

## CONNAUGHTOWN UPDATE

### Crosswalk:

- 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 needs to 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](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:
    - **2. Submission of the fully executed Right-of Entry to PADOT.**
      - Update is below. Following up with owner the week of 11/25/24
    - **13. 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:

- 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 have to consider the I-476 piers. This is not a typical request - nothing fits for a standard guiderail application. The PADOT engineer is still working on a plan that will be sent to his boss for approval.
  
- 11/11/2024 – Emailed PADOT and Carroll Engineering for an update on this submission.

### Speed Reduction Measures:

- 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:

- 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.)
- 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.