

August 27, 2020

Norristown Area School District  
401 N. Whitehall Road  
Norristown, PA 19403

**Attn: Mr. Robert Malkowski  
Director of Operations**

**Re: Parking Analysis and Operational Review  
Roosevelt Field, Norristown Area School District  
Norristown Area School District  
RVE File# PMNST011**

Dear Mr. Malkowski:

**Remington & Vernick Engineers (RVE)**, on behalf of the Norristown Area School District (NASD) has conducted an operational review of the proposal to use the existing Roosevelt Field as a parking location for the District's fleet of school vans. The intent of the review is to provide a summary of existing and proposed conditions and to offer input on the anticipated impact associated with the proposed parking plan.

#### Existing Conditions

Currently the site of the Roosevelt Campus of the NAHS includes a paved parking area with approximately 50 marked parking spaces. Adjacent to this existing parking area is the Roosevelt athletic field. The athletic field is underutilized and the NASD is proposing to use the area to park up to 83 school vans that are to be used for student transportation. Access to the parking area is located on W. Sterigere Street approximately 160 feet west of the intersection with Markley Street.

Under the proposed plan the parking area would be expanded to include a portion of the athletic field. The NASD is recommending to use a porous surface material for the new parking area. This material will provide an adequate driving surface for vehicular use and also allow for minimal changes to the sites storm water management needs. Since the proposed plan does not include parking of busses or other heavy vehicles, the use of a porous surface material is a viable option. Figure 1 (attached) shows the existing site conditions and the proposed area to be expanded for parking.

#### Proposed Conditions

The number of vehicles to be parked at the facility would not exceed 83 vans and the NASD has no plans for vehicle fueling or maintenance operations at this site. Based on the NASD plans, it is likely that the initial number of vans parked on the site will be lower than 83. It should also be noted that the area would be used exclusively for parking of school vans, no bus parking is proposed. During the school year, the typical operation will include vans going out and then returning for student transportation at the start and end each school day. With 83 total vans the site would generate approximately 664 trips (entering and exiting) each school day. The table below shows a summary of the anticipated daily traffic patterns:

Time Period	Travel Direction	Employee Vehicles	School Vans	Totals
AM Period from 6:00 and 10:00	Enter	83	83	166
	Exit	83	83	166
PM Period from 1:00 and 5:00	Enter	83	83	166
	Exit	83	83	166
Daily Totals	-	332	332	664

According to PennDOT's *Policies and Procedure for Transportation Impact Studies*, the traffic volume totals listed in the previous table do not warrant the need for an impact study. The PennDOT policy notes that 3,000 or more trips per day or more than 100 hourly entering or exiting trips would meet the warrant. At 664 trips per day and 83 directional trips per hour, this proposed land use plan does not meet PennDOT's technical criteria for a traffic impact study.

Although the proposed site is not required to seek permitting from PennDOT, it is important to note that this proposed plan does fall below the technically established PennDOT threshold for having significant off-site impacts. Additionally, the NASD is not proposing any changes to the site's existing vehicular access. Therefore, no off-site improvements or modifications are anticipated.

The existing site access point is located in close proximity to Markley Street. Markley Street is classified as a Principal Arterial and carries an average daily traffic volume of 20,428 vehicle per day. Recently this key regional corridor was upgraded by PennDOT. The reconstruction project added a center lane to the corridor, which provides added capacity by allowing for left turn lanes at key intersections. The project has also provided improved on-street parking and pedestrian design features.

The Roosevelt Campus' close proximity and quick access to and from Markley street is a key advantage to the site location. From a transportation perspective, Markley Street serves as a main artery within the limits of the NASD. From the Roosevelt Campus the District's van fleet would be centrally located within the District and the quick access to Markley Street provides added efficiency to the District's student transportation plan. Figure 2 (attached) illustrates the centralized and advantageous location of the Roosevelt Campus in relation to other District schools.

Based on our review of the proposed parking plan, the existing location and surrounding transportation infrastructure, it is RVE's professional opinion that the proposed plan to reuse the underutilized Roosevelt Field for vehicle parking is an adequate and resourceful option for the NASD. In summary, we note the following benefits to the proposed plan:

- Limiting parking to vans only allows for the use of porous surface options which will minimize storm water management impacts.
- The site would be for parking only, with no planned fueling or maintenance operations.
- By using the existing access driveway there are no plans needed for off-site improvements.
- The trip generation totals are below the typical warrants for a Traffic Impact Study. No significant traffic impacts are expected.
- The site provides quick access to and from Markley Street, a principal arterial and key route for the NASD's student transportation operation.
- The Roosevelt Campus provides an ideally centralized location for NASD, allowing for the potential to reduce vehicle miles travelled and transportation operation cost.

Should you have any questions, please feel free to contact our office at (610) 940-1050.

Very truly yours,  
**Remington & Vernick Engineers**

A handwritten signature in blue ink, appearing to read 'Chris J.', with a stylized flourish at the end.

Christopher J. Fazio, P.E., C.M.E.  
Executive Vice President

cc: Thomas F. Beach, P.E., C.M.E., Executive Vice President  
Derrick S. Kennedy, PE. PTP, Project Manager

Figure 1 - Existing Site Location



Figure 2

Norristown Area School District

Boundary Map with Proposed Parking Facility

