

DCTMA Rt. 3 West Chester Pike TSP & Amenity Study

2nd meeting with stakeholders

September 22, 2010 at Haverford Twp. Building

(See attached list for attendees & presentation materials)

Park & Ride discussion

- Mark Cassel (SEPTA) – what sort of agreement? Shared lot or lease? Compliance with parking regulations could complicate these agreements. Recommend looking into something other than a lease agreement for the potential lots.
- AC Moore location should not be pursued due to elevation issues (ADA compliance)
- Mercy Hospital overflow parking should be added as a potential location

Other items/questions/comments:

- Bill Conrad (Signal Service) comment - why use curb bump-outs (regarding DVRPC illustration) because of their negative impact on traffic operations on an already congested corridor. **Perhaps a solution like the stopping areas on City Line should be considered.**
- Is the recommendation to move to mostly far-side stops going to be included? **Yes, this will be in the DVRPC report recommendations.**
- Carmen Pettine (Haverford)- How many buses would typically get priority in the PM peak in Haverford? Concern over the side street congestion this would cause. **(consensus seemed to be approximately 12)**
- Bill Conrad (Signal Service) cycle time on West Chester Pike are already deficient. **The group agreed that there is an existing need for signal re-timing along the corridor.**
- What is the activation range of the IR emitters?
 - **Approximately 1000 ft maximum, although this could be changed**
 - **Triggering distance has been modified in other projects**
- Could the system be designed to activate on late buses only? **Yes, the system could be designed to meet the specs as specified by this group**
- Carmen Pettine (Haverford)- Will all near side stop be converted to far side stops if priority is pursued, otherwise this would be a waste as a stopped near side bus could trigger [a wasted] priority.
- Kara/Steve – to be clear transit priority does not override emergency vehicle pre-emption, pre-emption always has priority even when priority is active
- Carmen Pettine (Haverford) - had a concern in congested conditions that the priority would trigger extended green when due to saturated conditions this has no mainline benefit
- Allison Lee (Upper Darby)
 - Is the 10 second priority green extension fixed or variable? **(model uses 10s, could be run trying other intervals if there was interest, 10s seems to be the standard for TSP)**
 - Is the express service removing or displacing local service? **(no express service would be layered on existing service intervals)**

- Will there be a pilot? (question for SEPTA, based on the groups and reports findings)
- Could the cycle recovery time (from TSP trigger) and methodology be included in the report **(yes)** and will townships have a say in how recovery time is spread across other cycles **(yes)**.
- The group expressed interest in a pilot project along the corridor for implementation. **Will require SEPTA support and buy-in to be successful.**
- Goal has always been to make the better for all users, not just busing

Kara Rahn reported on the project timeline and next steps:

- finalize signal info, finalize DVRPC efforts will be incorporated into Phase 1 draft report (should be complete after the holidays) then sent out to this group for review
- One more meeting of this group before phase 1 report – February timeframe
- March timeline to finalize Phase 1 report