

MT. LEBANON TRAFFIC BOARD

Meeting Date: May 1, 2013

Members Present: Ms. Brown, Mr. Gerhardt, Mr. Adams, Mr. Byrne, Ms. West, Mr. Cooley

Staff Present: Lt. McMurtrie, Ms. Jampole, Ms. Smith

Mr. Byrne opened the meeting. Roll call was taken all were present.

Agenda Item 1 – Administrative Discussion

Agenda Item 2 - Minutes of April 3, 2013 Traffic Board Meeting

Motion was made to approve the minutes of the April 3, 2013 meeting. Ms. Jampole requested that wording be changed on agenda item 11. Minutes were approved as amended.

Agenda Item 3 - Opening Remarks from the Chair

No additional comments.

Agenda Item 4: Follow up Items:

- *Request for Left Turn Signal on Bower Hill Road at Carleton*

Ms. Jampole advised that based on turning volumes and sight distance measurements, criteria were not met to warrant the addition of a dedicated left turn signal. Ms. Jampole did advise Ms. Shaw to contact PennDot District 11 offices to determine if they wish to conduct further study. Ms. Shaw stated she would. No further action was taken on this item.

- *Request for Yield or Stop Sign on Bethany at intersection with Somerville*

Ms. Jampole advised that based on sight distance and crash history the installation of a four way stop was not warranted. Ms. Jampole did recommend the installation of a stop sign on the Bethany Drive approach to Somerville. A motion was made to recommend approval of the installation of a stop sign on Bethany at Somerville. Motion was approved and passed unanimously.

Agenda Item 5: Traffic Calming Requests

- *Country Club Drive Additional Data Collection*

Ms. Jampole conducted additional studies on Country Club Drive to determine if a four way stop should be installed at the intersection of Country Club Drive at Audubon Avenue. Ms. Jampole advised that a four way stop is not recommended and the existing two way stop controls are sufficient. No further action was taken on this item.

- *N. Meadowcroft Avenue*

Ms. Jampole of Trans Associates stated that ATR devices were placed on N. Meadowcroft Ave. between Shadowlawn Avenue and Twin Hills Drive and between Ridgefield Avenue and McMonagle Ave. The ATRs recorded volumes and speeds for 72 hours from April 16-19 and from the data collected Trans Associates calculated the cumulative point value for N. Meadowcroft. N. Meadowcroft was assigned a point value of two. Trans Associates also collected crash data from January 2008 and April 2013. There were 12 crashes during this time frame and a majority of the accidents involved incidents of parked vehicles being struck. Ms. Jampole also stated that N. Meadowcroft is classified as a connector road.

Mr. Scanlon, 723 N. Meadowcroft stated he is a couple houses from where the ATR was placed and he does not believe the average speed is 32 mph. He walks his dogs in the morning and cars are going 55-70 mph. He feels it is treacherous to walk without the sidewalks. It is difficult to

pull out of driveway and vehicles go around when residence slow to pull into the driveway. He stated he does not know how N. Meadowcroft doesn't qualify for speed humps and he is not concerned with the 32 mph average, it is the drivers going 65 mph that concern him. He asked the board to seriously consider helping the residents with a solution to help them feel safe on their road.

Ms Brown advised that N. Meadowcroft did score points and they will be on the list for consideration.

Ms. Shelagh Milburn, 722 N. Meadowcroft Avenue stated she is concerned about the speed and the lack of concern for parked cars on the street. She suggested a dedicated walking area for the children walking to school. Ms. Milburn read a letter from Ms. Dawn Smith of 278 Kenforest who was unable to attend. Her driveway is on N. Meadowcroft and has difficulty getting in and out. The 4 way stop at Shadowlawn should make it safer for crossing N. Meadowcroft but drivers tend to roll through the intersection and not come to a complete stop. She asked the board to consider the safety issues when making a recommendation.

Ms. Jennifer Brandenstein, 747 N. Meadowcroft stated she is a mother of 3 and loves living in a walking community. She feels there is a false sense of security on N. Meadowcroft. She stated that the data collected does not tell the whole story. The speed of the vehicles combined with the walkers makes it very dangerous. There is a blind corner at Shadowlawn that is deadly especially when cars are parked on the street. Two of her kids walk to Jefferson School and the most dangerous part of their walk is from her front door to Shadowlawn. She stated that she has taught her kids to walk in the lawns but people in wheelchairs and with strollers have to go on the street. The data collected does not represent the walkers and the board owes it to the community to make sidewalks an option.

Kerrie Descalzi, 805 N. Meadowcroft stated she has lived on N. Meadowcroft for 11 years, she has 2 children and she is an avid walker. When the ATRs were in place on N. Meadowcroft he observed drivers stop when they came to them. She feels that N. Meadowcroft deserves more than 2 points. She feels that the policy can be more sophisticated and a lot has been overlooked. She stated she has looked into different traffic studies and there is a program in Allegheny County called Access Allegheny which determines continuous safe walking routes within the county and Mt. Lebanon is not on the list. N. Meadowcroft should be considered a hazardous walking route, if it were it could be considered for funding to make improvements. She feels that the kids should be able to walk to school safely.

Elizabeth Scanlon, 723 N. Meadowcroft stated she has lived on N. Meadowcroft for 19 years and feels that the homes being built in other communities has increased the traffic on N. Meadowcroft. She stated that N. Meadowcroft is a pass through road it is no longer a residential area. She can't allow grand kids to play in the front yard. They requested in the past to have a sidewalks installed and were denied. She feels that it is unfair that being a collector street and they do not have sidewalks.

Ms. Brown stated that sidewalks are not a part of the Traffic Management Program. She stated that it is an issue that would be worth taking to their Commissioner for consideration.

Mr. Adams asked if Newburn and Arden were collector streets. Ms. Jampole stated Newburn is and Arden is classified as a local street. Mr. Adams felt the residents made excellent comments and agreed that the lack of sidewalks is a problem.

Ms. Jampole stated that considering additional safety concerns would require changes to the current policy. The Commissioners have the choice to deem which is most important. Mr. Byrne stated the board can make a recommendation as to which on the list is most important, not just base it on points earned.

Ms. West agreed that data and statistics are not telling the whole story. She asked if the PennDot criteria takes into consideration that there are no school busses and children walk to school.

Ms. Jampole stated that the next step in the program is to send the recommendations to the Commission and a recommendation can be made to also consider safety improvements. Ms.

Brown stated that if the board feels a recommendation can be made such as removing parking on a blind bend they can recommend immediate changes, safety issues can be dealt with right away they do not have to go through the Traffic Management Program process.

Ms. Scanlon, 723 N. Meadowcroft stated they have a municipal tree on their property that would need to be removed if sidewalks were installed and other residents have shrubbery on their property that may be an issue if sidewalks are installed. She asked if the board would consider temporary speed humps while the other options were being explored. Mr. Byrne stated that he would be inclined to say no because the money that is available goes to funding the program and making improvements and did not want to see all the money go to a temporary solution. Mr. Adams stated that he feels the temporary speed humps were a good idea because they could be moved from area to area to help determine if permanent speeds humps would be a solution. He felt they should be considered.

- *Morrison Drive*

Ms. Jampole stated that Trans Associates placed ATR device on Morrison Drive between Hillcrest Place and Lyndhurst Ave. They collected data for 72 hours on April 16-19. From the data collected Morrison Drive was assigned a cumulative point value of zero. Trans Associates also collected crash data from January 2008-December 2012. Nine crashes occurred during this time. Of those accidents, eight occurred at the intersection of Morrison Drive and North Meadowcroft. Ms. Jampole suggested there may be inadequate sight distances at this intersection which is currently a two way stop controlled on Morrison Drive approaches and suggested further sight distance studies be done.

Mr. Byrne asked if there was a four way stop at Parker. Ms. Jampole stated there is not. Ms. Brown made a motion to request Trans Associates conduct a sight distance study at the intersections of N. Meadowcroft and Parker and N. Meadowcroft and Morrison. The motion was seconded and passed unanimously.

Ms. Scanlon, 723 N. Meadowcroft stated her daughter lives on Arden Road and was in an accident at the intersection of N. Meadowcroft and Morrison. She was struck by a large construction vehicle that did not come to a complete stop on Morrison. She is concerned about other large trucks that use these roads.

Mr. Jason Spector, 278 Morrison stated that the ATR device was placed in front of his home. He works from home and was able to observe traffic during peak hours while the device was in place. He noticed vehicles slow down significantly when they came upon the device. He felt that this does not reflect the situation correctly. He asked that the board also consider the number of children and special needs children on this street because they are an important factor. He also stated that it is important to look at the larger neighborhood not just one street. He is also concerned that there are no stop signs on Hillcrest and Lyndhurst and vehicles pick up speed coming down the hill. He stated that as far as the data collected goes he was bothered by what he saw over the 7 days. Mr. Byrne stated that the same devices are used to collect data on all streets. Mr. Byrne stated that the board members agree that a comprehensive study needs to be done and taken into consideration of how any recommendations would affect other neighboring streets.

- *Academy Avenue*

Ms. Jampole stated that Trans Associates evaluated Academy Avenue for the April 2013 meeting and determined that this street scored a point value of zero. As a follow up to previous data collected Trans Associates placed ATR devices on Academy between Cochran Road and Old Orchard Place and between Marietta Place and Old Orchard Place. They collected data for 72 hours on April 16-19. From the data collected Academy Avenue scored a point value of zero. Ms. Jampole also stated that she observed the parking situation near the driveway of 160 and 161 Academy Avenue and the parking spaces near the driveway make it difficult to see when exiting the shared driveway. Ms. Jampole suggested the board discuss looking into the parking along Academy Avenue. A motion was made to have Ms. Jampole do a further study and make recommendations to the board on parking improvements and other safety improvements. Motion was seconded and approved unanimously.

Additional Comments:

Ms. Rohrich, 826 Country Club Drive appealed to the board to purchase temporary speed humps for use on a rotating basis. Ms. Rohrich stated that there are also residents on Country Club Drive with disabilities and there are no sidewalks.

Mr. Spector, 278 Morrison Drive stated he was concerned with how the construction being done in Green Tree will impact their neighborhood. Ms. Jampole stated that the current construction projects are PennDot programs and they do the detour plans and advertise any work that will be done.

Recap:

Ms. Jampole summarized the Neighborhood Traffic Management Program requests. She stated that previous calculations were based on a Local Street classification from 1978 however it was determined that a more recent roadway classification was done by Gateway Engineers therefore the cumulative point value has been recalculated as follows, Academy Avenue-0 points, Arden Road-1 point, Country Club Drive-0 points, Morrison Drive- 0 points, Newburn Drive-5 points, N. Meadowcroft Avenue-2 points and Summit Drive-1 point.

Mr. Byrne stated that while the individual street requests will go onto the list separately, he would like the board to look into bundling some of the areas such as Country Club and Summitt. Ms. Jampole agreed that Country Club and Summitt should be considered together and that Old Virginia Manor should be looked at all together. She felt that N. Meadowcroft could be considered separately because of the safety issues but could also be included. Ms. Jampole stated she agreed with the using the temporary speed humps but felt there may be other considerations for Old Virginia Manor such as turn restrictions.

Mr. Ritchey, 310 Morrison Drive stated that he felt the Municipality should be the ones to determine their roadway classifications not outside agencies.

Ms. Brown stated that roadway classifications for paving and traffic management should be considered differently.

Board members agreed to further discuss their thoughts and recommendations for the Commission at the June meeting. Discussion item will be added to the June agenda.

Agenda Item 12 – Items from the Floor

There were no additional items. Meeting adjourned at 9:00pm.

Next meeting is scheduled for June 5, 2013

cc: All attendees
S. Feller
T. Kelley
R. Sukal