



**MINUTES OF SCOPING MEETING**

**ROBINSON TRACT RESIDENTIAL DEVELOPMENT  
WESTTOWN TOWNSHIP, CHESTER COUNTY, PA**

**MEETING DATE: February 11, 2010**

**EPS NO. 196830**

**McMAHON PROJECT NO. 816451.11**

***List of Attendees:***

*Fran Hanney, PennDOT*

*Susan LaPenta, PennDOT*

*Ashwin Patel, PennDOT*

*Paul Lutz, PennDOT*

*Drew Sirianni, Pennoni*

*Kristin Camp, Buckley Brian*

*Al Federico, Albert Federico Consulting*

*John Embick, Westtown Township Planning Commission*

*Judy Lizza, Thornbury Township*

*Andrew Semon, Toll Brothers*

*Mike Downs, Toll Brothers*

*Brian Thierrin, Toll Brothers*

*Gregg Adelman, Kaplin Stewart*

*Nicole Kline-Elsier, McMahan Associates*

*Jeff Madden, Eastern States Engineering*

A meeting was held on February 11, 2020 at the PennDOT District 6-0 office in King of Prussia, Montgomery County, Pennsylvania to discuss traffic coordination relative to the proposed development of the Robinson Tract. The following is a summary of the meeting:

- Fran provided an update on PennDOT's US 202/PA 926 intersection improvement project. With the sign-off from PHMC, the project can continue to final engineering. Construction is anticipated in 2021 or 2022. Per PennDOT's regulations, the development may rely on planned or programmed PennDOT improvements for traffic impact mitigation. Nicole indicated the PennDOT intersection improvements are not required for mitigation of the development per the traffic study at this time.
- Fran clearly stated PennDOT requires the development access along PA 926 to be located opposite Bridlewood Boulevard. Fran drove Bridlewood Boulevard and his observations concluded that with the winding nature of the roadway, the traffic calming that exists today, and since using it does not get you much further south of US 202 than PA 926, he does not see a significant concern regarding cut-through traffic in the neighborhood.

PennDOT would support consideration of further traffic calming to be implemented by Toll, if Thornbury Township and the Bridlewood residents feel it is necessary. Judy relayed the opinion of the Bridlewood neighborhood is that if PennDOT requires Toll to access PA 926 at this location, they will pursue limited movements or closure of their intersection to eliminate the ability for traffic to cut-through their neighborhood. Paul encouraged Thornbury Township to consider the impacts it may have on the circulation of school buses and emergency vehicles. Judy indicated these comments are coming directly from the residents of the neighborhood, and the Township will support their desires, with consideration for these important areas. As a result, Paul recommended any restriction of movements at PA 926 into and out of Bridlewood Boulevard be flexible, so it could be changed in the future if the conditions and opinions of the neighborhood change. Toll's team will work with Thornbury Township and their consultants during the intersection design process.

- PennDOT 12/30/2019 review letter discussion:
  - TIS Comment #1 – Nicole indicated the requested turn lane warrants along West Pleasant Grove Road are provided in the TIS, but it is a very large appendix and easily missed. Left-turn lanes are not warranted, and the Collector Road intersection is over 600 feet from US 202, so there is no concern that traffic queuing would impact state roadways. Toll is providing an opportunity for the church to access the Collector Road should they desire, which demonstrates good access management. Orvis Way was permitted much closer to US 202, and no turn lanes were required. Al indicated his primary concerns along West Pleasant Grove Road are widening based on the Township ordinance requirements, which Toll has already agreed to complete the half width along their property frontage, and traffic calming. Nicole indicated we cannot lose sight of the fact that widening causes higher speeds, so widening for turn lanes that are not needed would be counterproductive. Al has suggested consideration of a roundabout at the Collector Road/West Pleasant Grove Road intersection. Nicole indicated a roundabout would require additional right-of-way from private properties and/or cause environmental impacts within the Robinson Tract property, as well as the need to remove additional forested areas. Now understanding the primary cause for concern is traffic calming, McMahon will investigate other traffic calming measures for the Township's consideration along West Pleasant Grove Road, such as all-way stop control and speed tables.
  - TIS Comment #6a – Nicole indicated she will reach out to Drew to have a technical discussion and achieve concurrence on the analysis approach at US 202/Skiles Boulevard/Stetson School intersection.
  - Left Turn Lanes Comment #1 – At the intersection of PA 926/New Street, eastbound and westbound left-turn lanes are warranted today. Nicole indicated

right-of-way will be required from private properties in order to implement. Nicole indicated, and Fran agreed preliminarily, that other intersection control options, such as a roundabout, would be much more impactful to properties surrounding the intersection. Nicole indicated to avoid impacts to the structure on the northwest quadrant of the intersection located very close to the roadways already, the widening will need to be focused along the south side of PA 926 in Thornbury Township. Judy indicated her understanding from the Spackman property owner is that they are not interested in giving any lands. Fran indicated PennDOT requires McMahon to prepare a concept plan for the addition of dedicated PA 926 left-turn lanes at New Street (minimizing property impacts), and identify the necessary additional right-of-way required. Upon agreement of the design with PennDOT, Westtown Township and Toll, Toll must coordinate with the impacted property owners in a good faith effort to acquire the right-of-way. McMahon must also prepare a basic roundabout sketch, shifting the design towards the northeast within Robinson Tract property to identify the impacts and challenges, and document them within the PennDOT ICE Policy, Stage 1 form. Based on comments from Ashwin, McMahon will also revise the signal timings for this intersection in the traffic study, to ensure a minimum of 63 seconds is provided along PA 926.

- Signal Section Comment #1d – Nicole noted this comment is no longer applicable, since the signal at US 202/West Pleasant Grove Road was temporary and has been removed.
- Al Federico 1/29/2020 review letter discussion:
  - Comment #1aiii – Al is assisting Nicole in coordinating with the local police department on the non-reportable crash data to get more information.
  - Comments #1vi and 1vii – Al requested additional documentation on the correlation between the travel times and Collector Road diversions since the study currently does not provide a narrative on McMahon’s process, which Nicole agreed is a fair comment and request. For the Collector Road diversions in the traffic study, McMahon will confirm the travel times based on the Synchro delays are appropriate and realistic, confirm consistency of the route start and end points, and prepare a narrative clearly outlining the approach and methodology.
  - Comment #2cii – Within the internal site design, Al requested removal of Road M, and connection of Roads L and N. Andrew stated the connection of Roads L and N would require significant impacts to an environmental sensitive area and eliminate Road M, a waiver would be required for exceeding the maximum

number of homes allowed on a cul-de-sac. Al indicated he did not have any traffic concerns related to that waiver request.

- Andrew indicated Toll will provide a pedestrian connection from the development to the intersection of US 202 and PA 926 via a trail, which is depicted on the exhibit that will be presented at the next Planning Commission meeting.
- Susan inquired whether any right-of-way discussions have occurred between Toll or the current Robinson Tract property owner and PennDOT with regard to the US 202/PA 926 project, and Andrew confirmed they have.
- Kristin relayed the question from the Planning Commission regarding any time of day restrictions PennDOT would impose on construction activities, given the traffic challenges in the area and the desire from residents that everything occur overnight. Fran indicated there would certainly be peak period restrictions of lane closures on the state roadways, and the PennDOT Operations Unit will review the detailed Highway Occupancy Permit design plans and construction sequencing for the project to develop requirements.
- Judy indicated school bus operations should be considered further in Toll's development plan. With parents regularly driving their children to the school bus stop, parking area are needed. Al indicate he would advocate for such parking areas to be created in the plan. Andrew agreed to provide temporary parking areas along the side roads, not along the Collector Road. Such locations can be identified during land development, with input from the school district.
- Andrew indicated it is Toll's intention to dedicate the development streets, which will also enable the trails and pedestrian amenities to be accessible to the public.

**Action Items:**

1. McMahon will prepare meeting minutes.
2. Toll's team will work with Thornbury Township and their consultants during the PA 926/Collector Road/Bridlewood Boulevard intersection design process in regards to the access for the Bridlewood neighborhood.
3. McMahon will investigate traffic calming measures for the Township's consideration along West Pleasant Grove Road, such as all-way stop control and speed tables.

4. McMahon will reach out to Pennoni to have a technical discussion and achieve concurrence on the analysis approach at US 202/Skiles Boulevard/Stetson School intersection. (Complete)
5. Per PennDOT, McMahon will prepare a concept plan for the addition of dedicated PA 926 left-turn lanes at New Street, and identify the necessary additional right-of-way required. Toll must coordinate with the impacted property owners in a good faith effort to acquire the right-of-way. McMahon must also prepare a basic roundabout sketch, shifting the design towards the northeast within Robinson Tract property to identify the impacts and challenges, and document them within the PennDOT ICE Policy, Stage 1 form. McMahon will also revise the signal timings for this intersection in the traffic study, to ensure a minimum of 63 seconds is provided along PA 926.
6. For the Collector Road diversions in the traffic study, McMahon will confirm the travel times based on the Synchro delays are appropriate and realistic, confirm consistency of the route start and end points, and prepare a narrative clearly outlining the approach and methodology.

The above information is a record of the discussions at this meeting. Should you have any questions, comments or revisions please contact Nicole R. Kline, P.E., PTOE at [nkline@mcmahonassociates.com](mailto:nkline@mcmahonassociates.com) or at (610) 594-9995, Ext. 5107.

NRKE

I:\eng\816451 - Crebilly Farm\Correspondence\Out\PennDOT\2020-02-11 Coordination Meeting\2020-02-11 Minutes of Coordination Meeting.doc