

South Main Street Public Concern Log
February 2015

This Log was last updated February 3, 2015. Design of the plan for the street is in progress and involves continual review/approvals by PennDot. The exact number of parking spots and certain design features may change until the final plan is approved.

Issue Themes: Purpose of Project Limited On-Street Parking Property Values Bump-out Concerns Proximity of Traffic					
Design		General/policy			
Submission Info	Address	Residence Submitting	Issue Description (Comments)	Issue Theme	Remarks/Resolution
	39 and 41 Main St. (PO Box 347 Skippack)	Augustine	A parking service drive behind the houses. Public Meeting Vid #3 Time 11:30	Purpose of Project	On the East side, there is already an access drive and parking to the extent possible. On the West side, it would certainly be desirable for some means of access to the area between Main Street and Montgomery Ave. No public easements currently exist to the Borough's knowledge, and off-street parking was not part of the scope of this project.
Meeting/email	54 Main St.	Bost/Smyth	Real Estate Value Dropping Public Meeting Vid #2 Time 18:32	Property Values	A real estate agent consulted indicated that the value of the property is not affected by on-street parking; however the Borough does not dispute that people who need more parking than available off-street are less likely to buy a house without on-street parking available. In general, new sidewalks and clearly marked parking (no cars on sidewalks) are desirable improvements.

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		Bost/Smyth	The bump out are not going to slow down cars if the existing cars don't slow them down Public Meeting Vid #3 Time 21:00	Bump out Concerns	The true impact of the bump outs cannot be known until after they are built. Traffic engineer believes bump-outs will improve safety of parking and establish the parking as a buffer from the traffic going by.
7/22/14 Email	54 Main St.	Bost/Smyth	Moving Parked cars & cartway closer to his property & speeding cars	Proximity of Traffic	The Borough is considering altering the width of the parking lane eliminating the need to take the additional 18" and is willing to install decorative bollards if this is desired by the property owner. While
7/22/14 Email	54 Main St.	Bost/Smyth	Taking of property; damage to existing improvements; relocation of improvements	Property Values	Mr. Smyth's property is the closest to the road and the preliminary plan calls for the need to acquire 18" additional width . A Utility Pole and Light Fixture will also be relocated. Mr. Smythe will be compensated and the Borough is looking innto replacing his street light with a Public Street Light, paid for the Borough.
	55 Main St.	Catton	Parking for two cars in front of her house. Will She share? Public Meeting Vid #3 Time 18:32	Limited On-Street Parking	On Street Parking is Public Parking, and may be used by anyone. The MacMullen's have two off-street parking spots which they wish to keep for their own use.
Meetings	55 Main St.	Catton	Real Estate Value Dropping Public Meeting Vid #2 Time 18:32	Property Values	A real estate agent consulted indicated that the value of the property is not affected by on-street parking; however the Borough does not dispute that people who need more parking than available off-street are less likely to buy a house without on-street parking available.
	55 Main St.	Catton	Parking in front of her house Public Meeting Vid #3	Limited On-street parking	Parking will be provided according to PennDot Regulations; a spot is currently provided in front of 55 Main Street

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	60 Main St.	Prichard	18" closer to her home; Damage/removal of her trees, Utility Pole being moved to corner of her property	Proximity of Traffic/Property Values	The Borough is considering altering the width of the parking lane eliminating the need to take the additional 18", although area for utility pole is still needed. Trees coming down is not a requirement as they are both outside the construction area with or without the 18"; however the Borough is willing to pay to have them taken down if that is the homeowner's choice.
Meetings	63 Main St.	Wilde	Real Estate Value Dropping Public Meeting Vid #2 Time 18:32	Property Values	A real estate agent consulted indicated that the value of the property is not affected by on-street parking; however the Borough does not dispute that people who need more parking than available off-street are less likely to buy a house without on-street parking available.
	63 Main St.	Wilde	Don't want parking spots removed Public Meeting Vid #4 Time 0:46	Limited on-street parking	The Borough will continue to evaluate ways to adjust the design to maximize parking and still comply with federal and state regulations. The Borough has been counting the number of cars parked at various times the past two years, and the total number of spaces will exceed the highest number of cars. The spots are also generally located in front of the residences who utilize them.
5/15/14 Email	63 Main St.	Wilde	Stormwater Grates in Road	Design	The Borough Engineer will examine the particular grate Ms. Wilde is concerned with

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7/9/13 Letter	63 Main St.	Wilde	Opposed to Turn Lane because of lane re-alignment	Design/Limited on-street parking	The need for the turn lane has been debated. The Planning Commission has recommended keeping a turn lane. Penndot engineers, knowing we were concerned about spaces being lost, provided a modified design which allow us to keep the spots at 128 Main, and at least one additional spot around 85 Main.
7/9/13 Letter	63 Main St.	Wilde	Opposed to Bump Outs because of difficulty parallel parking	Bump Out Concerns	Sufficient area in front of the bump outs for cars to pull in and back up may make parking easier.
7/9/13 Letter	63 Main St.	Wilde	handicap parking/speeding/hit-n-run damage to vehicles	Purpose of Project	The Borough feels this project will improve the safety of vehicles and pedestrians if the width is increased. One handicap spot will be provided.
5-15/14-Email	63 Main St.	Wilde	How will the bump outs be plowed?	Bump Out Concerns	PennDot will continue to plow the travel lanes just as they do now. People using parking spaces will continue to be responsible for shoveling out spaces to park in if they want to use them. The Borough has officially removed the snow emergency route for that block, whcih will mean residents do not have to move their cars. This issue can be revisited post-construction.
5/15/14-Email	63 Main St.	Wilde	Signing/Signals/Traffic Calming	Design/Purpose of Project	The HOP Approved plan wil indicate all signage and locations. No new signals are proposed. Traffic calming techniques such as bump outs are proposed. Our request for a crosswalk was denied by Penndot. Speed limit signage has been added on the roadway entering town.

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5/15/14 Email	63 Main St.	Wilde	Loss of Parking Spaces/Previous Loss of Parking Spaces	Limited on-street parking	The Borough will explore all options to maintain as many parking spaces as possible. See related answers above.
5/15/14 Email	63 Main St.	Wilde	Her retaining wall "is in parts just laid on the sidewalk".	Design	No permits were issued for the retaining wall and it was built on top of the public sidewalk. The Borough is not responsible for maintaining private property encroaching on the public right-of-way. This type of situation will be discussed with the homeowner directly at the appropriate point in the project.
	65 Main St.	Liberty Ministries	Elimination of parking spaces will lower property values	Property Values	A real estate agent consulted indicated that the value of the property is not affected by on-street parking; however the Borough does not dispute that people who need more parking than available off-street are less likely to buy a house without on-street parking available.
	65 Main St.	Liberty Ministries	Enforcement of Off-Street Parking Requirements for existing homes	General/Policy	Existing homes are grandfathered from Parking Requirements unless they change use or expand.
	65 Main St.	Dorn/Liberty Ministries	Existing Curb cut in sidewalk in front of 65 Main Street	Design	Borough met with Mr. Dorn and explained that existing curb cuts that lead to retaining walls or permanent improvements have been determined to have been abandoned.
Meetings & 10/6/14 Email	77 Main St.	Knickerbocker	Don't want to encourage trail parking on S. Main Street.	General/Policy	Borough is willing to consider signage to direct people to trail parking.

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Meetings & 10/6/14 Email	77 Main St.	Knickerbocker	Real Estate Value Dropping Public Meeting Vid #2 Time 18:32	Property Values	A real estate agent consulted indicated that the value of the property is not affected by on-street parking; however the Borough does not dispute that people who need more parking than available off-street are less likely to buy a house without on-street parking available.
Meetings & 10/6/14 Email	77 Main St.	Knickerbocker	Opposed to the necessity of the turning Lane Public Meeting Vid #2 Time 24:00 and email	Design/Limited On Street Parking	A turning lane is recommended by both PennDOT and the Borough Planning Commission. See also related answer above.
	77 Main St.	Knickerbocker	2 Parking spots for each house Public Meeting Vid #3 Time 3:48 and email	Limited on-street parking	Public Parking is not assigned to people or houses. There are no requirements to provide two parking spaces per house nor do existing conditions permit that.
	77 Main St.	Knickerbocker	Parking road on the Montgomery Ave area Vid #3 Time 14:00	Purpose of Project	The Montgomery Ave Improvement Project is still open for discussion for future consideration however off-street parking is beyond the scope of this project. It was evaluated and determined that it does not satisfy the need for parking on Main Street. As previously planned, it did not include any access to Main Street Properties.
Meetings & 10/6/14 Email	77 Main St.	Knickerbocker	Will the lights be operational? Vid #3 Time 26:00	General/Policy	Traffic Lights during Construction will be operational. The Borough is in favor of having a traffic study done to evaluate the timing and coordination of the two Borough Traffic Signals and the Route 73 Signal.

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Meetings & 10/6/14 Email	77 Main St.	Knickerbocker	Opposed to the number of bump outs ~ email Suggests they would be better suited in the center of town.	Bump out concerns	The bump-outs at each end were added to help protect parked cars and slow traffic, the middle bump-out was required by PennDOT to provide the ability to navigate around obstructions such as the utility pole and fire hydrant. The Borough is evaluating additional bump outs in the center of town for future projects.
	77 Main St.	Knickerbocker	Opposed to a snow emergency route because of increased parking on street by residents during bad weather ~email	General/Policy	In response to this concern, the Borough recently removed all Snow Emergency restrictions on this block. Snow Emergency Routes can be re-evaluated post construction.
	77 Main St.	Knickerbocker	Objects to the lining of parking spots ~ looks messy ~ email	Design	Painted parking spots will need to be maintained by the Borough. They serve to show exactly where parking is available, visually establish a limited traffic lane (slowing traffic) and maximize parking.
Individual meeting	84 Main St. (PO Box 508 Green Lane)	Hasson	Would like ornamental Street Lighting added to the plan	Design	The Borough is going to plan the design to accommodate future installation of ornamental lighting.
	85 Main St.	Grauer	Handicapped Space for a resident, public meeting Vid #2 Time 14:24	Limited on-street parking	Parking will be provided according to state and federal Regulations; currently (1) handicap spot will be provided on the east side.
	90 Main St. (1646 Gravel PK Perkiomenville	Spillane	Does not think the Bump outs will serve any useful purpose and feels that relocating the fire hydrant is an unnecessary expense.	Bump out concerns	The central bump-out and relocation of the fire hydrant is necessary to comply with ADA regulations.

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	91 Main St.	West	Turn lane took away parking in front of house	Limited on-street parking	Yes, when the turn lane at Perkiomen Ave. was modified previously, it restricted parking there, and still will under the current plan.
		West	Higher curb at Spillane lot	Design	The curb in front of the Spillane lot will be uniformly depressed, providing better access even than currently.
4-21-14 & 5-19-14	84 Main St. Apt. 2	Kobinsky (Hasson)	A handicap parking space is requested for husband and their handicap registered vehicle. Van equipped with a scooter.	Design	Plan is complying with ADA On-Street Parking Requirements. Also advised resident that the Landlord has responsibility for providing accessible off-street parking under the Fair Housing Act, although this is an existing situation and the grade may make this difficult.
	Overall Concerns	General	Keeping of depressed curbing Public Meeting Vid #3 Time 2:00	General/policy	Borough will generally include depressed curbing at actively used driveways, subject to PennDot review.
	Overall Concerns	General	Snow removal Vid #3 Time 28:00	General/policy	Snow removal from sidewalks and parking spaces will remain the same as it is currently - the responsibility of homeowners.

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		Overall	Need for Off-street parking	Purpose of project	<p>The Borough agrees that some form of off-street parking is desirable in that area, and several options have been considered over the years. Although this is not part of the current grant/project, solutions can continue to be sought in the future.</p> <p>There are two main difficulties. The steep terrain, narrowness and limited access make any project on either side of the street difficult and costly. Also, grant options for off-street parking are very limited at this time, and generally tied to economic development as opposed to residential parking. Off-street parking is generally considered the responsibility of the property owner and would be costly all tax payers to publicly maintain, manage and insure.</p>
Various meetings	Overall Concerns	Multiple People	Suggestion for Review of Traffic Signal Timing	Design	<p>The Borough Engineer looked into the PennDot Requirements for a left turn phase allowing additional time for cars to turn left at Perkiomen Ave, when heading northbound on Main Street. It was determined that we do not have sufficient volumes to warrant such a change to the signal permit. However, the Borough is in favor of having the timing and sequencing of the three primary signals in the Borough evaluated for improved timing after regional improvements have been completed.</p>