

City Avenue Transportation Services Area Advisory Committee Meeting

One Bala Plaza, Suite 513
Wednesday, February 9, 2011

The City Avenue Transportation Services Area Advisory Committee (“TSAAC”) meeting convened at approximately 8:10 a.m. Those present included:

- Steve Holstad, BMW of the Main Line*
- Leslie Greenberg, non-voting guest
- Terry Foley, CEO, City Avenue Special Services District
- Marty Piltch, Merion Civic Association*
- Merle Zucker, Neighborhood Club of Bala Cynwyd*
- Roger Moog, Neighborhood Club of Bala Cynwyd*
- David Haas, Neighborhood Club of Bala Cynwyd*
- Bruce Eisenberg, Merion Civic Association*
- Janet Giuliani, Tishman Speyer*
- Duke Kennedy, 10 Presidential Boulevard*
- Bob Gray, Co-Chair, Lower Merion Township Planning Commission*
- Rick Furches, 401 City Avenue*
- Jim Stevenson, Federal Realty Investment Trust*
- Liz Rogan, Lower Merion Township Commissioner, Ward 7
- Mark Kocent, Neighborhood Club of Bala Cynwyd*
- George T. Manos, Lower Merion Township Commissioner, Ward 9
- Angela Murray, Assistant Director, Building & Planning, Lower Merion Township
- Bob Duncan, Director, Building & Planning, Lower Merion Township
- Carissa Koll- Hazelton, Planning Technician, Lower Merion Township
- Ken O’Brien, McMahan Associates
- Casey Moore, McMahan Associates

* *Denotes appointed TSAAC member*

Mr. Duncan stated that he’d like to get the meeting started despite the light turnout. Mr. Duncan stated that those coming from farther distances may be facing some traffic issues this morning. Mr. Duncan introduced Ken O’Brien and Casey Moore from McMahan Associates. Mr. Duncan stated that Mr. O’Brien was at the last TSAAC meeting and that Mr. Moore is the Regional Manager for McMahan. Mr. Duncan stated that he’d like to get started with the approval of meeting notes from the December 8th meeting. Mr. Duncan stated that on page nine the meeting notes were revised to include Mr. Moog’s comments and Mr. O’Brien’s comments. Mr. Duncan stated that he’d like everyone to review that section to be sure that the revisions reflect the actual comments from the meeting.

Mr. Haas asked if it would be possible to either add a footnote or add a comment into the meeting notes on page five regarding the Township Solicitor's determination that the preferred level of service may be different at different intersections.

Mr. Duncan stated that a note can be made to that regard in today's meeting notes. Mr. Duncan asked if anyone else had suggested revisions to the meeting notes and seeing none Mr. Duncan asked if anyone would like to make a motion regarding the notes.

Mr. Piltch made a motion to approve the meeting notes.

Mr. Moog seconded the motion.

All voted in favor. None were opposed.

Mr. Duncan stated that he'd like to turn the discussion over to Mr. O'Brien.

Mr. O'Brien provided two handouts prior to the meeting, including a memo from McMahon Associates dated February 4, 2011 regarding the Preliminary Future Traffic Condition Results and *Figure 1: Lower Merion Township Total Intersection Traffic Volumes*. Mr. O'Brien stated that everyone should've received the memo by now regarding the future traffic volumes and recommended roadway improvements.

Mr. O'Brien stated that he'd like to go through the memo and explain the key assumptions for the recommended roadway improvements. Mr. O'Brien stated that he has already received some comments regarding the preliminary findings and that he'd like the TSAAC to provide their feedback as well. Mr. O'Brien stated that between this meeting and the next meeting he anticipates finalizing the future traffic volumes based on the TSAAC's input to come up with a more definitive plan for the roadway improvements. Mr. O'Brien stated that moving ahead McMahon will determine the cost of the recommended improvements and establish a traffic impact fee based on those costs. Mr. O'Brien stated that he also wants the TSAAC's feedback on the proposed roadway improvements provided in the memo.

Mr. Duncan stated that he would like to thank Commissioner Manos for suggesting that the projected traffic volume be shown on a chart (*Figure 1: Lower Merion Township Total Intersection Traffic Volumes*). Mr. Duncan stated that the chart may be referred to in order to help everyone understand the future traffic volumes.

Mr. O'Brien stated that the first thing to look at is the background traffic growth accounting for development that will occur in other areas that will impact these roadways and projected traffic growth. Mr. O'Brien stated that for the background traffic growth McMahon looked at PennDOT's recommended growth rate together with the historical data in the area and found that they were generally consistent. Mr. O'Brien stated that they recommend a future growth rate of 0.8%.

Mr. Moog stated that the overall traffic volume is projected to increase by 17.28% according to the memo. Mr. Moog asked Mr. O'Brien if the 17.28% increase has nothing to do with new development in this area.

Mr. O'Brien stated that is correct. Mr. O'Brien stated that the next section looks at different types of transportation in order to account for an appropriate reduction in projected future trips due to different traffic uses. Mr. O'Brien stated that there is a lot of bus traffic in this area and the rail service is also nearby. Mr. O'Brien stated that the question is what an appropriate transit reduction is. Mr. O'Brien stated that his firm looked at the 2000 Census data and it showed that the Township as a whole had about 10% of commuters using public transit and 8% walked to work. Mr. O'Brien stated that they also looked at transit use for three zip codes in the area. Mr. O'Brien stated that in zip code 19004 (Bala Cynwyd Post Office) approximately 9% of commuters used public transit and 2% walked to work. Mr. O'Brien stated that in zip code 19066 (Merion Station Post Office) about 12% use transit and 6% walk to work. Mr. O'Brien stated that in addition to looking at transit use in Lower Merion Township he also looked at zip code 19131 which is a neighborhood in Philadelphia in the City Avenue District. Mr. O'Brien stated that the number was much higher in this area as was expected and that transit use and walking accounted for about 36% of commuter trips. Mr. O'Brien explained that based on these findings the recommendation was to use an 18% transit reduction. Mr. O'Brien asked if anyone on the committee has any thoughts regarding the proposed transit reductions.

Mr. Haas asked when the new Census data will become available.

Commissioner Rogan stated that she's not even sure what type of data will be available since the Census was shorter. Commissioner Rogan stated that it will not be available until later.

Commissioner Rogan stated that she has one question and that is why Mr. O'Brien expected the area in Philadelphia to have higher transit use.

Mr. O'Brien stated that there is less car ownership in that area.

Mr. Kocent asked why those areas were used. Mr. Kocent asked if a correlation to the employment centers was taken into account. Mr. Kocent asked if there is data on where people who work in this area are coming from.

Mr. Gray stated that it would be helpful for the TSAAC to know what percentages of employees in this corridor and in this building used public transit or walked.

Mr. Foley stated that Ms. Giuliani will be here later and she has some anecdotal information regarding transit use of employees in this building, but as far as he is aware no formal study has been undertaken for this corridor.

Commissioner Rogan stated that it is also important to understand that the commute is both ways now. Commissioner Rogan stated that she is not sure that the 19131 zip code is going into the city or if they are coming out to the suburbs.

Ms. Murray asked Mr. Moog if the Delaware Valley Regional Planning Commission (“DVRPC”) has information on reverse commuting in the region.

Mr. Moog stated that he is sure that they do. Mr. Moog stated that Philadelphia is not the draw it used to be, but it has the strongest job/resident relationship in region. Mr. Moog stated that what we’re asking is if the 18% transit reduction is reasonable or if it should be lower or higher.

Mr. Stevenson stated that for each of these things one can argue for different percentages, but he believes that a sensitivity analysis may help.

Mr. O’Brien stated that they looked at future years and the results are generally the same because the amount of proposed traffic due to new development compared to the traffic that exists is not substantial. Mr. O’Brien stated that with or without new development in this area City Avenue will need additional lanes in order to accommodate the projected traffic volumes. Mr. O’Brien stated that changing the transit reduction by 10-15% will not change the conclusions.

Mr. Haas stated that in other words if an intersection fails, it will fail regardless of the transit reduction. Mr. Haas asked if it could change at particular intersections where the level of service would go from a B to a C or a C to a D. Mr. Haas stated that his problem with this is that it is a general recommendation. Mr. Haas stated that he is still puzzled by how high that reduction is since he doesn’t think that many people are walking in this area to jobs in this area.

Mr. Duncan stated that if Mr. O’Brien is correct in that the transit reduction won’t make a big difference either way then why doesn’t the TSAAC be conservative and choose a lower number.

Mr. Foley stated that he disagrees. Mr. Foley stated that he thinks that the 18% transit reduction is a conservative number. Mr. Foley stated that in this area there are bus stops with over 100 riders at some stops. Mr. Foley stated that SEPTA may have the actual numbers, because they usually keep really good track of their ridership levels.

Mr. O’Brien stated that he understands that the type of development proposed under the City Avenue District is very intense with a mix of office and residential uses that are convenient to public transit and as a result even more people may either be walking or taking transit on their commutes in the future.

Mr. Moog stated that Mr. Haas stated earlier that when an intersection fails it fails. Mr. Moog stated that he deals with aviation in his profession and not so much with highways, so he is trying to understand this. Mr. Moog stated that the worst intersection in this area is at City Avenue and Presidential Boulevard. Mr. Moog stated that lets say it already failed and it takes two cycles of traffic signals to get through it now but in the future there will be additional trips

on it and you propose improvements and realize that the intersection still fails, because now it takes four cycles to get through. Mr. Moog stated that the intersection was already at an F before and is still an F now although the conditions are worse because once an intersection fails, it fails.

Mr. Kennedy stated that the intersection may still fail, but there are differences in the timing of the delays.

Mr. Duncan stated that at the last meeting the TSAAC talked about using a range of delays for those types of intersections.

Mr. Kennedy stated that the TSAAC previously said that the intersection has to operate within a reasonable delay.

Commissioner Rogan stated that she remembers talking about that and there are still the different gradations that can be looked at. Commissioner Rogan asked Mr. O'Brien if the level of delay is something that the TSAAC can still track. Commissioner Rogan asked if that is something that can be analyzed with the numbers. Commissioner Rogan asked Mr. O'Brien if he will be able to tell the group what the sensitivity is in terms of when an intersection goes from a delay with five seconds to a delay with 20 seconds as we go through the process.

Mr. O'Brien stated that he looked at the levels of service at 5, 10 and 15 year increments. Mr. O'Brien stated that he can provide the length of delay for each specific area. Mr. O'Brien stated that the overall delay didn't increase significantly based on the analysis. Mr. O'Brien stated that once the TSAAC comes to a general consensus regarding the projected future traffic growth he can give more definitive information about the exact delay at the key locations.

Mr. Moore stated that there is significant delay there now. Mr. Moore explained that when they applied the 20 year assumptions in the Land Use Assumptions Report that they went back and applied the different year scenarios and didn't see a significant difference in the improvement package needed to improve these intersections.

Mr. Haas asked if there was consistency with the 20 year projections or if the needed improvements stem from today's conditions.

Mr. Moore stated that the need for improvements is largely created by today's conditions. Mr. Moore stated that the need is to put additional lanes on City Avenue to handle today's traffic; then when the new development is added in it doesn't make that much of a difference.

Mr. Haas stated that the reality is that you won't ever see more lanes on City Avenue. Mr. Haas stated that the assumption that the new traffic won't impact the level of service because there is an additional lane isn't accurate because you can't have extra lane on City Avenue. Mr. Haas stated that the assumption is that things will get better with what we have, but that he believes it will get worse.

Mr. Moog stated that before the group can move forward they first have to buy into the traffic projections. Mr. Moog stated that from what he has here he still doesn't understand how McMahan got to these projections and that is a discussion the TSAAC needs to have before looking at the intersections.

Mr. Moore stated that Mr. O'Brien is ramping up to that right now.

Mr. Haas stated that when people take transit they don't necessarily walk from their house; they typically drive to the stop.

Ms. Murray stated or they could also be dropped off.

Mr. O'Brien stated or they take the bus to the rail line.

Mr. Haas stated that his point is that there is still traffic with transit, but this is used to reduce the traffic numbers. Mr. Haas stated that if he takes public transit he would be driving to the train station. Mr. Haas stated don't discount his trip because he'll be going through the same intersections as the other motorists.

Mr. Moore stated that it is not discounted; the transit reduction comes off.

Mr. Kocent stated that if he lived at the Corinthian and drove to the station to take the train into the city his trip isn't counted in this report.

Mr. Duncan stated that his trip would be reflected in the existing conditions as determined by traffic counts at the various intersections. Mr. Duncan explained that the transit reduction is for new developments.

Mr. Piltch asked Mr. Haas why an additional lane could not get developed on City Avenue.

Mr. Haas stated that with eminent domain it is not a likely possibility and he doesn't believe there is enough room for an additional lane in the existing right-of-way. Mr. Haas asked Mr. Foley what he thought.

Mr. Foley stated that it is possible to get an additional lane just by using existing turn lanes that are not being used effectively in certain locations.

Mr. Stevenson stated that this study shows that there are existing problems today that require major improvements.

Mr. Duncan stated that it is the Township's responsibility to make those improvements that are attributable to existing problems. Mr. Duncan asked if a traffic impact fee makes sense if all the problems already exist.

Commissioner Rogan stated that she was somewhat deflated by this study because the traffic is so bad now.

Mr. O'Brien stated that when they were conducting the report they realized that an additional lane will be required along City Avenue between Conshohocken State Road and Belmont Avenue. Mr. O'Brien stated that the main point of an impact fee study is for an impact fee to be charged to new development for roadway improvements necessary based on new development. Mr. O'Brien stated that they looked at different time frames to determine whether or not new development creates the need for the improvements. Mr. O'Brien stated that when they looked 10 years out it showed a need for a new lane even without development.

Commissioner Rogan asked what that means for the TSAAC and whether or not the Township has the ability to charge an impact fee. Commissioner Rogan stated that it seems as though just by future growth alone, that improvement will be needed. Commissioner Rogan asked if the Township will have the authority to create an impact fee for new development that comes forward with the next 10-20 years.

Mr. O'Brien responded yes.

Mr. Moore stated that he'd like to jump in for a second. Mr. Moore stated that the bottom line answer is that it's based on the preferred level of service that is selected. Mr. Moore stated that the next sensitive thing is the development year. Mr. Moore stated the longer the horizon year the bigger those numbers are and the Township and PennDOT will have to meet that. Mr. Moore stated that then on top of that there are the development scenarios. Mr. Moore stated that this study showed that the need for the through lane occurs without development and then there are additional improvements. Mr. Moore explained that those development concentrated improvements would be the responsibility of the developer. Mr. Moore stated that finally the Township needs a long term vision of how they want to get there.

Commissioner Rogan asked if the Township would have the ability to collect impact fees sooner rather than later if the TSAAC is willing to accept lower levels of service and greater delays.

Mr. Moore stated that everyone is familiar with Montgomeryville and Plymouth Meeting and they're congested places. Mr. Moore stated that both places also established Transportation Service Areas ("TSA") and they set up their TSAs at an E and an F. Mr. Moore stated that no one wants that, but if they didn't do that then the municipality would have been responsible for all of those improvements necessary to obtain a better grade.

Mr. Duncan suggested that for the purpose of an impact fee the TSAAC may want to accept a level of service of E; however, for the purpose of reviewing the proposed zoning ordinance they may want to look at this from a different perspective.

Mr. O'Brien stated that Figure 12 of the memo shows all of the proposed improvements.

Mr. Gray stated that not to distract the group further he would like to go back to the future traffic growth projections. Mr. Gray stated that in reviewing the bar chart the existing traffic is the

lion's share of what is there. Mr. Gray stated that hypothetically, if the community saw 0% growth going forward over the next 20 years, that would that dramatically change the improvements that Mr. O'Brien would see as necessary on City Avenue.

Mr. O'Brien stated that minimizing the amount of background traffic growth would push a lot of the improvements to the responsibility of the developers. Mr. O'Brien stated that a lot of the improvements will be necessary because of the projected background growth.

Mr. Gray stated that Lower Merion Township is not a high growth community; this is a stable area in terms of overall growth and the metro area is also a stable area. Mr. Gray stated that he is not sure if the five county area is seeing much growth and it seems that growth is primarily occurring in the outer rings. Mr. Gray stated that this is more of a DVRPC question, but he asked Mr. O'Brien if he could make the argument that the background growth could be lower than these projections in which case new development would represent a much larger proportional share of necessary improvements, so that the case could be made for more improvements to be the responsibility of the developer.

Mr. Stevenson stated that the amount of background growth is probably not as great as suggested in Lower Merion, but there are also new developments outside the TSA that have to be taken into account with the background traffic. Mr. Stevenson stated that the school district is also projecting growth in the community in the schools right now.

Mr. Kocent stated that the growth in the schools is linked to the demographics.

Mr. Stevenson stated that there will be more kids because it's projected that older people will move out and younger families move in. Mr. Stevenson stated that he doesn't think it's appropriate to assume that there will be no growth at all.

Commissioner Manos stated that he appreciates the theory Mr. Gray is advancing, but any figures presented in this study have to stand up to scrutiny. Commissioner Manos stated that the group should let Mr. O'Brien finish his presentation. Commissioner Manos stated that if the traffic is studied along this corridor two weeks in a row there may be significant differences in the numbers. Commissioner Manos stated that the group should be looking at the order of magnitude of the numbers. Commissioner Manos asked the TSAAC to keep two things in mind: the numbers the group is coming up with will be scrutinized by people outside this group; and McMahon has a lot of experience with Act 209 studies.

Mr. O'Brien stated that everyone is bringing up valid points. Mr. O'Brien stated that the growth factor is a key point in this study. Mr. O'Brien stated that they looked at what they believe will be an accurate view of the future. Mr. O'Brien stated that they reviewed PennDOT's recommended growth rates and historical intersection counts in this area to come up with the background traffic projection. Mr. O'Brien stated that the historic data showed that there has been some small growth in this area.

Mr. Duncan stated that he would like to make it clear that if the group chooses to reduce the projected background traffic from 0.8% to something like 0.5% more of the cost of the improvements will become the responsibility of the developer.

Mr. Moog stated that the TSAAC has to be comfortable with where these numbers came from.

Mr. Foley asked Mr. O'Brien what the background growth rate is for Philadelphia. Mr. Foley stated that a comb of those numbers may result in a lower number for the background growth projections.

Mr. Furches stated that he doesn't want the group to skew the numbers in order to come up with a desired result. Mr. Furches asked Mr. O'Brien to explain how he came to these numbers.

Mr. O'Brien stated that PennDOT recommends a growth rate of 0.8% per year. Mr. O'Brien stated that recently Philadelphia has seen a growth rate of approximately 0%. Mr. O'Brien stated that they also reviewed traffic studies performed in the Township that showed an increase of 0.7% to 1% per year.

Mr. Furches asked Mr. O'Brien if they've looked at counties outside of Philadelphia since a lot of the traffic on City Avenue may actually be coming from outside of the county. Mr. Furches stated don't look at just the county that reduces the growth factor, but also include those counties outside of the Township that contribute to traffic growth.

Mr. Duncan stated that when the Rock Hill Road TSA was created there was a similar discussion about the background traffic growth. Mr. Duncan stated that it is a legitimate issue for this committee to give direction to the consultant regarding the projected growth rate. Mr. Duncan stated that it sounds that most believe that it should be somewhere between 0.5% and 1%.

Mr. Piltch asked if he could suggest that the group let Mr. O'Brien finish his presentation.

Mr. O'Brien asked if there is a consensus from the committee regarding what the overall transit reduction should be.

Commissioner Manos stated that the committee can talk about it once the presentation is finished.

Mr. O'Brien stated that he would like to explain the other traffic generation reductions listed in the report.

Mr. Moog asked if there were other traffic reductions on top of those that were already discussed.

Mr. O'Brien responded that there are. Mr. O'Brien explained that a pass-by reduction is when a vehicle is going from home to work and is stopping on the way; at a Starbucks for example. Mr.

O'Brien stated that there is not a new trip for that stop at Starbucks because it is going through the area. Mr. O'Brien stated that is considered a pass-by component.

Mr. Haas asked if the pass-by traffic depends on where the retail is located.

Mr. O'Brien stated that there is a diverted length trip that is intermediate to the final trip.

Mr. Haas asked how that gets factored in.

Mr. Moore stated that those numbers would be included in the turn lane counts.

Mr. Haas asked if the pass-by numbers are included in the new development counts.

Mr. Moore responded that they are.

Mr. Moog asked why that is included in the reduction.

Mr. Moore responded that it's not a new trip, although it affects the turn lane movements which are shown.

Mr. O'Brien stated that they also accounted for internalization in the traffic generation reductions. Mr. O'Brien stated that internalization is where one person goes from one portion of a property to another where the person doesn't have to get on the roadway.

Commissioner Rogan stated that the proposed ordinance requires that new, internal roads to be put in every 600 feet. Commissioner Rogan asked if that is accounted for in this study.

Mr. Moore asked if the new roads would provide internal connections to the existing roadways.

Commissioner Rogan stated that they would provide connections between the larger roads.

Commissioner Rogan stated that if there is a new road on the Bala Cynwyd Shopping Center property that connects from Conshohocken State Road to Belmont Avenue people may not use St. Asaphs Road as much and it may reduce the number of trips on the major roadways.

Mr. O'Brien stated that they are also looking for feedback on overall projected volumes.

Mr. Kocent asked Mr. O'Brien to explain the chart (*Figure 1*).

Mr. O'Brien asked everyone to look at the bar titled 'City Avenue and Conshohocken State Road'. Mr. O'Brien stated that the blue segment of the bar shows the number of vehicles on the roadway at the single highest peak period, which is between 4:00 and 6:00 p.m. Mr. O'Brien stated that based on traffic counts the existing volume at the highest peak period is 4,615 vehicles. Mr. O'Brien stated that the yellow band shows the projected background growth rate volumes and that they took the number from the blue segment and increased it by 0.8% for 20 years to arrive at 799 vehicles. Mr. O'Brien explained that the red band shows the number of new trips attributable to development applications that have already been approved.

Mr. Kocent asked which approved developments were included in this segment of the chart.

Mr. Moore stated that the developments included in this section of the chart were approved before this committee was formed although they may not have been constructed yet.

Mr. O'Brien stated that the green segment of the chart shows the number of new trips based on the Land Use Assumptions report.

Mr. Moog asked if that is the full build out in the Land Use Assumptions Report.

Mr. O'Brien stated that they used the numbers provided in the Land Use Assumptions Report.

Mr. Moog asked what percentage of the total daily traffic volume the peak hour accounts for.

Mr. O'Brien stated that it accounts for approximately 10% of the total. Mr. O'Brien stated that they were also asked to look at what would happen if the projected amount of development in the Land Use Assumptions Report was increased by 20% or decreased by 20%. Mr. O'Brien stated that the light blue band at the top of the chart represents the amount of additional traffic generated if there was 20% more development than projected in the Land Use Assumptions Report.

Mr. Kocent asked why doubling the amount of development on City Avenue would only account for the comparatively small number of trips shown on the chart.

Commissioner Manos stated that both the existing and background traffic growth includes pass through traffic.

Mr. Kocent asked if there are really that many people passing through.

Commissioner Manos responded absolutely.

Mr. Haas asked if there was anyway to figure out what percentage of the 4,615 vehicles are from this area.

Mr. Moore stated they could figure that out if they stopped every car and asked them where they were from.

Commissioner Manos stated that he ran the numbers and determined that it would take approximately 17 million square feet of development to generate the amount of traffic that is shown on this chart yet there are but 3 million square feet total in the district, meaning that most of the traffic is generated by development outside the district.

Mr. Stevenson stated that there are 44,000 cars on City Avenue each day but there are only approximately 58,000 people who live in Lower Merion Township. Mr. Stevenson stated that there is a tremendous amount of pass through traffic on City Avenue and it is a key that everyone has to understand.

Mr. Moog asked if the Institute of Transportation Engineers (ITE) has a set number of trips generated for each use. Mr. Moog asked if it would be possible to back into the number of trips that are generated from each site.

Mr. Moore stated that would be a monumental task, for example, someone could be on the Schuylkill and decide to pull into the Target on their way home and it would be difficult to capture that.

Mr. Moog asked how many trips are attributable to the square footage of the buildings that are developed in this area today.

Mr. Duncan stated that is such a wild guess.

Mr. Moore stated that the existing traffic volumes include trips created by people dropping their kids off at school-

Mr. Moog stated that the Merion Civic Association and the Neighborhood Club of Bala Cynwyd want to understand these numbers because they have to go back to their constituents and explain that the new development is not projected to create a significant number of trips and how that is possible.

Mr. Moore stated that there is no way to attribute traffic exactly to the development that is there. Mr. Moore rhetorically asked how many people travel on the turnpike today. Mr. Moore stated that it is like trying to guess where all these people are coming from.

Mr. Kocent asked what was used to determine the number of trips projected to be generated by new developments.

Mr. O'Brien stated that they used the ITE Trip Generation Model. Mr. O'Brien explained that they provided the numbers to the ITE and they use equations to determine how many trips will be attributed to each development.

Mr. Duncan asked Mr. O'Brien if the ITE standards are used throughout the country.

Mr. O'Brien stated responded yes.

Mr. Moore stated that the ITE standards are used world-wide.

Mr. O'Brien stated that they know that the amount of traffic varies day to day so this number is actually an average.

Mr. Gray stated that the group should push on since there are only 40 minutes left.

Mr. O'Brien stated that he'd like to review Figure 12 starting at the western end of the corridor. Mr. O'Brien stated that a left hand turn is proposed from Old Lancaster Road onto City Avenue and a right hand turn is proposed onto City Avenue from 54th Street under pass through

conditions. Mr. O'Brien stated that under development conditions a right hand turn lane onto 54th Street from City Avenue will also be warranted. Mr. O'Brien stated that they recognize a need to balance increasing capacity without reducing on-street parking too much.

Commissioner Manos asked how to interpret the letters on the diagram. Commissioner Manos stated that at this intersection the right hand turn B is yellow and the C is green. Commissioner Manos asked if all three improvements are necessary to get to an overall level of service of E.

Mr. Moore stated that all three improvements are necessary to get to an overall level of service of E. Mr. Moore explained that the letter ratings show the level of service and that the black arrows show existing movements, red arrows show where lanes may be warranted under existing conditions, green arrows show where lanes are warranted under pass-through conditions and the yellow arrows show where a lane is warranted under development conditions. Mr. Moore stated that this intersection is currently operating at an F. Mr. Moore stated that the traffic at this intersection could be mitigated to a preferred level of service of E. Mr. Moore stated that the TSAAC could say that they wanted to maintain a level of service of F here and not have these improvements.

Mr. Haas stated that he is looking at Figure 4 (2010 Existing Levels of Service) and Figure 12 (2030 Future Development Levels of Service) at the end of the memo. Mr. Haas stated that at the intersection of City Avenue and Old Lancaster Road if you're going away from the City the stretch is a B, but it goes from a B to an F even with the improvements.

Mr. O'Brien stated that the southbound approach has a significant delay which results in the overall F. Mr. O'Brien explained that they had to take more time away from City Avenue and give more time to the Old Lancaster Road approach.

Mr. Haas asked Mr. O'Brien to repeat that.

Commissioner Manos stated that they basically had to rob Peter to pay Paul.

Mr. Kocent stated that they are adding time to the delay on City Avenue in order to reduce time on Old Lancaster Road.

Mr. Foley stated that he sees that on the 54th Street side going north bound a turning lane is proposed to be added. Mr. Foley asked if that will require taking away from the Saint Joseph's University parking lot.

Mr. O'Brien stated that is correct.

Mr. Foley stated that it appears that everything else there is doable.

Mr. Eisenberg asked what about the left turn lane on Old Lancaster Road.

Mr. Duncan asked Mr. O'Brien if the green arrow means that a new lane is warranted.

Mr. O'Brien responded that is correct.

Mr. Eisenberg stated that Old Lancaster Road presently functions as if there are two lanes there now. Mr. Eisenberg asked if it is anticipated that one of those lanes will become left-turn only.

Mr. O'Brien responded yes. Mr. O'Brien stated that one of the recommended improvements is to distinguish two separate lanes.

Mr. Eisenberg stated that means that everyone going through the intersection is in one lane and right now traffic already backs up to his property from that intersection. Mr. Eisenberg stated that when the engineers take their readings and film of what actually happens sometimes the figures are so distorted because they don't actually see in reality how far the intersection does back up. Mr. Eisenberg stated that residents are really worried about getting out of their street.

Mr. O'Brien asked Mr. Eisenberg what his specific recommendation may be to improve that intersection.

Mr. Eisenberg stated that he doesn't know. Mr. Eisenberg stated that the sidewalks aren't that wide in this area, so he doesn't think that the road could be widened here.

Mr. O'Brien asked if he would rather see the right turn lane separated out and have the through traffic using the same lane as the left-turn movement.

Commissioner Manos stated that Mr. Eisenberg is not making any recommendations. Commissioner Manos stated that from what he sees that it seems that this intersection may need a left-turn cycle, which would allow all left-turns to move at one time.

Mr. Greenberg stated that he thinks that all the pedestrians should cross at one time to increase traffic flow. Mr. Greenberg stated that the back up from this intersection is going all the way back to Latches Lane.

Mr. Foley asked if a part of this recommended improvement is that the on-street parking be removed.

Mr. Moore responded that is correct.

Mr. Duncan stated that the recommended right-turn lane from 54th Street is outside of the TSA because it's not in Lower Merion Township. Mr. Duncan asked if the traffic impact fees may be used for those improvements outside of the TSA.

Mr. Moore stated that he has seen perimeter improvements done in other municipalities. Mr. Moore stated that a part of this process is that the neighboring municipalities review these recommendations and accept them. Mr. Moore stated that his non-legal interpretation is that the impact fees may go towards the improvements. Mr. Moore stated that from Lower Merion they are recommending that the two lanes on Old Lancaster Road need to be formalized.

Commissioner Rogan stated that is how it is functioning now.

Mr. Moog stated that if you look at the sequence of intersections there are still intersections along the corridor operating at a level of service of F. Mr. Moog asked if a level of service of F at the busiest section of the corridor will impact other intersections.

Mr. O'Brien stated that they utilized Highway Capacity Manual software that looks at intersections individually, but also looks at the queue lengths.

Commissioner Manos asked if the software does that automatically.

Mr. O'Brien responded that it does to a certain extent. Mr. O'Brien stated that they had also talked about doing a simulated study.

Mr. Moog asked if the simulated study had not been done yet.

Mr. O'Brien responded that it hadn't.

Mr. Moore stated that the Highway Capacity Software allows you to do a model run and take those intersections into account.

Mr. O'Brien stated that moving along to the next intersection at Bryn Mawr Avenue the improvements that were recommended were limited to the side streets. Mr. O'Brien stated that they recommend restricting on-street parking specifically on the north-bound approach and creating the addition of a north-bound right-turn lane. Mr. O'Brien asked if anyone had any comments about this intersection.

No one responded with comments.

Mr. O'Brien stated that the next intersection is Bala Avenue and here they talked about widening the side street approach and creating a separate right-turn lane onto City Avenue.

Mr. Haas stated that in comparison to the existing conditions the left-hand turn onto City Avenue from Bala Avenue is going from a D to an F, yet there are no proposed changes there.

Mr. Duncan stated that even with the proposed right-turn lane it gets worse.

Mr. Moore stated that the assumptions provided for additional development in this area.

Mr. Moog stated that this is one area where the proposed zoning relates.

Mr. O'Brien stated that they recommend that a right-turn lane be dedicated onto City Avenue. Mr. O'Brien stated that they tried to limit the amount of widening on City Avenue and the volume at this intersection is not that great.

Mr. Haas stated that if you try turning there now and if you're not in the first couple of cars you may not get through the intersection.

Commissioner Manos asked Mr. O'Brien if he is talking about widening City Avenue for a one block stretch or if he is talking about a greater area.

Mr. O'Brien stated that the two main areas that require widening are at Conshohocken State Road and Belmont Avenue. Mr. O'Brien stated that there is a need for additional through lanes here. Mr. O'Brien explained that although the roadway doesn't necessarily need to be widened at 47th Street, it will make sense to widen that entire area.

Mr. Foley asked if that will require more travel lanes.

Mr. O'Brien responded that is correct.

Mr. Foley stated that this is the area where there is a center left-turn lane the entire distance that could be reconfigured to accommodate an additional through lane.

Mr. Moore stated that they might be able to squeeze the lanes down a little bit.

Mr. Foley stated that he wants to be sure that there are still left-turn lanes at the intersections.

Mr. Haas stated that the TSAAC really needs to go through each intersection and see what is happening. Mr. Haas stated that here is another area where the intersection is anticipated to get two grades worse without any significant improvements being recommended. Mr. Haas asked Mr. O'Brien if they would be able to improve conditions if a portion of that Sunoco station was taken so that a dedicated right-turn lane could be created onto Conshohocken State Road.

Mr. O'Brien stated that they suggested making a third through lane as opposed to making a dedicated right-turn lane here.

Mr. Haas stated that this recommendation is making it better for the 80% of people who travel through here but not for the residents who live here.

Mr. Kocent asked if each of these green and yellow arrows require acquisition.

Mr. O'Brien stated that they haven't gotten that far yet.

Mr. Gray asked if they are basically recommending that three through lanes go all the way to the expressway.

Mr. Moore stated that they may not be needed for mitigation measures the entire length, but they really can't recommend an hour glass design where the roadway continually goes from two to three lanes.

Mr. O'Brien stated that the areas where an additional through lane is needed the most is at Conshohocken State Road and Belmont Avenue.

Mr. Gray stated that City Avenue is US-1. Mr. Gray asked if there is any benefit to that. Mr. Gray stated that the fact that it is US-1 is what is driving most of the traffic.

Mr. Moore stated that if a joint application is made for funding on DVRPC's TIP with Philadelphia it will improve the Township's chances of funding these improvements.

Mr. Stevenson stated that the City Avenue Special Services District has been trying to get funding from the city for 10 years, and now they're beginning to get funding.

Mr. Foley stated that the City Avenue Special Services district is attractive to funders because they are a multi-municipal entity.

Ms. Murray stated that is how the Township got the funds from the DVRPC to do the zoning study in the first place.

Commissioner Manos stated that the City Avenue Special Services District was the first multi-municipal business improvement district in Pennsylvania.

Ms. Murray stated that it was the first period.

Mr. Moore stated that John Rafferty and the new governor are embracing the "P-3"s that combine public and private sector dollars and the impact fees are a part of that puzzle.

Ms. Zucker stated that she noticed that this study is not making any predictions regarding how public transportation will fit into this. Ms. Zucker stated that certain areas may have to be set aside for public transportation and those are not in any way a part of this discussion. Ms. Zucker asked if there had been any thought of providing an area for public transit.

Mr. Moore asked if she was speaking of rail improvements.

Ms. Zucker stated rail or whatever. Ms. Zucker asked if there was a way to project if more people would take transit if there were improvements to public transportation.

Commissioner Manos stated that there is an 18% transit reduction included in the study.

Mr. Duncan asked Mr. O'Brien if they will take bus movements and stops into consideration when they do the capital plan.

Mr. O'Brien responded that they would. Mr. O'Brien stated that there are locations where they're recommending an additional lane. Mr. O'Brien stated that they are generally talking about having three lanes in each direction along City Avenue. Mr. O'Brien stated that they are also recommending a right-turn lane into the Bala Cynwyd Shopping Center.

Mr. Duncan asked if the types of improvements they're talking about now would still be required without new development.

Mr. O'Brien stated that they would.

Mr. Kocent stated that it sounds like there will be eight lanes total across City Avenue once the turn lanes are put in.

Mr. O'Brien stated that there will be seven lanes with the proposed turn lanes.

Commissioner Manos stated that this is very important information to have in terms of the whole Township. Commissioner Manos stated that he doesn't know of any other area in the Township that will be impacted by development from outside of the Township like this area.

Commissioner Manos stated that this is something that the Township needs to start looking at.

Mr. Foley stated that it helps the City Avenue Special Services District make their point with PennDOT.

Mr. O'Brien stated that in terms of the discussion today they will look at the background growth again to see if it should be lowered. Mr. O'Brien stated that he also heard a few things about the transit reduction; some said 18% was too high and others said it was too low. Mr. O'Brien asked if there was any consensus.

Mr. Duncan reminded the TSAAC members to keep in mind this transit reduction is just for the impact fee; it is not for the ordinance.

Mr. Haas asked if the 19066 zip code is Merion. Mr. Haas stated that if an 18% transit reduction was picked over an 11% reduction then it's not an average.

Mr. Foley stated that the reduction also includes over 30% from Philadelphia.

Commissioner Rogan asked why the group wants to spend more time on this number if it doesn't make a big difference.

Mr. Haas stated that the impact fee component of this is small in terms of the overall picture.

Mr. Haas stated that he is learning more from this process for things other than the impact fee.

Mr. Kocent asked if the suggested improvements at the I-76 interchange from Belmont Avenue include the plan to redo the railroad bridge.

Mr. O'Brien stated that they assumed that those improvements are necessary.

Mr. Haas asked if the intersection at Rock Hill Road will go from a B to a D even with the improvements recommended for the Rock Hill Road TSA.

Mr. Moore stated that it is important to understand that this is with 20 years of growth.

Mr. Duncan asked if the study includes the Rock Hill Road TSA assumptions.

Mr. O'Brien responded that it does.

Mr. Kocent stated that this assumes that funding for the railroad bridge goes through so improvements can happen.

Mr. O'Brien responded that is correct.

Mr. Kocent stated that if those improvements aren't made then it may operate at an F.

Mr. Moog stated that they should consider that not all the improvements will be funded.

Mr. Gray asked if McMahan is asking for acceptance of the report today.

Mr. O'Brien stated that everyone could e-mail their comments and suggestions to him so that the study may be revised.

Commissioner Manos stated that he knows that everyone is jammed up with work, but he thinks that the TSAAC may need another meeting in order to get to a consensus about the numbers.

Mr. Haas stated that having another meeting would also have the benefit of TSAAC members gaining a better understanding of this study.

Mr. O'Brien stated that he wants to point out that they didn't use a singular preferred level of service. Mr. O'Brien stated that they went to a D at most intersections and an E where that was not possible. Mr. O'Brien stated that there are some locations where a level of service of D is not obtainable because of other constraints.

Mr. Haas stated that the neighborhood's biggest problem is that they are a slave to all of the traffic that is moving through the community. Mr. Haas stated that they will not throw up their hands and say that they can't do anything about it. Mr. Haas asked why a level of service of D cannot be achieved at all of the intersections and asked what that is attributable to.

Mr. Moore stated that they looked at what would be required under a D and in some locations it's tough to even get to an E.

Mr. Haas stated that this is an issue not only for the residents, but also for the business community because people won't sit in lanes of traffic to get to a business. Mr. Haas stated that people may choose to wait to get home to go shopping instead of fighting the traffic. Mr. Haas stated that in terms of success this is a business and residential issue.

Mr. Duncan stated that for purpose of what McMahan is being asked to do, they are looking at what improvements are needed. Mr. Duncan stated that in terms of the zoning ordinance the types and intensity of development need to be evaluated.

Mr. Moore stated that using the Land Use Assumptions report as the basis they are making a recommendation that the intersections, excluding Presidential Boulevard and Monument Road, operate at a level of service of D or E. Mr. Moore stated that the law requires that the preferred level of service be picked early on. Mr. Moore stated that everyone wants to get A's, just like in school, but what happens is that the Township's burden is increased dramatically. Mr. Moore stated that it is a balance.

Mr. Gray asked if eight lanes of traffic would be needed to improve the preferred level of service.

Commissioner Manos stated that it sounds like Mr. Haas would like to see the ramifications of providing four lanes at each intersection.

Mr. Duncan stated that McMahon should not spend their time on that if it's not realistic.

Mr. O'Brien stated that one of the recommendations that they were asked to look at was the possibility of creating a jug handle at Presidential Boulevard. Mr. O'Brien stated that their initial reaction was that people might take Monument Road instead to make that left.

Mr. Foley stated that people won't go that far down to make that left-turn.

Mr. Moore stated that they can build that recommendation into the report now. Mr. Moore stated that the question is whether or not people will actually stay in the right-hand lane or if they will try to turn farther down.

Mr. Foley stated that even though there is a left-turn lane there now the intersection is really dangerous.

Commissioner Manos asked when everyone wants to meet next.

Mr. Duncan asked if everyone wanted to have another meeting before the next TSAAC meeting.

Commissioner Manos responded yes.

Mr. Duncan stated that he will send out meeting dates via e-mail for another meeting before the next TSAAC meeting to find a time that work for everyone and drew the meeting to a close at approximately 10:16 a.m.

Meeting notes recorded by Carissa Koll-Hazelton, Planning Technician