

# Good Neighbor Coalition



Upper Macungie Township

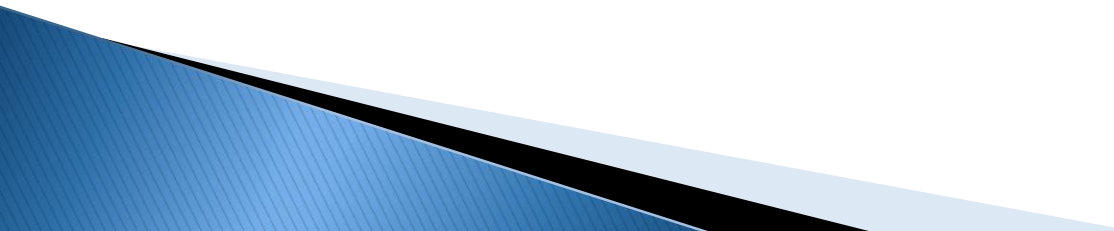




Presented by:  
**Edgardo A. Colón, Chief of Police**  
**Sergeant Cory S. Reader, Traffic Unit Supervisor**

# Mission:

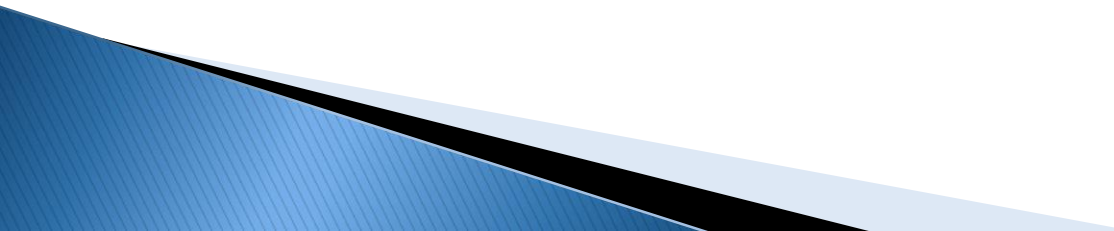
The mission of the Good Neighbor Coalition (GNC) is to enhance safety and improve community relations between law enforcement and the commercial and residential entities within UMT and beyond. This endeavor will be accomplished through education, awareness and mutual cooperation. This will be in keeping with the departments mission of being *“Committed to Service”...*





# Why are we here?...

*The need is upon us to take a proactive stance against the growing volume of **Commercial Vehicle, Commuter & Residential** traffic in and around Upper Macungie Township (UMT) and the direct impact it has on the community. This endeavor requires immediate attention to reduce crashes and property damage and to address the repeated concerns of UMT residents, thereby improving the quality of life.*






# Partnership:



# Known public impact:

- Crashes (involving Commercial Vehicles)
  - Resident frustration (Reduced quality of life - Getting to/from home)
  - Property damage
  - Overweight and unsafe Commercial Vehicles
  - Parking of Commercial Vehicles
  - Inherent danger to community with so many trucks in Township
  - Snow on trailers
  - Road damage (due to high volume & frequency)
  - Lost truck drivers
  - Blatant disregard of laws
- 

# So...what exactly are we talking about?

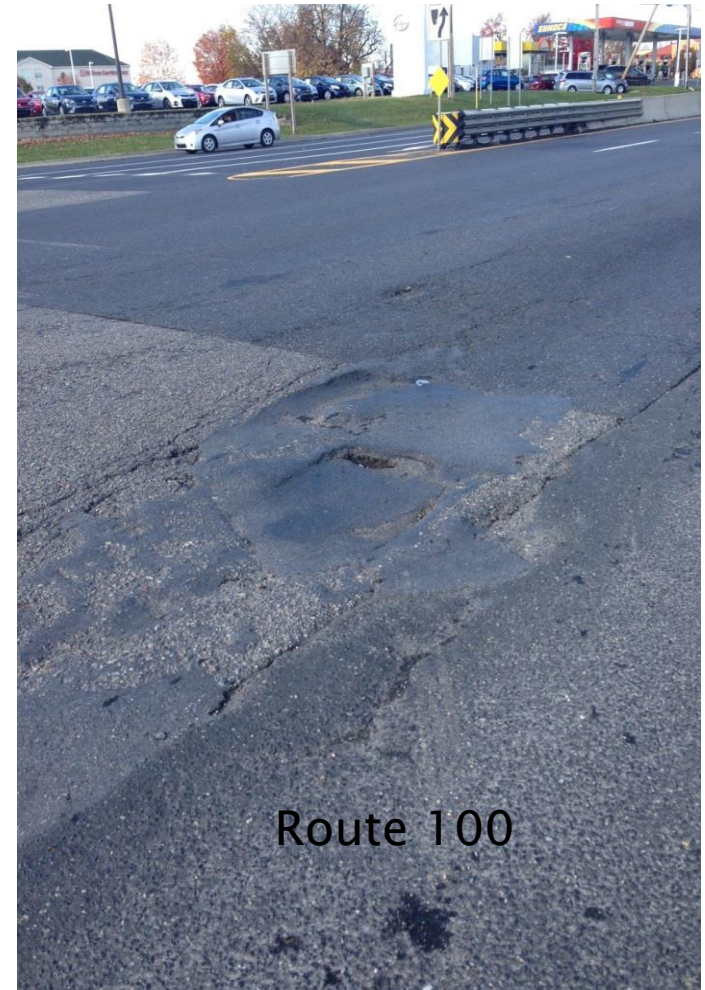
The existence and volume of Commercial Motor Vehicle (CMV) traffic in UMT is a growing concern and will increase.

Since the start of the UMTPD, we have investigated **12** fatal crashes on our roadways. **7** of them involved CMV's.

*Those statistics, coupled with the existence of such a high volume of CMV 's in UMT demonstrate an unusual nexus between crashes involving passenger vehicles and CMV's.*



# Deteriorating roads due to volume and types of vehicles:



# Crashes Involving Commercial Motor Vehicles:



Route 100 @ Industrial Boulevard



# Crashes Involving Commercial Motor Vehicles:



March 2014 – Hamilton Boulevard



# Crashes Involving Commercial Motor Vehicles:



Nestle Way

# CMV vs. train:



Snowdrift Road RR Crossing



# Lost truck drivers & property damage...



Russett Road at Cobbler Lane



# More...



Various locations  
throughout UMT



# And more...



Schantz Road





# Unsafe CMV's:



A Traffic Unit Officer observed two oversized loads travelling too close together. Inspections have uncovered in excess of **60 safety violations** between the two. The vehicles were operating on fraudulent hauling permits and without insurance.

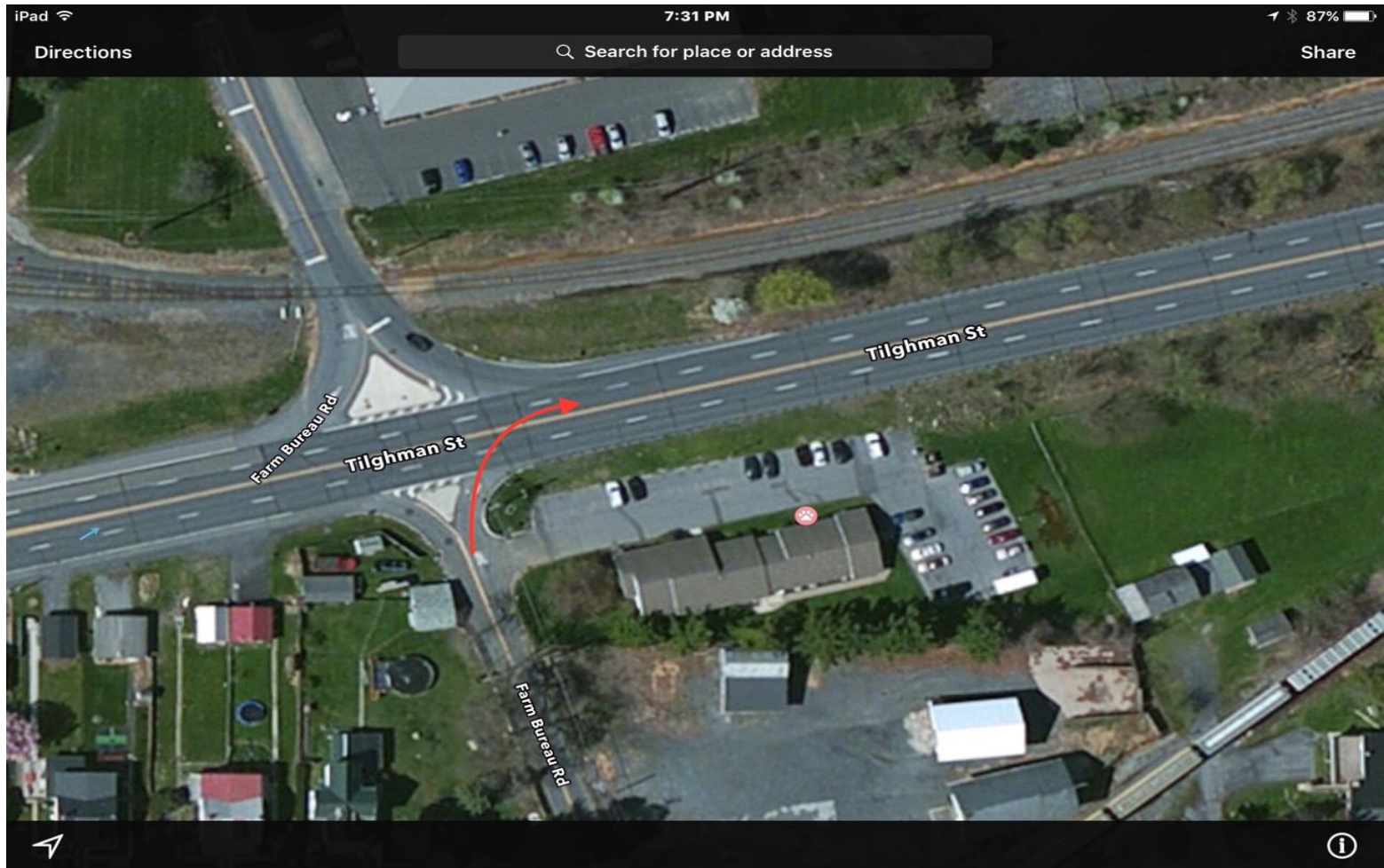


# Other unsafe conditions:



Unoccupied runaway vehicle traveled down a hill and across Grim Road

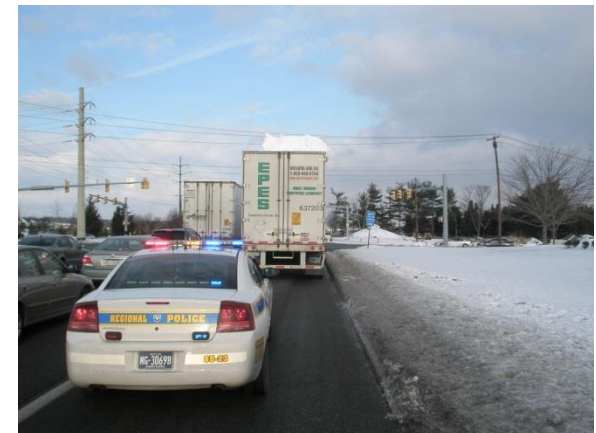
# Dangerous Scenarios:



Tractor-trailer turning right into oncoming traffic



# Snow on trailers:





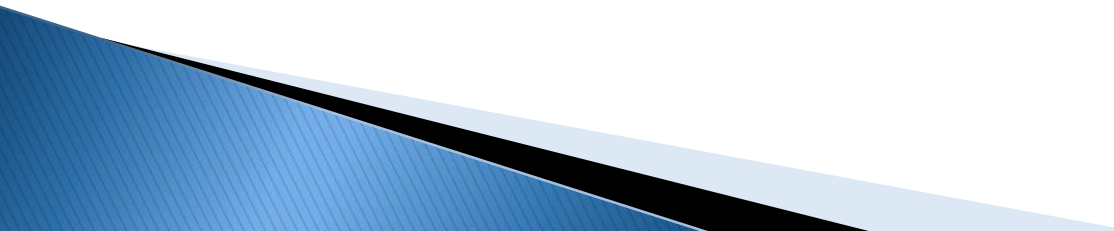
# Disregard for the law:



Can you guess the violations?

1. Parked opposing traffic
2. Parked in front of a fire hydrant
3. Parked against sign prohibiting same

# CMV Safety issues:

- Non-Compliance with law(s)
  - Equipment failures (tires, brakes, etc...)
  - Non or ineffective communication between commercial drivers and delivery points
  - Driver fatigue
  - Distracted drivers
  - Logbook errors
  - GPS dependency
  - Unsafe parking on roadways
- 

# Problem Areas of UMT

- ▶ Route 100 & Schantz Road
- ▶ Route 100 & Penn Drive
- ▶ Route 100 & Tilghman Street
- ▶ Tilghman Street & Blue Barn Road
- ▶ Millcreek Road & 222 By-pass
- ▶ Grim Road & 222 By-pass

There are numerous other roadways and developments throughout UMT which are illegally occupied by CMV's and subject to countless complaints from UMT residents.





# Citizen Complaints:

Portion of an e-mail to Township Manager & BOS on May 19, 2015 from a 26 year resident of UMT regarding truck traffic in his neighborhood:

*"This is a major concern!! Not only will our streets be torn up with this increased traffic, our children are put in unnecessary danger. What can be done????"*

Complaints of [vehicular & commercial] traffic volume and activities are frequently reported and discussed at monthly BOS meetings.



# Citizen Complaints (continued):

**E-mail to Chief Colón on May 7, 2015:**

“...While we understand that this is a persistent problem in many parts of the township, there is a fairly concentrated area of homes with small children bordering Hilltop Road. For that reason, we ask that some extra consideration be given to put “No Trucks Except Local Delivery” signs on the intersection of Mill Road and Hilltop, Hickory and Hilltop and Hilltop & Snowdrift Roads”.



# Media attention...

## Warehouse trucks common theme at Upper Macungie meetings...

When Upper Macungie Township's Planning Commission met Wednesday there were several items on its agenda. But, as ever in Upper Mac, there really was only one issue: trucks.

In fact, township Police Chief Edgardo A. Colón said at a recent meeting that just about everybody who lives there has had a bad experience with a tractor-trailer  
*Source: The Morning Call –December 18, 2014*

A new Lehigh Valley Planning Commission (LVPC) Study predicts that [Lehigh Valley] truck traffic will double in the next 2 decades. A Freight Movement Advisory Board was created.

## The Morning Call

### FREIGHT STUDY

## Can Valley stay ahead of truck traffic?

Planning Commission advisory board will seek ways to deal with the influx.

By MATT ASSAD  
Of The Morning Call

Ask any planning expert their thoughts on the next big issue to hit the Lehigh Valley and you might hear answers such as the loss of open space, affordable housing or maybe even global warming.

Yet Lehigh Valley Planning Commission Executive Director Becky Bradley has an answer that might surprise people: trucks.

With a new planning commission study predicting truck traffic will double in the next two decades, planners last week unanimously agreed to create a Freight Movement Advisory Board. Modeled after

similar boards in Seattle, Atlanta and Philadelphia, it would consist of transportation, warehouse and freight professionals who can help prevent the Valley from being overwhelmed by trucks as its economy shifts to e-commerce, warehousing and distribution.

"This will be the biggest challenge, both positive and negative, we face over the next 20 years," Bradley said. "It will nip at our quality of life while providing tremendous job opportunity."

That challenge is detailed in the planning commission's recently released

Please see TRUCKS NEWS 12



The Lehigh Valley Planning Commission's freight study predicts an increase in goods hauled through the Lehigh Valley from 40 billion tons in 2010 to more than 80 billion in 2040. And 90 percent of that will be moved by trucks, the study says.

### TRUCKS

Continued from NEWS 1

freight study, which predicts an increase in the total tonnage of goods traveling through the Lehigh Valley from 40 billion tons in 2010 to more than 80 billion in 2040.

Perhaps more alarming is that 90 percent of that is moving by truck, with the remainder coming by rail and airplane. The national average for percentage of goods moved by truck is under 70 percent, according to state Department of Transportation planner Christopher Walton.

Why is the movement of Valley goods so skewed toward trucks? Blame it on all those warehouses and distribution centers popping up along the region's busiest highways.

"In the past, rail traffic has been as reliable as truck, but in today's immediate delivery cycle, people want next-day delivery for their e-commerce purchases," said Bill Wolf, executive vice president with real estate brokerage firm CBRE's global supply group. "Most of that's got to be done by truck. There's no getting around that."

With its extensive network of highways, including Route 22, Interstate 78 and Route 33, and its location at the heart of the Northeast, the Valley has become one of the nation's fastest-growing regions for warehouse and distribution developments.

What was 12 million square feet of warehouse and distribution center space in the Lehigh Valley two decades ago is now more than 40 million, as the likes of Nestle, Target, Crayola and Walmart have filled industrial parks and lined highways with million-square-foot warehouses. And that number is increasing fast as companies such as FedEx Ground look to build distribution centers designed to get people their purchased goods in less than two days.

All of that figures into the planning commission's projections for the future.

The advisory board will be filled with not only local planners, but also members of the trucking, warehouse, rail and aviation

industry. As in other cities that serve as hubs for the movement of goods, the board will meet quarterly and give recommendations to the Lehigh Valley Transportation Study – the local planning commission arm that decides how to allocate roughly \$800 million a year for road, bridge and transit projects. The advisory board's decision won't be binding, but it will be lending expertise that the planning commission doesn't possess, Bradley said.

For example, the board may be able to recommend the truck routes where money should be invested, the bridges that are likely to see the biggest increases in truck traffic and perhaps which areas should be restricted from further warehouse development.

Its focus will be on more than just trucks and roads. For example, an inland port is being planned for south Bethlehem, said Pat Sabatino, manager of Lehigh Valley Rail Management, which runs the Norfolk Southern intermodal center in Bethlehem.

The port would allow containers coming through East Coast ports to be taken by rail directly into Bethlehem, where they would go through a U.S. Customs station before continuing to their destination. The port could help keep some of the goods on the rails rather than highways.

"The planning commission looks at these kinds of issues from 30,000 feet," Sabatino said. "An advisory board will take a very street-level look at things."

Bradley said planning commission officials will soon meet with Delaware Valley Regional Planning Commission officials to discuss how its Goods Movement Task Force works. From there, members will be recruited to serve on the Valley advisory board.

"I'm hoping that our new board can have their first meeting by September," Bradley said. "If we don't get ahead of this, we're doomed."

masaad@mcall.com  
Twitter @marthomas22  
610-420-6661

*"I'm hoping our new board can have their first meeting by September. If we don't get ahead of this, we're doomed"...Becky Bradley, Executive Director, LVPC.*



# Resident frustration...

feeling claustrophobic.

Yesterday at 9:45 AM • 🌐

I love my commute I love my commute  
I love my commute.



Social media post

# Nearby Berks County – November 2014

Increased enforcement, inspection and compliance will work towards reducing and preventing these types of incidents

THURSDAY, NOVEMBER 20, 2014

**POLICE SCANNER**

**AREA FATAL ACCIDENTS**

## DA: Trucker dozed off, killed 2 in Route 222 crash

Tractor-trailer hit cars at traffic light, then struck others in opposite lane.

BY MANUEL GAMIZ JR.  
Of The Morning Call

A truck driver fell asleep behind the wheel Wednesday morning on Route 222 in Maiden Creek Township and rammed into several vehicles stopped at a traffic light, killing two people, Berks County authorities said.

Jeremy Augustine, 23, of Emmaus, and Jane Harakal, 32, of Topton, died in the collision, according to the Berks County coroner's office. Autopsies were scheduled for today.

After the first collisions at the traffic signal, Steven Bernier, 50, of Reading, still asleep, drove into oncoming traffic and hit more vehicles, crushing two vehicles as they tried to leave a Dunkin' Donuts coffee shop, District Attorney John Adams said.

"When he woke up, he laid on the brakes but, needless to say, it was too late," Adams said.

Augustine and Harakal were dead and nine others were injured in the 6:30 a.m. wreck at Routes 222 and 73. Hours later, Bernier was charged with homicide by vehicle and related charges.

The surviving victims had not been identified as of Wednesday night.

Bernier is also facing nine counts of aggravated assault by vehicle, two counts of involuntary manslaughter, 10 counts of reckless endangerment and summary offenses including reckless driving, careless driving and driving at unsafe speeds.

Adams said Bernier, a registered sex offender who was under supervision of county parole, was being held at the county jail as he awaited being booked.

"Sometimes it's rare that we are able to charge so quickly, but I determined that based on the evidence that we gathered already, charges were warranted," Adams said at a news conference announcing the charges. "We know that the defendant ... dozed off, which caused this accident."


Adams said one of the reasons police were able to charge Bernier so quickly was because the wreck was captured on surveillance video from Dunkin' Donuts. Adams said that provided investigators "almost a live picture of this incident as it took place."

Watching the video was difficult, he added.

"It was telling, it was graphic and the video really depicted this horrific accident," he said. "It showed that clearly there was nothing but the tractor-trailer that was responsible for this incident."

Bernier had started work at 1:30 a.m. for Coogle's Recycling Inc. of Hamburg and said "must have been tired, causing him to doze off," Adams said.

Coogle's Recycling on Wednesday night issued a statement of sadness and concern. "We are praying for all those involved in today's terrible accident," Chief Operating Officer Matthew Coogle said. "We cannot sufficiently express our deepest condolences to all who have been impacted by this tragic event. We will cooperate fully with



Bernier

the ongoing investigation as the facts continue to unfold."

Bernier was going south on Route 222 at 6:30 a.m. and rammed into vehicles stopped at a traffic signal on Route 73, authorities said. Bernier then drove into oncoming traffic, hitting vehicles in the northbound lanes. The tractor-trailer pushed two vehicles into a Dunkin' Donuts sign.

A Northern Berks Regional police officer was at the coffee shop at the time and immediately called for emergency crews. Both lanes of Route 222 were closed for hours as authorities investigated the crash. Traffic was detoured through Route 73.

During the investigation, Bernier was cooperative and showed remorse for what happened, Adams said. He submitted to a blood test, but those results were not available, he said. Adams said he has no reason to believe Bernier was drunk.

As soon as the tests were done, police arrested Bernier, authorities said.

Northern Berks Regional police Chief Scott Eaken said the condition of Route 222, which is often the subject of criticism because of a history of fatal wrecks, was not a contributing factor to the crash.

"This was a normal traffic pattern," he said. "All the vehicles stopped and the tractor-trailer didn't."

Even though charges have been filed, Adams said the investigation and reconstruction of the crash will continue. He said investigators will look at Bernier's log road.

manuel.gamiz@mcall.com  
610-820-6595

# PennDOT says...

## **Interstate 78 (Westbound) @ Route 100**

Average Daily Traffic: 40,576 vehicles

Average Daily Truck Volume: **9,711**

Percentage of Trucks: 24%

## **Interstate 78 (Eastbound) @ Route 100**

Average Daily Traffic: 41,217 vehicles

Average Daily Truck Volume: **9,777**

Percentage of Trucks: 24%

## **Route 100 (Northbound) South of Interstate 78**

Average Daily Traffic: 18,002 vehicles

Average Daily Truck Volume: **3,750**

Percentage of Trucks: 21%

## **Route 100 (Southbound) South of Interstate 78**

Average Daily Traffic: 17,258 vehicles

Average Daily Truck Volume: **3,600**

Percentage of Trucks: 21%



**7,350** total trucks on Route 100 per day



# Traffic counts:



7,350 total trucks on Route 100 per day  
19,488 total trucks on I-78 per day

# Our most precious commodity...



The **Parkland School District** operates an estimated 25–30 school buses and transports approximately 2,500 students to/from UMT and the various schools in the district.



# Reduced liability...



**Billboard on Route 22 (Westbound) at Airport Road  
(Hanover Township, Lehigh County)**

Photo taken on September 7, 2015



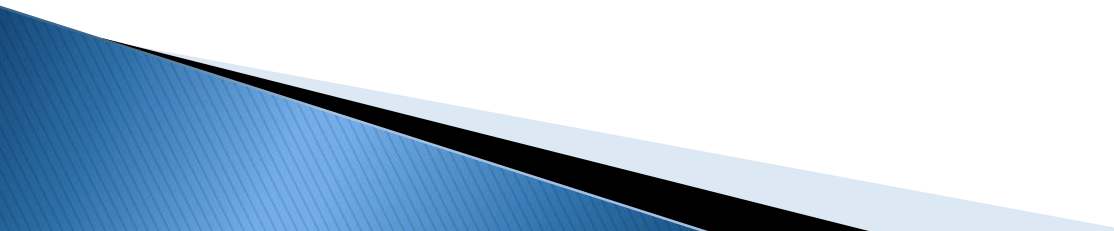


**Billboard on Interstate 78 (Eastbound) near SR0222  
(Upper Macungie Township, Lehigh County)**

Photo taken on September 17, 2015

# What are our Strategic Objectives?

(And what are the specified Goals and Strategies we will employ to accomplish each Objective?)

1. Safer roadways
  2. Reduction of CMV crashes, injuries, fatalities & property damage
  3. Enhance officer safety
  4. Improve commuter & residential traffic flow, communication & integration
  5. Reducing complaints & concerns of UMT residents
  6. Identify, address & correct adverse driver behavior
  7. Reduced disruption of commerce
- 

# Strategic Objective #1:

**Objective:** Safer Roadways.

**Goal:** To continue to have well maintained roadways and signage on all roads. To work with all involved to solve roadway problems and improve resident/commuter vs. Commercial Vehicle traffic movement, safety & integration.

**Strategy:** Constant Motor Carrier Safety & Assistance Program (MCSAP) communication with KCE, UMT Public Works & PennDOT to report deficiencies. To actively work with local and state officials to ensure that the township is moving forward in all aspects of community development.

**Performance Measurement:** Annual review of statistics and public feedback. Ongoing inspection, reporting & physical review of signage & roadway conditions.



# Strategic Objective #2:

**Objective:** Reduction of CMV crashes, injuries, fatalities & property damage.

**Goal:** Percentage reduction in fatalities, injuries and property damage against the previous 3-year average.

**Strategy:** Permanent full-time MCSAP inspection and enforcement initiatives.

**Performance Measurement:** Annual percentage comparison of crash statistics and review of the Department time & effort devoted to this goal compared against the desired result.

# Strategic Objective #3:

**Objective:** Enhance officer safety.

**Goal:** Construction of a safe location (off the roadway) for CMV Inspection & enforcement.

**Strategy:** Seek access to land & funding/support from UMT and other sources.

**Performance Measurement:** Status or results of efforts to accomplish this goal.

# Strategic Objective #4:

**Objective:** Improve commuter & residential traffic flow, communication & integration.

**Goal:** Less congestion, backlog and more efficient exchange of information. To strive to maintain a good working relationship between the police department, residents and corporate members of the community based on compliance and education rather than enforcement and sanctions whenever possible.

**Strategy:** MCSAP evaluations of traffic movement devices. Community meetings and/or social media events to create and maintain a dialogue with commuters & residents.

**Performance Measurement:** Annual review of statistics and adverse communications received by the community.



# Strategic Objective #5:

**Objective:** Reducing complaints & concerns of UMT residents.

**Goal:** Reduced written and verbal concerns and/or complaints from UMT residents.

**Strategy:** Close analysis of historical concerns regarding speed, parking, trucks and unsafe conditions. To allow all parties to express concerns but maintain a professional and fact based group discussion to best serve the community when developing quality solutions to the issues.

**Performance Measurement:** Action and constant review by Chief of Police.

# Strategic Objective #6:

**Objective:** Identify, address & correct adverse driver behavior.

**Goal:** Improved compliance by CMV operators.

**Strategy:** Increased MCSAP involvement, education, corporate outreach and enforcement.

**Performance Measurement:** Annual statistical review.

# Strategic Objective #7:

**Objective:** Reduced disruption of commerce.

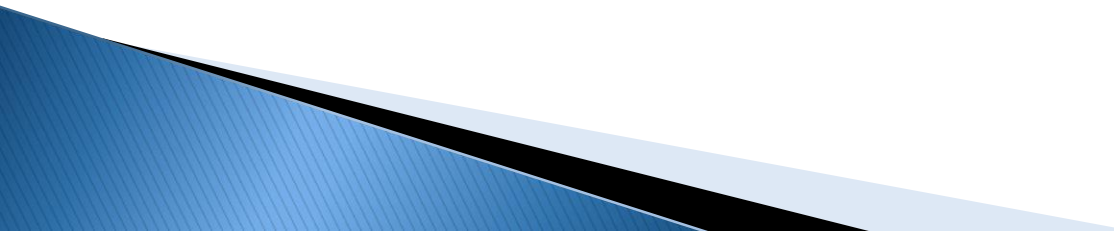
**Goal:** Safe and maximum efficiency for CMV movement.

**Strategy:** Cooperative meetings, training and communication with Corporations and trucking Companies.

**Performance Measurement:** Annual statistical review by the Chief of Police.



# Benefits:

- ❑ Enhanced safety
  - ❑ Driver compliance
  - ❑ Fair & Effective enforcement
  - ❑ Positive outreach
  - ❑ Extension of this program throughout Lehigh Valley
  - ❑ Increased productivity and revenue for business when maximizing efficiency
  - ❑ More efficiency = less of an [environmental] impact, less fuel used and cost savings
- 

# Law Enforcement Partners:



PSP (MCSAP, CVSS and MCEO's)



South Whitehall Township Police Department



Salisbury Township Police Department



Emmaus Township Police Department



Whitehall Township Police Department

# Government Partners:

- ✓ Pa Department of Transportation (PennDOT)
- ✓ Keystone Consulting Engineers (KCE)
- ✓ UMT Public Works
- ✓ UMT Emergency Management
- ✓ County of Lehigh

## Offices of:

- ✓ U.S. Senator Pat Toomey
  - ✓ U.S. Representative Charlie Dent
  - ✓ PA State Senator Pat Browne
  - ✓ PA State Representative Gary Day
- 
- ✓ Upper Macungie Township Board of Supervisors
  - ✓ Upper Macungie Township Planning Commission
  - ✓ Lehigh Valley Planning Commission
  - ✓ Lehigh County Executive



# A few proposed Community Partners, Stakeholders & Participants:



Elected Officials

Residents

# Landowner Partner:

- ▶ Liberty Property Trust




# Here are [some] shipping partners:

- NFI
- Werner
- Conway Express
- Rick's Backhoe Service
- JM Rapp
- JB Hunt
- Estes
- Mesko





# What can we do in the form of Outreach?

- ▶ How do we connect with over the road drivers (owner operators)?
  - ▶ What is the percentage of owner/operators?
  - ▶ How do we effectively communicate with businesses?
  - ▶ How do we effectively communicate and connect with residents and find the best & safest solutions for traffic integration?
  - ▶ How do we get the stakeholders to commit and what [exactly] do we ask them to do?
- 

# New Business Signage:

(Placed on exit doors and common areas for drivers)



## Attention Drivers



- Posted Truck Restriction Routes are in effect
- Do **NOT** rely exclusively on GPS devices
- Violations carry fines of up to **\$500.00** and are strictly enforced
- For More information, visit [www.uppermac.org/trucksafety](http://www.uppermac.org/trucksafety)



Upper Macungie Township

Good Neighbor Coalition

# What kind of education and training can we implement?

- ▶ \*Motor Carrier Safety Assistance Program (MCSAP) certifications
- ▶ Driver Safety courses
- ▶ Support & assistance of corporate initiatives

\* A program created, overseen and certified by the Pennsylvania State Police (PSP) to focus on Commercial Motor Vehicle inspection, enforcement & safety standards.





# Tools we need:

- Permanent MCSAP officers (completed)
- Truck enforcement area(s) (completed)
- Weigh in motion scales
- Intersection Cameras
- Rest area/truck stop
- Adams Road interchange
- Roadway & Signage improvements (completed)

# Proposed work-groups:

- ❖ Safety & Signage
  - ❖ Ordinance
  - ❖ Legislative
- 

# Population predictions:

According the Lehigh Valley Planning Commission,...

Municipality	1900 Census	1950 Census	1990 Census	2000 Census	2010 Census	2013 Estimate	2020 Forecast	2030 Forecast	2040 Forecast
Alburtis		979	1,415	2,117	2,361	2,379	2,588	2,848	3,132
Allentown	35,416	106,756	105,301	106,632	118,032	118,577	122,666	130,338	139,617
Bethlehem (part)		13,804	18,866	19,029	19,343	19,534	19,840	21,097	22,538
Catasauqua	3,963	4,923	6,662	6,588	6,436	6,475	6,763	7,157	7,621
Coopersburg	556	1,462	2,599	2,582	2,386	2,397	2,558	2,749	2,951
Coplay	1,581	2,994	3,267	3,387	3,192	3,215	3,304	3,458	3,668
Emmaus	1,468	7,780	11,157	11,313	11,211	11,296	11,607	12,088	12,676
Fountain Hill	1,214	5,456	4,637	4,614	4,597	4,606	4,729	4,884	5,072
Hanover Twp.	3,324	588	2,033	1,913	1,571	1,569	1,658	1,843	2,093
Heidelberg Twp.	1,411	1,169	3,250	3,279	3,416	3,442	4,163	4,639	4,963
Lower Macungie Twp.	2,920	2,997	16,871	19,220	30,633	31,349	33,749	37,011	40,596
Lower Milford Twp.	1,233	1,390	3,269	3,617	3,775	3,824	4,252	4,541	4,859
Lowhill Twp.	715	562	1,602	1,869	2,173	2,214	2,588	3,045	3,501
Lynn Twp.	2,366	1,875	3,220	3,849	4,229	4,278	5,033	5,607	6,174
Macungie	692	983	2,597	3,039	3,074	3,102	3,210	3,364	3,537
North Whitehall Twp.	3,280	4,337	10,827	14,731	15,703	15,927	19,903	24,049	26,324
Salisbury Twp.	4,582	4,583	13,401	13,498	13,505	13,618	15,120	16,896	18,551
Slatington	3,773	4,343	4,678	4,434	4,232	4,245	4,400	4,589	4,798
South Whitehall Twp.	2,472	5,604	18,261	18,028	19,180	19,500	21,513	24,119	26,621
Upper Macungie Twp.	2,081	3,148	8,757	13,895	20,063	21,812	24,992	30,232	36,235
Upper Milford Twp.	2,712	2,834	6,304	6,889	7,292	7,443	8,382	9,012	9,642
Upper Saucon Twp.	2,271	4,240	9,775	11,939	14,808	15,523	18,880	23,568	28,672
Washington Twp.	3,096	2,883	6,356	6,588	6,624	6,678	8,510	9,866	10,897
Weisenberg Twp.	1,366	1,248	3,246	4,144	4,923	5,022	6,054	7,346	8,437
Whitehall Twp.	7,935	11,269	22,779	24,896	26,738	27,067	29,247	32,815	36,801





# Function & Future of the Coalition:

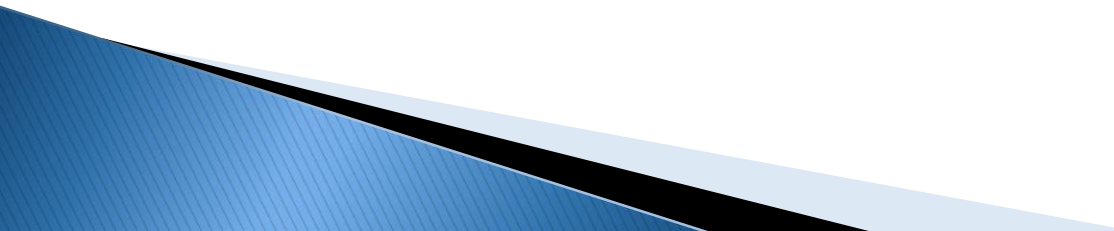
1. To present this presentation & information to the [Target] groups:
  - Businesses
  - Residents (to include commuters)
  - The Trucking Industry
2. During the presentations, we will ask for interested participants to serve on the proposed work-groups:
  - Safety & Signage
  - Legislative & Ordinance
3. Once each work-group is established, the Chief of Police will request participants to fill three roles:
  - Chairperson or Spokesperson
  - Organizer
  - Secretary

# Consequence of not acting:



# Action Plan by Chief of Police:

**With the direct use of the Traffic Safety Unit and MCSAP certified officers, the UMTPD can implement and deploy all available resources in support of the identified objectives and continually monitor and evaluate its progress and effectiveness...**



# Questions, Comments & Conversation...

...Many thanks for your attendance and input

