

East Park Hills Avenue Traffic Calming Study

Presentation of Initial Traffic Calming Plan



Presentation by

- David Modricker, PE, Public Works Director
- Jason Stimmel, PE, Pennoni
- Ronald Seybert, PE, Township Engineer



2571 Park Center Blvd., Ste. 2
State College, PA 16801



East Park Hills Traffic Calming Study

TITLE

PROJECT : FRGU1603
SCALE : NTS
DRAWN BY : -
DATE : JAN 2017

BACKGROUND

- Resolution 2015-05, Ferguson Township BOS adopts traffic calming policy
- **What is traffic calming?**
- Traffic calming is “a combination of mainly physical measures that reduce the negative impacts of motor vehicle use, alter driver behavior, and improve conditions for non-motorized vehicle use”.
- **Why use traffic calming?**
- Used to address high speeds and cut-through volume on neighborhood streets
- **Where has it been used?**
- Europe and Canada in the 1970s and more recently in the United States
- Locally in College Heights and The Highlands in State College Borough, Cricklewood Drive in Toftrees



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BACKGROUND

- **When is traffic calming used in Ferguson Township?**
- Refer to Traffic Calming Policy adopted by resolution 2015-05
- Resident request with at least 10 signatures (policy pg 3) (7/16-14 sig)
- Initial eligibility criteria
- Define a study area (pg 4)
- Collect data
- Compare data to criteria
- Prepare initial traffic calming plan (pg 5)
- Conduct public meeting
- Next steps to be discussed in more detail after the presentation



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STEP 1
Request/Screening



TRAFFIC CALMING STUDY

- Staff and Consultant discussed the scope of the project and defined the study area
- Pennoni conducted 24 hour traffic counts in October 2016
 - Counts completed discretely using a radar based traffic data collector
 - Counts included total traffic volume, speed and vehicle classification (size)
- Pennoni completed an evaluation of the data to check traffic calming warrants per Ferguson Township Traffic Calming Policy
 - Traffic volumes warrant volume mitigation measures
 - Speed data did not warrant speed mitigation measures



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STUDY AREA BOUNDARY

- Established based upon Township's Traffic Calming Policy.
 - Driveways with direct access to subject road.
 - Driveways and street that cross and utilize subject road.
- Boundary also set to capture properties and roads that "may" be impacted by changes to subject road.



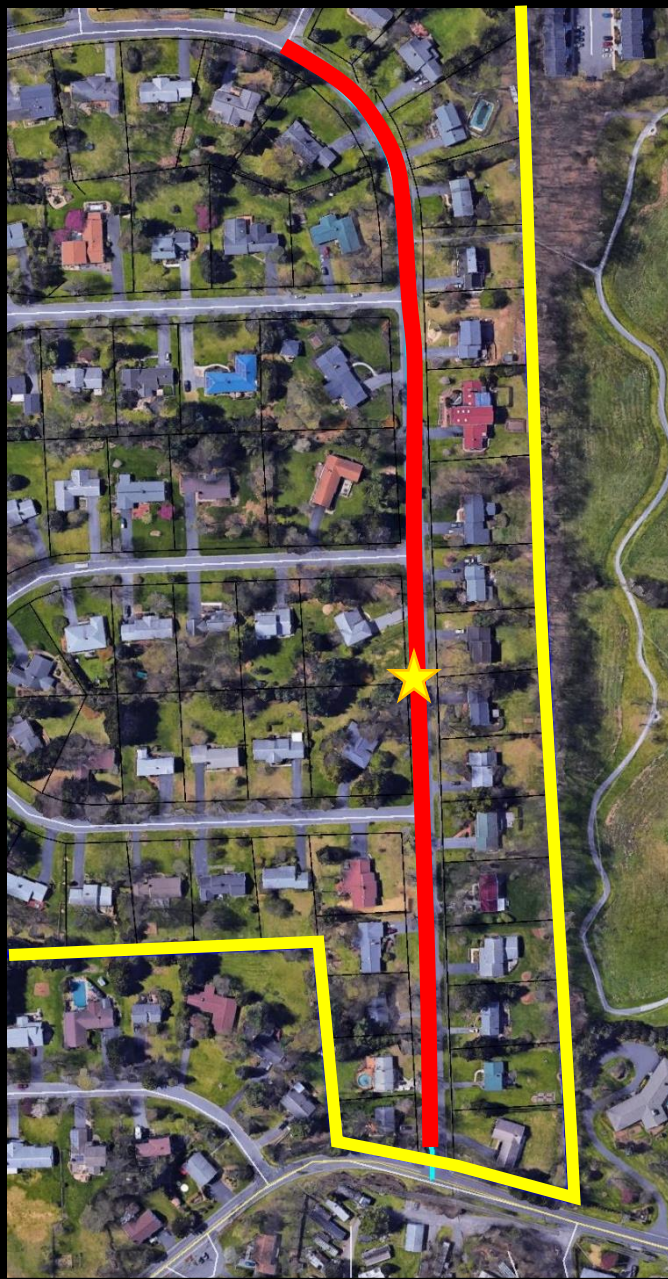
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Traffic Data Review

- Data collected using Radar Traffic Recorder (no tubes) to influence driver behavior.
- Data collected on a Tuesday, Wednesday and Thursday (typical weekdays) in October.
- Traffic Volume and Speed Thresholds established in Township's Policy.
 - Traffic Volume > 1,000 Vehicles Per Day (Avg.)
 - 85th Percentile Speed > 10 mph over Posted Speed Limit

DAY	DAILY VOLUME	85 th %tile SPEED
Tuesday	1,510	34 mph
Wednesday	1,565	35 mph
Thursday	1,517	34 mph



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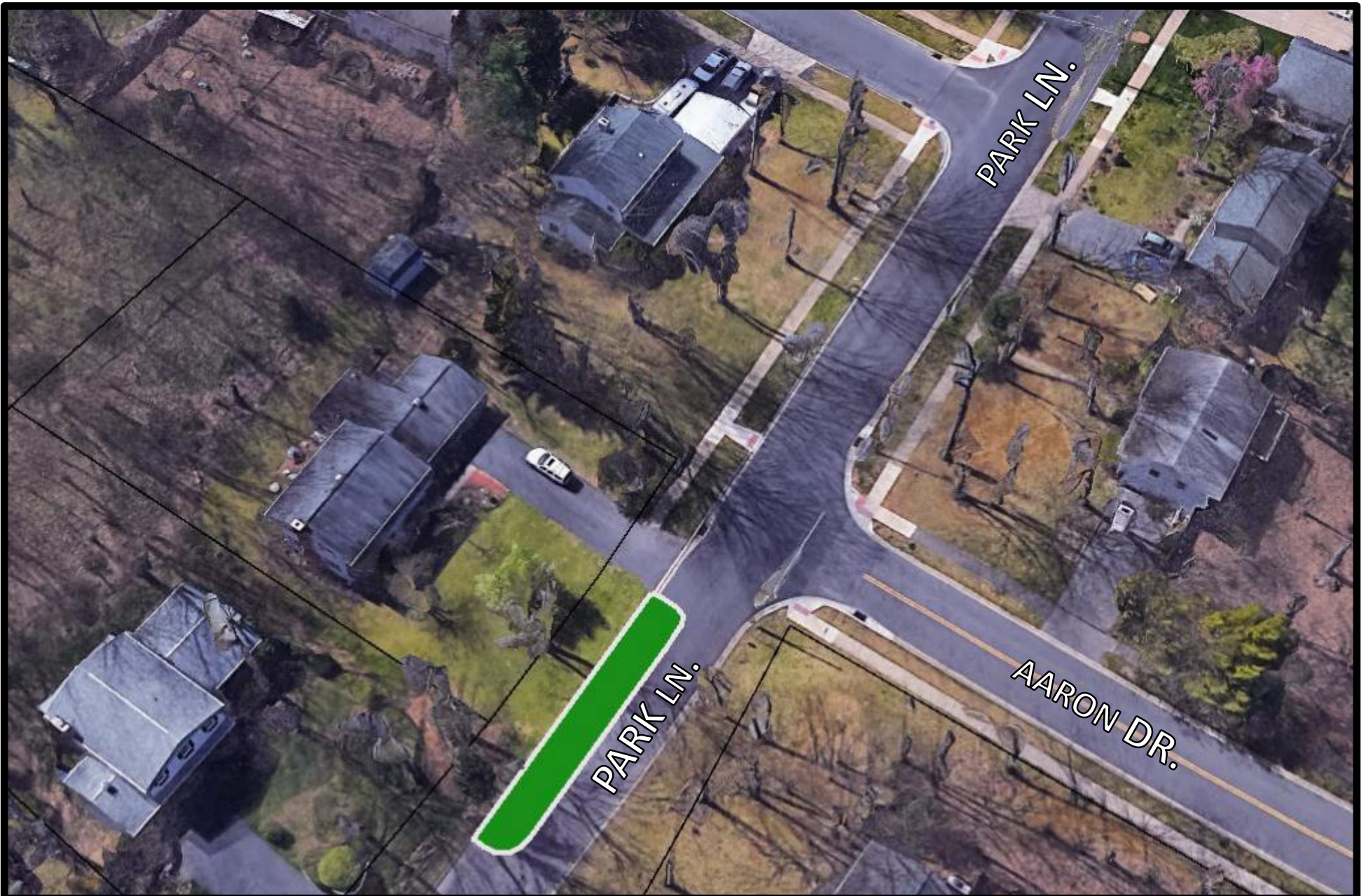
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East Park Hills Traffic Calming Study

TITLE

Location of Volume Mitigation Options

PROJECT :	FRGU1603
SCALE :	NTS
DRAWN BY :	JWS
DATE :	12.16.2016



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East Park Hills Traffic Calming Study

TITLE

Option 1 : Southbound Park Lane
Partial Diverter

PROJECT : FRGU1603
SCALE : NTS
DRAWN BY : JWS
DATE : 12.16.2016

OPTION 1

Partial Diverter for Southbound Park Lane

POSITIVES

- Eliminates pass-through trips from Park Forest Neighborhood area.
- Has no impact on emergency service provides (EMS, Fire, Police)
- Reduces traffic volume along E. Park Hills Avenue closer to 1,000 veh./day threshold for residential collector street.

IMPACTS

- Inconvenience for residents along Park Lane (no access from Aaron Drive).
- Impacts SCASD bus route for Park Forest Middle School.
- Reduced service for CATA Route A to the Park Hills Neighborhood.
- Potential to increase traffic on Wiltshire Drive -> Princeton Drive



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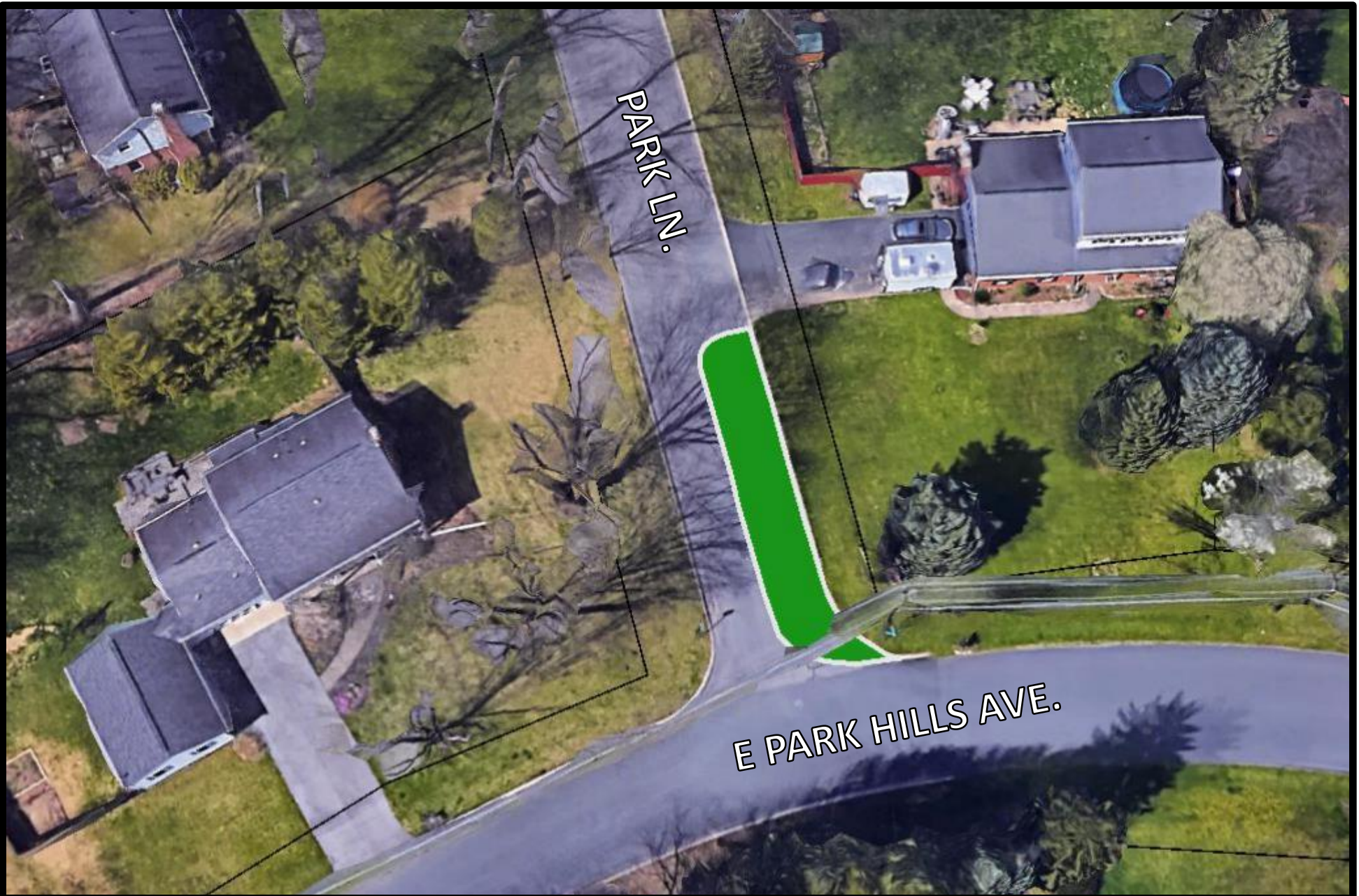


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Option 1 : Southbound Park Lane
Partial Diverter

PROJECT : FRGU1603
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East Park Hills Traffic Calming Study

TITLE

Option 2 : Northbound Park Lane
Partial Diverter

PROJECT : FRGU1603
SCALE : NTS
DRAWN BY : JWS
DATE : 12.16.2016

OPTION 2

Partial Diverter for Northbound Park Lane

POSITIVES

- Eliminates pass-through trips heading to Park Forest Neighborhood and Aaron Drive
- Has no impact on emergency service provides (EMS, Fire, Police)
- Has no impact on SCASD bus routes.
- Reduces traffic volume along E. Park Hills Avenue closer to 1,000 veh./day threshold for residential collector street.

IMPACTS

- Inconvenience for residents along Park Lane (no access from East Park Hills).
- Reduced service for CATA Route A to the Park Hills Neighborhood.
- Potential to increase traffic on Wiltshire Drive -> Princeton Drive



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East Park Hills Traffic Calming Study

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Option 2 : Northbound Park Lane
Partial Diverter

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East Park Hills Traffic Calming Study

TITLE

Option 3 : Park Lane Full Diverter

PROJECT : FRGU1603
SCALE : NTS
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OPTION 3

Park Lane Full Diverter

POSITIVES

- Eliminates all pass-through trips along East Park Hills Avenue
- Reduces traffic volume along East Park Hills Avenue to less than 1,000 veh./day threshold for residential collector street.
- Creates a “quieter” residential street.

IMPACTS

- Inconvenience for residents along Park Lane (no access to East Park Hills).
- Impacts emergency service providers – delays response time
- Eliminates service for CATA Route A to the Park Hills Neighborhood.
- Significant impacts to SCASD bus routes
- Potential to increase traffic on Wiltshire Drive -> Princeton Drive



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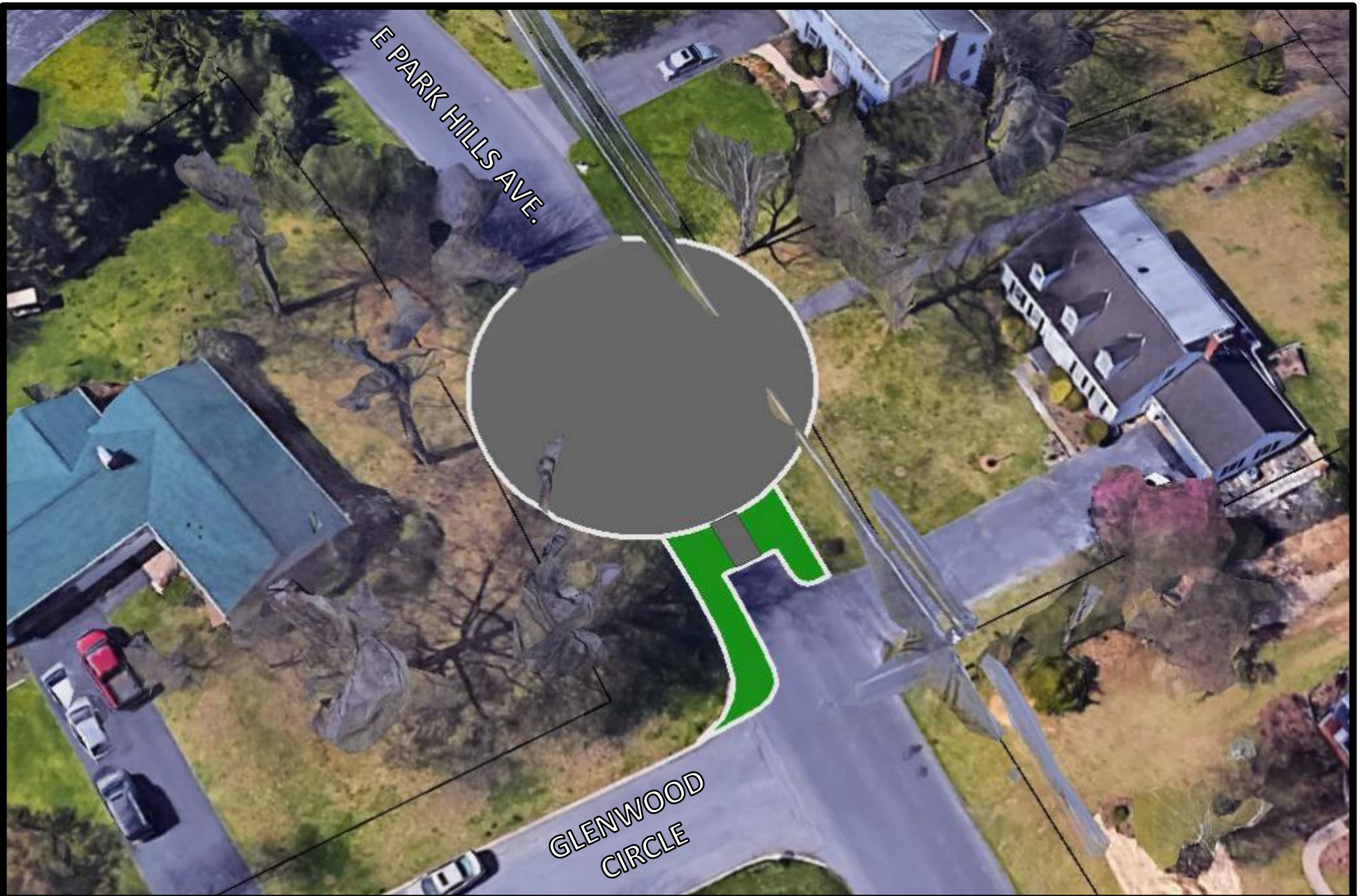


East Park Hills Traffic Calming Study

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Option 3 : Park Lane Full Diverter

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Option 4 : Glenwood Diverter

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DRAWN BY :	JWS
DATE :	12.16.2016

OPTION 4

Glenwood Diverter

POSITIVES

- Eliminates all pass-through trips along East Park Hills Avenue
- Significant reduction in traffic volumes. Only local residents will use East Park Hills Avenue.
- Creates a “quieter” residential street.
- No impact to CATA bus routes.

IMPACTS

- Inconvenience for residents along East Park Hills Avenue – divides street.
- Impacts emergency service providers – delays response time
- Potential to cause increase traffic volumes on West Park Hills Avenue.
- Significant impacts to SCASD bus routes.



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Option 4 : Glenwood Diverter

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Option 5 : Cherry Hill Road Diverter

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OPTION 5

Cherry Hill Road Diverter

POSITIVES

- Eliminates all pass-through trips along East Park Hills Avenue
- Significant reduction in traffic volumes. Only local residents will use East Park Hills Avenue.
- Creates a “quieter” residential street.
- No impact to CATA bus routes.

IMPACTS

- Inconvenience for residents along East Park Hills Avenue – divides street.
- Impacts emergency service providers – delays response time
- Potential to cause increase traffic volumes on West Park Hills Avenue.
- Significant impacts to SCASD bus routes



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Option 5 : Cherry Hill Road Diverter

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NEXT STEPS

Maybe you are saying....

“We heard your presentation...
now what?”



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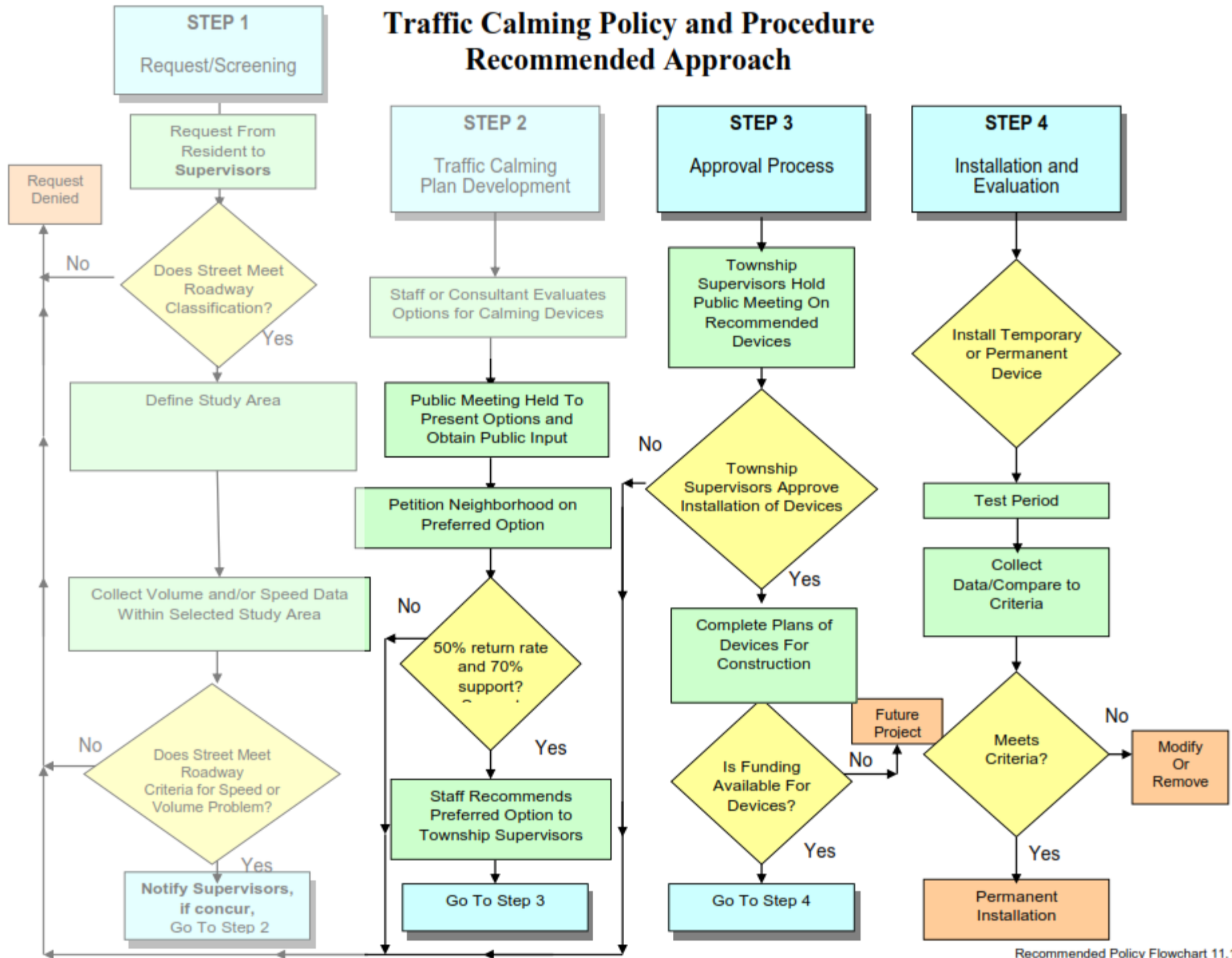


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Traffic Calming Policy and Procedure Recommended Approach



NEXT STEPS

- Receive input from residents on options presented.
 - After review of next steps, Q/A session
 - One on one time after Q/A session
 - Comment Form to provide input – leave tonight or return by February 3, 2017.
 - No voting occurs at this meeting



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NEXT STEPS

- Some input already received via e-mail/phone.
- Install All-Way stop signs on E Park Hills Ave
 - Not viable due to warrants for multi-way stop
 - Multi-way stops can increase mid-block speeds
- Install speed humps on E Park Hills Ave
 - Speed humps slow traffic, but don't significantly reduce traffic
 - Doesn't address study findings



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NEXT STEPS

- Petition study area on preferred option
 - Preferred Option selected / modified as appropriate by staff / consultant based on resident input
 - Petition with plan and narrative mailed to each property owner in study area – 30 day response



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NEXT STEPS

- Petition study area on preferred option
 - Need 50% return rate or petition is rejected; and
 - Need 70% support of respondents or petition is rejected.
 - If $> 50\%$ & $> 70\%$, then proceed to Approval Process



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NEXT STEPS

- BOS holds public meeting and approves / disapproves / modifies plan
- If approved, programs funding
- Complete final design for construction
 - Consider temporary devices
- Monitor and evaluate
 - Construct permanent, modify, or remove and abandon project



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QUESTIONS?

- David Modricker, PE, Public Works Director
- Jason Stimmel, PE, Pennoni
- Ronald Seybert, PE, Township Engineer
- This presentation, the Traffic Calming Policy, and the East Park Hills Traffic Calming Study are available via:
- www.twp.ferguson.pa.us or by email to
- dmodricker@twp.Ferguson.pa.us or by calling
- 814-238-4651 or at
- 3147 Research Drive, State College, PA



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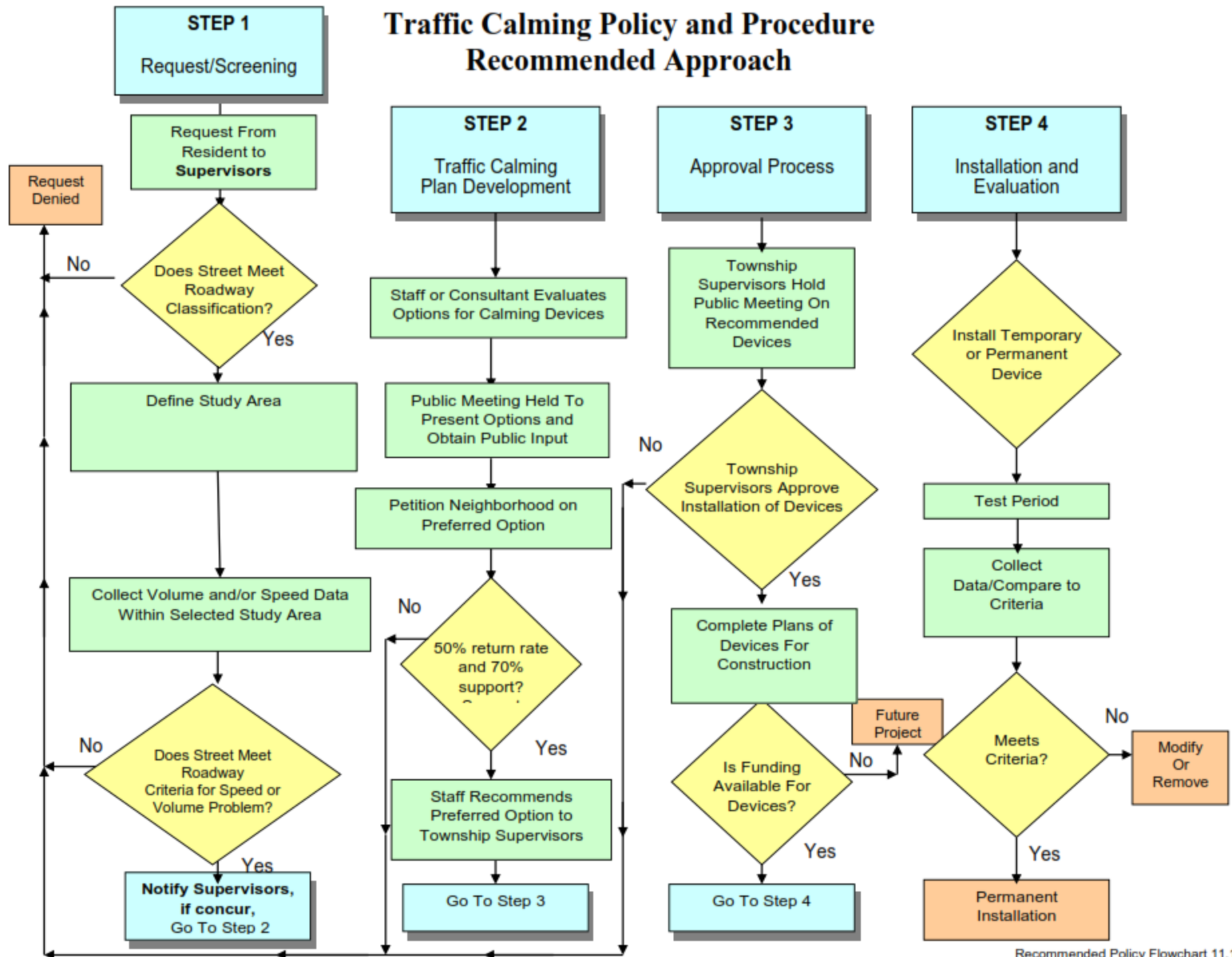


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Traffic Calming Policy and Procedure Recommended Approach





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TITLE

Roadway Pavement Markings
Shoulder Striping

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