

UPPER MERION TRANSPORTATION AUTHORITY
November 9, 2016

The members of the Upper Merion Transportation Authority met for their regular meeting on Wednesday, November 9, 2016 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:00 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Tom Kohler, Chairman
Lou Zotti, Vice Chairman
Carlton Stuart, Secretary (by phone)
David G. Kraynik, Executive Secretary
Edward J. O'Brien, Director of Public Works
Greg Philips, Supervisor Liaison
Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)
Noah Marlier, Rudolph Clarke
Nicholas Hiriak, Director of Finance
Rita Ann Pfeiffer, Recording Secretary

ABSENT:

Marvin Meneeley, Treasurer
Ian Kingsley, Asst. Sec./Treasurer

MEETING MINUTES APPROVAL:

It was moved by Mr. Stuart, seconded by Mr. Kohler, all voting "Aye" to approve the meeting minutes of October 12, 2016 as submitted. Mr. Zotti abstained since he was not present at October 12th meeting. Motion approved 2-0-1.

NEW BUSINESS

None.

EXECUTIVE SECRETARY'S REPORT

Development Plan Updates

Conditional Use Hearing for O'Neill Properties Group, 2901 Renaissance Boulevard; 300 multi-family units, 10.9 acres – the hearing concluded on October 20, 2016. The decision is pending by the Board of Supervisors and a decision is anticipated in December.

Caley Road Elementary School Development Plan, 435 Crossfield Road, Replacement school – publicly discussed at a workshop meeting on November 3, 2016. The applicant will return in the future for additional review by the Board of Supervisors.

Doubletree Hotel; 301 W. DeKalb; review of zoning and possible partial redevelopment. 7.74 acres, HI High Rise District – reviewed at workshop meeting on November 3, 2016. Applicant is contemplating some retail development along the US 202 frontage (between the traffic light and

Raymour and Flanigan store). Plan is conceptual at this point and formal application has not been submitted.

Woodspring Suites Philadelphia King of Prussia, LLC. 651 Park Avenue, construct a new 4-story hotel building, approximately 49,880 square feet 2.046 acres, KPMU Zoning District – additional review at workshop meeting on November 3, 2016. Possible consideration of this application by the Board of Supervisors in December.

Realen: VR 5 Hanover Development: Somerset & S. Goddard Blvd., 6-story residential building (339 units), 6 level parking garage – Possible consideration of this application by the Board of Supervisors in December.

Mr. Kohler asked if the parcel in front of the DoubleTree Hotel is in the Act 209 area. The consensus is that the parcel is in the Act 209 area.

Mr. Kohler had some questions regarding the Realen development and Mr. Kraynik indicated as yet the supervisors have not seen any renderings and more information will be forthcoming on the plan.

ENGINEER'S REPORT

Multi-Use Trail Bridge over the Schuylkill River (SR 3051 Section C22) – Construction Phase
BSA is supporting PennDOT and the contractor in preparation of the documentation for the Notice of Termination submission for the NPDES permit.

Continued advancement of draft Bridge Maintenance Manual in advance of the SR 3051 abandonment and trail donation to the National Park Service (NPS) for their guidance in maintaining these bridges. BSA will prepare a draft report as requested by the NPS.

Relocated North Gulph Road, SR 0023 Section 2NG

The Relocated North Gulph Road project is currently in Preliminary Engineering and does not seem to be the best fit for doing Gulph Road paver repairs at the Memorial Arch. Because of the immediate need to address these repairs BSA is coordinating with PennDOT to determine the feasibility of creating an independent project to design and construct required paver/curb repairs on Gulph Road. An updated reimbursable agreement will be prepared with PennDOT for design services. BSA is also coordinating with a new sub-consultant to perform landscape architect services.

Prince Frederick Extension

There has been no activity. As the design of the Chester Valley Trail advances the Prince Frederick Extension will be kept in mind as the trail passes from Saulin Boulevard across US 202.

Church Road Bridge over SEPTA Route 100 Line

BSA is currently reviewing additional comments from PennDOT/Gannett Fleming and incorporating the requested revisions. Work continues on the revised General Permit. Jack will request to meet with Sid New at Gannett Fleming to work through some of the issues and discuss the schedule to project advertisement.

Rapid Flashing Beacon

The contractor submitted as-built plans to the National Park Service and BSA submitted the mylar for the as-built signal to PennDOT.

Trout Creek Bridge

The Environmental Scoping Field View is under review at PennDOT. BSA is continuing structural analysis to determine beam depths for two-span bridge. This will be the basis for the hydraulic opening analysis. The structural analysis and hydraulic analysis are being done simultaneously to ensure the 100 year flood elevation does not increase by .01 feet.

Notice of Intent to Enter letters will be prepared and transmitted to Dave Kraynik for review and signature. They will then be sent to property owners in the project area which will allow the historic evaluation of the property on Mancill Mill Road. BSA also working on updating the Utility Verification Plans.

SOLICITOR'S REPORT

None.

FINANCIAL REPORT FOR OCTOBER 2016

Mr. Nick Hiriak, Finance Director, reviewed the Authority's draft proposed 2017 budget providing a first look at the projected revenue and project expenditures. It was noted some of the Act 209 development projects discussed by Mr. Kraynik are not on this report as yet since they are proposed 2018 and 2019 projects.

Mr. Smyth stated both Relocated North Gulph Road and Church Road Bridge over SEPTA are reimbursable projects. He also provided funding updates on the Prince Frederick Extension, PA Turnpike Henderson Road Interchange, and Trout Creek Bridge.

Mr. Kraynik mentioned the Transportation Authority will adopt the 2017 budget at the December meeting and if there is any new direction, the Authority will make appropriate adjustments.

REQUISITIONS – NOVEMBER 2016

Boles, Smyth Assoc., Inc.	\$ 4,848.48	Trout Creek Bridge Replacement Project for work performed for the Period 9-1-16 thru 9-30-16 INVOICE #7
Boles, Smyth Assoc., Inc.	\$ 1,437.80	Construction Phase Services for Multi-Use Trail Bridge over Schuylkill River project for work performed 9-1-16 thru 9-30-16 INVOICE #31
Boles, Smyth Assoc.	\$ 6,392.46	Relocation of North Gulph Road (SR 3039) for work performed 9-1-16 through 9-30-16 INVOICE #343
Rudolph Clarke, LLC Suite 200 Seven Neshaminy Interplex	\$ 337.50	Professional Services 9-13-16 and 9-14-16 INVOICE #:60301

Trevoze, PA 19053			
Total		\$13,016.24	

Authority Action:

It was moved by Mr. Zotti, seconded by Mr. Stuart, all voting “Aye” to approve the November 9, 2016 requisitions in the amount of \$13,016.24. None opposed. Motion approved 3-0.

ADDITIONAL BUSINESS

Traffic Complaints and Calming in Upper Merion Township

Police Chief Tom Nolan and Sgt. Allan Elverson, Traffic Safety, Upper Merion Police Department were in attendance to discuss traffic complaints and traffic calming in Upper Merion Township.

Police Chief Tom Nolan stated the police department’s Traffic Safety Unit is made up of a sergeant and five officers who are specially trained and dedicated to investigating traffic accidents, conducting traffic surveys, responding to complaints and problem solving, and keeping motorists safe by enforcing the Motor Vehicle Code.

Once a complaint is received from a citizen it is forwarded to the traffic safety sergeant. Complaints can be received either by phone, in person, or via email using a form that is located on the township website. The sergeant assigns a traffic safety officer to meet with the citizen to learn about the problem firsthand at the scene.

If it is determined that a speeding problem exists, there are several traffic calming measures that are available. The traffic safety sergeant maintains a list of traffic “hot spots” throughout the township. The locations are identified based upon complaints received and statistical and accident data. Using this list the sergeant assigns officers to conduct directed patrols and selective enforcement details in those areas. A “ghost” car can also be deployed. Changes can sometimes be made to the regulatory signs, or other traffic control devices. Speed humps are also appropriate under certain circumstances; however, citizens are told they should not be used to reduce traffic volume which is one of the biggest complaints.

Sgt. Elverson mentioned the police department requires 80% of residents approving the addition of speed humps.

Mr. Zotti asked about the length of the road for the 80% requirement. Sgt. Elverson responded it varies depending on the street.

Chief Nolan provided additional information concerning the placement of speed humps as follows:

--The designated roadway must have a legal speed limit not to exceed 25 mph and it cannot be a state highway.

--The length of the street must exceed 1000 feet between intersections. An exception could be made for an intersecting cul- de- sac.

--They should be placed on streets that have curbs on both sides.

--The average daily traffic as registered by a speed study shall not be less than 1,000 vehicles per day. This study will include at least 4 consecutive work week days.

--The average vehicle speed as revealed by the study shall exceed the posted speed limit by 11 mph or 85th percentile speed. Violations are in the 85th percentile speed.

--speed humps should not be placed on a curve or a hill if it is deemed they could present a safety concern.

--speed humps will traverse the road at a right angle to the curb.

--speed humps will be placed at least 150 feet from an intersection.

Chief Nolan stated there is a Traffic Safety Committee consisting of the township manager, police chief, traffic safety officer and Board of Supervisors Chair and Vice Chair to consider specific issues.

Mr. Kohler asked about some of the exceptions to the rule. Chief Nolan responded Ross Road was a difficult situation because there were neighbors who could not get out of their driveway because of the speeds on the road. Sgt. Elverson said if there is a park or a school these situations tend to give some weight to the case.

Mr. Kohler said before speed humps existed there were three way stop signs at intersections, making cars having to stop more frequently down a road. He asked if there is anything else like that to consider. Chief Nolan responded there are studies indicating stop signs should not be used for traffic calming. Sgt. Elverson indicated people speed up more between stop signs to make up for lost time

In response to a member of the group, Mr. Smyth said stop signs should be used for warranted situations for safety. It is necessary to meet the warrants for a stop sign.

Mr. Zotti asked if there are speed humps with flat openings for emergency vehicles. Mr. Smyth responded he has not seen these and pointed out regular traffic would try to use them to the maximum extent possible, but he would look into it.

Chief Nolan said speed humps do affect the police department because of the amount of times they have to go over the speed humps at higher speeds as well as the wear and tear on their vehicles. He indicated the police department has come to the conclusion, if at all possible, to have the bolt down type of speed hump. It makes more of an impact in slowing traffic than on macadam.

Mr. Kohler commented over time asphalt wears down whereas the rubber bolt down tends to hold its shape. Chief Nolan added they are also designed with the reflective markings.

Mr. Kohler asked if there are other options such as flower boxes on the sides of the road to narrow the road in certain areas.

Mr. Smyth mentioned these are called chicanes. He said the issue with them is the effect it has on drainage. Mr. Smyth indicated there are also diverters to physically divert people. The problem is it is restrictive for residents as well.

Chief Nolan pointed out sometimes fog lines convey the feeling of narrowing the road.

Mr. Smyth commented narrowing of the lanes is helpful in lowering speeds.

Mr. Kohler asked if there have been a lot of complaints regarding trucks cutting through residential neighborhoods or if there is anything that can be done as far as height restriction bars. Chief Nolan said it would not be viable option to put something overhead or physical barriers that would impede emergency vehicles.

Mr. Zotti mentioned such barriers would also affect UPS or moving vans.

Mr. Kohler asked if the speed hump guidelines are in an ordinance. Sgt. Elverson responded traffic calming is a police department policy following Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

Mr. Kohler asked if every single criterion has to be met or if it is a judgment call. Sgt. Elverson responded technically all criteria should be met although some exceptions have been made.

Chief Nolan stated the 80% resident approval could be lowered or raised if the Board of Supervisors suggests such a change.

ADJOURNMENT

There being no further business to come before the Authority the meeting adjourned at 7:44 p.m.

DAVID G. KRAYNIK
EXECUTIVE SECRETARY

LOU ZOTTI
VICE-CHAIRMAN

Minutes Approved:
Minutes Entered: