

HANOVER TOWNSHIP, LEHIGH COUNTY  
REGULAR COUNCIL MEETING

September 18, 2024  
7:00 P.M.

Present: Councilmen Heimbecker, Lawlor, Paulus, Woolley; J. Jackson Eaton, III, Esquire; Kevin Chimics, P.E.; Melissa A. Wehr; Vicky Roth

Absent: Rossi

Attendance: 2

Courtesy of the Floor: None

Approval of Minutes: Regular Council Meeting

Motion: I move we waive the reading of the September 4, 2024 Regular Council Meeting Minutes and accept same as presented.

Paulus, Lawlor: Moved and Seconded  
Heimbecker, Lawlor, Woolley, Paulus: Aye Unan.

Reports:

1. Melissa A. Wehr  
Township Manager

I'm continuing to work on the Budget. We will schedule the Budget hearing at our next meeting in October.

I was approached by a resident requesting putting a bench in the park in honor of their parents who were involved in the Sherwood Park playground, they could purchase a memorial bench. I would ask that if Council agree to do this and other individuals come to us with the same request, so we keep it uniform. A discussion ensued. Council agreed to allow the residents to purchase a bench to be placed in the parks as a memorial to their parents, etc.

I'd like to request a brief Executive Session at the end of the meeting for purposes of discussing litigation.

2. Kevin Chemic, P.E.  
Township Engineer

The Catasauqua Rd. milling and overlay has been completed. They completed the striping on the road. Once the pavement cures, they'll come back to do the anti-skid surface treatment.

Regarding Marcon Blvd., the inlets and curbs have been repaired, they're doing the recycling right now and should be finished up by the end of the week. Once the recycled road sit for two to three weeks they'll come back and do the final wearing course.

The two areas of mill and overlay have been completed on Irving Street. There is a small section of anti-skid to go in there right at the intersection with Lloyd St. which will be done the same time they do Catasauqua Rd.

The MS-4 storm sewer projects work is completed. We're doing a final inspection, generate any punch list to any final repair items that need done. The contractor will submit the next payment application.

An update on the Marcon Blvd. sanitary sewer easement project. The line replacement and lining has been completed. The final testing on some of the manholes is finished, and they have some final restoration and seating work to do where the line was replaced. A final inspection is scheduled then issue any punch list items to the contractor. All three municipal projects should be done within the next month.

A Council Member asked the Engineer for an assessment on how our sewers are overall. The Engineer stated over the last couple of years we just been replacing sections and mainly it's the old clay pipe. There still are sections of clay pipe in the Township. We have a sewer map which identifies all of the lines and when they were installed. Every year we look at the lines and try to find the oldest section and that's how we go about our Capital improvement projects by identifying sections to be replaced. The Council Member questioned how much is still out there in clay pipe that we have to replace. The Engineer stated there are approximately 10% to 25%. The Engineer estimated it at the 25% range. The Engineer doesn't think the clay pipes are that old. A lot of them are still in the LVIP area of the Township. The Public Works Supervisor said the only section that still has to be done is the Postal Rd. area. We are in good shape. Even the clay pipe is in good shape. We are doing our due diligence to keep ahead with the capital projects we remove the clay pipe which gets a lot of infiltration. They will report the exact amount at the next meeting. A discussion ensued.

3. J. Jackson Eaton, III, Esquire  
Township Attorney

The Attorney said he has one item which will be covered in the Executive Session.

Recently, I reported on some tax appeals. There are three more that that have been added. Lot 2 for Patriot American Parkway, Lot 3 for Patriot American Parkway and the Red Roof Inn. The tax from each of those is less than \$305 each. We are not taking an active role, but we will monitor them. The school district is playing an active role and will bring us in if there's anything unusual.

I informed you of an inquiry from the Public Works Supervisor that there was a parcel of land or an easement over in the Cedar Hill area showing the Assessment

Office has as our property. The questions arose as to who is responsible for cleaning it up with the drainage soil. It wasn't our property and hasn't been our property since 1983. It was a misreading of records by the Assessor's Office. We've received notice that they have now corrected that and it's no longer our property, and was a drainage area near a culvert along Irving St.

The Attorney's other items are on the Agenda.

4. Maintenance Report
5. Storm Water Issues
6. Fire Company Report (Written)
7. Code Enforcement Report (Written)
8. Treasurer's Report (Written)

Motion: I move we accept the computer printouts for the General Fund Account, Capital Reserve Account, Escrow Account, Liquid Fuels Account, Sewer Account and Water Account subject to audit.

Paulus, Woolley: Moved and Seconded  
Heimbecker, Lawlor, Woolley, Paulus:

Aye

Unan.

9. Building Inspector's Report (Written)

Unfinished Business: None.

New Business:

1. Installation of Speed Bumps on Hanover Township Streets (Vote)

The Engineer stated the Township Staff forwarded a complaint from a resident of Troxell Street to them complaining about speeding and motorists going through the Stop signs. They suggested that the Township install speed bumps along Troxell Street. There is a difference between a speed hump and a speed bump. A hump is a paved section that extends across the full roadway that's about 12 feet wide. Each end starts at the pavement and goes to the highpoint in the middle about four to five inches. It's more like ramp that you go up and down. A speed bump is maybe one to three feet wide and approximately three to four inches high. Speed humps are used for roadways and speed bumps are used more in parking lots. The speed bump requires you to slow down much slower with more of a jolt to it. PennDOT has put out what's called a traffic calming handbook which describes the process of evaluating and design standards for traffic calming measures, which a speed hump is one of those. Before any kind of traffic calming measures, you start with education and enforcement. The education is just informing motorists what they need to do on a roadway like speed limit signs showing 25 mph speed limits. We have installed the radar speed signs which

identified the speed of each driver. Those are movable, but I know at some point they have been on Troxell. All of our intersections are stop controlled with stop signs and stop bars. We're informing the residents and motorists what they should be doing on the road. The second part of that is enforcement which falls to the police. The state police don't have the manpower to cover the Township all the time. The Township has notified them and try to make them aware when there is a complaint of motorists who are speeding. You want to address first the education and then the enforcement. If that doesn't work, then you may look at installing any traffic calming devices. One is a speed hump. Speed humps do slow traffic. Some of the concerns is snow plowing. You're not going to be able to put your blade right down along the speed hump and clear that area right down to the pavement. There will be where snow will accumulate with potential for causing icing. Troxell Street is identified as a snow emergency route, so the road should try to be cleared as best as possible in bad weather conditions. When you have speed bumps, you're not going to be able to clean the street as easily and you're going to have debris accumulating across that obstruction in the road and a potential for debris leaves building up there. One of the other concerns is it's going to create noise when motorists drive over them just like when you hit a pothole. Wherever the speed bumps are located will generate noise to the neighbors in that area. If you install speed humps, it can cause traffic to be diverted to other streets when people know they're there. People are going to want to avoid them which will increase the traffic on some of the other roads. Sherwood Street has the park, and we have more pedestrian and motor traffic. While you're trying to slow speed on that road, you could actually end up increasing it because motorists are going to get mad that they have to slow down to go over a speed hump and they're going to speed up in between them or they're going to divert to other roads and feel that they're being delayed and it can cause speeding on other roads. Those are all factors to consider. The manual also stresses there are certain traffic volumes and speeds if you want to install traffic calming devices. An example over a 24-hour period they require a minimum of 1,000 vehicle trips. I don't know if we have 1,000 vehicles in a full day. The other option is the peak hour when you have your most traffic, is it going to be over 1,000 vehicles or two to three vehicles a minute. I don't know if we have that kind of volume at Troxell Street. The real issue is how big of a problem is it? The complaints seem to be very specific of one specific motorist at a certain hour. The question is are you going to do a permanent solution to address it or a temporary or isolated issue. A Council Member questioned the cost for the speed humps. The speed hump is a 12-foot pace section. There is also a series of striping that needs to expend to 100 feet and signs that need to be installed to identify that you're coming up on a speed hump. The cost ranges between \$6,000 to \$10,000 depending on how many are installed. Vehicle damage is on the motorist. The speed hump has a more gradual increase to that high point and then down and the speed hump is a speed bump and much more abrupt. A discussion ensued. The complaint we received states motorists going through a stop sign which really comes down to the enforcement issue with the police. The Manager said she would interpret them as an attractive nuisance. She believes the younger generation, with their bicycles or BMX bikes, makes another place for them to hang and jump over them. The Manager said in the right place at the right time and the right conditions, she believes it could be an asset. But, as the

Engineer stated, it's an isolated incident. It is not an occurrence I hear lots of complaints about. I think the negatives outweigh the positives in this particular case. The Councilman said his biggest concern is the Public Work's equipment and Manager agreed. We have the speed signs up, the stop signs, which are very well maintained by Public Works. We put the start bars on the street, we call state police for an enforcement when the speeders go by. They go out there fairly regularly for not having local police force.

Motion: I make a motion to not support the installation of speed humps or speed bumps in the Township.

Heimbecker, Lawlor:

Heimbecker, Lawlor, Woolley, Paulus:                     Aye               Unan.

2. Installation of Flock Cameras in Hanover Township (Vote)

The Manager reported that Flock has drafted the agreement and provided us with a quote for the five years. Previously, Council agreed to go with the five years. I would like a motion on the floor if we're going to move forward and install. Flock has graciously put us on a pilot program where they install the cameras in October. They'll be up for 90 days. We can evaluate if you still like them or not at no cost to the Township. They'll bill us 30 days out after the 90 days. We won't have to pay for the camera installation for the five-year program until February. We'll get the invoice in January and then it's due 30 days after. I provided the Attorney a copy of the agreement. There were some changes we requested and Flock agreed to those changes.

Motion: I recommend the 90-day trial period of the Installation of Flock Cameras in Hanover Township to be approved by Council before the end of the trial period.

Heimbecker, Lawlor: Moved and Seconded

Heimbecker, Lawlor:   Aye

Woolley:   Nay

Paulus:   Nay

A Councilman said he would like the absent Council Member to have the opportunity to vote on this and he is requesting this be put on the Agenda for the next Council Meeting.

3. Authorization for the Manager to file the Annual MMO Report (Vote)

Motion: I recommend for the Authorization for the Manager to file the Annual MMO Report.

Heimbecker, Woolley: Moved and Seconded

Heimbecker, Lawlor, Woolley, Paulus:                     Aye               Unan.

4. Hanover Township's participation in the Regional I & I (Allentown Sewer)  
(Vote)

Tim Miller from Keystone Consulting Engineers gave a summary of the Township's participation in the Regional I & I (Allentown Sewer) Program. If Council recalls, four to five years ago, we were discussing the Act 537 plan and we entered into the INTERMAX 537 plan as a result of the EPA administrative order in the City of Allentown. At that time, each of the municipalities was required to develop a list of projects that they felt were going to be around in the years from 2020 up to 2050. When DEP approved the interim plan, they said each of the municipalities were going to have an allotment of planning that was available to them in the years 2021 to 2025. We are at the end of this period and a lot of the municipalities are running out of their allotment that was originally given to them by DEP. As we develop that plan, they will not approve any upfront flows to any municipalities without the proven reduction.

They will not approve any additional development flow credits from municipalities without proving that we're taking the water out of the system. We are covered. Projects like Patriot American scaled back and now they're putting warehouses instead of residential unit uses which we had planned for. We have a balance in Hanover Township of flow beyond what we're going to need for full build out. My recommendation is I don't believe that it's any benefit over time to participating in the program, nor is there any drawbacks to not participating in the program. There are no penalties for that and really nothing to be gained. You could throw a whole bunch of money at the program and get development flow, but the Township is in a good standing. I recommend what you do is take your money and continue your maintenance of your own system which is pretty tight and does not leak. As far as LCA or Allentown are concerned, we're very low on the totem pole as far as amount of flow contributions to the system, i.e. excess flows. That's a good thing. DEP appreciates that as well. It's up to the Council to vote on whether or not you participate in the program. I recommend not to participate. The Public Works Supervisor agreed.

Motion: I move that Hanover Township does not participate in the Regional I & I (Allentown Sewer) on recommendation of the Township Engineer.

Lawlor, Woolley: Moved and Seconded

Heimbecker, Lawlor, Woolley, Paulus:

Aye

Unan.

5. D&L Trail Amendment for the Trailhead Parking Area (Vote)

The Manager stated we received the grant to finish the D&L Trail through Hanover Township. Allentown received a portion for their trail to close the trail system that runs from White Haven down to New Hope. Previously, Council approved the design professional to start designing the trail through our section in Hanover Township. Discussions between myself, the Public Works Supervisor and Liz from the DNL, included that it would be a really nice feature to have another trailhead parking spot in Hanover Township. The design professional had proposed potential trailhead parking that would gain 10 to 15 parking spots below

our park right by the pump station. In order to do that, it would add a cost of \$13,500 to the project. The proposal for the amendment would be to include the additional design work and permitting tasks related to the addition of the trailhead parking area within the Canal Park. Before moving forward with this particular amendment to the contract, we wanted to bring it to Council for approval to add this parking. This is only for the design portion amendment and would then be included as a part of the construction project when it goes out for bid. After further discussions, Council tabled this Agenda item until the next meeting.

Payment of Bills:

Motion: I move Council authorize payment of Payroll (9/13/2024); Voucher Nos. 28179-28211 from the General Fund Account in the amount of \$95,216.34; Voucher Nos. 4719-4720 from Capital Reserve in the amount of \$29,380.56; Voucher No. 231 in the amount of \$5,680.05 in the amount of \$5,680.05; Voucher Nos. 4734-4738 from the Water Account in the amount of \$1,803.21; Voucher Nos. 6505-6512 from the Sewer Account in the amount of \$8,421.70; Voucher Nos. 5494-5503 from the Escrow Account in the amount of \$38,402.35 for a Grand Total Expenditure of \$178,904.21.

Paulus, Woolley: Moved and Seconded  
Heimbecker, Lawlor, Woolley, Paulus:

Aye Unan.

Courtesy of the Floor:

The Manager informed that LCA is having an open house concerning wastewater. To learn about the Kline's Island sanitary sewer system project needs and what it will cost. I'll send it individually to the Board and will put it on our website and our Facebook page. There are different ones throughout October anywhere from Lehigh County Government Center, Eastside Youth Center, Social hall, Whitehall High school cafeteria. Delta Hotels by Marriott, Fearless Fire Company and Lower Macungie.

A Councilman thanked the staff for Community Night for another great job.

The Chairman said they were going into Executive Session and would not be returning for further discussions.

Adjournment:

The meeting was adjourned at 8:02 P.M.

Respectfully submitted,

Melissa A. Wehr  
Township Manager