

**Meeting Minutes  
State College Borough Council  
Work Session  
May 14, 2007**

The State College Borough Council met in a work session on Monday, May 14, 2007, in the State College Municipal Building's Room 304 South Allen Street, State College, PA. Ms. Dauler called the meeting to order at 7:30 p.m.

Present: Catherine G. Dauler, President of Council  
Thomas E. Daubert  
Ronald L. Filippelli  
Elizabeth A. Goreham  
Donald M. Hahn  
Craig R. Humphrey

Absent: Jeffrey R. Kern

Also present: Thomas J. Fountaine, II, Borough Manager; Thomas S. Kurtz, Assistant Borough Manager; Carl R. Hess, Planning Director; Amy R. Miller, Recording Secretary; Amy J. Story, Borough Engineer; Mark Whitfield, Public Work Director; Michael Groff, Finance Director; members of the media; and other interested observers.

**Public hour.** There were no comments from the public.

**Open Agenda.** Mr. Daubert requested the enactment of the Ordinance to Prohibit Smoking in Public Places be moved to the August 6 regular meeting because he will be out of town on July 16.

Ms. Dauler requested a discussion of an ordinance limiting the number of grills on the porches of rental properties be discussed at a future work session.

**Projects Report.** Mr. Daubert questioned the comment "2006 project under winter shutdown" which appears in the Storm Water section of the project report. Mr. Whitfield said because of inclement weather, the project was delayed, but now is back on schedule. Mr. Daubert also requested staff to provide copies to Council of the national citizen survey form that was mailed to residents in April. Mr. Fountaine said staff would furnish copies to Council.

**Report from the Transportation Commission.** Ms. Dauler said because of a guest speaker, the Penn State summer road construction projects would be the first item of discussion.

**Penn State Summer Road Construction Projects.** Chad Spackman, Facility Project Manager at Penn State, updated Council on the summer road construction projects. In chronological order of the project start dates, he highlighted each project.

1. May 21-August 15, Curtin Road Transit Center bus pull-offs and Borland Lab Renovations.
2. June 7-17, Porter Road Reconstruction (south of the lower stadium parking lot) in agreement with College Township and PennDOT.
3. June 18-July 15 the Borland Lab project would be complete, but the Curtin Road transit project would continue resulting in an alternate detour.
4. July 16-25, Park Avenue Road Closing west of Bigler Road associated with the new Dickinson School of Law building will require one lane of traffic on Park Avenue. Mr. Spackman noted that posted detours will not be routed through campus; detours must be posted on a PennDOT road. However, he expects local residents to cut through the University limiting downtown traffic congestion.
5. Aug 16-September 30, Intersections of Curtin Road/University Drive and Park Avenue/Porter Road/Fox Hollow (in cooperation with College Township and PennDOT) may be delayed until next summer 2008.

Mr. Spackman added that the University's summer paving projects will typically be done at night to alleviate traffic congestion.

Mr. Daubert asked if the entrance to the Centre Furnace Mansion will be open during the construction on Porter Road. Mr. Spackman said the entrance would remain open. However, when the entrance will need to be closed, the Mansion will have an alternate access entrance which will be mutually agreeable to the Mansion staff.

**Transportation Commission Update.** Chris Falzone, Chair of the Transportation Commission, updated Council on the work of the Commission over the past 6 months. He first spoke on the High Street/Beaver Avenue Intersection and their efforts with Penn State to make the intersection safer for students. Mr. Falzone said PennDOT will also install improved signage at the intersection.

Mr. Hahn asked for traffic accident statistics for areas that have parking along both sides of a street. Mr. Fountaine said information on the intersection could be obtained and distributed to Council.

Mr. Falzone said the Transportation Commission has reviewed and recommended the parking wayfinding system, reviewed the traffic impact analysis and reviewed and made recommendations to the Planning Commission on the West End Revitalization Plan. He said the Transportation

Commission worked on additional items that will be discussed later in the agenda. Mr. Falzone said upcoming agenda items of the Commission include review of the parking rates, consideration of additional locations for bike racks and bike crossing warning signals, an additional traffic mitigation plan and an evaluation of a north-south bike way for the Holmes Foster Park area as well as other additional bike routes.

**East Highlands Traffic Calming Study.** Ron Seybert from Trans Associates briefed Council on the East Highlands Traffic Calming Study. He said the study involved installing speed humps Hamilton, Foster and Prospect Avenues, repainting lanes on Garner Street to narrow the street, and installing transverse paving markers that are similar to rumble strips on Prospect and Hamilton Avenues. Mr. Seybert said data was collected in 13 locations in the Fall of 2006 and again in the Spring of 2007 to compare with the data collected before the devices were installed. He noted that data showed speed humps were effective on lowering speed. Mr. Seybert said data showed the transverse paving markers and the Garner Street narrowing had no effect on speed control and at times speeds increased; however, speeds may have increased due to the removal of parking.

In conclusion he summarized the study results as:

- speed humps were effective in controlling speed
- lane narrowing on Garner Street did not reduce speed
- transverse pavement markings could be used in areas where attention is needed
- speed hump signs were vandalized
- no known complaints received from neighborhood residents
- no noticeable damage to speed humps from snow removal

Mr. Seybert said the study is now complete and was a success.

Ms. Goreham noted that she remembers the project exceeding the estimated budget and questioned if the costs would impact the future of project. Ms. Story said she does not foresee an increase from what was projected; she noted that she spoke with contractors regarding the installation of the speed humps.

Mr. Daubert asked staff to consider moving the three pavement markers on Garner Street closer to Easterly Parkway to eliminate traffic speeding up after crossing the last marker. Mr. Seybert said because noise is not a concern the issue could be pursued.

Mr. Hahn thanked everyone who worked on the study. He said goals were clearly identified and attained as the report indicated. Ms. Dauler agreed and said residents were also very pleased with the study.

Peg Hambrick, 305 E. Hamilton Avenue and a member of the study committee, said her main concern was traffic speeding up after passing the last speed hump. She would be interested in seeing the data that shows the excessive speeders. Mr. Seybert said the data was not yet analyzed.

Mr. Falzone thanked the citizens for their input regarding the study.

**Street Classification ADT Thresholds.** Mr. Fontaine explained that the Street Classification ADT Thresholds study has been on-going and the last revisions were in October 2000 and June 2002. He said the street classification is primarily a function of forecasted maximum acceptable average daily traffic (ADT).

Mr. Seybert explained the current street classification policy. He said the 2003 comprehensive traffic counts allowed a more detailed review of actual traffic volumes on residential streets, and the analysis indicated a large percentage of streets exceeded the current street classification. He said contributing factors were the use of the national average characteristics for forecasted volumes, and commercial, office, and educational land uses with increased trip generation characteristics

He said the three goals of the proposed modifications were to (1) develop a policy which will preserve the quality of life and maintain the intended function of the street, (2) build upon borough-wide traffic count data to identify traffic volume thresholds, and (3) update the traffic calming policy after the street classification policy is finalized.

Mr. Seybert noted the Transportation Commission's approach in modifying the classification policy was to combine all residential classifications into major and minor local streets and maintain the major and minor collector streets as well as arterial streets.

Mr. Seybert said that Council should consider adopting the recommended classification structure and thresholds after which the Transportation Commission would review and recommend amendments to the Traffic Calming Policy.

Mr. Hahn said that a correction should be made in the map showing Bayberry Drive because Bayberry Drive does not intersect with Westerly Parkway. Mr. Seybert said the correction will be made, and he asked Council to let staff know if there were any additional errors that needed correcting.

Ms. Goreham said she is concerned with the proposed increase of volumes allowed in the proposed policy on Bayberry Drive as well as Nimitz Avenue and hopes the Transportation Commission will reconsider these changes. Mr. Seybert said he would relay Ms. Goreham's comments back to the Transportation Commission.

Ms. Dauler noted that she is concerned street volumes allowed in College Heights will alter the justification for the diverters.

Ms. Goreham suggested postponing the street classification discussion until the June 1 work session. Ms. Dauler agreed and said she understood that much work has gone in to the reclassification. She also suggested going through each street classification individually at a later time.

Paul Jovanis, Vice Chair of the Transportation Commission, said the Transportation Commission requests all of Council's comments but also asks that Council not be too quick to dismiss the classification. He also suggested including Council's concerns about the diverters in the mitigation policy.

Mr. Fontaine said the project has involved much work over the past two years. He said the best way to proceed is slowly with more joint meetings for sufficient feedback. He suggested supplying feedback to the Commission via Mark Whitfield who will then compile all questions and concerns for discussion at a work session in June or July.

**Realignment of Allen/Atherton Intersection.** Mr. Seybert noted that a proposed realignment project was designed to acquire right-of-way on the southeast corner of the Allen/Atherton intersection to provide a better roadway alignment and incorporate bike lanes, and include a minor reconfiguration of the Allen/Waupelani intersection. He said Trans Associates completed an analysis of realigning the Allen/Waupelani intersection prior to making a final recommendation. Mr. Seybert added that the realignment of the Allen/Waupelani intersection would provide better usage of the intersection. He noted the project could be completed in two phases – signal replacement in 2007 and realignment in 2008.

Mr. Daubert asked if the Allen Street entrance to Nittany Office would be closed; Mr. Seybert said the entrance would remain open as would the Aikens Place entrance.

Mr. Fontaine said the project could be completed in two phases, but Council could decide otherwise based on which alignment is selected. Ms. Dauler asked if the project was budgeted in the 2007 CIP; Mr. Fontaine replied the signal project was approved in the 2007 CIP.

Mr. Fontaine said although there is no vote at this time, he requested Council choose which alignment they prefer. Council members indicated they preferred the alignment that included realignment of the Allen/Waupelani intersection.

**Foster Avenue Bikeway.** Ms. Story explained that in 2006, the Transportation Commission recommended using Foster Avenue as the designated East-West bike route, which would also provide a safe pedestrian connection between the Holmes-Foster and Highlands neighborhoods. She said that much of the work for the project would involve the removal of parking, construction of a connection path through Central Parklet, and pedestrian scale lighting in Central Parklet. She added that a traffic signal was proposed with the project at the Atherton/Foster intersection. However, based on an engineering traffic study completed by Trans Associates, the proposed signal did not meet PennDOT warrants.

Ms. Story said in order to establish a bike lane, parking would be removed from Foster Avenue. She noted that parking is only located on one side. Ms. Story said there are approximately 180 spaces that would be lost and the Transportation Commission determined possible replacement spaces on Burrowes Street, Locust Lane and Fairmount Avenues.

She added that striping the lanes is not recommended because of the narrow travel lanes on Foster Avenue. Ms. Story explained the cost analysis proposed a concrete bike path through central park, signs, and pavement markings for a total estimated cost of \$37,150 which will come from the Elm Street funds that were awarded last year. She said the Transportation Commission recommends the removal of parking with the stipulation that a public hearing is held.

Mr. Daubert asked how many commuter parking spaces were not currently rented. Mr. Kurtz replied that of the 300 spaces available about 125 were not rented. He added that residential spaces were also included in the 300 spaces. Mr. Daubert said his concern is for the residents and guest parking and suggested a study be done to determine their need. Ms. Story said the Commission considered what adjacent streets were available as well as street usages. She added that a public hearing would give residents a chance to voice their opinion.

Council agreed to proceed with a public hearing on June 18.

**Report from the Centre Area Transportation Authority (CATA).** Hugh Mose, Manager of CATA, highlighted the 2007/2008 draft CATA budget.

Mr. Filippelli asked what CATA's most important unmet needs were. Mr. Mose said services were scaled down in some locations because as other areas grew, adjustments were made. He added that there is a need to replace service where service was lost. Mr. Mose also said that county-wide transportation services were growing but funding was not.

Mr. Filippelli asked if services to outlying areas such as Philipsburg were being considered. Mr. Mose said regional bus service was in the long range plan, but CATA has not been able to implement the plan. He added there is a need for regional service, but the plan would have to be subsidized by Centre County.

Mr. Humphrey questioned State versus Federal funding; Mr. Mose said State assistance is flat resulting in CATA utilizing Federal funding, which reduces funds for capital expenditures.

Mr. Hahn asked if there was a way to calculate how much a person would spend driving versus using a bus for transportation. Mr. Mose said he would research the answer. Mr. Hahn asked what extent the University Park and Ride program is being utilized versus the availability. Mr. Mose said numbers of the Park and Ride program have been tracked. He said currently the overall university bus ridership is down, but community ridership is increasing. In addition, Mr. Hahn said he would support trips to each outlying municipal building in Port Matilda and Centre Hall for an extra service fee.

Mr. Fountaine asked Council to return comments on the CATA budget to him by May 22. Council concurred with the proposed 2007-2008 CATA Budget.

**West End Revitalization Plan.** Ms. Dauler explained that tonight's discussion of the West End Plan was intended for Ms. Goreham because she was absent for the previous discussion. She added that the goal is to get the preliminary zoning work done in order to proceed. Mr. Hess added that additionally the items for inclusion in the CIP should be decided as well as the regulatory framework to get started.

Ms. Goreham said she believes that transportation needs and bike paths are of the utmost importance in the West End Plan. Mr. Hess said he will address the CATA Board next week to obtain feedback on ways of using transportation in the development of urban communities.

Ms. Dauler said Council planned to approve the plan at their meeting on May 21. Mr. Fountaine added that staff would prepare additional recommendations for zoning regulations in order to begin the implementation phase.

Mr. Daubert said Council should develop the project priority list. Mr. Fountaine noted that Council will approve the projects and make the final decisions. Mr. Filippelli said he would like staff's recommendations as well and their input on how to proceed. Mr. Hahn agreed with Mr. Daubert and asked for a series of recommendations on priorities.

There being no further business, the meeting adjourned to an executive session to discuss personnel at 10:09 pm.

Respectfully submitted by:

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Cynthia S. Hanscom  
Assistant Borough Secretary