



**Tredyffrin Township Traffic Committee Meeting**  
**Wednesday, March 17, 2010**  
**7:30 a.m.**

*The Tredyffrin Township Traffic Committee Meeting was held on Wednesday, March 17, 2010. The following committee members were present:*

Steve Norcini	Public Works Director
Steve Burgo	Township Engineer
Erin McPherson	Asst. Township Engineer
Lt. Anthony Giaimo	Administrative Lieutenant
Cpl. Kreg Isleib	Traffic Corporal

*Those present from the community were:*

Toni Pulcini	T/E School District Transportation
Cheryl Bergsma	Irish Road, Berwyn
Dominick Nudy	Meadowbrook Road

**1. AUDIENCE CONCERNS**

A. The ongoing issue of Meadowbrook (No Left Turn – One Way Reversal) was discussed. Cpl. Isleib conducted a traffic count at the location on March 8-9, 2010. The total traffic count was 379. Most of the traffic starts to increase at 6 a.m. and is heavy at 10 a.m. After a slight lull, traffic is constant from 11 a.m. to 11 p.m.

Lt. Giaimo asked if other neighbors had been contacted and whether they are in agreement. PennDOT has given the township a list of points to consider regarding the one way reversal. One concern is the light at Strafford and Old Eagle School Road which is not installed yet.

Another issue to consider is the possibility that people would negate the intersection and take Meadowbrook Road as short cut. People waiting to

make left hand turn would turn through Meadowbrook then out to Old Eagle School.

There was a discussion of possible signage for traffic restriction – which now are not valid. We cannot have signs that say do not enter at certain periods of time. Even though it is our road, it takes in two state roads.

There is one way portion of W. Valley Road, basically an alley, which gets well over 500 cars a day. An option is making it two-way again.

In regulations it states if we want to make a road one-way, you must have a parallel road going the opposite way. Lt. Giaimo says bi-directional is not an option as we would see tripling in amount of cars. There are many pedestrians that use that road.

The next step is to meet with the neighbors. It should be understood that if the change is made it cannot be reversed easily.

Mr. Norcini stated we are getting prepared to go for signal permit. Studies have been completed, based on one-way traffic. When spoke to consultants, reason for traffic signal is heavy pedestrian volume. If one way direction is reversed it is adding cars to an already congested intersection.

We are close to submitting the permit. If the reversal is an option, we can hold back and have the consultants revisit. There is going to be a signal box placed at the apartment entrance, not contingent on the Meadowbrook Road configuration.

Mr. Nudy asked what other options we have. Residents discussed the reason Meadowbrook was made one way. There were people coming out of the bar and crashed into the creek. For 20 years the church parking lot was used. Residents voiced opinion that it is important that the road remains two-way coming out of Calico and Paddock restaurant.

Lt. Giaimo stated PennDOT does not like the configuration. They think it should be all one way. If neighbors are comfortable with it, he believes leaving it as it is would be the best solution. By taking on this reasonably small issue of convenience, we may create an aesthetic issue and an eventual safety issue.

If someone is struck after the sign removal there will also be a liability issue. Mr. Norcini concurs that the problems would become much greater if

we changed the configuration rather than leave it as it is. If consultant has to do a new study and we have to go back through PennDOT the process will be delayed. It can be done, but we would have to be sure the residents are in agreement because it would create more problems.

Resident asked if there is any way to move the current “Do Not Enter” sign up further and stated that church personnel have been sympathetic to the issue. It mostly affects about 10 houses which doesn’t generate much traffic.

Cpl. Isleib will do another study if the sign is moved further south in order to allow the SEPTA people to get out.

Since it is already in place, liability is created if the change is responsible for unsafe condition. We also must consider that side impacts tend to be the fatal accidents.

Traffic volume has increased significantly. Resident asked if there has been any study to determine if the addition of the light will create an increase in traffic. Mr. Norcini said the vehicles will be stopped before the bridge. The resident will communicate with the church again to discuss impact and Cpl. Isleib will do a traffic study next week – Tuesday through Thursday.

Ms. Bergsma mentioned the 202 exit ramp in front to Gateway. There are three lanes. People seem to still think there are two lanes that turn left. We already have 12 foot markings on the ground. Public Works will be repainting the markings but the problem is due to people not paying attention. Further into Upper Merion there are many intersections with dual turning lanes.

## 2. NEW BUSINESS

**A.-B.** Ordinance Proposals were discussed for Emergency Snow routes and Plowing of Snow onto Roadways. We have had a lot of private contractors plowing driveways and parking lots and putting snow in the street, narrowing the lane of travel and creating a mountain of snow. Lt. Giaimo assisted in resolution of the situation.

Now we must look at the snow emergency routes. We had trouble with abandoned cars also. The \$300 fine for contractors making thousands of

dollars is not a deterrent. We must intervene so there is a significant deterrent to blocking the roadway and depositing materials in roadway.

Lt. Giaimo will work on crafting ordinance proposals for these situations. We also spoke about trying to meet with property managers to discuss this. He will complete a sample proposal.

### **C. Intersection of 252 (Bearhill) and Maple**

Lt. Giaimo received notice of a concern from John Danko, a resident who rides his bike to work. One of the paths is 252 near Maple. The cars driving west on Maple do not look for foot or bike traffic – looking for improvements to pedestrian crosswalk in that area. There is no crosswalk now - possibly signage. Lt. Giaimo attempted to leave a message.

Steve Burgo mentioned the resident who lives on the corner put up a 4 ft. high fence which somewhat restricts sight distance. We will have to check to see if it is in the right of way.

Mr. Burgo stated that the area is not conducive to pedestrians or bicycles. We should keep in mind we are starting up a 252 study. We will keep the resident in the loop and take this issue into consideration. We will look at pedestrian enhancements as well. Lt. Giaimo will contact him and let him know. Mr. Norcini stated a crosswalk might not be what he is looking for – possibly signage would help.

### **D. School Zone on Conestoga Road**

Cpl. Isleib addressed a concern voiced by a resident regarding school zone signage on Conestoga Road. There is no flashing school zone sign when travelling up Cassatt Road southbound. When on Conestoga it is in school zone. On Cassatt there is a sign advising that will be entering school zone. The signage is clearly visible and there is no obstruction. According to PennDOT, school zone signs are reserved for beginning and end of zone. An additional sign cannot be installed because it does not meet the criteria. All those present agreed that the signage is adequate. However, the traffic unit will continue to monitor the situation.

### 3. OLD BUSINESS

#### A. Sidewalk Project – Construction Update

Mr. Burgo discussed the status of the sidewalk project which is underway as of March 1<sup>st</sup>, with an estimated completion date of October 4<sup>th</sup>. Contractor Rich Marino attended the meeting and discussed proposed detours. Tree removal is taking place across the project area which should be completed by early next week.

School bus detours were discussed. Lt. Giaimo requested a weekly log of detours in written form to distribute to traffic unit and EMS emergency responders.

Proposed detour #3 will need to have an alternative plan.

Mr. Marino mentioned that there are times when work is done perpendicular to the road requiring holding traffic. They find that having alternative routes is effective. Emergency vehicles are always allowed access.

Mr. Norcini discussed concern regarding detour of Conestoga Road around Margo and huge increase of volume. Concerning the eastbound detour, this neighborhood may not support this detour. There is considerable on-street parking as well. We realize it is only for a couple of days but there are some issues to address. Working in this area is tough no matter what. There is no shoulder on Conestoga Road. School traffic will be accommodated as much as possible. Some work has been scheduled during summer and each detour should be for short periods of time. PennDOT permission is needed for Cassatt and Swedesford. The Dept. of Emergency Services and KYW will be notified of the detours.

Mr. Burgo said there are monthly meetings conducted for updates with contractors so information can go out to drivers.

4. Approval of February 17, 2010 meeting minutes.

*Meeting adjourned 8:40 a.m.*