

Minutes amended at 9/21 meeting. See section 5.

Meeting 7
Marple Township Building
April 11, 2018
9:00 a.m. – 10:30 a.m.

Vision: Improved transportation opportunities, operations, and safety along West Chester Pike.

Mission: Increased coordination among stakeholders (municipalities, agencies, businesses, etc.) to implement strategies that will achieve the shared vision for West Chester Pike.

Meeting Objectives: Discuss Coalition governance, elect Coalition officers, consider action on the Coalition Action Plan, and learn about how emergency services and transit signal prioritization fit into traffic signal operations.

Attendance

Voting Members

Willistown Township: David Burman (Twp. Mgr.)

Westtown Township: Mila Robinson (Planner)

East Goshen Township: Janet Emanuel (Supervisor), Rick Smith (Twp. Mgr.)

West Goshen Township: Casey LaLonde (Twp. Mgr.)

West Chester Borough:

Chester County Planning Commission: Heather Martin (Transportation Planner), Brian Donovan (Transportation Planner)

Upper Darby Township: Tamara Crump (Admin.)

Haverford Township: Larry Gentile (Twp. Mgr.), John Viola (Haverford PD Chief), Joe Hagan (Haverford PD Deputy Chief)

Marple Township: Tony Hamaday (Twp. Mgr.)

Newtown Township: Stephen Nease (Twp. Mgr.), Star Boyd (Twp. Intern)

Edgmont Township: Susan Sharp (Bldg. Dept. Mgr.)

Delaware County Planning Department: Dan Whaland (Sr. Planner), Tom Shaffer (Transportation Planning Mgr.), Justin Dula (Community and Regional Planning Mgr.)

Delaware Valley Regional Planning Commission: Amy Bernknopf, Andrew Svekla

Transportation Management Association of Chester County: John Meisel (Mgr., Trans. Planning & Operations)

Non-Voting Members

Bike Chester County, Bicycle Coalition: Amanda Lozinak (Chair)

Dunwoody Village: Sherry Smyth (Pres./CEO)

PennDOT: Paul Lutz (Sr. Civil Engineer)

SEPTA: Mark Cassel (Director, Suburban Service Planning)

Guests

Philadelphia Office of Transportation and Infrastructure Systems: Patricia DiNatale (Transit Program Mgr.)

Minutes

1. Introductions
2. Governance Action Item
 - Heather Martin provided background information on the organizational structure.
 - Rick Smith made a motion to approve the structure. Stephen Nease seconded the motion. The motion passed.
3. Election of Officers Action Item
 - Heather Martin said that the municipalities had nominated Tamara Crump of Upper Darby to serve as the Coalition Chair and Casey LaLonde of Chester County to serve as the Vice Chair.
 - Janet Emanuel made a motion to approve the nominations. John Viola seconded the motion. The motion passed.
4. Action Plan Action Item
 - Tamara Crump gave an overview of the Action Plan and asked the Coalition to consider making a motion to approve it.
 - Mark Cassel said that he would like future Coalition meetings to feature an agenda item for the discussion of updates to items which the Coalition is considering for action.
 - Heather Martin gave a summary of the changes that the Action Plan had undergone since the last meeting, highlighting the emphasis on collaboration with PennDOT that municipalities requested.
 - Casey LaLonde made a motion to approve the Action Plan. Andrew Svekla seconded the motion. The motion passed.
5. Presentations from the Haverford Police Department on Emergency Services and Traffic Signal Operations and the City of Philadelphia's Office of Transportation Infrastructure Systems on Transit Signal Priority and Traffic Signal Operations
 - Tamara Crump introduced the two presentation topics and presenters.
 - John Viola, Chief of the Haverford Township Police Department, presented on Haverford's traffic congestion and emergency vehicle signal preemption. Joe Hagan showed an aerial video of rush hour traffic congestion at the ramp to I-476 from West Chester Pike in Haverford. Haverford's presentation will be made available on the Coalition website for more details.
 - i. Casey LaLonde mentioned that West Goshen and Willistown have installed quick curb to deter drivers from riding on the shoulder during rush hour, a problem that Haverford shared in their presentation. John Viola said that quick curb would not be a good fit for Haverford because of snow plowing practices in the township. Larry Gentile said that Haverford is working with PennDOT to come up with a solution for traffic issues, potentially including physical barriers. Paul Lutz suggested that the I-476 ramp may benefit from quick curb or lane delineators.
 - ii. Mark Cassel suggested that more enforcement of keep right except to pass on the Blue Route might help to ease congestion.
 - iii. Heather Martin stated that the video that Haverford showed points to the need for improved transit on West Chester Pike to move more commuters out of single-occupancy vehicles and reduce congestion.

- iv. John Viola suggested that there is shortage of parking for park-and-ride transit users. Andrew Svekla agreed that more parking might help make transit more viable, and he added that the Coalition wants to focus on making it easier for people to walk to transit on West Chester Pike. Star Boyd shared that she used to commute via the 104 Bus, and said that park-and-ride would make it easier for more people who would prefer to ride the bus over driving in heavy congestion to access the bus.
- v. Tony Hamaday said that Marple commissioners approved a development near the Blue Route on West Chester Pike. Mark Cassel said that SEPTA is meeting with the developer about on-site service to the development site, and he mentioned that, ideally, SEPTA would have been involved in discussions about service to the site earlier in the process.
- vi. Tony Hamaday shared that Haverford saw increased bus stop use at a newly constructed shelter outside of a Starbucks on West Chester Pike. The township gave the public notice that a shelter was going to be constructed at the site ahead of construction, and when the shelter was built, an audience was ready to utilize the shelter and stop.
- Patricia DiNatale, Transit Program Manager at Philadelphia's Office of Transportation and Infrastructure Systems, presented on the implementation of transit signal priority (TSP) on bus routes in Philadelphia. She highlighted that TSP works best on routes that have poor on-time performance, that traffic signal optimization can have a larger impact than TSP, and that TSP required a lot of fiber, which proved to break often and require a significant amount of maintenance. Patricia's presentation will be made available on the Coalition website for more details.
 - i. Heather Martin asked how the 104 Bus's on-time performance is. Mark Cassel stated that it is okay, but it would be worse if SEPTA did not take into account the heavy traffic volume and delays when scheduling for the route.
 - ii. Joe Hagan asked whether TSP could help on a corridor as heavily congested as West Chester Pike. Patricia DiNatale said that she could not be sure of how well TSP could perform on West Chester Pike, but she is confident that signal optimization would improve conditions and that far-side bus stops would likely improve conditions. She said that she is confident that TSP helps reduce bus bunching.
 - iii. John Viola asked if TSP preempts emergency vehicles. Patricia said that TSP does not allow transit vehicles to preempt emergency vehicles. It only gives transit vehicles an extended green or reduced red signal when conditions are right. Amy Bernknopf said that municipalities can set the priority level for transit and emergency vehicles so that emergency vehicles take precedence.
 - iv. John Viola asked if TSP hurts cross-traffic. Patricia DiNatale said that her sense is that TSP does not hurt cross-traffic much, if at all.
 - v. John Viola asked whether the substantial investment that was made to implement TSP was worthwhile. Patricia DiNatale said that it is difficult to say exactly how much impact TSP has had, but the installation of fiber that was necessary for the implementation of TSP has been very valuable for a variety of uses.
 - vi. Sherry Smyth asked why signals are not synchronized on some roadways. Paul Lutz said that synchronization only works well on one-way roads.
 - vii. Paul Lutz asked whether anyone studied overall travel time reductions that may have resulted from the implementation of TSP. Patricia DiNatale said that signal optimization produced overall travel time reductions, but that it is difficult to isolate the effect of TSP. Amy Bernknopf added that TSP implementation in Philadelphia certainly did not hurt overall travel times on the

Deputy Chief Hagan suggested an amendment in that Patricia DiNatale said that she could not say if signal optimization would improve conditions on West Chester Pike. This change was approved at the 9/21 meeting.

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corridors where it was implemented. DVRPC will be able to share more about the effects of TSP implementation as more data becomes available.

viii. Patricia DiNatale said that every traffic signal in Philadelphia is being equipped with TSP technology.

6. Next Meeting – Potential presentation topics: Bus Stop Trash Collection Program, New Member Presentation

- Tamara Crump mentioned the potential bus stop trash collection presentation and invited new members to introduce themselves. Sherry Smyth introduced herself. Amanda Lozinak said that she would be interested in hearing if municipalities had plans for bicycle and pedestrian facilities.
- Tamara Crump asked members to share ideas for potential presentations.
 - i. Paul Lutz said that traffic adaptive technology has been installed in Marple and parts of Haverford and that if Upper Darby were to also install traffic adaptive technology, it would increase the impact of the technology along the corridor. Tamara Crump said that she would speak with Upper Darby about the concept. Amy Bernknopf said that she would like to see a presentation on traffic adaptive signals. Rick Smith said that East Goshen is in the process of installing traffic adaptive signals and suggested that he may be able to present when they are installed. Mark Cassel said that Pennoni might be able to present on traffic adaptive signal implementation on Dekalb Pike.
- Heather Martin asked the Coalition whether they would support cancelling the summer meeting, moving it to September due to a variety of potential scheduling logistic difficulties. Andrew Svekla said that he supported a decision to wait to meet until September and the Coalition agreed.

7. Adjourn

The West Chester Pike Coalition website (see the link below) hosts Coalition resources, including future meeting dates and presentations from previous meetings.

Coalition Website: <http://www.chescoplanning.org/transportation/WestChesterPike.cfm>