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Impact fee for Washington Township Boulevard revisited

By **Stephanie Harbaugh**

The Record Herald

Posted Mar 31, 2011 @ 05:08 PM

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Wayne Heights, Pa. — Washington Township Supervisors discussed two options provided by Chad Dixon of Traffic Planning and Design Inc. to lower the current impact fee of \$3,147 at Wednesday's workshop.

Supervisors are leaning towards the option of terminating the township's current impact fee ordinance and preparing a new study to set a new one. That would include a scaled-back plan for Washington Township Boulevard by removing the leg from Route 316 west to Route 16.

The fee was originally adopted in 2005 to help pay for the boulevard — a relief route designed to run from Route 16 in Rouzerville to Route 16 west of Waynesboro.

The study conducted by TPD would cost approximately \$35,000 with a portion being reimbursable and could last 18 months.

Impact fees could be lowered within the range of \$1,400 to \$1,800 per trip after the study is completed. During the 18-month interim period, impact fees would be lowered to \$1,000.

Supervisors took no action Wednesday night and will discuss the topic again at Monday's meeting at 7 p.m. in the township's offices off of Welty Road.

By terminating the current ordinance and shortening the relief route to stop at Route 316, the township could avoid having to build a 1,000-foot bridge and save somewhere between \$8 million and \$9 million.

"Why are we spending \$35,000 when we are cutting every other aspect of the township? Not buying trucks, paving roads, providing raises for employees, we're just maintaining the status quo," said Supervisor Stephen Kulla.

"We need traffic relief off of Route 16," said Paul Gunder who serves on the impact fee committee. "It's a benefit to this community and future generations will be happy this is done."

A lower impact fee could lead to more commercial properties in the township — brings jobs and more people to the area who will look for housing explained, Realtor Timothy Light.

Background

The impact fee is based on a calculation and paid by developers for each vehicle their project adds to the roads during the two-hour peak time frame of 4 to 6 p.m.

When the fee was originally adopted in 2005 to help pay for Washington Township Boulevard, it was \$2,714.

At the time, TDP said it could generate \$14.7 million in a 10-year time period, but in recent years development has stalled and the impact fee has generated very little revenue.

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thorax

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I don't see this road as serving any type of relief for rt 16 ...Its more about linking up planned developments on the twp drawing boards. Thats why its an easy decision to drop the last leg from 316 to 16 because a 'bypass' relief route was never the intentions :)

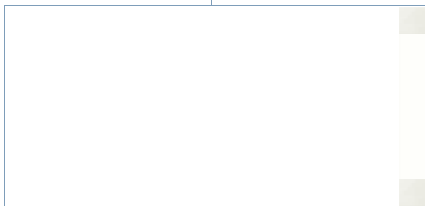
borolion
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Washington Township Boulevard is a waste of money. Now that the traffic lights in the borough are synchronized there is ZERO need for a 'relief' route. We even have a nice bridge to nowhere.

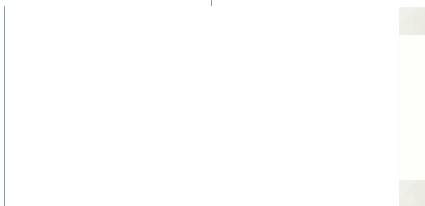
17268neighbor
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Seems like the supervisors missed the boat on this issue. This should have been done years ago.

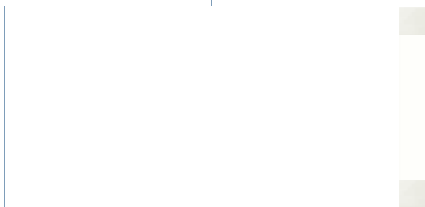
Interesting
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We need traffic relief off of Route 16 and we need the traffic relief on Mentzer Gap Rd. as well as Old Forge .Rd .With Ft.Ritchie closed one would think the traffic isn't present anymore as much as it was when it was still open.When Wal-Mart opened traffic on those streets picked up ..

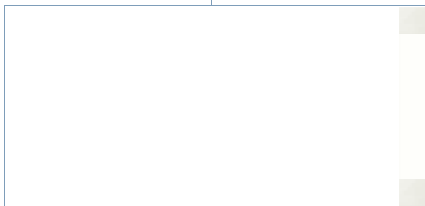
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Interesting -- Asking for a 'relief route' just because Wal-Mart opened is ridiculous.

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Mentzer Gap Road and Old Forge Rod have been busy roads long before Wal-Mart came to town.

Hilltopper
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Route 16 traffic relief has been a goal since day #1. The final link (316 to 16W) is critical for traffic to/from Blue Ridge Summit @ the re-energized Fort Ritchie complex (think 'future') to Greencastle and Rt 16 west. If this segment is dropped, we might as well stop all further road construction NOW and connect the developments with bike & jogging trails.

rawoysters
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Route 16 relief if much needed. Those who say otherwise must not expect an ideal situation. I'm not expecting Utopia (certainly not while Ch...

17268neighbor
1 day ago
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rawoysters: I disagree. This so called relief route around Waynesboro think the 'relief route' would actually take longer than just driving t...

I think the supervisors and their impact fee actually turned away n... this was their screw up from day one. Now we have a useless bridge and a road that will probably never b... even bigger mess.

Chris Siess
5 hours ago
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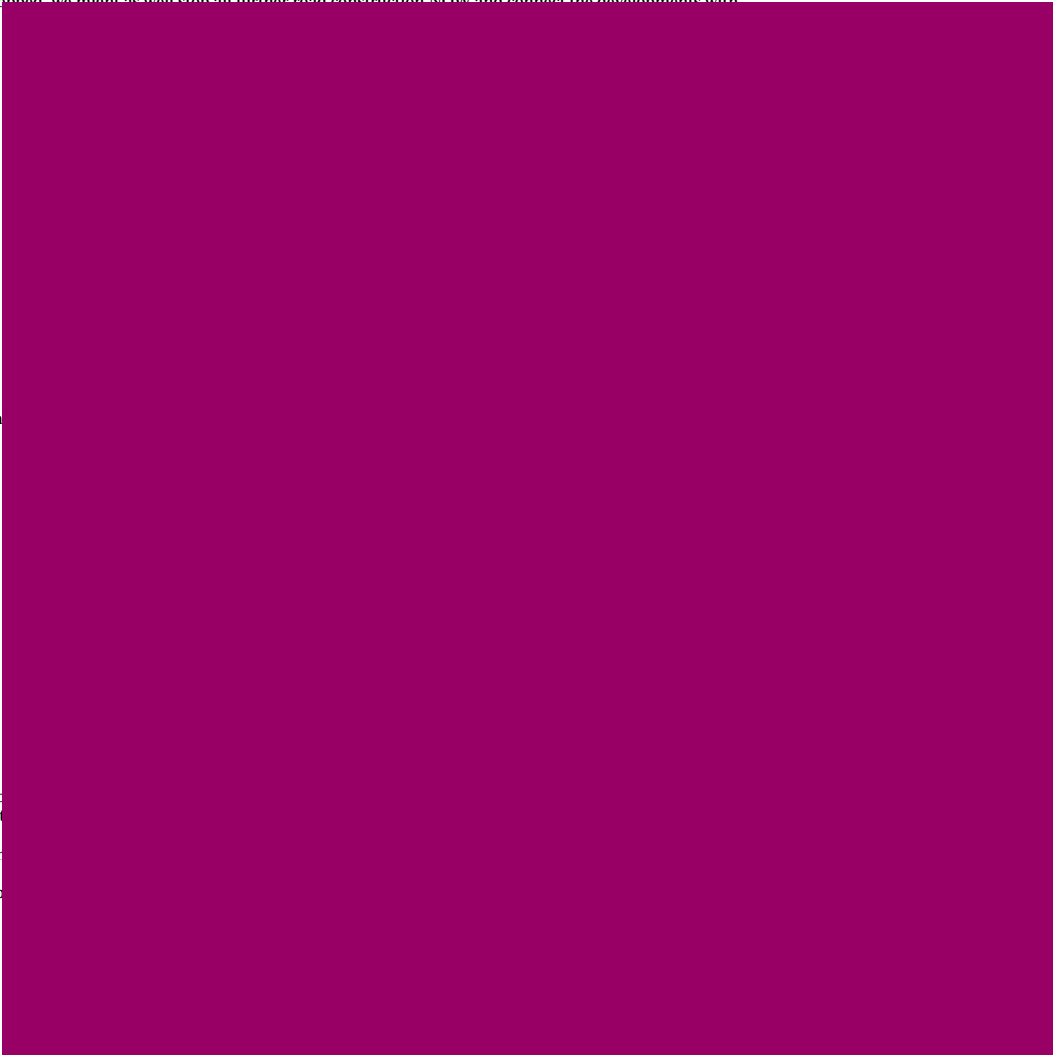
Relief is much needed for 16, however this plan won't do the job.

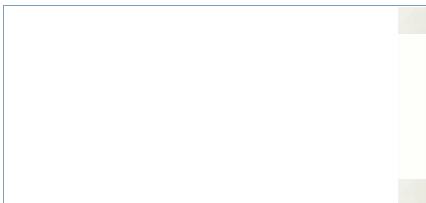
We need traffic relief off of Route 16, said Paul Gunder who serves on the impact fee committee. Its a benefit to this community and future generations will be happy this is done.

Stopping at 16 will not bring the relief. It will bring more taxpayer money to the people building the road. There will not be businesses they can rip off because the economy is getting worse and will continue to do so.

All this is apparent to the most blind. Which begs the question, who gains? We can start answering that question by looking who benefited from the Bridge to No Where?

Chris Siess
5 hours ago
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should of been 'stopping at 316 will not bring the relief,.....'

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