

CONNAUGHTOWN UPDATE AUGUST/SEPTEMBER 2025

Crosswalk:

- 8/20/25 – Contractor, Lenni Electric, started the project! Project is expected to be completed in September.
- 8/8/25 – PECO completed the pole removal.
- 8/7/25 – Township Manager sent an email to PECO for a status update on the pole removal request.
- 8/1/25 – Carroll Engineering has been coordinating with the contractor, Lenni Electric, and they have met with PennDOT for the pole spotting for the new poles.
- 7/29/25 – Verizon confirmed that they do not have any cables on the pole.
- 7/28/25 – Carroll Engineering reported that the contractor, Lenni Electric, verified that all the wires had been removed from the pole and that PECO is now able to remove the pole. Township Manager sent an email to PECO requesting that the pole be removed.
- 7/22/25 – Township Manager received notice from Comcast that their wires have been removed from the pole and that notice was forwarded to Verizon, who confirmed they would begin their process to remove their wires.
- 7/10/25 – Township Manager received a response from Comcast that the issue has been reviewed and that they have entered a work order ticket to get the work scheduled, and they will keep us informed on when the work is scheduled and completed.
- 7/9/25 – At the request of Carroll Engineering, Township Manager contacted the township's Comcast liaison regarding the wires needing to be moved to the new pole.
- 6/12/25 – Verizon notified Carroll Engineering that the pole transfer was in their work order system, but that Verizon is waiting on Comcast to move their lines also attached to the pole. Verizon asked the township to contact Comcast to get them focused on it.
- 6/11/25 – Carroll Engineering called the township's Verizon contact about the pole needing to be removed and followed up with an email providing a detailed description and photos of the work needing to be completed.
- 6/9/25 – Carroll Engineer emailed the township's Verizon contact about the pole that needs to be removed.
- 6/6/25 – Carroll Engineering met with Lenni Electrical at the site of the project. Based on lead times for some components, they estimate a September start date for construction. They also discovered an issue at the site that needs to be resolved. There is an old Verizon pole that needs to have its wiring moved to the new pole next to it and then be removed. This is so that the new flasher pole can be properly accommodated. This was not an issue raised by PennDOT during their review.

- 6/5/25 – Carrol Engineering will be meeting with representatives of the selected contractor for a site visit, after which a firm start date will be identified.
- 5/12/25 – Carroll Engineering confirmed that the project would start within a month of the contract being fully executed.
- 5/7/2025 – Contract documents were signed and submitted to Carroll Engineering for execution. A start date should be determined as soon as contract has been fully executed.
- 4/14/25 – Council voted to award the bid to the lowest responsible contractor.
- 4/7/25 – Council reviewed the bid tabulation for the project and will be considering taking action to approve the bid at the April 14 Council Business meeting.
- 3/31/25 – Bid opening date. Carroll Engineering forwarded the bid tabulation to the township and recommended the township consider awarding the project to the lowest qualified bidder in the amount of \$123,201.00. The bid tabulation will be discussed at the April 7 Council Workshop meeting.
- 3/14/25 – Carroll Engineering posted the project to PennBid with a bid opening date scheduled for 3/31/25.
- 3/6/25 – Carrol Engineering is finalizing the bid package for the project which is expected to be advertised by the end of next week. The current estimated total project cost is \$175,000.
- 1/29/25 – Carroll Engineering is putting together the bid package!
- The Township has submitted a Traffic Signal Permit application to PADOT, and we are waiting for approval before further action can be taken. This is the final of 15 conditions that must be met for this Highway Occupancy Permit (HOP). On 12/27/24, the Township sent an email to Carroll Engineering to contact PADOT regarding the Traffic Signal Permit.
- 12/9/24 - We received the traffic signal approval for the flashing beacon at Light and New Elm Streets, which was a condition of the overall HOP permit requirements.
- 12/6/24 - The Right of Entry form was returned to the Township. Carroll Engineering is forwarding to PADOT Highway Occupancy Permit Department.
- 11/25/24 - Spoke with the property owner whose permission is needed, and he said the Right of Entry form would be signed and returned soon.
- 11/15/24 - The Traffic Signal Permit Plan was signed by the Township. This is one part of condition #13.
- 10/10/2024 – Received PADOT permit for the Crosswalk project. There are 15 conditions including a Right of Entry form that must be signed and returned.

- All of the conditions that must be met can be found on the Highway Occupancy Permit here:
https://www.plymouthtownship.org/download/connaughtown_news/Permit-06119688-.pdf
- 7 of these are things that either the township or the contractor will do closer to the actual start of the project. 6 are requirements that we must follow during the actual construction and will happen once the project starts. The 2 conditions that must be met before we put the project out to bid are:
 - **1. Submission of the fully executed Right of Entry to PADOT.**
 - Update is below. Following up with owner the week of 11/25/24
 - **2. Follow up Submission for a Traffic Permit**
 - 11/11/24 Contacted Carroll Engineering to see how long this will take.
- 10/17/24 – Spoke with the property owner whose signature is needed, and he said, “Give me a little time...”
 - 11/11/2024 – The owner said to call him back in 2 weeks. We will follow up the week of 11/25/24.
- Once we have the owners’ signatures and the other conditions of the permit are met, the project will be put out to bid.
 - Note: The thermoplastic paint cannot be applied until Spring 2025
- We estimate the cost of this project at \$75,000.

Guiderail:

- 4/9/25 – Carrol Engineering emailed PennDOT for a status update on the guiderail installation.
- 3/6/25 – Carrol Engineering emailed PennDOT for a status update on the guiderail installation.
- 1/3/25 – The PADOT Maintenance Project Coordinator submitted his recommendation for a GR (guiderail) installation to his Maintenance Managers. He will inform us as soon as a decision is made known to him. We are confident that this project is moving forward, but the timing of this approval and of guiderail installation is completely under PADOT’s control. The same is true for the decision about precisely where the guiderail will be placed.
- 12/27/24 – Sent an email to Carroll Engineering to get an update from PADOT on the Guiderail application.

- 11/26/24 - Spoke with PADOT Guiderail Section. They are looking at this request very carefully. They have been onsite and made measurements. They have requested utility clearances. They must consider the I-476 piers. This is not a typical request - nothing fits with a standard guiderail application. The PADOT engineer is still working on a plan that will be sent to his boss for approval.
- 1/11/2024 – Emailed PADOT and Carroll Engineering for an update on this submission.

Speed Reduction Measures:

- Council and staff held a public Town Hall meeting on Wednesday, April 30, 2025. The meeting was held at the township building from 6-8PM. The meeting included presentations from the township's traffic engineer and Chief of Police and provided 60 minutes for questions and answers from attendees. The meeting was well attended with approximately 70 in-person attendees and 50 virtual attendees. Next steps will include Council consideration of adopting the draft Traffic Calming Policy, which is available on the township's website for review, and an application form to be developed by staff for residents to apply for traffic calming measures included in the draft policy.
- Council and staff have scheduled a public Town Hall meeting for Wednesday, April 30, 2025. The meeting will be held at the township building and will be from 6-8PM. The meeting is expected to be organized into three components:
 - **Educational Component** – A presentation by township's traffic engineer, providing an overview of traffic calming. This could include its intended purpose, different traffic calming measures, and the pros and cons of each approach.
 - **Information Component** – A staff update on the township's process (under development) for residents to request an evaluation of their streets for potential traffic calming solutions.
 - **Feedback Component** – An opportunity for residents to share their thoughts and concerns based on the information presented in the first two sections.
- 1/11/25 – Due to requests for speed reduction measures in multiple Township neighborhoods, the Township will investigate establishing criteria to consider when deciding on such matters. Speed studies and the number of accidents on the road will be among the criteria. We are also planning a Town Hall in March or April to discuss general speed reduction measures throughout the Township, as well as the criteria for speed slots, bumps, humps, and/or platforms.
- Additionally, the Township Manager has been in conversation with a contact in Norristown to gather information about the assessment of the speed slots on DeKalb. Their assessment: To date, the speed slots seem to raise awareness for drivers to moderate their speed; residents and emergency services have reported no significant issues; Public Works has encountered no difficulties clearing snow around the slots – but

this will be closely monitored as winter progresses. In general, they will also continue to assess the performance and impact the slots have on the community.

- Plymouth Township will remain in contact with Norristown, to continue gathering information about this speed reduction measure.
- 10/22/24 – Asked PADOT about “speed slots’ like the ones on Dekalb Street in Norristown. While New Elm Street does not qualify under PADOT’s current policy, it is close to meeting the number of vehicles to qualify and PADOT could lean towards granting them under the following conditions: 1) There must be support from all Emergency Service Providers – Police, Ambulance and Fire Companies, 2) There must be support from Public Works for snow plowing and trash collection, 3) PADOT would determine where they would be placed, 4) Since the cost of installation and maintenance would fall to the township, we must research these expenses and determine if any when they can be budgeted, 5) A 70% majority of the residents living on New Elm Street must agree to them.
 - We are keeping an open mind and exploring this option, but this will require thoughtful and thorough research. We are in conversation with emergency services and public works, and we will be watching Dekalb this winter with snow, ice, and plowing. If we have support from 1 & 2 then we can continue with the process with PADOT which includes 3 – 5.
- 11/6/24 – A few Council Members individually visited the Dekalb Street Speed Slots, since these are the first in the area. There is some skepticism if they would actually reduce the speed on Conshohocken Road, particularly for large trucks which seem to not be affected at all due to their wide wheelbase. I encourage you to visit the area to see and experience them for yourselves.

Connectivity to Conshohocken:

- 11/21/24 - Met with Maureen Farrell of the Greater Valley Forge Transportation Management Association (GVFTMA) and spoke with Stephanie Cecco, Borough Manager on 11/12/24. The GVFTMA, TransNet and The Borough of Conshohocken have a Tri-Party Agreement that goes through December 2025. No additional stops can be made until that agreement has expired. It is unlikely that another stop in Plymouth Township will be added, it already stops at Plymouth Garden Apts and Plymouth Park Apts. Too many stops mean longer wait times for the Cab. The Borough pays \$200,000 per year for the Cab. Most of that money goes to TransNet who provides the vehicle and driver. GVF helps with marketing, the mobile app (which lets you know where the Cab is/how long until it reaches your stop), study trends, the RFP, contracts and planners. Anyone can ride the Conshy Cab for a \$2 fare, children 17 and under are free if accompanied by an adult, and seniors ages 65 and older are free with a SEPTA pass.

- Council suggested the idea of the Conshohocken Cab adding one more stop so that the service extends further into Connaughtown. It seems like it would be a low to no cost way to allow residents to take advantage of Conshohocken's amenities more. The route already extends into Whitemarsh so cross township travel shouldn't be an issue. We are currently waiting to hear back from the Conshohocken Borough Manager.

General Updates:

- 9/4/25 – The July/August 2025 update was posted to the township website.
- 8/6/25 – The June/July 2025 update was posted to the township website.
- 7/11/25 – The May/June 2025 update was posted to the township website.
- 6/4/25 – The April/May 2025 update was posted to the township website.
- 5/8/25 – The March/April 2025 update was posted to the township website.
- 4/9/25 – The February/March 2025 update was posted to the township website.
- 3/6/25 – The January 2025 update was posted to the township website.
- 12/11/24 - The December Update was added to the Township Website.
- 11/20/24 - The November Update was added to the Township Website.
- 10/21/24 – Emailed Cleveland Cliffs and asked if the Township could provide and install a stop sign at their driveway closer to Conshohocken Road than where their painted stop bar is located
 - Cleveland-Cliffs has stop signs and will handle the installation internally. (As of 11/26/24 the stop sign is not in place.)
 - 12/30/24 follow-up email sent to Cliffs
 - 1/7/25 Cliffs replied to my email and will check on the progress
- 10/23/24 – Connaughtown Update was added as a Quick Link on the Township website. The engineering studies and crosswalk permit were added so far.
- 11/06/24 – During the Workshop Meeting Council discussed having more narrative included in the Connaughtown updates along with the supporting documentation. Council asked if we could organize the updates by project to make it easier for residents to follow. The IT Director indicated that this is possible if we create a website specifically for these updates, as opposed to adding a page to the existing site.
- 11/06/24 – Members of Council have walked Connaughtown multiple times, with our engineer and members of the Community, but there was recently a request for us to walk the area with a group of residents to ensure that everyone has a shared understanding of the area.
 - Council agreed to visit the site with residents. **We have scheduled that visit for Saturday 11/16/24 at 12:00pm.**

- 10/17/24 – The Township Public Works crew cleared the weeds, dirt and debris from under the Blue Route overpass. They did a great job and are committed to maintaining the area in the future.
 - Researched 517 New Elm St (the property with the parking spaces). There has been no subdivision of the property; therefore, the parking spaces are mostly on this private property and possibly partly in PADOT's right-of way
- 11/08/24 – A resident emailed a presentation to make sure Council understood the specific area where a sidewalk is being requested, which is essentially an extension of the "sidewalk" (doesn't meet current standards) that was uncovered by public works.
 - We cannot simply build a sidewalk in PADOT's right of way or on private property.
 - Public funds cannot be used to improve private property
 - A PADOT permit would be needed for construction in their right-of- way.
 - This would create a sidewalk to nowhere that ends mid-block.
 - Question for the engineer is: How would PADOT feel about a sidewalk to nowhere?
- 11/08/24 – It was determined that there would be a township-wide Townhall. This would give residents the opportunity to discuss all of the ideas for improving connectivity and pedestrian safety in Connaughtown, in addition to allowing the larger community an opportunity to comment if they choose to do so.

Council Tour – November 16, 2024

- Police Matters:
- 1/29/25 Craven Street will be signed with No Parking Signs.
 - The Fire Marshal and Highway Sargeant met on 1/7/25. The Fire Marshal has the authority to designate a fire lane for safety purposes. The street will be marked as such.
 - Request No Parking signs along curve of Craven St. leading from Old Elm St. to Fulton St., address 611 Old Elm St., due to inability of vehicles such as delivery trucks to navigate the turn Craven St. is a private street.
 - Suggestion was made to call the landlord (610)520-0100 and implore him to communicate to his tenants that they cannot park on the curve to Fulton St.
- Public Works Matters:
 - Request speed bumps on Fulton St. where the road narrows just after the parking behind the Old Mansion House It was suggested that speed bumps, humps, tables and slots, be a topic of a townhall meeting to be held in March or April.
 - Request for maintenance of retaining wall below Alan Wood Park
- PADOT Matters:

- Maintain weeds along the Blue Route on Craven St. between Old Elm and Fulton Streets
- Request for a sidewalk along north side of Elm St. from the Blue Route overpass to the private parking spaces. This sidewalk would be located on PADOT property and private property. The Township cannot use tax dollars to improve private property.
- Request for a mid-block crosswalk on Elm Street, just beyond the Blue Route overpass, and across from the proposed guiderail location. The Township Manager reached out to PADOT about this, and according to our PADOT source, the current Design Manual does not allow for this mid-block crossing.
- Code Enforcement Matters:
 - Request to prevent mud runoff and accumulation in roadway during rain, from the steep hill behind the Candy Man House
 - Request that property owner Tornetta remove invasive Kudzu vines and weeds that invade the back yards of Fulton St. properties
 - Request to repair the fence and erosion on Proving Grounds property, at the end of Fulton St., which is posing risk of falling and serious injury to children on Fulton St.
- Miscellaneous Matters:
 - Request for information on whether the Township exercised Eminent Domain of property behind Alan Wood Park and the Candy Man House for the purpose of widening Fulton St. It did not.
 - Residents want to know who owns those parking spaces because they need to be cleaned up so that the cars parked there aren't backing up into Fulton St.
 - One resident was curious about the process of getting another handicapped spot there in those parking spots on the back side of Fulton St.
 - There is a light pole on the backside of Fulton that does not have a cap, which allows light to project into nearby homes
 - Many residents were eager to know when Alan Wood Park would/could be updated (seeing as it is used by so many of the folks who also attend the Proving Grounds) The play equipment was new in April 2022. The Five-Year Plan has \$10,000 for Basketball Court Color Coating at Alan Wood Park in 2026.