

Our Streets

A workshop on Borough of Roosevelt's streets -- August 19, 2014, 6:30PM
Coordinated by the Roosevelt Planning Board



Our Streets: a workshop

This workshop is intended to solicit opinions of residents living in Roosevelt. The Planning Board is an advisory board to the Council. We pass on items of interest to them with our recommendations for their consideration.

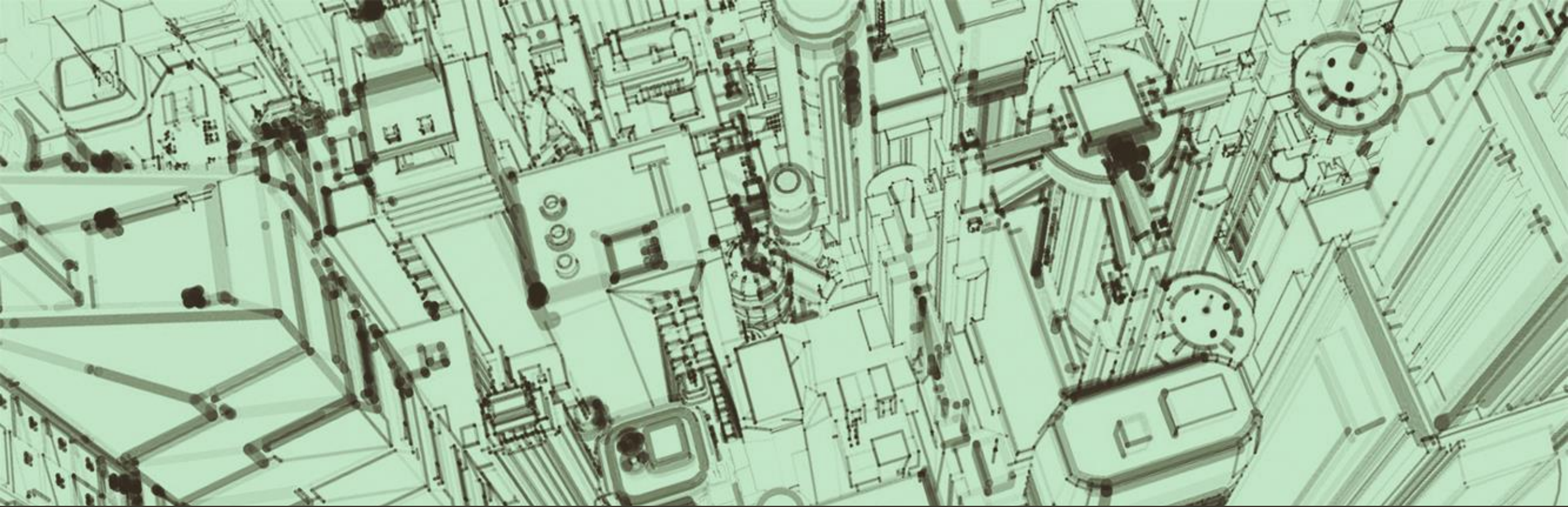
While this is a formal meeting of the Planning Board, there will be no formal actions at this meeting except for the opening and closing the meeting. The Planning Board, the Environmental Commission and the Council need residents' input into issues affecting our day to day lives.

In accordance to the municipal land use law and the open public meetings act, minutes will be prepared and promulgated. It is imperative that discussions take place in an orderly manner.

Thank you for your presence and participation!

Our Streets

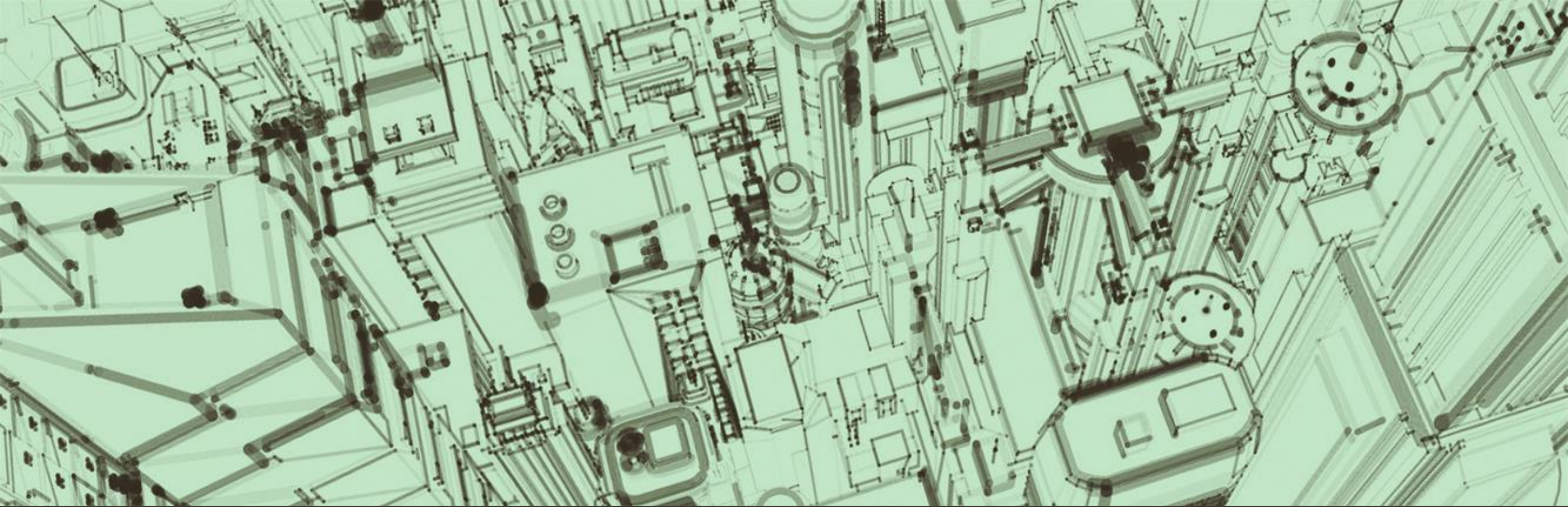
- Welcome –Mayor Beth Battel
- Meeting the requirements of the Open Meetings Public Act
- Introduction: Isaac Menda, Chairman of the Planning Board
- Presentation: Tom Thomas, Planner, PP
- Workshops within breakout groups
- Summaries --presented by the group leaders
- Closing Remarks: Tom Thomas, Isaac Menda and Mayor Battel
- Clean up –please help!



Welcome

Elsbeth (Beth) Battel, Mayor, Borough of Roosevelt



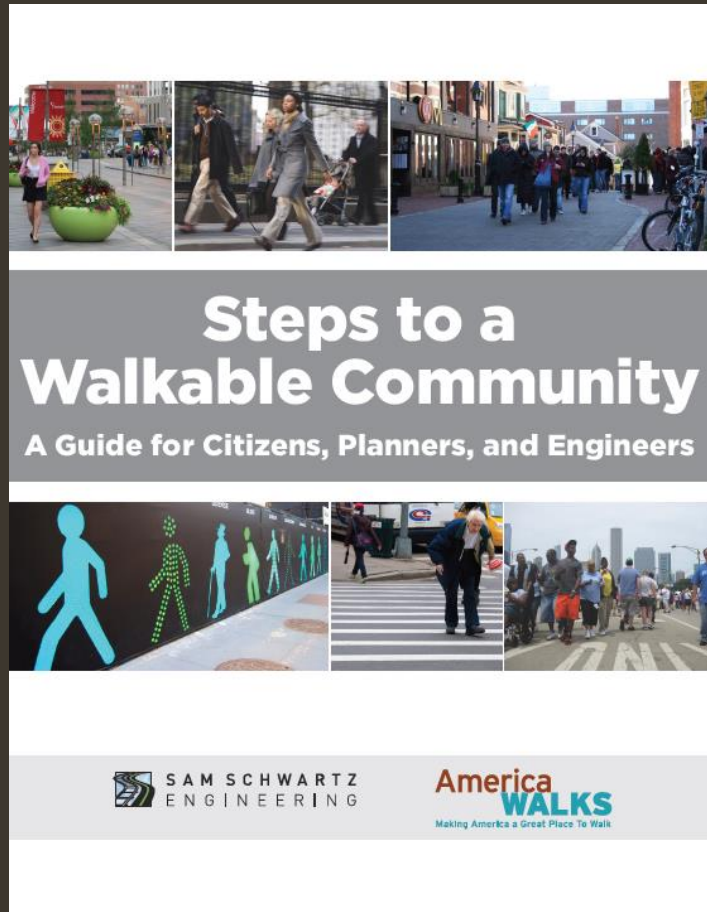


Introduction

Isaac Menda, Chairman of the Roosevelt Planning Board



The concepts we'll be discussing are good!



Advocacy

Evaluation

Implementation

History of Roosevelt's Streets

- Originally a self reliant community where you could walk to work
- Walking was an *essential* part of daily life, and ownership of autos was a luxury
- Motor vehicles were much less prominent than at present, and commercial vehicles are also parked in town in greater numbers
- Rochdale Avenue was also a local street, or rather a dirt road measuring 20 feet in width and posted at 20 MPH
- Rochdale Avenue is now a county road with many motorists travelling over the posted speed limit
- Our local streets are *also* traversed at speeds over the posted limit

Motor Vehicles in Roosevelt
Illustrative Figures (guesstimates)

	1937	2014
Homes with autos	50 (of 200)	225 (of 330)
Average number of cars per home	1	2 to 3
Total number of cars in the community	50	450 to 775

Example of arterials: Rochdale Avenue near Farm Lane (looking north)



Example of local streets: Tamara Drive at Pine Drive (looking North)



2nd photo of Tamara Drive at Pine Drive (looking North)



2nd example of local streets: Maple Court at Pine Drive (looking North)



Workshop goals,

leading to:

1. Defining the challenges



Exploring opportunities

2. Identifying program requirements



Discussing designs

3. Better understanding our roles



Becoming proactive, and partnering

4. Understanding the basic traffic engineering concepts behind posted speeds and street designs



Embracing traffic calming

How could we do it all before 8:30PM?

Step 1 Maintain order



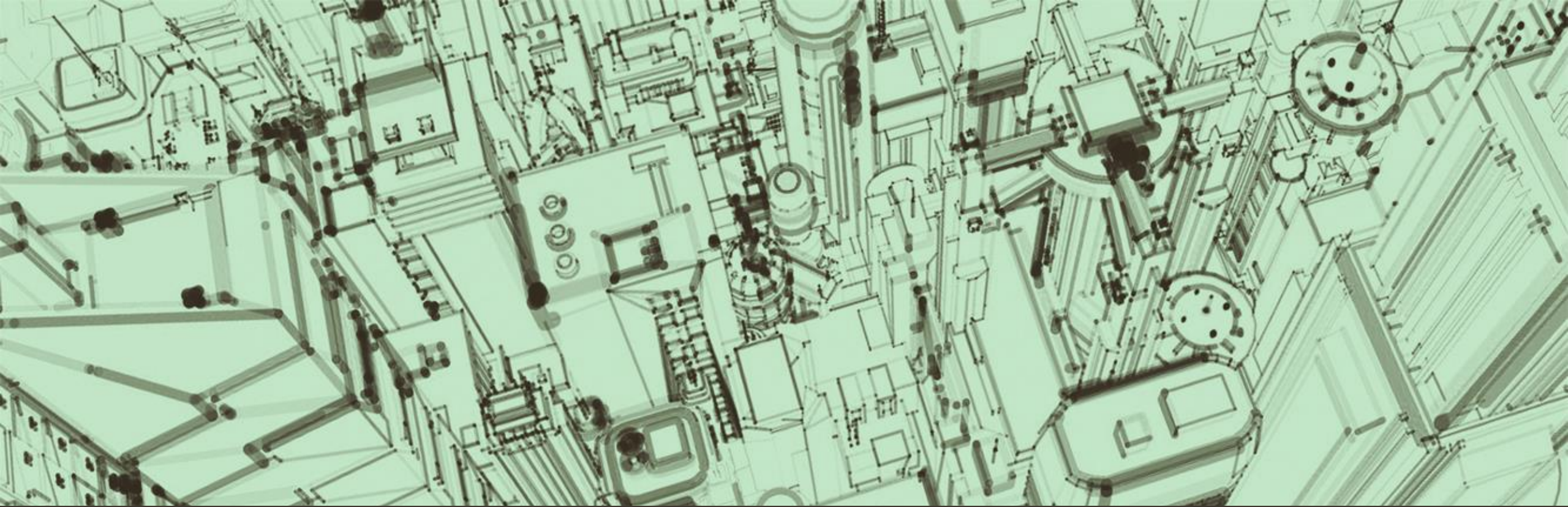
Step 2 Keep discussions within the working groups



Step 3 Take notes so you can share your thoughts afterwards



Step 4 Stay involved --we won't complete our work tonight!



Presentation

Tom Thomas, Planner, PP



Overview of presentation

- What are we looking to better understand about a complete street?
- How could you as a community achieve this?
- Great streets –what do they look like?
- How a planner and engineer can support a communities needs with the caveat that the community must want to see some desirable changes – planners and engineers are not gods who can solve it all.
- The word of the day has been, is still and will continue to be: **Balance**.
- The bad news: Roosevelt's streets don't look so nice and feel so good?
- The good news: there are a lot of opportunities to improve the streets!

Why do roads and streets have posted speed limits?
And what are the posted speeds based on?



Lane widths and abutting land uses will affect travel speeds. Wider lanes = higher speeds!



The width of Rt 571 outside of Roosevelt is narrower than the width of the Rochdale Avenue. So traffic speeds up when driving through town even if the posted speed limit is lower!



Community amenities and attractions are keys to a vibrant community! Below is the Mendies' farm stand.



Town centers focus everyone's attention on socializing, and that is what has always made Roosevelt so great!



Trails can measurably improve any “complete streets” improvements that are made.



Trees and sidewalks are proven elements
for success.



“Plain vanilla” sidewalks along Lake Drive.



But asphalt sidewalks can also be easily upheaved by tree roots.



Bluestone sidewalks are very attractive but more expensive and difficult to maintain.



Sections of sidewalks that previously existed in Roosevelt were removed by the homeowners. Why?



Roosevelt applied for a Safe Routes to School grant for sidewalks along the east side of Rochdale Ave between Farm Lane and Borough Hall, including pedestrian actuated crossing signals. Stay posted!

SRS-2014-Sidewalk Improvements to North Roch-00083

Infrastructure Project Proposal cont'd

Explain how the project will create a safer walking and/or bicycling environment.

The addition of sidewalks, crosswalks, and crosswalk beacons will all students to walk to and from school in designated sidewalks, outside of the pavement area. Students walking to school are currently forced to walk in the shoulder of Rochdale Avenue. Rochdale Avenue is a County roadway that is subject to increased vehicular traffic during rush hours. The crosswalk beacons will also increase pedestrian safety at the intersections where crossing has become hazardous and currently requires the use of a crossing guard before and after school.

The actuated beacons will be especially beneficial to pedestrians in the area. Site visibility at Rochdale Avenue (Route 571) and Homestead Lane is poor. The installation of crosswalk beacons will enhance visibility. In addition, speeding is typical in the area as the Borough does not have a police force, limiting police presence.


Traffic Calming 101

Autos: we can't live without them, but
its certainly difficult living with them.


A great source for traffic calming improvements.

Pennsylvania's Traffic Calming Handbook

Pennsylvania Department of Transportation



The handbook cover features four photographs illustrating traffic calming techniques: a residential street with a speed bump, a residential street with a speed table, a residential street with a speed bump, and a residential street with a speed bump.

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

Pub 383 (7-12)

The dangers of vehicular traffic accidents are well known.

★ ★ ★ PPT_Safety Safety Culture

Background

- In 2009:
 - 4,092 pedestrians were killed in crashes with motor vehicles
 - 59,000 were **injured**
- When struck by a vehicle, the critical factor in determining the outcome (minor injury vs. severe injury vs. death) is speed



Small increases in speed = large increases in safety risks to children and pedestrians

★ ★ ★ ★ Safety Culture

Summary

Small changes in speed → large increase in risk

Example:

- Struck at 15 mph:
 - Risk of severe injury < 10%
 - Risk of death < 5%
- Struck at 25 mph:
 - Risk of severe injury = 30%
 - Risk of death = 12%
- Struck at 35 mph:
 - Risk of severe injury = 64%
 - Risk of death = 30%
- Struck at 45 mph:
 - Risk of severe injury = 89%
 - Risk of death = 60%



Humps such as this one along Flock Street in Hamilton slow down traffic while allowing emergency responders' vehicles unimpeded access.



Humps like the one on Lake Drive at Valley Road do not accomplish the task because they were not built to standard dimensions.



Humps have been proven to slow motorists!

A study was conducted in 2000 in Patton Township, Centre County, PA to determine the effectiveness of speed humps on Cricklewood Dr. According to information received at PENN DOT (Pub 383 (7-12)), it was determined that:

- Overall traffic speeds are reduced when the humps are in place.
- There is much higher compliance with the speed limit when the humps are in place.
- Compliance with the speed limit is highest when the humps are spaced closer together.

Condition Percent of Vehicles Traveling more than 26 mph

Without speed humps	85%
With humps spaced 500 feet apart	33%
With humps spaced 300 feet apart	15%

Pedestrian actuated signals also do the job well with the high visibility flashers turned on!



But complete streets mandates are just words. They must be followed through to bring about meaningful results! Below is a sample excerpt of a resolution.

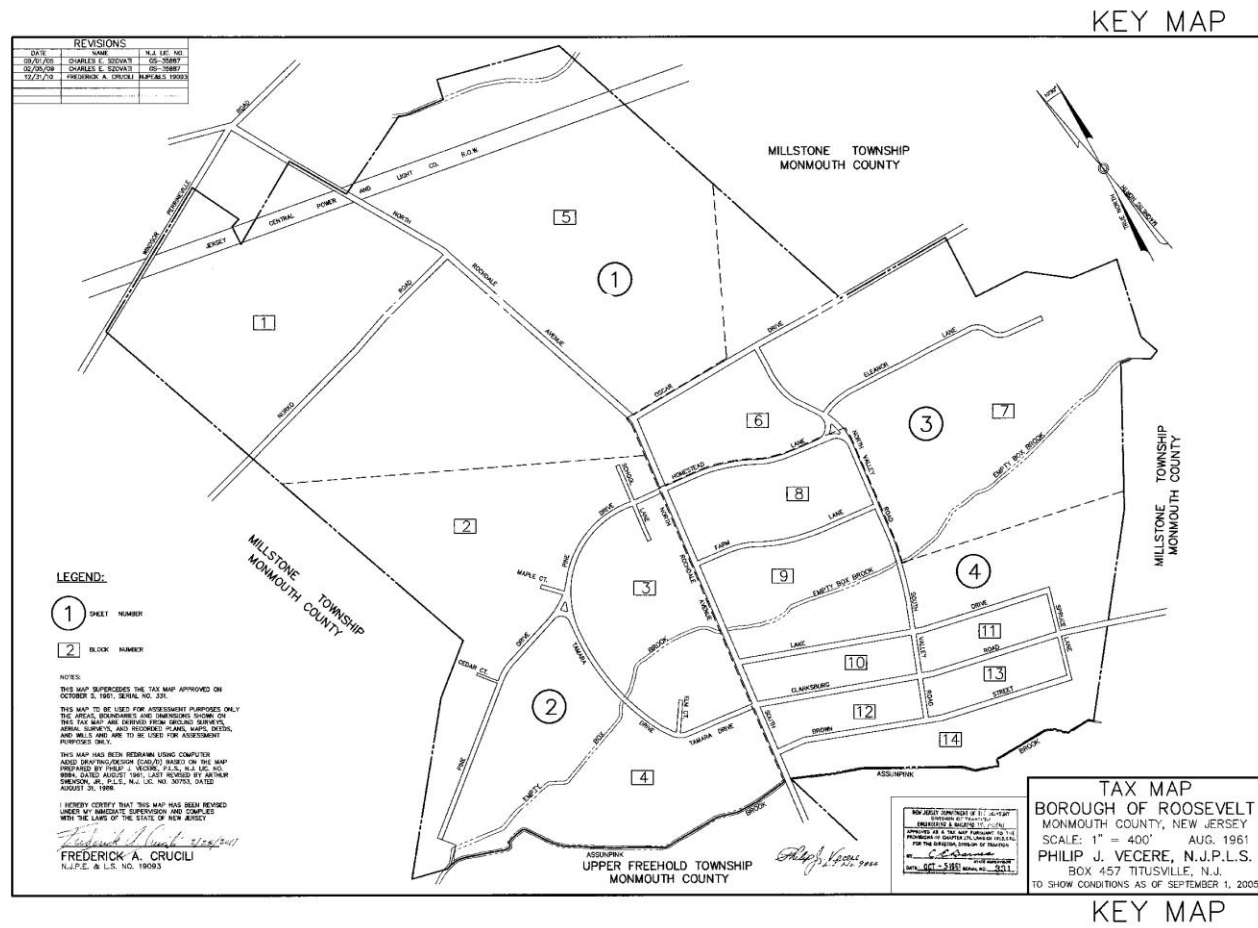
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operation advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.
5. Establishment of a procedure to evaluate resurfacing projects for Complete Streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources, and bicycle and/or pedestrian compatibility.
6. Transportation facilities constructed for long-term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
7. Designs shall address the need for bicyclists and pedestrians to cross corridors, as well as travel along them, in a safe, accessible and convenient manner; therefore, the design of intersections, interchanges and bridges shall anticipate use by bicyclists and pedestrians.

The next steps are clear.

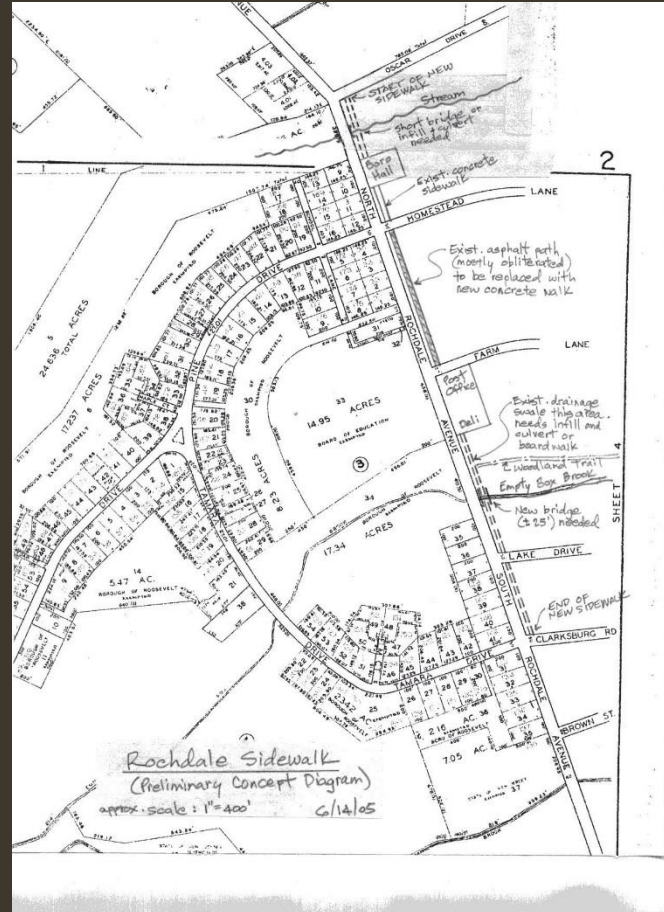
Work hard to develop a good plan!

And then implement the improvements
as soon as the funding is secured, or in stages.

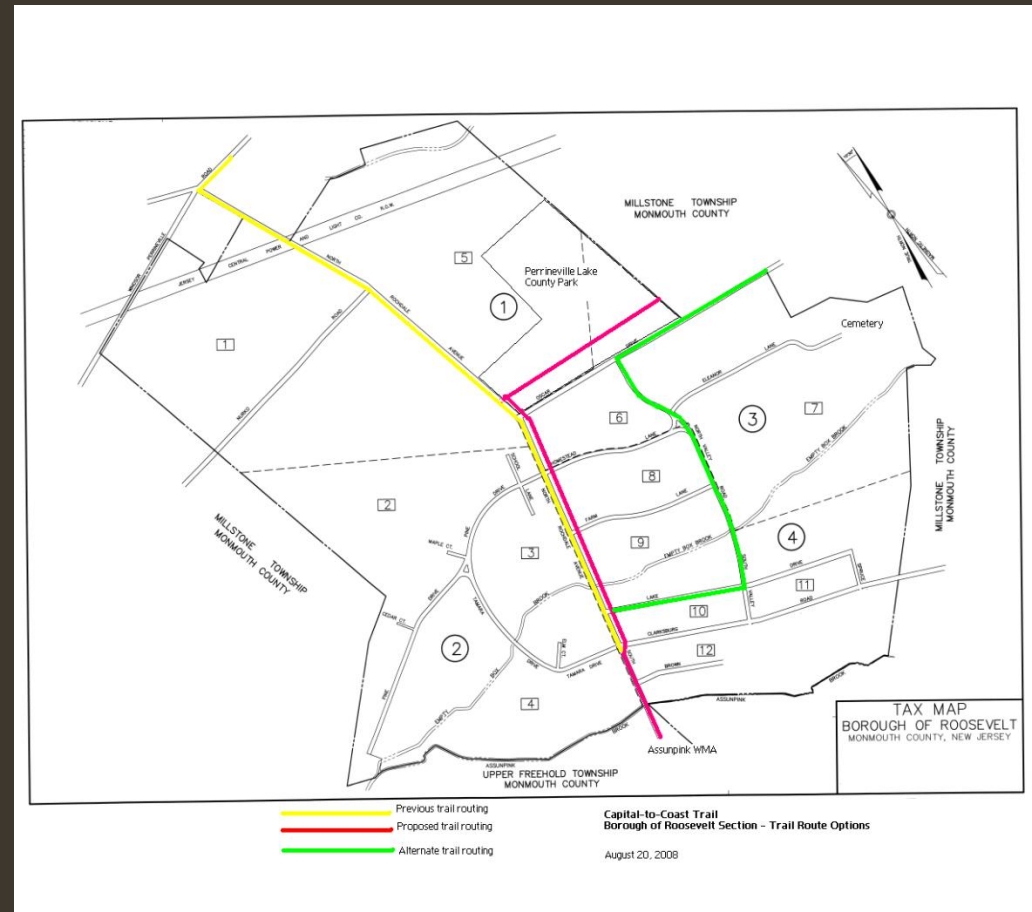
The Borough of Roosevelt – unique in so many ways, and almost perfect!

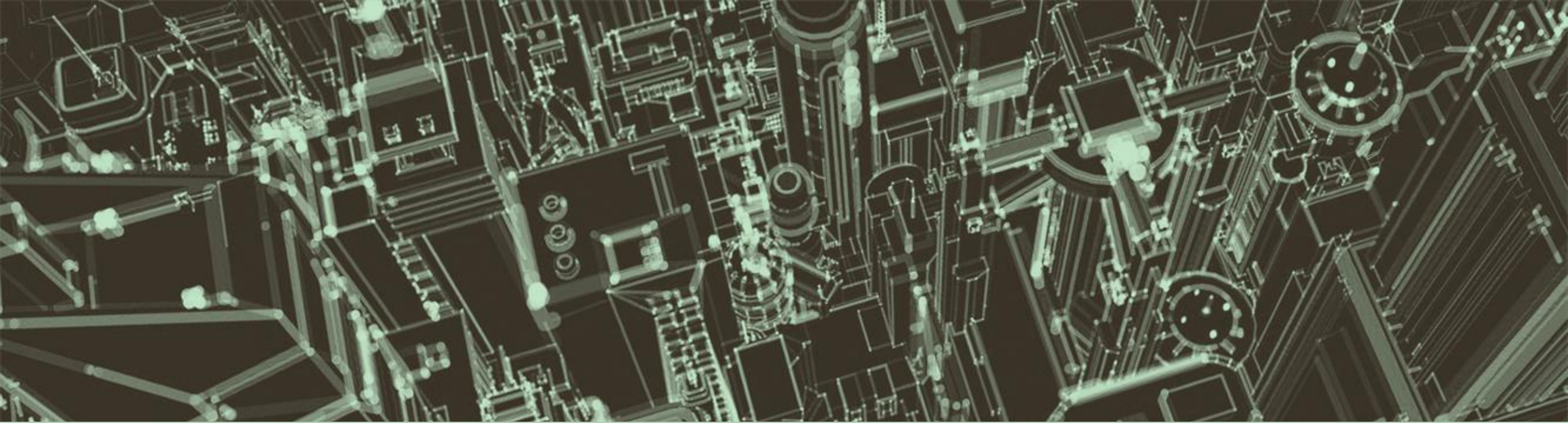


Alternative improvements date back many years, including the proposals for sidewalks developed in June of 2005.



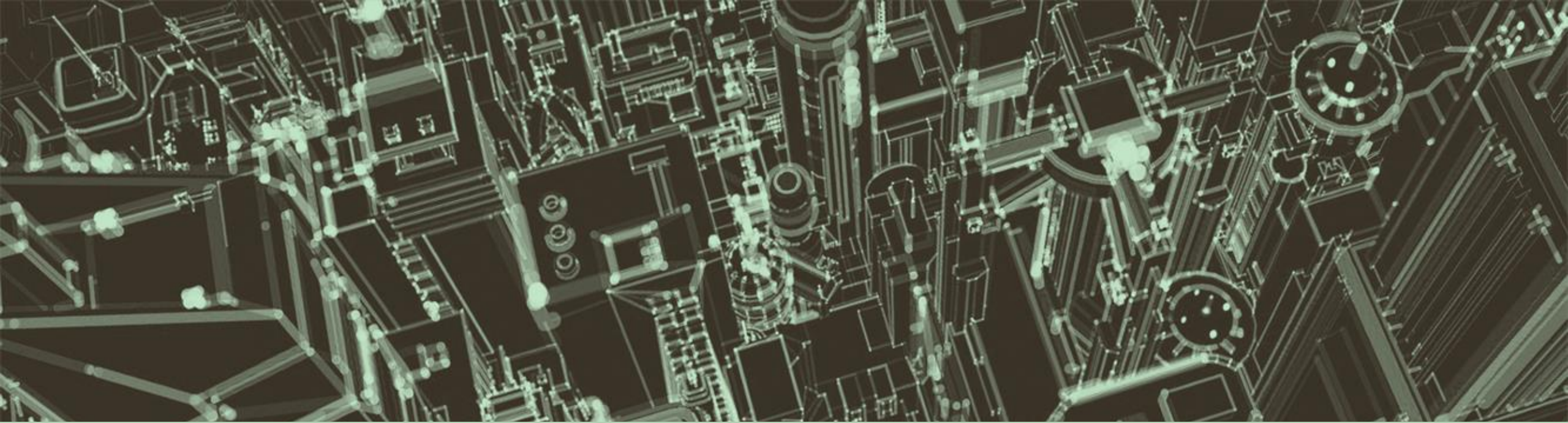
The “Cap to Coast Trails” developed in August of 2008 could also be incorporated into the plans.





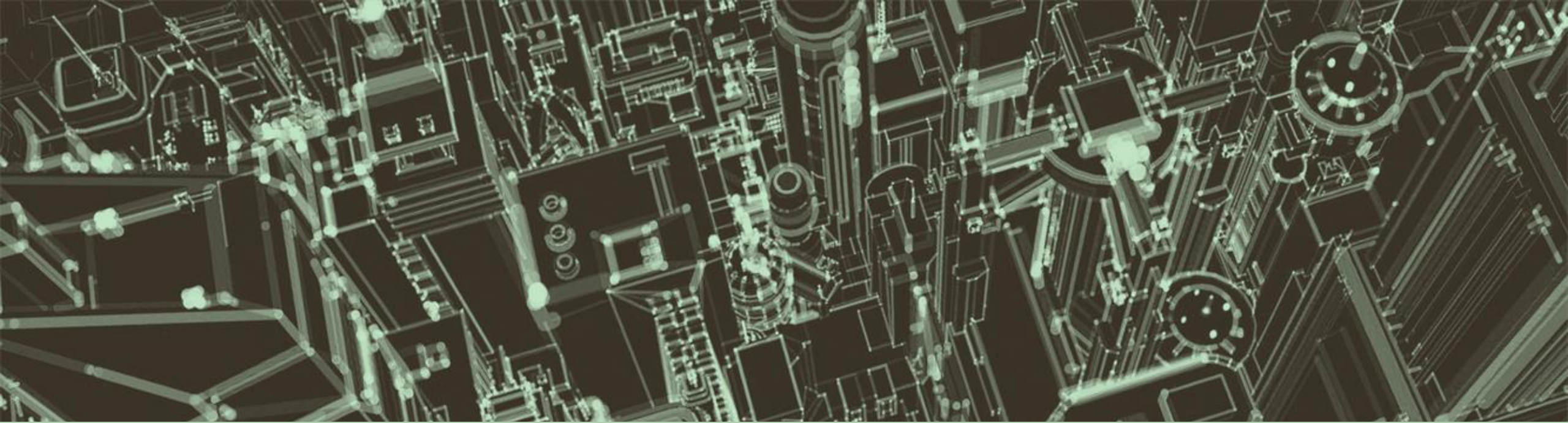
Group discussions





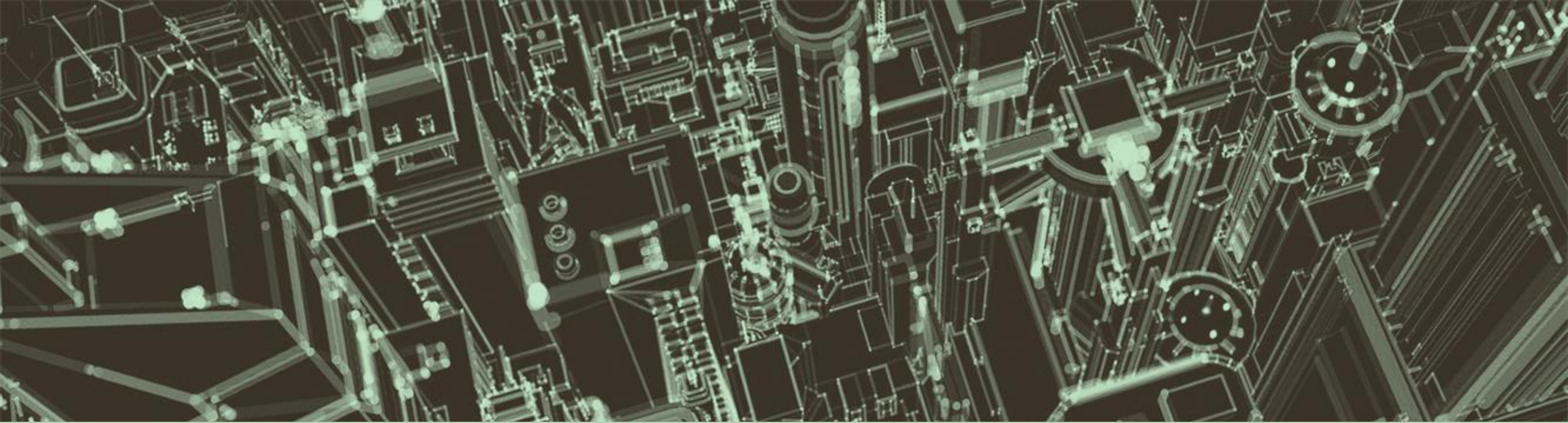
Summary of discussions





Closing remarks





Thank you!

