

**RICHLAND TOWNSHIP  
BOARD OF SUPERVISORS**

**February 4, 2009**

**PUBLIC MEETING**

The Richland Township Board of Supervisors meeting held at the municipal building on Wednesday, February 4, 2009 was called to order at 7:00 p.m. by Chairman Dankmyer.. There were seventeen people present in the audience. The Officials present were:

Herbert C. Dankmyer, Chairman

Raymond P. Kendrick, Vice Chairman

Brian M. O'Malley, Supervisor

Dean E. Bastianini, Township Manager

Robert Goetz, P.E., Traffic Engineer

Tina L. Shaw, Recording Secretary

Mr. Kendrick made a motion to approve the minutes from the Supervisors Meeting of January 21, 2009. Mr. O'Malley seconded the motion and it was approved by all.

Mr. Dankmyer asked if anyone in the audience wished to speak on any items either on or off the agenda. No one came forward.

**NEW BUSINESS**

**Grandview Drive Traffic Calming Study**

Mr. Robert Goetz, P.E. presented the Grandview Drive Traffic Calming Study. Mr. Goetz explained the procedures for conducting the study and the rationale for the recommendations. He explained that the purpose of this meeting was to consider the results of the study and citizen input, including comments from the fire department and ambulance service.

Traffic and speed counts performed on December 10<sup>th</sup> and 11<sup>th</sup>, 2008 documented that 45-60% of the observed traffic traveling between the Get-Go driveway and Oakhill Road exceeded the 25 mph speed limit near Oakhill road. Approximately 100 vehicles per day were observed at a speed above 35 mph. The highest vehicle speed observed was 47 mph. The volume of traffic and rate of speed qualified for the preparation of a traffic calming plan.

Since there are approximately 195 dwellings with direct access to Grandview Drive, and the fact that each dwelling generates approximately 9.57 trips per week day, the expected volume of vehicles on Grandview Drive is 1,866 per day. Traffic counts performed in December confirmed that the sum of the week day volume at either end of the street totaled 1,832 vehicles. Based on observed volumes it does not appear that there is a significant amount of cut-through traffic on Grandview Drive. Consequently, since there are no cut-through problems, and the 85 percentile speed is 7 miles above the posted speed limit traffic calming options that focused on speed reduction were explored.

The report concludes that a device known as a "Watts Hump,"(a twelve foot long speed hump, 3 inches in height) can reduce speeds by about 8 mph. According to engineering guidelines "Watts

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Humps” should be located no closer than five feet from the nearest driveway and twenty feet from the nearest intersection. In addition it is not appropriate to install humps where grades exceed 8%. The humps should be spaced approximately 350-500 feet part. Given these limitations three locations within the study are appropriate for “Watts Humps”. They are near:

- 4119 Grandview Drive
- 4129/4131 Grandview Drive
- 4141 Grandview Drive

Mr. Goetz utilized a map to show the audience the locations. Mr. Goetz suggested that the Board consider installing two perimeter humps and eliminate the one in the middle. Step 4 of the traffic calming process is to evaluate the effectiveness of the devices. If it was determined that two were sufficient they could remain. If speeding was still a problem then the third hump could be added.

Mr. Goetz acknowledged receipt of a letter from the officials of the volunteer fire department and emergency medical service indicating that they did not believe the installation of the speed humps would significantly affect their emergency response to the area.

The following residents spoke in support of the installation of all three speed humps: Robert Proudfoot, 4146 Grandview Drive; Harry Rouke, 4129 Grandview Drive; David Kudlock, 4134 Grandview Drive, and Ron Theiss, 4133 Grandview Drive. The following residents also spoke either in favor of the installation of the speed humps or asked questions about the applicability of traffic calming in their neighborhoods: Diane White, 4219 Grandview Drive; Rick Rechenberg, 400 Kara Court and Andrew Rechenberg, 400 Kara Court. Mr. Ron Theiss, 4133 Grandview Drive also questioned whether weight restrictions had been adopted for Grandview Drive. Mr. Bastianini promised to look into the matter.

At the conclusion of the discussion, Mr. Kendrick made a motion to accept the recommendations contained in Mr. Goetz’s report to install three “Watts Speed Humps” at the locations identified in Exhibit 4 of the report. Mr. O’Malley seconded the motion and it was approved by all. Mr. Bastianini will prepare a survey which will be mailed to each resident within the study area to determine if they agree with the recommendation.

### Clendenning Road Safety Study

Mr. Goetz presented a report on the results of a safety study which was performed on the portion of Clendenning Road between Route 910 and the Grandview Estates North Plan. The study was conducted as a result of a traffic accident which had occurred on the street previously. The report documented the existed conditions on the road, including the locations of school bus stops, and explained that an evaluation had been performed by driving a vehicle equipped with a ball bank indicator on the street to determine the need for curve signs, advisory plaques, school bus stop ahead signs and watch children signs. In addition an evaluation of establishing a multi-way stop intersection at Clendenning Road and Weybridge Road was evaluated.

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Mr. Goetz used a poster to show the locations where additional signs would be appropriate. He also explained the methodology and engineering criteria used to determine whether a multi-way stop was warranted. Besides recommending the installation of various types of signs the report concluded that the criteria for a multi-way stop sign at Weybridge/Clendenning Road intersection was met due to the existence of left-turn conflicts caused by inadequate site distance and insufficient stopping distance. The report also recommended that when Clendenning Road is next scheduled to be resurfaced, the Township should investigate the feasibility of grading the embankment along the west side of the curb, opposite of Weybridge Road, to attain the site distance needed for safe turns at this intersection. Excavation of the embankment may provide adequate site distance and remove the need for the stop signs on Clendenning Road.

Ms. Dayna Willig, 4140 Clendenning Road; Ms. Sonya Clemente, 4134 Clendenning Road; and Ms. Jill Petroy, 4138 Clendenning Road questioned Mr. Goetz on various aspects of his study, and thanked the Township staff for responding to their concerns. The residents stated that they would like to see additional motorist and pedestrian improvements on their street and expressed an interest in being involved in the planning and design process the next time Clendenning Road is scheduled to be resurfaced.

At the conclusion of the discussion Mr. Kendrick made a motion to advertise an ordinance to install stop signs on Clendenning Road and to accept Mr. Goetz's signage and safety recommendations. Mr. O'Malley seconded the motion and it was approved by all.

Mr. Kendrick made a motion to approve the Cardholder Manual dated February 1, 2009, for the PLGIT Purchase Card Program. Mr. O'Malley seconded the motion and it was approved by all.

## **MANAGER'S REPORT**

Mr. Bastianini provided updates on the following projects:

### **Sanitary Sewer Projects**

- Milton Acres - Meeting with residents scheduled for Monday, February 23<sup>rd</sup>.
- Route 910 - Resident's meeting scheduled Tuesday, February 24<sup>th</sup>.
- Cook Road Sewer Extension Project - The Supervisors authorized the Secretary to cooperate with the residents to prepare design and right-of-way plans so that the project can be bid as an addendum to the larger Milton Acres and Route 910 sewer projects.

**Paving Bids** - Bids will be advertised in February and opened in March for consideration at the Supervisors' March 18<sup>th</sup> meeting. The staff is acting in accordance with Mr. Kendrick's recommendation that a base bid be established and that several streets be included as alternates to the larger projects. This will provide the Supervisors with flexibility when deciding which contracts they can afford to award.

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Ewalt Road Traffic Improvement Project - Trans Associates has presented 11 right-of-way exhibits for property which needs to be acquired from adjoining landowners. The Manger is attempting to follow PennDOT's *Guide for Local Public Agencies Acquisition of Right-of-Ways* and will be scheduling preliminary meeting with the affected property owners in the near future. In order to proceed the Township will also need to solicit request for proposals from professional appraisal companies which are certified by the Department of Transportation.

Park Projects - The Manager discussed a letter written to the State Department of Conservation Natural Resources laying out the time schedule for the implementation of the grant project which will create a Soccer Zone and Family Play Area. It is the Township's goal to obtain all permits and approvals by June 1<sup>st</sup> so that bids can be advertised this summer and work can begin in the Fall.

In addition to the work under the grant Public Works employees are preparing to extend sewer service to the community barn and the concession stand which was constructed by the Pine-Richland Youth Football organization. Plans are also being made to use the parking lot lights removed from the Northern Tier Library parking lot to light one of the parking lots adjacent to the community barn.

Conferences and Seminars - The Local Government Academy will host a meeting on County-wide Earned Income Tax collections in the Richland municipal assembly room on Thursday, February 19<sup>th</sup> from 1:00 p.m. - 4:00 p.m. Township staff will attend a seminar in Franklin Park on the State Ethics Act as it relates to local public officials. The session is scheduled for 6:30 p.m. on Wednesday, February 11, 2009.

Issues discussed at the January 21<sup>st</sup> Supervisors' meeting.

- Turnpike Commission has declined to offer compensation for the use of Grubbs Road as a detour route.
- PennDOT officials have confirmed that the no-left turn sign, for southbound traffic on Route 8 is intended to prevent turns into the northern driveway of the Monark Bus Garage. It is not intended for Cook Road as previously stated. Consequently, the sign will remain.

Zoning Ordinance Update - The staff is scheduled to meet with the Township's planning consultants to discuss possible technical corrections and other changes to the new Zoning Ordinance. The staff's recommendations will be presented at the Planning Commission meeting in either March or April.

### **COMMENTS FROM THE FLOOR**

Mr. Bob Proudfoot, 4146 Grandview Drive asked if Get-Go was under any obligation to clean up the dead trees near their property. Mr. Kendrick explained that the area is designated a wetland and the owners are not permitted to disturb it..

There being no further business the meeting adjourned at 8:55 p.m.

Respectfully submitted,

Tina L. Shaw, Recording Secretary

