



TOWNSHIP OF SPRING

BERKS COUNTY, PA

2850 WINDMILL ROAD
SINKING SPRING, PA 19608
Tel. (610) 678-5393
Fax. (610) 678-4571
www.springtwpberks.org

TRANSPORTATION ADVISORY COMMITTEE

FEBRUARY 24TH, 2026

The regularly scheduled public meeting of the Township of Spring Transportation Advisory Committee was called to order by Chairperson Mike Wertz at 8:30 a.m. on Tuesday, February 24th, 2026, in the Public Meeting Room of the Township of Spring Administration Building, located at 2850 Windmill Road, Spring Township, Berks County, Pennsylvania. The following members were present: Public Works Director Craig Conrad, Supervisor Mike Wertz, and Supervisor Jesse Royer. Chief Brock and Brad Weisman were unable to attend. Township Secretary Mary Rossi, Director of Engineering & Planning Jason Reichert, GIS Engineering & Planning Coordinator Jen Bensinger, Public Works Employee Matt Stover, Solicitor Dan Becker, and Scott Anderson of Kraft Municipal Group were also in attendance.

Agenda Amendments-None

Approval of Minutes-*Motion to approve the minutes from the January 27th, 2026 meeting, with noted correction was made by Mr. Conrad and seconded by Mr. Royer. Upon roll call, all members in attendance voted affirmatively. MOTION CARRIED*

Open to the Floor-None

Discussion/Action Items

1. Traffic Study- Goddard School Crossing

Kraft Municipal Group submitted a quote not to exceed \$1,200.00 to do the study.

Mr. Anderson noted that there have been improvements in that area, new signage is up, and the line of sight is good in both directions. Given the number of children who cross the street at that location daily, a traffic study is warranted, and he recommends conducting one. Mr. Anderson suggested that if Chief Brock agreed, Kraft could meet him at the site, conduct the site distance study, and have Chief Brock complete the latter part of the study, resulting in cost savings for the Township. Mr. Conrad stated that when the weather is nice, the staff will repaint the crosswalk.

Motion to move forward with the traffic study for the Goodard School Crossing with Kraft Municipal Group and Chief Brock was made by Mr. Conrad and seconded by Mr. Royer. Upon roll call, all Committee Members present voted affirmatively. MOTION CARRIED

2. Chapel Hill Road Curve Study/ Rumble Strips Quote

Mr. Conrad stated that PennDOT recently awarded the 2026 contract to LTAP, noting that LTAP will probably not be able to do any work for the Township until April, but that the option is on the table again for LTAP to conduct the study at no cost to the Township. Mr. Anderson stated that Kraft Municipal Group was on-site for a preliminary inspection. Mr. Anderson discussed PennDOT's requirements for a guide rail. Mr. Conrad received a quote for rumble strips for \$5800.00, noting that Mr. Anderson suggested if rumble strips were approved, perhaps install them on the center line, rather than the entire width of the road.

Discussion/Action Items *(Continued)*

2. Chapel Hill Road Curve Study/ Rumble Strips Quote *(Continued)*

Matt Stover said that he had installed the new signs, including a flashing sign in that area, and that the homeowners had installed boulders in their yard. Mr. Stover indicated that the crown in the road is inverted and needs to be corrected before rumble strips can be installed. As a result of the current road condition, Mr. Stover said he is unable to clean both lanes properly during plowing, noting that staff could make this repair and went through the process.

Motion to recommend to the Board of Supervisors for staff to reconstruct the crown as necessary on Chapel Hill Road was made by Mr. Royer and seconded by Mr. Conrad. Upon roll call, all Committee Members present voted affirmatively. MOTION CARRIED

3. Truck Restrictions on Chapel Hill Road

Mr. Anderson stated that, per the Township's request, an evaluation of Chapel Hill Road was done specifically to address truck restrictions. The evaluation revealed that the turning radius is inadequate for a truck making a turning maneuver from/to Chapel Hill Road and Fritztown Road in both directions. The trucks are required to encroach into adjacent travel lanes to execute the referenced turning maneuvers, which, in turn, poses a safety concern and can damage infrastructure. The narrow lanes and horizontal curves have resulted in several guiderail sections, bridge rails, and utility poles being visibly damaged by turning trucks. This is a safety concern for the truck driver and for vehicles using this roadway. Furthermore, the Township repeatedly incurs the cost of replacing the guiderail due to the inability of the trucks to navigate the roadway.

The recommendation is to enact a truck restriction, with no trucks over 26,000 G.V.W. except for local deliveries in the following areas:

- 1) Fritztown Road Eastbound & Westbound-No right/left turn onto Chapel Hill Road (accordingly)
- 2) Mohns Hill Road Eastbound & Westbound-No right/left turn onto Chapel Hill Road

Mr. Anderson said that, prior to final Township approval, PennDOT should be contacted for approval of the restriction and the proposed signs. Fritztown Road is a state-owned road, and the proposed signs must have approval. Prior to posting the signs, the Township should discuss the official action and any revisions to the Township Traffic Ordinance with its Solicitor.

After the discussion, a motion to recommend to the Board of Supervisors the installation of the truck restriction signs as discussed on Fritztown Road and Mohns Hill Road upon approval by PennDOT was made by Mr. Royer and seconded by Mr. Conrad. Upon roll call, all Committee members voted affirmatively. MOTION CARRIED

Ms. Bensinger stated that this area is within the Traffic Impact Area and that, over the years, the Township has collected traffic impact fees and questioned whether those funds could be used for the improvements discussed.

Discussion/Action Items (Continued)

4. Sign Discussion

a) Pizza Hut- Mr. Stover stated that the vehicle weight and restrictions signs were moved during the sidewalk installation, and the contractor did not raise the sign so that the lowest sign on the pole had a clearance 7ft above grade.

Mr. Stover questioned whether a sign naming Iroquois Avenue would be added to the intersection of S. Dwight and Cleveland Avenue, noting that there is no sign currently.

b) Portland Avenue & Morwood Avenue-Mr. Stover said that when you are coming out from Portland Avenue from the highway, westbound coming towards Morwood, there is an alley at that location, questioning if there should be a stop sign due to traffic coming from the right, confirming it is not in the traffic ordinance. Mr. Anderson said that per the traffic control manual, if there is a stop sign on the opposite side and it is a free-flow road, a stop sign should be added, the outdated sign replaced, and the traffic ordinance updated to delete east and add west. The Committee agreed that the update should be made to the Traffic Ordinance.

Motion to recommend revising the ordinance as it relates to stop signs on Portland Avenue, and the installation of a stop sign on Portland Avenue in the westerly direction was made by Mr. Royer and seconded by Mr. Wertz. Upon roll call, all Committee Members voted affirmatively.
MOTION CARRIED

Mr. Royer left the meeting at 9:35 a.m.

c) Country Roads without Speed Limit Signs-Mr. Becker stated that the speed limit on country roads in the Township without speed limit signs is 55 mph. The Committee determined that a traffic study should be done before recommending speed limits.

d) Old Lancaster Pike Speed Limit-Mr. Stover stated that the Township Ordinance states that the speed limit is 35mph from Vinemont Road to the Adamstown Borough line. When the highway was installed, the other side going up towards Cumru Township was never updated, and if you go up towards the grange on Old Lancaster Pike, there is no speed limit posted. There are signs posted in the section between Deer Creek and the Cumru line that state 25mph. Mr. Anderson stated that LTAP would be a great resource for a traffic study at this location and for any traffic-related matters, noting that it is no cost to the Township.

Mr. Stover mentioned that when installing advisory signs for turns, you need to run a ball bank indicator to determine the recommended safe speed for the turns and asked whether staff could be certified. Mr. Conrad said that LTAP offers the certification. Mr. Conrad suggested that staff put together a list of traffic areas for LTAP's assistance.

Adjournment

There being no further business, Mr. Wertz adjourned the meeting at 9:45 a.m.

Respectfully submitted,



Mary L Rossi

Township Secretary

