

Chapter 8

TRANSPORTATION and CIRCULATION SYSTEMS PLAN

Introduction

Planning for transportation networks is directly related to planning for land use. The opportunities and limitations provided by the transportation system strongly influence the location and suitability of different land uses. Modifications to the existing transportation network must be made with consideration to this interdependency, along with changes in land use and travel patterns.

Appendix G, Transportation and Circulation Systems Inventory, assessed the existing circulation system, roadway functional classification, traffic volumes and level of service, accident information, roadway and bridge conditions, capital improvements, regional transportation issues, and current planning efforts.

This chapter provides recommendations and strategies for achieving the goals and objectives for transportation and addresses the planning implications outlined in the transportation and circulation systems inventory. Recommendations range from individual specific actions to more general strategies. Several of these recommendations require additional planning efforts before implementation may be initiated.

The transportation and circulation goals and objectives identified in Chapter 1 of this Comprehensive Plan are as follows:

GOAL: Provide for a transportation and circulation system capability that optimizes mobility, insures safety and minimizes congestion.

Objective 8A Minimize speeding and cut-through traffic in neighborhoods.

Objective 8B Refine the Road Maintenance Program to respond to additional needs and service requirements.

Objective 8C Implement traffic improvements for key roads and intersections.

Objective 8D Reduce traffic by implementing and optimizing appropriate travel demand management techniques and public transportation opportunities.

Objective 8E Identify regional highway improvement projects to enhance mobility and safety and reduce congestion.

Objective 8F Investigate alternative transportation needs including pedestrian and bike paths, and connect these routes with major centers of activity and recreation.

Recommendations

Objective 8A Minimize speeding and cut-through traffic in neighborhoods.

- **Recommendation 8A-1** Evaluate the need to implement traffic calming measures.

DISCUSSION:

There are numerous local roadway sections throughout the Township that experience high volumes of traffic, safety concerns in terms of curves or hills, and the tendency for non-compliance with the posted speed limit. These roadways should be evaluated for the installation of traffic calming measures to reduce vehicle speeds. Neighborhoods where traffic speeding or safety concerns should be addressed include Charter Chase, Grand Oak/Bittersweet, Vista Farms, Highland/Taylor, Wentworth, Pin Oak/Marydell, Bow Tree, and Clocktower. Traffic calming techniques need to be carefully evaluated so that issues associated with one roadway are not shifted to another. It is also essential to coordinate with police, fire departments, school districts, and residents to evaluate the locations and techniques that may be implemented before any measures are installed. There are two major types of traffic calming measures:

Passive Traffic Calming Measures

These measures notify drivers to slow down or increase awareness, but do not physically force them to do so. Signs and painted road markings are examples of passive measures. These techniques are relatively inexpensive but effectiveness may be reduced without some measure of enforcement.

Active Traffic Calming Measures

These measures physically force drivers to alter their behavior. Speed bumps, curb extensions, speed humps, median barriers, and rumble strips are examples of active measures. These measures can be moderately expensive but are almost always effective in calming traffic. Local emergency services must always be involved in deciding whether or not to install such measures because the measures can have an effect on emergency response times.

The Township established a Local Traffic Advisory Committee in 2001 tasked with evaluating requests for traffic calming on a request by request basis. Implementing traffic calming measures on local streets requires approval of the Board of Supervisors and involves a local traffic study to define the nature and extent of the traffic problem and the responses to it, utilizing primarily the *Traffic Calming Handbook* prepared by PennDOT. It should be noted that any traffic calming requests on State-owned roadways will need to be coordinated through PennDOT.

Traffic calming measures of a more extensive nature, such as neighborhood traffic circles, chicanes or roundabouts, may require additional rights-of-way. That will be a consideration in whether they are strongly considered as strategies to be implemented. This could be offset by a savings in installation or operational costs for a signal system, if located at an intersection. Center islands at intersections could also assist with pedestrian crossings, although they must be evaluated in regards to turning radii.

ACTIONS NEEDED:

- 8A-1-1** Evaluate traffic calming measures for road segments that experience high traffic volumes, have numerous access points, and are located proximate to commercial, office, and high density residential land uses.

- 8A-1-2** Include installation of any traffic calming measures in the Township Roadway Maintenance and Improvement Plan.

Objective 8B Refine the Road Maintenance Program to respond to additional needs and service requirements.

- **Recommendation 8B-1** Continue to refine the Road Maintenance Program.

DISCUSSION:

The Director of Public Works and road crew maintains Township roads and carries out the multiple-year road improvements programs. The Board of Supervisors maintains an updated record of improvements made and improvement needs, and utilizes these in the budgetary process for road maintenance.

ACTIONS NEEDED:

- 8B-1-1** Continue the Road Maintenance Program to provide a safe and well maintained transportation network.
- 8B-1-2** Provide more opportunities for residents to comment on roadway issues.

Objective 8C Implement traffic improvements for key roads and intersections.

- **Recommendation 8C-1** Evaluate road sections or intersections where there are multiple traffic accidents or poor levels of service and facilitate improvements to reduce the number of accidents.

DISCUSSION:

As illustrated in Appendix G, there are several road sections and intersections where accidents or high congestion warrant improvements (see Maps G-2 and G-3). Some of these improvements could include signalization or signal timing adjustments, while others could necessitate physical alterations. Where physical changes are required, the improvement should be balanced with maintaining the existing character of the surroundings.

The Township should periodically review its traffic signal warrants to determine if improvements to sidewalks and crosswalks can be made, so that “No Pedestrian Crossing” signs can be removed. As utility poles are often involved in traffic crashes, cooperation with the utility companies to identify ways to pull poles back roadways is useful.

ACTIONS NEEDED:

- 8C-1-1** Evaluate road segments and intersections with multiple accidents to determine if roadway conditions can be improved to reduce the number of accidents
 - 8C-1-2** Evaluate the scenic nature of Township roads before making substantial road improvements.
- **Recommendation 8C-2** Implement Regional Study Road Section and Intersection Improvements.

DISCUSSION:

The Township, along with other member municipalities, have completed the West Chester Regional Long Range Transportation Study (1997) which is comprehensive and prescriptive in

scope. Some of the improvements recommended in the Long Range Transportation Study have already been completed, including intersection improvements along Paoli Pike (at Airport Road, Boot Road, and Route 352 (North Chester Road) and the Boot Road/Route 352 (North Chester Road) intersection. Encourage PennDOT to consider improvements along Route 352 (North Chester Road) between Taylor Avenue and Monte Vista Drive. In addition, a Circulation Needs Assessment has recently been completed by the West Chester Regional Planning Commission (WCRPC) to look at regional traffic conditions and at the Route 202/322 interchange.

ACTIONS NEEDED:

- 8C-2-1** Review recommendations outlined in the Regional Long Range Transportation Plan (1997) that are applicable to East Goshen for possible implementation.
- 8C-2-2** Re-evaluate and prioritize improvement needs annually.
- 8C-2-3** Factor improvements into the Township Road Improvements planning and capital programming budgets.

- **Recommendation 8C-3** Monitor and target enforcement of traffic controls.

DISCUSSION:

Traffic violations on local roads, particularly speeding along certain roadway segments or failures to heed traffic controls at intersections, create significant safety issues for local residents as well as non-resident drivers. Police enforcement of local traffic laws is the most direct method to address these issues.

ACTION NEEDED:

- 8C-3-1** Monitor areas of traffic violations along specific roadway segments or problems at intersections through public comments, police feedback, or other observations.

- **Recommendation 8C-4** Pursue funding possibilities for improvements and strategies.

DISCUSSION:

Road improvements and signalization installations require a significant capital expense to complete. East Goshen is a leader among local municipalities in its ability to address these needs through Township budgets and capital programming. However, additional funding would enable the Township to increase its ability to address local traffic conditions and road improvements.

Table 8-1 of this Chapter (see Pages 8-11 and 8-12) includes a set of various funding opportunities to implement road improvements and other recommendations found in this Comprehensive Plan. Coordination with PennDOT and DVRPC in applying for and procuring funding through these various avenues would assist East Goshen in meeting its road improvement needs.

Township roads should be evaluated to determine where shoulders or other measures might assist in enforcement efforts, particularly for vehicle speed. In addition, the Township should make similar recommendations to PennDOT in advance of repaving or reconstruction on PennDOT-maintained roadways.

ACTION NEEDED:

- 8C-4-1** Communicate with PennDOT and other appropriate agencies for further information, eligibility, and additional funding opportunities (see Table 8-1 at the end of the chapter).

8C-4-2 Investigate additional funding opportunities on a continual basis so the Township can take advantage of new programs and plan to facilitate future improvements.

- **Recommendation 8C-5** Revise the Road Functional Classification designations to reflect current conditions and future needs.

DISCUSSION:

Changes to the roadway functional classification in this Plan eliminate the inconsistencies between the municipalities within the West Chester Region and reflect the actual function of the roadways. Table 8-2 portrays the criteria for classification of roadways as approved by Chester County in 2003. These classifications were developed to establish consistency within each designation while creating a linear relationship among the classifications. For example, traffic volumes on local roads are the lowest and increase in an overlapping fashion until reaching the greatest volumes in the Expressway classification.

There are two primary changes. First, the collector designation in the 1992 Comprehensive Plan has been separated into major and minor collectors for more refined categorization. Minor collectors primarily consist of the remaining collector category from the 1992 Comprehensive Plan that are not designated as major collectors. Second, the local distributor classification was created to further distinguish categories of roads that serve more than a local function. This classification also reclassifies various roads classified as collector in the 1992 Comprehensive Plan. These classifications are the result of work completed by the Chester County Planning Commission, to compile classifications from the County's 73 municipalities and establish a unified set of classifications based on criteria included in Table 8-2, below. This classification system was adopted by the Chester County Planning Commission in June 2003, and is the official policy of the County with respect to roadway classifications.

However, this classification system has not been agreed to by PennDOT. Since the Township has both local and PennDOT roads within its boundaries, the classifications need to take this into account to avoid conflicts between agencies.

Map 8-1, Roadway Functional Classification, displays the updated functional classification of Township roadways and their designations based on current classification from Table 8-2, for local Township roads. PennDOT roads continue to carry the PennDOT road classifications.

ACTION NEEDED:

8C-5-1 Consider implementing the revised functional road classifications for PennDOT roads within the Township after Chester County and PennDOT reach agreement on the definitions.

Table 8-2: Recommended Functional Classification Criteria

Criteria	Expressway	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Distributor	Local Road
Type of Trip Served	Inter- and intra-regional, emphasis on through trips	Inter- and intra-regional and through trips	Inter- and intra-regional trips; fewer through trips	Mostly intra-regional trips; inter-regional primarily near edges of region	Mainly local access functions, some intra- and inter-municipal trips	Primarily local access functions, but also provides some intra- and inter-municipal trips	Primarily local access functions, but due to connecting higher functioning roads, also provides mobility function
Travel Speeds*	Highest level speeds (55 - 65 mph)	High travel speeds (35 mph – urban; 55 mph – rural)	Moderate to high travel speeds (30 mph – urban; 45 mph – rural)	Moderate travel speeds (45 mph)	Slow travel speeds (25 - 35 mph)	Slow travel speeds (25 - 35 mph)	Very slow travel speeds (15 - 25 mph)
Mobility/ Access Orientation	Total mobility function	Primary mobility orientation, but provides some access	Priority on mobility, with moderate access component	Mix of mobility and access	Priority on access, with some mobility component.	Priority on access, with some mobility component	Nearly total access function
Access Controls	Limited access, interchanges only	Controlled access	Some control of access	Some control of access	Minimal control of access	No access controls	No access controls
Traffic Volumes	Highest volumes (25,000+ daily trips)	High traffic volumes (10,000 – 35,000 daily trips)	Moderate traffic volumes (5,000 – 15,000 daily trips)	Moderate to low traffic volumes (3,000 – 7,000 daily trips)	Low traffic volumes (1,000 – 4,000 daily trips)	Very low (less than 1,500 daily trips)	Very low (less than 1,000 daily trips)

Source: Chester County Planning Commission, 2003.

*Design speeds *not* posted speed.

- **Recommendation 8C-6** Improve access management.

DISCUSSION:

Access management is a term for a group of technical design strategies which serve to reduce the number of traffic conflicts associated with driveways and to improve the safety and efficiency of traffic flow. A strategy for access management is a key element to consider in relation to land development and transportation system improvements. Access management problems occur where conflicts between mobility and access exist, resulting in congestion and safety issues. New access points to existing roads increase the number of conflicts between vehicle movements and intensifies problems along roadways. The management of new access points is critical to the functioning of the roadway network in terms of both circulation and safety.

ACTION NEEDED:

- 8C-6-1** Identify areas that may be enhanced by access management improvements, and make improvements to those areas.

Objective 8D Reduce traffic by implementing and optimizing appropriate travel demand management techniques and public transportation opportunities.

The availability of public transportation in East Goshen Township is limited to three SEPTA bus routes, two of which run along Route 3 (West Chester Pike) and the third runs to the Goshen Corporate Park on Paoli Pike (see Appendix G). The nearest regional rail transportation lines are the SEPTA R5 line running to Philadelphia, with the nearest stations at Malvern and Paoli, and the SEPTA R3 line, with the nearest station at Elwyn. The majority of the Township has low housing densities which are insufficient to support expansion of public transportation. The role of the Township is to integrate opportunities for increased public transportation services within the West Chester Region, with the need to maintain existing bus services.

- **Recommendation 8D-1** Support regional efforts to expand public transportation.

DISCUSSION:

The Township should maintain communications with SEPTA and the TMACC and provide information, strategies, and ideas for expansion or route changes.

The Township should consider working with TMACC, SEPTA, and the neighboring municipalities to identify demand for a shuttle service to the proposed Paoli Transportation Center. Opportunities also exist to provide shuttle service to the Great Valley Corporate Center and other employment hubs in the area. These would serve as a way to capture transit riders prior to them getting into a single occupant vehicle.

ACTIONS NEEDED:

- 8D-1-1** Publish the availability of and changes to the SEPTA system.
- 8D-1-2** Support the proposed expansion of the Paoli Public Transportation Center and the transit center to be located in downtown West Chester.
- 8D-1-3** Consider future opportunities for expansion of rail transit in the West Chester Region, such as the potential Cross-County Metro route.

- **Recommendation 8D-2** Support establishment of a subscription bus service.

DISCUSSION:

The alternative to SEPTA supported bus service is the establishment of a subscription bus service. A subscription bus service provides bus transit for municipalities in the West Chester Region to area employers. This type of bus service is provided on a cost basis, in coordination with local municipalities, employers, and a transit service provider. Typically, a subscription service would be provided through a combination of user fees and funding from employers, with municipal assistance provided in the form of coordination to establish local transit stops. Such a system would provide an alternative to commuter traffic within the Region.

ACTION NEEDED:

- 8D-2-1** Investigate and, if warranted, support the establishment of a subscription bus service.

- **Recommendation 8D-3** Identify and support organized park and ride locations.

DISCUSSION:

Park and ride lots provide a significant opportunity to disperse employer traffic from major employment centers while also continuing to support local public transportation. Several locations are found in the West Chester Region, most notably adjacent to the West Goshen Shopping Center. These lots provide an additional means to reduce rush hour peak congestion. The initiation of park and ride lots may be a step in establishing more organized public transportation such as coordinating park and ride lots with SEPTA. If the park and ride lots prove to be successful, they may lead to established bus routes in the future. There are funds for park and ride lots available through the PennDOT Twelve Year Program. Parking lots near major commercial, office, or institutional uses are ideal locations. Providing adequate and visible signage is important. The locations along the Route 202 corridor through West Goshen are convenient to East Goshen. Additional locations may include the Boot Road corridor in the area near Greenhill Road.

ACTIONS NEEDED:

- 8D-3-1** Identify possible locations for park and ride lots and support park and ride lots already in existence.
- 8D-3-2** Communicate with local businesses and institutions that may have ideal locations for park and ride lots.
- 8D-3-3** Discuss the establishment of park and ride lots with the West Chester Regional Planning Commission and adjacent municipalities.

- **Recommendation 8D-4** Coordinate the establishment of local travel demand management programs with regional employers

DISCUSSION:

Travel demand management programs are another method to lower the peak hour congestion of employment traffic that runs along the Township's, as well as the West Chester Region's, thoroughfares. These programs are implemented through the cooperative efforts of regional employers, by offering employees incentives to pick alternative methods of transportation to work, either through flex time employment (arriving and leaving either earlier or later than the normal work day hours), carpools or vanpools, private bus circulators to remote locations, or encouraging the use of park and ride lots (see Recommendation 8C-3, above). Such programs also may be eligible for funding through Federal TEA-21 transportation grants and other sources at the Federal and State levels.

ACTION NEEDED:

- 8D-4-1** Work with area and regional employers and the TMACC to establish programs designed to address travel demand.

Objective 8E Identify regional highway improvement projects to enhance mobility and safety and reduce congestion.

- **Recommendation 8E-1** Continue to discuss and plan transportation issues at a regional level.

DISCUSSION:

Several of the recommendations in this Plan, such as park and ride opportunities, public transportation, and pedestrian circulation, are much more successful when implemented at a regional level. In the case of public transportation, the density of the West Chester Region is key to the probability of expansions of public transportation services. West Chester Region municipalities should consider joint bidding for services or sharing the cost of improvements, or sharing of equipment and manpower to reduce overall costs and efforts.

The Township, along with other member municipalities, have completed the West Chester Regional Long Range Transportation Study (1997) which is comprehensive and prescriptive in scope.

ACTION NEEDED:

- **8E-1-1** Ensure that transportation issues remain as active topics of discussion at the regional level and monitor the progress of each topic to assess how the Township may benefit from or participate in such efforts.
 - **8E-1-2** Work with adjacent townships and the West Chester Region to continually plan for implementation of improvements along corridors of mutual interest.
 - **8E-1-3** Advocate the updating of the West Chester Region transportation plan and model as a means to effectively plan for additional needs in the Region.
 - **8E-1-4** Monitor transportation improvements in adjacent municipalities through the WCRPC
 - **8E-1-5** Coordinate resurfacing efforts and other improvements with adjacent municipalities.
- **Recommendation 8E-2** Continue to work with West Goshen to resolve safety and noise issues related to the Brandywine Airport.

DISCUSSION:

The Brandywine Airport is a local transportation facility that is utilized by some local businesses and recreational flyers.

ACTION NEEDED:

- **8E-2-1** Work with the Airport management, West Goshen, and local residents to find solutions to issues of safety and noise.
- **Recommendation 8E-3** Develop a plan and implementation program within the West Chester Region to address freight traffic.

DISCUSSION:

Freight traffic is a mitigating issue in the continued economic development of the Township and surrounding municipalities. Particular problems along Airport Road, Boot Road, and Paoli Pike add to general problems of traffic congestion due to inadequate design of various street intersections, poor signal timing, and other locational problems.

ACTION NEEDED:

- 8E-3-1** Identify, in coordination with adjacent municipalities, TMACC, and the West Chester Region, those locations where freight traffic is high, and create a regional plan to address the problems resulting from such traffic.
- 8E-3-2** Support the WCRPC study efforts to add a slip ramp from Brandywine Business Park to Route 202/322 to help reduce freight traffic on other roadways.

Objective 8F Investigate alternative transportation needs including pedestrian and bike paths, and connect these routes with major centers of activity and recreation.

- **Recommendation 8F-1** Consider adequate shoulder widths to facilitate bicycles and pedestrian mobility.

DISCUSSION:

A specific set of design standards for road improvements to accommodate bicycles and pedestrians should be adopted to facilitate widened or improved shoulders in coordination with other scheduled roadway improvements or resurfacing efforts. In general, a shoulder width of four feet¹ is necessary to provide adequate width for bicycling and pedestrian activity on roadways. The addition of adequate shoulders should be a priority on roadways that connect residential developments to nearby commercial uses and rural roadways that are frequently utilized by bicyclists. The County Bicycle Network (2000), developed for the update of the Chester County Transportation Plan, should be considered for roadway improvements.

Road sections and intersections should also be evaluated for pedestrian and bicycle safety. The American Association of State Highway and Transportation Officials (AASHTO) has published the “AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities” and “Guide for the Development of Bicycle Facilities, 3rd Edition,” which can serve as references for this area.

ACTIONS NEEDED:

- 8F-1-1** Evaluate improvements to road sections and intersections for their impacts, both positive and negative, on pedestrian and bicycle movements.
- 8F-1-2** Consider a set of improvement standards for on-road bicycle facilities, utilizing established recommendations for road width and conditions. Design standards should include not only pavement width but lane separation (pavement striping) and signage.
- 8F-1-3** Identify township roadways for additional bicycle facilities improvements.
- 8F-1-4** Coordinate with PennDOT for additional bicycle facilities improvements on State-owned roads.
- 8F-1-5** Incorporate any bicycle lane improvements into both the annual resurfacing effort and the Road Maintenance Program.

¹ Chester County Planning Commission, *Circulation Planning Handbook*, 1994, pages 4-10.

- **Recommendation 8F-2** Consider the addition of sidewalks to increase pedestrian circulation and safety.

DISCUSSION:

Sidewalks improve the safety of people who wish to walk outside of the Township parks. Priorities for the extension of sidewalks include areas surrounding the Village of Goshenville, the Township Building, and the East Goshen Elementary School.

ACTION NEEDED:

- 8F-2-1** Consider sidewalk improvements in all future development approvals.
- 8F-2-2** Coordinate the construction of new sidewalks with the development of a trail network (See Objective 6D).

- **Recommendation 8F-3** Continue to explore the addition of connector routes along major roads within the Township.

This topic is discussed further in Chapter 6, Recreational Resources and Facilities Plan. The Township has outlined a potential trail network in its 1993 Open Space, Recreation and Environmental Resources Plan. Of particular interest is the expansion of trails outside of the East Goshen Township Park properties straddling Paoli Pike, to incorporate trail extensions to adjacent neighborhoods and extensions to the nearby schools.

Table 8-1: Transportation Funding Opportunities

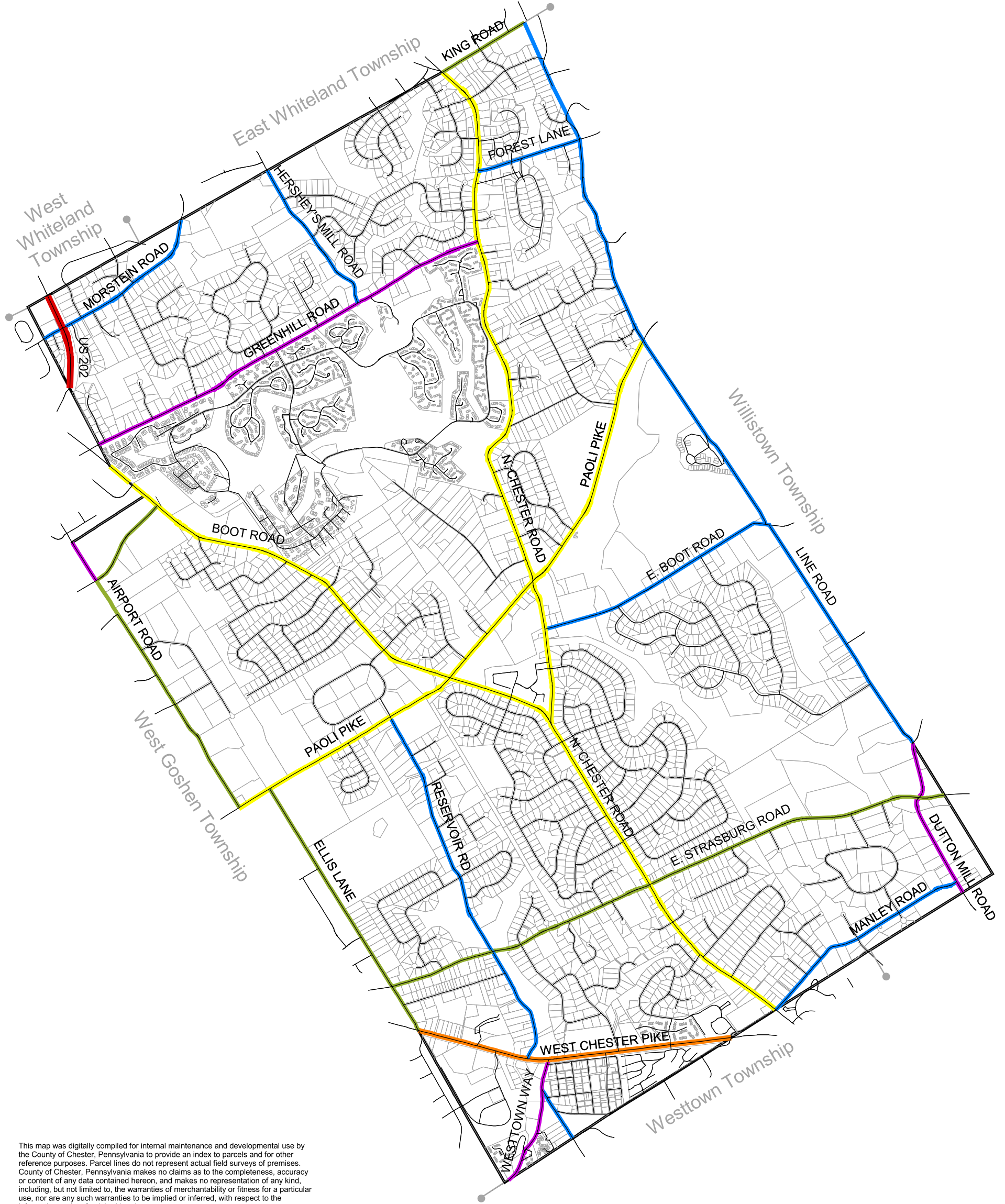
Source	Funding Title	Types Of Eligible Projects	Funding Split	Eligibility	Required Programming
Federal (TEA-21)	National highway system (NHS)	Construction or reconstruction of “major” roads	80% Federal 20% State	Roads must be on the designated National Highway System	PennDOT 12 Year Program, DVRPC TIP
Federal (TEA-21)	Surface transportation program (STP)	Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways and bridges; Transit capital costs; travel demand reduction improvements	80% Federal 20% State/Local	For use on any roads which are not classified as local or rural or minor collectors	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Safety component of STP	Various types of safety improvements which mitigate documented safety problems	80% Federal 20% State	For use on any roads which are not classified as local or rural	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Transportation enhancement activities	Bicycle and pedestrian facilities; Acquisition of scenic easements and scenic or historic sites; landscaping and beautification; and other environmental related programs	80% Federal 20% State/Local	For use on any roads which are not classified as local or rural minor collectors	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Bridge	Construction, reconstruction or rehabilitation or bridges	80% Federal 20% State/Local	For any bridge on a public road	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Congestion mitigation and air quality improvements (CMAQ)	Projects which contribute to meeting the attainment of National Air Quality standards; Eligible projects to be determined by USDOT Secretary.	80% Federal 20% State	Projects must be part of a Congestion Mitigation Air Quality Plan	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Toll roads	Construction and rehabilitation of toll facilities including roads, bridges and tunnels	50% Federal 50% State/Local	For use on publicly owned facilities and in some cases privately owned facilities	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal	Community Development Block Grant	Construction and rehabilitation of streets, bridges, pedestrian or parking facilities	100% Federal (HUD)	Project must benefit low-to-moderate income housing	Approval from County Office of Housing and Community Development and State Bureau of Housing and Development
State	Bridges	Construction, reconstruction or rehabilitation of bridges	100% State or 80% State & 20% Local	For use on State and Local Bridges	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget

Chapter 8 – Transportation and Circulation Systems Plan

Source	Funding Title	Types Of Eligible Projects	Funding Split	Eligibility	Required Programming
State	Cooperative agreements	Limited safety and maintenance improvements	Materials provided by PennDOT, labor provided by municipality	State roads only, Less than \$5,000 cost	
State	Betterment or “3r”	Minor reconstruction or major resurfacing of roads and bridges	100% State	For use on State Roads	PennDOT 12 Year Program, DVRPC TIP (If Federal Funds are used)
County	Vision Partnership Program	Plans/Studies/ZO-SLDO Amendments	75% County 25% Municipal	Consult Chester County Planning Commission.	Grant Agreement, Scope of Work.
County	Bridges	Construction, reconstruction or rehabilitation of County Bridges	100% County (Liquid Fuels Fund)	For use on county bridges	County Engineer’s Program
State/ Municipal	Transportation partnership	Various safety and capacity improvements	Federal or state share varies by project	Based on the requirements of State Act 47 of 1985	PennDOT 12 Year Program, DVRPC TIP (If Federal Funds are used)
State/ Municipal	Traffic impact fees	Various capacity improvements as defined in the required Land Use and Traffic Studies conducted by the municipality	Funding share is determined in the capital improvements plan; max. state participation is 50%	Based on the requirements of State Act 209 of 1990	Municipal Capital Improvements Plan, State Capital Budget, DVRPC TIP (if Federal Funds are used)
Municipal	Debt financing	Various capacity, safety or maintenance improvements as defined by appropriate statute	100% Municipal	Limit of indebtedness regulated by State statute; projects must be approved by governing body and in some cases by electorate	Municipal Budget
Municipal	General fund	Various capacity, safety or maintenance improvements as defined by appropriate statute	100% Municipal	Projects must be approved by the governing body; Restrictions are identified in the municipal code	Municipal Budget
Municipal	Liquid fuels fund	Construction, reconstruction or maintenance of bridges and roads	100% State Municipal Allocations Based On Legislative Formula	Projects must be approved by the governing body and PennDOT; Road must be on the approved liquid fuels system	Municipal Budget Program

Source: Chester County Planning Commission, 2003.

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MAP 8-1

East Goshen Township

Comprehensive Plan

June 2005



2000 0 2000 Feet

Data Source: Municipal Border, Parcels - Chester County Bureau of Land Records, 1999; Roadways - Chester County Bureau of Land Records, 1992; Chester County Planning Commission, 2002.

Future Functional Classification Map

- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Distributor
- Local

BASE INFORMATION

- Parcel Lines
- Roads
- Municipal Border
- Surrounding Municipal Boundaries