

## TRAFFIC

1. What is the anticipated future delay and queue for southbound Darby at Manoa? How will the queue relate to the Darby Road entrance?  
**The southbound Darby approach at Manoa remains relatively unchanged with regard to level of service. Under existing conditions, the approach operates at LOS C (31.4). With the addition of the Township and Rec offices, it operates at LOS C (32.1), and with the addition of the library, it operates at LOS C (33.3). The existing 95<sup>th</sup> percentile queue is 284 ft. In all three scenarios, the queue extends past the site's Darby Road access which is located approx. 200 ft from the intersection. Therefore, motorists entering or exiting at Darby can encounter the southbound queue.**
2. Can there be a right turn lane from southbound Darby to Manoa?  
**PennDOT is currently finalizing a striping modification plan to provide the southbound right turn lane from Darby onto Marple. Based on our review of the plan, the lane will extend back to the Skatium/Police Station site driveway. The right turn lane was included for all of our analysis scenarios.**
3. Further explain what a peak hour is, and how do the existing/proposed uses peak hour trips relate to the road network peak hour.  
**Traffic counts are typically collected in 15 minute intervals. The peak hour of an intersection is the highest four consecutive 15 min intervals. This typically occurs somewhere between 7-9 AM for the morning peak, and 4-6 PM for the evening peak. For the intersection of Darby and Manoa, the AM peak occurs from 7-8 AM, and the PM peak occurs from 4:45-5:45 PM.**  
**The existing Skatium/Police Station site has relatively consistent traffic throughout the day, with an evening peak a bit later than the adjacent roadways, occurring between 6:00 and 7:00 PM. The existing Library has an AM peak later in the morning at 10:00 AM, and a PM peak that coincides with the adjacent roadways at 5:00 PM. The Township Building and Rec offices have consistent traffic throughout the day, with slight AM and PM peaks that coincide with adjacent street traffic.**  
**When we calculate trips using ITE, the manual provides trip generation rates that estimate the trips for a proposed site that coincide with the peak of the adjacent street traffic. As an example, ITE provides separate trip generation rates for a school, one that occurs during the school's afternoon peak (3:00) and one that occurs during the PM peak of the adjacent street traffic. Depending on the type of development, we sometimes analyze multiple peaks to find the worst case scenario. The majority of the time, this occurs during the peak of the adjacent roadways.**
4. What is the existing LOS for intersections:

- Eagle and Lawrence
- Eagle and Hillcrest
- Eagle and Darby

**From the YMCA study:**

- **Eagle & Lawrence – AM- E, PM- F(123)**
  - **Eagle & Darby – AM- E, PM- F(93)**
  - **Eagle & West Chester Pike – AM- F(117), PM-F(92)**
  - **Waiting for post development analysis for Eagle & Hillcrest**
5. Can parking on Mill Road at the existing Library be incorporated into the study options? **While the study outlined by the Board in its Resolution is complete, the Board may wish to explore the viability of added parallel parking in front of the Library. The width of the parking space and the ability to safely open a door without impeding the travel lane will likely be the main design issue.**

## **GENERAL**

9. GSA said the recycle center can be included in any other option. How is that possible in the large builds (especially 2 & 6)? There is no room on the site. **The question answered last week was “Can the recycle center be included in Option #3 since there is more space?” and the answer was “yes”.**

## **TIMELINE**

2. Can you address generally how long it would take to design, approve, bid, construct, and finally occupy each option: (1) All 3 new components in one project, (2) Police / Admin option, (3) Police only option, (4) renovations to Library, and (5) renovations to the Admin building? This was not elaborated. **As Mr. Bogossian can tell you, the timeline established for the Property Committee of the Board by the Steering Committee included approximately 2 years of pre-construction activities, outlined above. Naturally, with a more complex project, the lead design/testing/permitting may require additional time.**