

**PENNS VALLEY REGIONAL PLANNING COMMISSION
MEETING MINUTES
September 19, 2016**

PRESENT:

Penns Valley Regional Planning Commission

Centre Hall	Pat Krisch
Gregg Township	Doug Bierly and Charles Stover
Haines Township	Daryl Schafer and Charlie Valentine
Miles Township	Ron Hough
Millheim Borough	Sharon Heckman and Lauralee Snyder
Penn Township	Bob Fox
Potter Township	Ron Grove

Other:

Centre County 9-1-1	Norm Spackman
Centre County MPO	Mike Bloom
	Tom Zilla
Centre Hall Borough	
Council President	Joe Hammaker
Mayor	Ray Hankinson
Citizens	Jesse Grove-Haines Township
	Paul Sampsell-Centre Hall
	Tim Bowser-Penn Township
	Cindy Wilson-Haines Township
	Don Grenoble
Gregg Township EMA Director & Gregg Township Fire Company	
Gregg Township Supervisors	Joel Myers
Millheim Borough Council	Alan Ilgen
	Dave Sprowls
Millheim EMC	Tom Heckman
Mount Nittany Medic 24	Rich Kelley
PADOT	Chris Maney
Penn Township Supervisor	David Braucht
Penns Valley Area School District	Brian Griffith
Penns Valley EMS Coordinator	Cindy Ross
Walsh Group	Andy Dressler
Centre County Planning and Community Development Office	Linda Marshall

CALL TO ORDER

Mr. Grove called the September 19, 2016 meeting to order at 7:05 p.m.

PUBLIC COMMENT

No public comment.

APPROVAL OF MEETING NOTES

Mr. Grove called for additions or corrections to the May 16, 2016 meeting notes of the Penns Valley Regional Planning Commission. Mr. Schafer moved to approve the March 21, 2016 meeting notes, as written. Mr. Fox seconded the motion. The motion carried.

Treasurer Report

Mr. Bierly read the Treasurer's Report. There is a balance of \$290.46 in the Treasury with the only expenditure being the legal ad for the September 19, 2016 Penns Valley Regional Planning Commission meeting, which was \$70.53. Ms. Heckman moved to approve the Treasurer's Report, and Mr. Hough seconded the motion. The motion carried.

Secretary Report

No report.

NEW BUSINESS

Representative Hanna's Proposed Legislation

Mr. Hough informed the Commission that PA Representative Mike Hanna is considering introducing legislation that would require owners of Amish buggies to pay a \$36 annual registration fee. The funds collected would be used by municipalities for repairing roads damaged by buggy wheels. Mr. Hough commented that since the Amish do not pay the gas tax that the population is not putting any money into road repairs.

Ms. Heckman stated that the Pennsylvania Borough's Association has someone working on similar legislation, and she remarked that there may be more support for such an effort.

Mr. Hough encouraged the Commission Members to contact Representative Hanna.

Mr. Schafer suggested submitting a resolution through the County Association of Township Officials. He volunteered to draft a resolution. Mr. Schafer noted that the resolutions need to be approved at the Association's spring meeting before going before the membership at the fall meeting.

Mr. Sampsell suggested that the legislation include requiring buggies to carry a diaper system for the horses. He indicated that other communities have done so.

Mr. Hough commented that there is also no age limit for driving buggies.

Mr. Heckman suggested requiring an ID # on their vehicle. He stated that he has seen buggies hit vehicles and that it is difficult to locate or identify the buggy owner responsible for the hit-and-run.

Mr. Grove commented that electric lights should be installed on all buggies and that buggies lit by a kerosene lantern are not safe.

Mr. Schafer suggested that the legislation have a narrow focus.

RBR (Rapid Bridge Replacement) Haines Township Bridge Projects Presentation

Mr. Bloom introduced Mr. Andy Dressler of the Walsh Granite Group to address the bridge replacement project detours for the SR 45 bridge, which is located west of the Village of Woodward, and the Bower Hollow Bridge, which is located south of SR 45 and just north of Pine Creek Road. It was noted that the SR 45 bridge project will have the largest impact for the traveling public.

Mr. Dressler is the Public Information and Traffic Manager for the Walsh Granite Group, and he works out of the State College Office.

Mr. Dressler gave an overview of the Rapid Bridge Replacement Program and noted that there are 558 bridges across the state, which are slated for improvements. Ten of the bridge projects are located in Centre County.

Mr. Dressler added that some of the bridges may be re-constructed with box beams and some bridges will be re-constructed with culverts. The center of each new bridge will have a Keystone emblem that will include the P3 logo. Mr. Dressler explained that once the bridges are completed, the project includes 25 years of maintenance on each structure. Walsh Granite is responsible for the bridge construction, and Plenary Walsh is responsible for financing the bridges. After the 25 year maintenance period has expired, the bridges will be turned back over to the Pennsylvania Department of Transportation (PennDOT).

Specific to the bridge on SR 45, Mr. Dressler stated that there will be a five week road closure, which is scheduled for the summer of 2017. The current bridge will be replaced with a box beam bridge.

Mr. Dressler showed those present the approved traffic control plan, and he explained that PennDOT has oversight on the detours, noting that PennDOT detours are routed onto state roads and not local roads. The detour for the SR bridge project will be routed onto Pine Creek Road to Coburn Road, and truck traffic will be routed onto SR 192. Mr. Dressler added that special signs will be posted near Allenwood regarding the detours, and he will be in contact with haulers and truck associations.

The average daily traffic count (ADT) for the SR 45 bridge is 2,000 vehicles.

Referring to the Bower Hollow Road bridge replacement project, Mr. Dressler stated that the project will have a 10 week or 70 day detour beginning in July 2017.

The ADT for the Bower Hollow Road bridge is 140 vehicles.

Mr. Dressler referred the attendees to the Walsh website for schedule updates.

Walsh Granite will hold public meetings this winter with emergency service providers, US Post Office representatives and others to discuss the projects and detour routes. Mr.

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Dressler will coordinate with the Centre County Metropolitan Planning Organization on the invitations for the meeting(s).

Mr. Dressler noted that he had already reached out to Woodward Camp and will coordinate with them in the future. He will also include the CCMPO staff throughout the public participation process, including the invitations to future meetings.

Mr. Dressler stated that each bridge project will have a two week advance notice before construction, and Walsh Granite will provide notification through Twitter and Facebook.

Ms. Wilson asked what will be done to stop trucks from using the Millheim Narrows as part of the detour. Mr. Dressler replied that it takes 5 to 7 days for motorists and truck drivers to get use to the detour, and he added that Walsh will monitor the travel patterns and make any adjustments.

Ms. Ross, Penns Valley Emergency Medical Services, commented that there will be a lot of back tracking with the detour and that the roads for the detour are windy, narrow.

Mr. Dressler asked Ms. Ross as to what would be the increased travel time for the detours. Ms. Ross was not sure. Mr. Dressler stated that when a project gets closer to construction that he drives the roads to check on the detour, and Walsh will coordinate with the County to see if they could do anything better. He agreed to research it further.

Mr. Dressler added that he will sit down with the emergency providers to develop an emergency response plan.

Mr. Spackman commented that there is no mutual aid that is any closer.

Referring to the bridge replacement schedule, Mr. Dressler stated that normal bridge projects take 4-5 months.

Mr. Griffin, Superintendent of the Penns Valley Area School District (PVASD), Brian Griffin, stated that the JV 26 project (SR 45, west of the Village of Woodward) needs to occur outside of the school year, and he added that he is not concerned about JV 30 (Bower Hollow Road).

Mr. Griffin remarked that he is also concerned about the stone trucks on Pine Creek Road since he does not want to see the trucks on Pine Creek Road with school buses and other traffic.

Mr. Dressler informed Mr. Griffin that if the project runs into the month of September that they will only do so with PVASD knowledge.

Mr. Schafer asked if it is possible to station an ambulance at the eastern end of Penns Valley. Ms. Ross replied that there is no man power in that area of the region.

Mr. Bowser asked as to what is the rationale behind detouring traffic up Pine Creek Road and not Fiedler or Quarry Roads. Mr. Dressler replied that PennDOT only uses

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state roads for the designated detours and that the Department would need to have permission from the municipality to use local roads for detours.

It was noted that PennDOT approved the detour routes.

Ms. Snyder arrived.

Mr. Bowser reference bottlenecks on Coburn Road and Pine Creek Roads and echoed Mr. Griffin's comments on the mix of trucks and buses and traffic on pine creeks

Mr. Spackman asked if a temporary bridge for SR 45 bridge would be an option. Mr. Dressler replied that it would be impactful to the residents of the Woodward area and environmental concerns would come into play.

Mr. Sprowls asked if both bridges will be built at the same time. Mr. Dressler replied that there may be a slight overlap, and if so, the detour signs would be adjusted as well as Walsh taking a look at the traffic.

The goal is to have all of the bridges done in 2017, but it may not be until 2018.

Route 45 Safety Study

Mr. Bloom stated that the Safety Study was requested approximately one year ago and that it was discussed at a meeting of PennDOT, State Police, Legislators and business representatives. The scope of the study is from Potter Township near E and L Supplies to Haines Township.

Mr. Bloom stated that the most visible recommendation that was implemented is the change in the speed limit as well over-sized signage.

Mr. Bloom added that the Study's recommendations included what municipalities can do to improve safety, which are: consider speed safety devices, accommodate parking, address traffic issues, and install flashing warning devices.

In regard to updating municipal signage, Mr. Bloom stated that Ms. Sue Wenrick, Haines Township Secretary, is interested in knowing if the Penn Valley municipalities could go in together on a regional grant to cover the costs of updating the municipal signage.

It was noted that the CCMPO was not a party to the Safety Study.

Mr. Schafer asked if the Safety Study report is available. Mr. Bloom replied that the CC MPO will have to ask, and he noted that the report has some sensitive data. Mr. Bloom commented that speeding is a big issue on SR 45 as well as intersection sight distance issues; however, there appears to be no defined crash patterns.

Mr. Schafer asked if there is any way to counter the study. A comment was made that traffic is stacking on SR 45 due to the decrease in the speed limit, which is also resulting in a lot of unsafe passing.

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Mr. Bloom replied that the municipal body should go on record with formal correspondence to PennDOT District 2-0 noting this concern.

Ms. Wilson stated that she has seen dump trucks pass in sections of SR 45 where there are double yellow lines, and she asked when the study will come out with the new crash data. Mr. Bloom replied that PennDOT looks at crash data annually.

Mr. Zilla stated that the MPO staff would like feedback from the officials on whether Ms. Wenrick's request is a good idea. Ms. Heckman responded by asking if the sign replacement initiative would be similar to the traffic signal LED conversions.

Mr. Bloom replied that he is not sure if it would cover that large of a geographic area served but could be region-wide. He added the staff would also have to look at match requirements and coordinate that with the municipalities.

Ms. Heckman asked if someone would coordinate the sign replacement program grant such as SEDA-COG and then have the County handle the funds.

Mr. Bloom stated that he will check on whether the Planning and Community Development Office could serve as the program coordinator.

One funding source that will be considered for the replacement of the signs is Green Light Go, which is an 80%-20% Grant.

Mr. Schafer commented that each municipality would need an inventory of the signs that need to be replaced. Ms. Heckman replied that PennDOT's letter listed the signs.

Mr. Bloom stated that he will work with Mr. Chris Maney, PennDOT Maintenance Manager for Centre County, to obtain copies of the letters that were sent to the municipalities.

Millheim parking

Mr. Bloom informed those present that Millheim Borough is being required by PennDOT to remove all of the parking on the south side of SR 45 and one spot in front of the Elk Creek Cafe based on an initial complaint received by the Department.

It was noted that this was a recommendation included in the SR 45 Safety Study. The issue is the width of the roadway, which determines if parking can be accommodated on both sides of the street.

He informed those present that the reaction from the Borough's merchants in the commercial district was not favorable. In response, Millheim Borough and Centre County Metropolitan Planning Organization staff reached out to PennDOT's Safety Unit. The request made to the Safety Unit was to revisit the downtown parking to determine which sections of the downtown met the width requirements.

Mr. Bloom emphasized that the map projected on the screen has not been approved.

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Referring to the map, Mr. Bloom showed that from State to Penn Streets parking can be accommodated on both sides. State Street is a two-way road, and parking would be removed to improve site distance for State Street. He noted that Penn Street can accommodate parking on both sides but parking in front of Elk Creek and the Bank needs to be removed to avoid turning movement conflicts. East of Sugar Alley there would be some parking removed. Parking would also be removed by Maple Street and Race Street to accommodate turning movements. Mr. Bloom stated that initially 28 spots would be lost, but now there would be closer to 18 spaces removed.

Mr. Bloom stated that there is another option which would require Millheim Borough to change traffic patterns. This would entail designating State Street and Sugar Alley as one-way only, which would preserve two spaces each. There would be two-way traffic at Maple Way, losing some parking. If this option would be implemented then the net loss would be around 14 spaces. Ms. Heckman commented that this option could be as low as a net loss of 10 or 11 spaces. Millheim Borough is waiting for PennDOT to come back with further analysis.

Mr. Bloom stated that his role is to strike a balance between both sides, which is how do you retain the parking spaces while meeting the requirements and improving safety.

Ms. Wilson stated that she has lost four mirrors when driving through Millheim. She added that there is a nice parking lot in Millheim for visitors to use.

Ms. Wilson also commented that a consideration should be to accommodate the elderly, and she noted that older persons will park on Penn Street to access the Post Office.

Mr. Bloom replied that what is noted on the map is not the final plan.

Referencing other areas, Mr. Griffin asked if staff has considered angle-in design parking where the driver backs in the parking space. He commented that it would allow for greater density and that it would also be safer since car doors would not be opened into oncoming traffic. Mr. Bloom replied that this parking option was discussed at Millhem Borough; however, the PennDOT Safety Unit stated they could not make it work.

Mr. Grove asked as to who enforces parking in the Borough of Millheim. The Borough enforces the parking using Penns Valley Code Enforcement.

Mr. Bowser asked Mr. Bloom what were the safety standards 40 years ago when there was a hotel, hardware, and other businesses in the downtown. Mr. Bloom replied that PennDOT would have the data.

Mr. Bloom noted that there are sections of the downtown parking that will need to be addressed due to liability concerns.

There were three primary concerns raised during discussions with the Borough and public, which were: pedestrian safety, speeding and parking for downtown businesses.

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Other suggestions for the Millheim Borough business district included: pedestrian markings, crosswalks, speed display boards and improvements to the downtown gateways to reduce speeds.

Route 322 Potters Mills Gap Project

Mr. Zilla reported that the Sand Mountain area bridge over US Route 322 has been completed and that the second phase of the project is the interchange at Sand Mountain Road.

Mr. Zilla stated that the third phase encompasses the construction of a new Route 322 around the nose of the mountain to Cole's Bus Garage, which is the western end of this project. He noted that bid letting will take place next summer and that there are nine technical areas that need to be addressed as part of this project. The project will take several years to complete.

Mr. Zilla concluded his report by stating that there is no funding to continue the project beyond its current scope, commenting that the rumors are not true.

Source Water Protection

Mr. Grove asked the municipal representatives present if they have all completed their Source Water Protection Plans. The representatives replied in the affirmative.

Mr. Grove stated that Potter Township believes that it would be beneficial for the municipalities in the region to work together on a region-wide education effort since they are all in the same aquifer.

Mr. Bierly concurred and stated that he would be willing to participate.

Mr. Grove indicated that Mr. Mark Ralston, retired geologist, has agreed to help with this effort. Ms. Marshall will follow up with Mr. Ralston and report back to Mr. Grove.

REPORTS:

Centre Hall Borough

Mr. Hammaker reported that the Borough is seeking grant funds for fire hydrants and a water line. He added that the Borough has drilled six water wells in Potter Township and has had no major issues.

Gregg Township

Mr. Bierly reported that the Township hired Mr. Rod Beard, Esquire, to complete its codification. The process should be completed in five months. It was noted that the owner of Keystone Publishing had died so the Township need to find someone else to codify its ordinances.

Haines Township

Mr. Schafer referenced the bridge replacements, which were addressed at the beginning of the meeting.

He reported that the Supervisors held their first education meeting on the draft zoning ordinance. He added that the draft ordinance will be referred back to the Planning Commission with the input received. He remarked that progress is being made on the ordinance.

Miles Township

Mr. Hough reported that the Township will be replacing a water line on east side of Rebersburg next summer. He added that the project will be put out for bid in the near future.

Millheim Borough

Ms. Heckman stated the Borough has been addressing the issue of parking in its central business district. The Borough has also put out for bid the paving of alleys.

Ms. Heckman noted that the Borough has received its Source Water Protection Plan.

Following up on Gregg Township's report on its codification, Ms. Heckman informed the Commission member that they hired American Legal to maintain the Borough's codification.

Penn Township

Mr. Fox informed the Commission members that Dean Smith passed away on September 10th.

Mr. Fox noted that the Township has repaired the broken water line, which runs underneath Pine Creek.

Potter Township

Mr. Grove stated that the Township is reviewing the zoning in the area where the interchange for the Potters Mills Gap project will be located to determine if any changes to the regulations are needed.

OLD BUSINESS

-Tri-Municipal Park and Recreation Committee Report

No report.

-Regional Comprehensive Plan Implementation

Ms. Marshall stated that the Regional Comprehensive Plan will be discussed at the November 21, 2016 meeting.

INFORMATION ITEMS

Penns Valley Area School District Sewer Interconnection to the Gregg Township Sewer Authority Project

Mr. Griffin, Superintendent, reported that the District's current sewage disposal system discharges into a sinkhole; therefore, the District needs to explore other options for sewage treatment. The most appropriate alternative is conveying the sewage to the Gregg Township Sewer Authority's treatment system.

Mr. Griffin added that the District is seeking grant funding to help pay for the interconnection costs, and he noted that the Sewer Authority will receive compensation for the flows.

The Penns Valley Health and Welfare Association will also be included in this project, accommodating the sewage generated by its facility.

One alternative for sewage disposal that was looked at was conveyance to the Penn Township facility. Mr. Griffin stated that this facility cannot accept their flow. It was noted that Nittany Engineering, project consultant, has not been in touch with Penn Township.

FOR GOOD OF THE ORDER

There was no other information reported.

ADJOURNMENT

With no further business, Mr. Hough moved to adjourn the September 19, 2016 meeting of the Penns Valley Regional Planning Commission at 9:39 p.m. Ms. Heckman seconded the motion. The motion carried.