

LOCAL TRAFFIC ADVISORY COMMITTEE
AGENDA
AUGUST 20, 2015
1:00 PM

1. CALL TO ORDER / PLEDGE OF ALLEGIANCE / MOMENT OF SILENCE
2. CHAIRMAN WILL ASK IF ANYONE IS GOING TO RECORD THE MEETING
2. APPROVAL OF MINUTES

OCTOBER 29, 2014

3. OLD BUSINESS
4. NEW BUSINESS

CONSIDER REQUEST FOR TRAFFIC CALMING MEASURES IN HERSHEY'S MILL ESTATES

5. PUBLIC COMMENTS
6. ADJOURNMENT

1 DRAFT
2 EAST GOSHEN TOWNSHIP
3 LOCAL TRAFFIC ADVISORY COMMITTEE
4 MINUTES
5 October 29, 2014
6

7 The East Goshen Township Local Traffic Advisory Committee (LTAC) held a meeting
8 on Wednesday, October 29, 2014 at 1:00 pm at the East Goshen Township Building.
9 Members in attendance were: Township Manager Rick Smith, Orth-Rodgers Associates
10 representative Dean Kaiser, and Pennoni Associates representative Nathan Cline. Others:
11 Supervisor Janet Emanuel, Township CFO Jon Altshul, residents Amy Altshul, and
12 Frances and Robert Lytle.

13
14 The meeting was called to order by Rick Smith at 1:00 pm.

15
16 No one was recording the meeting.

17
18 Minutes of July 18, 2013 were approved as submitted.

19
20 The purpose of today's meeting was to discuss the concerns of the residents of Hershey's
21 Mill Estates listed in a letter from Amy Altshul, President of the Homeowners
22 Association. The concerns are: Speeding and cut through traffic along Tanglewood
23 Drive which connects Hersheys Mill Drive to Route 352. Residents have observed
24 numerous near accidents and fears have been raised about pedestrian safety, particularly
25 for children riding bikes and getting off school buses. Amy is requesting that the
26 township conduct a traffic study to determine if speed humps can be installed. Specific
27 emphasis should be on the area around the entrance to the pool at 1546 Tanglewood; the
28 intersection of Tanglewood and Burning Bush Lane; and the intersection of Tanglewood
29 and Candytuft Lane. The traffic is greater when Immaculata is in session.

30 Dean explained that, when a study was done in 2002, they didn't see traffic volume or
31 speeds that would warrant action. Because traffic patterns change all the time, he is
32 inclined to do a new study. Dean explained the process they use for these studies. He
33 also explained other traffic calming guidelines they can recommend. If speed humps are
34 warranted, 70% of the community has to agree to installation of the speed humps. He
35 will extend the hours in the afternoon to cover the times the school buses are there.

36 Janet asked if drivers speed up once they are over the hump.

37 Dean said yes and in a straight away they use more than one speed hump. Charter Chase
38 has 2 and Waterview has 5.

39 Rick authorized the study.

40
41 The meeting was adjourned at 1:30 PM.

42
43 Respectfully submitted,

44
45
46 Ruth Kiefer
47 Recording Secretary
48

Rick Smith

From: Dean Kaiser <DKaiser@burns-group.com>
Sent: Thursday, July 02, 2015 12:34 PM
To: Louis F. Smith Jr. (rsmith@eastgoshen.org)
Subject: Hershey's Mill Investigation
Attachments: 2015_07-02_EGTHersheyMemo.pdf

Very sorry for the lateness of this report.

Numbers are not significantly different from the previous two investigation (2002 & 2007), but due to the fact that this is the third time it's been asked for, I'm thinking that since the values are close to the criterion for calming device implementation, that maybe it's time to see if the majority of homeowners also agree.

Any questions, feel free to contact me.

Dean

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MEMORANDUM

Hershey's Mill Estates – East Goshen Township Traffic Calming Investigation

Per the October 21, 2014 HOA request and subsequent October 29, 2014 meeting of the LTAC at the Township building, Burns Engineering has compiled the results of traffic data collected at the intersections of Rt. 352 & Tanglewood Drive, Greenhill Road & Foxglove Lane and Hershey's Mill Road & Tanglewood Drive. Additional speed data was gathered near the intersections of Tanglewood & Candytuft and Tanglewood & the pool access.

License plate surveys were conducted at the access points to the community back on March 30 (PM peak period) and March 31 (AM peak period), 2015 while Immaculata University was in session. The survey was conducted between the hours of 7:00-9:30 AM and 4:00-6:00 PM in conjunction with roadway peak traffic periods and a review of the University's class schedules which indicated 13 – 8:00 AM, 2 – 9:00 AM and 26 – 9:30 AM classes being held. During the PM period, 1 – 4:00 PM, 11 – 4:30 PM, 1 – 5:00 PM, 1 – 5:30 PM and 5 – 6:00 PM classes were scheduled. These schedules indicate the majority of the commuting students might be seen during the survey period.

The license plate survey results indicate that we saw 15 AM cut-through motorists (out of a total 62 inbound motorists) and 6 PM cut-through motorists (out of a total 102 inbound motorists) observed.

Utilizing PennDOT's *Traffic Calming Handbook, Publication No. 383* (July 2012) criteria, the following factor was evaluated:

Cut-through: *When cut-through traffic is the primary issue, the cut-through traffic on the local residential street should be 40% or more of the total one hour, single direction volume. In addition, a minimum of 100 cut-through trips in one hour, in one direction, should be set as a minimum requirement.*

As identified above, the 2 and 2.5 hour periods indicate 24.2% AM period cut-throughs and 5.9% PM cut-throughs. **48.3%** of just the AM peak hour inbound trips are cut-throughs while 6.6% of the PM peak hour motorists are cutting through. The minimum number of 100 cut-throughs are not present, but due the low volumes experienced in the community, we feel this is not a relevant value to consider.

Another factor that was investigated was the **speed** of motorists traveling along Tanglewood Drive. Motorists' speeds were taken by use of a radar gun and found to be the following:

Tanglewood Drive – eastbound 33 MPH 85th percentile speed
(near Candytuft Lane) – westbound 31 MPH 85th percentile speed

East Goshen Township Local Traffic Advisory Committee

The Local Traffic Advisory Committee (LTAC) consists of the Township Engineer, Township Traffic Engineer and a representative from the Goshen Fire Company and the Westtown East Goshen Regional Police Department.

The LTAC will coordinate all requests for traffic calming measures and make recommendations as to their installation or implementation to the Board of Supervisors.

Generally requests for traffic calming measures will only be considered from civic or homeowners associations unless one does not exist for the neighborhood or area in question. If a civic or homeowners association does not exist the LTAC may accept a petition signed by at least 10% of the homeowners in the neighborhood.

The review and approval process shall be generally in accordance with the procedure set forth in PennDOT Publication 383 (7-12) summarized as follows:

1. Upon receipt of a request the LTAC shall meet with representatives from the neighborhood and determine the project area that would be directly affected by the installation of traffic calming measures.
2. The Township Traffic Engineer shall perform a study to determine the average daily traffic volume, 85th percentile speed, and the percentage of cut-through traffic (if needed) in the project area.
3. The LTAC shall review the aforesaid study and make a recommendation to the Board of Supervisors as to whether some type of traffic calming measure would be appropriate to correct the problem and if so what measures should be considered.
4. The Board of Supervisors (Board) shall review the request, traffic study, and recommendation and in their sole discretion shall determine whether or not the LTAC should proceed.
5. Upon a positive decision from the Board the LTAC shall conduct at least one public meeting with the residents/businesses located within the project area to present the traffic calming measures that are proposed.
6. The LTAC shall send a survey, outlining their findings, to each household and/or businesses in the project area seeking their approval to proceed with the installation of the traffic calming measure or measures.
7. Upon the receipt of affirmative responses from 70% of those surveyed, the LTAC shall prepare a cost estimate of the selected measure or measures and

shall forward their recommendation with all appropriate information to the Board for their review and approval.

8. The Board, in their sole discretion, shall act on the recommendation as they see fit and advise the LTAC of their decision.