Meeting Agenda
State College Borough Transportation Commission
Regular Meeting
December 13, 2016
12:15 p.m. / Room 304

I. **Call to Order**

II. **Roll Call**

III. **Approval of Minutes**

IV. **Public Hour**

V. **Discussion Items**

A. Complete Streets Policy

B. 2017 Work Plan

C. 2017 Meeting Calendar

VI. **Liaison Reports**

VII. **Items of Information**

VIII. **Adjournment**

Documents:

Complete Transportation Commission Agenda - 12-13-2016.pdf

Meeting Agenda
State College Borough Transportation Commission
Regular Meeting
December 13, 2016
12:15 p.m. / Room 304

I. Call to Order

II. Roll Call

Paul Rito, Chair
Richard Garis
Greg Halpin
Paul Jovanis
Diana Malcom
Hugh Mose
Ray Najjar

III. Approval of Minutes – October 11, 2016

IV. Public Hour – Hearing of Citizens

V. Discussion Items

A. Complete Streets Policy – Staff was directed to develop a complete streets policy. Amy Kerner and Anne Messner met with Trish Meek, Centre Regional Planning Agency, and compiled a draft which is attached to the agenda. Staff will provide additional information at the meeting and is asking the Commission to review the policy and provide comments. Once in final form, the policy will be presented to Council for adoption.

B. 2017 Work Plan – Attached is the proposed 2017 Work Plan for review and approval by the Commission.

C. 2017 Meeting Calendar – The following meeting schedule is proposed for 2017:

February 14
April 11
May 9
July 11
September 12
October 10
December 12

The Commission is asked to approve the 2017 meeting schedule.

VI. Liaison Reports

A.	MPO/CRPA/COG Transportation	Tom Zilla/Trish Meek
B.	Centre Area Transportation Authority	Louwana Oliva
C.	Penn State Transportation	Robert DeMayo
D.	PENNDOT	Ryan Collins
E.	Borough Planning Commission	Ed LeClear
F.	Borough Engineer	Amy Kerner
G.	Environmental Coordinator	Alan Sam
H.	Parking Office	Patrick Ward
I.	State College Police	Lt. Barrett Smith/Cpt. Matt Wilson

VII. Items of Information

A. Future Meetings

1. The next meeting of the Commission will be on February 7, 2017 at 12:15 PM.

VIII. Adjournment

Meeting Minutes
State College Borough Transportation Commission
Regular Meeting
October 11, 2016
12:15 p.m. / Room 304

The State College Borough Transportation Commission (TC) met on Tuesday, October 11, 2016 in Room 304 of the Borough Municipal Building. Chairman Rito called the meeting to order at 12:20 p.m.

Members Present: Chairman Paul Rito, Diana Malcolm, Richard Garis, Greg Halpin, Paul Jovanis, Ray Najjar

Others Present: Charles Jones, Interim Public Works Director; Amy Kerner, Borough Engineer; Alan Sam, Environmental Coordinator/Arborist; Anne Messner, Zoning Officer/Planner; Jackie Sheader, CATA Public Relations Manager; Officer Barrett Smith, State College Police; Autumn Busbee, AmeriCorps volunteer; Josh Turner, AmeriCorps volunteer; Sandra Lieb, Staff Assistant and other interested parties.

Approval of Minutes

Minutes were approved with the following changes. Mr. Najjar stated that he disagreed with some of the statements in the previous minutes about the Pedestrian Law and he would like that added to the minutes.

Public Hour

There were no citizens present.

Discussion Items

Mid-block Pedestrian Crossing on Waupelani

Ms. Kerner stated she was contacted by The Retreat because they have a handicapped resident who needs better access to the bus stop across from The Retreat. Ms. Kerner explained that there is a bus pull-off on The Retreat side but on the opposite side of the street it is just a post on the side of the road. Ms. Kerner stated that the resident does not have easy access to get back to The Retreat from across the street and the resident currently uses the driveways of neighboring properties to get across the street from the bus stop. Ms. Kerner added that even if the bus stop is moved across from the entrance there was still an issue regarding the stairs in the sidewalk leading into The Retreat. The resident would have to use the sidewalk in front of The Retreat to go back up the hill. Ms. Kerner met with the Borough's Operations Manager and CATA and reported that a crossing could be placed on the eastern edge of The Retreat property which would line up with the sidewalk along that side of The Retreat. A pad could be placed on the north side of the street for the bus stop. Ms. Kerner stated that everyone who lives in The

Retreat is offered a bus pass. Everyone who rides the bus, inbound and outbound, must cross the street at some point.

Chairman Rito asked if the Pedestrian Crossing would be signalized. Ms. Kerner replied that it would not be signalized, but it would have depressed curbing and painted crosswalk lines.

Mr. Jovanis asked if there was any evidence of pedestrian accidents in the area. Ms. Kerner answered no.

Chairman Rito asked it the speed limit was 25 mph. Ms. Kerner stated yes.

Mr. Najjar stated that this brings up pedestrian rights. Mr. Najjar said that it seemed like drivers do not stop at mid-intersection crosswalks. Mr. Najjar asked if there was a way to signal vehicles that they need to be aware of the crosswalk. Ms. Kerner stated that by state law there is a crosswalk at all intersections that are marked or unmarked. Ms. Kerner said that there would be pedestrian crossing signs mounted in advance of the crosswalk. Ms. Kerner added that a flashing beacon does require PA DOT approval.

Mr. Jovanis asked if the crossing would be constrained by the trees. Ms. Kerner answered that Mr. Sam was not concerned that the trees would be impacted. Ms. Kerner added that CATA would like a 30-foot concrete pad and the pad would line up with the crosswalk. Mr. Jovanis stated that the crossing should be as far to the left as possible away from Oneida Street.

Chairman Rito asked if CATA would install the stop. Ms. Kerner explained that the Borough crews would install the handicap ramp and paint the crosswalk and CATA would pay for the installation of the concrete pad.

Mr. Najjar stated that the stairs at The Retreat do not seem to be ADA compliant. Ms. Kerner said she does not disagree but that there are some ADA accessible areas. Ms. Messner stated that the Land Development Plan process does not include that kind of review. Ms. Messner added that the review is site specific or location specific as to whether the route could be or could not be an accessible route.

Ms. Kerner asked for a vote. Mr. Garis moved to send it to Borough Council. Mr. Jovanis seconded the motion. The vote was unanimously in favor.

Pennsylvania Pedestrian Laws

Officer Smith stated the Pedestrian Laws in Pennsylvania are very subjective. He explained that the Vehicle Code is very clear where a car must be when the traffic light turns red. Officer Smith explained that the vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked or unmarked crosswalk at an intersection. He added that a pedestrian should not leave a position of safety that would cause a hazard. Officer Smith stated that the laws in California are different

because their law said the pedestrian should not leave a position of safety and move into the path of the vehicle that would cause an immediate hazard. Officer Smith said that the California law was easier to interpret if the pedestrian stepped out and was not immediately in the way of the vehicle it is clear the vehicle must stop. Mr. Najjar asked if the word suddenly has the same effect as immediately. Mr. Najjar stated that Officer Winkelblech said that if a pedestrian can't reach the other side of the road by the time the vehicle, traveling at the legal limit, gets to the crosswalk the pedestrian is in violation. Mr. Najjar remarked that it seemed inconsistent with the words suddenly and yield if the vehicle does not have to do anything. Officer Smith acknowledged that this is the problem with the law and that it is subjective. Officer Smith added that most of the decisions have to do with civil cases and not criminal, so they allow for partial fault. Officer Smith stated that no one defined what was suddenly or a hazard in any of those cases. Officer Smith said that every event has to be taken individually. Mr. Najjar asked what is the meaning of yield. Officer Smith answered that you have to give up the right-of-way. Mr. Najjar stated that the law in not ambiguous. Mr. Najjar added that if a vehicle can come to a stop then it should, and it seemed that vehicles have the right-of-way and that is unfair. Mr. Najjar stated without some signaling to pedestrians and vehicles, that the vehicle needs to yield to the pedestrian, the vehicles will always exert their strength. Mr. Najjar said that he believed the law is clear that vehicles should yield but most people do not know they should. Officer Smith stated that at an intersection with a traffic control signal it is clear. Mr. Halpin said that as a pedestrian he thought that he had the right-of-way. He stated that he does stop at a marked crosswalk when someone is waiting to cross, but when it is unmarked and vehicles are coming in the opposite direction, he does not stop. Officer Smith responded that there is no duty for a vehicle to stop for pedestrians waiting to enter a crosswalk. Officer Smith stated that the duty is on the vehicle when the pedestrian has already entered the crosswalk. Mr. Najjar agreed with that but the issue is when the pedestrian has entered the crosswalk. Mr. Najjar added that if the pedestrian does not cross at an intersection or suddenly stepped out in front of a vehicle, the pedestrian is clearly at fault. Officer Smith stated that the law is subjective not vague because people can define hazard differently than other people or some people need more time to stop than others. Mr. Halpin asked if the TC could write a letter to legislators. Chairman Rito stated that he would draft a letter to the legislators. Officer Smith stated that the addition of the word immediate can make a difference.

Liaison Reports

Centre Area Transportation Authority—Jackie Sheader, Public Relations Manager for CATA, stated that CATA has put solar lights in some the bus shelters. Some of the solar lights have been installed in the bus shelter by The Retreat. CATA received a grant from PA DOT to test solar lighting in two of the municipalities. If the testing goes well, CATA would be able to get capital funding in the future for solar lights.

Borough Planning Commission—Ms. Messner stated that they have received a couple of Land Development Plans. Ms. Messner said that one was a minor expansion plan of a fraternity in the Holmes-Foster/Highlands Historic District and the other one was for

254 East Beaver Avenue. Ms. Messner stated that this one would be comparable to The Rise and would be a mixed-use building.

Borough Engineer—Ms. Kerner reported that the Easterly Parkway Reconstruction has been pushed to 2018 to make sure the Borough has enough time to gather input from the neighborhood and develop a proper design and get all the permitting.
Chairman Rito stated that the section of Pugh Street from Easterly Parkway to McCormick Avenue is in bad shape, and he asked if there would be any patching done in this area. Ms. Kerner stated that there are crews that do routine maintenance including patching. Ms. Kerner added that the streets are evaluated every two years. Ms. Kerner said the streets are rated and from the rating it is determined whether a street will be included in the Capital Improvement Plan.

Ms. Kerner stated that Ms. Busbee and Mr. Turner will be counting bicycles from 7:00 p.m. until 8:00 p.m. to see how many are using lights.

Environmental Coordinator--Mr. Sam stated that Ms. Busbee would give a report. Ms. Busbee said she assisted teaching the bike awareness section of the Driver's Education course at State College Area High School. Ms. Busbee stated that the students were given a pre-quiz to test their knowledge of the bike laws. Ms. Busbee reported that 94% learned something new and 98% felt more prepared to share the road with cyclists. Ms. Busbee added that 55% felt that as cyclist they were more comfortable sharing the road with motorists, 37% said no and 7% said it did not apply to them. Ms. Busbee stated that the students said it was beneficial to have access to the PA Bike Drivers Manual.

State College Police—Lt. Smith, State College Police, had nothing to report.

Adjournment

With no further business to discuss, this meeting was adjourned at 1:05 p.m. by Chairman Rito.

Respectfully submitted:

Sandra Lieb
Staff Assistant

WHEREAS, the Borough of State College seeks to design, construct, and maintain a public right of way that safely and adequately accommodates all users and all modes of transportation; and

WHEREAS, road and sidewalk space is a limited public good that must be shared by public transit service, pedestrians, taxicabs, bicycles, vehicles, bicycle racks, bus stops and shelters, newspaper boxes and planters, among other things; and

WHEREAS, increasing public transit use, walking and bicycling offers the potential for healthier neighborhoods, and more efficient use of public right of way.

SECTION 1: VISION, USERS, AND MODES

A. The Borough of State College shall develop a safe, reliable, efficient, integrated, and connected multimodal transportation system that best-enables access, mobility, sustainability, economic development, aesthetics, and health and well-being for people of all ages and abilities.

B. This transportation system shall be designed and operated in ways that, to the greatest extent possible, ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, public transit/paratransit users, assistive mobility devices, motorists, emergency responders, freight providers, and users of other common modes of transportation.

C. When there are conflicting needs among users and modes. Safety will come first followed by mobility. It is recognized that all modes cannot receive the same type of accommodation and space in every street, but the overall goal is that everyone – young, old, and of varying ability – can safely and conveniently travel across the network.

SECTION 2. INCLUSION AND EXCEPTIONS

A. The Borough of State College shall approach every transportation improvement as an opportunity to create safer, more accessible streets for all users.

B. Any exception to this policy, must be reviewed and approved by the Director of Public Works or designee and the Planning Department and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

C. Exceptions may be considered for approval when the project involves:

    a. An accommodation that is not necessary on corridors where specific user groups are prohibited;
    b. Costs of accommodation that are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
    c. A documented absence of current and future need exists;
    d. Transit accommodations are not required where there is no existing or planned transit service;

e. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping, and patching;
f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; street; or
g. Funding is not available at the time of construction.

D. Accountability measures tied to the performance standards (detailed in Section 5 B) shall be used when granting exemptions and impacts shall be estimated as needed.

SECTION 3. JURISDICTION AND NETWORK CONNECTIVITY

A. The policy should apply to all Borough owned transportation facilities in the public right-of-way including, but not limited to, streets, sidewalks, alleys, parking lots, bridges, and all other connecting pathways. Privately constructed and owned streets, sidewalks, alleys, and parking lots will be encouraged, where possible, to also adhere to this policy through funding requirements and development review.

B. The Borough should foster partnerships with PennDOT, the Centre County Metropolitan Planning Organization (CCMPO), the State College Area School District (SCASD), it's municipal authorities, adjacent municipalities, private developers, public and private utilities to develop facilities and accommodations that further the Borough's vision of a connected, integrated network and continue such infrastructure beyond the Borough's borders.

C. State College Borough's street network, while already a robust asset, may further benefit from the following connectivity improvements:

a. Identify opportunities to enhance the network through maintenance activities
b. Fill gaps in the bicycle network

SECTION 4 CONTEXT SENSITIVITY AND COMPLETE STREETS

A. Context sensitivity to the community's overall surroundings, its current and planned buildings and land uses, and current and expected transportation needs of all people should be more flexible and sensitive to community values, and to better balance economic, social and environmental objectives.

B. Outreach and involvement of the community is essential to ensuring context sensitivity. As implementation begins, community engagement and education efforts should accompany tactical pilot projects. Institutional stakeholders that develop their own master plans should be included, particularly the SCASD. Other stakeholders should be identified and engaged, as well, with a special effort made to incorporate the citizens of the Borough.

C. Projects that incorporate context sensitivity and the complete streets concept should be reviewed with the Transportation Commission and included in their annual report to Borough Council.

SECTION 5: DESIGN GUIDANCE AND PERFORMANCE STANDARDS

A. The Borough shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:

    a. The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Control (MUTCD)
    b. The American Association of State Highway and Transportation Official's (AASHTO) Policy on Geometric Design of Highways and Streets
    c. The AASHTO Guide for Planning and Designing and Operating Pedestrian Facilities.
    d. The AASHTO Guide for the Development of Bicycle Facilities
    e. PennDOT Smart Transportation Guidebook
    f. Documents and plans created for and approved by the Borough of State College, including but not limited to Comprehensive Plan, Downtown Master Plan, Neighborhood Plan and their successor documents.

B. The Borough shall measure the success of this policy using, but not being limited to the following performance measures:

    a. Number of crashes and severity of injuries
    b. Injuries and fatalities of all modes
    c. Number of curb ramps
    d. Number of countdown signals
    e. Number of transit shelters
    f. Number of transit pads
    g. Sidewalk condition ratings
    h. Number of audible traffic signals
    i. Number of mode users, walk bike transit (as reported by the American Community Survey)
    j. Bike route connections to off-road trails
    k. Citizen and business surveys of satisfaction with streets and sidewalks
    l. Number of bicycle friendly businesses recognized by the League of American Bicyclists
    m. Number of bike parking spaces

SECTION 6. POLICY IMPLEMENTATION AND STARTING POINTS

A. The Borough of State College shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end, the policy shall be implemented through the following directives:

    a. The Department of Public Works, the Planning Department and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals checklists, rules and regulations and programs as appropriate (including, but not limited to the Comprehensive Plan, Capital Improvement Program, and other appropriate planning tools)
    b. The Department of Public Works, the Planning Department and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible
    c. When available, the borough shall encourage staff to seek professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops
    d. Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete streets project elements
    e. The Borough shall educate on and enforce proper road use behavior by all users and all modes.

B. The implementation of Complete Streets shall begin through the consideration of the following potential starting points:

    a. Continue to pursue certification as a walk and bike friendly community
    b. Encourage the SCASD to create a Safe Routes to School Program
    c. Work on connections to and between trails, including improved signage
    d. Seek funding support through all identifiable sources
    e. Ensure that all bridge projects include sufficient pedestrian and bicycle accommodations

STATE COLLEGE TRANSPORTATION COMMISSION WORK PROGRAM FOR 2017

Approved by Transportation Commission on : _____

Approved by Borough Council on : _____

Key: I= Initiative Discussion, IP= In Progess, C=Complete, R/C=Review and Comment, BC=Refer to Council

	Transportation Matters Referred by Council	Priority	Council Goals	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	**Comments**	**Staff**
1	2018-2022 Capital Improvement Program	H	1, 3, 5, 6	I	R/C	R/C			PW Director
2	2018 Operating Budget	H	2, 3, 5, 6				R/C		PW Director
	Pedestrian and Traffic Safety Issues	Priority	Council Goals	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	**Comments**	**Staff**
3	Evaluate the need and identify locations for potential traffic signals, center islands, or other pedestrian safety improvements that may be implemented with PENNDOT's proposed improvements to Atherton Street	M	1, 3, 5, 6		I	→	R/C		Kerner
4	Work with the DID, planning commission, businesses and adjacent property owners to evaluate the feasibility of closing the 100 block of Allen Street to vehicular traffic on a periodic basis	M	1, 3, 5, 6	IP	→	→	R/C		Sam
5	Evaluate need for and make recommendation for pedestrian/bike connector along University Drive between Foster Avenue and Hastings Road	M	1, 5	I	→	→	R/C		Sam
	Parking Strategies, Alternative Transportation and TDM	Priority	Council Goals	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	**Comments**	**Staff**
6	Evaluate Commuter Zone, Residential Zone , and other on-street parking non-metered parking, as well as fees and fines, and recommend changes	H	1, 5, 6	IP	BC				Ward
7	Evaluate the need and make a recommendation for a bike connection path along Blue Course Drive between Whitehall Road and Orchard Park bike path.	M	1, 3, 5	IP	→	→	→	Project included in CIP.	Sam
8	Evaluate vehicular, pedestrian, and bicycle amenities for Easterly/Westerly Parkway (center islands, bioswales, bike lanes/path, etc.) in anticipation of construction.	M	1, 5	IP	→	→	→	Project included in CIP.	Kerner
	Transportation Policy Issues	Priority	Council Goals	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	**Comments**	**Staff**
9	Develop work plan and priorities for transportation items within the Downtown Master Plan (vehicluar movement, safety, pedestrian amenities, bicycle facilities, on-street parking, delivery vehicles, transit facilities and taxi stands)	H	1, 3, 5, 6	IP	→	→	Ongoing		Sam
	Street Classification System and Policy	Priority	Council Goals	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	**Comments**	**Staff**
10	Evaluate results from annual neighborhood traffic counts and speed data. Make recommendations for traffic volume or speed mitigation.	H	1, 5		I	R/C			Kerner

2 0 1 7 - Transportation Commission Meeting Calendar-Draft

JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

New Years/MLK Holiday

FEBRUARY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

President's Day

MARCH

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

PSU Spring Break

APRIL

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24	25	26	27	28	29

MAY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Memorial Day

JUNE

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

JULY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29

Independence Day/ Arts Fest

AUGUST

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Labor Day

OCTOBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Veteran's Day/Thanksgiving

DECEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31		Winter Holiday				

- Holiday
- Arts Fest
- 12:15 PM
- PSU Spring Break