township Line Road is also proposed.

Additional Recommendations/Considerations

- In addition to the turning templates provided by the applicant, additional turning templates should be prepared for the following vehicles:
 - Parcel delivery trucks
 - Residential moving trucks
- Based on the fire truck turning templates provided by the applicant, some maneuvers require traversing over curbs, landscaped medians, or into residential driveways which may conflict with parked vehicles. Revise the truck turning templates or site design as needed to avoid these conflicts.
- Based on the garbage truck turning templates provided by the applicant, some maneuvers require traversing over curbs, which is not acceptable. Additionally, the turning templates show multiple start and end points rather than a continuous route which the trucks would follow as they service the development. Coordinate with the Phoenixville Sanitation Department regarding preferred routing through the development and revise the turning templates to simulate this route.
- The number of stop signs within the internal roadway network is excessive. The main roadway, designated as Road A, entering the development has stop signs along Road A spaced approximately every 100 feet. The close spacing and frequency of stop signs may lead to non-compliance, creating unnecessary vehicle-pedestrian and vehicle-vehicle conflicts as some drivers may not come to a complete stop. Consider other measures such as raised intersections/crosswalks or other traffic calming elements to reduce the frequency for stop signs.
- Some of the sight triangles along the internal roadways traverse residential driveways which would be blocked by parked vehicles.
- Resurface Fillmore Street from Township Line Road to the southern property line to address pavement deficiencies or as determined necessary by the Township Engineer and/or Public Works Department.
- If cluster mailboxes are to be used, the site plan should show the location of the mailboxes and provide parking for mail delivery vehicles adjacent to the mailboxes.
- The applicant should provide a parking tabulation for the proposed site with and without consideration of the garage spaces allocated for each unit for review. Based on our experience with similarly designed residential developments which provide garages in lieu of a basement, some residents utilize the garage as storage space and park their vehicles on-street or in their driveways.

- The parking calculation for the proposed development by the applicant should be prepared based on multi-family low-rise residential in a general urban/suburban setting. As provided the applicant has calculated parking requirements based on mid-rise residential, which consists of units with three or more residential floors and more typically resembles an apartment. Additionally, the proposed development is on the outskirts of the Borough adjacent to industrial and vacant parcels and would not be considered a typical walkable multi-use urban environment.
- In order to achieve adequate sight distance, the proposed on-street parking along Fillmore Street to the south of the proposed access must be eliminated.
- In accordance with §27-401 of the Borough Ordinance, Fillmore Street should be widened along the site frontage, as needed, to provide an 11-foot travel lane.
- The applicant should provide additional curve warning signage and markings along Fillmore Street which shall be compliant with the current edition of the *Manual on Uniform Traffic Control Devices*. This signage should include:
 - Advanced curve warning signs with advisory speed plaques, if required.
 - Chevrons for both travel directions
 - If desired by the Borough, curve warning pavement markings should be installed.
 - Refresh center and edge lines along roadway. Provide center line rumble strips and reflective pavement markings.
- The applicant should coordinate with Chester County Parks and Preservation staff regarding necessary signage, amenities, and vehicle barriers to accommodate the proposed connections to the Schuylkill River Trail.
- The pedestrian facilities along Alley 4 should provide a continuous connection to both the east and west (a gap currently exists on the proposed plan).
- The following improvements, at a minimum, should be provided at the intersections of Township Line Road and Fillmore Street / Spring City Road which will require coordination with East Pikeland Township:
 - Provide “Oncoming Traffic Does Not Stop” (W4-4BP) signage for the existing stop signs along Township Line Road.
 - Provide a stop-sign (R1-1) with “Except Right-Turn” (R1-10P) signage along southbound Spring City Road.
 - Provide a painted stop bar and “Traffic from Right Does Not Stop” (W4-4AP) signage along the Fillmore Street approach.
- It is noted that if the atypical Township Line Road and Fillmore Street / Spring City Road were to be realigned in the future, the proposed development, as configured, would preclude realignment of the Fillmore Street approach. The Borough may wish to require the applicant to incorporate future right-of-

way needs or to reconfigure a portion of the proposed development internal streets to accommodate a future realignment in the design and a conceptual layout of a future realignment should be developed.

- The proposed development results in the need for mitigation at the intersection of Schuylkill Road (PA 23) and Township Line Road per the Borough ordinance. Due to geometric and environmental constraints near the intersection, the opportunity for capacity improvements at the intersection of Schuylkill Road (PA 23) and Township Line Road is limited. The applicant should coordinate with the Borough of Phoenixville, PennDOT, East Pikeland Township, and Schuylkill Township regarding mitigation strategies for the intersection such as geometric capacity improvements and/or traffic signal timing/phasing modifications. For the purposes of this transportation impact assessment, mitigation strategies for this intersection have not been fully evaluated as they may require a more comprehensive feasibility study. It is noted that PennDOT will be studying potential safety improvements that may also address capacity issues for this intersection as part of the PA Route 23 Corridor Safety project (TIP Project No. 115423). Therefore, it is recommended that the applicant provide a post-development traffic impact study of this intersection once the project is completed and the PennDOT improvements have been identified (or implemented).

Existing Transportation Settings and Conditions

The proposed development will be located on the southeast corner of the intersection of Township Line Road and Fillmore Street (**Figure 1**). The existing roadways and intersections in the vicinity of the site, which comprise the study area roadway network, are described in this section.

Roadway Characteristics

The study area roadway network and characteristics are summarized below in **Table 1**.

Table 1. Existing Roadway Characteristics

Roadway Name (Jurisdiction)	Average Daily Traffic Volumes (vehicles per day)	Roadway Classification		Travel Lanes (per direction)	Posted Speed Limit (mph)
		Smart Transportation ⁽¹⁾	PennDOT/ Borough ⁽²⁾		
Schuylkill Road (S.R. 0023 – State)	17,186 ⁽³⁾	Regional Arterial	Urban – Principal Arterial	1	45
Township Line Road (Borough/Township)	3,764 ⁽³⁾	Community Arterial	Urban – Major Collector	1	35
Mowere Road (Borough/Township)	n/a	Local	Local	1	25
Fillmore Street (Borough)	3,887 ⁽³⁾	Community Collector	Urban – Major Collector	1	25
Spring City Road (Township)	n/a	Local	Local	1	35
Franklin Avenue (Borough)	3,887 ⁽³⁾	Community Collector	Urban – Major Collector	1	25

(1) Based on Table 1.2 – Roadway Typologies in the PennDOT *Publication 13M, Design Manual Part 2*.

(2) Based on the roadway classifications provided on PennDOT’s Traffic Information Repository (TIRe) website.

(3) Based on traffic data from PennDOT’s Traffic Information Repository (TIRe) website.

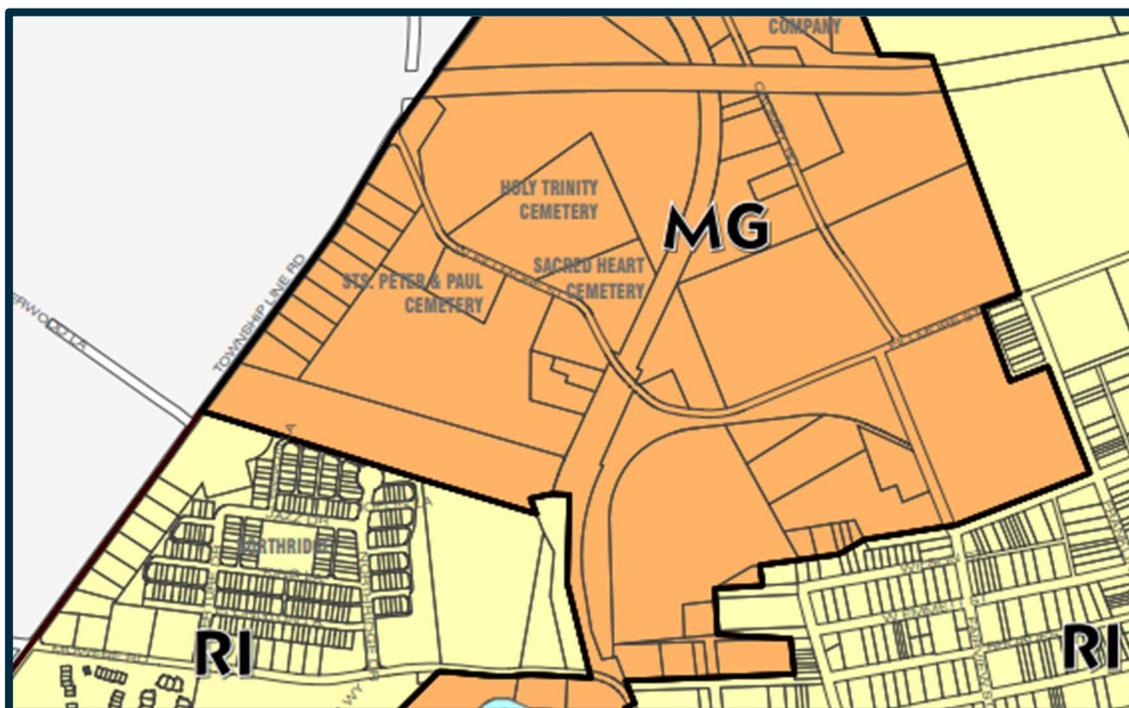
The following key intersections in the vicinity of the site comprise the study area:

- Schuylkill Road (PA 23) and Township Line Road
- Township Line Road and Mowere Road
- Township Line Road and Odessa Access
- Township Line Road and Crossover Boulevard
- Township Line Road and Fillmore Street / Spring City Road
- Fillmore Street and Franklin Avenue

The study intersections were reviewed and agreed upon by the Borough of Phoenixville. The existing characteristics of the study intersections, including photographs, field sketches, and signal permit plans are provided in **Appendix B**.

Land Use Context

The proposed development is located in the Borough of Phoenixville, within the MG – Mixed Use Growth zoning district as seen in the Borough of Phoenixville Zoning Map below.



Source: Borough of Phoenixville Zoning Map

Area Transit Services

SEPTA Bus Route 139 (Limerick to King of Prussia) runs along Schuylkill Road (PA 23), Township Line Road, and Mowere Road through the study area with stops located along Township Line Road and Mowere Road at Westridge Drive.

Pedestrian-Bicycle Facilities

There are limited pedestrian facilities within the study area. Some sidewalk is provided along Franklin Avenue and Fillmore Streets at the intersection of Fillmore Street and Franklin Avenue. The Schuylkill River Trail runs along the southeastern portion of the site.

Traffic Count Data

Daily traffic counts were obtained from PennDOT's Traffic Information Repository (TIRe) website. The traffic count data is provided in **Appendix C**.

Manual turning movement traffic counts were conducted in December 2020 during the weekday morning (6:00 AM – 10:00 AM) and weekday afternoon (3:00 PM – 7:00 PM) peak periods. The results of these traffic counts are tabulated by 15-minute intervals in **Appendix D**. The four highest consecutive 15-minute peak intervals during these traffic count periods constitute the peak hours that are the basis of this traffic analysis.

The resultant peak hour traffic volumes are depicted in **Figure 3A** for the weekday morning and weekday afternoon peak hours. The traffic volumes in Figure 3A were then analyzed to determine the existing operating conditions, and the results of this analysis are shown in **Figure 3B**. Specific details regarding the analysis results and traffic operations are provided later in this report.

Crash Summary

Reportable crash data for the five-year period between January 1, 2016 and December 31, 2020 was obtained from PennDOT at the study intersections. PennDOT defines a reportable crash as any crash that involves the following:

1. Injury to or death of any person, or
2. Damage to any vehicle involved to the extent that it cannot be driven under its own power in its customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.

In addition, PennDOT considers a crash occurrence of five reportable, correctable crashes over a continuous 12-month period to be a threshold value. If there are five or more reportable, correctable crashes, PennDOT criteria indicates the intersection should be examined to determine whether corrective improvements are necessary to reduce the crash occurrence. A summary of the reportable crash data is provided in **Table 2**, below.

As shown in Table 2 below, none of the study intersections experienced more than five reportable crashes within a single twelve-month period. All of the crashes along the Fillmore Street site frontage were within the vicinity of curve on the southern property line and the result of drivers hitting fixed objects. This TIS provides recommendations for safety improvements along Fillmore Street in order to reduce the number of crashes at this location.

**Table 2. Reportable Crash Summary
January 2016 to December 2020**

Location	Crash Frequency Per Year					Total	Average Per Year
	2016	2017	2018	2019	2020		
Schuylkill Road (S.R. 0023) and Township Line Road	0	1	0	1	3	5	1.0
Township Line Road and Mowere Road	0	0	0	1	0	1	0.2
Township Line Road and Crossover Boulevard	0	0	0	0	0	0	0.0
Township Line Road and Fillmore Street	0	0	0	0	1	1	0.2
Township Line Road and Spring City Road	0	0	1	1	0	2	0.4
Fillmore Street and Franklin Street	0	0	0	0	0	0	0.0
Fillmore Street along Site Frontage	2	1	1	0	0	4	0.8
Total	2	2	2	3	4	13	2.6

Site Characteristics

This section presents the details regarding the proposed site, including the incremental increase in traffic volumes generated by the development during the peak hours and the distribution of site traffic to the study area roadways, as well as the proposed site access configuration, traffic control, and sight distance requirements.

Trip Generation

Traffic volumes generated by the proposed development were prepared based on trip generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, 11th Edition*. **Tables 3A and 3B** presents the anticipated vehicular trip generation for the proposed development.

Table 3A. Trip Generation Methodology

Land Use	Land Use Code	Daily	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
			Method	Enter/Exit	Method	Enter/Exit
Townhomes	215	$T = 7.62(X) - 50.48$	$T = 0.52(X) - 5.70$	31%/69%	$T = 0.60(X) - 3.93$	57%/43%

X = Independent Variable (units) | Y = Independent Variable (units) | T = Trips

Table 3B. Vehicular Trip Generation

Land Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Townhomes	195 units	1,435	30	66	96	64	49	113

(1) ITE Land Use Code 215 for Single-Family Attached Housing.

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the development's site access. The distribution percentages for the anticipated directions of approach and departure and traffic assignment percentages are illustrated in **Figure 4A**. Application of the percentages illustrated in Figure 4A to the new peak hour trips contained in Table 2B, provides an estimate of site traffic to be added to the study area. The site-generated traffic is also shown in **Figure 4B** for the weekday morning and weekday afternoon peak hours.

Site Access Configuration and Traffic Control

Access to the site is proposed via one unsignalized driveway located along Fillmore Street, approximately 325 feet southeast of Township Line Road. The recommendations for the proposed access design, including auxiliary turn lanes, traffic control, and geometric design, were based on industry accepted criteria and guidelines.

The need for left- and right-turn deceleration lanes was based on the current PennDOT guidelines in accordance with *Publication 46, Chapter 11 – Traffic Studies*. **Table 4** summarizes the results of the auxiliary turn lane warrants for the site access intersections along Fillmore Street.

Table 4 – Turn Lane Warrant Summary

Intersection	Auxiliary Lane Warrant	Warrant Satisfied? ⁽¹⁾	Required Lane Length ⁽¹⁾	Proposed Lane Length
Site Access and Fillmore Street	Eastbound Left	NO	Not Required	-
	Westbound Right	NO	Not Required	-

(1) Based on PennDOT Publication 46, *Traffic Engineering Manual*, Chapter 11.16

The various warrant/guideline analysis worksheets are contained in **Appendix F**.

Additionally, the geometric design of the proposed site access was preliminarily evaluated based on guidelines contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads*, as well as local PennDOT District policies.

Based on the results of this evaluation, the following access configurations and traffic controls are recommended, subject to the detailed engineering of the site access:

Site Access and Fillmore Street

- Provide one ingress and one egress lane for the site access.
- Provide stop control on the site access approach.
- Provide ADA compliant pedestrian facilities to cross the site access approach.
- Remove the proposed on-street parking along the east side of the site access in order to provide clear sight lines (see below).

Sight Distance

Sight distance field measurements and an evaluation were performed at the proposed access intersection along Fillmore Street. Generally, the travel speed, roadway grades and profiles, and the number of travel lanes play a role in determining if safe sight distances are available for egress and ingress at the proposed accesses. The existing sight distances at the proposed access intersection were measured and compared to PennDOT’s sight distance requirements. These sight distance requirements are contained in *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads*.

Table 5 summarizes the available sight distance measurements, as well as PennDOT’s sight distance requirements at the proposed access location.

**Table 5. Sight Distance Evaluation
Site Access and Fillmore Street**

Movement	Direction	Posted Speed (mph)	Approximate Grade	PennDOT Requirements (feet)		Available Sight Distance (feet)
				Desirable ⁽¹⁾	Minimum ⁽²⁾	
Exiting	Looking Left	25	-2.5%	250	177	255 ⁽³⁾
	Looking Right	25	+1.8%	195	158	275
Left turn	Looking Ahead	25	-2.5%	190	177	290
Entering	From the Rear	25	+1.8%	n/a	158	230

(1) Based on the desirable sight distance requirements contained in the *Pennsylvania Code, Chapter 441, Access to and Occupancy of Highways by Driveways and Local Roads* and the posted speed limit, unless otherwise noted.

(2) Based on the safe stopping sight distance requirements contained in the *PennDOT Publication 13M, Chapter 2.17(F)*.

(3) Without on-street parking along Fillmore Street.

As shown in Table 5, all of the existing available sight distances at the site access intersection meet PennDOT’s desirable sight distance criteria, as applicable. In order to achieve minimum safe stopping sight distance for vehicles exiting the site access looking to the left, the on-street parking proposed along Fillmore Street to the south of the access must be eliminated.

Proper landscaping must be maintained along the site frontage on Fillmore Street for provision of sight distances according to the above table. The actual available sight distances should be verified during detailed engineering of the site access.

Future Traffic Conditions

This section presents the future build-out year traffic conditions, both without and with the proposed development, which is anticipated to be completed and occupied by 2024. The future 2024 build-out year without-development traffic volumes were estimated by increasing the existing 2021 traffic volumes to account for regional growth, as described below. The incremental increase due to the anticipated trip generation for the site was then added, resulting in the future 2024 build-out year with-development traffic volumes.

Regional Traffic Growth

To account for regional traffic growth, the existing traffic volumes were increased by an annual traffic growth rate of 0.61 percent per year compounded for three years to 2024, or 1.84 percent total to 2024. This growth rate is consistent with the traffic growth rate recommended by the PennDOT Bureau of Planning and Research *Growth Factors for August 2021 and July 2022* for similar, Urban Non-Interstate roadways in Chester County.

Local Traffic Growth

To account for local traffic growth, Phoenixville Borough, Schuylkill Township, and East Pikeland Township were contacted to identify any other nearby future developments. Based upon coordination with these municipalities, the existing traffic volumes were also increased to include traffic to be generated by nearby approved developments. A total of 11 nearby developments were included in the future traffic projections.

Information regarding the nearby approved developments, obtained from Phoenixville Borough, Schuylkill Township, and East Pikeland Township, and detailed traffic volume projection worksheets are provided in **Appendix G**.

Planned Roadway Improvements

As part of the Odessa mixed-use development, it is proposed to extend Ashburn Road from its existing terminus to Township Line Road, north of Crossover Boulevard. This new connection will divert some traffic from Fillmore Street, which was accounted for in all future conditions traffic analyses.

Future Traffic Conditions

The total background growth and nearby approved development traffic volumes were then added to the existing 2021 traffic volumes, resulting in the future 2024 without-development traffic volumes. Next, the site generated traffic volumes, as shown in Figure 4B, were added to the future 2024 without-development traffic volumes, resulting in the future 2024 with-development traffic volumes.

The resultant future 2024 peak hour traffic volumes without development are illustrated in **Figure 5A**, and the future 2024 with-development peak hour traffic volumes are illustrated in **Figures 5B** for the weekday morning and weekday afternoon peak hours. These traffic volumes were then analyzed to determine the future 2024 without- and with-development traffic operating conditions, and the results of this analysis are shown in **Figures 5C and 5D**.

Capacity/Level-of-Service Results

The peak hour traffic volumes were analyzed to determine the existing and future traffic operating conditions, both without and with the proposed development, in accordance with the standard techniques contained in the current *Highway Capacity Manual (6th Edition)* for both signalized and unsignalized intersections. The HCM 6th Edition Methodology within Synchro 10.3 (build 151, rev. 0) traffic analysis software was utilized in the traffic analyses for all intersections with the exception of the Township Line Road intersections with Fillmore Street and Spring City Road which was analyzed utilizing SimTraffic as the existing traffic control is not currently supported by the Highway Capacity Manual.

These standard capacity/level-of-service analysis techniques, which calculate total control delay, are described in **Appendix I** for both signalized and unsignalized intersections, as well as the correlation between average total control delay and the respective level-of-service (LOS) criteria for each intersection type.

According to PennDOT's *Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permit Plans*, the following procedures and assumptions were utilized:

- For signalized intersections, the Pennsylvania base saturation flow rate (Exhibit 10-9) and Pennsylvania traffic signal control calibration parameters (Exhibit 10-10) outlined in PennDOT's *Publication 46, Traffic Engineering Manual*, were used.
- For unsignalized intersections, the base critical headways at TWSC intersections (Exhibit 10-11) and base follow-up headways at TWSC intersections (Exhibit 10-12) outlined in PennDOT's *Publication 46, Traffic Engineering Manual*, were used.
- All traffic signal timings at signalized intersections were optimized in without-development conditions.
- If the evaluation of without-development to with-development conditions indicates that the overall intersection level-of-service has dropped, mitigation will be required if the increase in delay is greater than 10 seconds. If the overall intersection delay increase is less than or equal to 10 seconds, mitigation of the intersection will not be required.

The existing, future build-out year 2024 traffic conditions, both without and with the proposed development, are summarized in **Figures 3B, 5C, 5D**, respectively while the detailed capacity/level-of-service analysis worksheets are provided in **Appendices J, M, and N**.

As illustrated in **Figures 3B, 5C, 5D**, with the proposed site and with the site related improvement recommendations, most study intersections will satisfy both PennDOT's and the Borough's level-of-service criteria, and therefore, mitigation improvements will not be required. Traffic impacts to the Schuylkill Road/Township Line Road intersection will require mitigation due to LOS drops and increased delays. It is noted that the Trieste development will represent approximately 2 percent of the intersection traffic in the future with development conditions (weekday PM peak hour) and the combined Trieste-Odesa site traffic will represent

approximately 3 percent of future traffic. **Table 6** below summarizes the overall levels of service for the study, and the detailed results of the level-of-service analysis are contained in the matrices provided in **Table 8**.

**Table 6. Overall Intersection Levels-of-Service
Weekday Morning Peak Hour**

Intersection	Overall Level-of-Service (Delay in Seconds)		Delay Increase ⁽²⁾	Requires Mitigation
	Without Development	With Development ⁽¹⁾		
Schuylkill Road (PA 23) and Township Line Road	C (20.1)	C (22.3)	No LOS Drop	NO
Township Line Road and Mowere Road	B (12.0)	B (12.9)	No LOS Drop	NO
Township Line Road and Crossover Boulevard	A (2.1)	A (2.0)	No LOS Drop	NO
Township Line Road and Odessa Access	A (1.7)	A (1.6)	No LOS Drop	NO
Township Line Road and Fillmore Street	A (2.8)	A (3.3)	No LOS Drop	NO
Township Line Road and Spring City Road	A (1.2)	A (1.2)	No LOS Drop	NO
Fillmore Street and Franklin Avenue	C (18.1)	C (23.4)	No LOS Drop	NO

Weekday Afternoon Peak Hour

Intersection	Overall Level-of-Service (Delay in Seconds)		Delay Increase ⁽²⁾	Requires Mitigation
	Without Development	With Development ⁽¹⁾		
Schuylkill Road (PA 23) and Township Line Road	E (58.5)	F (86.1)	+27.6 seconds	YES
Township Line Road and Mowere Road	B (15.0)	C (16.6)	+1.6 seconds	NO
Township Line Road and Crossover Boulevard	A (2.6)	A (2.6)	No LOS Drop	NO
Township Line Road and Odessa Access	A (1.4)	A (1.3)	No LOS Drop	NO
Township Line Road and Fillmore Street	A (4.2)	A (4.3)	No LOS Drop	NO
Township Line Road and Spring City Road	A (1.2)	A (1.1)	No LOS Drop	NO
Fillmore Street and Franklin Avenue	B (13.7)	C (15.9)	+2.2 seconds	NO

(1) Based on the difference in delay from without-development to with-development conditions, in accordance with PennDOT's level of service requirements.

As shown in Table 6 above, the intersection of Schuylkill Road (S.R. 0023) and Township Line Road experiences a degradation of delay during the weekday afternoon peak hour which requires mitigation based on PennDOT standards and the Borough ordinance. This intersection operates over capacity under both existing and future conditions and the eastbound Schuylkill Road (PA 23) approach is a single lane which causes congestion and stacking along the approach as left-turning vehicles must wait for gaps in the traffic stream to complete their movement. At times, through vehicles are able to use the shoulder area to bypass the left-turning vehicles. Based on observations during the weekday afternoon peak hour, some through vehicles are able to bypass left-turning vehicles while others cannot and must wait for the left-turning vehicle to clear the intersection. The traffic analysis is unable to model this condition, which may be overstating the delay for this approach. However, if the traffic analysis assumes a full-time left-turn lane along the eastbound approach, the proposed development still results in the need for mitigation at the intersection per the Borough ordinance.

Due to geometric and environmental constraints near the intersection, the opportunity for capacity improvements at the intersection of Schuylkill Road (PA 23) and Township Line Road is limited. The applicant should coordinate with the Borough of Phoenixville, PennDOT, East Pikeland Township, and Schuylkill Township regarding mitigation strategies for the intersection. For the purposes of this transportation impact assessment, mitigation strategies for this intersection have not been evaluated.

It is noted that PennDOT will be studying potential safety improvements that may also address capacity issues for this intersection as part of the PA Route 23 Corridor Safety project (TIP Project No. 115423). Therefore, it is recommended that the applicant provide a post-development traffic impact study of this intersection once the project is completed and the PennDOT improvements have been identified (or implemented).

Queuing Analysis

A queuing analysis was completed at the study intersections based on the HCM 6th Edition or SimTraffic methodology, as detailed previously. Based on the queuing analysis, vehicular queues generally remain the same between future without- and with-development conditions at the unsignalized study intersections. Vehicular queues are projected to increase along the eastbound Schuylkill Road (PA 23) approach at Township Line Road between future without- and with-development conditions. The need for improvements at this intersection was outlined previously.

Matrices summarizing the results of the queuing analysis are provided in **Table 9**.

Multimodal and Parking Considerations

As traffic and congestion increase throughout the region, it is critical that Phoenixville plan to encourage non-vehicular travel within the borough. As such, the section discusses existing multimodal conditions, potential impacts due to the proposed development, and recommendations to maintain a highly walkable environment, encourage non-vehicular travel, and provide access to nearby transit. In addition, parking for the site is also addressed below.

Parking Evaluation

A parking evaluation was conducted for the proposed residential development based on parking generation data compiled from numerous studies contained in the Institute of Transportation Engineers (ITE) publication, *Parking Generation Manual, 5th Edition*. Table 7 below provides a summary of the anticipated peak parking demand for the proposed residential development.

Table 7. Parking Generation Evaluation ⁽¹⁾

Time Period	50 th Percentile	85 th Percentile
Weekday (Monday-Friday)	215	297
Saturday	254	314

(1) Based on ITE Land Use Code 220 for Multifamily Housing (Low-Rise) and 195 dwelling units in General Urban/Suburban settings with no nearby rail transit.

The applicant is proposed a total of approximately 61 on-street parking spaces, approximately 322 driveway spaces, assumed to be one per stacked townhome and two per traditional townhome. The plan should be revised to clearly identify the number of garage spaces per unit. The parking tabulation should be updated to include parking space counts. Also, the applicant should provide a parking tabulation for the proposed site with and without consideration of the garage spaces allocated for each unit for review. Based on our experience with similarly designed residential developments which provide garages in lieu of a basement, some residents utilize the garage as storage space and park their vehicles on-street or in their driveways particularly with smaller sized garages.

The parking calculation for the proposed development by the applicant should be prepared based on multi-family low-rise residential in a general urban/suburban setting. As provided the applicant has calculated parking requirements based on mid-rise residential, which consists of units with three or more residential floors and more typically resembles an apartment. Additionally, the proposed development is on the outskirts of the Borough adjacent to industrial and vacant parcels and would not be considered a typical walkable multi-use urban environment.

Pedestrian Facilities

The applicant is proposing to provide sidewalk along the Fillmore Street site frontage which will connect to the proposed internal sidewalk network which runs along both sides of Road A and along the frontage of all units. ADA compliant curb ramps and striped crosswalks should be provided for all crossings within the site.

The applicant is proposing direct connections between the internal sidewalk network and the Schuylkill River Trail. A “trail extension” is noted on the plans which is intended to also serve as an emergency vehicular access to the residential development and the Schuylkill River Trail.

The pedestrian facilities along Alley 4 should provide a continuous connection to both the east and west (a gap currently exists on the proposed plan).

Transit Facilities

As mentioned previously, SEPTA Bus Route 139 (Limerick to King of Prussia) runs along Schuylkill Road (PA 23), Township Line Road, and Mowere Road through the study area with stops located along Township Line Road and Mowere Road at Westridge Drive.

Conclusions and Recommendations

Based on the foregoing analysis, it is anticipated the additional site traffic generated by the proposed 195 residential units will not negatively impact the operations of the site access intersections or surrounding roadways, with the exception of the intersection of Schuylkill Road (PA 23) and Township Line Road. The traffic analyses contained herein reveal that efficient access to and from the proposed development can be provided.

The following improvements and recommendations should be considered in conjunction with the proposed development:

Site Accesses

Site Access and Fillmore Street

- Classified as a local road as the driveway will provide access to three or more properties.
- Provide one ingress lane and egress lane for the access.
- Provide ADA compliant pedestrian facilities to cross the access approach.
- It is noted that a separate emergency access along Township Line Road is also proposed.

Additional Recommendations

- In addition to the turning templates provided by the applicant, additional turning templates should be prepared for the following vehicles:
 - Parcel delivery trucks
 - Residential moving trucks
- Based on the fire truck turning templates provided by the applicant, some maneuvers require traversing over curbs, landscaped medians, or into residential driveways which may conflict with parked vehicles. Revise the truck turning templates or site design as needed to avoid these conflicts.
- Based on the garbage truck turning templates provided by the applicant, some maneuvers require traversing over curbs, which is not acceptable. Additionally, the turning templates show multiple start and end points rather than a continuous route which the trucks would follow as they service the development. Coordinate with the Phoenixville Sanitation Department regarding preferred routing through the development and revise the turning templates to simulate this route.
- The number of stop signs within the internal roadway network is excessive. The main roadway, designated as Road A, entering the development has stop signs along Road A spaced approximately every 100 feet. The close spacing and frequency of stop signs may lead to non-compliance, creating unnecessary vehicle-pedestrian and vehicle-vehicle conflicts as some drivers may not come to a complete stop. Consider other measures such as raised intersections/crosswalks or other traffic calming elements to reduce the frequency for stop signs.

-
- Some of the sight triangles along the internal roadways traverse residential driveways which would be blocked by parked vehicles.
 - Resurface Fillmore Street from Township Line Road to the southern property line to address pavement deficiencies or as determined necessary by the Township Engineer and/or Public Works Department.
 - If cluster mailboxes are to be used, the site plan should show the location of the mailboxes and provide parking for mail delivery vehicles adjacent to the mailboxes.
 - The applicant should provide a parking tabulation for the proposed site with and without consideration of the garage spaces allocated for each unit. Based on our experience with similarly designed residential developments which provide garages in lieu of a basement, some residents utilize the garage as storage space and park their vehicles on-street or in their driveways.
 - The parking calculation for the proposed development by the applicant should be prepared based on multi-family low-rise residential in a general urban/suburban setting. As provided the applicant has calculated parking requirements based on mid-rise residential, which consists of units with three or more residential floors and more typically resembles an apartment. Additionally, the proposed development is on the outskirts of the Borough adjacent to industrial and vacant parcels and would not be considered a typical walkable multi-use urban environment.
 - In order to achieve adequate sight distance, the proposed on-street parking along Fillmore Street to the south of the proposed access must be eliminated.
 - In accordance with §27-401 of the Borough Ordinance, Fillmore Street should be widened along the site frontage, as needed, to provide an 11-foot travel lane.
 - The applicant should provide additional curve warning signage and markings along Fillmore Street which shall be compliant with the current edition of the *Manual on Uniform Traffic Control Devices*. This signage should include:
 - Advanced curve warning signs with advisory speed plaques, if required.
 - Chevrons for both travel directions
 - If desired by the Borough, curve warning pavement markings should be installed.
 - Refresh center and edge lines along roadway. Provide center line rumble strips and reflective pavement markings.
 - The applicant should coordinate with Chester County Parks and Preservation staff regarding necessary signage, amenities, and vehicle barriers to accommodate the proposed connections to the Schuylkill River Trail.
-

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- The following improvements, at a minimum, should be provided at the intersections of Township Line Road and Fillmore Street / Spring City Road which will require coordination with East Pikeland Township:
 - Provide “Oncoming Traffic Does Not Stop” (W4-4BP) signage for the existing stop signs along Township Line Road.
 - Provide a stop-sign (R1-1) with “Except Right-Turn” (R1-10P) signage along southbound Spring City Road.
 - Provide a painted stop bar and “Traffic from Right Does Not Stop” (W4-4AP) signage along the Fillmore Street approach.

 - The current layout of the site would preclude realignment of the Township Line Road and Fillmore Street / Spring City Road intersection. If the Borough would like to consider and plan for future realignment of the intersection, a conceptual layout depicting the realigned intersection should be prepared in order to identify right-of-way needs and modifications to the site that may be necessary.

 - The proposed development results in the need for mitigation at the intersection of Schuylkill Road (PA 23) and Township Line Road per the Borough ordinance. Since PennDOT will be evaluating this intersection as part of a Safety Improvement Project for the Route 23 corridor, it is recommended that the applicant provide a post-development traffic impact study of this intersection once the project is completed and the PennDOT improvements have been identified (or implemented).

Table 8 - Level of Service Matrices
Schuylkill Road (PA 23) and Township Line Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Schuylkill Road (PA 23)	Left EB Thru	B 10.5	B 13.0	B 15.7	C 25.5	F 92.2	F 156.9
	Thru WB Right	A 9.2	B 12.0	B 13.4	B 17.1	C 20.5	C 22.5
Township Line Road	Left SB Right	D 52.3	D 52.8	D 53.4	E 63.1	F 133.3	F 164.3
Overall		B 18.2	C 20.1	C 22.3	C 25.3	E 58.5	F 86.1

Table 8 - Level of Service Matrices
Township Line Road and Mowere Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Mowere Road	Left EB Thru Right	B 10.5	B 11.3	B 11.8	B 12.2	B 13.9	B 14.9
	Left WB Thru Right	B 11.4	B 12.2	B 12.7	B 14.1	C 16.0	C 17.2
Township Line Road	Left NB Thru Right	A 10.0	B 10.7	B 11.2	B 13.0	C 15.5	C 17.8
	Left SB Thru Right	B 11.6	B 13.1	B 14.6	B 12.2	B 14.2	C 15.9
Overall		B 11.0	B 12.0	B 12.9	B 13.0	B 15.0	C 16.6

Table 8 - Level of Service Matrices
Township Line Road and Crossover Boulevard

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Crossover Boulevard	Left	B 10.8	B 11.8	B 12.4	B 11.7	B 13.8	C 15.0
	Right	A 9.5	B 10.0	B 10.2	A 9.6	B 10.0	B 10.2
Township Line Road	Left	A	A	A	A	A	A
	Thru	8.8	9.0	9.2	8.9	9.2	9.3
	Right	(1)	(1)	(1)	(1)	(1)	(1)
Overall		A 1.9	A 2.1	A 2.0	A 2.0	A 2.6	A 2.6

(1) Movement operates at free-flow conditions.

Table 8 - Level of Service Matrices
Township Line Road and Odessa Access

Time Period		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
Design Year		2024 Build-Out Year		2024 Build-Out Year	
Development Condition		w/o Dev	w/Dev	w/o Dev	w/Dev
Odessa Access	Left	B	B	B	B
	WB Right	11.6	12.3	12.5	13.5
Township Line Road	Thru				
	NB Right	(1)	(1)	(1)	(1)
	Left	A	A	A	A
	SB Thru	0.0	0.0	0.0	0.0
Overall		A	A	A	A
		1.7	1.6	1.4	1.3

(1) Movement operates at free-flow conditions.

Table 8 - Level of Service Matrices
Township Line Road and Fillmore Street

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Fillmore Street	Left	A	A	A	A	A	A
	WB						
	Right	4.8	4.7	5.2	5.0	4.7	4.8
Township Line Road	Thru	A	A	A	A	A	A
	NB						
	Right	4.3	4.1	4.3	5.3	5.3	5.6
	Left	A	A	A	A	A	A
SB	Thru	0.5	0.6	0.6	0.6	0.6	0.5
	Overall	A	A	A	A	A	A
		3.0	2.8	3.3	4.2	4.2	4.3

(1) Movement operates at free-flow conditions.

Table 8 - Level of Service Matrices
Township Line Road and Spring City Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Spring City Road	Left	A	A	A	A	A	A
	EB						
	Right	0.5	0.4	0.5	0.2	0.2	0.2
Township Line Road	Left	A	A	A	A	A	A
	NB						
	Thru	0.9	0.9	0.9	1.0	1.0	1.0
	Thru	A	A	A	A	A	A
	SB						
	Right	8.6	8.2	8.3	5.8	5.6	6.3
Overall		A	A	A	A	A	A
		1.2	1.2	1.2	1.2	1.2	1.1

(1) Movement operates at free-flow conditions.

Table 8 - Level of Service Matrices
Fillmore Street and Site Access

Time Period		Weekday Morning Peak Hour	Weekday Afternoon Peak Hour
Design Year		2024 Build-Out Year	2024 Build-Out Year
Development Condition		w/ Dev	w/ Dev
Fillmore Street	Left	A	A
	EB		
	Thru	8.6	9.0
	Thru		
Site Access	WB	(1)	(1)
	Right		
	Left	B	B
	SB		
	Right	10.3	11.1
Overall		A	A
		1.7	1.6

(1) Movement operates at free-flow conditions.

Table 8 - Level of Service Matrices
Fillmore Street and Franklin Avenue

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Fillmore Street	Left EB Thru Right	C 16.6	C 22.2	D 30.7	B 13.4	C 16.0	C 19.4
	Left WB Thru Right	B 11.6	B 13.0	B 13.7	A 9.9	B 11.1	B 11.8
Franklin Avenue	Left NB Thru Right	B 10.7	B 11.4	B 12.1	A 9.7	B 10.5	B 11.4
	Left SB Thru Right	A 8.9	A 9.3	A 9.6	A 9.0	A 9.4	A 9.7
Overall		B 14.4	C 18.1	C 23.4	B 11.9	B 13.7	C 15.9

Table 9 - 95th Percentile Queue Matrix
Schuylkill Road (PA 23) and Township Line Road

Time Period		Current Storage ⁽¹⁾	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year			2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition			Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Schuylkill Road (PA 23)	Left EB Thru	<i>480'</i>	290	353	380	315	850	1225
	Thru WB Right	<i>1,250'</i>	208	300	323	540	625	668
Township Line Road	Left SB Right	<i>1,700'</i>	320	350	380	290	450	530

(1) Distance to adjacent signalized or all-way stop controlled intersections shown in italics.

Table 9 - 95th Percentile Queue Matrix
Township Line Road and Mowere Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Mowere Road	Left						
	EB Thru	28	33	35	40	53	58
	Right						
	Left						
Township Line Road	WB Thru	40	45	48	63	75	80
	Right						
	Left						
	NB Thru	25	28	33	55	75	95
Township Line Road	Right						
	Left						
	SB Thru	45	63	78	43	58	73
	Right						

**Table 9 - 95th Percentile Queue Matrix
Township Line Road and Crossover Boulevard**

Time Period		Current Storage	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year			2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition			Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Crossover Boulevard	Left EB	200'	25	25	25	25	25	25
	Right	-	25	25	25	25	25	25
Township Line Road	Left NB Thru	-	25	25	25	25	25	25
	Thru SB Right	-	-	-	-	-	-	-

**Table 9 - 95th Percentile Queue Matrix
Township Line Road and Odessa Access**

Time Period		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
Design Year		2024 Build-Out Year		2024 Build-Out Year	
Development Condition		w/o Dev	w/Dev	w/o Dev	w/Dev
Odessa Access	Left				
	WB	25	25	25	25
Township Line Road	Right				
	Thru				
	NB	-	-	-	-
	Right				
	Left				
SB	Left	0	0	0	0
	Thru				

Table 9 - 95th Percentile Queue Matrix
Township Line Road and Fillmore Street

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Fillmore Street	Left WB Right	49	55	64	65	60	68
	Thru NB Right	66	60	65	65	66	73
Township Line Road	Left SB Thru	0	0	25	25	25	0

Table 9 - 95th Percentile Queue Matrix
Township Line Road and Spring City Road

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Spring City Road	Left EB	25	0	25	25	0	25
	Right						
Township Line Road	Left NB	25	25	25	25	0	25
	Thru SB	64	70	67	60	57	51
	Right						

Table 9 - 95th Percentile Queue Matrix
Fillmore Street and Site Access

Time Period		Weekday Morning Peak Hour	Weekday Afternoon Peak Hour
Design Year		2024 Build-Out Year	2024 Build-Out Year
Development Condition		w/ Dev	w/ Dev
Fillmore Street	Left WB Thru	25	25
	Thru EB Right	-	-
Site Access	Left SB Right	25	25

Table 9 - 95th Percentile Queue Matrix
Fillmore Street and Franklin Avenue

Time Period		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
Design Year		2021	2024 Build-Out Year		2021	2024 Build-Out Year	
Development Condition		Existing	w/o Dev	w/Dev	Existing	w/o Dev	w/Dev
Fillmore Street	Left						
	EB Thru	145	205	278	100	130	165
	Right						
	Left						
Franklin Avenue	WB Thru	50	65	70	30	43	48
	Right						
	Left						
	NB Thru	25	25	30	25	25	33
Franklin Avenue	Right						
	Left						
	SB Thru	0	0	0	0	0	0
	Right						



FIGURE 1
Site Location Map

TRIESTE
BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA



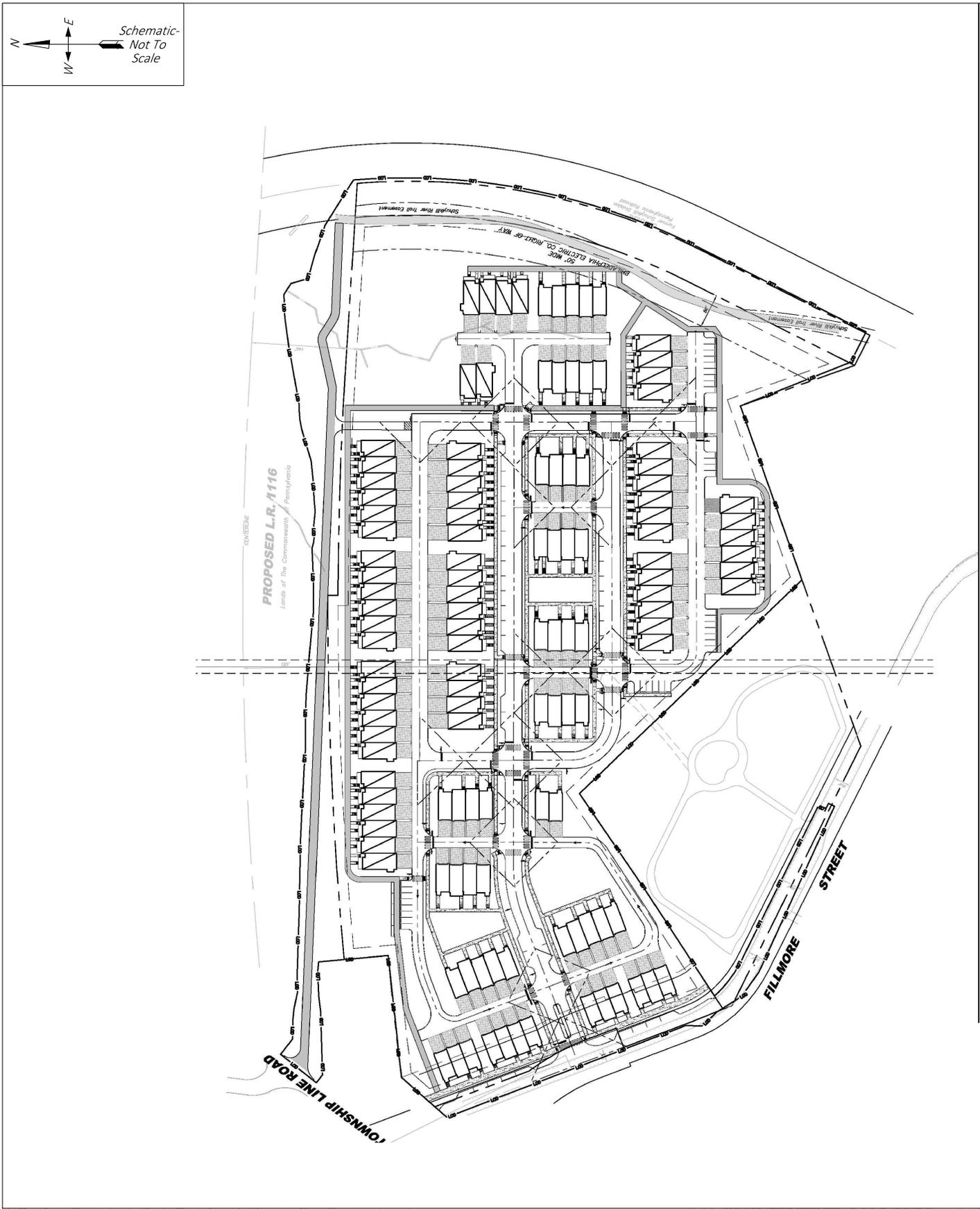


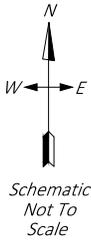
FIGURE 2

Site Plan

TRIESTE

BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND
 5 WEEKDAY MORNING
 (5) WEEKDAY AFTERNOON

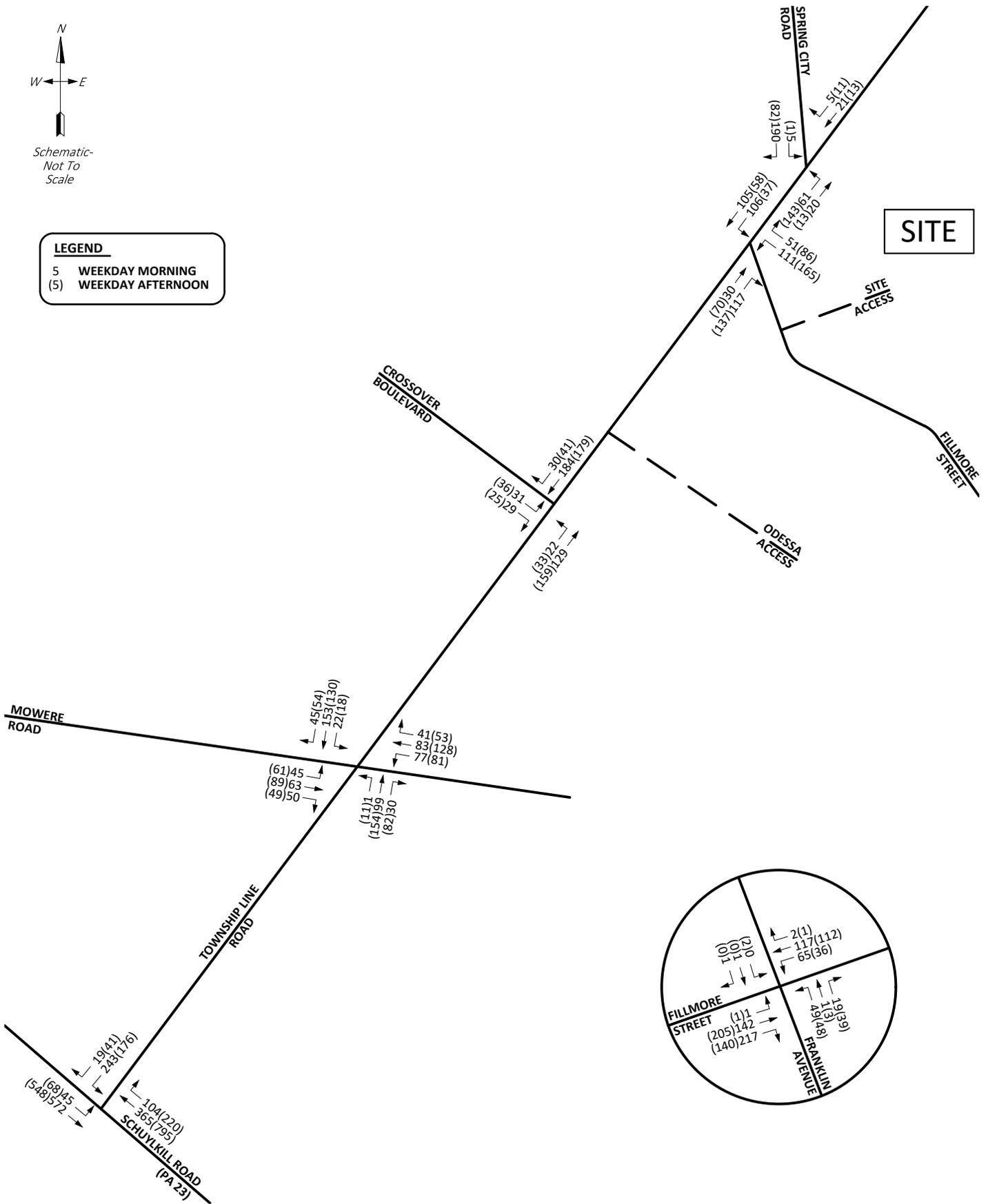
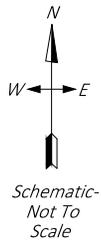


FIGURE 3A
 Existing Weekday Peak Hour Traffic Volumes
TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
A	WEEKDAY MORNING
(A)	WEEKDAY AFTERNOON
	EXISTING LANE/MOVEMENT
	EXISTING TRAFFIC SIGNAL
	EXISTING STOP CONTROL

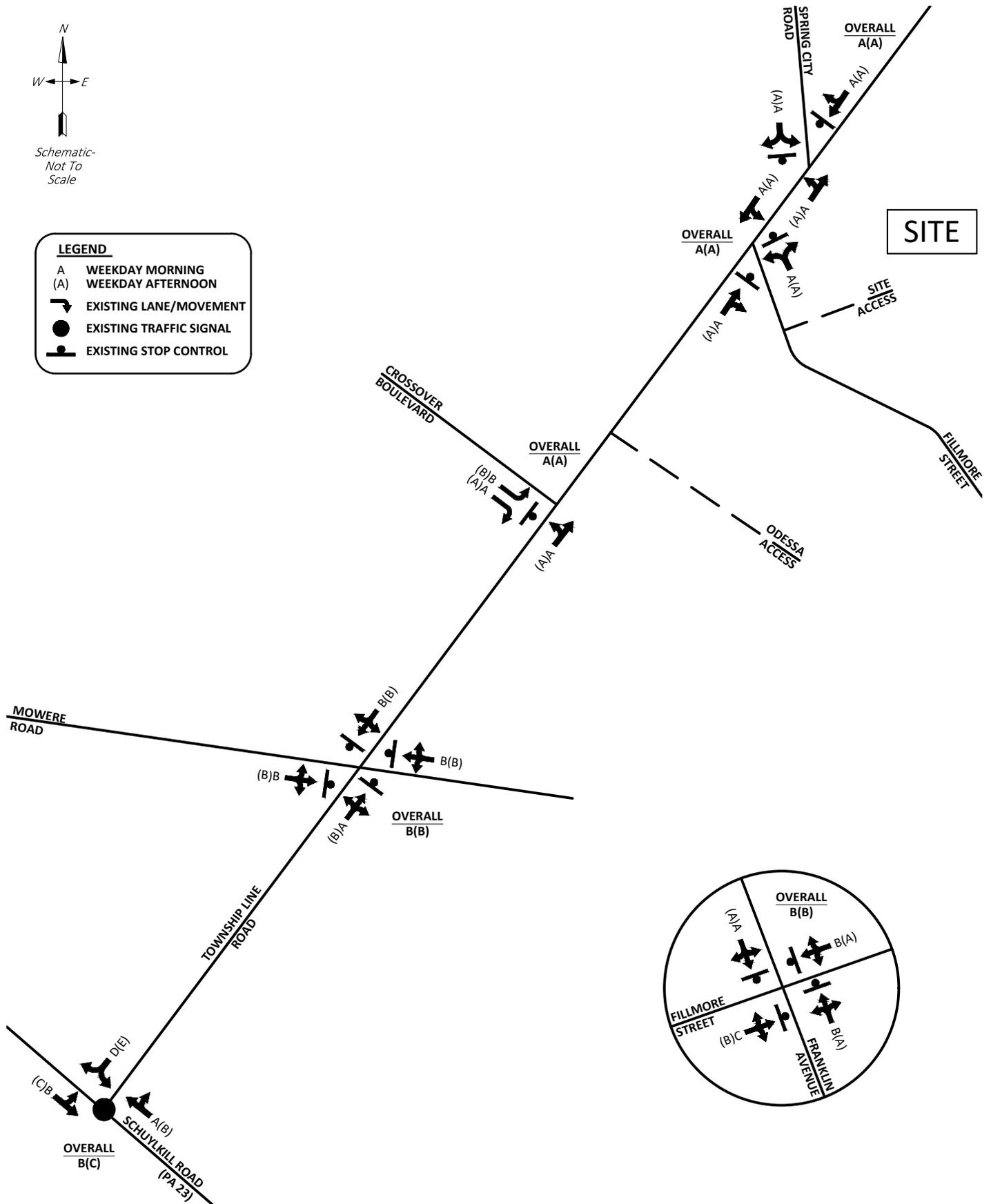
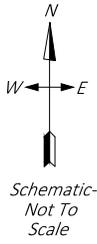


FIGURE 3B
 Existing Weekday Peak Hour Levels-of-Service
TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
5%	ENTER
(5%)	EXIT

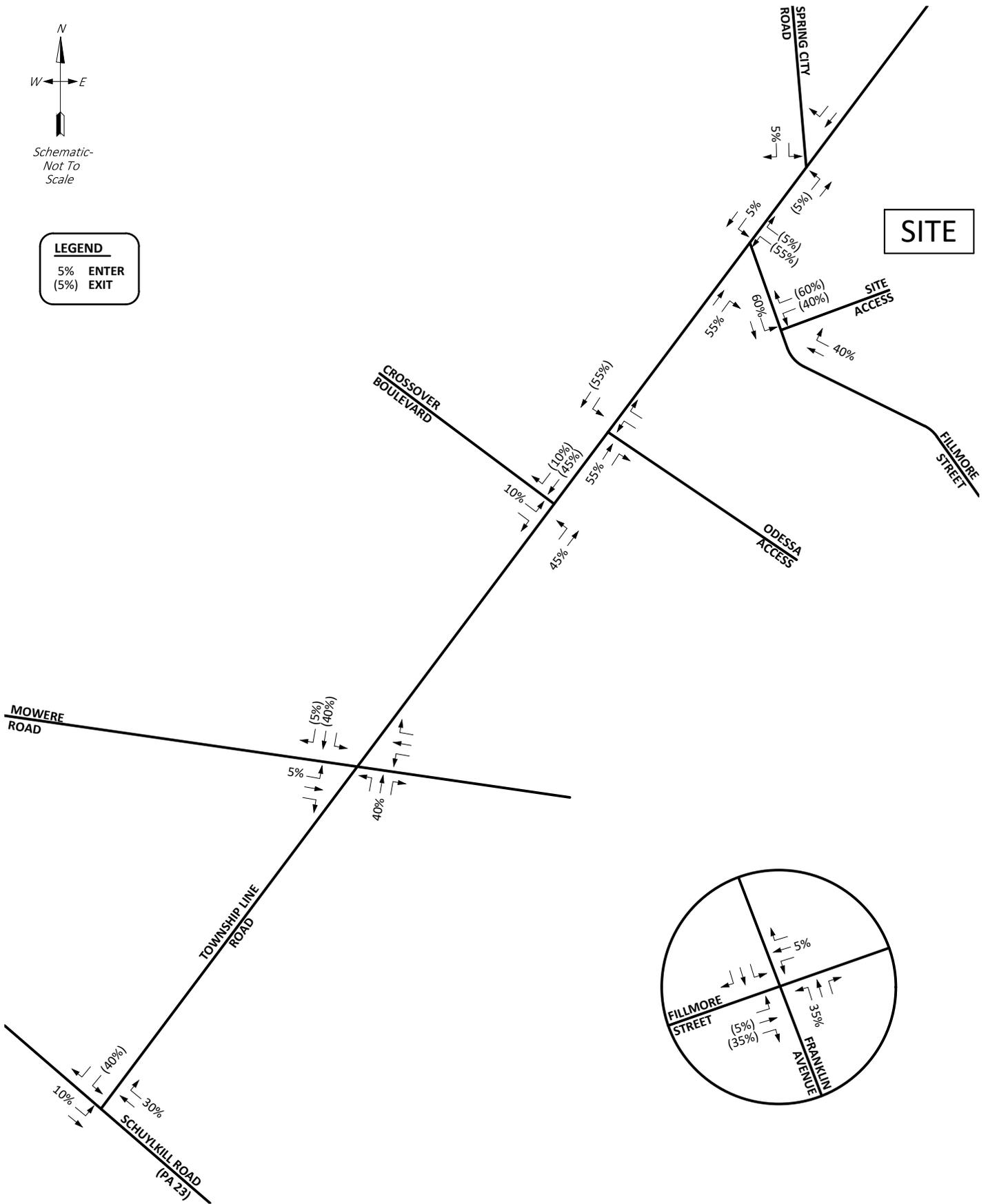
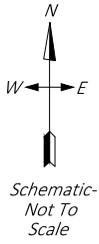


FIGURE 4A
 New Site Trip Distribution
TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
5	WEEKDAY MORNING
(5)	WEEKDAY AFTERNOON

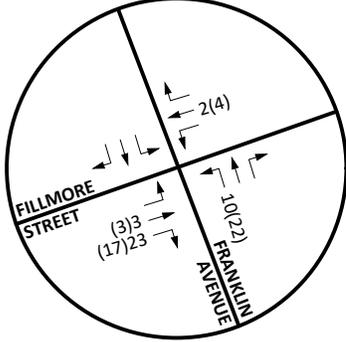
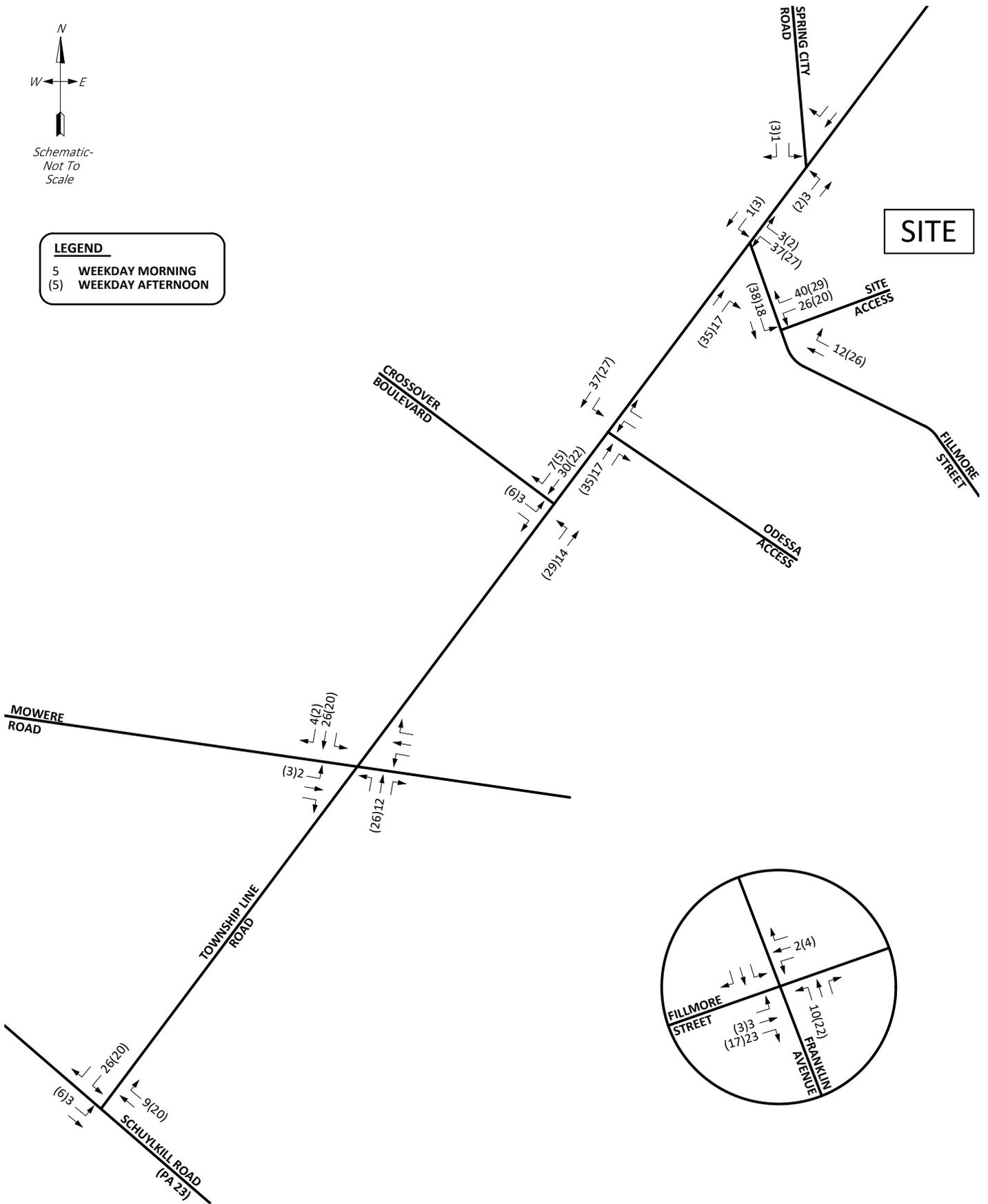
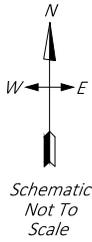


FIGURE 4B
 New Site Trip Assignment
TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
5	WEEKDAY MORNING
(5)	WEEKDAY AFTERNOON

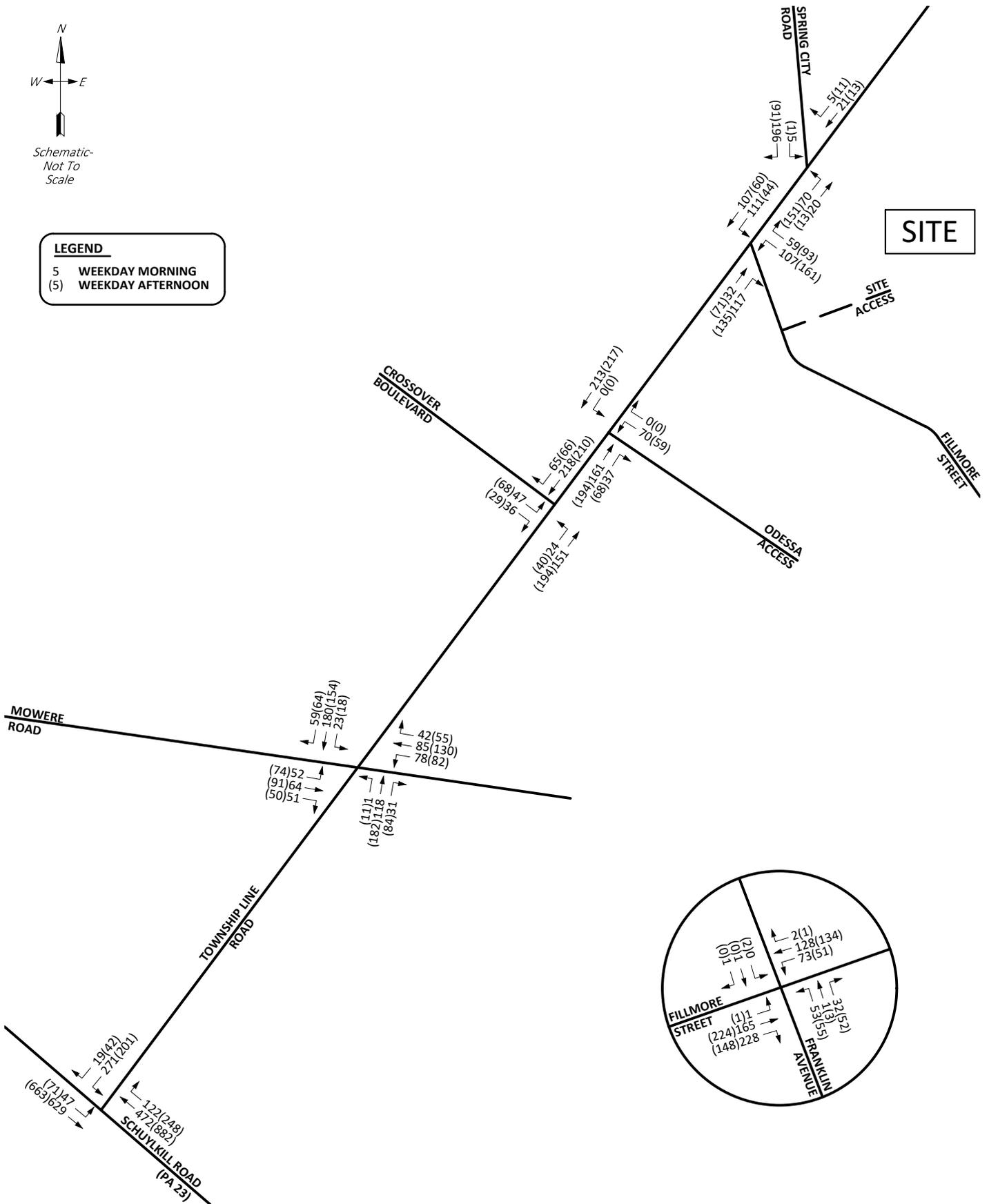
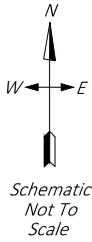


FIGURE 5A
2024 Future without Development Weekday Peak Hour Traffic Volumes

TRIESTE
BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
5	WEEKDAY MORNING
(5)	WEEKDAY AFTERNOON

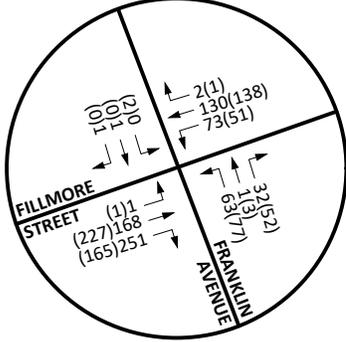
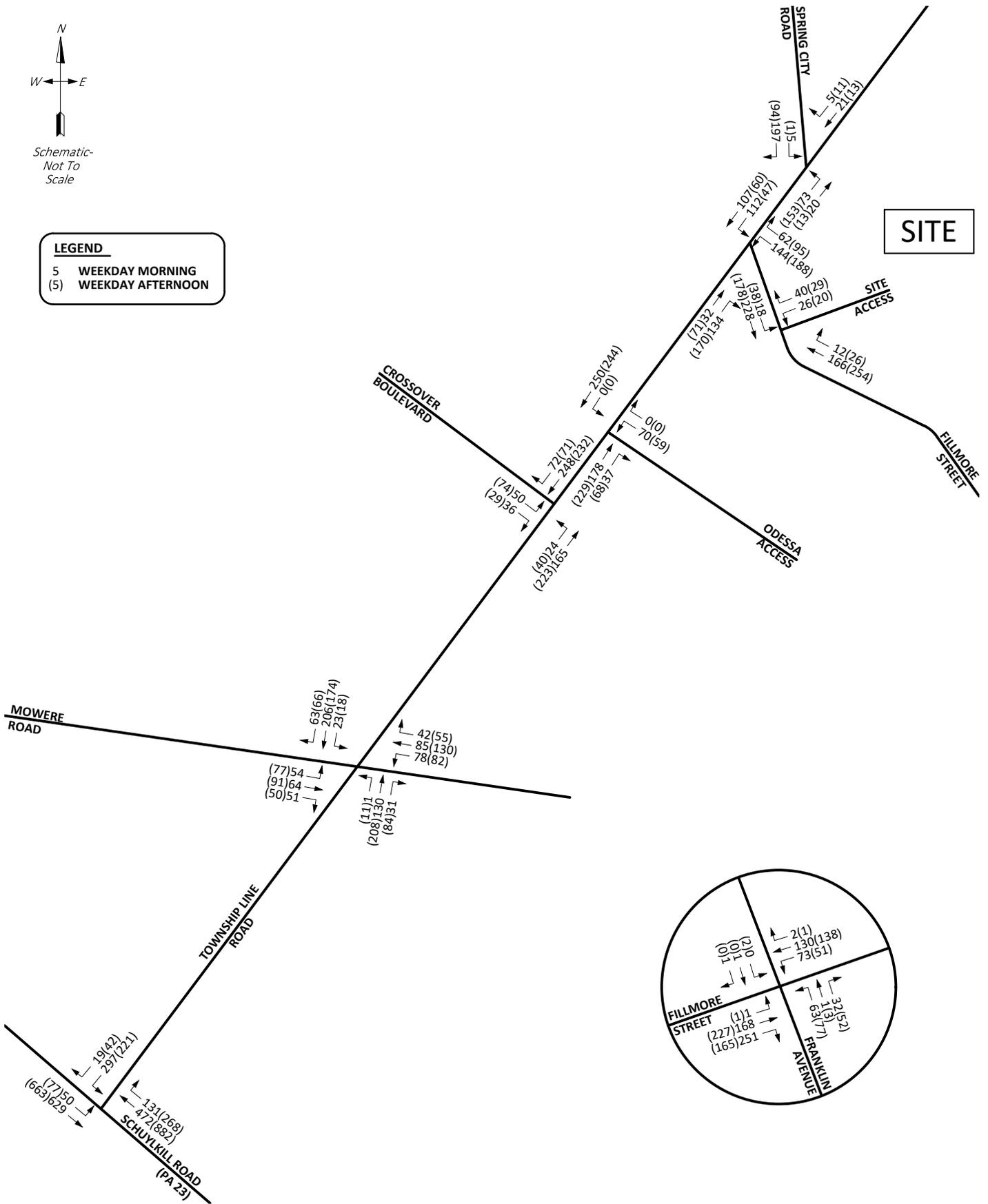
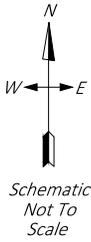


FIGURE 5B
 2024 Future with Development Weekday Peak Hour Traffic Volumes

TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
A	WEEKDAY MORNING
(A)	WEEKDAY AFTERNOON
	EXISTING LANE/MOVEMENT
	EXISTING TRAFFIC SIGNAL
	EXISTING STOP CONTROL
	NEW LANE/MOVEMENT BY ODESSA
	PROPOSED STOP CONTROL BY ODESSA

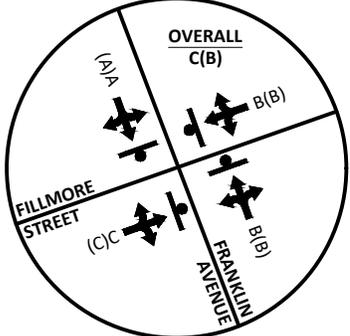
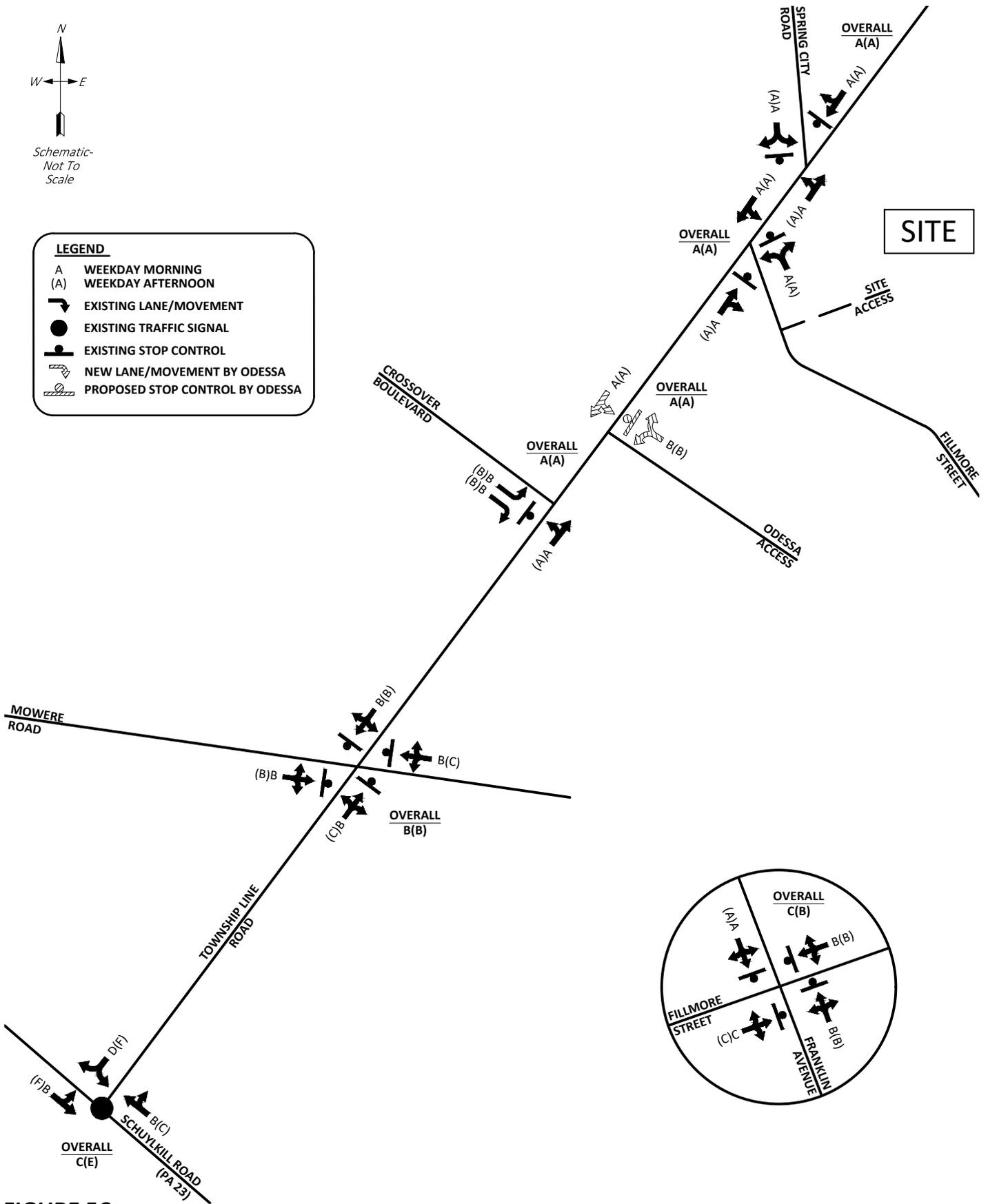
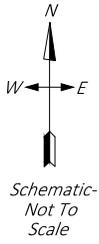


FIGURE 5C
 2024 Future without Development Weekday Peak
 Hour Levels-of-Service

TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA





LEGEND	
A	WEEKDAY MORNING
(A)	WEEKDAY AFTERNOON
	EXISTING LANE/MOVEMENT
	EXISTING TRAFFIC SIGNAL
	EXISTING STOP CONTROL
	NEW LANE/MOVEMENT BY ODESSA
	PROPOSED STOP CONTROL BY ODESSA
	NEW LANE/MOVEMENT BY TRIESTE
	PROPOSED STOP CONTROL BY TRIESTE

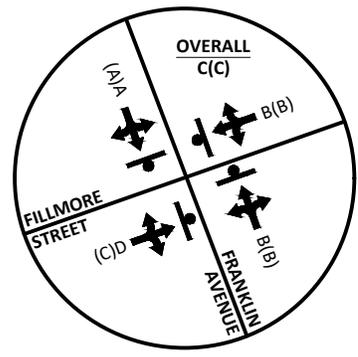
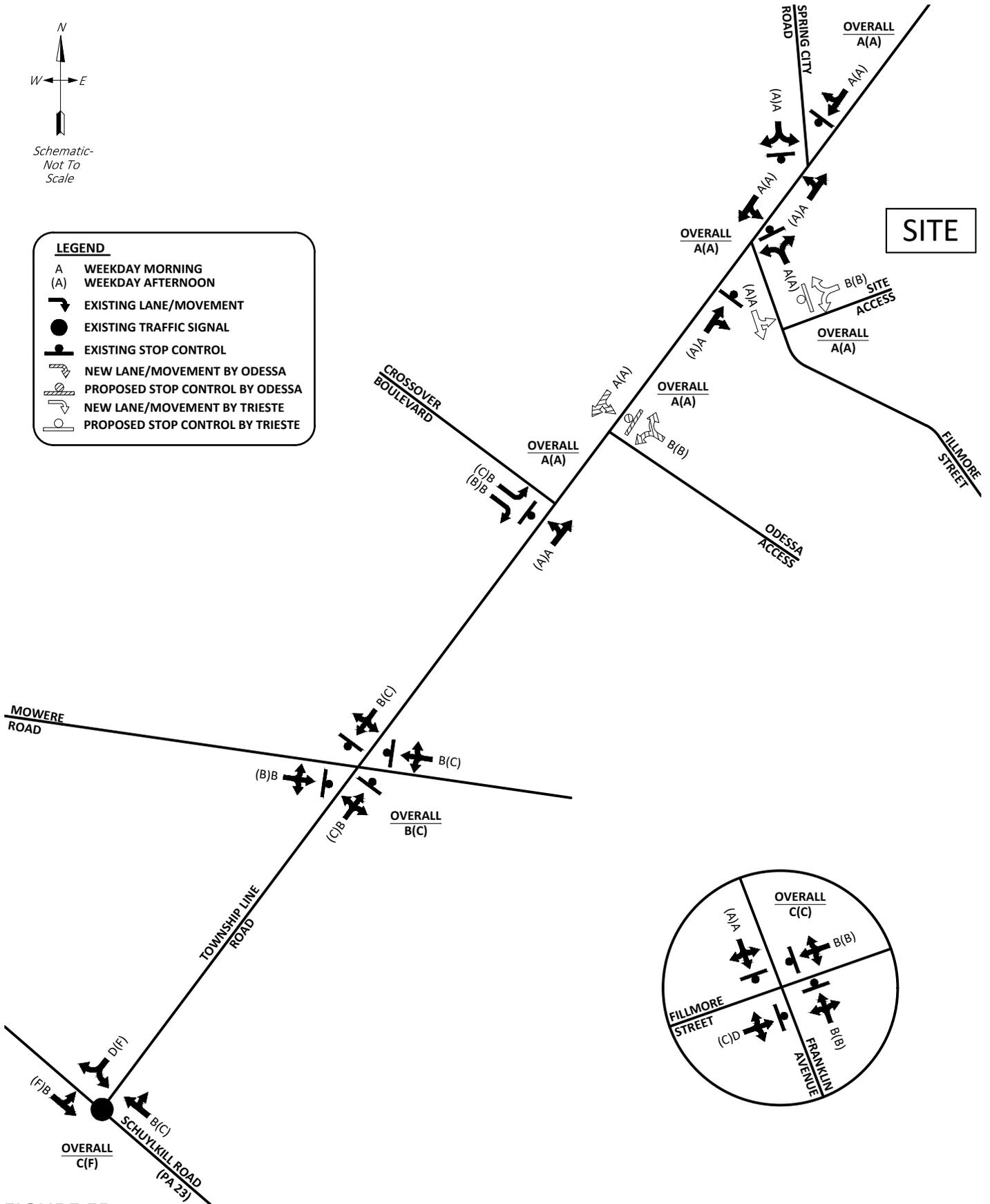


FIGURE 5D
 2024 Future with Development Weekday Peak
 Hour Levels-of-Service
TRIESTE
 BOROUGH OF PHOENIXVILLE, CHESTER COUNTY, PA

