

**WEST GOSHEN TOWNSHIP  
BOARD OF SUPERVISORS MEETING  
JANUARY 24, 2001**

A special meeting of the Board of Supervisors of West Goshen Township was called to order by Chairman Robert S. White at 5:03 p.m. on Wednesday, January 24, 2001, at the West Goshen Township Administration Building. All members were present. The purpose of this meeting was to continue previous discussions concerning excessive truck traffic that travels on Roslyn Avenue, Norfolk Avenue, and Church Street. From prior meetings, it was the belief of area residents that the University was the cause for much of the truck traffic, especially in the area of Sykes Student Union. Representatives from West Chester University who were present included Mr. Joseph Hamel, Vice President for Administrative and Fiscal Affairs, Mr. Stephen Quigley, Executive Director for Facilities Administration, Mr. Mark Pavlovich, Vice President for Advancement, Mr. Michael Bicking, Director of Public Safety, Mr. Paul Oliaro, Vice President of Student Affairs, Ms. Mary Anderson, Director of Public Relations and Marketing, and Mr. Steve Woodward, Consultant. Mr. Ronald C. Nagle, Esquire, Solicitor for the Township, was also in attendance.

Mr. Stephen Quigley advised that following the October 25, 2000 meeting with area residents, the University had hired an engineering consultant, Steve Woodward, to review the truck traffic issue and make suggestions on how to reduce the excessive truck traffic in the area of Sykes Student Union. Mr. Quigley acknowledged that the Student Union is the location of the bookstore and a main dining hall. With regards to this building, Mr. Quigley advised that one tractor-trailer makes a delivery three times a week. In addition, there are several smaller truck deliveries to the bookstore and the dining hall.

Mr. Steve Woodward advised that he had walked the area surrounding Sykes Student Union and was able to provide the University with four different sketches on how to reduce the truck traffic. The sketches provided the following information:

**Sketch No.1:** This sketch suggested that trucks make a left onto Roslyn Avenue from Rosedale Avenue, turn left onto Norfolk Avenue, and turn left into the rear parking lot of Sykes Student Union. Once the delivery was complete, the trucks would then exit Sykes Student Union and exit the same way in which it had entered. Mr. Woodward suggested posting "no truck" traffic signs on Roslyn Avenue at Norfolk Avenue, on Norfolk Avenue at the southeast corner of the Sykes Student Union Parking Lot, on Rosedale Avenue at the intersection/entrance of Church Street, and on High Street at the intersection/entrance of Norfolk Avenue.

**Sketch No. 2:** This sketch suggested that trucks use Church Street from Rosedale Avenue to Norfolk Avenue. The truck would then make a right onto Norfolk and enter through the rear parking lot of the Sykes Student Union Building. Upon completion of delivery, the truck would then exit the same way that it had entered. One other suggestion with this sketch was that an alternate route be created through an addition of a new road between Rosedale Avenue and Norfolk Avenue.

**Sketch No.3:** This sketch suggested the creation of an alternate route from Rosedale Avenue through the parking lot located between the Admissions Office and the Graduate Office.

**Sketch No. 4:** This sketch suggested that an alternate route from Rosedale Avenue be created between Sykes Student Union and the Graduate Office.

Mr. Woodward expressed concerns with pedestrian traffic for sketches 3 and 4.

Dr. White questioned the turning radius at the corner of Rosedale Avenue and Roslyn Avenue. Mr. Woodward advised that the turning radius was fine for making both left and right turns.

Mr. Halvorsen questioned which sketch provided the most favorable, inexpensive access.

Mr. Quigley stated that sketch no. 1 showed the route that would be most favorable and that which would require the least amount of changes. Mr. Quigley stated that the route from Roslyn Avenue to Norfolk Avenue would be the quickest route to change, requiring minimal shoulder, turn and sign improvements.

Mr. Halvorsen commented that this route seemed to correct the truck traffic issue but questioned what it would do for the excessive vehicular traffic concerns.

Mr. Quigley advised that the sketches did not provide for excessive vehicular relief, the sketches were only created to show an alternate route for truck traffic.

Mr. Halvorsen questioned if any of the current traffic studies show the number of vehicles that use the Sykes Student Union Parking Lot as a "cut-through".

Mr. Woodward advised that vehicles are currently using the parking lot as a "cut-through" but was not able to provide a definite number.

Mr. Richard J. Craig, Township Engineer, suggested that a card access system be installed in the Sykes Union Parking Lot to possibly alleviate the "cut-through" problem. Mr. Craig suggested that this type of card access system, along with a new truck pattern route, could assist in reducing the excessive vehicular problem.

Sgt. William Camlin, Traffic Safety Unit, advised that the new truck pattern route would reduce the truck traffic problem but advised that implementing a card access gate would only shift the traffic somewhere else within the local area.

Mr. Michael Bicking, Director of Public Safety, stated his opposition to the card access plan. Mr. Bicking advised that Sykes Student Union is used excessively for other events and restricting use of the parking lot would not be conducive for the overall use of the building.

Mr. Halvorsen stated his concerns about shifting the vehicular traffic to other local areas. Mr. Halvorsen does not believe that there is a significant number of vehicles using the parking lot as a "cut-through".

Mr. Halvorsen shifted his traffic concerns to the intersection of High Street and Rosedale Avenue. Mr. Halvorsen suggested removing a few of the metered parking spots to allow for an increase in the left turn lane on Rosedale Avenue. Mr. Halvorsen advised that West Chester Borough would need to agree to this change since the signal at the intersection is owned by the Borough.

Mr. Quigley expressed his concerns about pedestrian traffic at this intersection. Mr. Quigley noted that the traffic concern at this intersection is not solely university related.

Mr. H. Paul Fitzpatrick, a West Chester Borough Council Member, was present and invited the Board to express their suggestions at the next traffic and parking meeting to be held at the Borough Building on February 13, 2001.

Mr. Halvorsen suggested coordinating a meeting with officials from West Goshen Township, West Chester Borough, West Chester University and the Pennsylvania Department of Transportation in order to express opinions for the improvement of the intersection of High Street and Rosedale Avenue.

A few anonymous residents questioned the Board as to what they could do to assist in providing improvements at the intersection.

Mr. Halvorsen advised the residents to contact Representative Elinor Z. Taylor and Senator Robert Thompson in writing expressing their concerns about the intersection.

Mr. Halvorsen explained that the University would expand as expected. Mr. Halvorsen further explained that, although he did not wish to overemphasize the need to expand South Campus, the Board will need to see some relief to the traffic concerns immediately prior to viewing land development requests.

Dr. White agreed with Mr. Halvorsen concerning the need to expand at South Campus. Dr. White stated that the best long-term scenario would be to open Tigie Road.

Dr. White advised that after reviewing each of the sketches, the Board would implement the necessary signs in accordance with Sketch No. 1. Dr. White confirmed that "no truck" signs would be installed on High Street at Norfolk Avenue, Church Street at Rosedale Avenue, Norfolk Avenue at the southeast corner of the Sykes Student Union Parking Lot, and on Roslyn Avenue at Norfolk Avenue.

Mrs. Evelyn Baker, resident of 900 Sheridan Drive, questioned the ability for trucks to make local deliveries to area residents.

Mr. Halvorsen confirmed that trucks will be permitted to make local deliveries.

Mr. Halvorsen advised that Lou Huis, President of the West Chester Area Community Preservation Association (WCACPA), would be contacted once the meeting was scheduled between the Township, West Chester Borough, West Chester University, and the Pennsylvania Department of Transportation.

Mr. Craig advised that it would take a few weeks before the "no truck" signs would be installed.

The Board advised that the next meeting would occur after the meeting with the Department of Transportation concerning the intersection of High Street and Rosedale Avenue.

There being no further business, the meeting was adjourned at 6:10 p.m.

Respectfully submitted,

Sharon Lynn  
Township Manager