

MINUTES OF MEETING

LOWER MACUNGIE TRAFFIC IMPACT FEE ADVISORY COMMITTEE (TIFAC)

LOCATION: LOWER MACUNGIE TOWNSHIP BUILDING

MEETING DATE: October 20, 2009

McMahon Project No. 908120.11

PRINCIPALS

Joseph W. McMahon, P.E.
Rodney P. Plourde, Ph.D., P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens

ASSOCIATES

Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
John F. Yacapsin, P.E.
Thomas A. Hall

Attendees:

Don Denburg - TIFAC
John Hayes – TIFAC
Annie McGeary – TIFAC
Mike Policano – TIFAC
Mick Seislove – TIFAC
Bruce Fosselman – Township Manager
Peter Nelson – Township Solicitor
Jim Lancsek – Township Zoning Officer
Sara Pandl - Township Planning Officer
Sandy Koza – McMahon Associates, Inc.

1. Chairman Don Denburg called the meeting to order at 8:05 and reviewed the agenda. A motion was made to approve the agenda by John Hayes that was seconded by Mike Policano. The motion was unanimously approved.
2. A motion was made by John Hayes and seconded by Mick Seislove to approve the meeting minutes for the October 6, 2009 meeting. The motion was unanimously approved.
3. There were no public comments on non-agenda items.
4. There were no communications.
5. A review of the *Roadway Sufficiency Analysis Report (RSAR)*, dated October 6, 2009 was completed with the following comments:
 - a. Sandy Koza briefly reviewed the modifications to the report as summarized in a handout from the previous meeting that compared this study to the previous February 2009 study.
 - b. Jim Lancsek noted that some of the projects that have been submitted to the Township appear to be serious, while others may not occur, since some of the larger retail boxes are looking at multiple properties to develop.
 - c. In the West TSA, the only change to the study was the removal of the separate right-turn lane along the Mill Creek Road approach to Route 100. All of the other intersections remained the same under pass-through and development conditions.
 - d. In the East TSA, there were more changes, since this is the area that has seen the most project submittals. For the pass-through section, it was determined that the proposed roundabouts along Sauerkraut Road at Mill Creek Road and Willow Lane should be revised to instead provide traffic control signals with left-turn lanes, where necessary. It was the

- committee's opinion that the traffic signals and left-turn lanes would result in the need to acquire less right-of-way at these locations, and the traffic control signal could be designed to include pedestrian push-buttons that the school children could use at the Willow Lane intersection.
- e. Jim Lancsek informed the committee of a new retail plan submission that was just recently scoped with PennDOT located near the intersection of Hamilton Boulevard and Cedar Brook Road near the Old Eastern Industries site. He wanted to know if the study could be revised to include the intersection. Sandy indicated that if a study is being done for PennDOT, this development would have to meet their mitigation requirements and may need to improve this intersection and also pay the interim fee, which could only be waived at the Board of Commission's discretion. Since adding in this intersection will slow down this study process and the development is subject to the interim fee, the committee indicated that they study should proceed without that intersection, but it could always be incorporated in at a later date when updates are made.
 - f. Jim Lancsek asked why the intersection of Hamilton Boulevard and Mill Creek Road was not included in the study. Sandy Koza explained that last year when the intersections were being reviewed, it was noted that this intersection is primarily influenced by people traveling to/from Upper Macungie Township, and as a result, the group felt that any improvements would be pass-through only and not development. Therefore, it was excluded.
 - g. The two main intersections where additional roadway improvements are now required in the East TSA for development conditions are Hamilton Boulevard/Krocks Road, which the committee felt made sense since this intersection is located near a number of retail projects, and Hamilton Boulevard/Brookside Road. After some discussion on the impacts of providing a third eastbound through lane and dual northbound left-turn lanes at the intersection of Hamilton Boulevard/Brookside Road, it was determined that these improvements should be deferred due to the significant right-of-way requirements. Jim Lancsek mentioned that one of the retail projects was exploring the option of providing an on-ramp to the north of Brookside Road to the new bypass.
6. Following the discussions related to the RSAR, a motion was made by Mick Seislove and seconded by Mike Policano to approve the RSAR dated October 6, 2009 conditional upon the roundabouts along Sauerkraut Road being replaced with the traffic signals based on safety and cost concerns and the deferring of development improvements at the intersection of Hamilton Boulevard/Brookside Road. The motion was unanimously passed.
 7. Sandy Koza then presented the *Draft Transportation Capital Improvements Plan (TCIP)*, dated October 19, 2009. A table was also presented that detailed the changes in the costs for the entire program in the West and East service areas, as well as the costs for either the Township/PennDOT and for developers, which also included the estimated impact fee. The fees were revised to reflect the comments received regarding the 50% share for state highways, and as a result, the fee in the West was reduced from \$2,714 to \$1,839. In the East, the fee was reduced from \$3,298 to \$2,644 as a result of improvements being transferred to pass-through conditions and a reduction in the number of new trips. Based on the modifications to the

RSAR, Sandy Koza will send the group a revised version of the TCIP that will be discussed at the next committee meeting. Sara Pandl asked how the priorities for the projects would be set since they all had the same 2018 completion year. Sandy explained that the Board of Commissioners would set the priorities as new development projects came in based on their location. The impact fees may not be immediately available, because the applicant's do not have to pay the fees until the building permits are pulled and can wait for 1-3 years after receiving approval to build. In addition, the improvements must be warranted by the traffic volumes before PennDOT will approve the installation of signals or additional turn lanes.

8. Don Denburg then reviewed the schedule with the committed, which includes the presentation of the RSAR to the Board of Commissioners at their October 29, 2009 meeting for the resolution. The next committee meeting is then scheduled for November 2, 2009 at 8 AM to complete the review of the TCIP.
9. There was no new business, so Annie McGeary made a motion to adjourn that was seconded by Mike Policano, which was unanimously passed.