

Waterford Borough Council
PennDOT Townhall – August 4, 2021

Called to order at 7:00 pm

Board Members Present: Tim E. LaFlamme, Tim (TJ) LaFlamme, Garry Sargent, Judy Cline, Holly Noble, Beth Weldon, Mayor Chad French and Solicitor Ed Betza.

PennDOT Representatives:

Brian McNulty, P.E., District Executive
Doug Schofield, Assistant District Executive
Jill Harry, District Press Officer
Brian Smith, P.E., District Traffic Engineer

Public speakers: Benny Hunt, Rite Russell, Jim Edwards, Jim Rodenbach, Bill Joslin, Jeff Herman, Kevin Cromwell, Heather Petrick

Remarks by President LaFlamme - Purpose of this Townhall meeting and ground rules to participate as well as reviewed the agenda.

Presentation from PennDOT

Waterford Borough approached PennDOT – August 2017 on possibility of changing to Revere Angle Parking (RAP).

Safety is PennDOT's number one concern

Reportable traffic accident report

- Prior to RAP there were ten – six were “angle accidents” and four were rear end crashes
- Post RAP there have been three
 - Hit a fixed object – BAC of driver was elevated
 - Pedestrian hit not crossing in a cross walk
 - Rear end crash

“Angle accidents” are accidents that occur at intersections. One thought is that by having RAP it offers an increased line of sight as hoods of cars are facing out vs the back end caps of pickup trucks and rear of minivans that block line of sight.

Options PennDOT can offer

- Education partnership – setting up a practice area.

- Improving and maintaining signage
- Change parking to parallel
- In order to consider changing from RAP to pull in parking a safety study must be completed at the expense of the borough showing pull in parking is safer.

Discussion with the Board

Concern about training was how do we train the 22,000 driving through the town daily. Size of parking spaces increased in 2017. Economic impact of RAP. Concern over changing to a less safe parking could result in a liability lawsuit. Parallel parking – lose spaces. Best guess for a study - \$10,000. Study is paid for by Borough. Even still no guarantees PennDOT would allow a change to pull in. What would PennDOT do if Waterford just changes it. PennDOT would have to consult with legal counsel if that were to occur. How can we monitor speed limit as the 25 mph is only a 900' stretch, this limits the State Police's ability to enforce it. PennDOT cares about economic impact but PennDOT emphasized safety first and they have studies proving RAP is safer. PennDOT will not consider changing it to pull in parking without a safety study proving it's safer.

Discussion with public

No curb where sidewalk starts. Line painting – hard to see lines. Speed limit issues. Reportable traffic accidents do not show the number of fender benders. Speed. Could we add curb cuts to slow traffic. PennDOT has a wide range of tools in their Traffic Calming Tool box. Loading small children is safer with RAP. Road rage. Aggressive drivers driving around vehicles trying to park. Speed. Blind side back in parking is the hardest. Perhaps draft up a long-range plan on how to address speed. Vehicles pulling in on opposite side of street causing hazards. Economic impact. Speed. Can we install bump-outs. What study was done to change to RAP, why not same study to change back. PennDOT has studies which show RAP is safest to change to pull in requires safety study showing pull in is safer. Speed of vehicles causing rear end crashes. Speed tables like by Sarah's at the entrance of the Presque Isle. PennDOT – those would bring traffic to almost a stop especially vehicles towing a trailer. RAP seems to have slowed traffic volume.

Adjourned at 9:30 pm.