

REVISED MINUTES

The regular meeting of the **PUBLIC SAFETY COMMITTEE** for September 2021 was held tonight via web-conference, Chairman Brockington presiding. Members present were Commissioners Areman, Holland, Rappoport, and Zygmund-Felt and Ex-Officio member Norris. Not present was Commissioner Pransky.

Staff present via web-conference were: Robert Zienkowski, Township Manager; Alyson Elliott, Assistant Township Manager; John Weed, Deputy Chief of Police; and Kenneth Hellendall; Director EMS and Emergency Management Coordinator. Not present was Scott Lynch, Fire Marshal.

Mr. Brockington called the meeting of the Public Safety Committee to order at 7:44 p.m.

1. Report of the Police Chief

- A. Chief Frye reviewed the Police Clearance and Juvenile Clearance Reports for the month of July 2021.

Mr. Zygmund-Felt noted that Traffic and Motor Vehicle stops were running below prior years and asked if there was a reason. Mrs. Rappoport concurred and noted that vehicle accidents are higher than last year and feels it is concerning. She understands Police cannot be everywhere, but thinks if they could do more traffic stops, this number may be lower. Chief Frye said that COVID is still a factor but there are definite manpower issues. The officers have been busy with calls for service, and traffic and motor vehicle stops are secondary. Mrs. Rappoport also noted that the speed sign on Church Road was located near Greenwood Avenue, where it is not effective in slowing down traffic. Chief Frye said he would look into moving it closer to Heacock Lane and Accomac Road.

Mr. Zygmund-Felt asked Chief Frye to share his concern regarding manpower shortage so it can be addressed in the future and in union agreements especially since many are retiring. He asked if the department is in an active recruitment mode in order to fill some of these positions. Chief Frye stated that the allotment for manpower is 68 officers. Six (6) have retired and five (5) are out on IOD/Long Term Disability and only one (1) officer was hired this year. The current roster is 59 able bodies right now.

Upon motion of Mr. Norris, the Committee unanimously received the Report of the Police Chief.

- B. Upon motion of Mr. Norris, the Committee unanimously approved a purchase order for the renewal of LEADS ONLINE in the amount of ~~\$9,210.00~~ \$4,065.00 to assist with property crime investigations.
- C. **Recommendation to the Board of Commissioners** Upon motion of Mr. Norris, the Committee unanimously recommended the Board of Commissioners adopt a Resolution honoring Officer Mark Gindhart upon his retirement after more than 28 years of dedicated service to Cheltenham Township Police & Emergency Medical Services Department at the September 29, 2021 Board of Commissioners meeting.
- D. **Recommendation to the Board of Commissioners** Upon motion of Mr. Norris, the Committee unanimously recommended the Board of Commissioners adopt a Resolution honoring Officer Jacalyn Hinchee upon her retirement after more than 18 years of dedicated service to Cheltenham Township Police Department at the September 29, 2021 Board of Commissioners meeting.

Mr. Norris congratulated both Officer Gindhart and Officer Hinchee on their long service with the Township and hopes that the committee will be able to honor them in person in the near future.

Upon motion of Mr. Norris, the Committee unanimously received the Report of the Police Chief.

Before moving forward, Mr. Holland wanted to address the chatter on social media regarding the newly designed Police vehicle and that a Police vehicle is only good for a certain number of years before rotating out. When it is time for vehicles to be replaced, it is a budgeted item. The Board of Commissioners has already stretched out the useful life of these vehicles by increasing the mileage 20-30%. Mr. Holland reinforced to the community that the Board is extremely prudent when it comes to tax revenue and they utilize it in the best way possible. The old vehicles were heavily used and it was time for them to be replaced.

2. **Report of the Fire Marshal**

- A. Mr. Lynch was not in attendance; however Mr. Brockington asked if anyone had any questions regarding the fire report for the month of July 2021 and the minutes of the Fire Board Meeting from August 5, 2021. No questions were asked.

Upon motion of Mr. Norris, the Committee unanimously received the July 2021 report of the Fire Marshal and the August 5, 2021 Fire Board Minutes.

3. **Report of the EMS Director**

- A. Mr. Hellendall presented the EMS reports for the month of August 2021.
- B. Mr. Hellendall updated the Committee on EMS staffing. One of the five people who were out on leave has returned to work; however, there are still a few who are out due to injuries and there is a need to hire more employees. Mr. Hellendall complimented the EMS Officers who are doing a fantastic job of filling the schedule during a difficult time.
- C. The EMS Ambulance that was involved in an accident was originally due to be replaced in 2022. Due to the damage and repair costs, it made sense to send it to be remounted this year, with DVT and the Township Manager's approval. Due to a chip shortage, this work was not able to be done sooner. It is now scheduled to be done in October.
- D. Mr. Hellendall wanted to acknowledge that Allen Brown has been doing a great job working on the EMS building to get the bay usable by the winter time.
- E. Mr. Hellendall noted that we have not received Medicare money since July. By law, Medicare is required to pay within two weeks. Assistant Chief Barto, the billing company, and the Accounting Department, found that somewhere in transition to the billing company there was an inverting of numbers. We will see the adjustment next month in the approximate amount of \$132,000. The money was in a Cheltenham account, but not the correct one.

Upon motion of Mr. Norris, the Committee unanimously received the report of the EMS Director.

4. **Report of the Emergency Management Coordinator**

- A. Mr. Hellendall presented the EMA reports for the month of July 2021.
- B. Mr. Hellendall provided an update on the Upper Dublin community after Hurricane Ida and stated it was the worst damage he has ever seen. Mr. Hellendall is proud of our staff (Police, Fire & EMS) who stepped up to help in Upper Dublin for five days and Upper Providence for four days. Both Townships were grateful for the assistance, which was a huge team effort and Cheltenham Township was well recognized across the County. Damage in Cheltenham was minimal. There are some residents who will attempt to get FEMA money and they have been directed on where to reach out. As of right now, there has not been a FEMA program put together for municipalities,

but because of the damage to the Upper Dublin Township Building, it is likely that it will meet the cost threshold to qualify for disaster assistance. All Department Heads are keeping track of equipment, personnel, etc., but at the moment, we have not yet submitted anything. Big Blue made four water rescues in Cheltenham and 200 additional water rescues across the County.

- C. Mr. Hellendall reported that as of today, 67% of all Township employees are vaccinated and 10% are unvaccinated. The remainder of the employees are either in the process of being vaccinated or have not been able to respond due to them not being in the office for various reasons at this time. Mr. Hellendall said he anticipates approximately 80-90% of Township staff will be vaccinated at the conclusion of this survey. A policy is being drafted to require Township employees to be vaccinated and requiring unvaccinated employees take a COVID test once or twice a week (frequency will still need to be determined). Vaccinated employees would be required to provide proof of vaccination. The policy would take effect 32 days after approval to allow unvaccinated employees to get vaccinated. Mr. Norris asked for clarification on what is considered mandatory and said he thinks that unless there is a religious or medical exemption, a non-vaccinated employee should be terminated. Mr. Hellendall reiterated that if an employee is not vaccinated, they would need to be tested weekly. He has not heard of any municipality terminating employees because they were not vaccinated. There was continued discussion on the term mandatory and whether or not employees can be terminated or if they need to test weekly. Mr. Brockington asked if the Unions need to be involved. Mr. Zienkowski said yes.

Upon motion of Mr. Norris, the Committee unanimously received the report of the EMA Director.

5. **Report of the Township Manager:**

- A. Mr. Zienkowski noted that here are concerns regarding the enforcement of handicap and illegal parking in the shopping center of Shop-Rite at Greenleaf at Cheltenham Mall. Chief Frye has instructed his Patrol Lieutenant to have Officers target more enforcement in that area and has tasked the full and part-time Community Service Officers with writing parking tickets; which was not originally in their job description. Since the targeted enforcement started, 10 tickets per day have been issued at Shop Rite and for the month, total parking tickets is 43. Chief Frye also reached out to the property owner of the shopping center about the paint that has worn off some of the handicap spaces and needs to be repainted. Mr. Brockington asked what the fine is for illegally parking in a handicap spot. Chief Frye said it's a sliding fine that starts at \$50.
- B. Mr. Zienkowski presented a slide show (see attached) on PennDOT's response regarding issues along Church Road and that studies will be performed mid-to-late October. Mr. Zienkowski recognized the hard work of the Board and Township residents in working together to achieve these goals. Mr. Zienkowski also noted that this presentation will be posted on the Township website. Mr. Brockington commended the residents for their persistence.

Mrs. Rappoport noted that she did not see vehicle weight and size restrictions on the presentation and that this presentation was not on the agenda for tonight; it is an important item and residents should have been made aware of it. Mr. Zienkowski said the letter from PennDOT arrived today and that he would email the presentation to the residents involved, as well as post it on the website.

Recommendation to the Board of Commissioners: Upon motion of Mr. Norris, the Committee unanimously recommended that the Board of Commissioners authorize PennDOT to proceed with a Truck Study along Church Road in Cheltenham Township, per their letter dated September 22, 2021 (see attached).

6. **Old Business:** None.

7. **New Business:** None.

8. **Citizens' Forum:**

Allen Siegel discussed the ownership of the Shop Rite and that the Brown family owns the parking lot and the building, not the Mall. He would like to see Police write the maximum fine of \$250 for illegally parking in a handicap zone and fire zones. He feels that the ten (10) tickets a day is a low number. He would like to have the Commissioners reconsider hiring a person to write tickets since the previous person was laid off. Mr. Brockington noted that stores need to be held responsible for enforcing parking as well.

Sara Koval asked when a person will be rehired to check meters again. Mr. Zienkowski said the plan is to start enforcing the parking meters in January 2022. Due to COVID, it was agreed to allow free parking in metered spots. Mr. Areman clarified the rationale behind allowing free parking was to help businesses in certain districts to recover from COVID losses. Advertising the free parking was done via newsletters, website, and social media.

9. There being no further business, upon motion of Mr. Brockington, and unanimously approved by the Committee, the meeting was adjourned at 8:36 p.m.



Robert Zienkowski
Township Manager

per Eileen Wass



September 22, 2021

Mr. Robert A. Zienkowski,
Manager
Cheltenham Township
8230 Old York Road
Elkins Park, PA 19027-1589

Dear Mr. Zienkowski:

Thank you for your correspondence of August 18, 2021 requesting PennDOT perform several studies and reviews of issues in Cheltenham Township along Church Road, Greenwood Avenue, Washington Lane, and other roadways. The following is offered as information, clarification and to establish expectations.

Planned Engineering and Traffic Studies

The department is in process of performing the following studies which are planned for completion by mid-to-late October, unless noted otherwise. In accordance with the regulations, please note that the township will be responsible to purchase, install and maintain speed limit signs of 35 MPH or lower if warranted and justified based on the department's Engineering and Traffic Study.

Church Rd (SR 0073) between Willow Grove Avenue and Washington Lane; and Church Rd (SR 2023) between Washington Lane and Township Line Road

- Review of crash histories** along the corridors.
- Evaluation of Stopping Sight Distance** for entire five-mile corridor utilizing survey quality LiDAR data.
- Evaluation of intersection sight distance** for all unsignalized intersections (except driveways).
- Evaluation of all curves within the corridor** to determine safe running curve advisory speeds.
- Spot Speed Limit Study** along Church Road between Washington Lane and Greenwood Avenue. Based on the concerns previously expressed, the stopping sight distance, intersection sight distance and safe running advisory speed data will be considered as part of the evaluation of the posted regulatory speed limit.
- Low-cost safety countermeasures** - The department will implement appropriate low-cost safety countermeasures (anticipated completion in spring 2022) such as enhanced pavement markings; signing; clearing sight obstructions (vegetation) within PennDOT

right-of-way; slow curve marking legends; and speed limit legends along Church Road between Willow Grove Avenue and Township Line Road. The department will also offer safety improvement recommendations the township may wish to consider and potentially pursue, including but not limited to, those associated with pedestrians and traffic calming.

Greenwood Avenue (SR 2054) between PA 309 and Church Road (SR 0073)

- Review of crash histories** along the corridor.
- Evaluation of intersection sight distance** for all unsignalized intersections (except driveways).
- Evaluation of all curves within the corridor** to determine safe running curve advisory speeds.
- Spot Speed Limit Study** along Greenwood Avenue between PA 309 and Church Road.
- Low-cost safety countermeasures** - The department will implement appropriate low-cost safety countermeasures (anticipated completion in spring 2022) such as enhanced pavement markings; signing; clearing sight obstruction (vegetation) within PennDOT right-of-way; slow curve marking legends; and speed limit legends along Greenwood Avenue between PA 309 and Church Road. The department will also offer safety improvement recommendations the township may wish to consider and potentially pursue, including but not limited to, those associated with pedestrians and traffic calming.

Washington Lane (SR 2056) from Cheltenham Avenue to Township Line Road

-**Spot Speed Limit Study** along Washington Avenue between Cheltenham Avenue and Township Line Road.

Note: A cursory review suggests certain segments of Washington Lane may be appropriate for a **road diet** (reduction from 4 lanes to 3) as a traffic calming measure and to help alleviate safety concerns at the Washington Lane / Ashbourne Road intersection (associated with the lack of left turn lanes on Washington Lane). If the township is supportive, please inform the department and it will further evaluate the feasibility of a road diet on Washington Lane.

Truck Restrictions

The department recognizes the community's desire for changes to improve the quality of life and optimize safety for those living along Church Road and some other roads within Cheltenham Township. The department supports these goals as well; however, trucks cannot be arbitrarily restricted from the use of public roads. The goal of most public roads is to accommodate all modes of traffic, as safely as possible. An engineering and traffic study, in accordance with PA Code 212.117, must warrant a truck restriction. Basically, truck restrictions can be warranted based on the reduced

structural adequacy of the pavement (extremely rare), reduced structural adequacy of bridge (weight restrictions) or substandard geometric design of a roadway (most typical). The department will conduct truck restriction studies based on geometric conditions on narrower state roads upon receipt of a letter from Cheltenham Township indicating the specific roads and limits for truck prohibitions. Prior to making any such request, the department encourages the township to fully consider the consequences should a restriction ultimately be approved. The standard truck restriction study performed by the department pertains to large trucks over 45 feet in length. Restrictions of trucks less than 45 feet in length tend to negatively impact school buses, transit buses, local delivery trucks and trash trucks.

Based on cursory reviews of roadway geometry and crash histories, it does not appear that truck restrictions will be warranted on:

- PA 73 Church Rd (Washington Lane to Willow Grove Avenue);
- Greenwood Avenue (PA 309 to Church Lane);
- Greenwood Avenue (Church Road to Township Line Road); and
- Washington Lane (SR 2056) (Cheltenham Avenue to Township Line Road).

Based on cursory reviews of roadway geometry and crash histories, further study is recommended to determine if truck restrictions are warranted on:

- Church Road (SR 2023) (Washington Lane to Old York Road); and
- Church Road (SR 2023) (Old York Road to Township Line Road).

If the township is supportive of further study for truck restrictions along Church Road (SR2023) between Washington Lane and Township Line Road, please inform the department and it will proceed formally with an engineering and traffic study.

Existing Data

Only Annual Average Daily Traffic (AADT) volumes and Average Daily Truck Traffic (ADTT) can be provided through historical data that is typically collected by the Delaware Valley Regional Planning Commission (DVRPC) in the five-county Philadelphia region. Upon request, DVRPC may be able to collect traffic classification data (number of axles, not specific weight) – basically the types of trucks. DVRPC may also be able to collect directional traffic counts, which may be helpful towards better understanding traffic patterns. For example, the traffic volumes currently available for Church Road are non-directional (both ways combined).

Truck Navigation Study

An effective truck navigation study will require origin/destination (O/D) data and travel time data on key corridors. The department does not collect or maintain such data, nor will such data typically weigh into whether or not a truck restriction is warranted based on the regulation. However, the O/D data may have some value

towards improved guide signing. As mentioned previously, the DVRPC may have some data available that can be of some interest, but collecting O/D data requires significant effort, especially for the multiple corridors the township is interested in. Commercially available cell phone/GPS probe data may also be used for such a study, although it only represents a sample and needs to be extrapolated and calibrated against average annual daily traffic and classification counts to represent actual traffic patterns. If interested is interested in pursuing this approach, the department encourages the township to discuss this with the Montgomery County Planning Commission, which is receiving a copy of this correspondence. If the Montgomery County Planning Commission determines this to be a county priority, it can consider making a formal request of such a study to DVRPC for inclusion in its annual work program.

Guiding Trucks Elsewhere

Pennsylvania Traffic Routes and the National Highway System - State Routes 309, 611 and 73 are numbered routes on the Pennsylvania state transportation map. These routes are also on the National Highway System (NHS). It is undesirable to arbitrarily discourage certain vehicles from using these traffic routes. The NHS serves interstate and interregional travel and provides connections to major ports, airports, public transportation facilities, and other intermodal facilities. The U.S. Secretary of Transportation does have the authority to modify the network at the request of the states to meet changing conditions and requirements. If Montgomery County and DVRPC are fully in support, NHS route modifications (including gaining a consensus on rerouting the PA route number onto other roads) can be pursued through a procedure that must go through FHWA for ultimate approval. Having O/D data can be helpful in determining optimal rerouting alignments. Please keep in mind that while changing the PA 73 routing may guide some traffic elsewhere, it does not change PennDOT's responsibility to follow the regulations along Church Road when considering truck prohibitions, speed limits, etc.

Guide signs are not enforceable and there must be a reasonable indication of where trucks are destined to effectively guide them to their destinations. The department's most notable example of pursuing something similar involved stone quarries in Bucks County. However, even when knowing the quarries to be either the origin or destination in one direction, a review of this effort suggests it was not considered particularly effective. This is something that can be considered on a smaller scale if O/D data becomes available, but expectations on compliance should be tempered.

Pedestrian Safety (General)

Some pedestrian recommendations will be made as part of the reviews being performed on Church Road and Greenwood Avenue. In accordance with the regulations, local municipalities may establish pedestrian crosswalks at non-signalized intersections with appropriate ADA accommodations, as well as additional enhancements such as the addition of Rapid Rectangular Flashing Beacons (RRFB). Many municipalities pursue grant programs to help fund low and moderate cost improvements of this nature. The township may also initiate dialog with the Montgomery County Planning Commission for consideration of higher cost, capital improvement project ideas more suitable for inclusion on the Transportation Improvement Program (TIP) (e.g., the installation of a missing link sidewalk connections along Church Road).

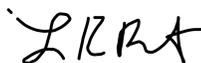
Traffic Calming (General)

Some traffic calming recommendations will be made as part of the reviews being performed on Church Road and Greenwood Avenue. The most comprehensive solution to address safety concerns involves education, enforcement, and engineering countermeasures. Please refer to the department's Traffic Calming Handbook (Publication 383) as a general reference for appropriate traffic calming strategies:

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

Thank you again for your correspondence and the department hopes this information is of assistance. If you should need further information, please contact Mr. Donald Centofante, Traffic Studies Supervisor, at 610.205.6596 or docentofan@pa.gov

Sincerely,



Louis R. Belmonte, P.E.
Acting District 6-0 Executive

cc: The Honorable Art Haywood
The Honorable Napoleon J. Nelson

PENNDOT TRAFFIC STUDIES AND REVIEW OF TRAFFIC ISSUES FOR CHELTENHAM TOWNSHIP

PUBLIC SAFETY COMMITTEE MEETING
WEDNESDAY, SEPTEMBER 22, 2021 AT 7:30 PM

PLANNED ENGINEERING AND TRAFFIC STUDIES

- PennDOT is in the process of performing the following studies which are planned for completion by mid-to-late October, unless noted otherwise. In accordance with the regulations, please note that the Township will be responsible to purchase, install and maintain speed limit signs of 35 MPH or lower if warranted and justified based on the department's Engineering and Traffic Study.

CHURCH RD (SR 0073) BETWEEN WILLOW GROVE AVENUE
AND WASHINGTON LANE; AND
CHURCH RD (SR 2023) BETWEEN WASHINGTON LANE
AND TOWNSHIP LINE ROAD

- Review of crash histories along the corridors.
- Evaluation of Stopping Sight Distance for entire five-mile corridor utilizing survey quality LiDAR data.
- Evaluation of intersection sight distance for all un-signalized intersections (except driveways).
- right-of-way; slow curve marking legends; and speed limit legends along Church Road between Willow Grove Avenue and Township Line Road. PennDOT will also offer safety improvement recommendations the township may wish to consider and potentially pursue, including but not limited to, those associated with pedestrians and traffic calming.

CHURCH RD (SR 0073) BETWEEN WILLOW GROVE AVENUE
AND WASHINGTON LANE; AND
CHURCH RD (SR 2023) BETWEEN WASHINGTON LANE
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- Spot Speed Limit Study along Church Road between Washington Lane and Greenwood Avenue. Based on the concerns previously expressed, the stopping sight distance, intersection sight distance and safe running advisory speed data will be considered as part of the evaluation of the posted regulatory speed limit.
- Low-cost safety countermeasures – PennDOT will implement appropriate low-cost safety countermeasures (anticipated completion in spring 2022) such as enhanced pavement markings; signing; clearing sight obstructions (vegetation) within PennDOT.
- Evaluation of all curves within the corridor to determine safe running curve advisory speeds.

GREENWOOD AVENUE (SR 2054) BETWEEN PA 309 AND CHURCH ROAD (SR 0073)

- Review of crash histories along the corridor.
- Evaluation of intersection sight distance for all un-signalized intersections (except driveways).
- Evaluation of all curves within the corridor to determine safe running curve advisory speeds.
- Spot Speed Limit Study along Greenwood Avenue between PA 309 and Church Road.

GREENWOOD AVENUE (SR 2054) BETWEEN PA 309 AND CHURCH ROAD (SR 0073) CONT.

- Low-cost safety countermeasures – PennDOT will implement appropriate low-cost safety countermeasures (anticipated completion in spring 2022) such as enhanced pavement markings; signing; clearing sight obstruction (vegetation) within PennDOT right-of-way; slow curve marking legends; and speed limit legends along Greenwood Avenue between PA 309 and Church Road. PennDOT will also offer safety improvement recommendations the Township may wish to consider and potentially pursue, including but not limited to, those associated with pedestrians and traffic calming.

WASHINGTON LANE (SR 2056) FROM CHELTENHAM AVENUE TO TOWNSHIP LINE ROAD

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Note: A cursory review suggests certain segments of Washington Lane may be appropriate for a road diet (reduction from 4 lanes to 3) as a traffic calming measure and to help alleviate safety concerns at the Washington Lane / Ashbourne Road intersection (associated with the lack of left turn lanes on Washington Lane). If the Township is supportive, please inform PennDOT and it will further evaluate the feasibility of a road diet on Washington Lane.

TRUCK RESTRICTIONS

- PennDOT recognizes the community's desire for changes to improve the quality of life and optimize safety for those living along Church Road and some other roads within Cheltenham Township.
- PennDOT supports these goals as well; however, trucks cannot be arbitrarily restricted from the use of public roads. The goal of most public roads is to accommodate all modes of traffic, as safely as possible.
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TRUCK RESTRICTIONS CONT.

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TRAFFIC RESTRICTIONS CONT.

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TRUCK NAVIGATION STUDY

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- However, the O/D data may have some value towards improved guide signing.
- As mentioned previously, the DVRPC may have some data available that can be of some interest, but collecting O/D data requires significant effort, especially for the multiple corridors the township is interested in.

TRUCK NAVIGATION STUDY CONT.

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GUIDING TRUCKS ELSEWHERE CONT.

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- However, even when knowing the quarries to be either the origin or destination in one direction, a review of this effort suggests it was not considered particularly effective. This is something that can be considered on a smaller scale if O/D data becomes available, but expectations on compliance should be tempered.

PEDESTRIAN SAFETY

- Some pedestrian recommendations will be made as part of the reviews being performed on Church Road and Greenwood Avenue.
- In accordance with the regulations, local municipalities may establish pedestrian crosswalks at non-signalized intersections with appropriate ADA accommodations, as well as additional enhancements such as the addition of Rapid Rectangular Flashing Beacons (RRFB).
- Many municipalities pursue grant programs to help fund low and moderate cost improvements of this nature.
- The Township may also initiate dialog with the Montgomery County Planning Commission for consideration of higher cost, capital improvement project ideas more suitable for inclusion on the Transportation Improvement Program (TIP) (e.g., the installation of a missing link sidewalk connections along Church Road.

TRAFFIC CALMING (GENERAL)

- Some traffic calming recommendations will be made as part of the reviews being performed on Church Road and Greenwood Avenue.
- The most comprehensive solution to address safety concerns involves education, enforcement, and engineering countermeasures.
- Please refer to PennDOT's Traffic Calming Handbook (Publication 383) as a general reference for appropriate traffic calming strategies:

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