

## MEETING MINUTES

**PAOLI PIKE (SR 2014) CORRIDOR MASTER PLAN –  
PENNDOT DISTRICT 6-0 TECHNICAL MEETING  
MEETING DATE: JUNE 6, 2017  
MCMAHON PROJECT NO. 816646.11**

### *List of Attendees:*

*Fran Hanney (FH), PennDOT District 6-0 Traffic Unit  
John Otten (JO), PennDOT District 6-0 Traffic Unit  
Paul Lutz (PL), PennDOT District 6-0 Signals Unit  
Brian Styche (BS), Chester County Planning Commission  
Rachel Griffith (RG), Chester County Planning Commission  
Mark Gordon (MG), East Goshen Township  
Natasha Manbeck (NM), McMahon Associates, Inc.  
Daniel Wanger (DW), McMahon Associates, Inc.*

A meeting was held at Engineering District 6-0 of the Pennsylvania Department of Transportation to discuss the technical aspects of the above referenced project. The following is a summary of the key discussion points from this meeting:

- NM provided an introduction to the project including the study background, study limits, project scope and schedule, and the desired neighborhood connections. A status update of the Paoli Pike Trail (Segments A through G) was also discussed.
- Next, the limits of the Paoli Pike (Goshenville) Streetscape plan were discussed, extending from Boot Road to North Chester Road (SR 0352). Conceptual plans and graphical typical section were introduced that depicted how Paoli Pike would be transformed by completing the Paoli Pike Trail Project (Segment E) on the south side of the roadway and by future streetscape improvements on both sides of the roadway, including curb and sidewalk improvements on the north side of the roadway. Installing a curb on the north side would require reducing the travel lanes/shoulders to an 11' travel lane and 2' shoulder. This design was found to be acceptable because it is in accordance with PennDOT's design criteria for the established Paoli Pike roadway typology and desired land use context.
- DW explained that in order to maintain pedestrian access across the existing Paoli Pike bridge over the Tributary to the Ridley Creek, the proposed sidewalk buffer area on the north side of the roadway would be eliminated and a four-foot wide sidewalk would be provided between the curb and existing bridge parapet. An evaluation of this existing structure would most likely need to be completed to ensure that the additional sidewalk load could be accommodated. In addition, a

pedestrian protective fence on the existing parapet would need to be installed. FH stated that this approach sounded acceptable and would be in accordance with ADA standards if the length of four-foot wide sidewalk did not exceed 200 feet. DW confirmed that this requirement could be met.

- Discussion turned to the flush stamped asphalt medians shown within the center left-turn lane in Goshenville. MG stated that while the Township ultimately desires raised & landscaped medians, it is recognized that the existing driveway interval along this roadway makes this impractical. Therefore, a drivable stamped asphalt median is more appropriate for the existing conditions. FH stated that this was acceptable, and that the Township could schedule their maintenance of the stamped median in coordination with PennDOT's paving schedule of Paoli Pike. A maintenance agreement between PennDOT and the Township would likely be required.
- The conversation then moved to the pedestrian path connection along the east side of Boot Road between Paoli Pike and New Kent Drive/Baker Drive, for which a concept plan was presented. There was some discussion about the width of the existing right-turn lane (ten feet) and shoulder on northbound Boot Road at Paoli Pike. Ultimately, the group decided that the existing right-turn lane width could remain as existing, and a reduction in shoulder width to five feet would be acceptable. The roadside design would include a 4-foot grass buffer area and a 6-foot wide pedestrian path. It was indicated that truck turning templates should be provided to demonstrate that a turning vehicle can negotiate the northbound right-turn with the reduction in shoulder width.
- BS asked about the existing Mariner East pipeline that runs parallel to Boot Road and would be beneath the pedestrian path. NM explained that no specific discussions with this company have been undertaken relative to this project. MG offered that the pipeline companies have all been very cooperative with the Township when concerning these types of improvements.
- Traffic calming alternatives were next discussed. NM presented the conceptual plan for Paoli Pike generally between Airport Road and Ellis Lane. All found the concept generally acceptable. FH suggested that the provision of a pedestrian refuge area within the proposed median for the crossing at the eastern leg of the Airport Road intersection, and the western leg of the Ellis Lane intersection. This option could be evaluated further to determine if a 6-foot (minimum) refuge could be provided, and if truck turning movements could still be accommodated.
- PL suggested that AM and PM school peak hour programs for the traffic signals at Airport Road and Ellis Lane be installed (if they aren't currently existing) in accordance with current district practice. It was reminded that these school programs should not run during summer months.
- The next traffic calming alternative along Paoli Pike at the easternmost Township Park entrance was discussed. NM mentioned that sight distance is limited at this access due to the existing profile of Paoli Pike, and presented a concept plan. FH suggested extending the median to provide a pedestrian refuge. It was agreed that this could be evaluated. FH also reminded that with the

installation of this median, curb ramps, existing grade breaks, shoulder pavement depths and the roadway profile and drainage would all need to be evaluated.

- Finally, the last traffic calming location was discussed: Paoli Pike just east of Line Road. Two concept plans were presented: Option 1 shows a median within the existing left-turn lane transition taper gore area, and Option 2 shows a lengthened full-width median accomplished by shortening the left-turn lane transition taper (the new transition taper length would be calculated considering the recently reduced Paoli Pike speed limit: 35 MPH). Neither option affects the existing Paoli Pike culvert directly to the west, or the existing left-turn lane bay taper to the east. MG stated that the Township is considering either low perennials or hardscape material within these medians. FH stated that in either case a maintenance agreement between PennDOT and the Township would be required.

NGM/dhw

cc: McMahon File