



January 6, 2017

Mr. Francis J. Hanney, District Traffic Services Manager
Pennsylvania Dep't. of Transportation
Engineering District 6-0
7000 Geerdes Blvd.
King of Prussia, PA 19406

Re: Crebilly Farm – Mixed Residential Land Use
Traffic Log No.: C16-010XP

Dear Mr. Hanney:

The Homeowners Association of Brandywine at Thornbury (B@T) has received a copy of your Preliminary Review of the above-referenced project dated December 6, 2016. After our review of your report, I as President of the HOA, am writing to register concerns about certain portions of the Preliminary Comments, including specifically Paragraphs 2 and 3. To be clear, the fact that residents of B@T may have objections to certain aspects of your document should not be interpreted as opposition to this or any other development of Crebilly Farm. This property has been on (and off) the market for many years and in fact was to be the site of a Presby Homes continuing care retirement community until market conditions forced the termination of that venture in 2010. We understand and acknowledge that the seller/owner and purchaser /developer have certain rights, and the property will eventually be developed. At the same time, it is our view that the review process for any development proposal should consider surrounding communities and existing infrastructure, so as not to create new problems nor exacerbate existing ones. It is from that perspective that I articulate below the concerns of the residents of B@T.

For background, occupancy of the first home in Brandywine at Thornbury began in 1997 and construction was completed in 2001. B@T is a residential community sited on 202 acres in the southwest quadrant of the intersection of SR 202 and SR 926. It is a mix of single family homes (103) and townhouses (182). A 212-unit apartment complex and a day care center are also on the site. Primary ingress/egress to the site is via Bridlewood Blvd., a local street, with a 25-mph speed limit and numerous crosswalks.

As a family- oriented community with many young children, we have sidewalks, walking trails, recreational fields, tennis courts, a swimming pool and playground. When school is in session, we have five bus stops on Bridlewood Boulevard, with school buses running several schedules throughout the day to accommodate students attending three WCASD public schools, along with several parochial and private schools. These attractions and facilities generate a significant volume of adults and children walking, biking and driving on or near Bridlewood

Blvd., and understandably we have great interest in traffic issues, including the impact of new development in the nearby area.

As noted, it has been approximately twenty years since the first residents moved to B@T. Since then, residential, retail and commercial development in the area has proceeded at a steady rate; unfortunately, the intersection of U.S. Route 202 and S.R. 926 remains much the same, at or near the top of the list of the worst intersections along the 202 corridor from the Delaware line to King of Prussia. Per a 2011 PennDOT report, the LOS at this intersection was rated as F (Failing), and was projected to remain at or near that level through 2035 despite the minor improvements proposed at that time. Now, a proposal is before Westtown Township to construct approximately 400 housing units on the Crebilly Farm site. While it is necessary for purposes of PennDOT's formal review to have a Transportation Impact Study on the record, one need not be a Traffic Engineer to assess the impact on surrounding roads; a major traffic nightmare may now be elevated to standstill status, particularly at morning and evening rush hours. Interestingly, your report does not directly address the extent of the existing traffic problems, save the reference to "excessive queuing". In fairness, this is a preliminary review, and presumably this will be addressed in subsequent steps of the evaluation of the developer's application.

You have stated PennDOT's interest in a connector road through the proposed community. Whether or not this may make sense at some level for the Crebilly Farm project, it is completely unacceptable for Brandywine at Thornbury, particularly with the proposed alignment with Bridlewood Boulevard. Thanks, in no small part to the Commonwealth's inaction on the 926/202 situation, this local road, designed to serve the B@T residents, has continued over the years to experience increased volumes of traffic as the preferred alternative for motorists who cannot tolerate the congestion at 926/202. In essence, our local road has become a convenient bypass, particularly at morning and evening rush hours. In our view, a connector road would serve only to significantly exacerbate this situation, as discussed in greater detail below.

In the first sentence of Paragraph 2 of your report, you state, "As a regional roadway network improvement, the Department has interest in the provision of a connector road through the subject parcel..." We are quite certain the Department does have an interest; after all, it may serve as a relief valve for the mess at 202/926, particularly southbound, something PennDOT has been unable to do to this point. To our knowledge, the concept of a "regional roadway network" has never been discussed before and certainly not in the context of an existing local road, i.e. Bridlewood Blvd, being a major part of it. There has already been discussion in some quarters about extending the new road further north of Pleasant Grove, towards the Skiles Boulevard jug handle, and that would make the Crebilly Farm connector road even more attractive to a significant portion of both southbound and northbound 202 motorists.

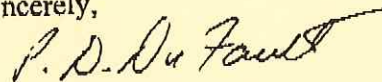
It is clear to us that your recommendation to move the proposed Crebilly Farm exit point onto Route 926 westward to align with Bridlewood Boulevard has two objectives, or at a minimum an objective and a consequence, whether intended or unintended. Obviously, as you point out, the location as proposed in the application is too close to the main intersection and would greatly exacerbate current problems, a situation conveniently overlooked by the applicant's traffic engineer. Additionally, though, the alignment facilitates traffic flow into B@T with a smooth crossover of 926, and is one more way to encourage motorists to use this as a link to 202 south via the Bridlewood Blvd. on ramp, making at least marginal improvement at the intersection.

The essence of your Preliminary Comments is to not only improve internal traffic flow for the future residents of the Crebilly Farm project, but to use this "connector road" as a PennDOT-blessed workaround for the major traffic problems that exist at 926/202. In our view, you are transforming Bridlewood Blvd., which was designed and constructed to function as a local road serving a single community, i.e. B@T, into a major highway bypass. This is at the direct expense of B@T, putting in severe jeopardy the rights of B@T residents to safety for themselves and their children, and the quiet enjoyment of their property. Another consideration is the financial burden placed on Thornbury Township for additional traffic patrols and maintenance of a road that was never envisioned for this volume of traffic.

We respectfully request that in future iterations of the application review process, your office 1) directly addresses the unmanageable burden this proposed development places on surrounding roads, and 2) considers the negative impact your connector road and Bridlewood Boulevard alignment would place on our residents.

Thank you for your consideration of our concerns.

Sincerely,



Peter D. DuFault, President
Brandywine at Thornbury, H.O.A.

cc: Westtown Township
Thornbury Township
Chester County Planning Commission