

Meeting Minutes (FINAL)

RE: Cardinal Crossing (Don Guanella Property)
Sproul Road (S.R. 0320) & Reed Road
Marple Township, Delaware County, PA

Meeting Date: September 4, 2015

Minutes Prepared: September 11, 2015

Location: Pennoni Associates, King of Prussia

Attendees: Brian Keaveney, Pennoni (BK)
Joe Mastronardo, Pennoni (DS)
Anthony Hamaday, Marple Township (AH)
Anthony Riker, Bohler Engineering (AR)
Bill Rearden, Bohler Engineering (BR)
Bruce Goodman, Goodman Properties (BG)
Chris Anderson, Goodman Properties (SA)
Matt Hammond, Traffic Planning and Design (MH)
Matt Bressler, Traffic Planning and Design (MB)

Notes Prepared by: Matt Hammond, TPD

A meeting was held between the Project Team and Marple Township Staff and Consultants to discuss outstanding traffic issues pertaining to the proposed Cardinal Crossing (Don Guanella Property) development. The following is a summary of the discussion(s):

- MH gave an introduction to the current status of the project. This introduction summarized the following three (3) main outstanding traffic issues:
 - Potential additional access to the rear of the site, on Reed Street opposite Marpit Drive.
 - The unmitigated intersection of State Street and Springfield Road.
 - The unmitigated intersection of Sproul Road and Springfield Road.
- BR stated that the first site plans contemplated the “rear access” opposite Marpit Drive. However, due to grading impacts, potential environmental impacts, and impacts to the site layout, this access was subsequently removed from the plan. BR continued that, if the roadway was converted into a collector roadway with the residential taking access to it directly, the driveway could be feasibly provided per Township Standards. However, there would be impacts to the overall site:
 - Residential lots will be lost, thus reducing revenue.
 - Steep slopes and resultant retaining walls would need to increase, thus increasing cost.

- There will be impacts to the riparian buffer on the site.
- MH confirmed that the rear access can work from a traffic standpoint. In fact, the access would provide a positive impact to several intersections along Sproul Road and State Street, since the rear access would provide an alternate route to/from the site. However, this benefit would still not mitigate the outstanding impacts at Sproul/Springfield and State/Springfield. In addition, the access would require a stream crossing in the floodplain.
- BG asked Bohler about the impacts to the cut/fill, grading, and DEP permitting associated with this access and asked if the access could work.
- BR stated that from an earthwork perspective it could work. BR pointed out that the grading would result in the entire residential area being lower, but pointed to their red-lined markup in which they calculated that the elevations will eventually tie into the proposed commercial grading just beyond the traffic circle. Regarding DEP permitting, BR stated that the type of DEP permitting would not change and that a structure would be necessary for the channel crossing. BR also pointed out that they have to study the floodplain associated with this channel whether or not the crossing is made.
- BG asked Pennoni/AH if they would require significant signal/ADA changes at Reed/Marpit with this access.
- BK stated no. However, a 4th leg may create other necessary signal improvements. This issue will also be reviewed by PennDOT.
- AH confirmed that the signal equipment at Reed/Marpit was upgraded within the last 2 years.
- Bohler asked if this new collector road would be considered a cut-thru.
- It was generally decided by all in attendance that “no,” this collector would not be considered a significant cut-thru, especially with the proposed roundabout planned at the center of the site being considered a traffic calming measure.
- MH moved the conversation on to the unmitigated intersections of Sproul/Springfield and State/Springfield. Specifically whether the Township would be receptive to accepting “traffic adaptive” signal upgrades along Sproul Road corridor as a mitigation measure. There is no way to model this improvement, but it would be a “qualitative” improvement rather than a “quantitative” improvement. TPD would have to enhance the write-up in the TIS regarding provision of “traffic adaptive” equipment.
- BK stated that he was aware of the Department accepting this improvement as an ATP in the past. BK believes it was simply considered to be a blanket 10%-20% improvement in delay in the past. The scope of this improvements would be several intersections from Lawrence Road to State Street.
- JM confirmed that the Township has tried unsuccessfully to acquire funding for traffic adaptive from PennDOT in the past. This improvement would be something the Township would be receptive to.
- BG asked what the cost of this type of improvement was.
- MH stated \$40k-\$50k per intersection.
- BG stated that he felt that, due to significant improvements being provided at Sproul/Old Marple, more site traffic may utilize Sproul Road versus Springfield Road. This could help the unmitigated conditions being discussed.

- BG also asked whether dual left-turn lanes on SB or NB Sproul Road onto EB State Street could be considered a feasible improvement moving forward.
- Pennoni stated that, if these improvements are feasible, the Township would be receptive.
- MH state that he would be concerned with the tight resultant turning radii caused by these dual lanes.
- AH asked what improvements were recommended at Springfield/Old Sproul.
- TPD stated that signalization was being proposed. No auxiliary lanes were feasible due to existing properties and a masonry cemetery wall.
- MH confirmed that TPD will have to complete revised capacity analysis accounting for the rear driveway. This analysis will be completed in the next couple of weeks.

Please provide any comments/corrections to these minutes within five (5) business days of the date of these minutes or TPD will assume they are considered final.