

Appendix D10

Steering Committee Notes and Slides



**Steering Committee Meeting 1 (Virtual Meeting) January 28th
10:00 to 11:30**

Meeting Minutes

Attendees

Josh Spano, SPC

Andy Waple, SPC

Domenic D'Andrea, SPC

Ryan Gordon, SPC

Evan Schoss, SPC

Benjamin Gilberti, HRG

Kristin Baum, SPC

Lillian Gabreski, SPC

Lew Villotti, BC CED

Joe West, Beaver County

Sam Gill, City of Aliquippa

**Jamie Yurcina, Hopewell
Township**

Frank Vescio, Center
Township

Ned Mitrovich, LSSE

Doug Seeley, PennDOT

Dean Schmitt, PennDOT

BC Maintenance District

Todd Kravits, PennDOT

**Scott Thompson-Graves,
WRA**

Chad Reese, WRA

Christopher Lucia, WRA

Jenni Easton,

Pashek+MTR

John Buerkle,

Pashek+MTR

1. Project Background

Domenic D'Andrea welcomed and thanked the Steering Committee. Provided a history of the roadway as told by the Beaver County Times: Brodhead Road started as a path carved into the wilderness as a military supply route, connecting Fort Pitt to Fort McIntosh. Established by General McIntosh. Named for the second General to use it, General Brodhead. In 1900, it was one of the few established roads. By the 1950s, neighborhoods along the way were more densely populated, changing from rural to suburban character. Major developments: 1952 PIA, 1970 BVM, 1971 CCBC, 1992 Airport Expansion, today - Shell Plant, Airport Expansion, redevelopment of the region. Be mindful of the history while taking into consideration in planning for the future.

Josh Spano briefly reviewed the meeting agenda and introduced the project.

- The project area includes 22 intersections, 9 signalized, 13 unsignalized, within three municipalities, BCTA provides transit along the corridor, primary residential and commercial development, parallel to 376, between PIA and Shell, 4 entrances/exits onto 376 within the corridor.
- Short, medium and long term investment plan. Specific study goals appear on the project website.

- Plan to guide public policy.

2. Project Schedule

Scott Thompson-Graves reviewed the project schedule.

- February: First public meeting and stakeholder interviews, existing conditions
- March: Develop future conditions
- April: Steering committee will meet again to review future conditions
- May, Present recommendations to steering committee and public
- June, Draft plan review and presentation to Beaver County Commissioners

3. Study Vision Statement

Josh reviewed and asked for thoughts, potential revisions, and asked for consensus on draft Vision Statement:

The study should make recommendations that will improve regional mobility and accessibility for all, enhance the quality of life and livability of the community, and advance economic and community development goals

Forward questions, thoughts and additions or subtractions to Josh.

4. Stakeholder Outreach

Jenni Easton reviewed goals for stakeholder outreach, which include involving individuals with particular insight or perspective to supplement existing data collection, to identify existing conditions and future needs, and to efficiently and effectively involve identified stakeholder through interviews or group discussions.

The team will send out the draft list of potential stakeholders for review. Please respond with any suggestions, including for who to interview individually vs. in a group and whether there is anything specific we want to learn from anyone identified on the list.

- John Buerkle will meet with Joe West and Lew Villotti to review development and future land use along the corridor.
- Andy Waple suggested including BCTA and the Airport. Regional Transportation Plan has identified potential for new transit hubs. ACTA should also be included.
- Are there human services folks we should be talking to?
- Law Enforcement – to evaluate non-reportable accident data. Josh – Hopewell has provided data, and he has connected other PCs for info. Also reportable PennDOT Crash data base.
- Doug Seeley suggested reaching out to Moon Township – Brodhead extends to University Boulevard.

- Jamie Yurcina pointed out that 200 townhomes are being built on Hopewell/Moon border, residents will use Brodhead to 151 to access 376.
- Also add Monaca
- Josh will add Amy Silverman, Planning Director – Port Authority Transit of Allegheny County.

5. Public Meeting 1

Jenni laid out goals for the first public meeting, which include formally introducing the project, collecting input on issues and concerns and providing an opportunity for real-time interaction between the public and the project team. The public meeting will occur virtually in mid to late February. Jenni requested input on scheduling and promoting the meeting.

- Dom suggested an early evening meeting – 6 pm start, end 7:30, not on a Friday. Josh concurred.
- Will avoid President’s Day, will try to avoid municipal meetings as much as possible. Avoid BC and SPC Board Meeting dates.
- Recruit local municipal leaders to assist with getting the word out.
- Josh – Facebook targeted ads. SPC Social media
- Joe – County email lists.
- How to get the word out
 - o Social Media
 - o News releases
 - o Email blast
 - o Signage/message boards
 - o Flyers/Handouts
 - o What else?

6. Future Land Development

Christopher Lucia walked the group through using the project wikimap located at <https://wikimapping.com/brodheadroad.html>. The group discussed committed and planned developments, which Chris entered as points on the wikimap.

7. Corridor Needs, Concerns, and Ideas

The group discussed location-specific issues as Chris entered them as points on the wikimap. Among others, these included Shell Satellite parking sites at the BVM and Old Charlie Browns off McCallister in Moon.



Brodhead Road
Corridor Planning Study

The graphic above the title consists of five circular icons arranged horizontally. From left to right: a green tree, a green circle with a white bicycle icon, a purple circle with a white car icon, a green circle with a white bus icon, and a blue circle with a white pedestrian icon. Two green trees are positioned on the far left and far right of the row of icons.

Steering Committee Meeting 1
January 28, 2021



Agenda

Project Background

Project Schedule

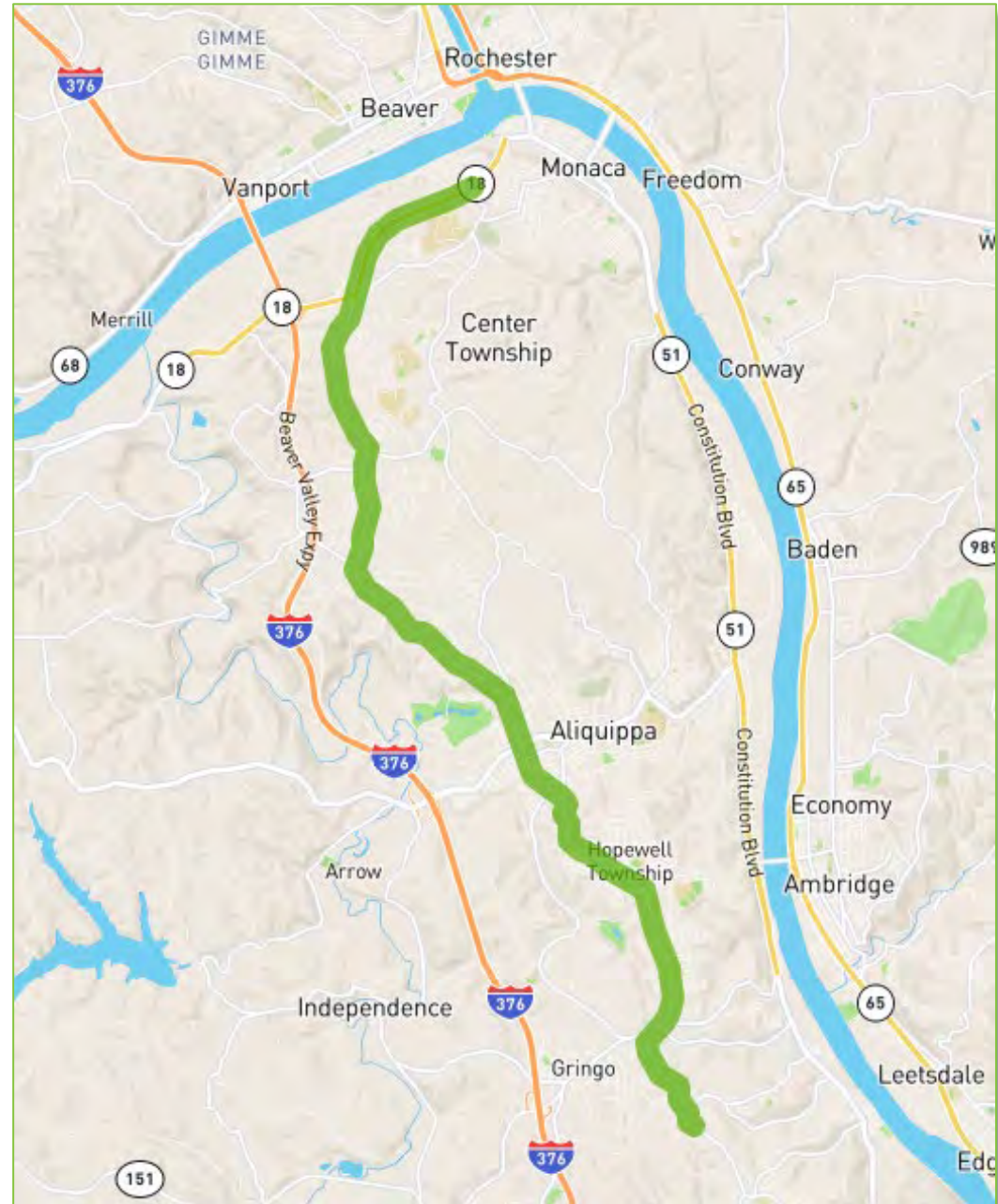
Stakeholder Outreach

Public Meeting 1

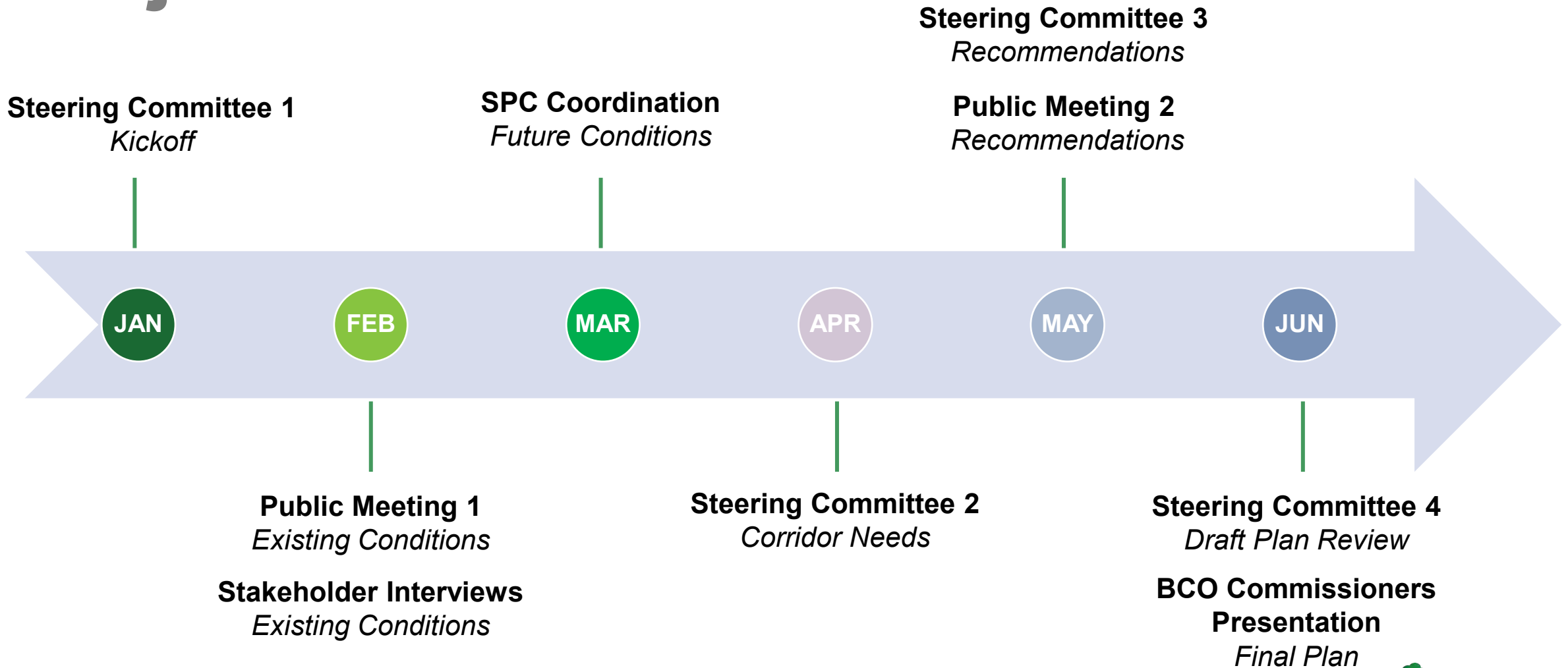
Future Land Development

Corridor Needs, Concerns, and Ideas

Project background



Project schedule



Study vision statement



The study should make recommendations that will improve regional mobility and accessibility for all, enhance the quality of life and livability of the community, and advance economic and community development goals.



Stakeholder outreach

Goals:

- Involve individuals with particular insight or perspective to supplement data collection, identify existing conditions and future needs
- Efficiently reach and effectively involve identified stakeholders through interviews or group discussions

Stakeholder list

Name	Organization	Category
Ms. Mary Jo Morandini	Beaver County Transit Authority	Transit
David Smail	Hopewell School District Transportation	School districts
Michelle Miller	Hopewell School District	
Delcine Pugh	Aliquippa School District	
Peter Carbone	Aliquippa School District	
Dr. Nicholas Perry	Central Valley School District	
Eric Rosendale	Beaver Valley Intermediate Unit	
Dr. Roger Davis	Community College of Beaver County	Colleges
Jenifer Cushman	Penn State Beaver Campus	
Adam Rathbun	Penn State Beaver Campus	
Renata Shaw	Penn State Beaver Campus	
David Wytiaz	Beaver County Career and Technology Center	
Cheryl Moon-Sirianni	PennDOT District 11 Executive	PennDOT D-11
Jeff Thompson	PennDOT D-11	
Kathryn Power	PennDOT District 11 TMC	
Jason Zang	PennDOT District 11 ADE Construction	
Angelo Pampena	PennDOT District 11 ADE Maintenance	

Stakeholder list

Name	Organization	Category
Frank Vescio	Center Township Planning	Municipal Representation
Bill DiCioccio, Jr.	Center Township Chairman	
Virginia Schafer	Center Township Secretary	
Jamie Yurcina	Hopewell Township Manager	
David Kriger	Hopewell Township Road Dept. Supervisor	
Nora Janicki	Hopewell Township Community Outreach	
Brian Uhrmacher	Hopewell Township Police Chief	
Ned Mitrovich	Municipal Engineer for all three	
Samuel Gill	City of Aliquippa Administrator	
John Lane	City of Aliquippa Police Chief	
Mario Leone	Monaca Borough Manager	
James Iorio	Monaca Borough Road Foreman	
Simon Short	Monaca Borough Mayor	

Stakeholder list

Name	Organization	Category
Tony Amadio	Beaver County Commissioner	Beaver County
Daniel Camp III	Beaver County Commissioner	
Jack Manning	Beaver County Commissioner	
Eric Brewer	Beaver County	
Rebecca Matsco	Beaver County	
Tony Guy	Beaver County	
Cindy Vannoy	Beaver County	
Anthony Rosatone	Beaver County	
Christopher Ruppen	Beaver County	
Michael Drywal	Beaver County	
Judith Charlton	Beaver County	
George Verlihay	Beaver County	
Nicole Long	Beaver County	
John Bragg	Beaver County	
Tony Caltury	Beaver County	
Dennis Rousseau	Beaver County	
James Mitch	Beaver County	
Cynthia Cook	Beaver County	
Samuel Orr III	Beaver County	
Nathan Kopsack	Beaver County	
Tim Wetzel	Beaver County	
Howard Stuber	Beaver County	
Marlene Landrum	Beaver County	

Stakeholder list

Name	Organization	Category
Eric Brewer	Beaver County EMA	Beaver County
Vicki Michaels	Independent Conservancy	
Jim Logan	Western Pennsylvania Wheelmen Bicycle Club	
Dr. Vincent Troia	Ohio River Trail Council	
Skip Homan	Beaver County Partnership for Com and Econ Growth	
Heather Harmon Kennedy	Beaver County Chamber of Commerce	
Helen Kissick	Beaver County Chamber of Commerce	
Tim Mascari	Beaver Valley Mall	Business Representation
Chuck Betters	CJ Betters Real Estate/BET-TECH	
John Kochanowski	International Brotherhood of Electrical Workers	
M. Digiovine	CJ Betters Real Estate/BET-TECH	
Pat Nardelli	Castle Development	
David Laffey	Castle Development	
JJ Stafenick	Stefaniks Contracting	
Shannon Debes	Shell Cracker Plant	

Stakeholder list

Name	Organization	Category
	Monaca #4 Fire Station	First Responders
	Center Twp Fire Department	
	Wireton Fire Department	
Dave Foringer	Aliquippa City Fire Department	
	Hopewell VFD Station #1 and #2	

Public Meeting 1

Goals:

- Formally introduce project
- Collect input on issues and concerns
- Provide accessible opportunity for real-time interaction between public and project team

Public Meeting 1

Format:

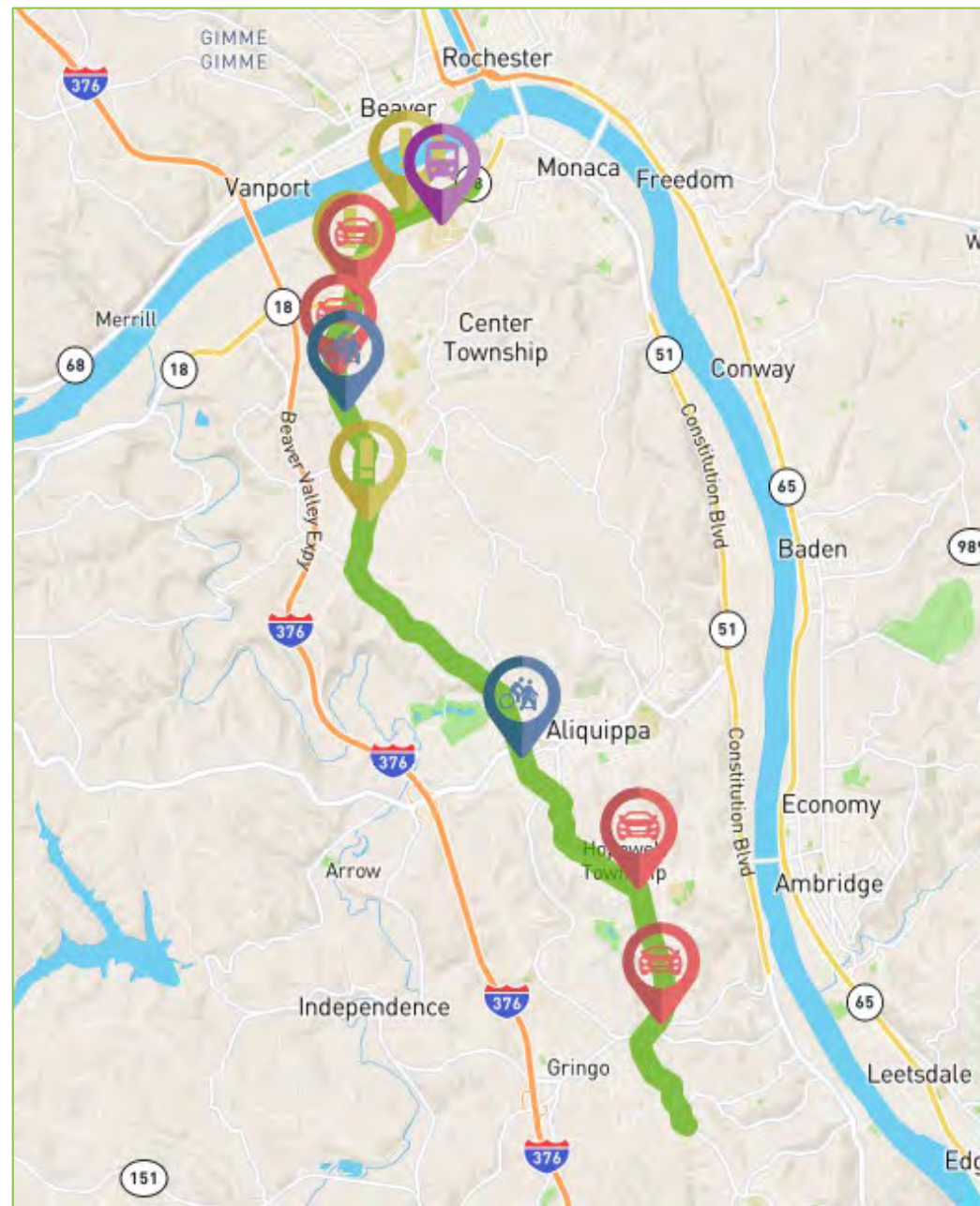
- Virtual
- Brief presentation
- Interactive polling questions
- Both chat and audio-based discussion with project team
- Follow up links to project materials and ways to provide additional feedback

Public Meeting 1

Details:

- Set February date
- Get the word out:
 - Social media
 - News releases
 - Email blast
 - Signage/message boards
 - Flyers/handouts
 - **What else?**

Future Land Development



Corridor Needs, Concerns, and Ideas



Points on the Map

Vehicle traffic concern	Pedestrian or bike concern	Land use/development note	Transit concern	Other idea or concern

Questions?

Joshua Spano | Senior Transportation Planner
Southwestern Pennsylvania Commission

jspano@spcregion.org

Scott Thompson-Graves, PE, PTOE | Senior VP
Whitman, Requardt & Associates, LLP

sthompson-graves@wrallp.com

John Buerkle, RLA, AICP | President
Pashek+MTR

jbuerkle@pashekmtr.com

Jenni Easton, AICP, CNU-A | Senior Planner
Pashek+MTR

jeaston@pashekmtr.com



MEMORANDUM of MEETING

Date: May 17, 2021

Date of Meeting: May 11, 2021

Time of Meeting: 1:30 PM

Meeting Location: Virtual (Microsoft Teams)

Meeting Description: Steering Committee Meeting #2

CC: Project File

Work Order Number: 035141.000

Contract Number: 20-07

Project: SPC Brodhead Road Corridor Planning Study

Participants

Name	Organization	Phone	Email
Joshua Spano	SPC	(412) 391-5590	jspano@spcregion.org
Andy Waple	SPC	(412) 391-5590	awaple@spcregion.org
Domenic D'Andrea	SPC	(412) 391-5590	ddandrea@spcregion.org
Evan Schoss	SPC	(412) 391-5590	eschoss@spcregion.org
Kristin Baum	SPC	(412) 391-5590	kbaum@spcregion.org
Lillian Gabreski	SPC	(412) 391-5590	lgabreski@spcregion.org
Ryan Gordon	SPC	(412) 391-5590	rgordon@spcregion.org
Chris Tirpak	SPC	(412) 391-5590	ctirpak@spcregion.org
Todd Kravits	PennDOT	(412) 429-5000	tkravits@pa.gov
Douglas Seeley	PennDOT	(412) 429-5000	dseeley@pa.gov
Joe West	Beaver County	(724) 770-4425	jwest@beavercountypa.gov
Dan Distler	Beaver County	(724) 770-4428	ddistler@beavercountypa.gov
Frank Vescio	Beaver County	(724) 770-4426	fvescio@beavercountypa.gov
Sam Gill	City of Aliquippa	(724) 375-5188	samuel.gill@aliquippapa.gov
Jamie Yurcina	Hopewell Twp	(724) 378-1460	manager@hopewelltwp.com
Benjamin Gilberti	Hopewell Twp / HRG	(724) 779-4777	bgilberti@hrg-inc.com
John Buerkle	Pashek + MTR	(412) 321-6362	jbuerkle@pashekmtr.com
Jenni Easton	Pashek + MTR	(412) 321-6362	jeaston@pashekmtr.com
Scott Thompson-Graves	WRA	(724) 779-7940	sthompson-graves@wrallp.com
Chad Reese	WRA	(724) 779-7940	creese@wrallp.com
Chris Lucia	WRA	(724) 779-7940	clucia@wrallp.com

This was the second Brodhead Road study meeting between the Steering Committee and the Southwestern Pennsylvania Commission (SPC), PennDOT District 11-0 (PennDOT), Beaver County, Hopewell Township, and the consultant team consisting of Whitman, Requardt and Associates, LLP (WRA), and Pashek + MTR (PMTR). The purpose of the meeting was to discuss the results of the public outreach, existing conditions analyses, and future volume assumptions.

Project Status

Josh Spano (JS) kicked off the meeting, going over the agenda, then turned the project discussion over to Scott Thompson-Graves (STG). STG summarized the early steps that the project team has conducted since the first steering committee meeting, before turning it over to Jenni Easton (JE).

Outreach Recap

(JE) discussed the results of the outreach, including the following:

- Wikimap
 - 114 points with comments and 17 conversations
 - 55% of comments related to “vehicle traffic concern”
 - Most comments: Five Points, Pleasant Drive
- Survey
 - 77 responses
 - 76% of responses are “near daily” drivers of Brodhead Rd
 - Most common concern was traffic entering and exiting Brodhead Rd
- Interviews
 - 80 invitations
 - Results supplemented technical data collection and added context
- Public Meeting #1
 - Virtual open house held March 3rd
 - 61 attendees

(JS) mentioned that the project website also has commenting abilities if steering committee members would prefer. (STG) mentioned that the format of Public Meeting 1 and the Wikimapping were generally well-received based on feedback. Joe West (JW) agreed and mentioned that some stakeholders might have additional comments at the next public meeting.

Action Item: If the Steering Committee has any comments, additions, or feedback on the outreach, reach out to (JS).

Existing Conditions and Issues

(STG) reviewed the early results of the existing conditions analyses and the report itself.

(JE) walked through key findings for accessibility/walkability/transit and pedestrian/bicycle activity.

Chad Reese (CR) went over signal observations/improvement observations, sight distance/related safety or operational issues, nighttime retro-reflectivity, traffic volumes, travel speeds, intersection operations, freight, and safety.

(STG) then discussed that the existing issues were all consolidated into an Issues Summary showing all of the various issues on a location-by-location basis. Site-specific, group/section, and focal point needs were then discussed, with the plan to meet both existing and future needs.

(JW) asked about how well traffic signals would work at Center Grange Road. (CR) replied that there isn't a signal at that location today, so it wasn't included in the general field view of existing signal observations; however, next steps of the study will review traffic signal warrants at various locations as part of the potential improvement options.

Action Item: If the Steering Committee has any comments, additions, or feedback on the existing conditions, reach out to (JS). The draft is available for review at <https://www.spcregion.org/brodhead>.



Future Land Use Scenarios

(JE) went over the future assumptions for volume growth, including:

- Riverfront activity
- Covid-19 impacts (e-commerce)
- Beaver Valley Mall issues (mixed/non-traditional uses)
- General housing development continuing
- Development pipeline only goes through 2030

The Baseline SPC Cycle 11 forecast through 2045 accounts for 600 jobs at the Shell plant, 900 jobs at the Monaca industrial site, 350 jobs at the Center Township mixed use site, plus 80 townhomes. It also accounts for job losses, but it may be underestimating local housing production.

(JW) noted that Brodhead Road is surrounded by several regional facilities that may use it as a connecting link (e.g. Midland to Airport; Cranberry to I-376/Airport). Therefore, future growth impacts may not be limited to localized corridor growth, but also broader regional growth. (STG) explained that our growth approach spans a much broader regional area including (1) growth levels from SPC's regional model, and (2) broader origin-destination patterns based on StreetLight data. As such, the regional growth and impacts on the corridor should be better accounted for by referencing those sources as part of our future traffic projections.

John Buerkle (JB) added that outreach has noted that a lot of the regional growth and connectivity is focusing more on routes that cross Brodhead Road to/from I-376, and less on direct travel along the Brodhead Road corridor itself.

Benjamin Gilberti (BG) said that Baseline seems reliable and based on best available data sources, but was curious what would have bigger impact on future volumes, residential vs industrial – (STG) said that industrial versus residential impacts may vary based on location, pending localized travel patterns.

(BG) asked whether the retirement cohort will affect future projections. (STG) asserted that this would be reflected in the demographic assumptions from SPC's regional model, so it should already be accounted for in the project-specific changes, including their potential impact on travel pattern changes.

In the event that the Baseline isn't sufficient for growth in the area, (JE) proposes a "Build-Out" exercise, which would consider a more aggressive housing forecast. What would aggressive (5%) vs conservative (2%) growth look like? A maximum Build-Out capacity could be estimated based on developable acreage in the study area.

(STG) asked if the Baseline is reliable for 2045 projections, or whether we should model a stress test for future scenarios based on a "Build-Out" or other option. No answers were received, (JS) said the steering committee has the option to review and get back to the project team

Action Item: If the Steering Committee has any comments, additions, or feedback on the forecast, reach out to (JS).

Other Questions

(JW) mentioned that debate has been raised at the County Planning Commission as to if and where sidewalks could or should be installed to make certain locations (Baker, Sheffield, Center Township school areas) more friendly to pedestrians. (STG) replied that typical section perspectives can be developed to review potential impacts and costs related to new sidewalk improvements or related pedestrian connections. These types of options can be developed and presented to the Steering Committee for review as part of future discussions.

Domenic D'Andrea (DD) posed the question of how the Airport Master Plan could affect future growth assumptions in the southern portion of our study area and suggested that the Airport be contacted to confirm insights relative to what



might be assumed in the SPC model. Kristin Baum (KB) replied that some of the airport area growth is definitely accounted for in the model. Input is typically provided by the county, but additional insights or newer data can be reviewed/compared if available. Recent plans for housing growth in Beaver County may not be completely captured in forecasts from approximately two years ago, as most of the input at that time noted industrial developments. (STG) added that the project team can share the latest housing assumptions with SPC to potentially review and update future model assumptions.

Next Steps

(STG) reviewed next steps, including draft improvement concepts, followed by steering committee meeting #3, taking that feedback to get to the public meeting #2 in late June. Final steering committee meeting and BCO commissioners presentation of the final plan in June/July.

(JS) reminded everyone that the project website is up, and that steering committee members can reach out via email, phone, etc. He also said that everyone should be on the lookout for steering committee meeting #3, as well as public meeting #2.

Action Item: If the Steering Committee has any comments, additions, or feedback on the next steps, reach out to (JS).



Action Items

Steering Committee to provide comments, additions, or feedback to (JS) on:

- Public outreach
- Existing conditions
- Forecast assumptions
- Project next steps





Brodhead Road
Corridor Planning Study

The graphic above the title consists of a horizontal row of six circular icons. From left to right: a green tree silhouette, a green circle with a white bicycle icon, a purple circle with a white car icon, a green circle with a white bus icon, a blue circle with a white pedestrian icon, and another green tree silhouette.

Steering Committee Meeting 2
May 11, 2021



Agenda

Project Status

Outreach Recap

Existing Conditions and Issues

Future Land Use Scenarios

Next Steps

Outreach Recap

Wikimap:

- Interactive point-specific comments by category
- 114 points with comments, 17 conversations
- 55% “vehicle traffic concern”
- Most comments: Five Points, Pleasant Drive

Study Area/Limits
 Brodhead Road Corridor

Points on the Map

- Vehicle traffic concern
- Pedestrian or bike concern
- Land use/development note
- Transit concern
- Other idea or concern

Instructions

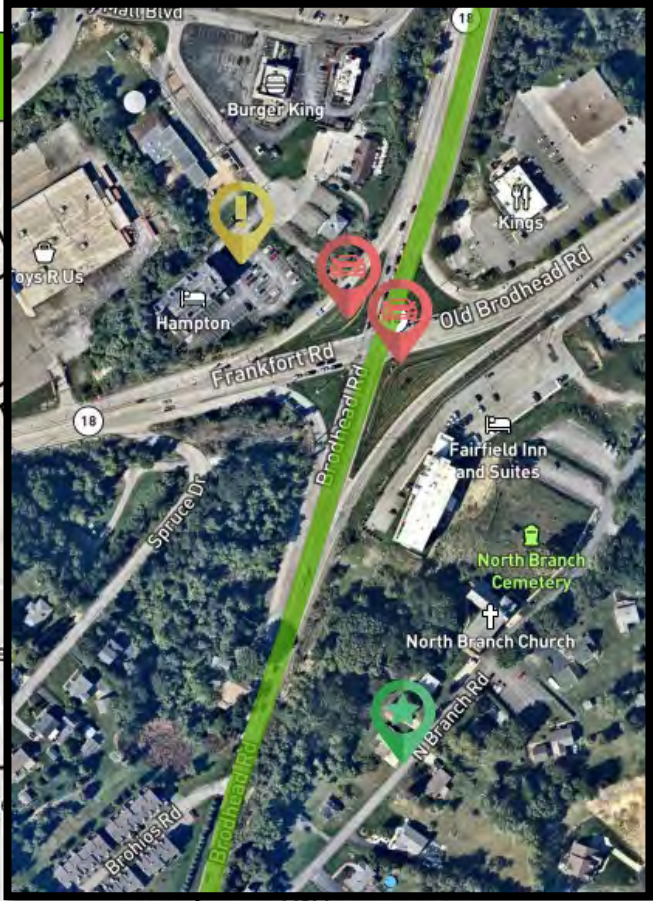
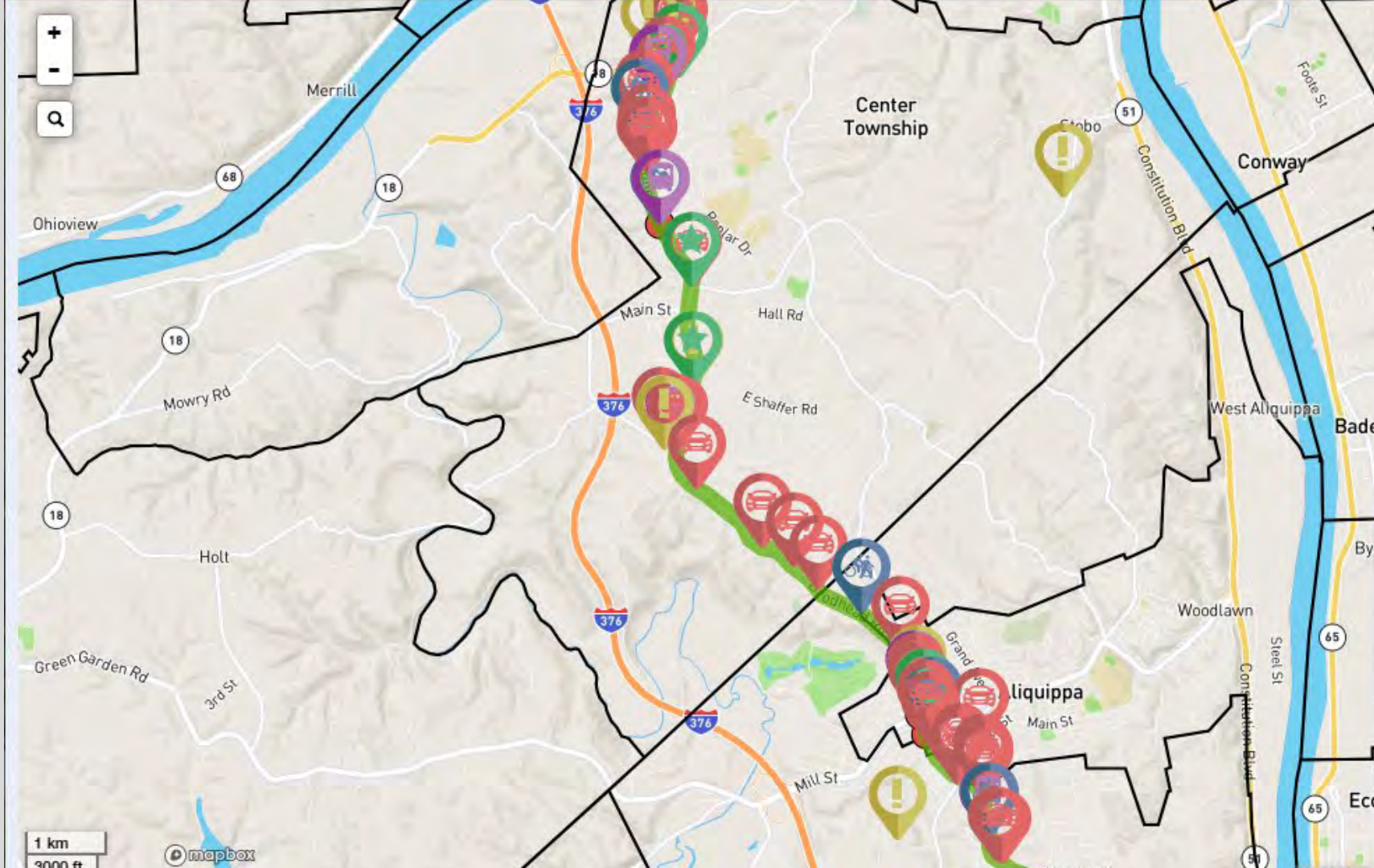
Scroll/zoom to area of interest

Select "POINTS" in the green ribbon below

Choose point type and then place on map

Complete and submit description and any other comments

Add photos or agree/disagree with comments made



Outreach Recap

Survey:

- Open in February and March
- 77 responses
- 76% drive on Brodhead “almost daily,” only a few pedestrians and cyclists
- Most important general concerns:
 - Entering/exiting traffic – 78%
 - Road maintenance – 76%
 - Intersection safety – 72%

Outreach Recap

Interviews:

- 80 invitations
- Series of topic focus groups, individual targeted interviews and follow-ups
- Results supplemented technical data collection, added context to identification of existing conditions and future needs

Outreach Recap

Public Meeting 1:

- March 3 virtual open house with project overview followed by topic-specific breakouts
- 111 registrants, 61 attendees
- Promoted through flyers, email blasts, stakeholder network, social media posts, Beaver County Radio

Existing Conditions and Issues

Compilation of:

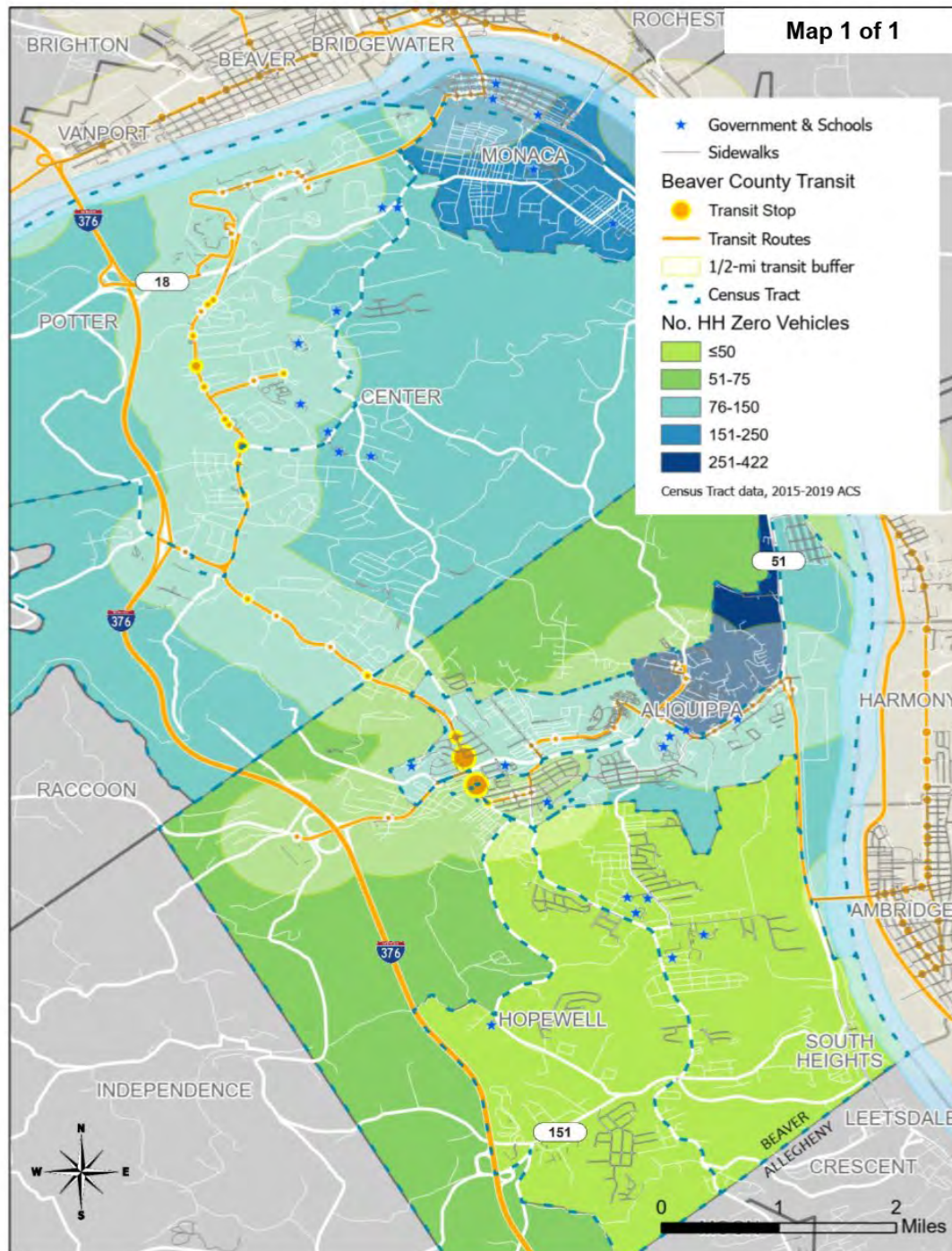
- Outreach and Engagement
- Document Reviews
- Aerial and Field Reviews
- Field Measurements and Studies
- Safety Assessments
- Ped / Bike / Transit / Freight Details
- Roadway / Traffic / Operations Details

Existing Conditions

Vehicle Access

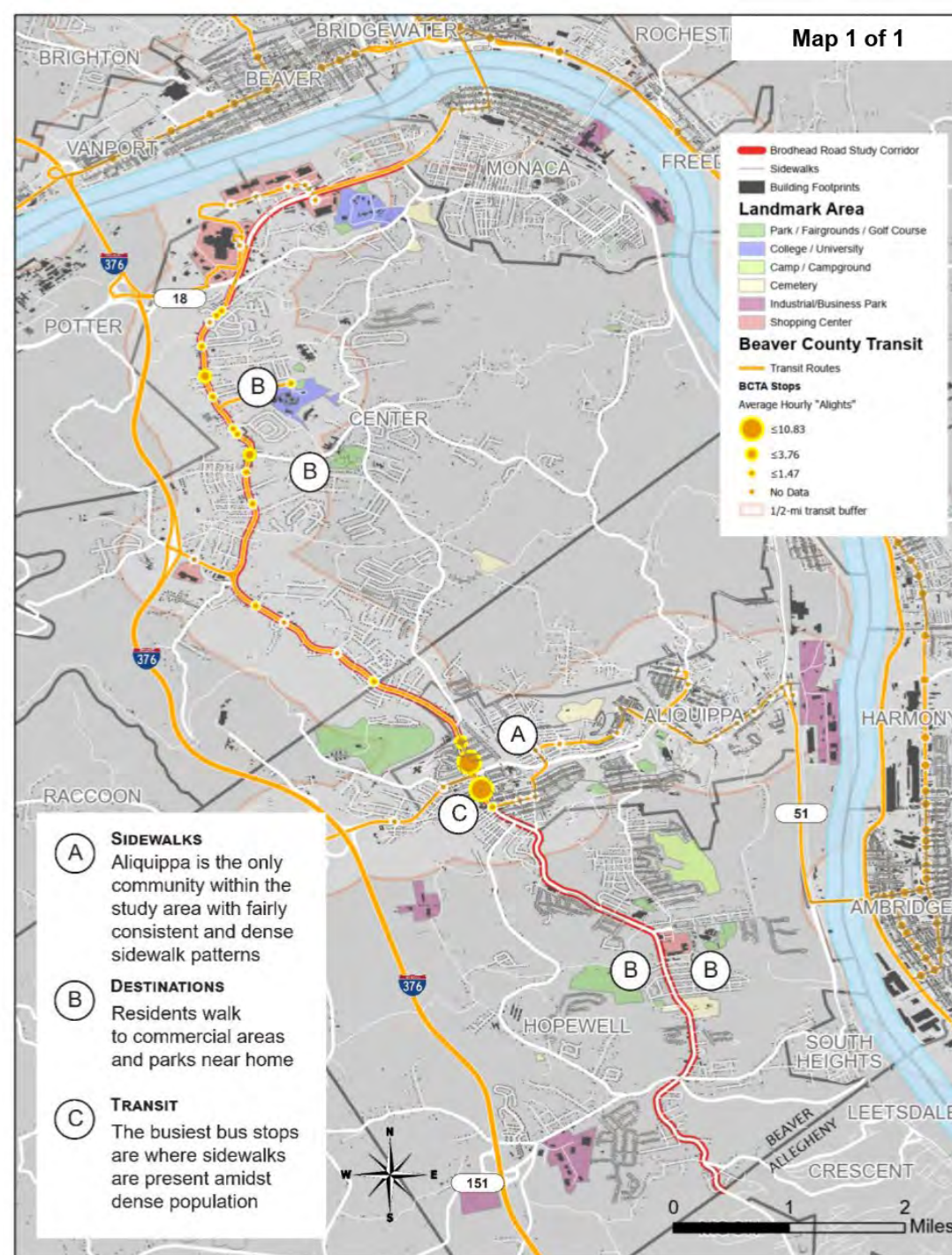
Walkability

Transit Routes and Stops



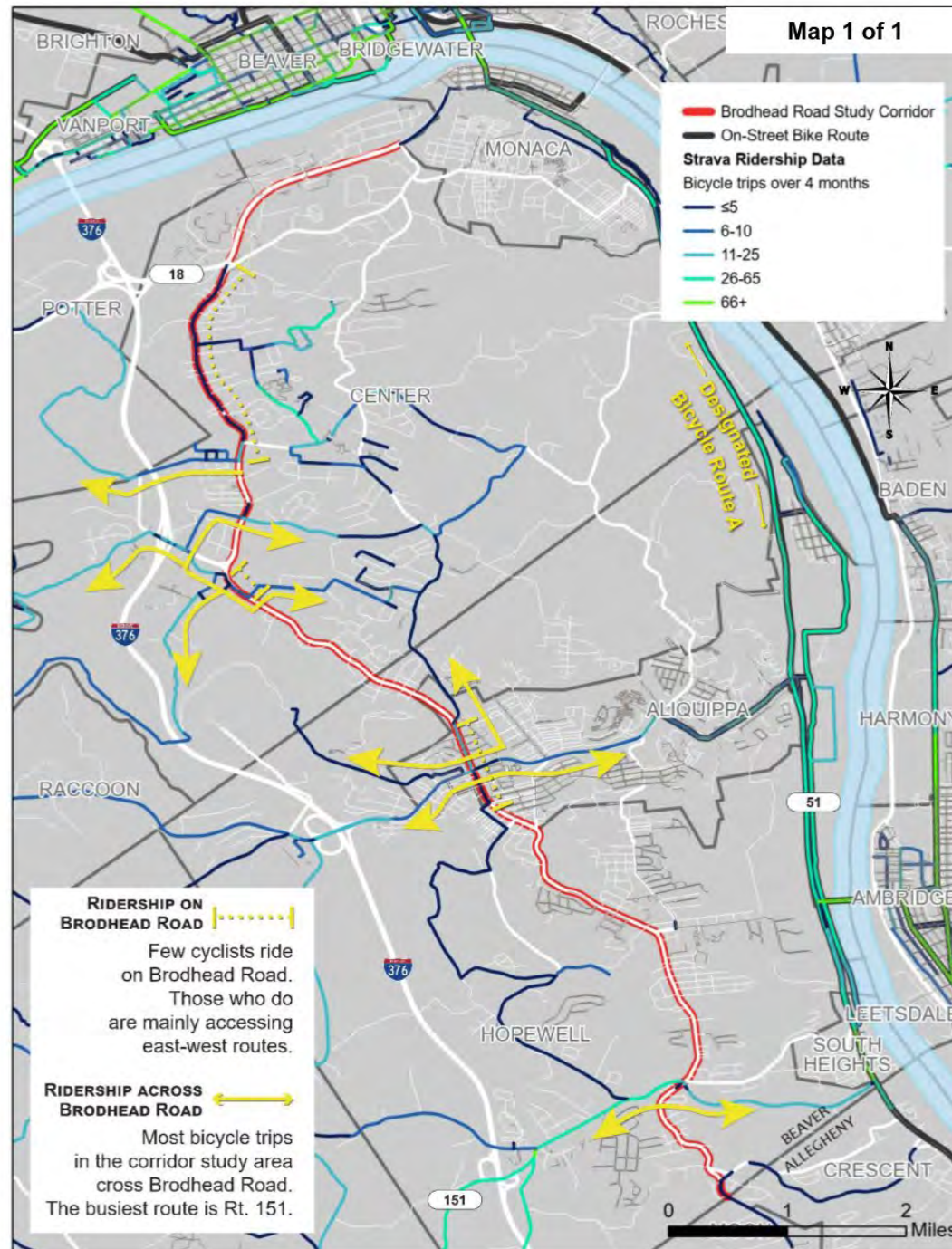
Existing Conditions

Pedestrian Activity



Existing Conditions

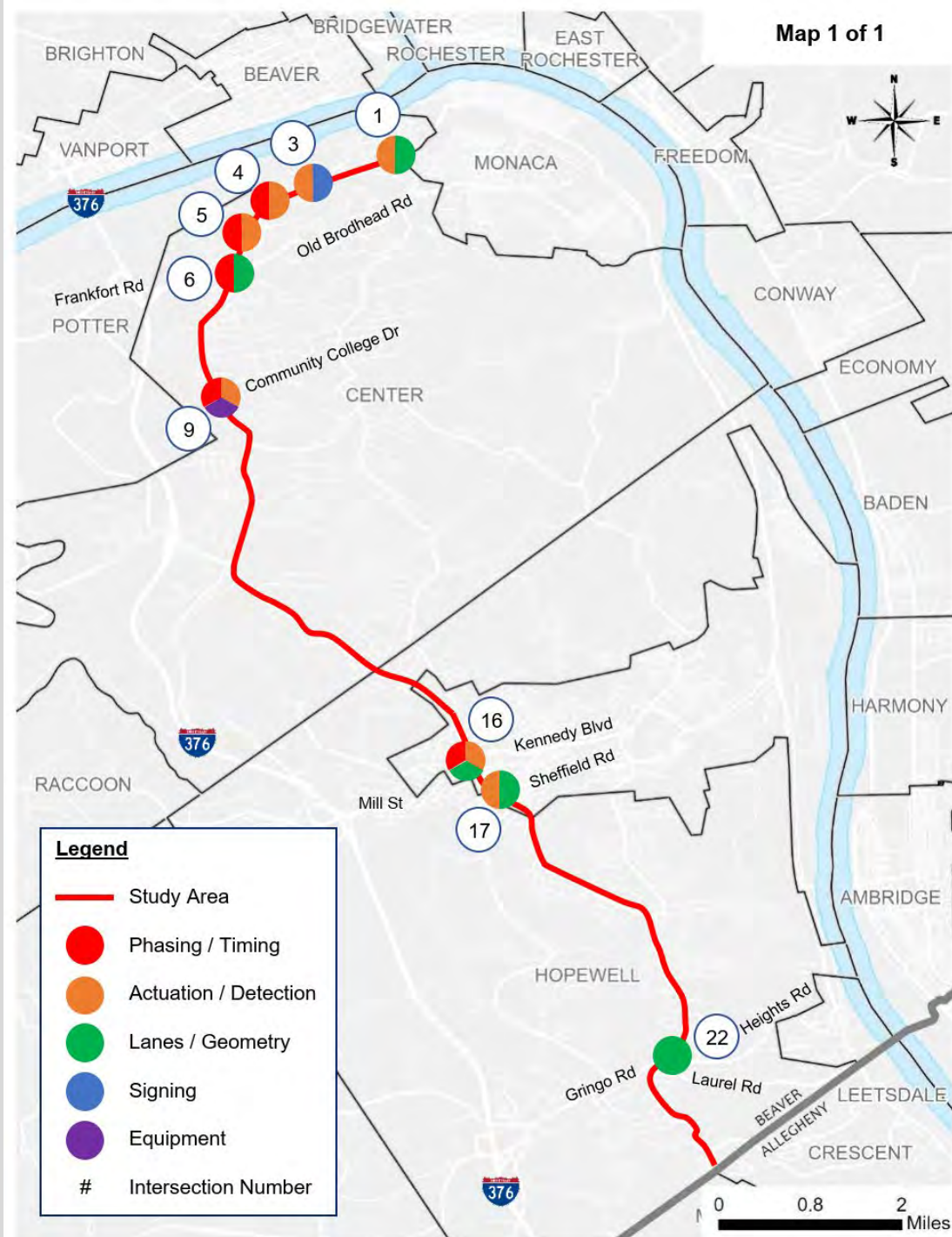
Bicycle Activity



Existing Conditions

Signal Observations

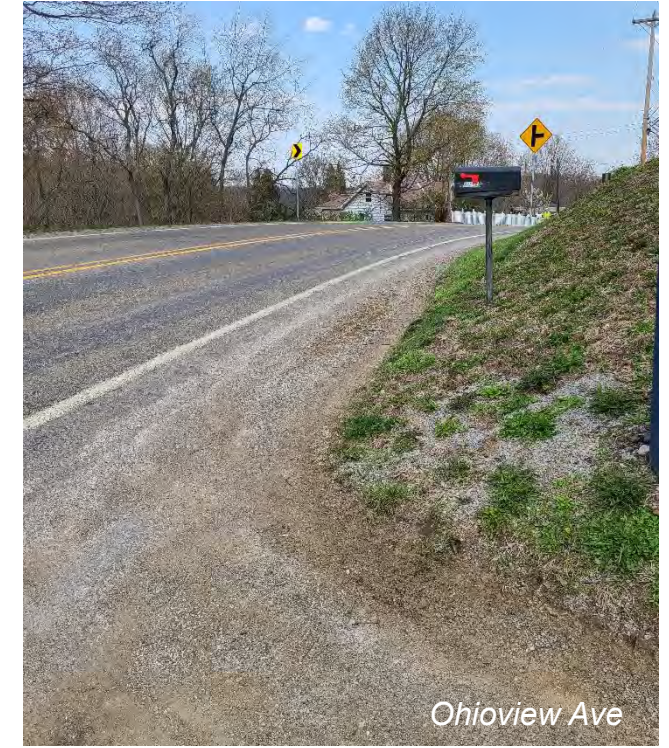
Potential Signal Improvement Opportunities



Existing Conditions

Sight Distance

Overlap w/ other Safety or Operational Issues



- 19 field-measured sight-distance locations
- 74% with some degree of constraints
- Several low-volume, minor streets (e.g. Cleveland Ave, Ohioview Ave)
- Key locations to overlap other issues (e.g. Shaffer Rd, 20th St, Laird Ave)

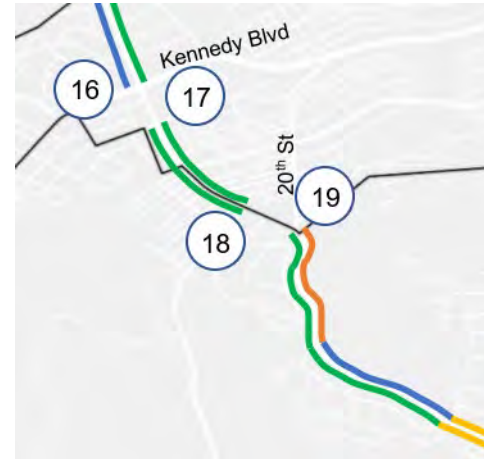
Existing Conditions

Nighttime Retro-reflectivity

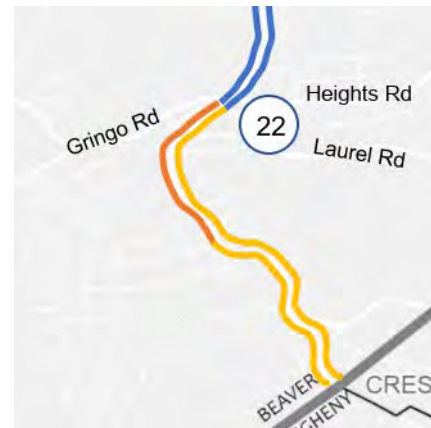
Legend	
	Excellent
	Good
	Fair
	Poor



South of Pleasant Drive



South of 20th Street

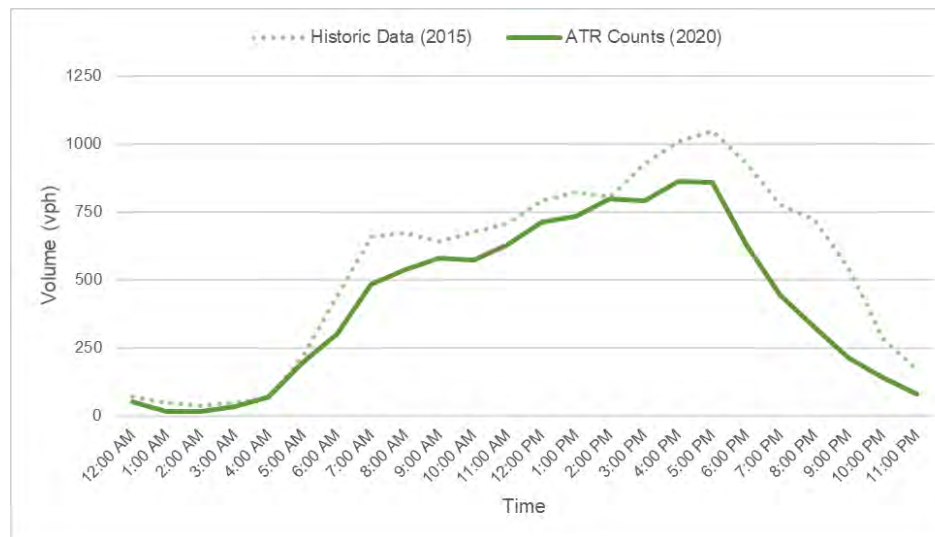


South of Five Points

Existing Conditions

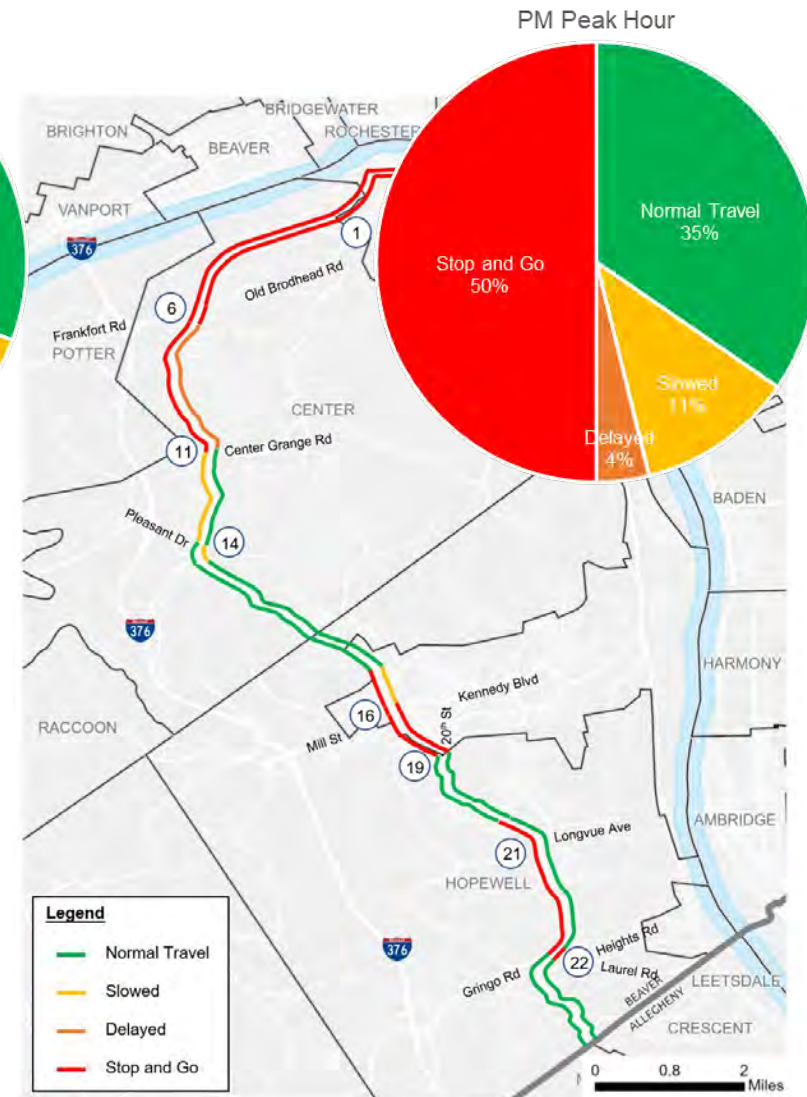
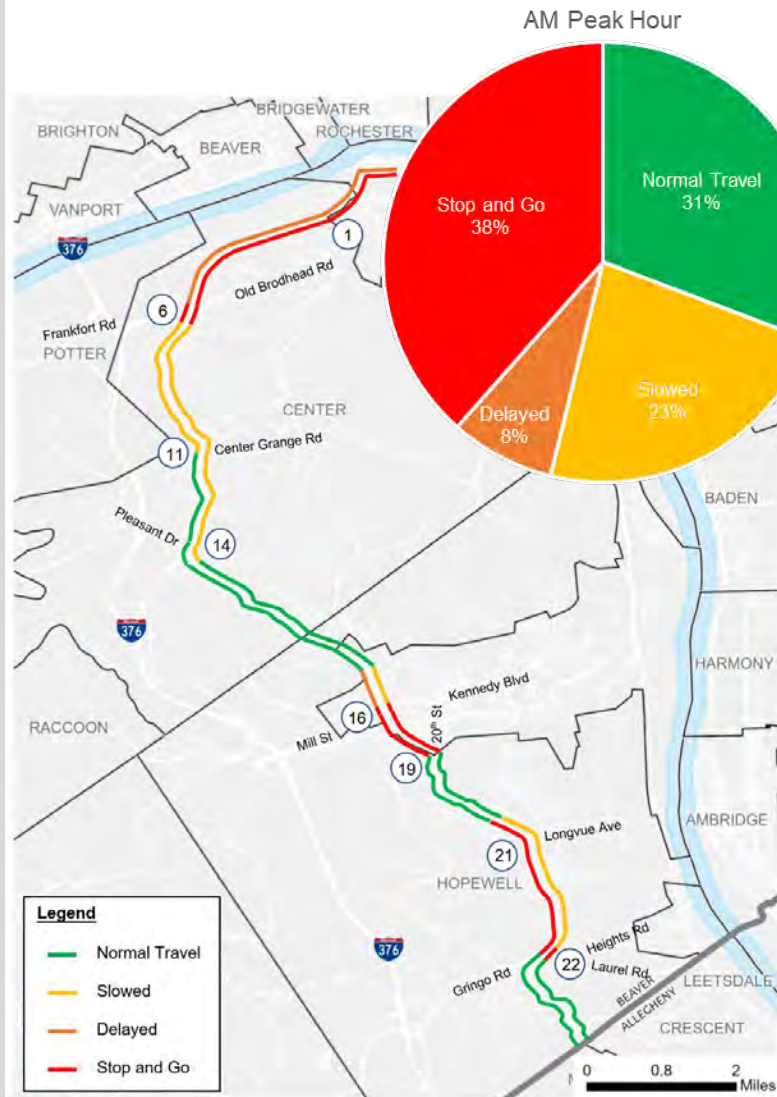
Traffic Volumes

Area	Brodhead Road Daily Traffic Volumes (vehicles per day)			
	5,000-10,000	10,000-15,000	15,000-20,000	20,000-25,000
Center Twp Commercial Area (INT 1-6: Old Brodhead to Frankfort / Old Brodhead)				
Center Twp Suburban Area (INT 6-14: Frankfort / Old Brodhead to Pleasant Dr)				
Center-Hopewell-Aliquippa Residential Area (INT 14-16: Pleasant Dr to Mill St / Kennedy Blvd)				
Aliquippa Commercial Area (INT 16-19: Mill St / Kennedy Blvd to 20 th St)				
Hopewell Twp School and Commercial Areas (INT 19-22: 20 th St to Five Points)				
Hopewell Twp Suburban Area (INT 22 / Five Points to Allegheny County Line)				












Existing Conditions

Travel Speeds



Existing Conditions

Intersection Operations

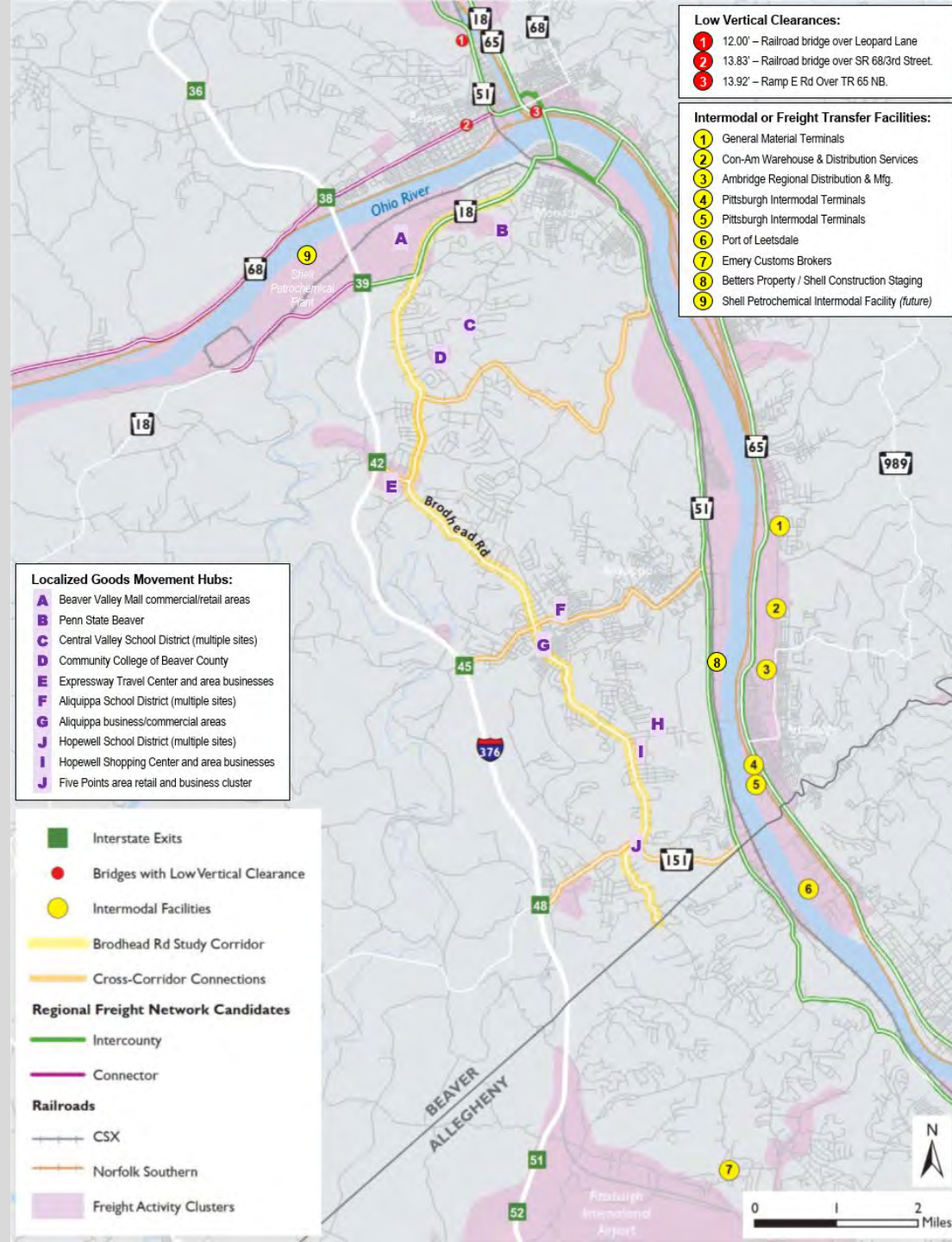
#	Brodhead Rd at:	Signalized	AM / PM LOS
1	Old Brodhead Rd		C / C
2	Wagner Rd		C / F
3	Short St / Milne Dr		D / E
4	Center Commons Blvd		C / C
5	Beaver Valley Mall Dr / Golfview Dr		D / D
6	Frankfort Rd / Old Brodhead Rd		F / F
7	N Branch Rd		C / E
8	Baker Rd Ext		C / F
9	Community College Dr		D / D
10	Sherwood Dr		B / C
11	Center Grange Rd		C / F
12	Main St		B / D
13	Shaffer Rd		C / E
14	Pleasant Dr		C / F
15	Chapel Rd		B / F
16	Mill St / Kennedy Blvd		D / F
17	Sheffield Rd		D / F
18	Kane Rd		C / D
19	20 th St		C / D
20	Laird Ave		B / E
21	Longvue Ave		E / F
22	Five Points		F / F

Existing Conditions

Freight Network

Intermodal or Freight Transfer Facilities

Localized Goods Movement Hubs



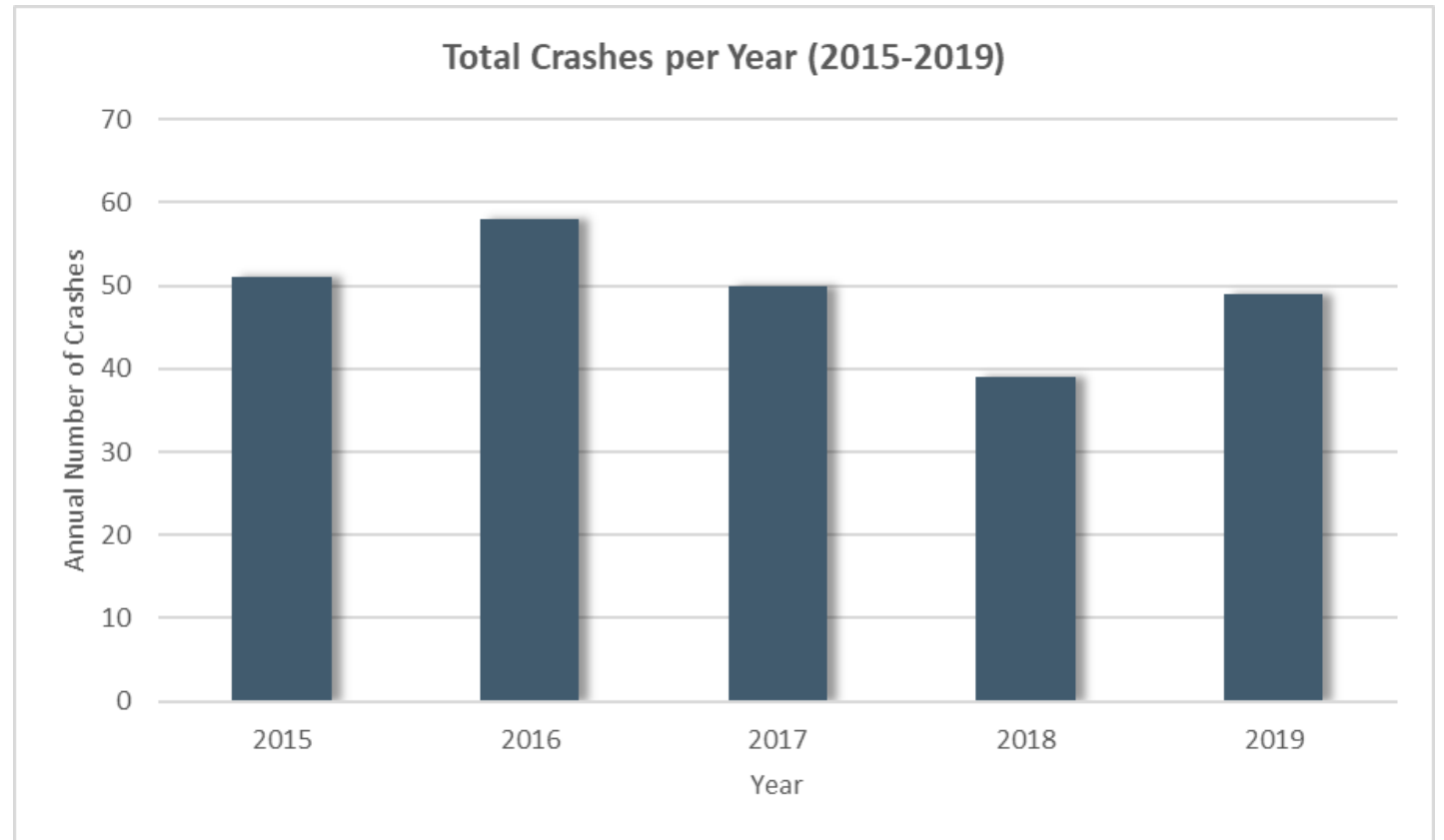
Existing Conditions

Safety

















Crash History / Trends

Highway Safety Manual

I-376 Emergency Detours



Issues Summary

Safety			Accessibility				Planning
							
Crash Cluster	Sight Distance	Aggressive Driving	Pedestrian	Bicycling	Transit	School	Growth
Mobility			Operations				Other
							
Congestion	Cut-Through Traffic	Freight	Traffic Signal Ops	Turn Lanes or Geometry	Signing and Markings	Driveways and Parking	Infrastructure

ICON COLOR LEGEND:



= not applicable at location



= anecdotal concern or general observation



= confirmed issue based on analysis and/or field-measurement

Issues Summary

 *Site-Specific Needs*


 *Group/Section Needs*


 *Focal Point Needs*





Primary Study Intersections and Summary Issues


- 1 Old Brodhead Road



- 2 Wagner Road


- 3 Short Street / Milne Drive


- 4 Center Commons Boulevard

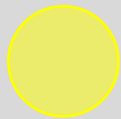

- 5 Beaver Valley Mall Drive / Golfview Drive


- 6 Frankford Road / Old Brodhead Road



Issues Summary

 *Site-Specific Needs*

 *Group/Section Needs*

 *Focal Point Needs*



Primary Study Intersections and Summary Issues

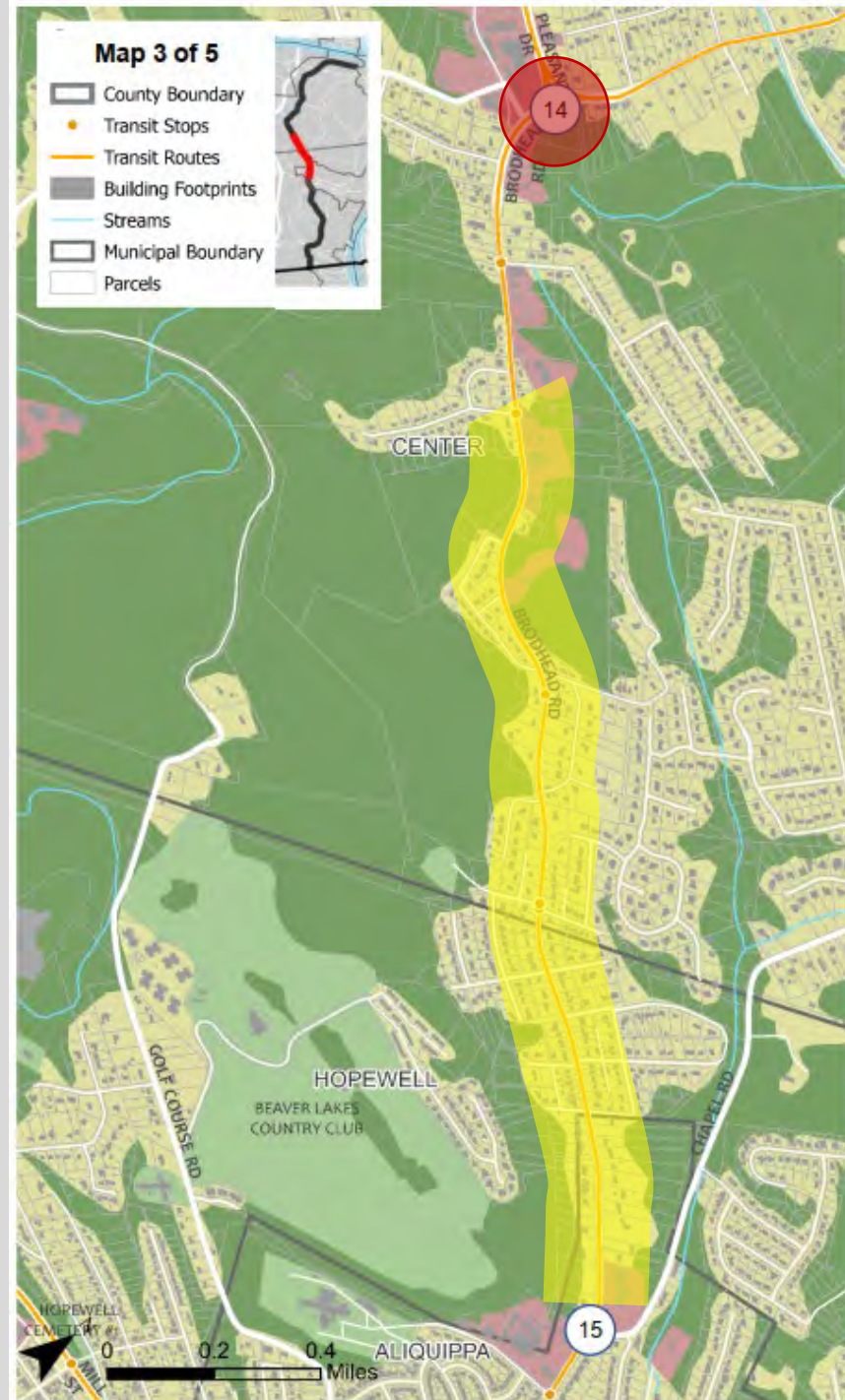
- 7 North Branch Road
 -
- 8 Baker Road Extension
 -
- 9 Community College Drive
 -
- 10 Sherwood Drive
 -
- 11 Center Grange Road
 -
- 12 Main Street
 -
- 13 Shaffer Drive
 -

Issues Summary

 *Site-Specific Needs*

 *Group/Section Needs*

 *Focal Point Needs*



Primary Study Intersections and Summary Issues

- 
14 Pleasant Drive

- 
15 Chapel Road


- ### Land Use Classification
-  Residential
 -  Commercial & Services
 -  Industrial
 -  Infrastructure
 -  Public & Semi-Public Spaces
 -  Agriculture
 -  Undeveloped

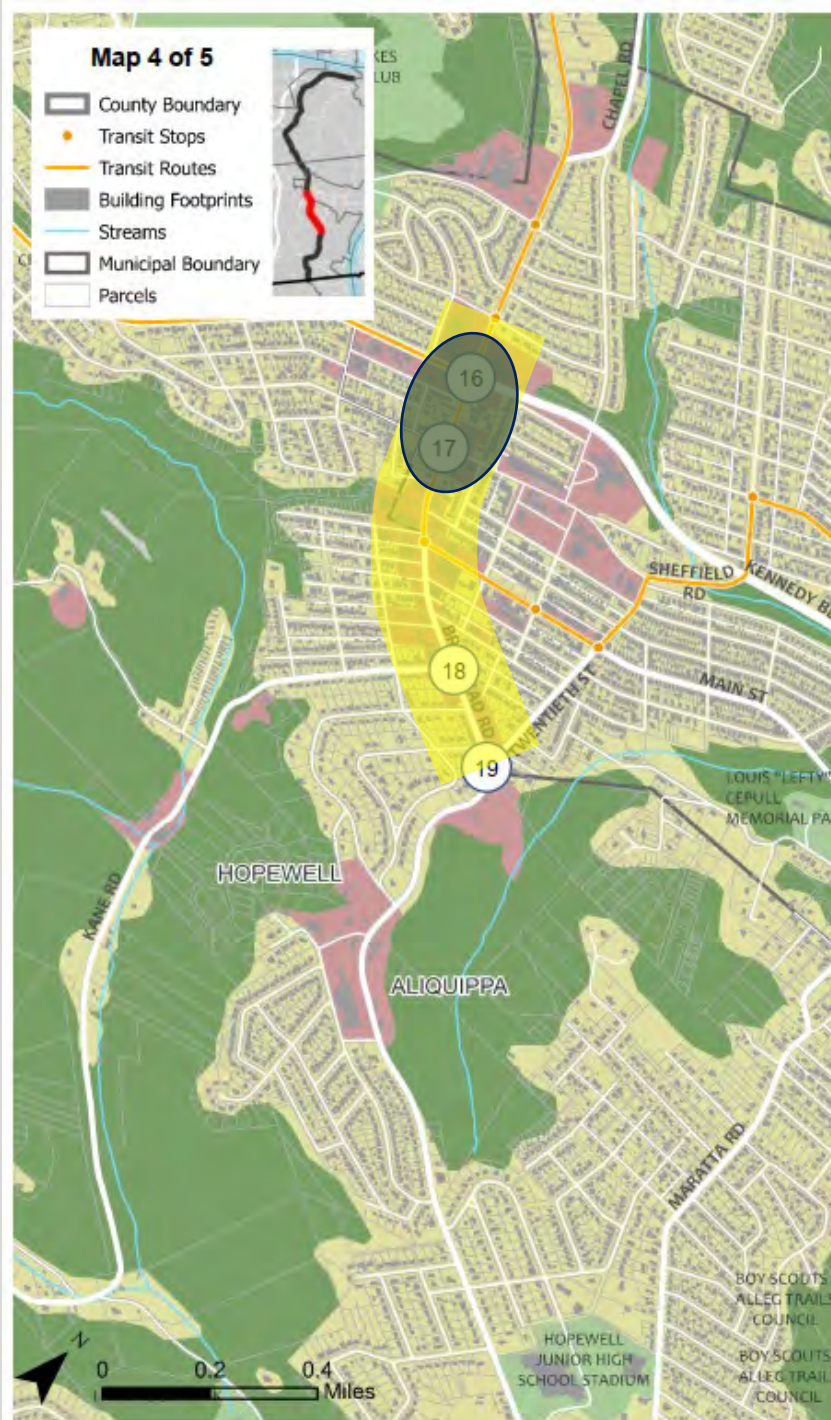


Issues Summary


 *Site-Specific Needs*

 *Group/Section Needs*


 *Focal Point Needs*



Primary Study Intersections and Summary Issues

- 16 Mill Street / Kennedy Boulevard**

- 17 Sheffield Road**

- 18 Kane Road**

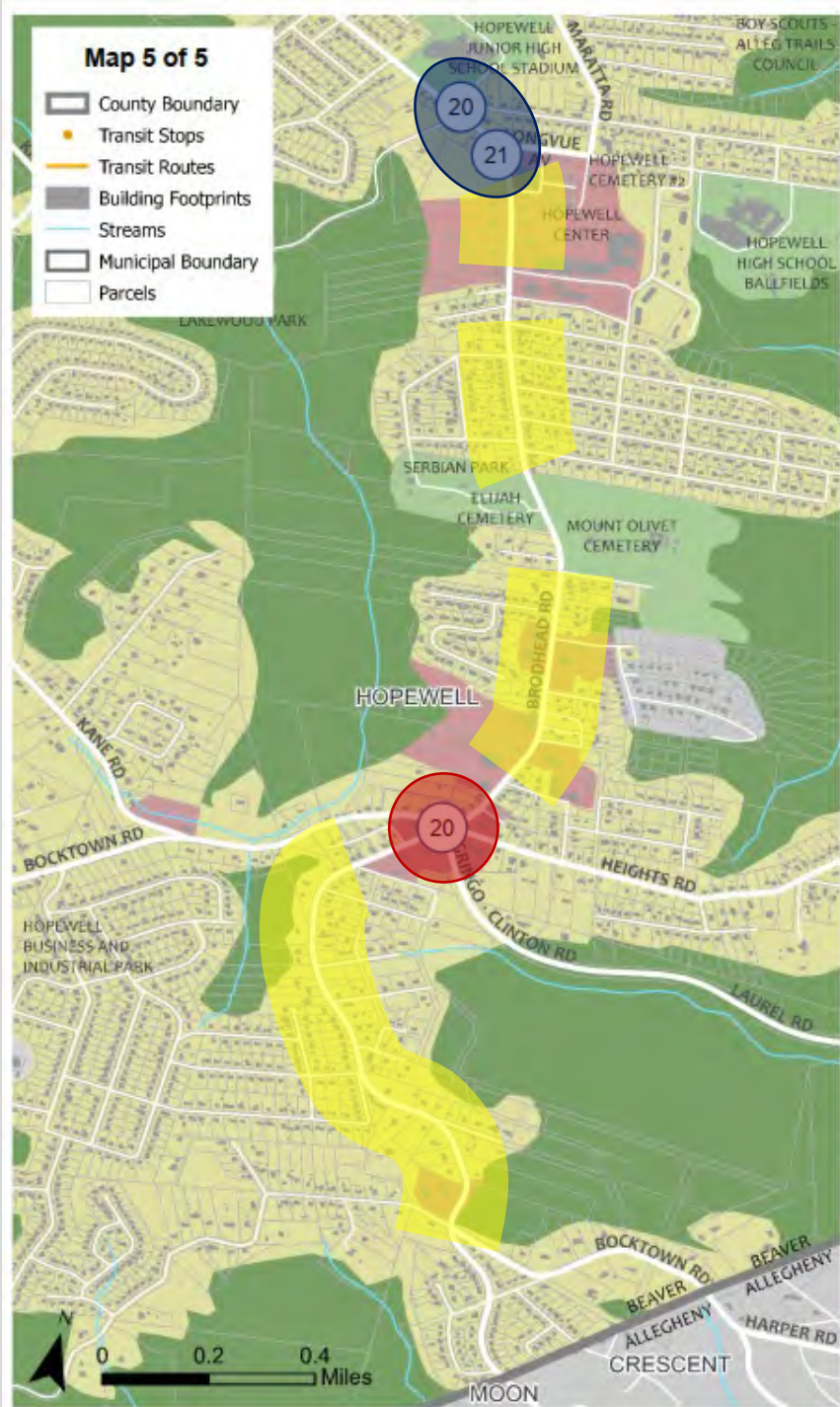
- 19 20th Street**


Issues Summary

 *Site-Specific Needs*

 *Group/Section Needs*

 *Focal Point Needs*



Primary Study Intersections and Summary Issues

-  **Laird Avenue**


-  **Longvue Avenue**


-  **Five Points**



Future Land Use Scenarios

Considerations:

- Lots of activity in market for riverfront sites. Includes site with 200K sf warehouse and room for five more, 1,000-foot dock. Possible distribution center.
- Covid-19 impact on C/I
- Beaver Valley Mall will look different.
- Stakeholders expect continued growth in housing development.
- Known development pipeline takes us through only 2030.

Future Land Use Scenarios

Baseline:

- SPC Cycle 11 forecast for 2045 distributed among internal traffic analysis zones
- Accounts for 600 jobs at Shell plant, 900 at Monaca industrial site, 350 at Center Township mixed use) + 80 townhomes
- Accounts for losses
- May be underestimating local housing production

Future Land Use Scenarios

We know of about **1,000** proposed housing units that could be online in Center, Hopewell and Aliquippa by 2025 or 2030, but the Cycle 11 forecast has a loss of 26 households by 2025 and only 283 additional units by 2030.

Future Land Use Scenarios

Alternative:

- Use build-out analysis to estimate housing units and non-residential square footage left to be built in the communities
- Apply an assumed growth rate for both with the known housing development pipeline in mind
- Distribute estimated growth among internal TAZ according to where we expect it will be located

Future Land Use Scenarios

Build-out:

What would aggressive (5%) vs. conservative (2%) growth look like given the remaining developable land in Center, Hopewell and Aliquippa?

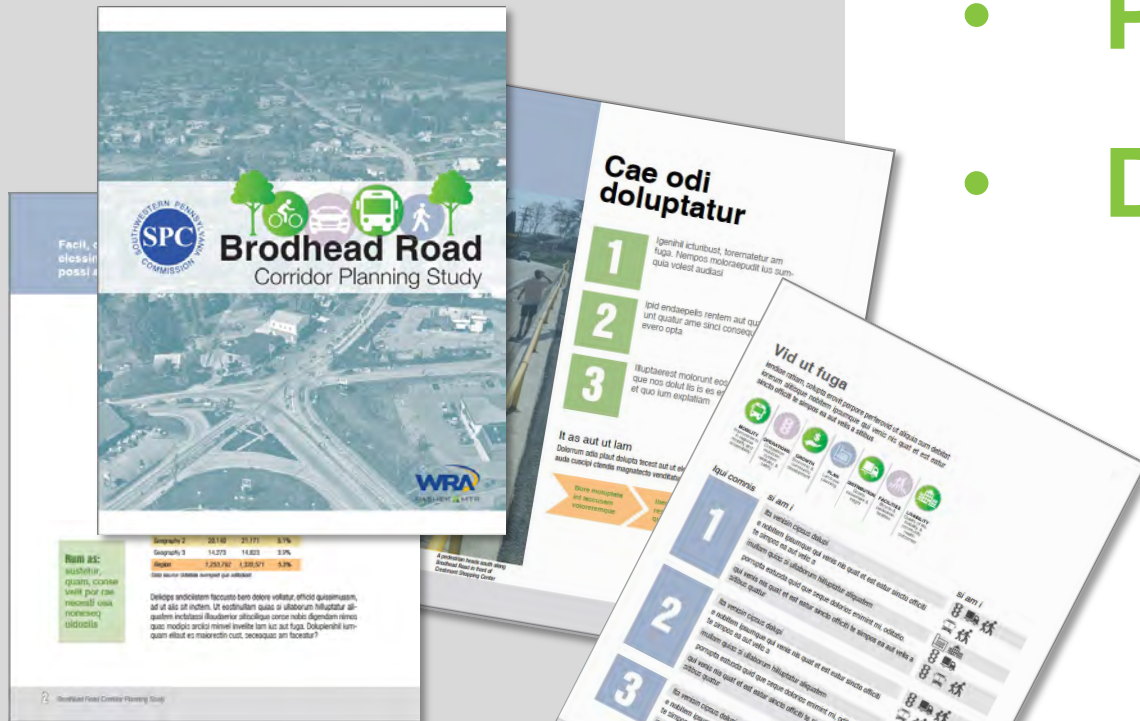
Future Land Use Scenarios

Build-out:

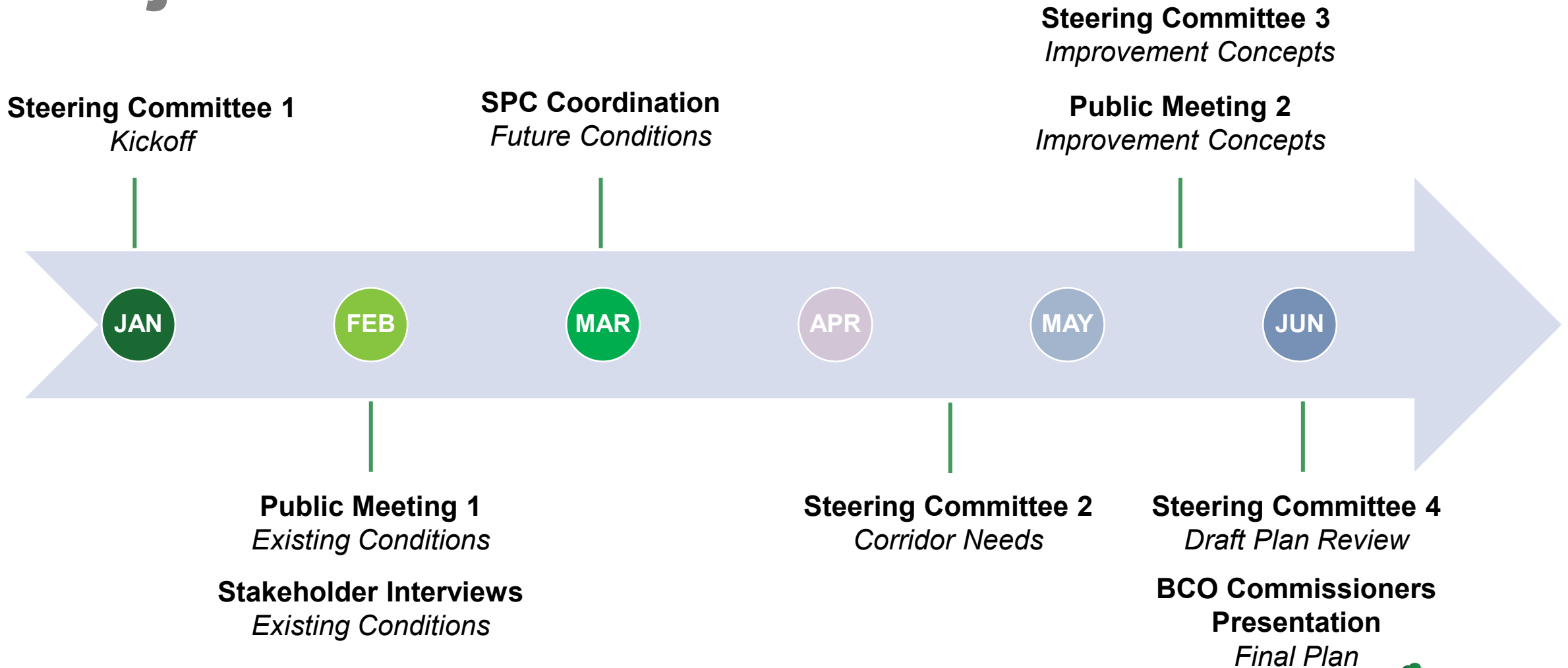
- **Identify undeveloped parcels** of a minimum size in applicable zoning districts
- **Clip out constraints** (ex. 15%+ slope), parks, cemeteries, etc.
- **Estimate total acreage**/community to which we can apply assumptions
 - Subtract 15% of land for infrastructure
 - Units/acre or building envelope of current zoning district

Next Steps

- Draft improvement concepts
- SC meeting 3
- Public meeting 2
- Draft plan



Project schedule



Questions?

Joshua Spano | Senior Transportation Planner
Southwestern Pennsylvania Commission

jspano@spcregion.org

Scott Thompson-Graves, PE, PTOE | Senior VP
Whitman, Requardt & Associates, LLP

sthompson-graves@wrallp.com

Jenni Easton, AICP, CNU-A | Senior Planner
Pashek+MTR

jeaston@pashekmtr.com



Brodhead Road
Corridor Planning Study

The graphic above the title consists of a row of six circular icons. From left to right: a green tree, a green circle with a white bicycle icon, a purple circle with a white car icon, a green circle with a white bus icon, a blue circle with a white pedestrian icon, and another green tree.

Steering Committee Meeting 3
July 21, 2021



Agenda

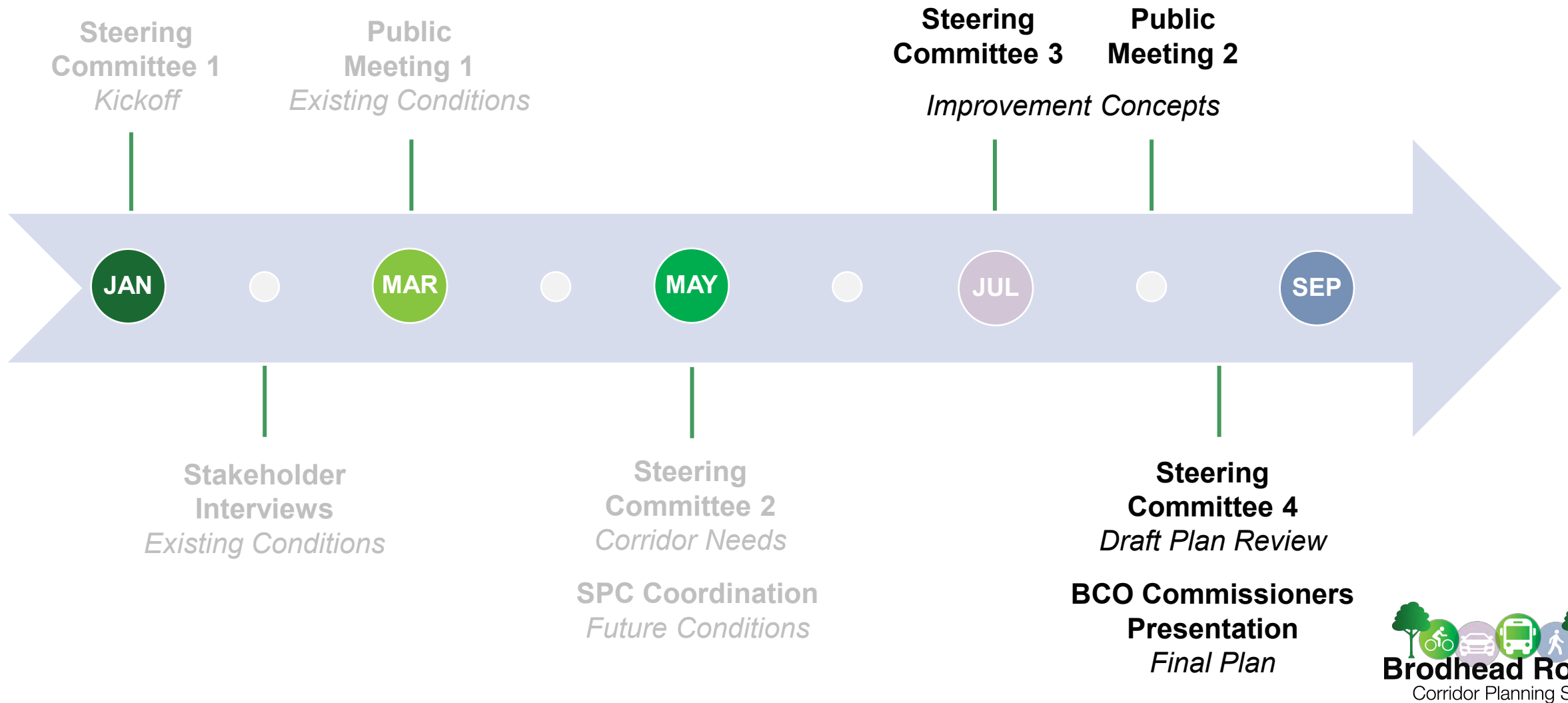
Project Status

Existing / Future Conditions Update

Future Improvement Concepts

Next Steps

Project Status *Schedule*



Project Status

Study Area

Portions of:

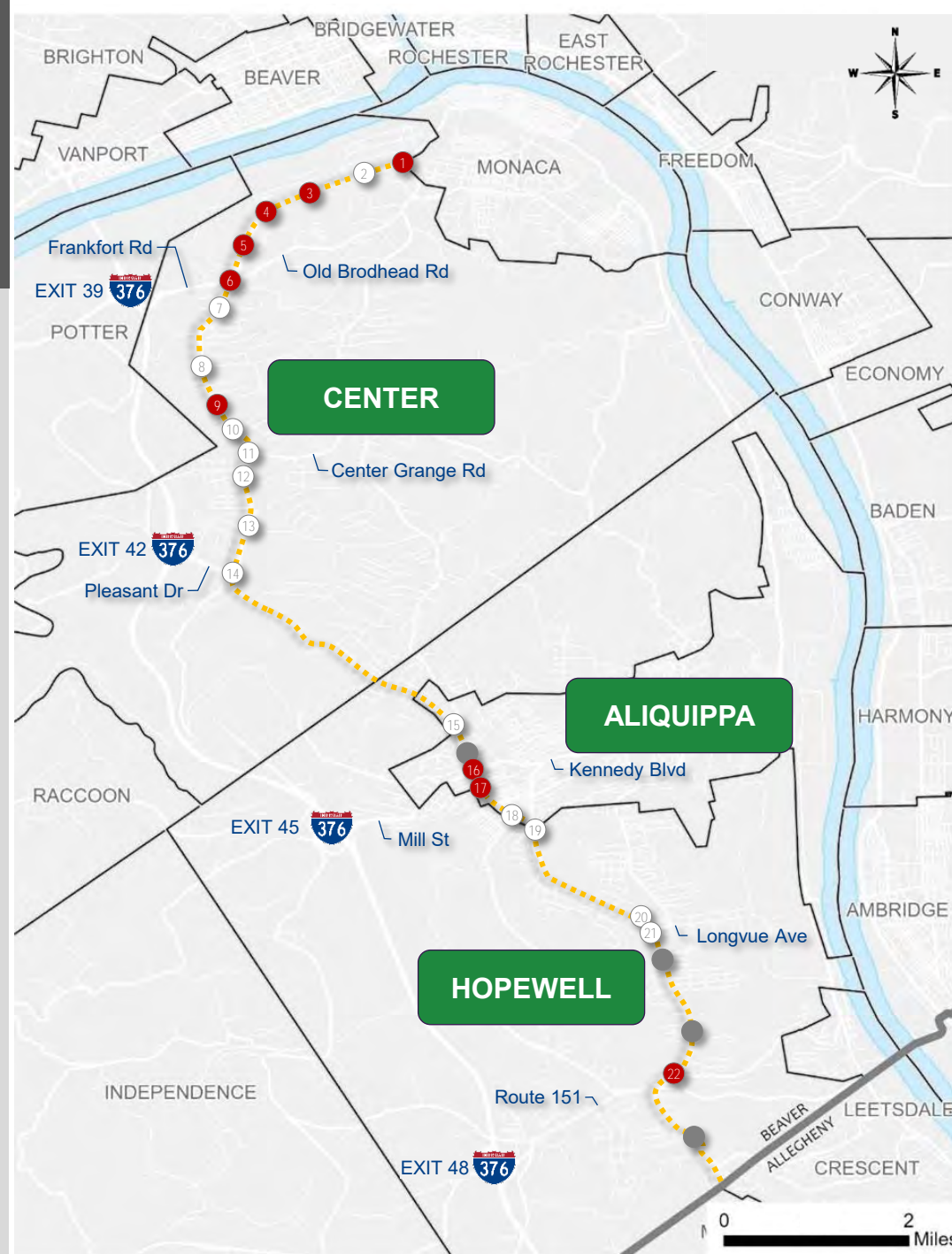
- Center Township
- City of Aliquippa
- Hopewell Township

11-mi Brodhead Rd corridor

9 existing traffic signals

13 stop-controlled intersections

Other locations of interest



Location Index:

- Old Brodhead Rd**
- Wagner Rd
- Short St / Milne Dr**
- Center Commons Blvd**
- BV Mall / Golfview**
- Frankfort / Old Brodhead**
- N Branch Rd
- Baker Rd Ext
- Community College Dr**
- Sherwood Dr
- Center Grange Rd
- Main St
- Shaffer Rd
- Pleasant Dr
- Chapel Rd
- Admiral St
- Mill St / Kennedy Blvd**
- Sheffield Rd**
- Kane Rd
- 20th St
- Laird Ave
- Longvue Ave
- Hopewell Shopping Ctr
- Tee Line Dr
- Five Points**
- Yale Dr / Others





EXISTING / FUTURE CONDITIONS UPDATE



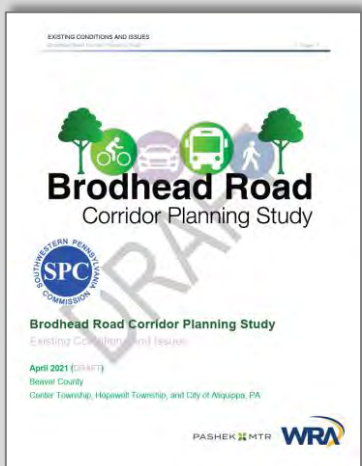
Existing Conditions

Issues and Areas of Concern

- Safety
- Mobility
- Accessibility
- Operations
- Growth and Infrastructure

Safety		
Crash Cluster	Sight Distance	Aggressive Driving
Mobility		
Congestion	Cut-Through Traffic	Freight

Accessibility				Planning
Pedestrian	Bicycling	Transit	School	Growth
Operations				Other
Traffic Signal Ops	Turn Lanes or Geometry	Signing and Markings	Driveways and Parking	Infrastructure



<https://www.spcregion.org/brodhead/>



Future Growth

Study Area Analysis Zones:

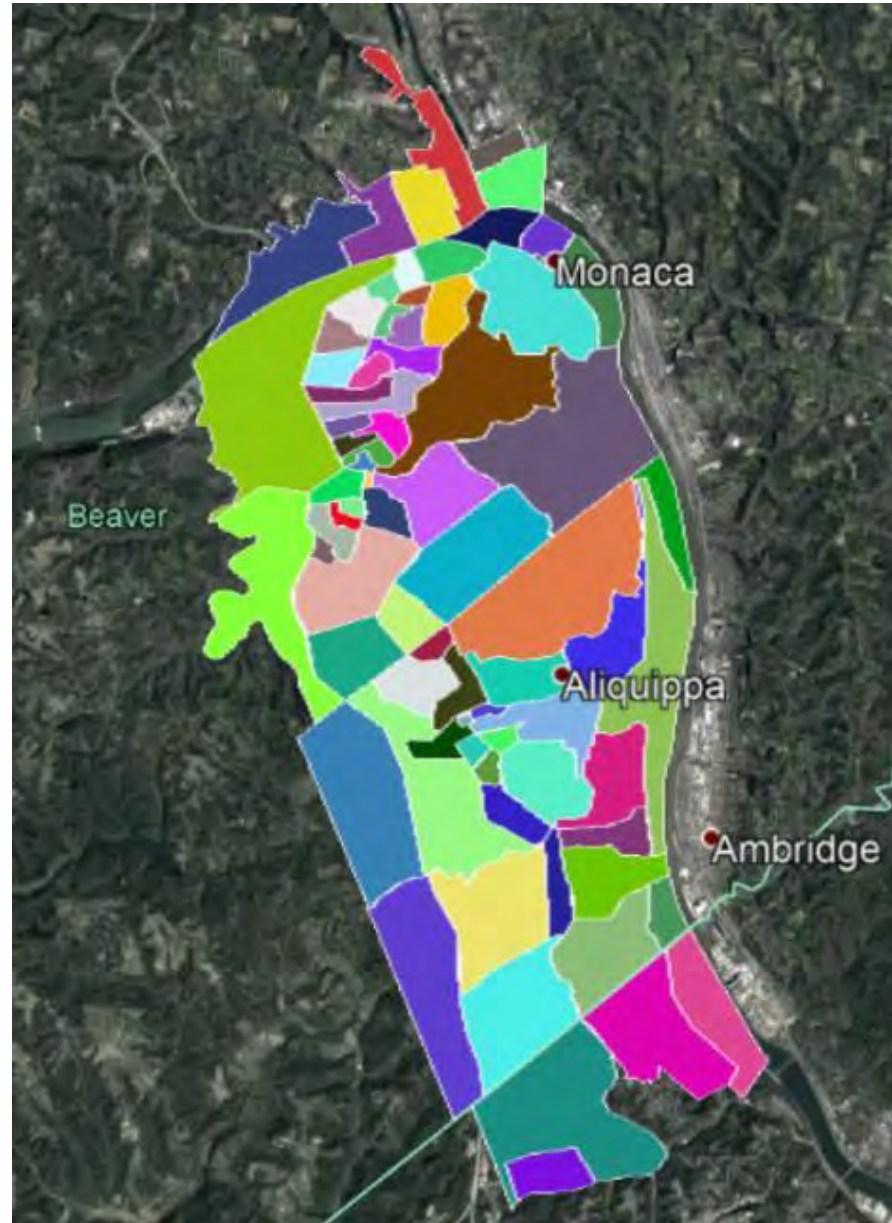
SPC Forecasting Model

Defines the initial study area zones

Zone Refinement

Subdivides areas based on road network, land use, and future development details

Brodhead Rd Corridor-Specific Growth and Analysis Zones



2020 Study Area:

- Area (sq. mi.): 52.3
- Households: 23,029
- Population: 55,198
- Employment: 30,014

2045 Background Growth:

- Per regional forecasts and municipal growth

2045 Pipeline Growth:

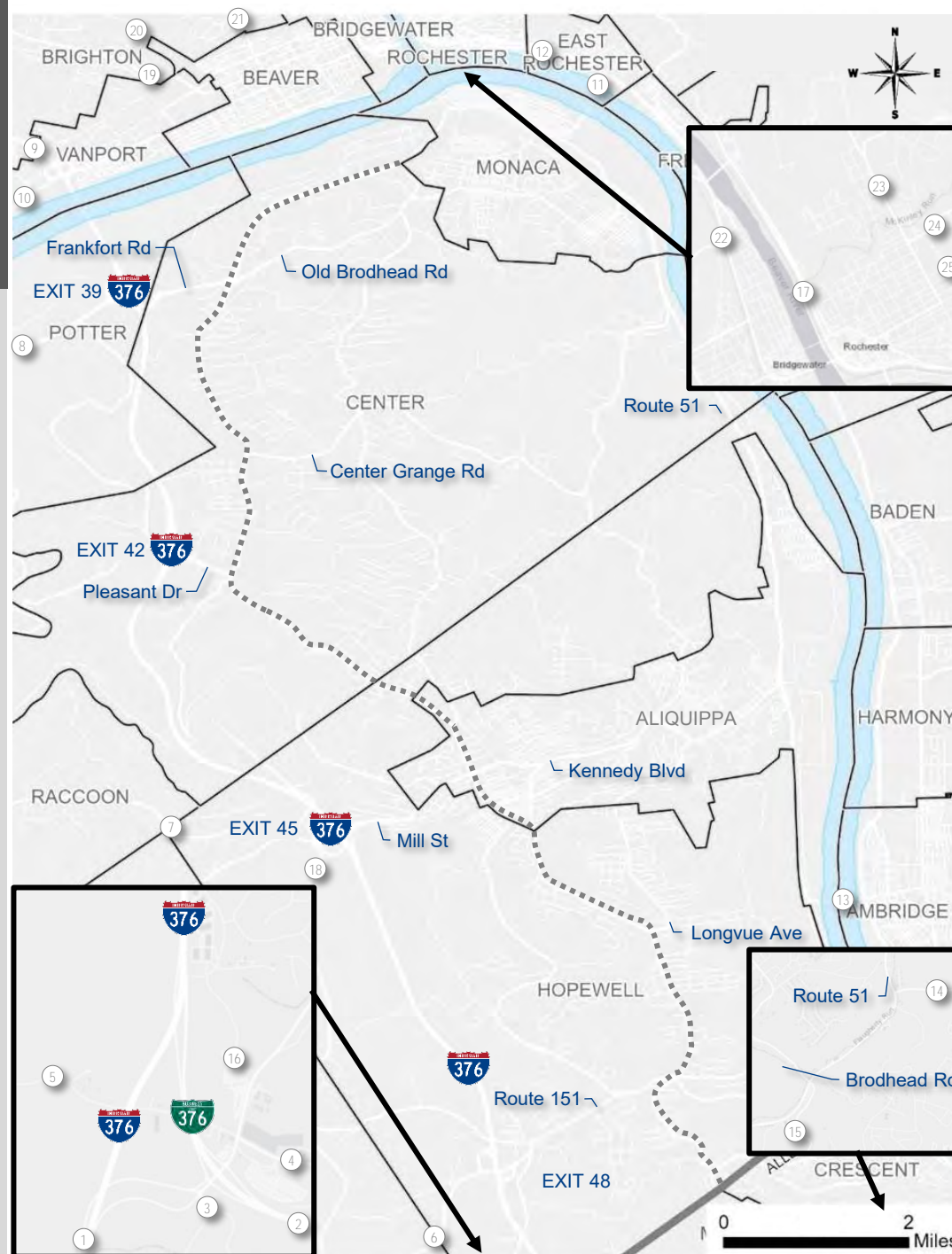
- Additional known and approved development

Future Growth

Internal (Municipal) Growth:

- Aliquippa City 0.50%
- Rochester Borough 0.50%
- Monaca Borough 0.50%
- Center Township 0.50%
- Potter Township 0.77%
- Vanport Township 0.50%
- Beaver Borough 0.50%
- Bridgewater Borough 0.50%
- Moon Township 0.72%
- Crescent Township 0.89%
- Hopewell Township 0.50%
- South Heights Borough 0.50%
- Findlay Township 1.10%

Average Traffic Growth ~ 0.52%



External Growth:






















- | | | |
|-----|-----------------------|-------|
| 1. | I-376 | 0.31% |
| 2. | I-376B | 0.47% |
| 3. | Clinton Rd | 1.10% |
| 4. | Moon-Clinton Rd | 1.10% |
| 5. | Spring Grade Rd | 1.10% |
| 6. | SR 151 | 0.10% |
| 7. | Green Garden Rd | 0.50% |
| 8. | SR 18 | 0.40% |
| 9. | I-376 | 0.08% |
| 10. | SR 68 | 0.29% |
| 11. | SR 51 | 0.66% |
| 12. | SR 51 | 0.02% |
| 13. | Ambridge-Aliquippa Br | 0.02% |
| 14. | SR 51 | 0.20% |
| 15. | Brodhead Rd | 0.72% |
| 16. | Spring Run Rd | 1.10% |
| 17. | SR 18 | 0.55% |
| 18. | Independence Rd | 0.50% |
| 19. | Tuscarawas Rd | 0.50% |
| 20. | Gypsy Glen Rd | 0.50% |
| 21. | Dutch Ridge Rd | 0.50% |
| 22. | SR 51 | 0.26% |
| 23. | SR 68 | 0.73% |
| 24. | Deer Ln | 0.50% |
| 25. | Reno St | 0.50% |

*Percent Growth Rate per Year



Future Operations

- **2020 ADT** ~ 8,200 to 26,300
- **2045 ADT** ~ 11,300 to 32,000
- ~22 to 38% increase in traffic
- Traffic queuing and delays worsen at essentially all sites
- 12/22 intersections introduce new failures (LOS **E/F**)
- 19/22 intersections exhibit some degree of failure

#	Brodhead Rd at:	Signalized	Existing AM / PM	Future AM / PM	New Failure?
1	Old Brodhead Rd		C / C	C / C	
2	Wagner Rd		C / F	D / F	
3	Short St / Milne Dr		D / E	D / E	
4	Center Commons Blvd		C / C	C / D	
5	BV Mall Dr / Golfview Dr		D / D	D / E	
6	Frankfort Rd / Old Brodhead Rd		F / F	F / F	
7	N Branch Rd		C / E	C / F	
8	Baker Rd Ext		C / F	C / F	
9	Community College Dr		D / D	D / E	
10	Sherwood Dr		B / C	C / D	
11	Center Grange Rd		C / F	D / F	
12	Main St		B / D	C / E	
13	Shaffer Rd		C / E	C / F	
14	Pleasant Dr		C / F	F / F	
15	Chapel Rd		B / F	C / F	
16	Mill St / Kennedy Blvd		D / F	E / F	
17	Sheffield Rd		D / F	F / F	
18	Kane Rd		C / D	C / F	
19	20 th St		C / D	C / F	
20	Laird Ave		B / E	C / F	
21	Longvue Ave		E / F	F / F	
22	Five Points		F / F	F / F	



FUTURE IMPROVEMENT CONCEPTS

(Focal Points)



Focal Points

Focal Points:

- Frankfort Rd / Old Brodhead Rd (INT #6)
- Pleasant Dr (INT #14)
- Aliquippa Commercial District (INT #16-19)
- Hopewell Schools and Shopping Center (INT #20-21)
- Five Points (INT #22)

Network Options:

- Multimodal Network
- Ordinances and Zoning

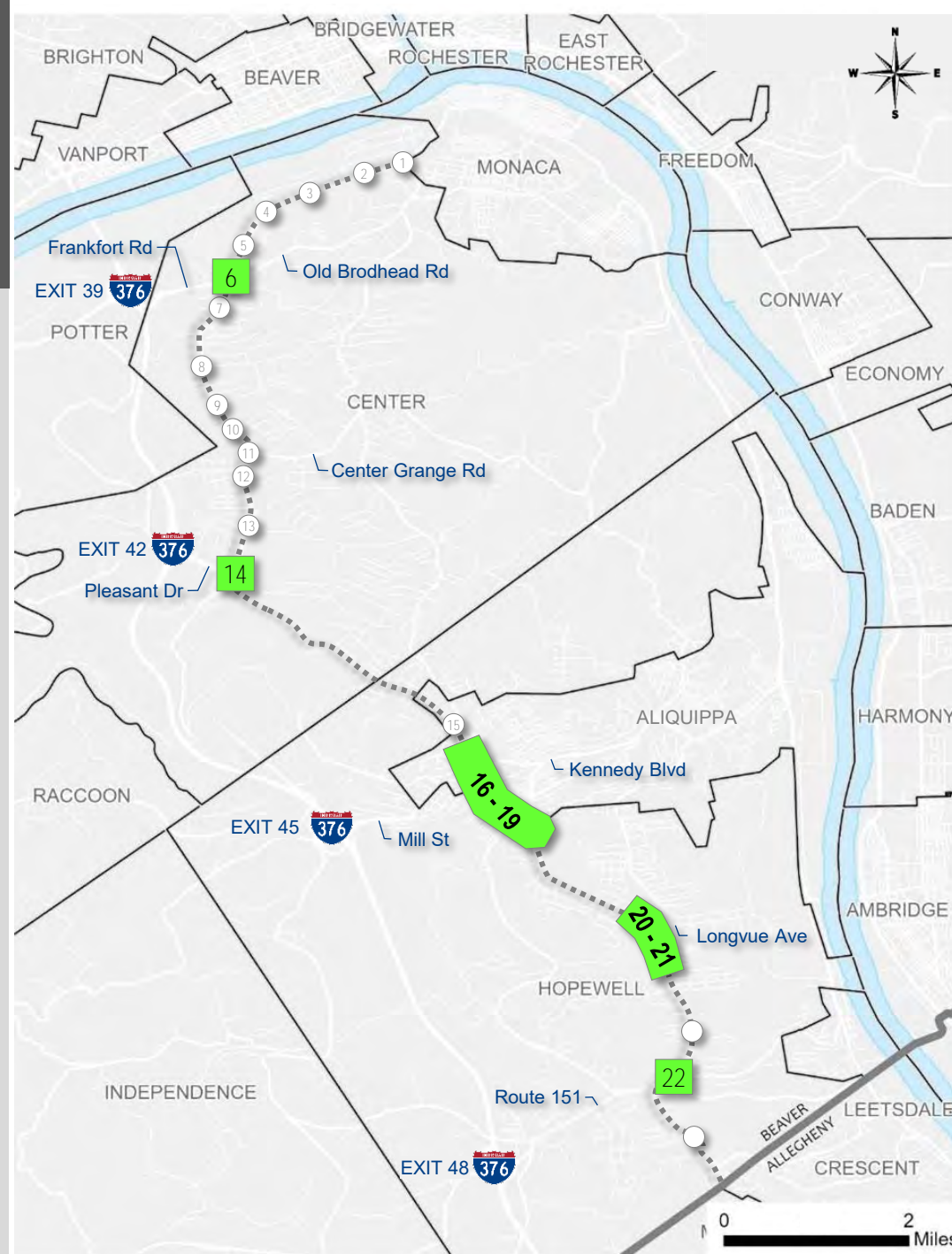
Spot Locations:

- Intersection Visibility Options
- Existing Signal Upgrades
- New Signal Warrant Studies
- Turn Lane Candidates
- Typical Section Upgrades
- Miscellaneous Needs

Focal Points

Include major reconfiguration options such as:

- Overall intersection modifications
- Widening and turn lanes
- Notable changes in traffic control (signals, roundabouts)
- Notable changes in access or access control

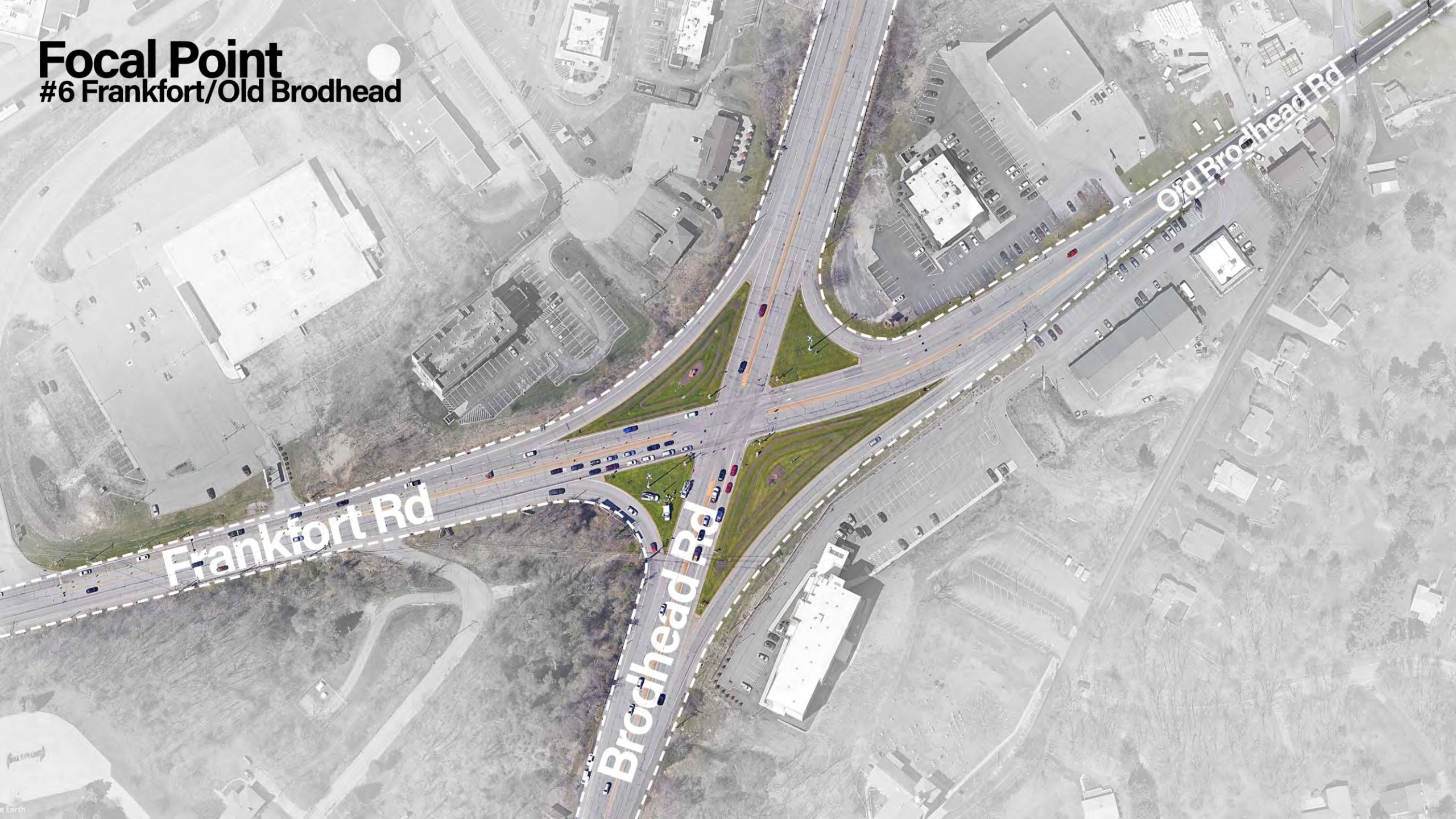


Location Index:

1. Old Brodhead Rd
2. Wagner Rd
3. Short St / Milne Dr
4. Center Commons Blvd
5. BV Mall / Golfview
- 6. Frankfort / Old Brodhead**
7. N Branch Rd
8. Baker Rd Ext
9. Community College Dr
10. Sherwood Dr
11. Center Grange Rd
12. Main St
13. Shaffer Rd
- 14. Pleasant Dr**
15. Chapel Rd
- Admiral St
- 16. Mill St / Kennedy Blvd**
- 17. Sheffield Rd**
- 18. Kane Rd**
- 19. 20th St**
- 20. Laird Ave**
- 21. Longvue Ave**
- Hopewell Shopping Ctr
- Tee Line Dr
- 22. Five Points**
- Yale Dr / Others

Focal Point

#6 Frankfort/Old Brodhead



Focal Points

Frankfort / Old Brodhead

Split Phase Removal

- Fits within ROW
- Avoids false capacity on SB Brodhead
- Improves pedestrian phasing

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	C



Focal Points

Frankfort / Old Brodhead

Two Lane Roundabout

- Fits within ROW
- Improves all movements
- Removes signal for peds
- May facilitate access controls at other locations

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	C



Focal Point
#14 Pleasant Dr



Pleasant Dr

Brodhead Rd

Focal Points

Pleasant Dr

Lane Reconfiguration w/ Signal

- Fits within ROW
- Increases delay on Brodhead Rd, but operates better overall
- Peds receive a signal to cross

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	C



Focal Points

Pleasant Dr

Roundabout w/ Bypass Lanes

- Fits within ROW
- Increases delay on Brodhead Rd, but operates better overall
- No change from current ped accommodations

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	B



Focal Points

Pleasant Dr

Continuous Green-T (CGT)

- Often referred to as “Florida T”
- Fits within existing ROW
- Maintains free-flow NB travel
- No change from current ped accommodations

Peak	No-Build	Alt
2045 AM	F	B
2045 PM	F	C



Focal Point
#16-19 Aliquippa Commercial District

Kennedy Blvd

Sheffield Rd

Kane Rd

20th St



Focal Points

Aliquippa Commercial District

Site-Specific Enhancements

- Admiral Street
- Mill St / Kennedy Blvd
- Sheffield Rd
- Kane Rd
- 20th St

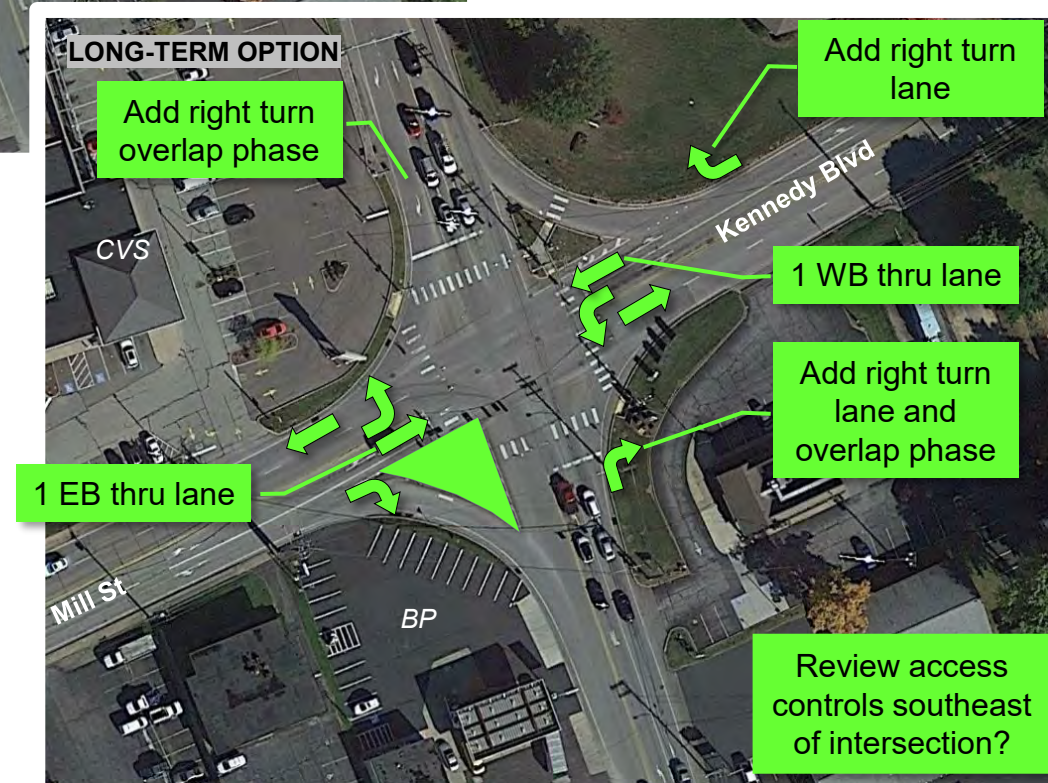
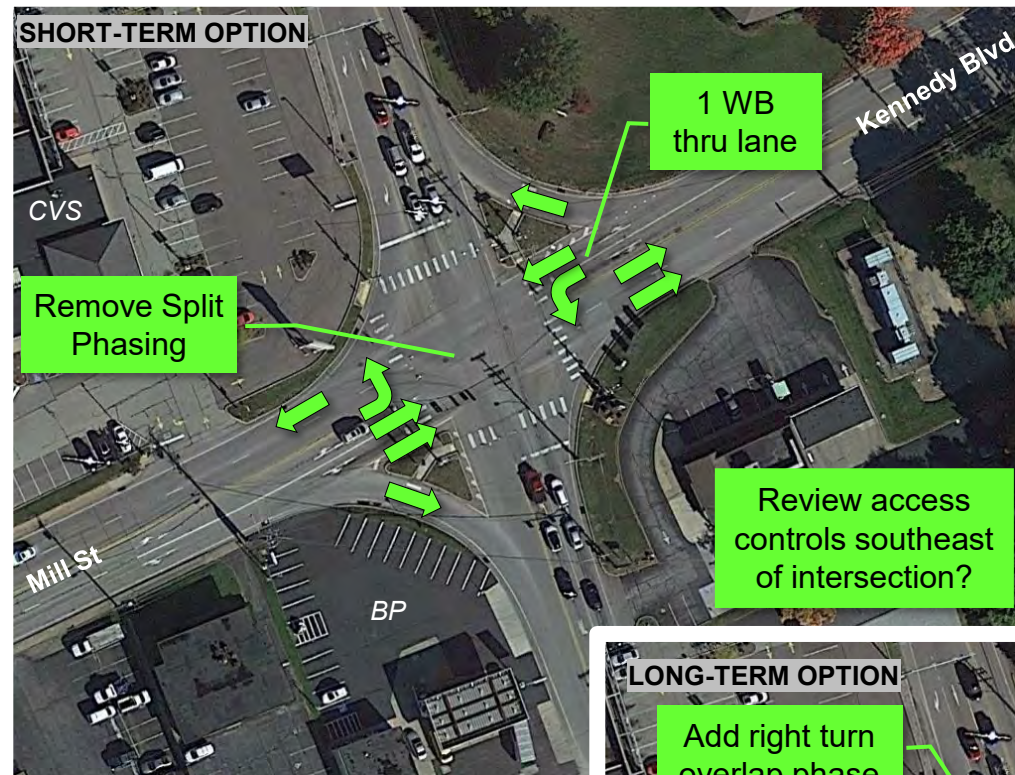


Focal Points

Aliquippa Commercial District

Mill St / Kennedy Blvd Options

- Short-term WB through-lane reduction
- Long-term EB/WB through-lane reduction
- Both remove split phasing and improve intersection operations
- Both require further exploration to tie the lane reduction w/ the existing four-lane section



Focal Points

Aliquippa Commercial District

Potential Typical Sections

~28-32' existing

~32' if consistent shoulders

~37' if shoulders + 1 sidewalk

~42' if shoulders + 2 sidewalks

~44' if shoulders + 12' turn lane

~54' if shoulders, sidewalk, turn lane

28-32'

3' to 5' shoulder 11' SB lane 11' NB lane 3' to 5' shoulder

37-42'

5' sidewalk 5' shoulder 11' SB lane 11' NB lane 5' shoulder 5' sidewalk

~44'

5' shoulder 11' SB lane 10' to 12' turn lane 11' NB lane 5' shoulder

~54'

5' sidewalk 5' shoulder 11' SB lane 10' to 12' turn lane 11' NB lane 5' shoulder 5' sidewalk

Focal Points

Aliquippa Commercial District

Estimated Impact Envelopes

~28-32' existing

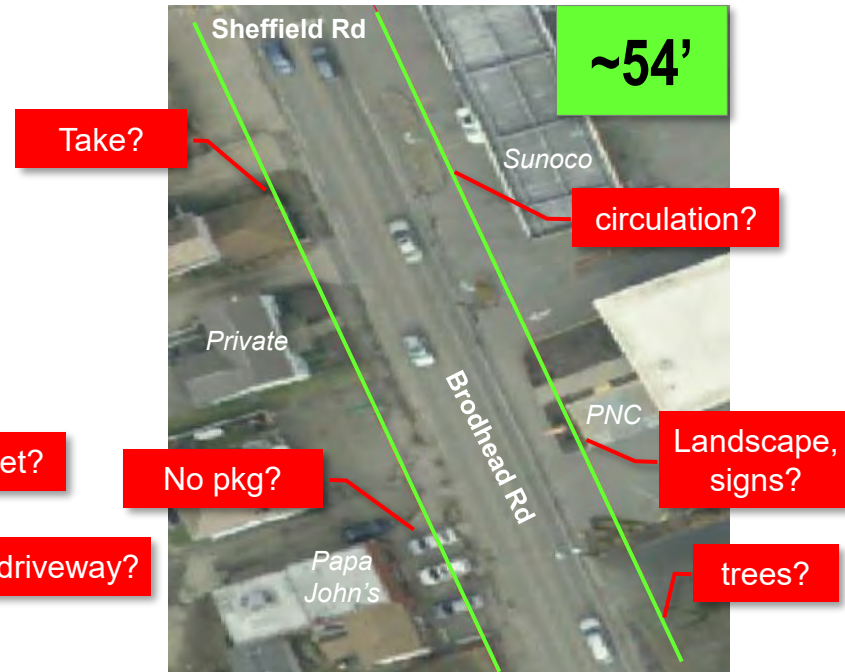
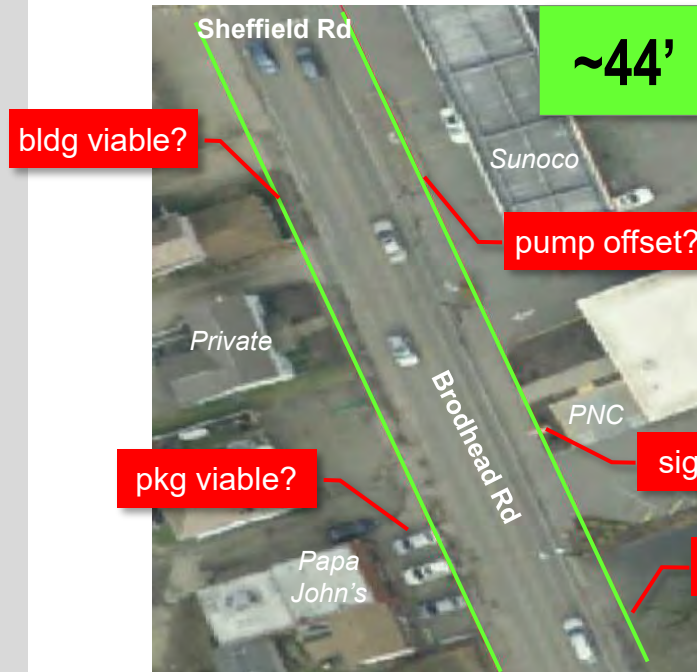
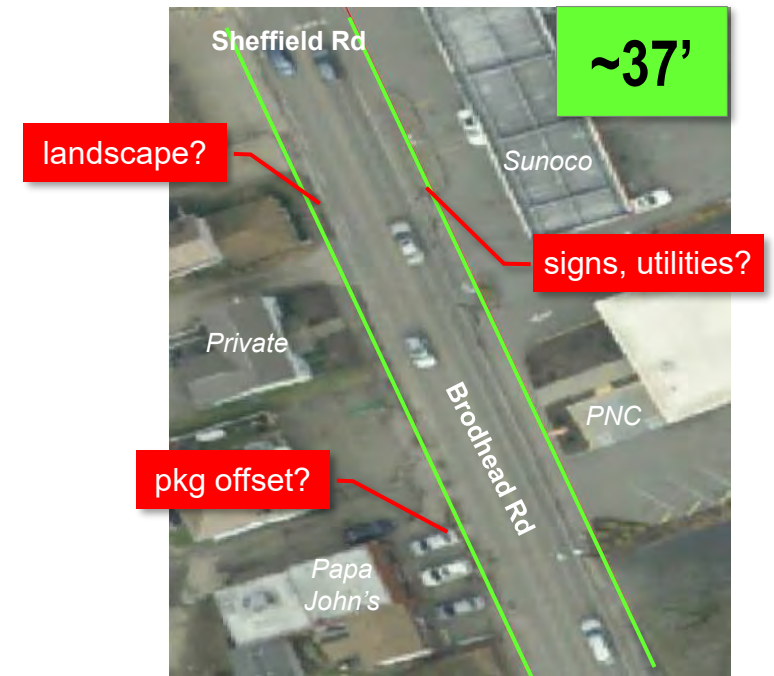
~32' if consistent shoulders

~37' if shoulders + 1 sidewalk

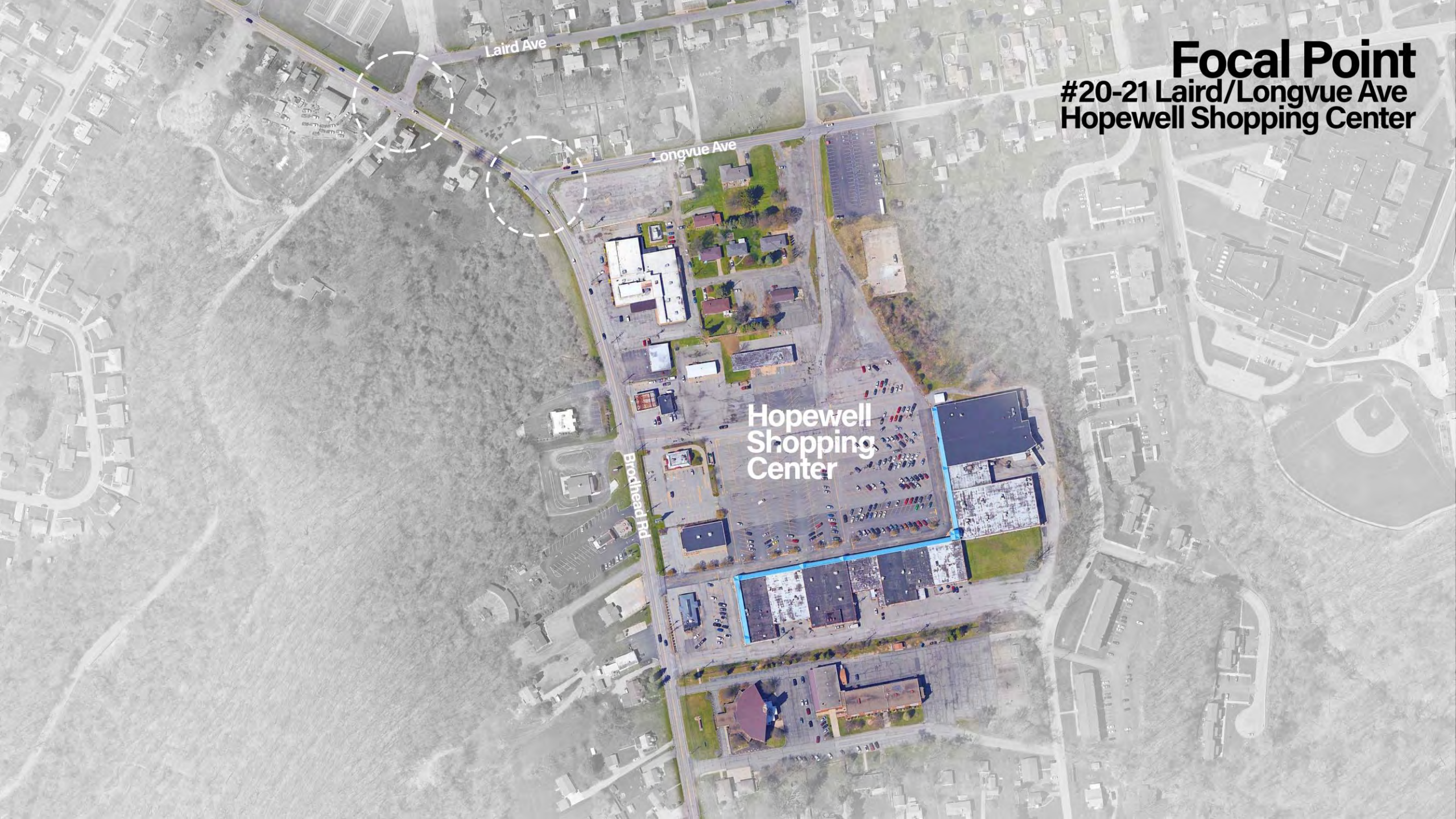
~42' if shoulders + 2 sidewalks

~44' if shoulders + 12' turn lane

~54' if shoulders, sidewalk, turn lane



Focal Point
#20-21 Laird/Longvue Ave
Hopewell Shopping Center



Focal Points

Laird / Longvue / Hopewell Shopping Ctr

Site-Specific Enhancements

- Laird Ave
- Longvue Ave
- Hopewell Shopping Center
- Access Control
- Multimodal Linkages
- Typical Section Upgrades

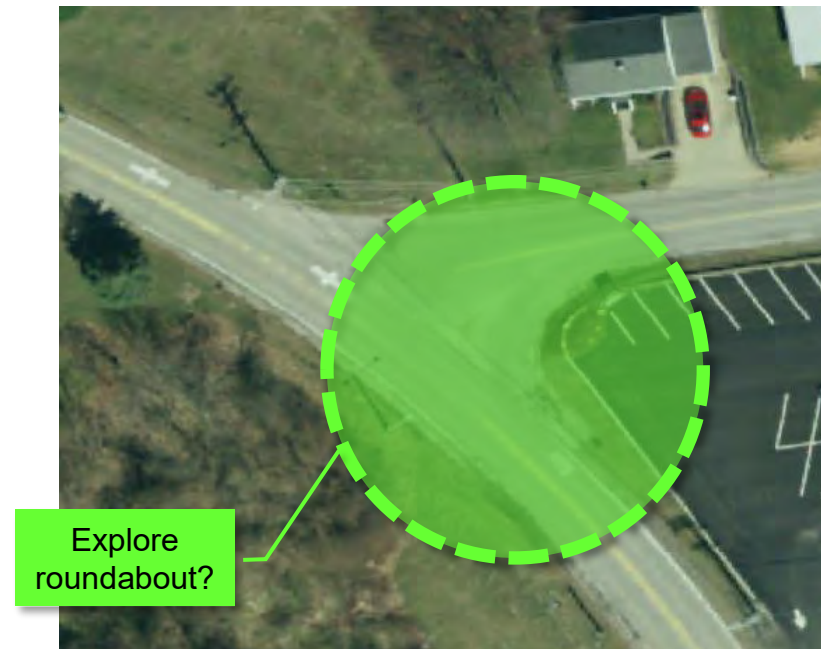
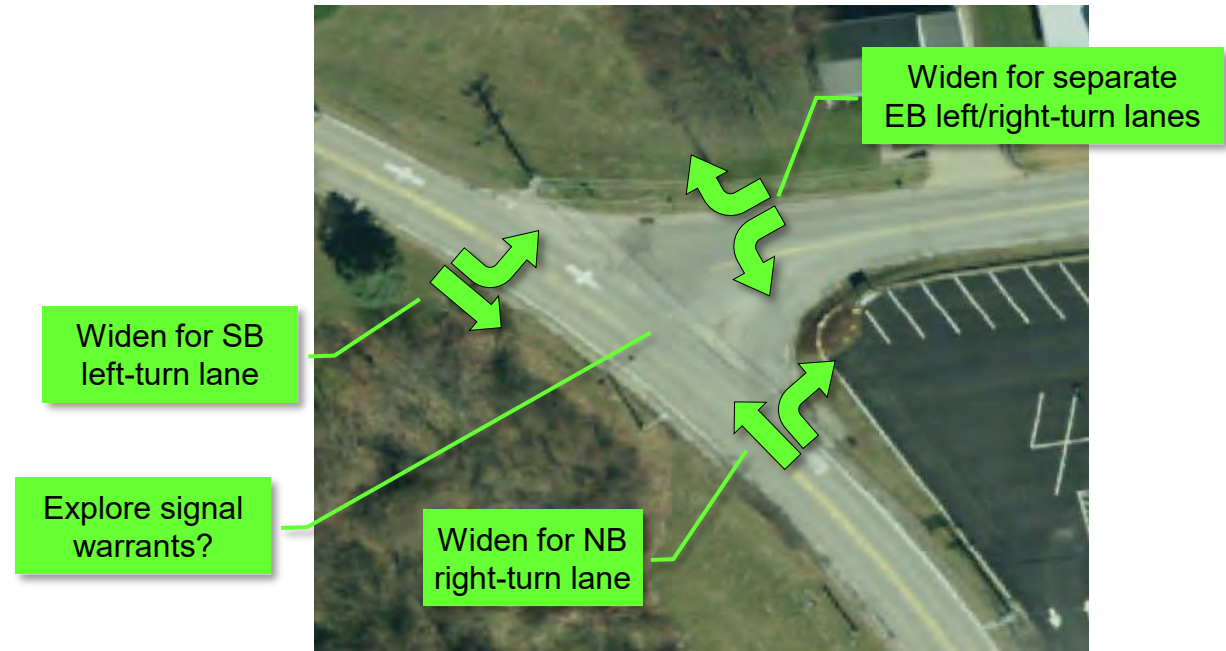


Focal Points

Laird / Longvue / Hopewell Shopping Ctr

Longvue Ave Options

- Turn Lanes w/ Traffic Signal
- Roundabout



Focal Point

#22 Five Points



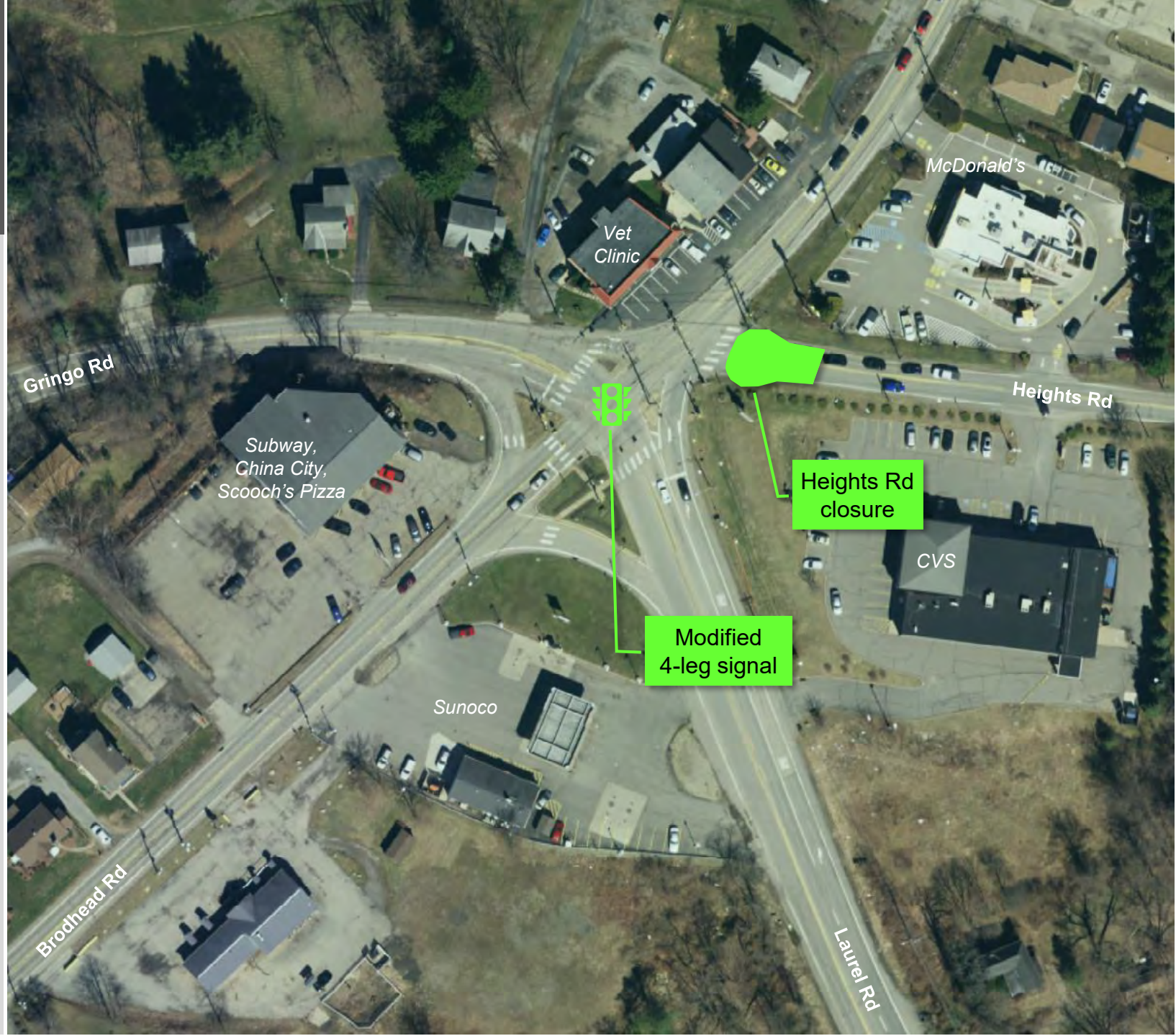
Focal Points

Five Points

Signal Optimization w/ Heights Rd Closure

- Fits within ROW
- Minor movements still fail
- Improves ped phasing

Peak	No-Build	Alt
2045 AM	F	D
2045 PM	F	D



Focal Points

Five Points

Route 151 Realignment w/ Signal Reconfiguration

- Requires ROW
- Removes skew
- Improves EB truck operations
- Improves ped phasing

Peak	No-Build	Alt
2045 AM	F	D
2045 PM	F	D



Focal Points

Five Points

Roundabout w/ Bypass Lanes and Heights Rd Separation

- Requires ROW
- Improves all movements
- Removes ped signals

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	B





FUTURE IMPROVEMENT CONCEPTS

(Network Options)



Network Options

Focal Points:

- Frankfort Rd / Old Brodhead Rd (INT #6)
- Pleasant Dr (INT #14)
- Aliquippa Commercial District (INT #16-19)
- Hopewell Schools and Shopping Center (INT #20-21)
- Five Points (INT #22)

Network Options:

- Multimodal Network
- Ordinances and Zoning

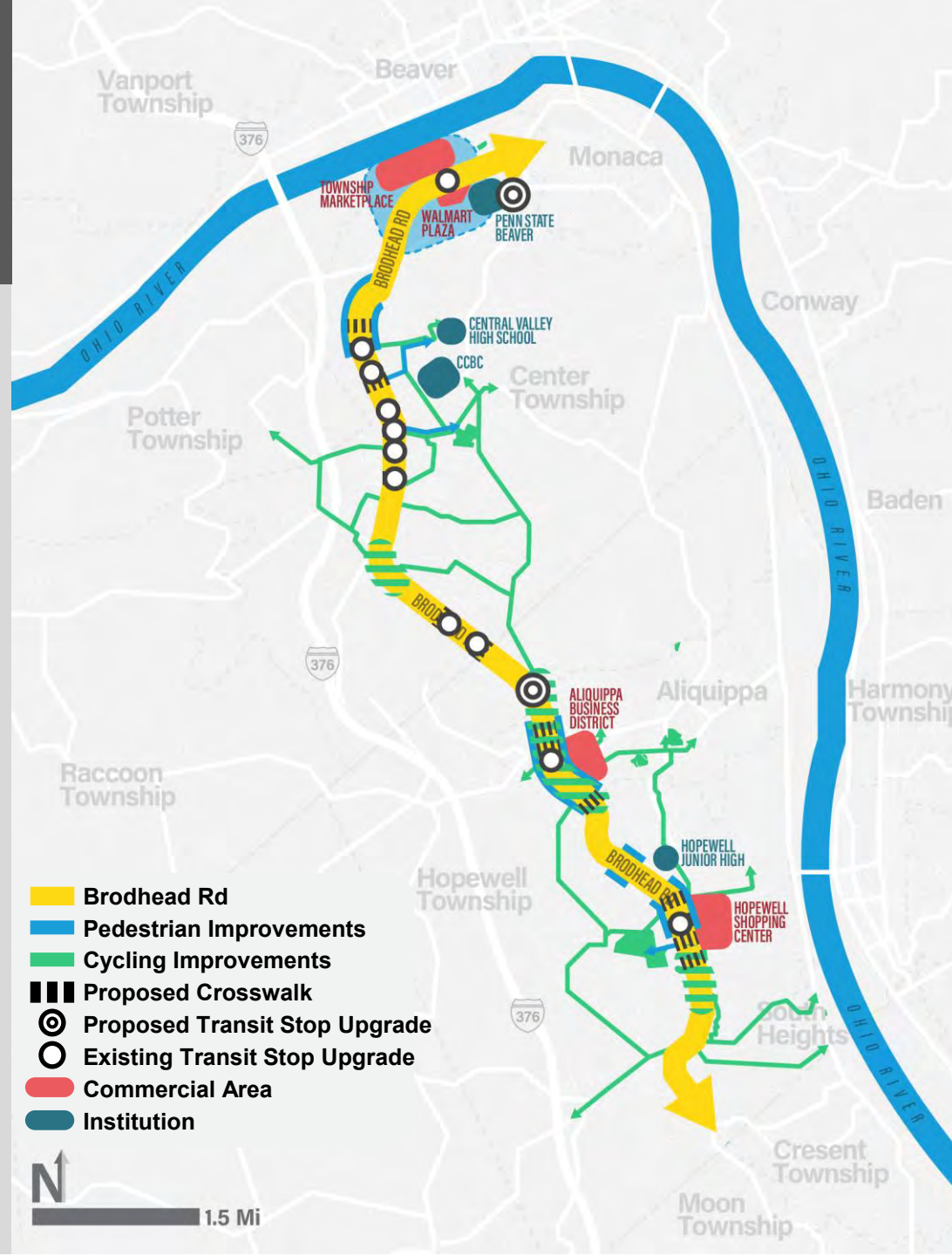
Spot Locations:

- Intersection Visibility Options
- Existing Signal Upgrades
- New Signal Warrant Studies
- Turn Lane Candidates
- Typical Section Upgrades
- Miscellaneous Needs

Network Options

Recommendations

- Pedestrian Network
- ▬▬▬ Crosswalks
- Cycling Network
- ◎ Transit Upgrades

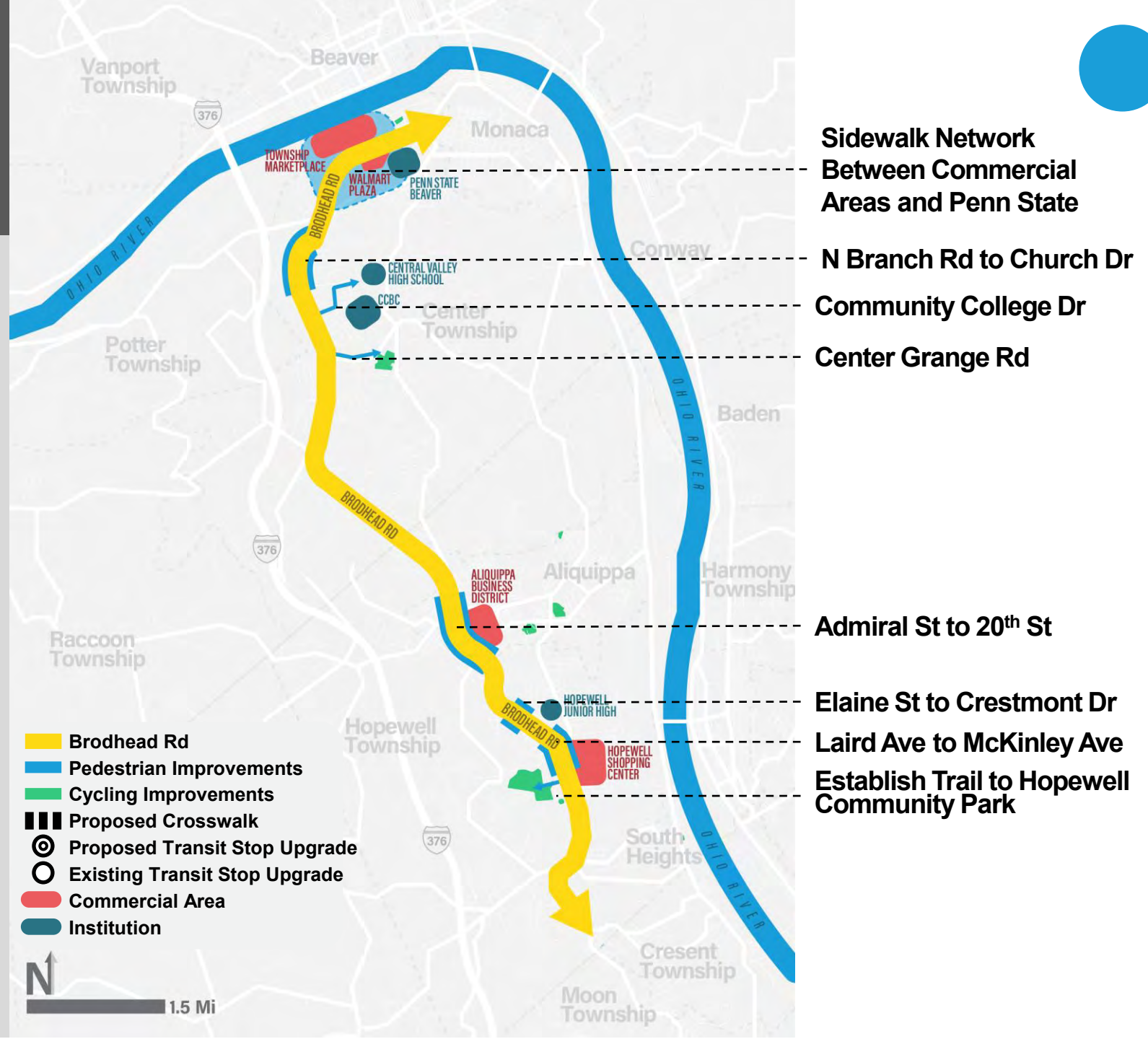


Network Options

Pedestrian Network

Recommendations

- Complete sidewalk network at Walmart Plaza and Township Marketplace
 - Connect sidewalks to transit stops
 - Create pedestrian-friendly environment through commercial parking lots
- Enhance pedestrian access to nearby institutions, parks and commercial districts.
- Off-Brodhead connections (ex. Laird and Maratta)
- Priority sidewalk segments along Brodhead

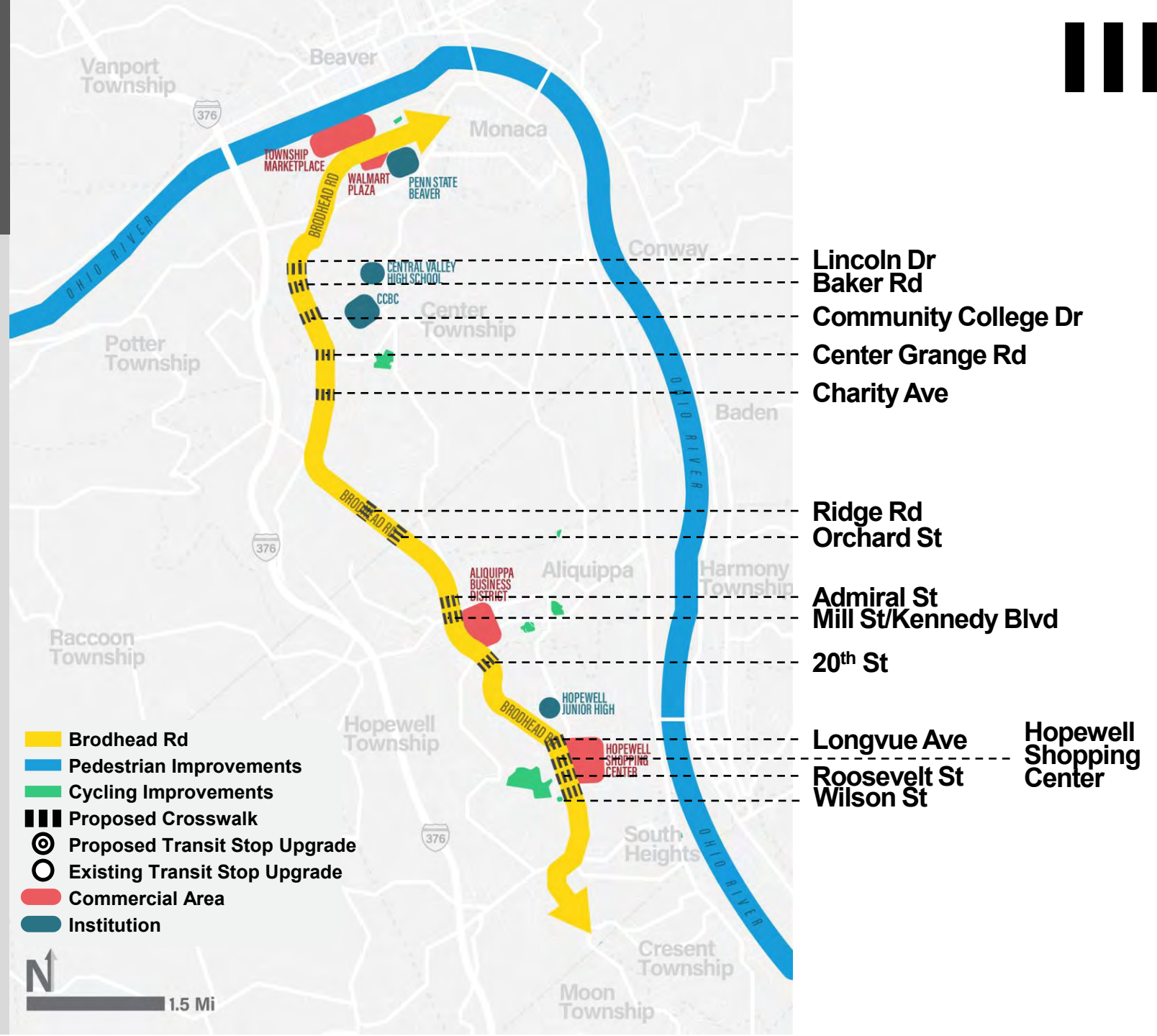


Network Options

Crosswalks

Recommendations

- High-visibility crosswalks in transit stop locations, commercial areas
- Signage and signalization can help improve pedestrian crossings
- Crosswalks in commercial areas should connect into sidewalk network

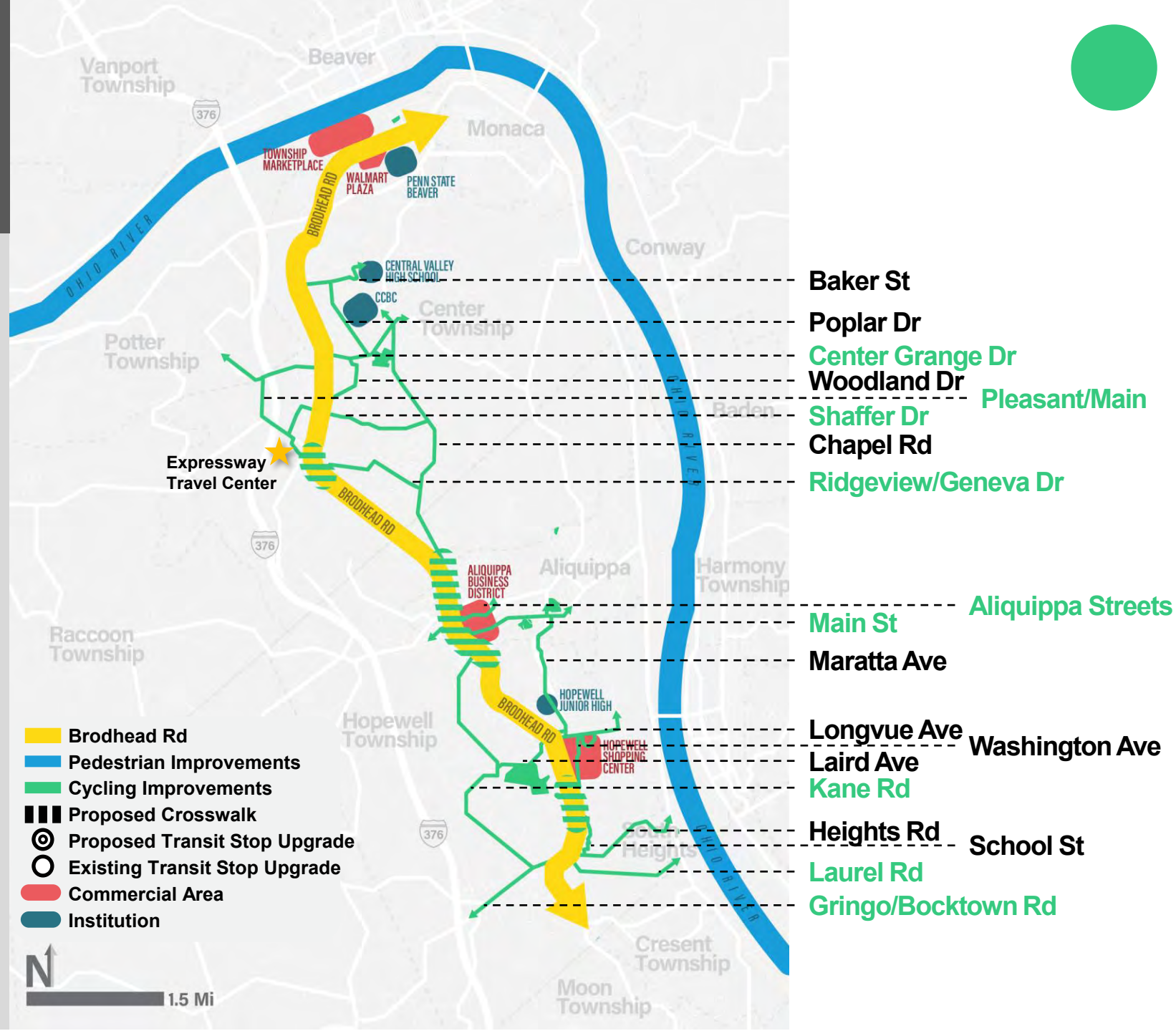


Network Options

Cycling Network

Recommendations

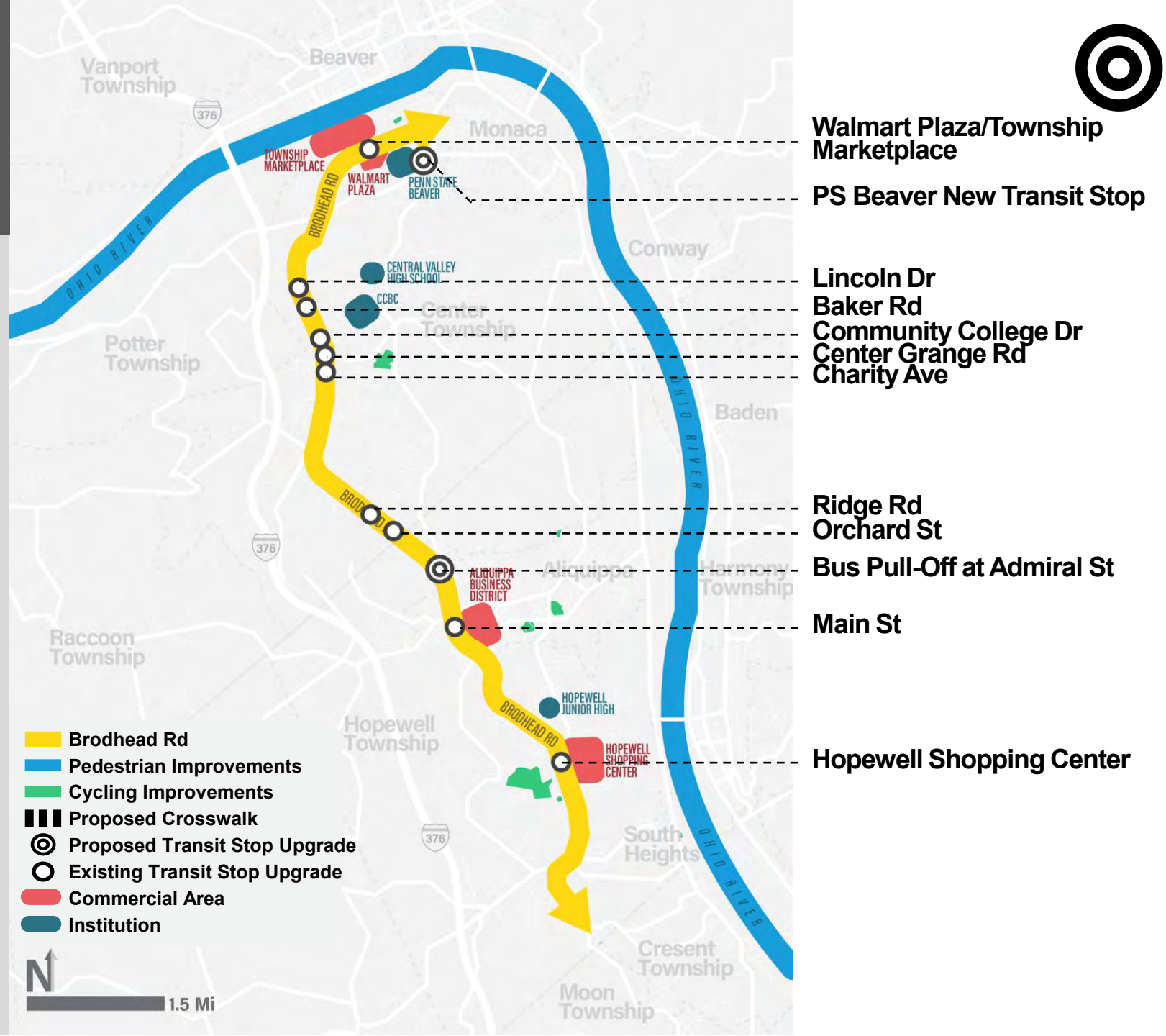
- Improve cycling network along cross streets, lower volume/speed roads
- Shared lane markings/signs on **cross streets**
- Account for riders passing through Five Points along Laurel/Route 151 between Bike Route A (Route 51) and Route 30



Network Options Transit Upgrades

Recommendations

- Standing pads
- Transit shelters
- Bus pull-offs, signal prioritization
- Bike racks, lighting, places to sit/lean, trash receptacles, schedule information



Sample Pedestrian/Bike Improvements

Shared-Lane Markings, Signs

Cross streets
Brodhead-adjacent routes
ex. Laird and Maratta

High-Visibility Crosswalks

Transit stop intersections
Commercial areas
Higher-density neighborhoods

Enhanced BCTA stop facilities

Highest-ridership areas:
Commercial area near mall
Aliquippa (Admiral)

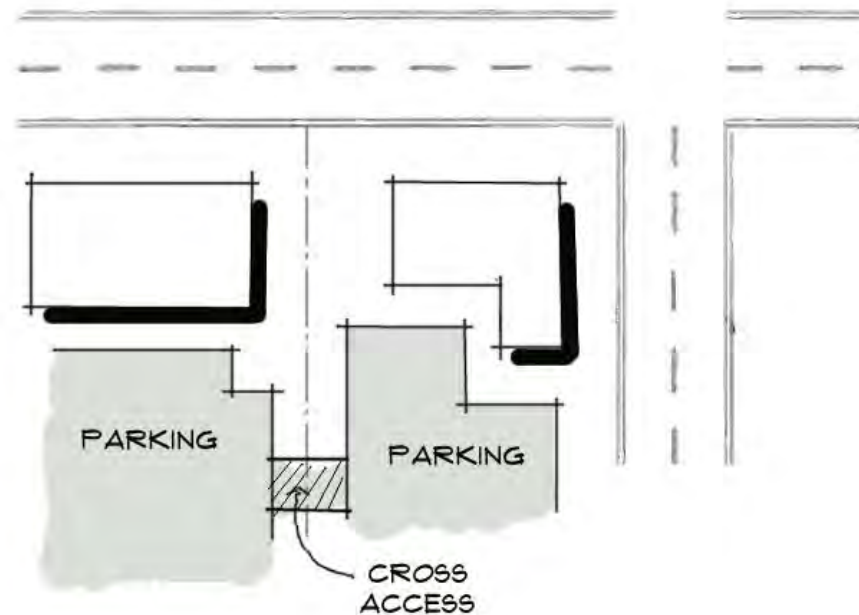
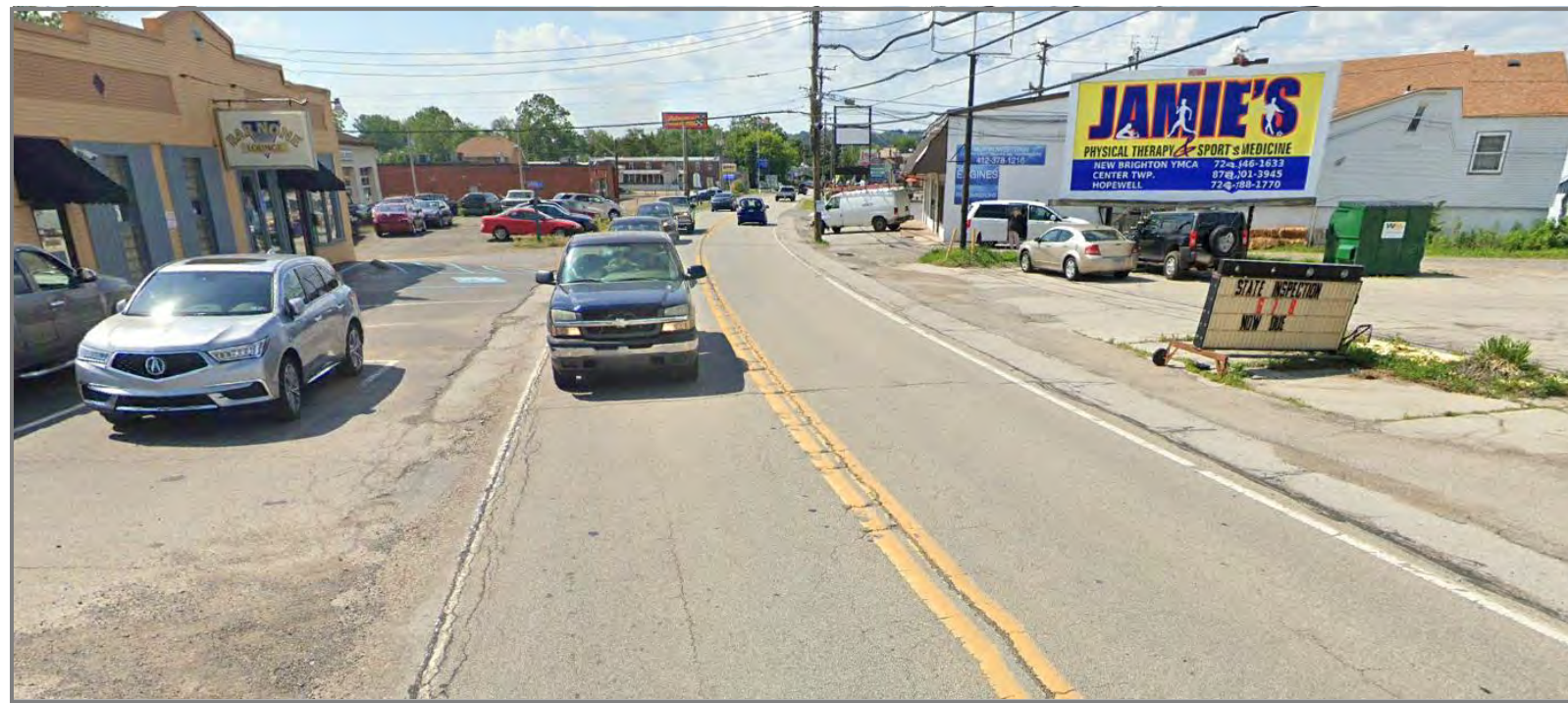


Network Options

Ordinances and Zoning

Local recommendations

- Sidewalk requirements
- Recalibrate parking minimums
- Enable/promote shared parking
- Limit driveways
- Connect adjacent properties (access driveways, stub-outs, cross-access easements)
- Corner clearance
- Adopt Complete Streets policies



**Brodhead at McLean
(Aliquippa)**



FUTURE IMPROVEMENT CONCEPTS

(Spot Locations)



Spot Locations

Focal Points:

- Frankfort Rd / Old Brodhead Rd (INT #6)
- Pleasant Dr (INT #14)
- Aliquippa Commercial District (INT #16-19)
- Hopewell Schools and Shopping Center (INT #20-21)
- Five Points (INT #22)

Network Options:






- Multimodal Network
- Ordinances and Zoning

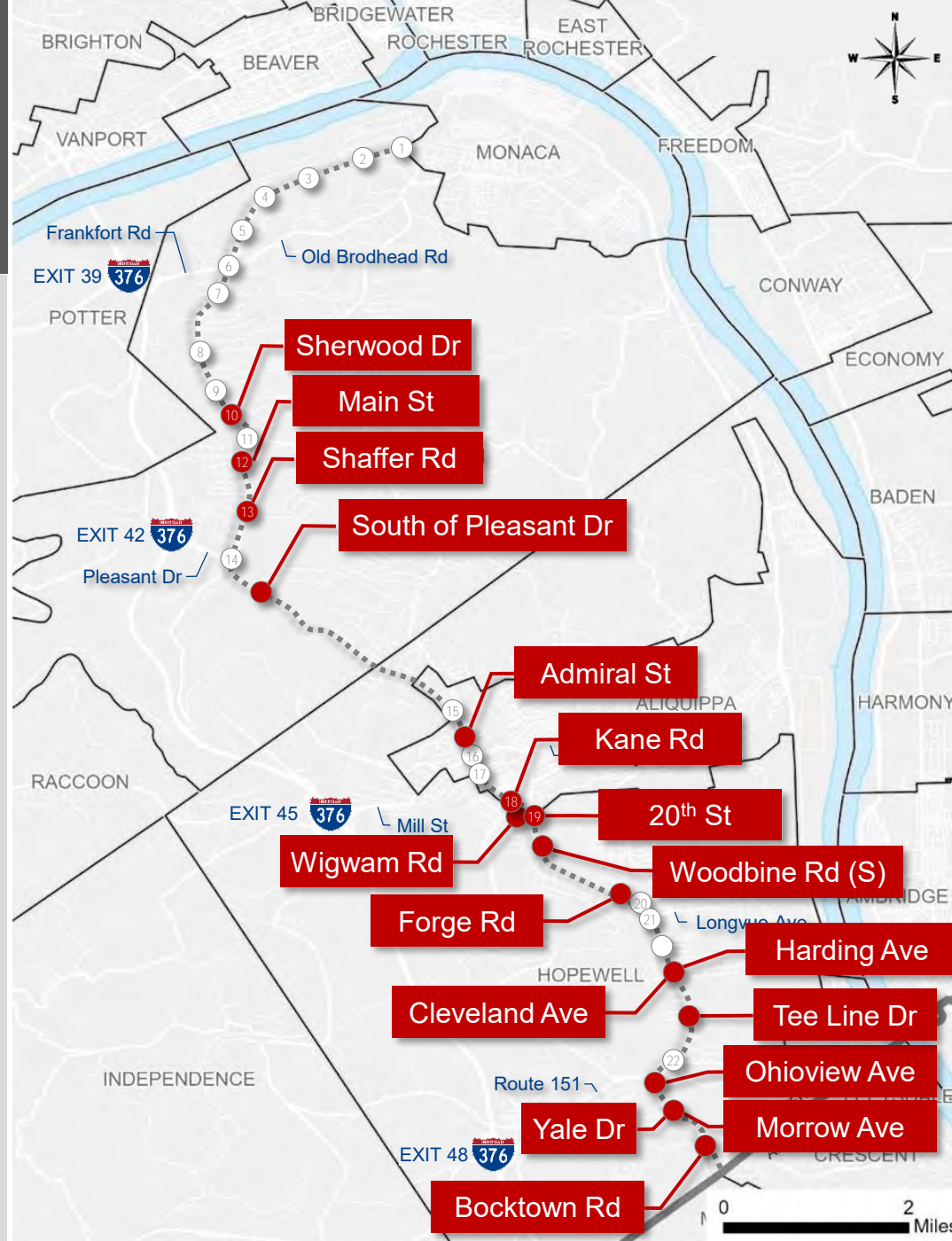
Spot Locations:

- Intersection Visibility Options
- Existing Signal Upgrades
- New Signal Warrant Studies
- Turn Lane Candidates
- Typical Section Upgrades
- Miscellaneous Needs

Spot Locations

Intersection Visibility Options

-  Retro-reflectivity upgrades
-  Clear sight triangles
-  Larger or duplicate signs
- Reflective panels on sign posts
- Wider longitudinal markings
- Pavement word markings
- LED sign perimeter lighting
-  Warning beacons
-  Turn restrictions
- One-way pairings

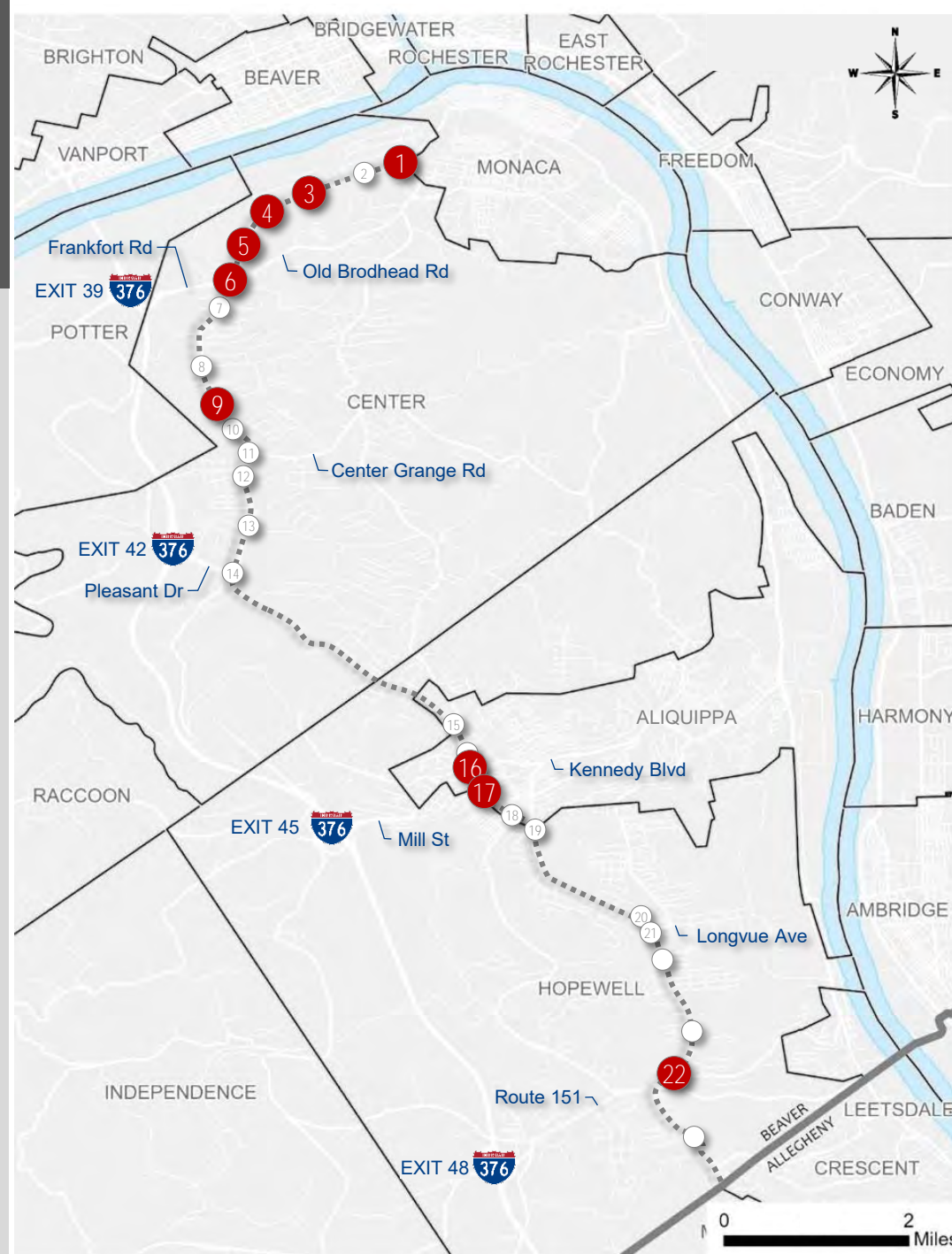


Spot Locations

Existing Signal Upgrades

● Existing Signal

- Timing/Phasing Optimization
- Holiday Timing Plans
- Pedestrian Signal Upgrades
- Advance Signing Upgrades
- Yellow/Red Clearance Review
- Detection Review






Location Index:

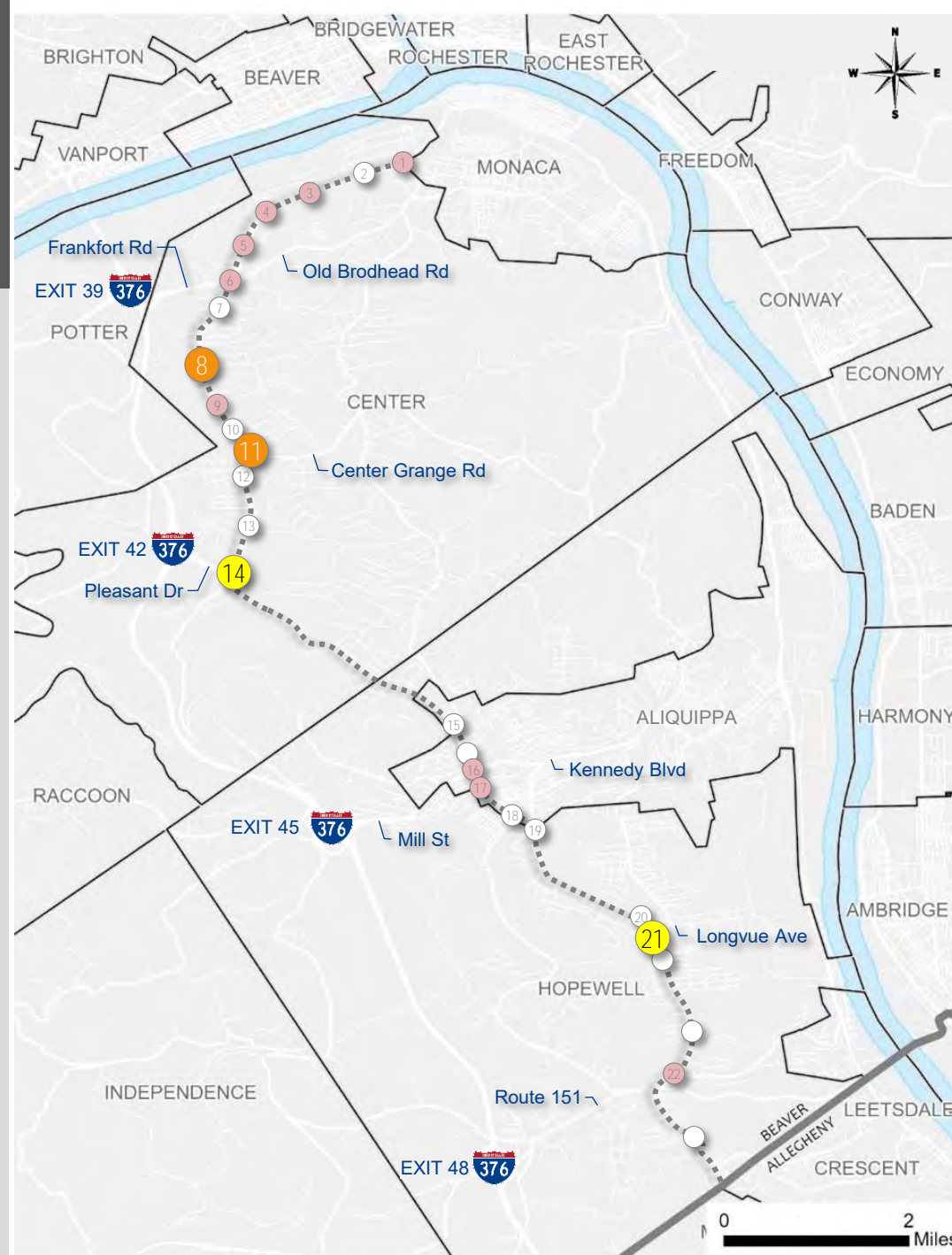
1. **Old Brodhead Rd**
2. Wagner Rd
3. **Short St / Milne Dr**
4. **Center Commons Blvd**
5. **BV Mall / Golfview**
6. **Frankfort / Old Brodhead**
7. N Branch Rd
8. Baker Rd Ext
9. **Community College Dr**
10. Sherwood Dr
11. Center Grange Rd
12. Main St
13. Shaffer Rd
14. Pleasant Dr
15. Chapel Rd
- Admiral St
16. **Mill St / Kennedy Blvd**
17. **Sheffield Rd**
18. Kane Rd
19. 20th St
20. Laird Ave
21. Longvue Ave
- Hopewell Shopping Ctr
- Tee Line Dr
22. **Five Points**
- Yale Dr / Others

Spot Locations

New Signal Warrant Studies

-  Existing Signal
-  Warrant Study Candidate
-  Linked w/ Other Alternatives

- Consider influence of other potential alternatives
- Consider neighborhood connectivity



Location Index:

1. Old Brodhead Rd
2. Wagner Rd
3. Short St / Milne Dr
4. Center Commons Blvd
5. BV Mall / Golfview
6. Frankfort / Old Brodhead
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- Yale Dr / Others



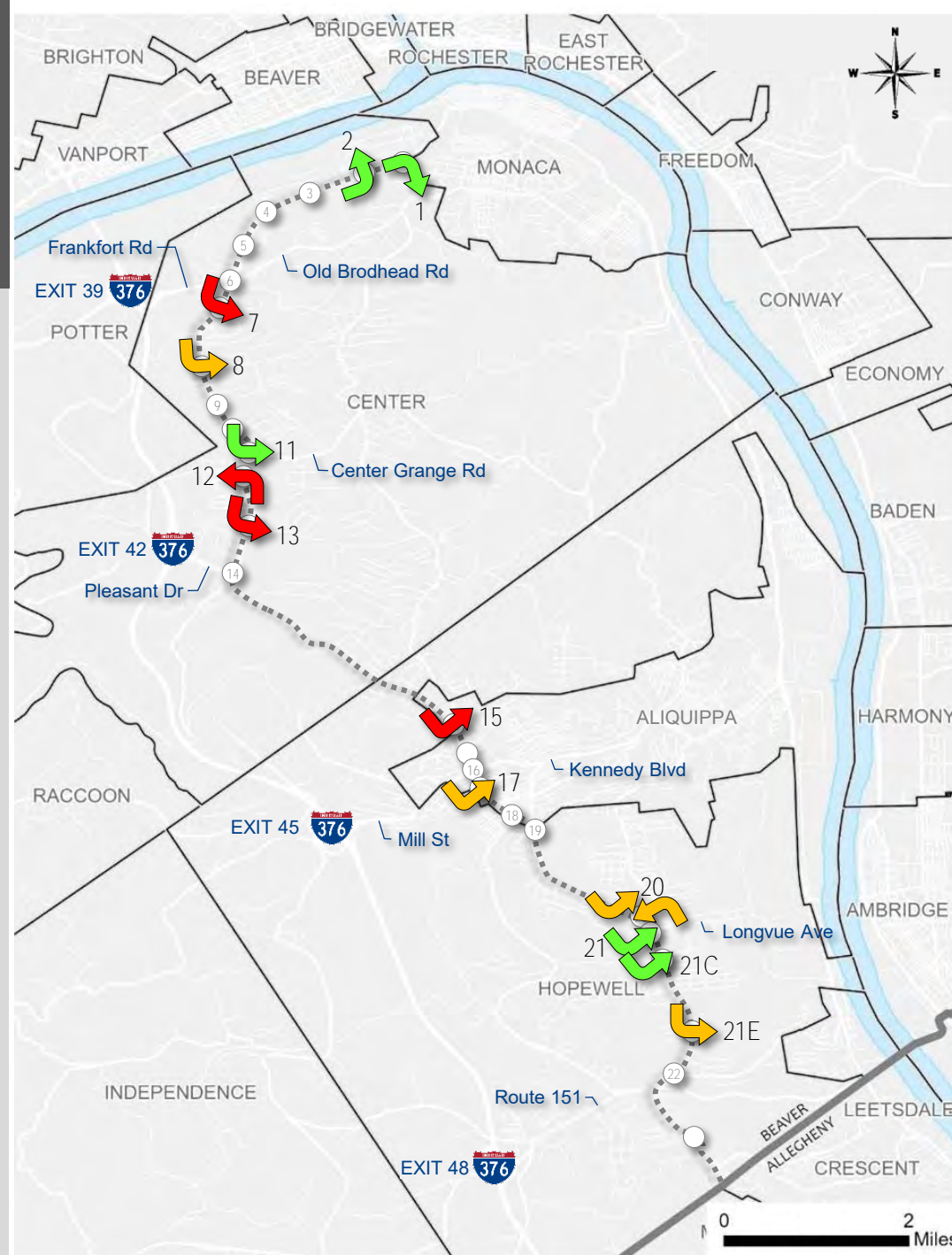
Spot Locations

Turn Lane Candidates

- Consider anecdotal needs
- Consider turn lane warrants
- Consider benefits vs. impacts

Potential Impacts	Potential Operations/Safety Benefit		
	<i>Less Benefit</i>	⇒	<i>Most Benefit</i>
<i>Less Severe</i>	21E	1, 21C	2, 11*
↓	7	20	21*
<i>Most Severe</i>	12, 13, 15		8*, 17

* *Bold / Italics* = turn lane(s) required if signalized



Location Index:

1. Old Brodhead Rd
2. Wagner Rd
3. Short St / Milne Dr
4. Center Commons Blvd
5. BV Mall / Golfview
6. Frankfort / Old Brodhead
7. N Branch Rd
8. Baker Rd Ext *
9. Community College Dr
10. Sherwood Dr
11. Center Grange Rd *
12. Main St
13. Shaffer Rd
14. Pleasant Dr
15. Chapel Rd
- Admiral St
16. Mill St / Kennedy Blvd
17. Sheffield Rd
18. Kane Rd
19. 20th St
20. Laird Ave
21. Longvue Ave *
- 21C Hopewell Shopping Ctr
- 21E Tee Line Dr
22. Five Points
- Yale Dr / Others

Spot Locations

Turn Lane Candidates



Sample Implementation Issues

SAMPLE

“most” benefit w/ “least” impact

INT #11:
Center Grange Rd

Possible ROW
and utility impacts

Possible area
for widening

120-185 SB left-turns;
Signal warrant possible

SAMPLE

“most” benefit w/ “most” impact

INT #8:
Baker Rd

Likely ROW, utility, and/or
commercial impacts

Likely ROW and
commercial impacts

85-95 SB left-turns;
Signal warrant possible

SAMPLE

“least” benefit w/ “most” impact

20-40 SB left-turns

Likely slope, grading,
and utility impacts

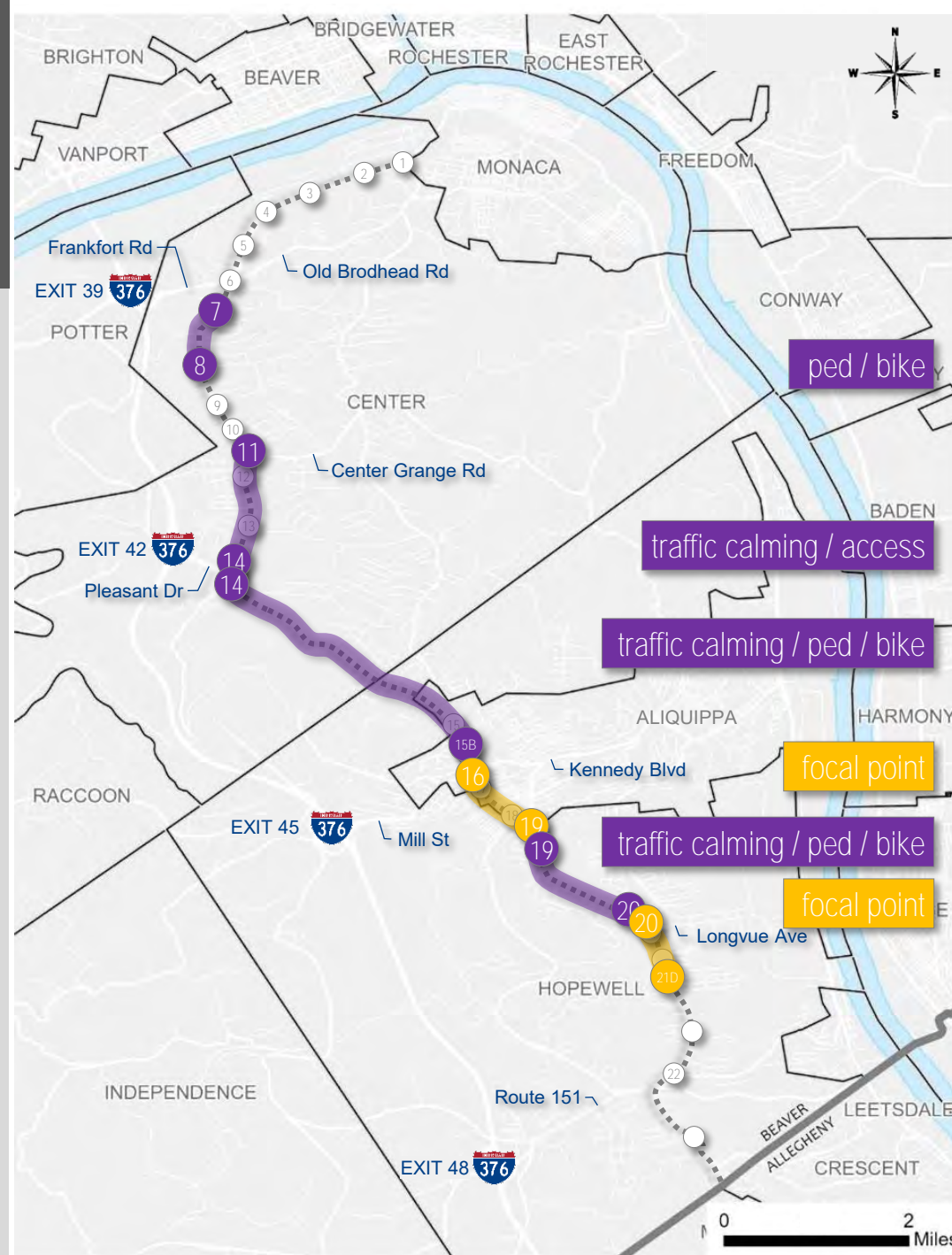
Possible slope,
grading, and/or
residential impacts

INT #13:
Shaffer Rd

Spot Locations

Typical Section Upgrades

- Upgrade shoulders?
- Add sidewalk?
- Multimodal connectivity?
- Add turn lane?
- Traffic calming?



Location Index:

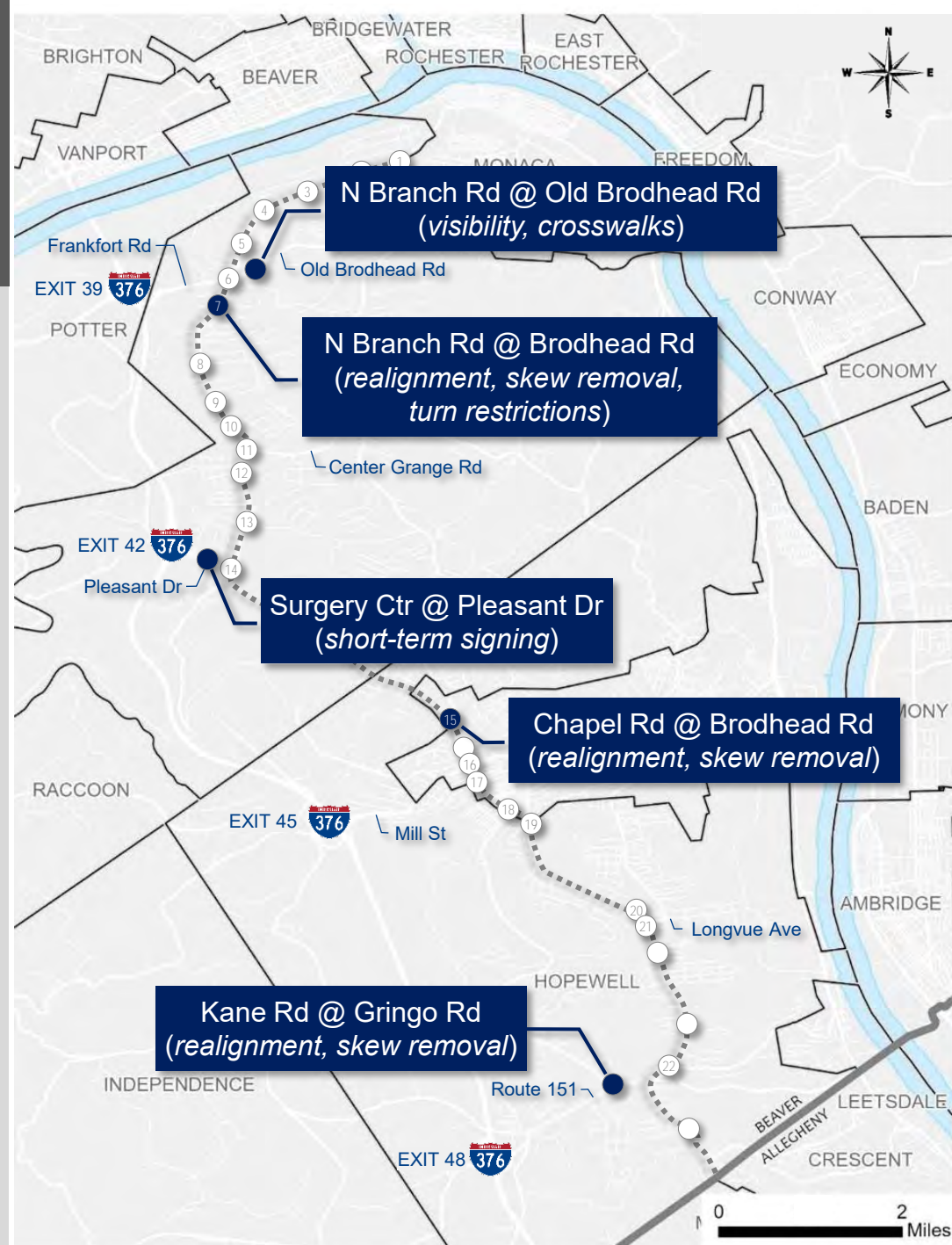
1. Old Brodhead Rd
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13. Shaffer Rd
14. **Pleasant Dr**
15. Chapel Rd
- 15B **Admiral St**
16. **Mill St / Kennedy Blvd**
17. Sheffield Rd
18. Kane Rd
19. **20th St**
20. **Laird Ave**
21. Longvue Ave
- 21D **Hopewell Shopping Ctr**
- Tee Line Dr
22. Five Points
- Yale Dr / Others

Spot Locations

Miscellaneous Needs

Site-Specific Enhancements

- Signing, marking, delineation
- Geometric modifications
- Off-corridor modifications





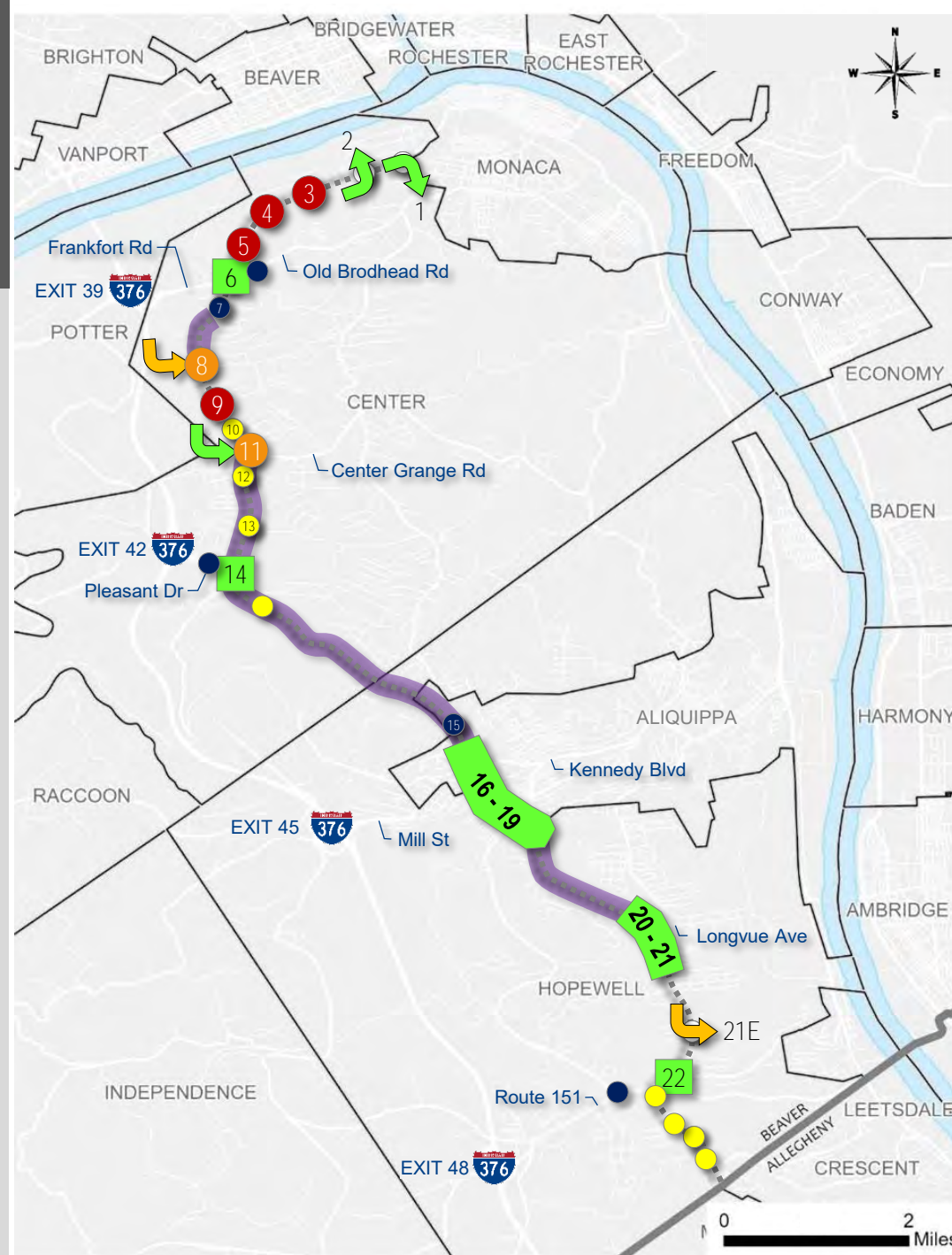
SUMMARY



Summary

Corridor Compilation

- Focal points
- Multimodal network options (*not shown*)
- Intersection visibility options
- Signal upgrades
- Signal warrant studies
- ↩ Turn lane candidates
- ▬ Typical sections
- Miscellaneous needs



Next Steps

- Refine improvement concepts
- Compile overall corridor plan
- **Public Meeting 2**
- Draft Plan
- **SC Meeting 4**
- Final Plan
- **BCO Commissioner's Meeting**



Questions?

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Southwestern Pennsylvania Commission

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Pashek+MTR

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MEMORANDUM of MEETING

Date: December 27, 2021

Date of Meeting: September 23, 2021

Time of Meeting: 1:00 PM

Meeting Location: Virtual (Microsoft Teams)

Meeting Description: Steering Committee Meeting #4

CC: Project File

Work Order Number: 035141.000

Contract Number: 20-07

Project: SPC Brodhead Road Corridor Planning Study

Participants

Name	Organization	Phone	Email
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Chris Lucia	WRA	(724) 779-7940	clucia@wrallp.com

This was the fourth Brodhead Road study meeting between the Steering Committee and the Southwestern Pennsylvania Commission (SPC), PennDOT District 11-0 (PennDOT), Beaver County, Hopewell Township, and the consultant team consisting of Whitman, Requardt and Associates, LLP (WRA), and Pashek + MTR (PMTR). The purpose of the meeting was to select preferred alternatives for inclusion in the draft Corridor Planning Study report based on insights from the public meeting on potential benefits and impacts.

Josh Spano (JS) kicked off the meeting, reviewed the agenda, then turned the project discussion over to Scott Thompson-Graves (STG), who led the group through review and decision-making on alternatives for locations along five segments of the corridor.

Decision Points

The group's conclusions relative to each location, following discussion, were as follows.

Alternative	Decision	Notes
<i>Center Township Commercial Area</i>		
Multimodal improvements	Carry forward improvements	Add details on tie-ins to regional connections.
Frankfort Road	Carry forward options 2 and 3 (split phase removal and two-lane roundabout)	Both should be carried forward for further assessment as an intersection upgrade project. Subsequent programming will require follow-up studies and detailed benefit-cost ratio perspectives to help with final selection. Signal option may avoid complexities and ped concerns with multi-lane hybrid roundabout. County Planning anticipates additional development nearby.
<i>Center Township Residential and School Area</i>		
Multimodal improvements	Carry forward improvements	General agreement that bike/ped improvements are consistent with interests that the public and schools expressed. Site-specific context, as opposed to area-wide treatments, aligns with public interest and will be more cost-effective.
North Branch RIRO	Carry forward	Will require additional outreach, detail study and coordination with study of N. Branch and Old Brodhead.
Baker Road signal and turn lane	Carry forward	Center Grange improvements included in the betterment project – incorporate any additional relevant information. Both locations could be reframed in a more general context as an intersection improvement with turns, and follow-up study for traffic control improvements as applicable.
Center Grange Road signal and turn lane	Carry forward	
Pleasant Drive	Carry forward options 2 and 3 (lane reconfiguration with signal and roundabout with bypass lanes)	Both the signal and roundabout options should be retained for subsequent detailed study and benefit-cost perspectives to avoiding dismissing an alternative too early. Left-turn barrier restrictions along Pleasant could be considered to prohibit cross-highway movements. Continuing to carry the roundabout

		forward could accommodate this type of recirculation, which may be especially important if additional development traffic grows along Pleasant.
<i>Aliquippa Commercial Area</i>		
Chapel Road relocation	Carry forward	Sidewalk improvements on at least one side of the road up to Chapel would be very beneficial. Sight distance improvements with the realignment would be helpful if cost-effective.
Admiral Street transit stop and pedestrian improvement	Carry forward	Bus stop is well-used and improvements would be beneficial for safety. BCTA review may be needed.
Mill Street / Kennedy Boulevard	Carry forward options 3 and 4 (road diet and lane widening)	Public input indicates preference for sidewalk in lieu of bike lane. Road diet should be part of a broader improvement to encompass upstream/downstream section of Mill Street and Kennedy Boulevard. For example, where are the logical termini for a potential road diet which, if identified, could make it easier to potentially implement a potential road diet if there is a future project that comes along. Restriping option and concurrent left-turns may be similar to a previous condition that was replaced due to congestion concerns.
Sheffield Road turn lane and signal retiming	Carry forward pedestrian improvements, not the turn lane	Sheffield turn lane could be beneficial, but if issues pertain more to delay than safety, then preference would be for limiting anything that causes impacts to business in Aliquippa. Sidewalks will help to serve the Aliquippa businesses, whereas the congestion at Sheffield is inconvenient, but not "unsafe."
Typical section upgrades (add sidewalk on at least one side, two where possible)	Carry forward	
20 th Street	Carry forward	General agreement to retain improvements, maybe with additional signing/marketing upgrades continuing north along 20 th Street.

<i>Hopewell Township School and Shopping Area</i>		
Laird Avenue left turn acceleration	Do not retain	Concerns regarding significant school traffic rerouting.
Longvue Avenue signal	Carry forward signal at Cherry Way only	Need to work with developer for internal improvements and streetscape. Close or RI/RO Longvue and shopping center entrance. Define access points or create barrier along Brodhead. Consider rear access.
Cherry Way Signal		
Shopping Center signal		
<i>Five Points Area</i>		
Tee Line Drive turn lane	Carry forward	Not a high priority
Advance warning improvements Yale Drive, Ohioview Avenue, Morrow Avenue	Carry forward	Low-hanging fruit
Bocktown Road sight distance	Carry forward	
Five Points	Carry forward Options 3 and 4 (Route 151 realignment with signal reconfiguration and Quadrant Roadway with Brodhead Road overpass and Heights Road separation)	Quad Road is probably \$10-15M more than the realignment option, but order-of-magnitude costs have not been refined. Consider modifying Quad Road to relocate the overpass to the proposed signal location. Strategically, it may be important to retain multiple options so that public/stakeholders can see relative impacts. Consensus is that the group generally favors the Rt. 151 realignment as the best opportunity (for substantially less cost than the Quad Road), but carrying forth both options into a more detailed benefit-cost perspective would be reasonable.

Action Item: If the Steering Committee has any comments on these conclusions that should be reflected in the draft report, reach out to (JS).

Next Steps

(STG) reviewed next steps, including compilation of the draft report reflecting committee feedback, review and revision and presentation.





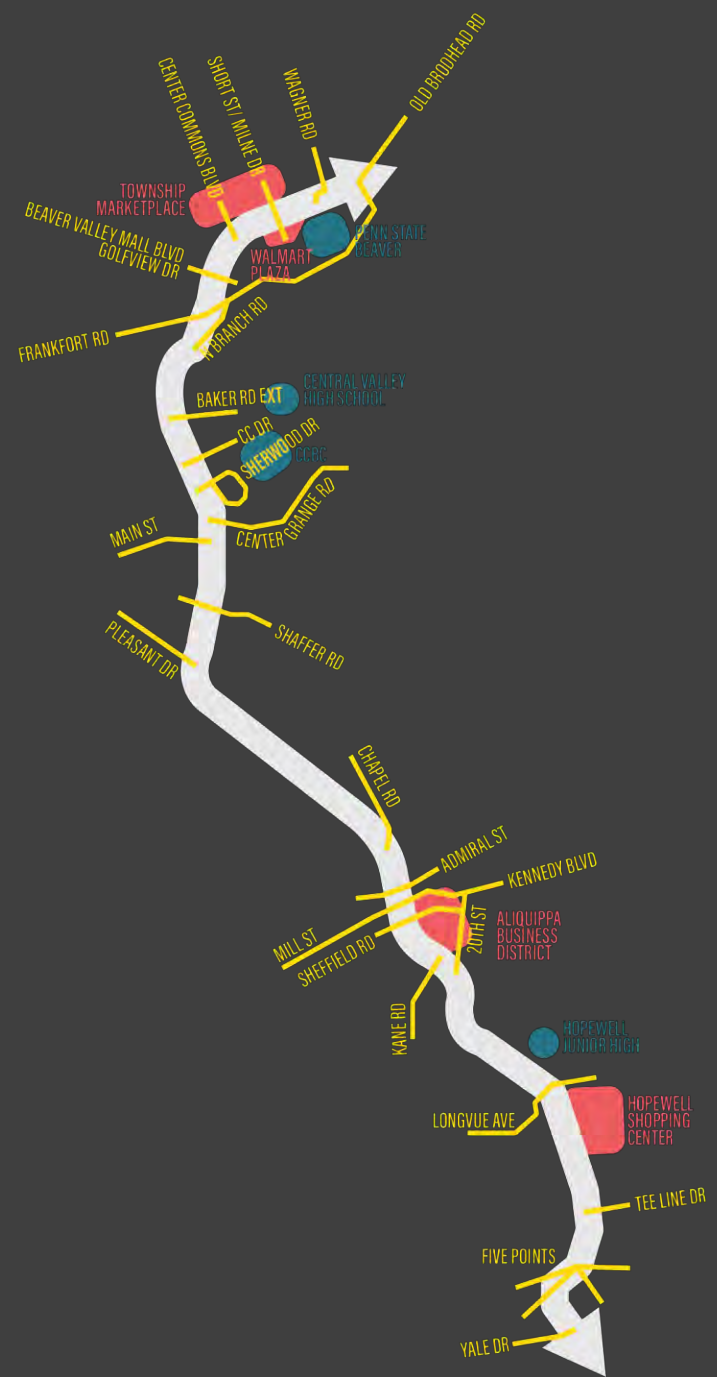
PASHEK MTR



Brodhead Road

Corridor Planning Study

STEERING COMMITTEE MTG 4 SEPTEMBER 23, 2021



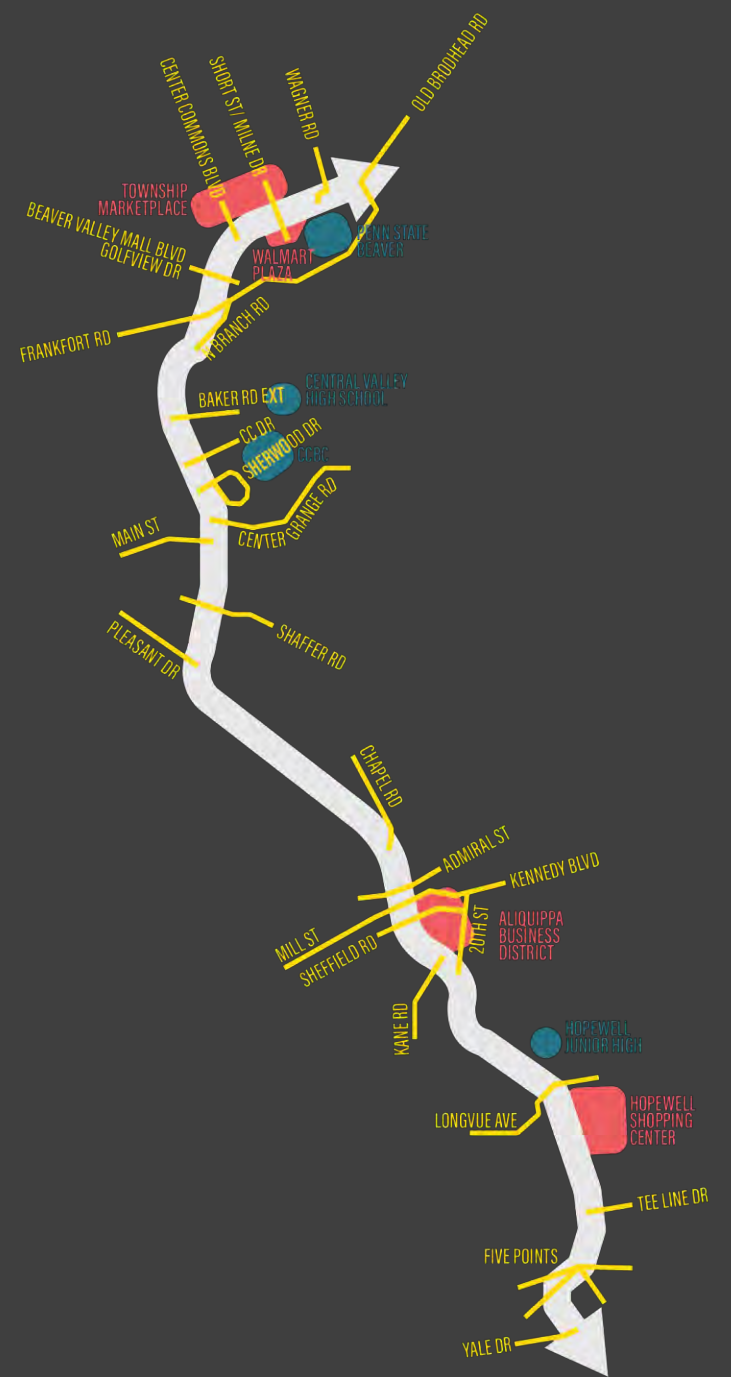
Agenda

- 1 Select Alternatives**
- 2 Next Steps**

Goal for Today's Meeting

Select the preferred alternatives for inclusion in the draft plan based on insights on the potential benefits, impacts, and insights from the public meeting.

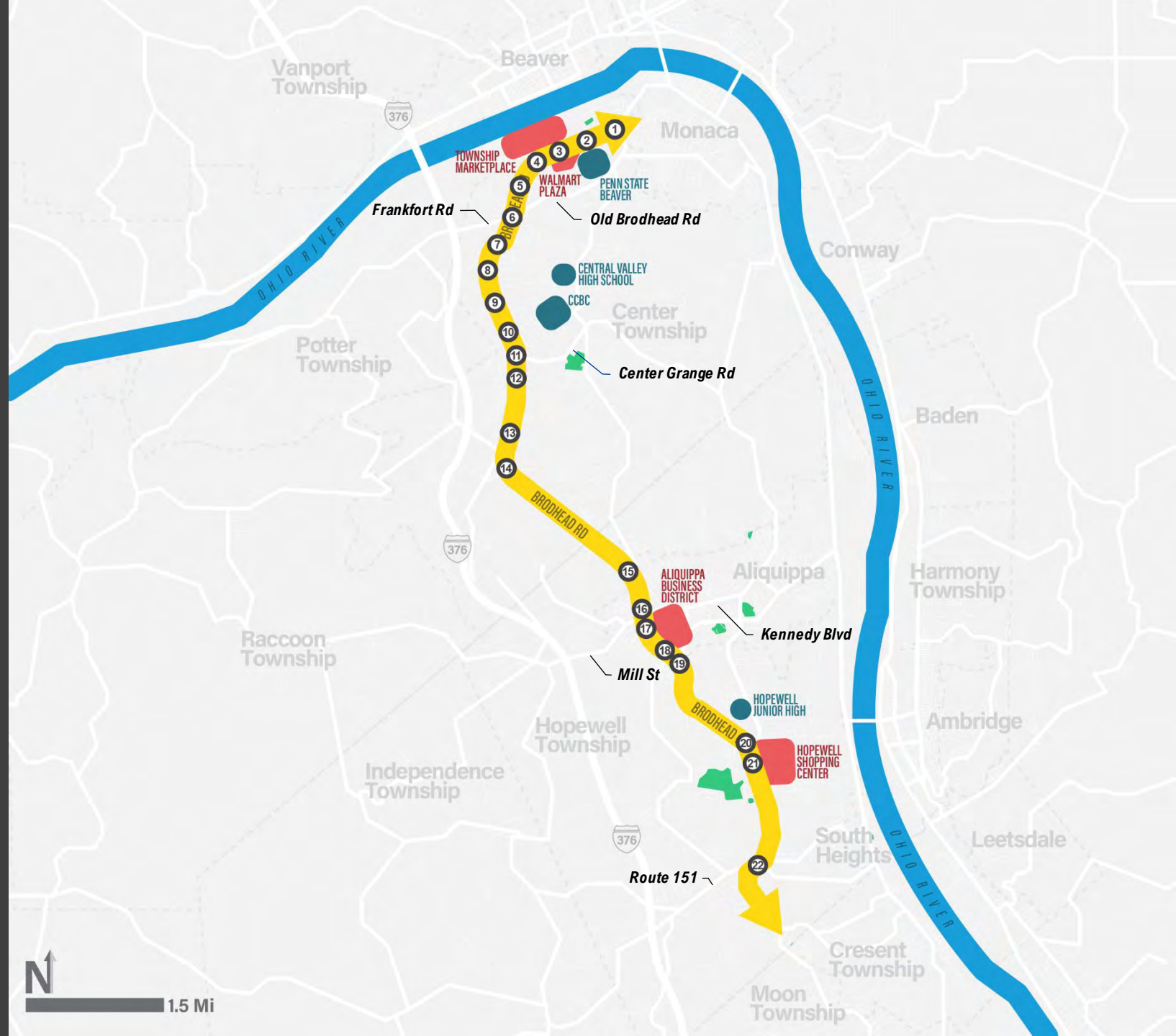
Select Alternatives



Project Overview

Location Index

- | | |
|-----------------------------|----------------------------|
| 1. Old Brodhead Rd | 14. Pleasant Dr |
| 2. Wagner Rd | 15. Chapel Rd |
| 3. Short St / Milne Dr | • Admiral St |
| 4. Center Commons Blvd | 16. Mill St / Kennedy Blvd |
| 5. BV Mall / Golfview | 17. Sheffield Rd |
| 6. Frankfort / Old Brodhead | 18. Kane Rd |
| 7. N Branch Rd | 19. 20th St |
| 8. Baker Rd | 20. Laird Ave |
| 9. Community College Dr | 21. Longvue Ave |
| 10. Sherwood Dr | • Hopewell Shopping Ctr |
| 11. Center Grange Rd | • Tee Line Dr |
| 12. Main St | 22. Five Points |
| 13. Shaffer Rd | • Yale Dr / Others |





Transportation Solutions

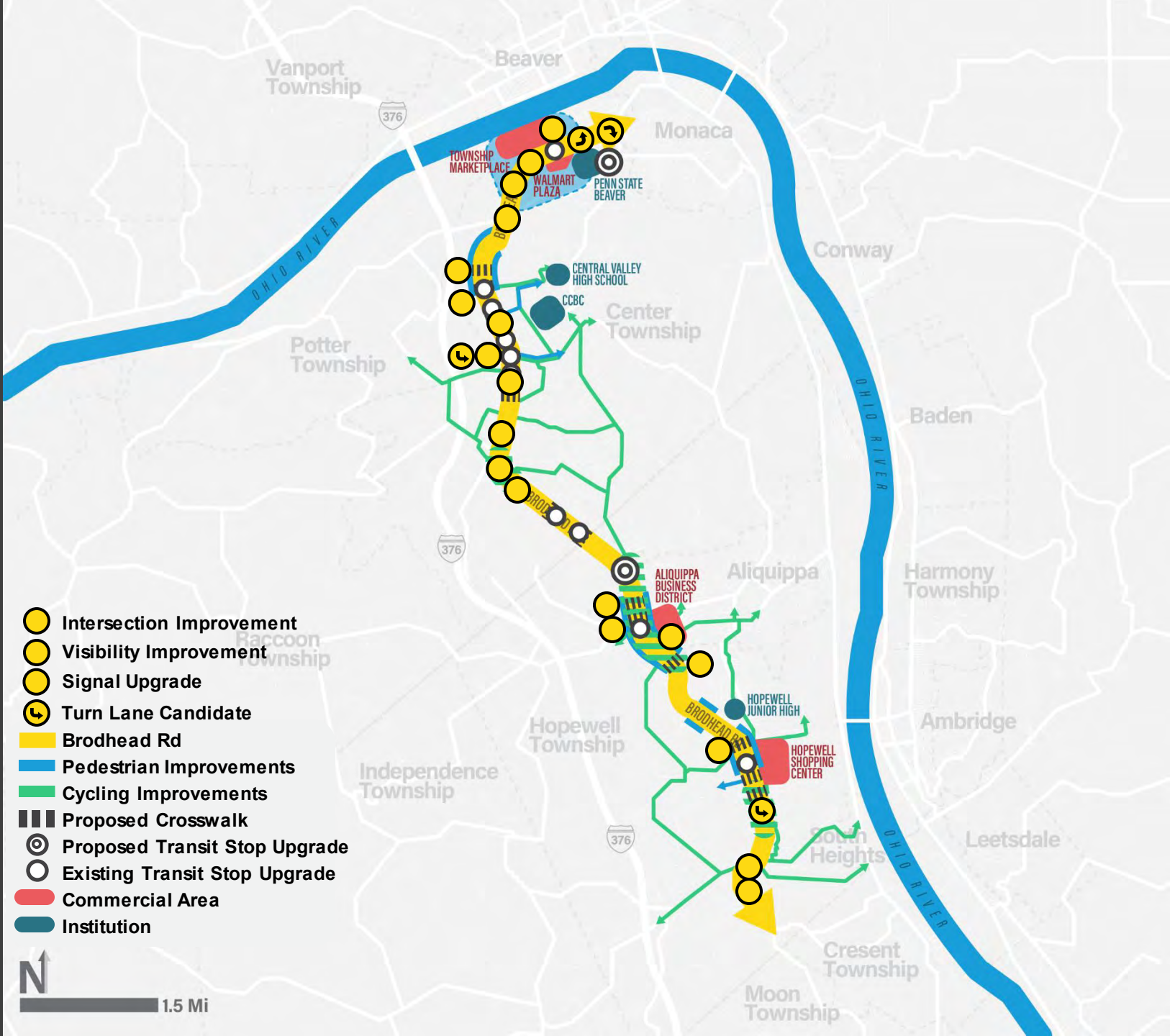
All Solutions Considered

Solutions developed to meet current and future needs based on:

Outreach

Analysis

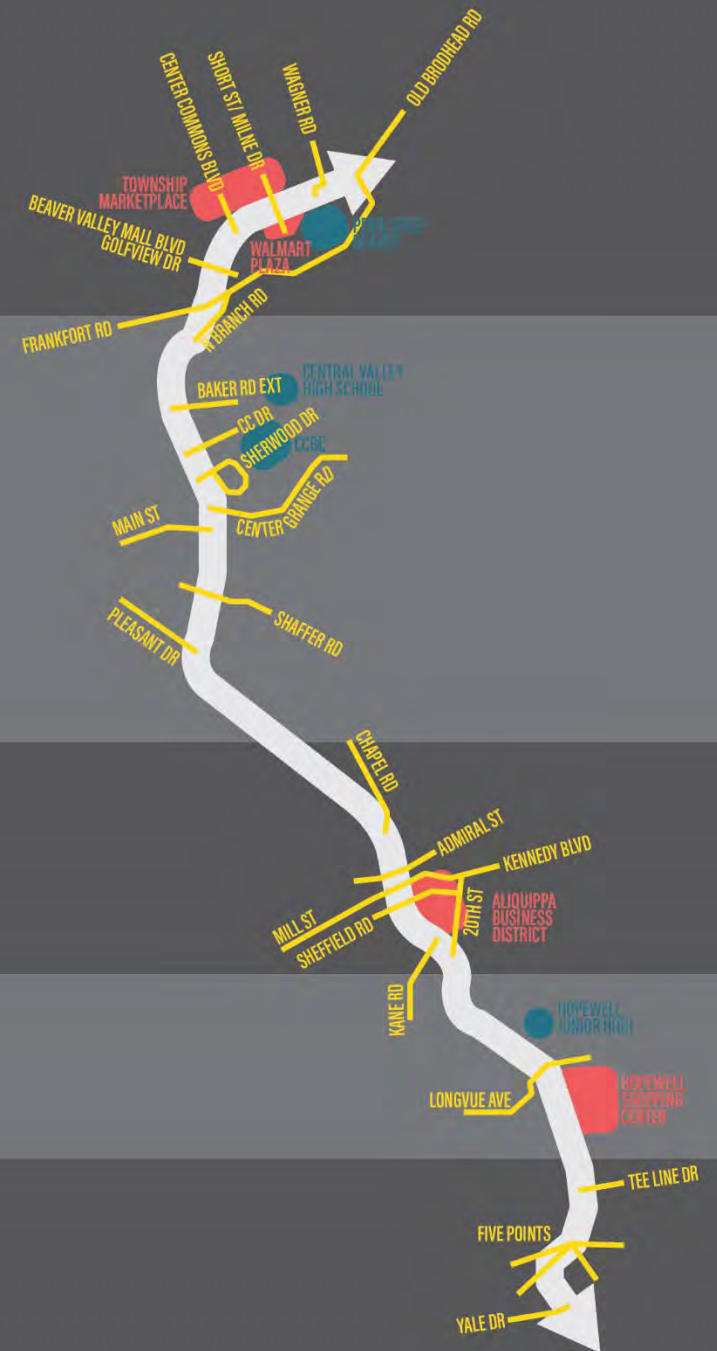
Observations



Corridor Areas

- 1. Center Twp Commercial Area**
 - Old Brodhead Rd to Frankfort Rd
- 2. Center Twp Residential & School Area**
 - N Branch Rd to Pleasant Dr
- 3. Aliquippa Commercial Area**
 - Chapel Rd to 20th St
- 4. Hopewell Twp Schools & Shopping Center**
 - Laird Ave to Hopewell Shopping Ctr
- 5. Five Points**
 - Tee Line Dr to Allegheny County Line

1



2

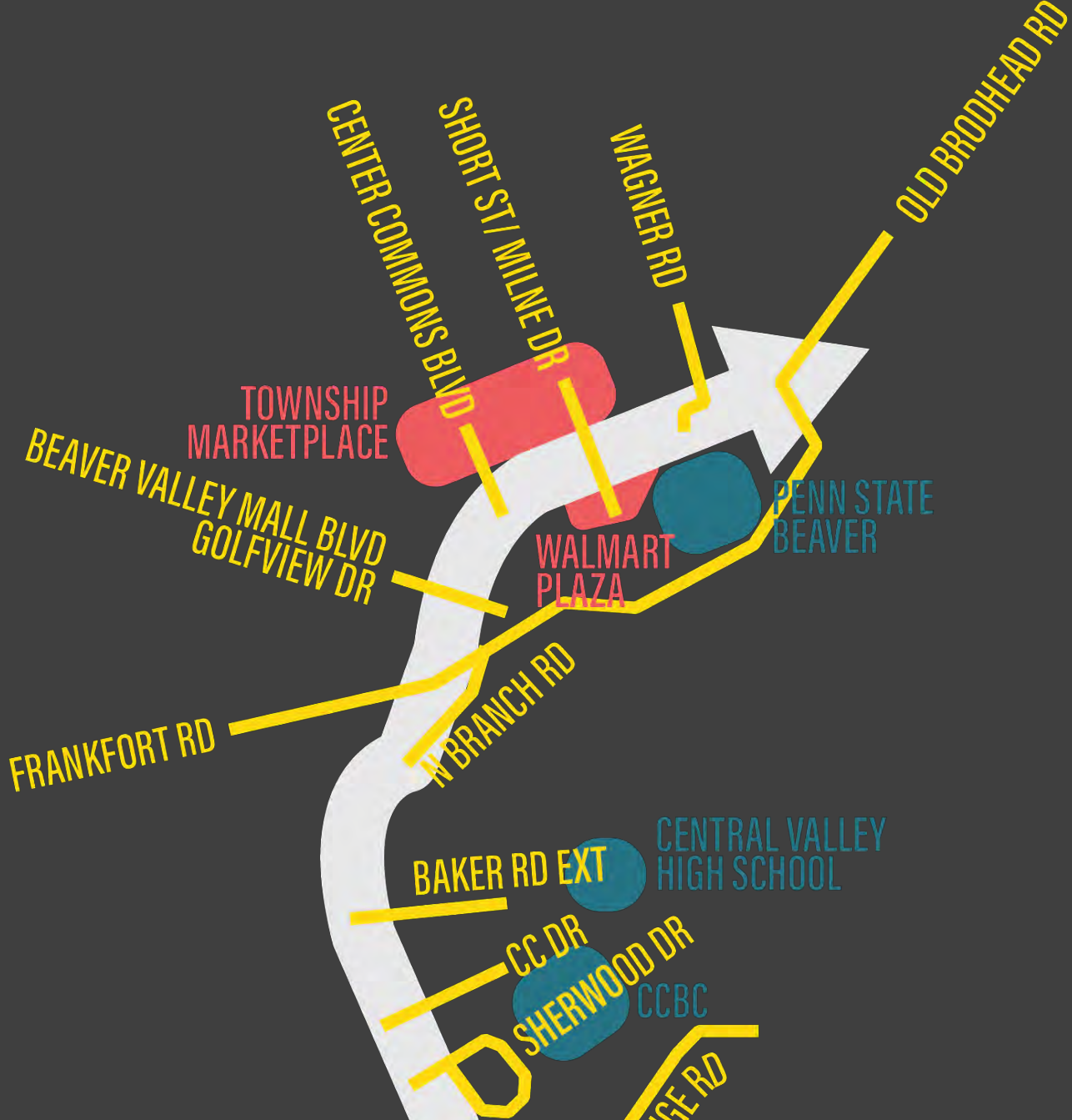
3

4

5

1

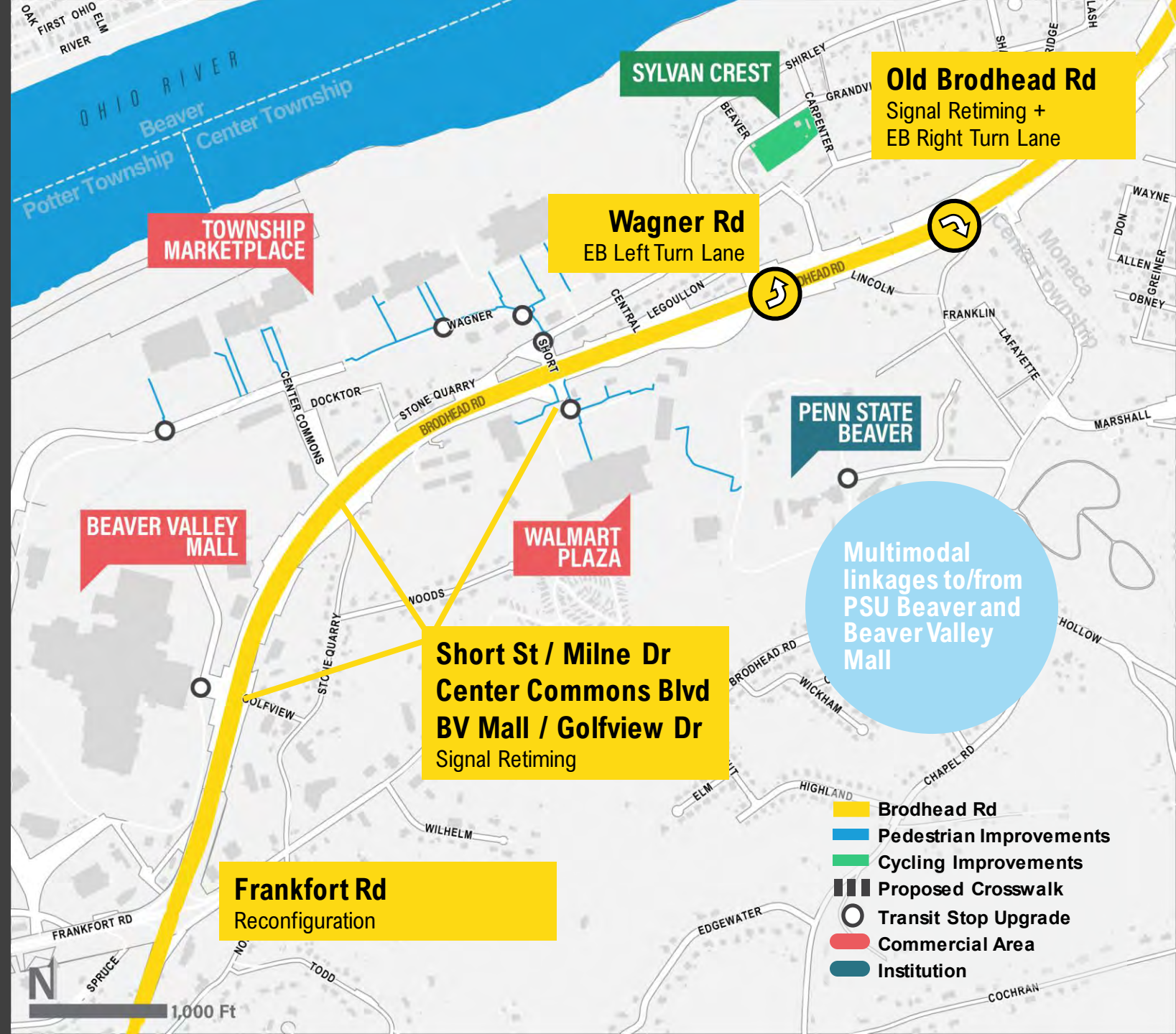
Center Twp Commercial Area



Center Twp Commercial Area

Site-Specific Enhancements

- Old Brodhead Rd
- Wagner Rd
- Short St / Milne Dr
- Center Commons Blvd
- BV Mall / Golfview Dr
- Frankfort Rd



1

Public Feedback

CENTER TWP
COMMERCIAL AREA

- SURVEY:
 - Bike/ped connections important, especially for peds between hotels and restaurants.

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Multimodal Improvements	Moderate	Nominal	Nominal	None	Nominal

Center Twp Commercial Area

Frankfort Rd—Option 1 No-Build

- False capacity on SB Brodhead
- Split phasing on all four approaches
- Poor pedestrian phasing
- High-speed slip-ramps

Peak	No-Build
2045 AM	F
2045 PM	F



Center Twp Commercial Area

Frankfort Rd—Option 2 Split Phase Removal

- Fits within ROW
- Avoids false capacity on SB Brodhead
- Improves pedestrian phasing

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	D

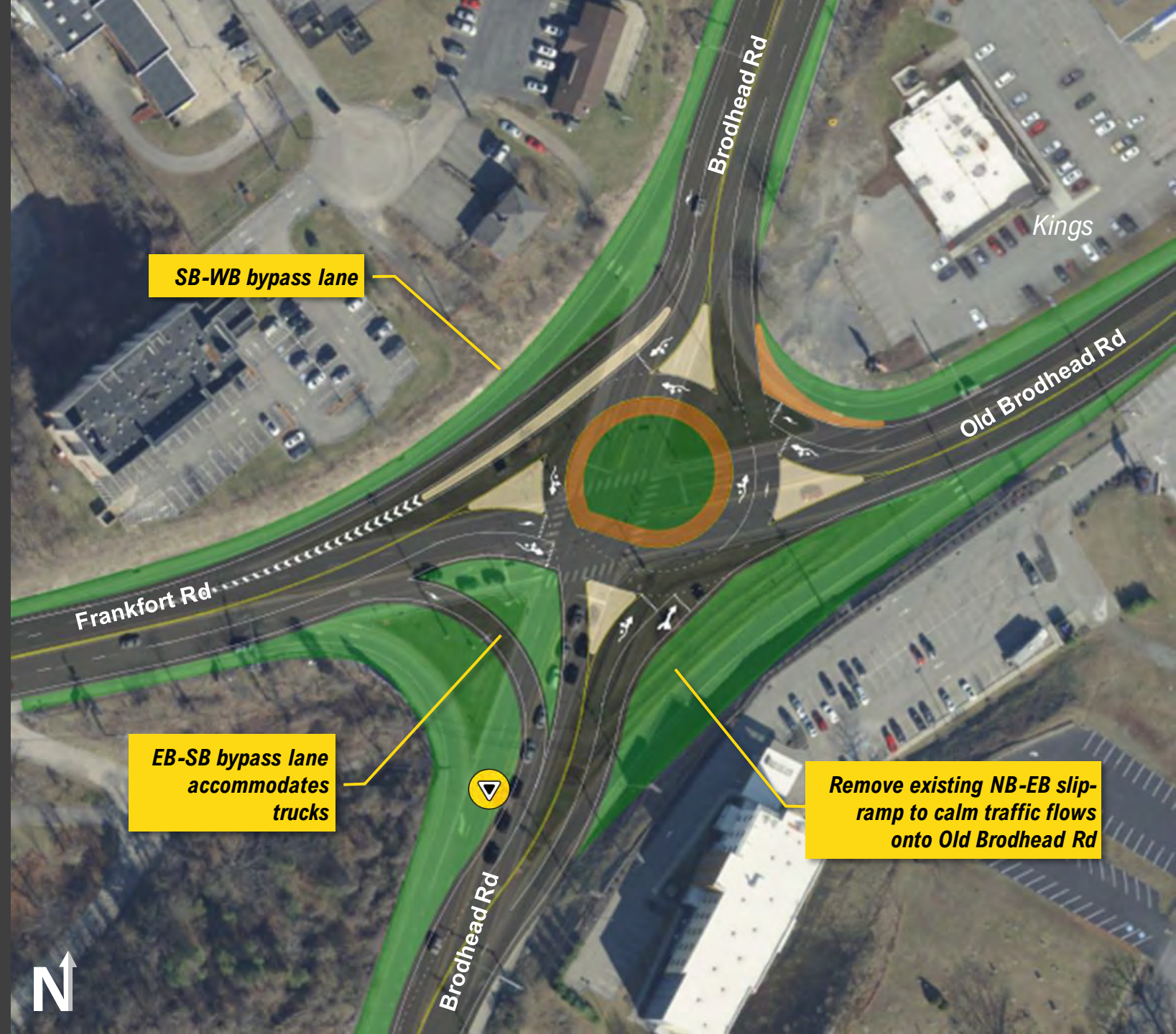


Center Twp Commercial Area

Frankfort Rd—Option 3 Two Lane Roundabout

- Fits within ROW
- Improves all movements
- Removes signal for peds
- May facilitate access controls at other locations

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	C



1

Public Feedback

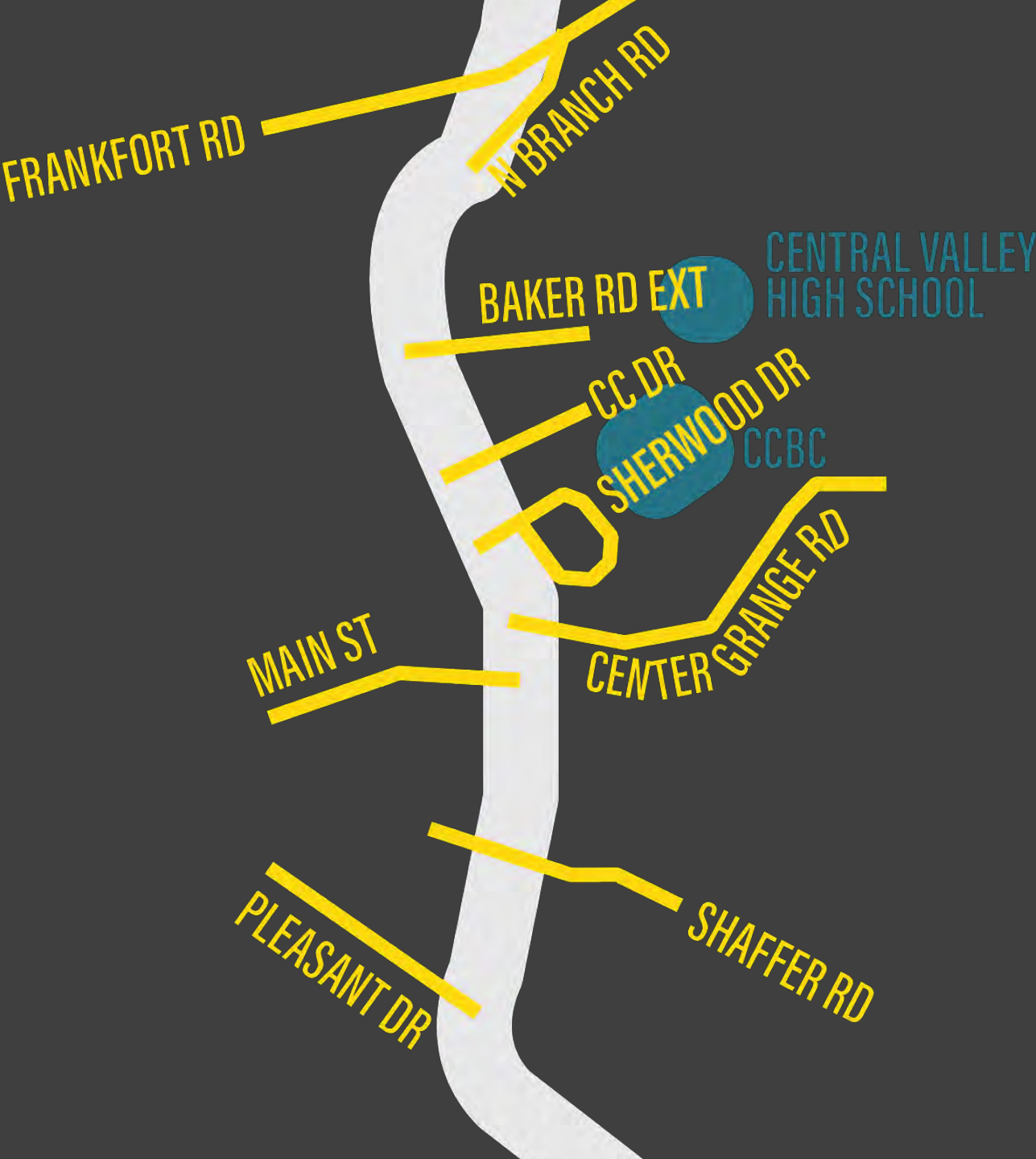
CENTER TWP
COMMERCIAL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Split Phase Removal	Moderate	Moderate	Nominal	None	Nominal
Roundabout	Significant	Significant	Moderate	None	Nominal

- BREAKOUT COMMENTS:
 - Roundabout alternative popular. Need to ensure that two-lane portion accommodates tractor-trailer movements. What about a NB bypass lane to Old Brodhead?
- SURVEY:
 - Roundabout was most preferred option. Concerns about education/proper use.

2

Center Twp Residential & School Area



Center Twp Residential & School Area

Site-Specific Enhancements

- N Branch Rd
- Baker Rd
- Community College Dr
- Sherwood Dr



N Branch Rd
Right In/Right Out

Lincoln Dr
Crosswalk + Transit Upgrades

Baker Rd
Crosswalk, Transit Upgrades,
Traffic Signal + SB Left Turn Lane

Community College Dr
Crosswalk, Transit Upgrades +
Signal Retiming

Sherwood Dr
Nighttime Lighting/Visibility
Treatments

Bicycle Connections Via Baker Rd and Poplar Dr

CENTER VALLEY HS

Multimodal linkages to/from Center Valley HS and CCBC

- Brodhead Rd
- Pedestrian Improvements
- Cycling Improvements
- ▬▬▬ Proposed Crosswalk
- Transit Stop Upgrade
- ▭ Commercial Area
- ▭ Institution



2

Public Feedback

CENTER TWP
RESIDENTIAL AND SCHOOL AREA

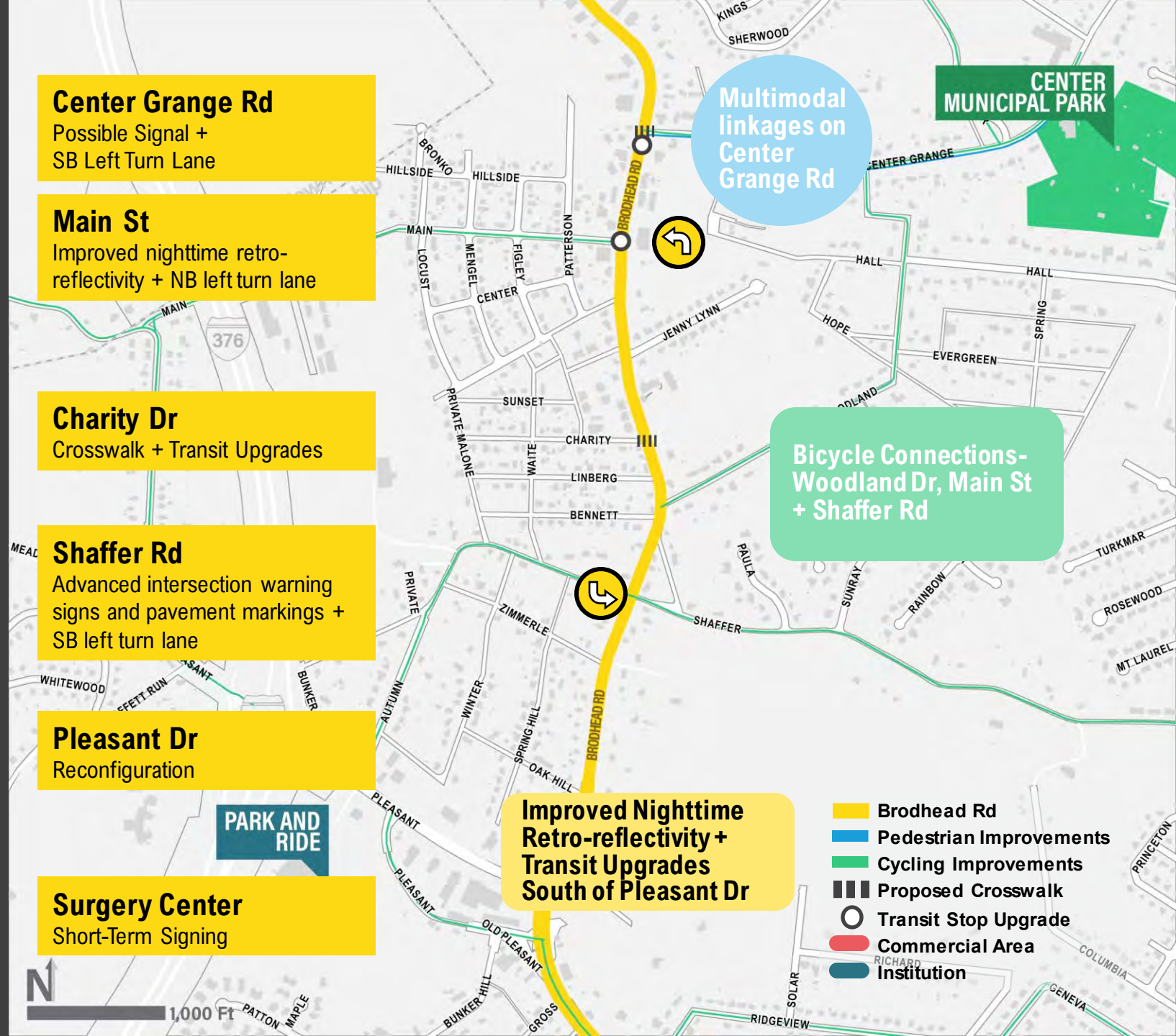
Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Multimodal Improvements	Moderate	Nominal	Nominal	None	Nominal

- BREAKOUT COMMENTS:
 - Pedestrian safety concerns at N Branch and Old Brodhead
- SURVEY:
 - Bike connections generally needed, as long as they are not ON Brodhead. Ped/bike connection already at CCBC/Center Valley could be upgraded.

Center Twp Residential & School Area

Site-Specific Enhancements

- Center Grange Rd
- Main St
- Shaffer Rd
- Pleasant Dr



Center Twp Residential & School Area

North Branch Rd

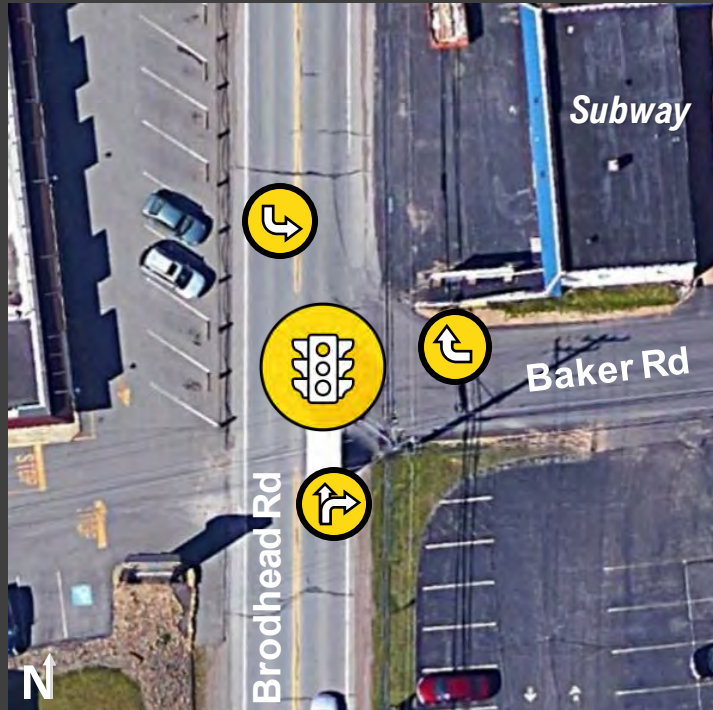
- Convert to NB Right In/Right Out
- Turning traffic rerouted to Old Brodhead Rd
- Close SB N Branch Rd skew

Peak	No-Build	Alt
2045 AM	C	B
2045 PM	F	B



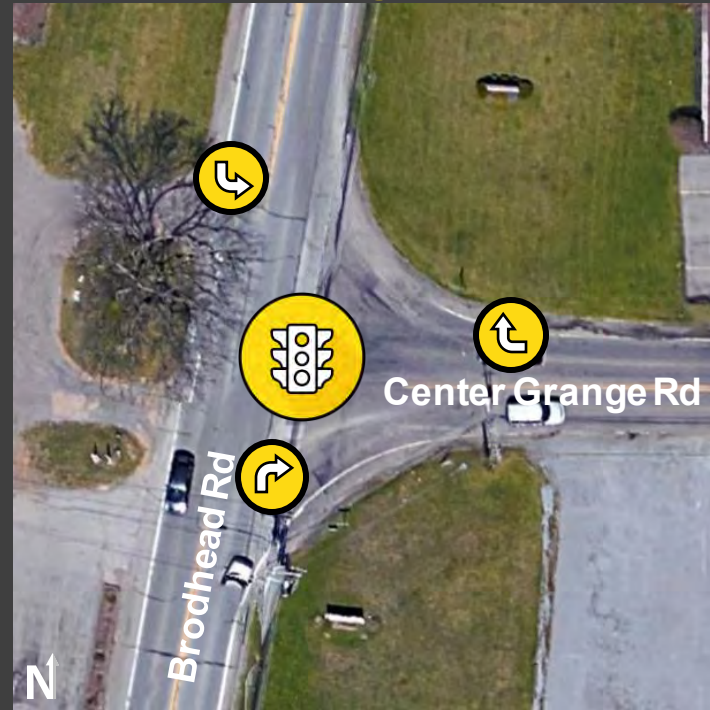
Center Twp Residential & School Area

Baker Rd



- Install traffic signal
- Add SBL and WBR turn Lanes

Center Grange Rd



- Install traffic signal
- Add SBL, NBR, and WBR turn lanes

2

Public Feedback

CENTER TWP RESIDENTIAL AND SCHOOL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
North Branch RIRO	Moderate	Moderate	Nominal	Nominal	Nominal
Baker Rd Signal + Turn Lane	Moderate	Moderate	Nominal	Moderate	Nominal
Center Grange Rd Signal + Turn Lane	Moderate	Moderate	Moderate	Moderate	Nominal

- BREAKOUT COMMENTS:
 - Property owners concerned to ROW impacts at Baker and Brodhead
 - Emergency Services attendee noted that Pleasant Dr and Frankfort Rd have the highest level of emergency calls and should be prioritized
- SURVEY:
 - Making North Branch RIRO generally favored.
 - Adding signal at Baker and Center Grange almost universally favored. Turn lanes overall popular.

Center Twp Residential & School Area

Pleasant Drive—Option 1 No-Build

- High speeds
- Visibility issues
- Lengthy delay on EB approach
- No pedestrian accommodations
- High-speed slip-ramps

Peak	No-Build
2045 AM	F
2045 PM	F



Center Twp Residential & School Area

Pleasant Drive—Option 2 Lane Reconfiguration w/ Signal

- Fits within ROW
- Increases delay on Brodhead Rd but operates better overall
- Peds receive a signal to cross

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	C



Center Twp Residential & School Area

Pleasant Drive—Option 3 Roundabout w/ Bypass Lanes

- Fits within ROW
- Increases delay on Brodhead Rd but operates better overall
- No change from current ped accommodations

Peak	No-Build	Alt
2045 AM	F	A
2045 PM	F	B



2 Public Feedback

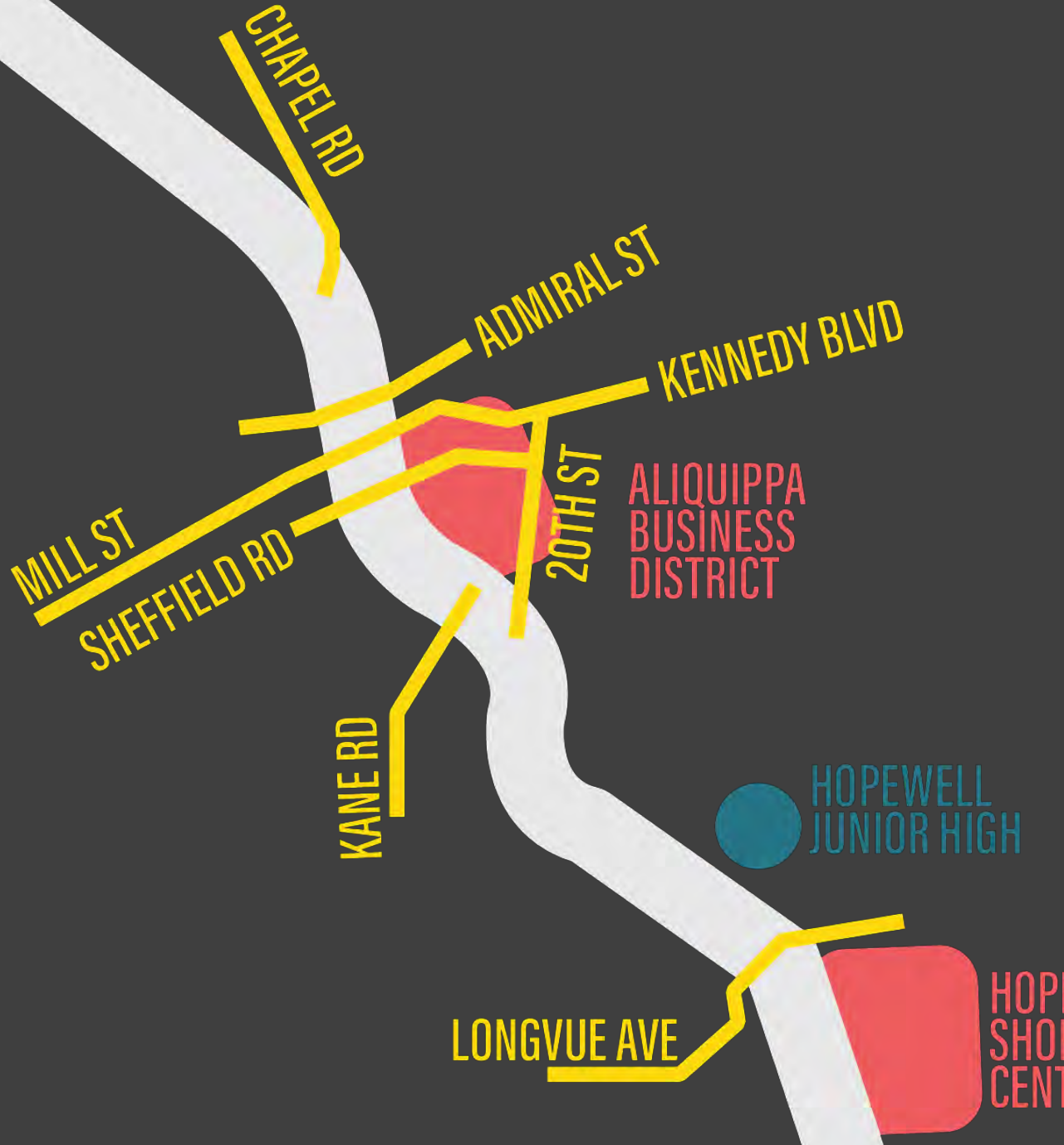
CENTER TWP RESIDENTIAL AND SCHOOL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Traffic Signal	Moderate	Significant	Moderate	None	Nominal
Roundabout	Moderate	Significant	Significant	None	Nominal

- BREAKOUT COMMENTS:
 - Emergency Services attendee noted that Pleasant Dr and Frankfort Rd have the highest level of emergency calls and should be prioritized
 - Questions as about potential barrier/median along Pleasant Drive to prevent left-turns from businesses on the south side of Pleasant Drive across two lanes of traffic.
- SURVEY:
 - Roundabout was most favored option at Pleasant Drive, almost two-thirds “strongly like.”

3

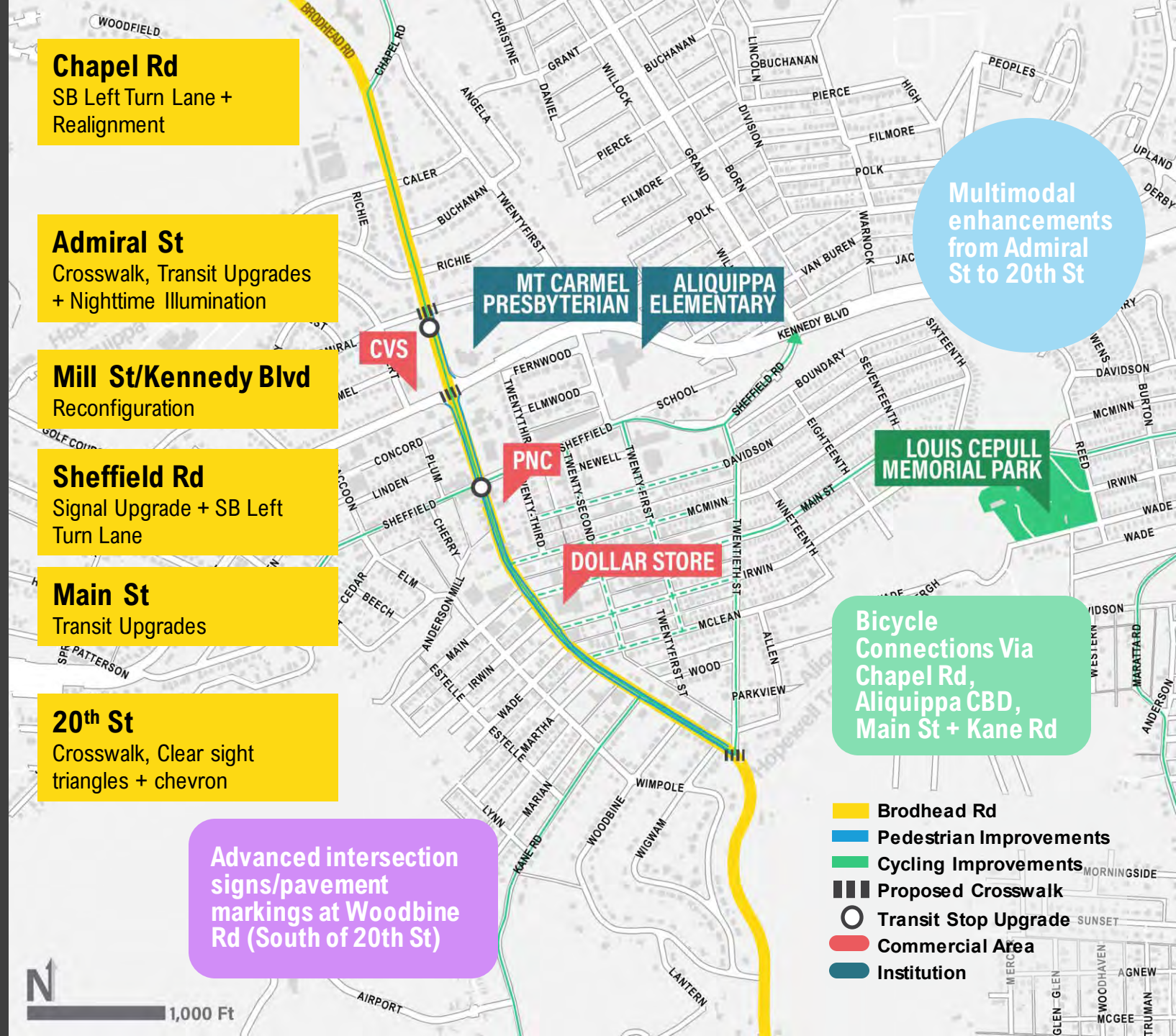
Aliquippa Commercial Area



Aliquippa Commercial Area

Site-Specific Enhancements

- Chapel Rd
- Admiral St
- Mill St / Kennedy Blvd
- Sheffield Rd
- Main St
- Kane Rd
- 20th St

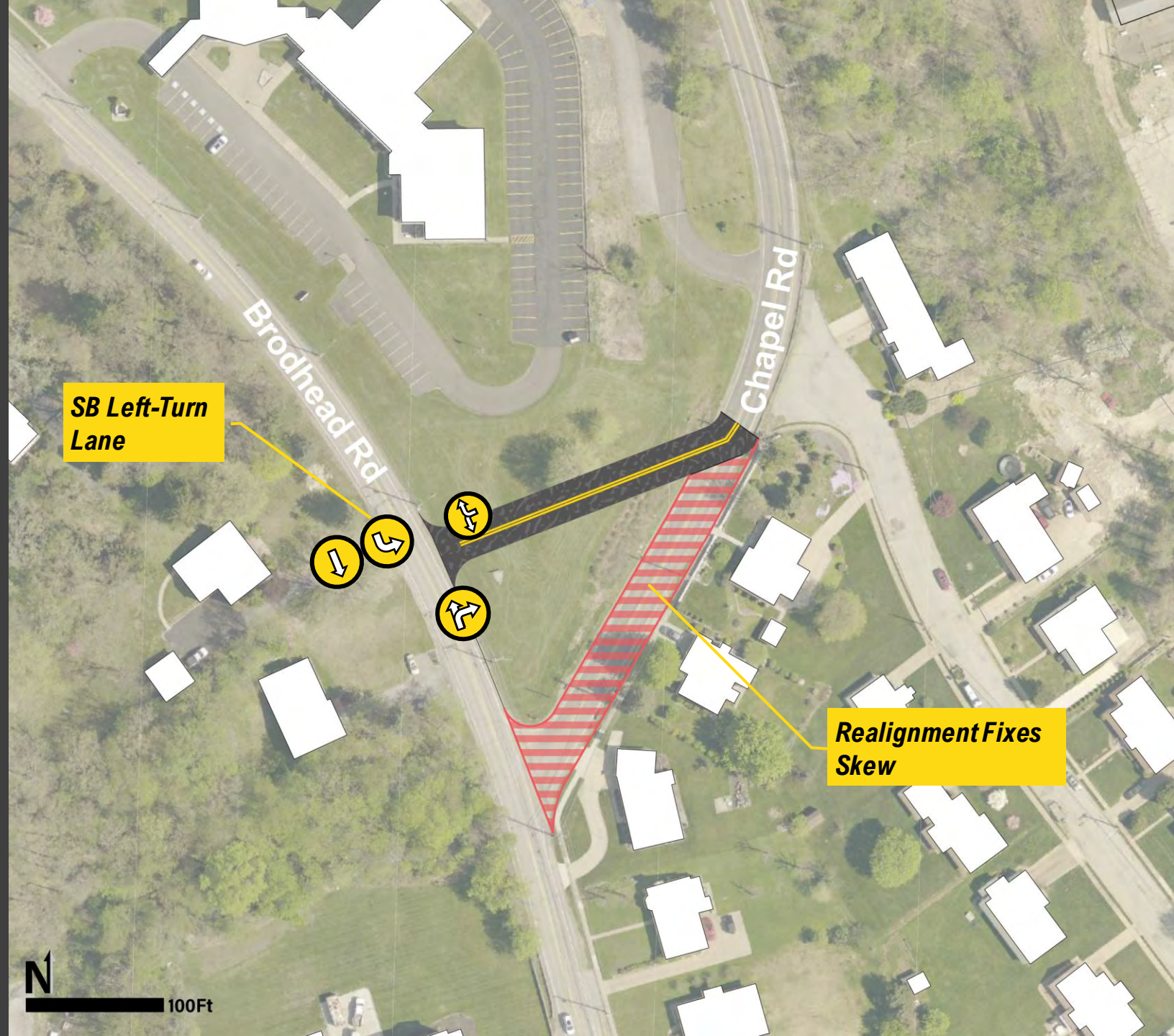


Aliquippa Commercial Area

Chapel Rd SB Left Turn Lane + Realignment

- SB left turn lane added
- Realign Chapel Rd to remove skew
- Could improve sight distance and safety

Peak	No-Build	Alt
2045 AM	F	F
2045 PM	F	F



3 Public Feedback

ALIQUIPPA COMMERCIAL AREA

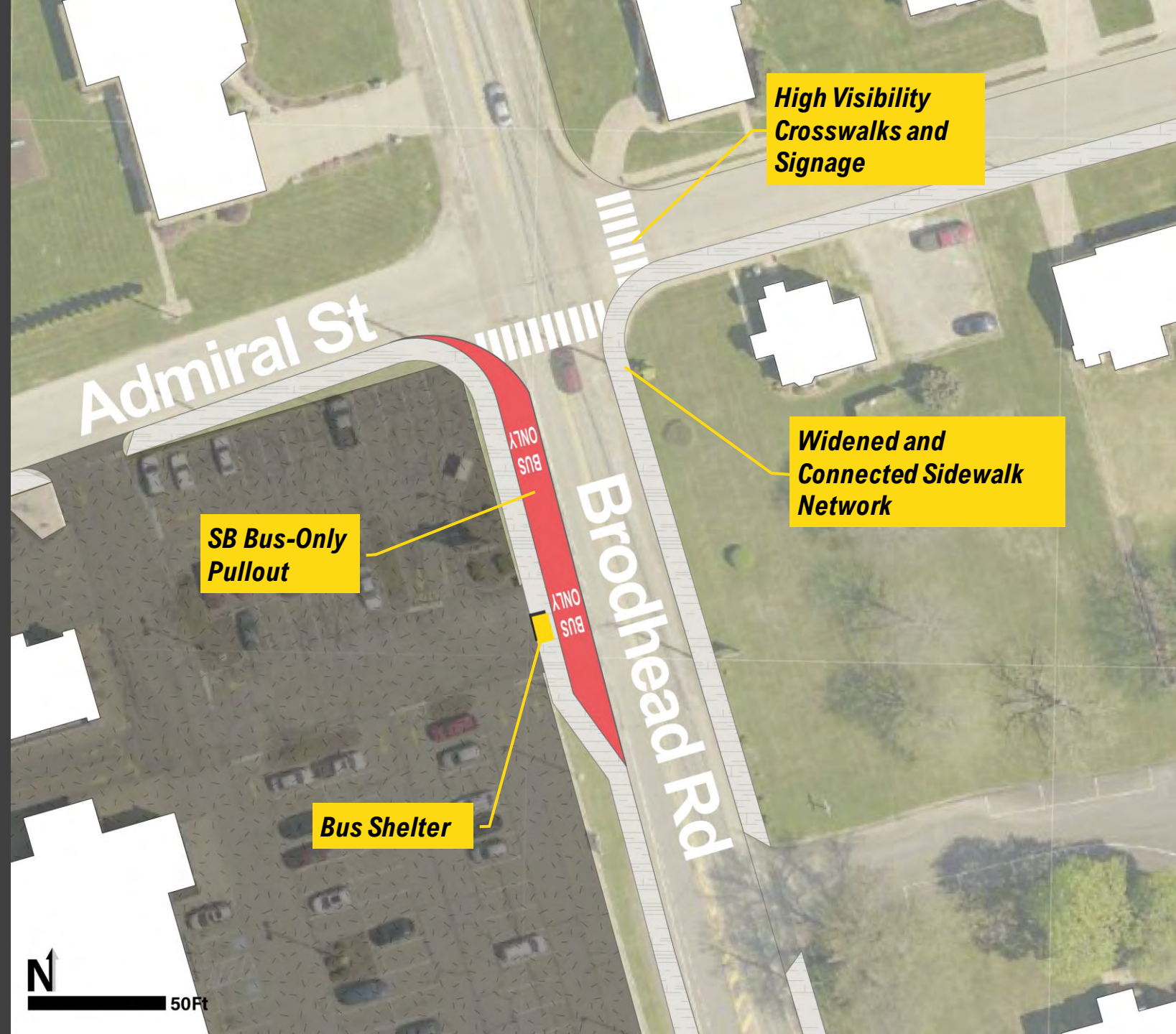
- BREAKOUT COMMENTS:
- Sidewalk needed on at least one side of the road up to Chapel

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Chapel Rd Relocation	Nominal	Nominal	Moderate	Moderate	Nominal

Aliquippa Commercial Area

Admiral St Multimodal Improvements

- Crosswalk
- Transit upgrades
- Nighttime illumination
- Requires ROW from Wendy's Driveway



3

Public Feedback

ALIQUIPPA COMMERCIAL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Admiral St Transit Stop and Pedestrian Improvement	Moderate	Nominal	Moderate	Moderate	Nominal

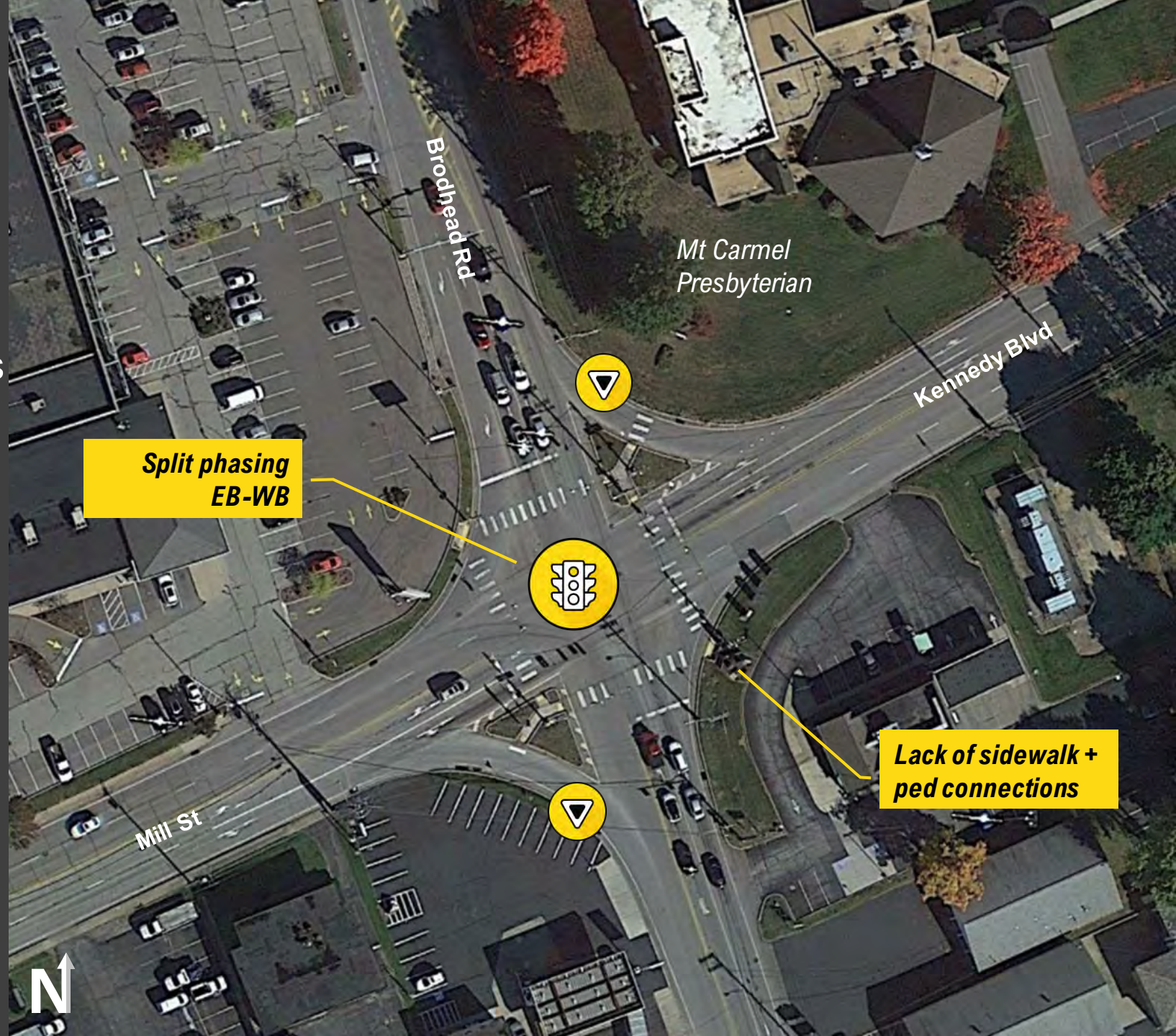
- BREAKOUT COMMENTS:
 - Sidewalk needed on at least one side of the road up to Chapel
- SURVEY:
 - Admiral Road pedestrian improvements (sidewalk, bus pullout and shelter) scored high.

Aliquippa Commercial Area

Mill St / Kennedy Blvd – Option 1 No Build

- Split phasing on EB + WB approaches
- Lack of pedestrian accommodations

Peak	No-Build
2045 AM	F
2045 PM	F



Aliquippa Commercial Area

Mill St / Kennedy Blvd – Option 2 Lane Restriping

- WB through-lane reduction
- Fits within existing ROW
- Removes split phasing
- Connect sidewalks

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	D

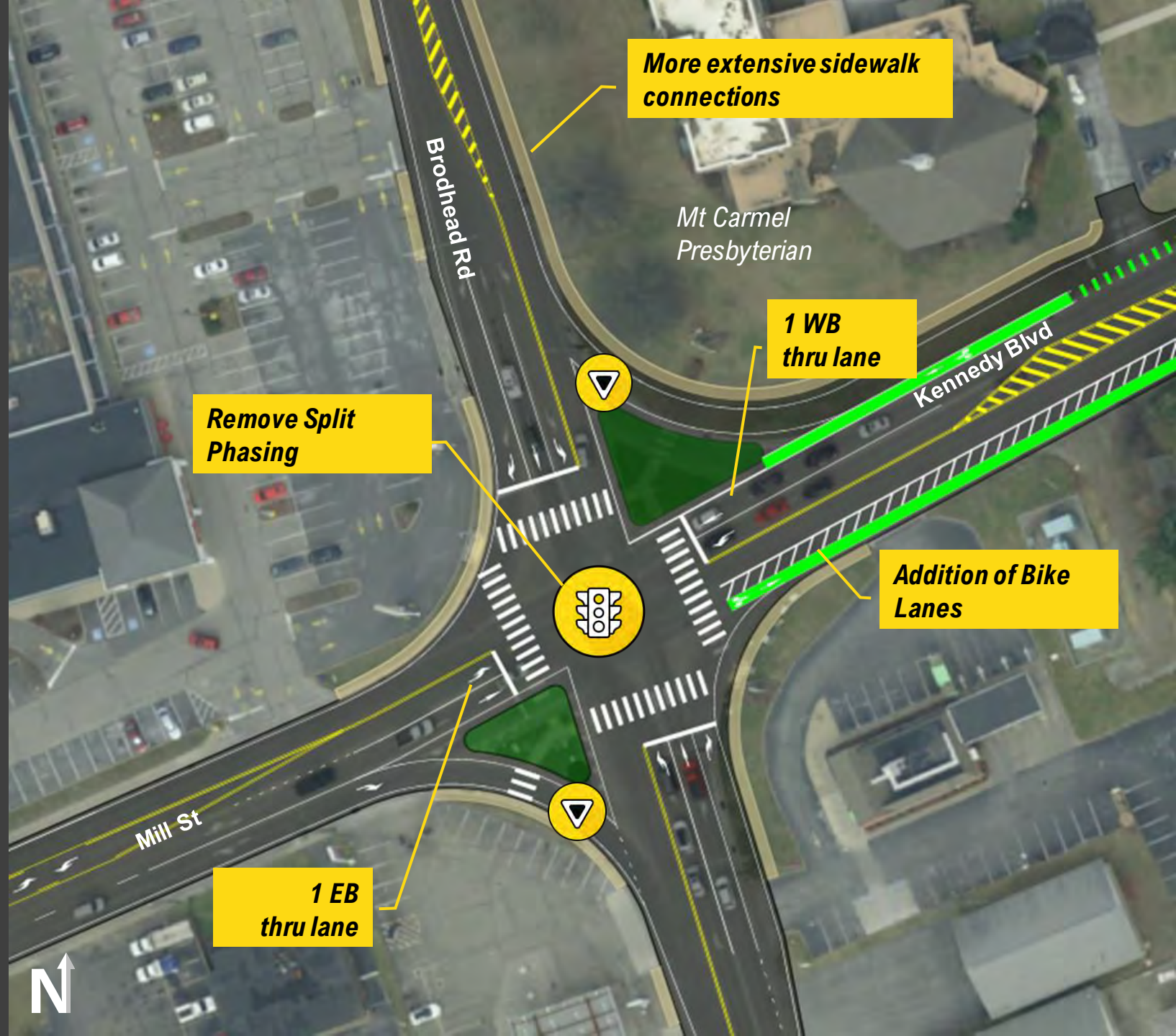


Aliquippa Commercial Area

Mill St / Kennedy Blvd – Option 3 Road Diet

- EB + WB through-lane reduction
- May require minimal ROW
- Removes split phasing
- Adds bike lanes

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	C



Aliquippa Commercial Area

Mill St / Kennedy Blvd – Option 4 Additional Turn Lanes

- No through-lane reduction
- Requires additional ROW
- Removes split phasing
- Maintains two EB/WB through lanes

Peak	No-Build	Alt
2045 AM	F	B
2045 PM	F	C



3

Public Feedback

ALIQUIPPA COMMERCIAL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Lane Restriping	Moderate *	Nominal	Moderate	None	Nominal
Road Diet	Moderate *	Moderate	Significant	Nominal	Nominal
Additional Turn Lanes	Moderate	Significant	Significant	Moderate	Nominal

* Better for peds/bikes

- **BREAKOUT COMMENTS:**
 - Prohibiting left turns from businesses on Kennedy/Mill (Median or mountable curb)
 - Sidewalk needed on at least one side of the road up to Chapel
 - Prohibit left turns onto Mill Street from the bowling alley
 - Desire for clearer pedestrian signage
- **SURVEY:**
 - For Mill/Kennedy, sidewalks preferred over bike lanes in road diet Option 3. Option 4 (keep through-lanes, add turn lanes) also generally well received.

Aliquippa Commercial Area

Sheffield Rd Install Turn Lane + Retime Signal

- SB left turn lane added
- Provides storage for SB left queues

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	B



Aliquippa Commercial Area

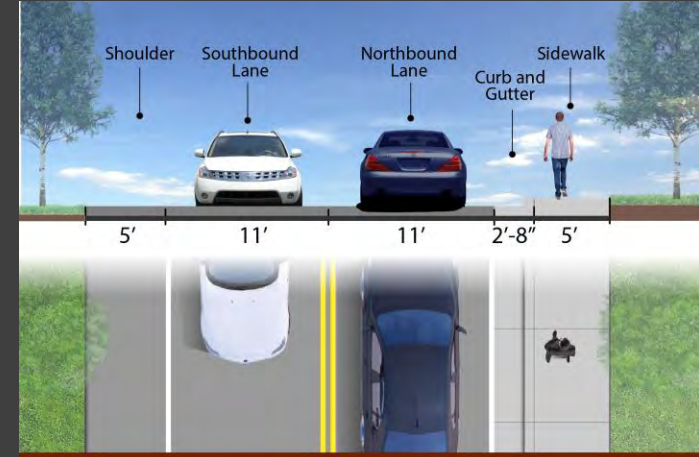
Potential Typical Sections

- ~28-32' existing
- ~32' if consistent shoulders
- ~37' if shoulders + 1 sidewalk
- ~42' if shoulders + 2 sidewalks
- ~44' if shoulders + 12' turn lane
- ~54' if shoulders, sidewalk, turn lane

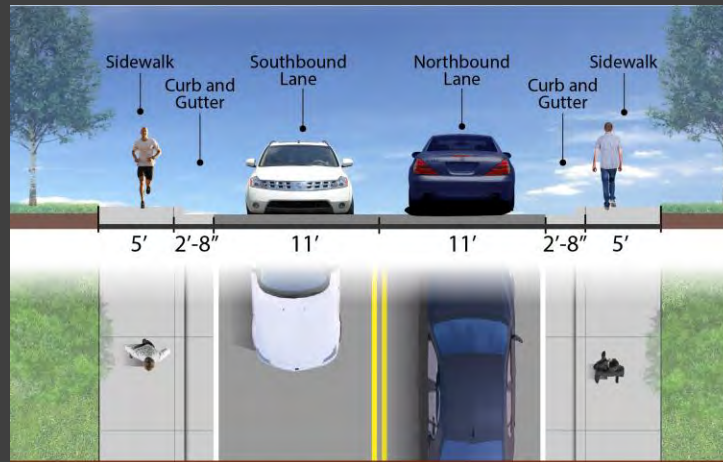
Consistent Shoulders



Shoulders + 1 Sidewalk



2 Sidewalks



Turn Lane + 1 Sidewalk



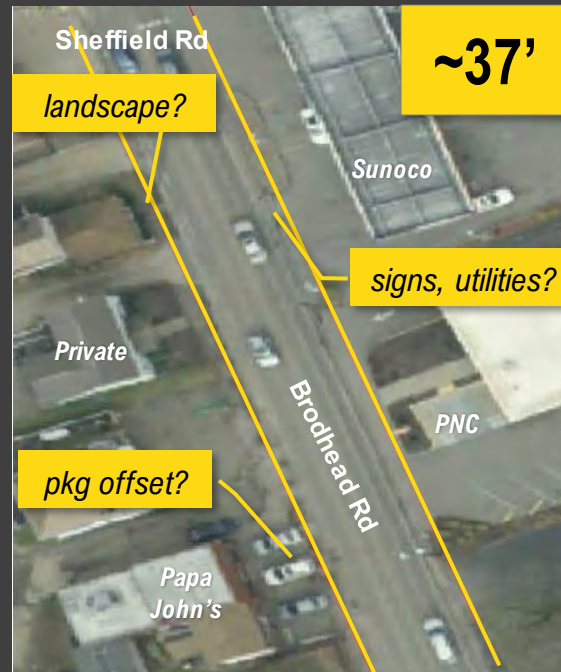
Aliquippa Commercial Area

Estimated Impact Envelopes Existing ROW ~28'-32'

Consistent Shoulders



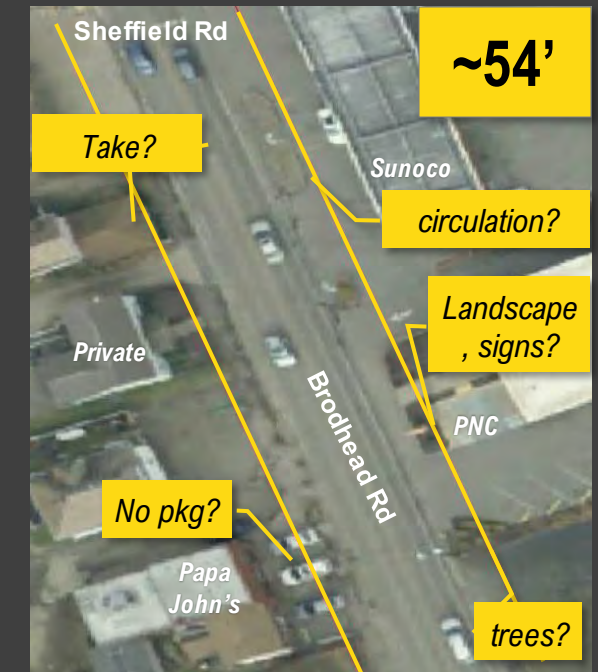
Shoulders + 1 Sidewalk



Shoulders + 12' Turn Lane



Shoulders, Sidewalk, & Turn Lane



3

Public Feedback

ALIQUIPPA COMMERCIAL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Turn Lane and Signal Upgrades at Sheffield Rd	Moderate	Moderate	Moderate	None	Nominal
Typical Section Upgrades (add sidewalk on at least 1 side, 2 where possible)	Significant	Nominal	Significant	Moderate	Nominal

- BREAKOUT COMMENTS:
 - Bus pull-off at Sheffield
 - Turn lane into Main
 - Sidewalk needed on at least one side of the road up to Chapel
 - Desire for clearer pedestrian signage
 - Need for clearer prohibition of left turns onto Sheffield, many people violate this restriction
- SURVEY:
 - Sheffield signal retiming “strongly liked” by two-thirds.
 - Mixed reviews on the typical sections: Debate on balancing impact to businesses

Aliquippa Commercial Area

20th St Slope Improvements, Clear vegetation and install chevron signs

- Lighted chevrons
- Better, high-viz lane markings
- Cut back slope and vegetation to increase sight distances



3

Public Feedback

ALIQUIPPA COMMERCIAL AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
20th St Improvements	Moderate	Nominal	Moderate	Nominal	Nominal

- BREAKOUT COMMENTS:
 - Traffic calming/gateway treatment, particularly coming from the south
- SURVEY:
 - Visibility/marketing improvements at 20th popular.

4

Hopewell Twp School & Shopping Center Area



Hopewell Twp School & Shopping Center Area

Site-Specific Enhancements

- Laird Ave
- Longvue Ave
- Hopewell Shopping Center



Hopewell Twp School & Shopping Center Area

Laird Ave— Option 1 - Left Turn Acceleration Install an LTA

- NB Laird Ave left turns allowed
- SB Laird Ave RI/RO
- No Laird Ave thru movements

Peak	No-Build	Alt
2045 AM	C	B
2045 PM	F	C



Hopewell Twp School & Shopping Center Area

Laird Ave— Option 2 - Left Turn Acceleration Install an LTA

- Missing movements rerouted to Longvue Ave

Peak	No-Build	Alt
2045 AM	C	B
2045 PM	F	C



4 Public Feedback

HOPEWELL TOWNSHIP SCHOOL AND SHOPPING AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Laird Ave LTA	Moderate	Moderate	Nominal	None	None

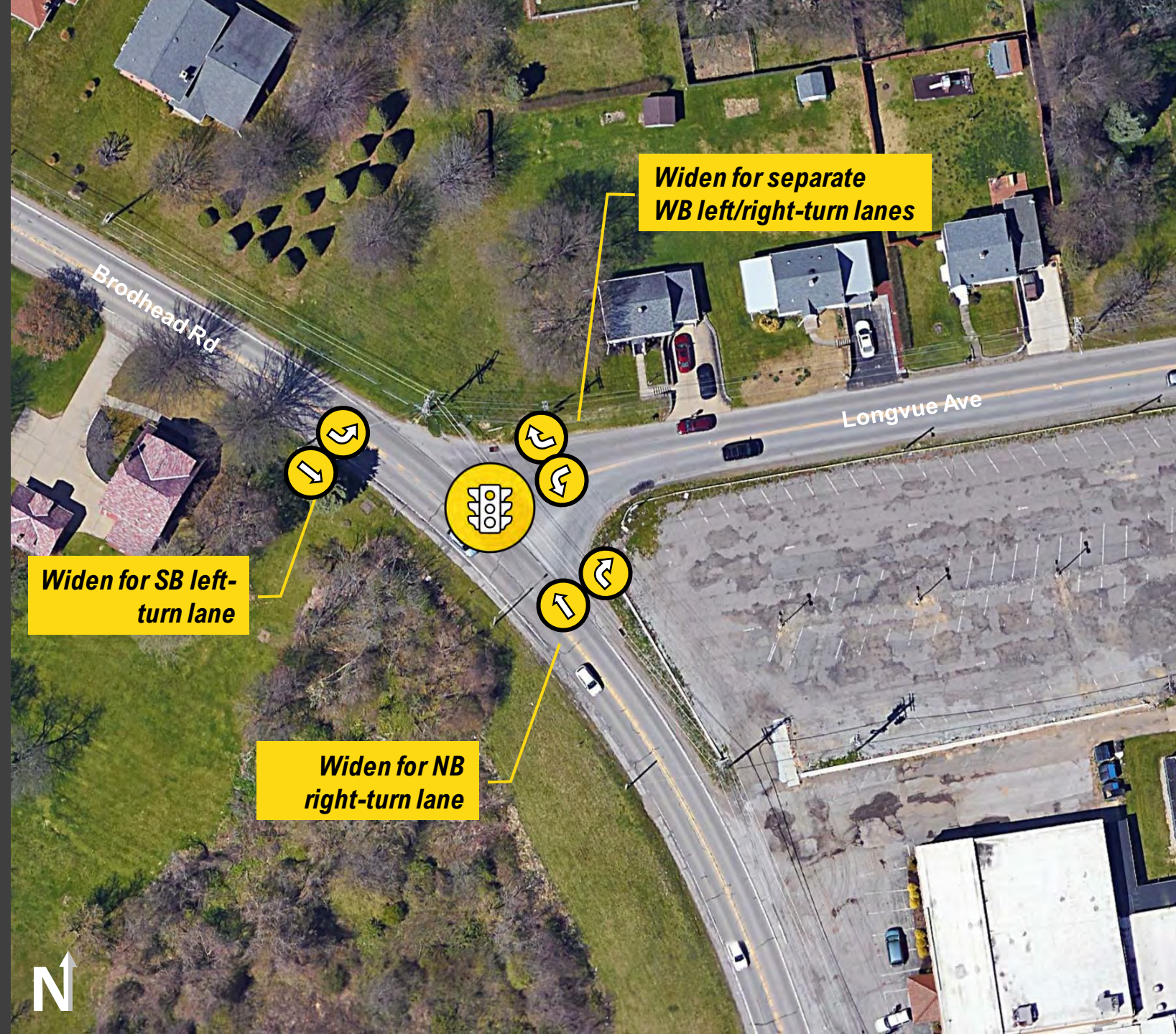
- BREAKOUT COMMENTS:
 - Proposed reconfiguration at Laird made difficult by school buses leaving junior high.
- SURVEY:
 - Need to consult Laird/Longvue neighborhood specifically

Hopewell Twp School & Shopping Center Area

Longvue Ave Signal – Option 1 Install a traffic signal

- Decreases lengthy WB delay
- Calms traffic speeds
- Aids visibility issues

Peak	No-Build	Alt
2045 AM	F	C
2045 PM	F	C



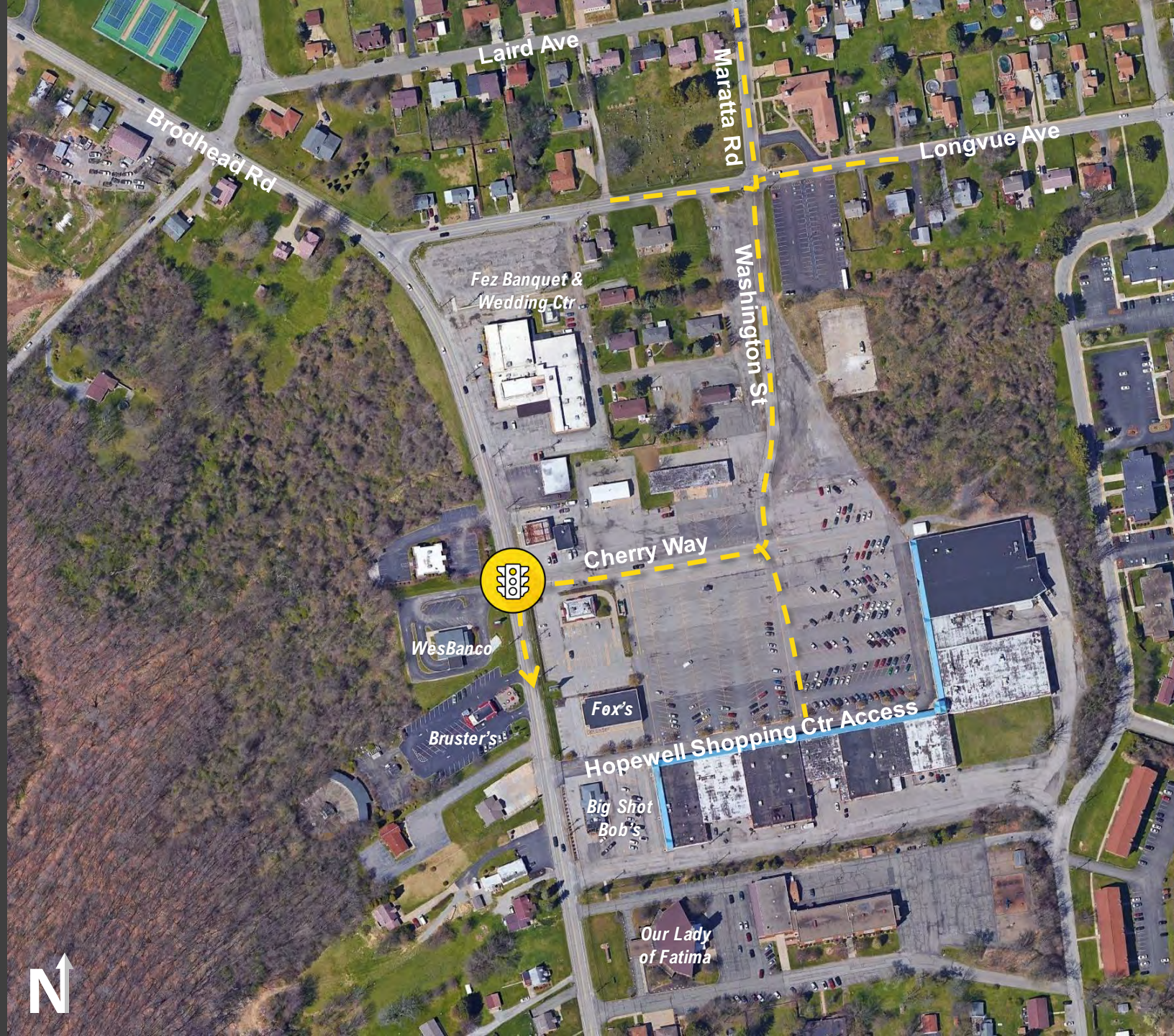
Breakout Room

Hopewell Twp School & Shopping Center Area

Cherry Way Signal – Option 2

Install a traffic signal

- Shifts WB left traffic to Cherry Way
- Washington St + Cherry Way become public ROW
- Circuitous path from Longvue Ave



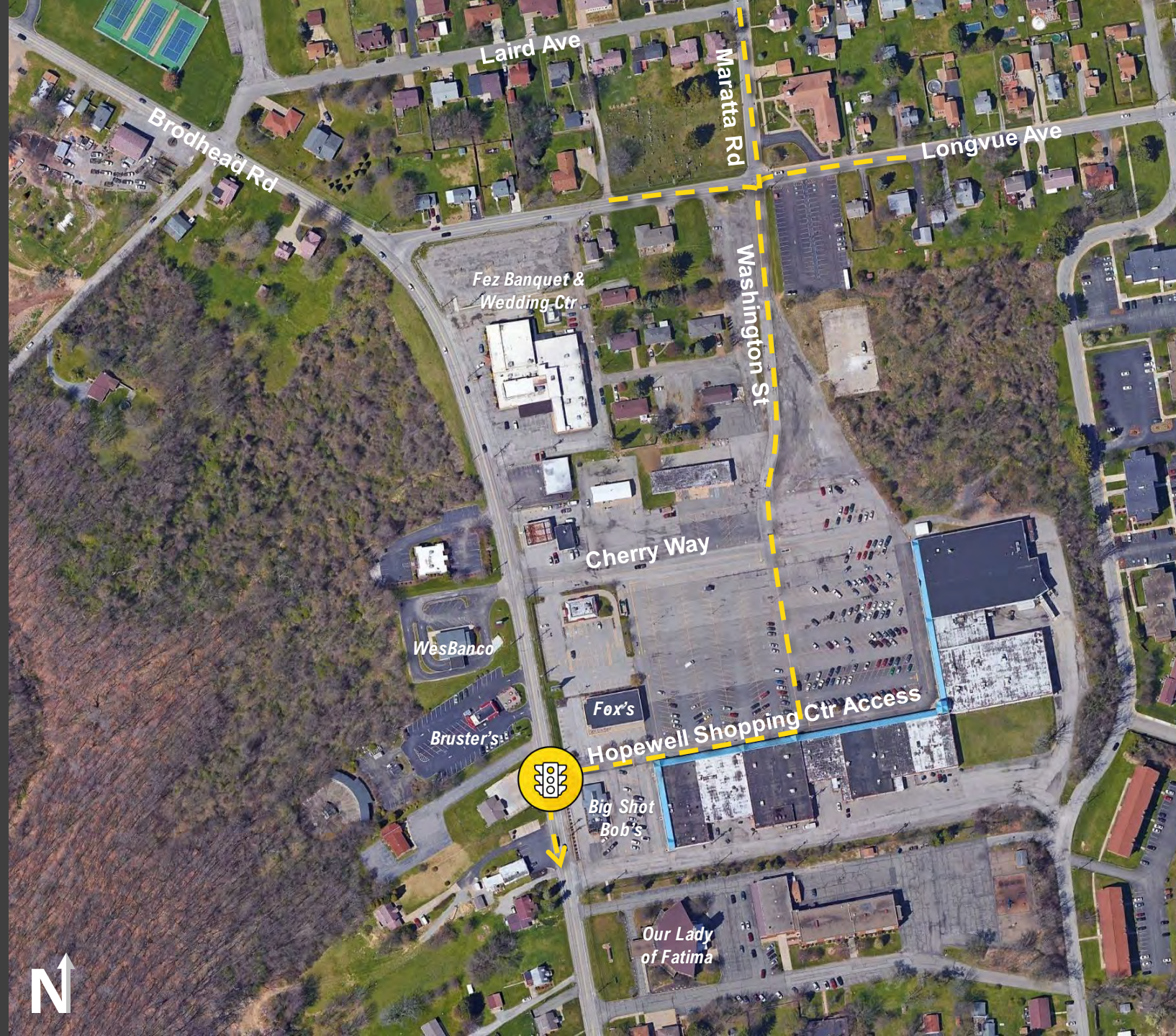
Breakout Room

Hopewell Twp School & Shopping Center Area

Hopewell Shopping Ctr Signal – Option 3

Install a traffic signal

- Shifts WB left traffic to Hopewell Shopping Center
- Washington St + Hopewell Shopping Center Access become public ROW
- Very circuitous path from Longvue Ave



4 Public Feedback

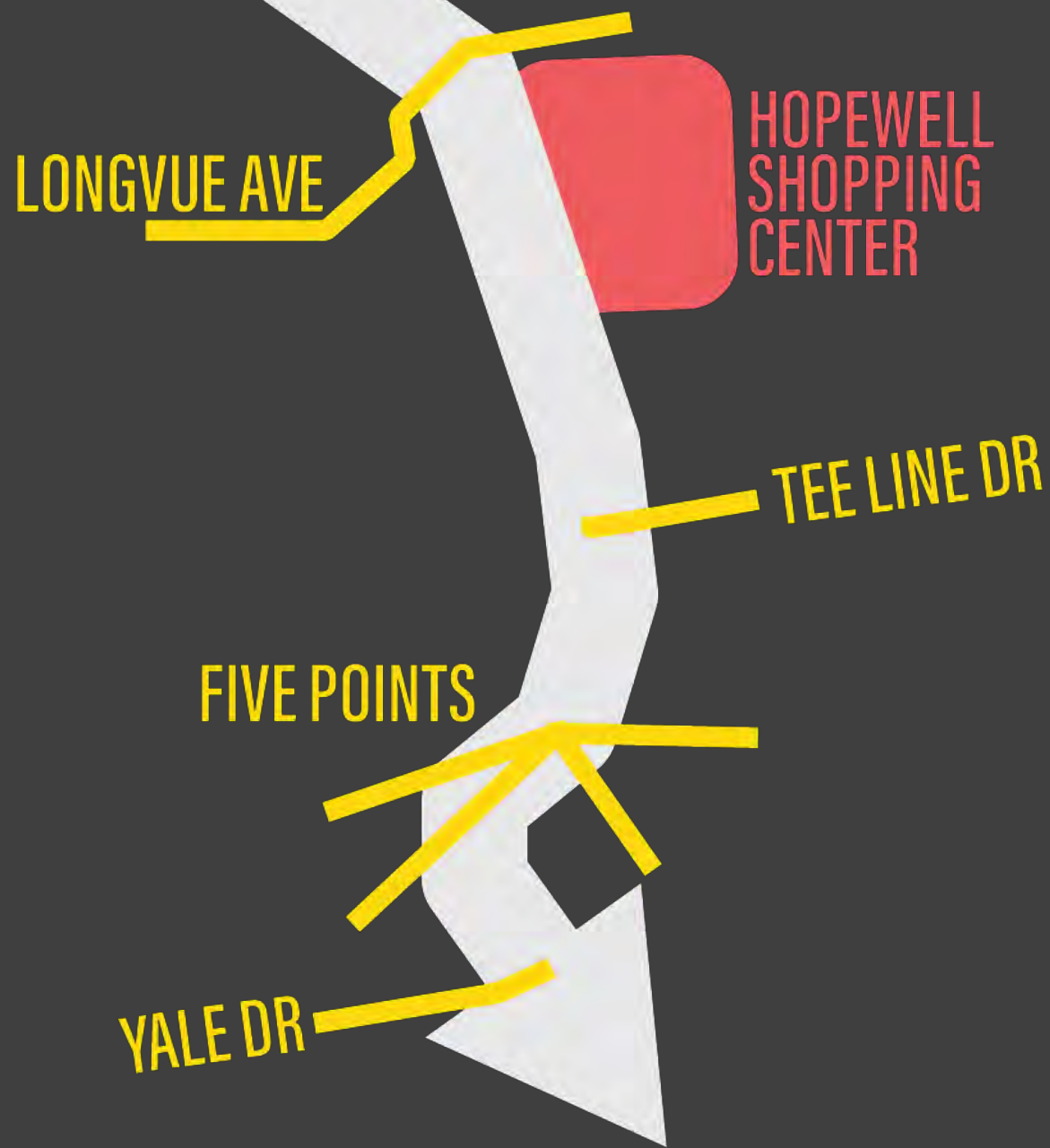
HOPEWELL TOWNSHIP SCHOOL AND SHOPPING AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Longvue Ave Signal	Moderate	Moderate	Moderate	Nominal	None
Cherry Way Signal	Moderate	Moderate	Moderate	Moderate	None
Shopping Ctr Signal	Moderate *	Moderate	Moderate	Moderate	None

* Reroutes traffic to the storefronts of the plaza

- BREAKOUT COMMENTS:
 - Most supportive of adding a signal at either Cherry or a location south of Cherry between Fox's and old Blockbuster video.
- SURVEY:
 - Mixed reviews on where to put signal near shopping center. Longvue slightly favored.
 - Bike connections important, sidewalks desired.
 - Need to consult Laird/Longvue neighborhood specifically

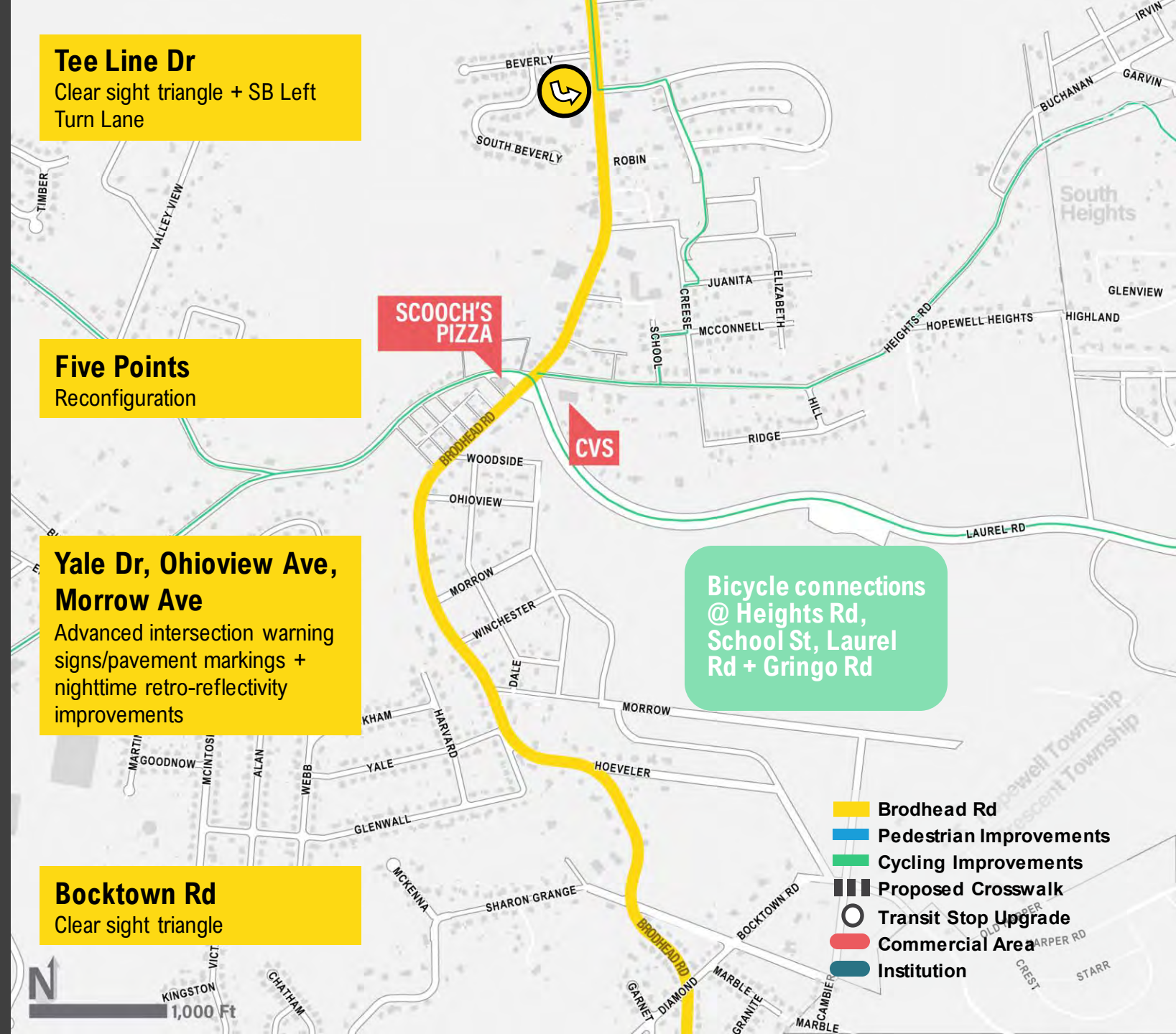
5 Five Points Area



Five Points Area

Site-Specific Enhancements

- Tee Line Dr
- Five Points
- Yale Dr/ Ohioview Ave / Morrow Ave
- Bocktown Rd



5 Public Feedback

FIVE POINTS AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Tee Line Dr Turn Lane	Nominal	Nominal	Nominal	Nominal	Nominal
Yale Dr, Ohioview Ave & Morrow Ave Advance Warning Improvements	Moderate	Nominal	Nominal	None	None
Bocktown Rd Sight Distance	Moderate	Nominal	Nominal	None	Nominal

• SURVEY:

- Lukewarm response to SB left turn lane at Tee Line Dr and to bike connections in this area

Five Points Area

Five Points—Option 1 No-Build

- Three split phases
- Lengthy delays on all approaches
- Skew on EB Gringo Rd
- Truck movements impacted

Peak	No-Build
2045 AM	F
2045 PM	F



Five Points Area

Five Points—Option 2 Signal Optimization w/Heights Rd Rd Closure

- Fits within ROW
- Improves ped phasing
- Failing LOS

Peak	No-Build	Alt
2045 AM	F	E
2045 PM	F	E



Five Points Area

Five Points—Option 3 Route 151 Realignment w/ Signal Reconfiguration

- Requires ROW
- Reduces skew
- Improves EB truck operations
- Improves ped phasing

Peak	No-Build	Alt
2045 AM	F	B
2045 PM	F	C



Five Points Area

Five Points—Option 4 Quadrant Roadway w/ Brodhead Rd Overpass and Heights Rd Separation

- Requires ROW + Route 151 tunnel
- Two new 3-leg signals
- Improves all movements

Peak	No-Build	Alt	
		Brodhead	SR 151
2045 AM	F	C	B
2045 PM	F	C	B



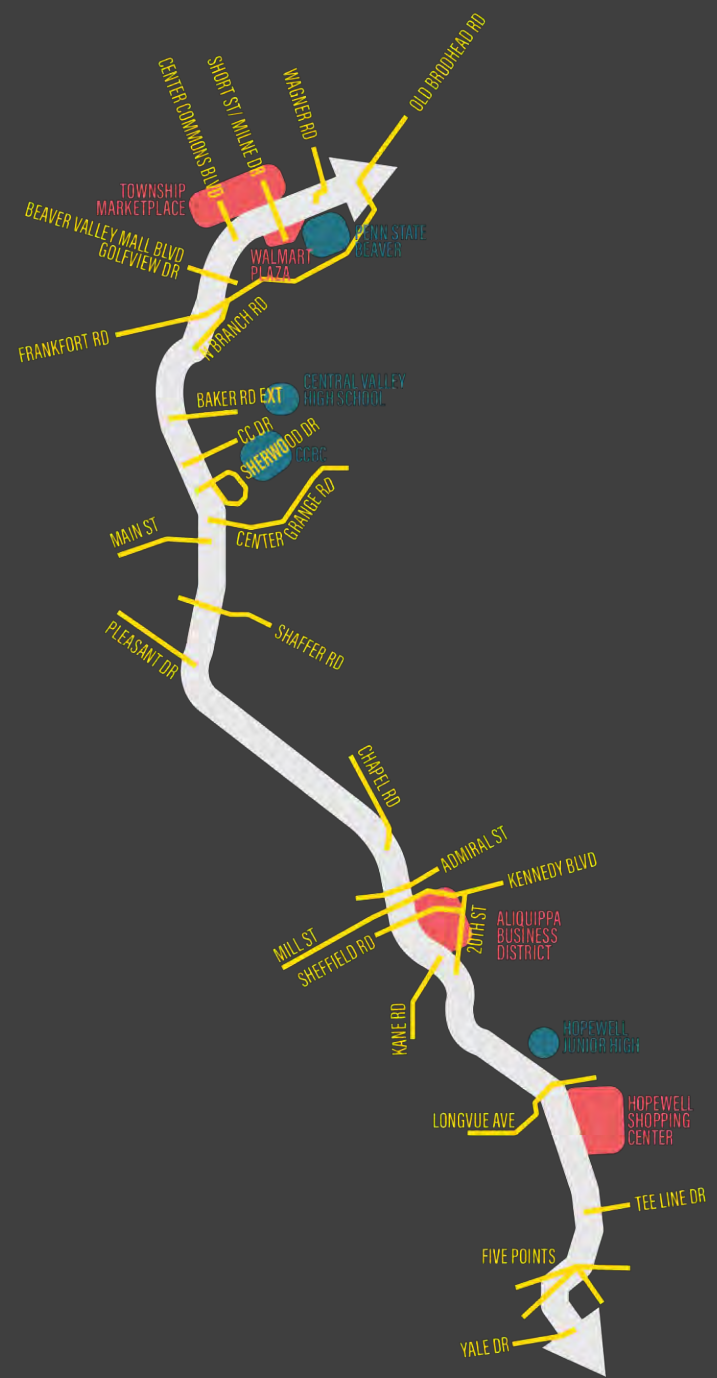
5 Public Feedback

FIVE POINTS AREA

Alternative	Safety Benefits	Operations Benefits	ROM Cost	ROW Impact	Env. Impact
No-Build	Degrades	Degrades	None	None	None
Heights Rd Closure	Nominal	Nominal	Nominal	Nominal	Nominal
Rt 151 Realignment	Moderate	Moderate	Significant	Significant	Moderate
Quadrant Roadway	Significant	Significant	Significant	Significant	Moderate

- BREAKOUT COMMENTS:
 - Traffic could cut through commercial lots if Heights is closed
 - Consider rerouting Heights and connecting it to Laurel elsewhere
- SURVEY:
 - No-build option for Five Points is a nonstarter: “Improvements are definitely needed.”
 - Rt 151 Realignment for Five Points scores highest, followed by Quadrant Roadway. “This is a BRILLIANT conceptual!”
 - Concern for impact to businesses

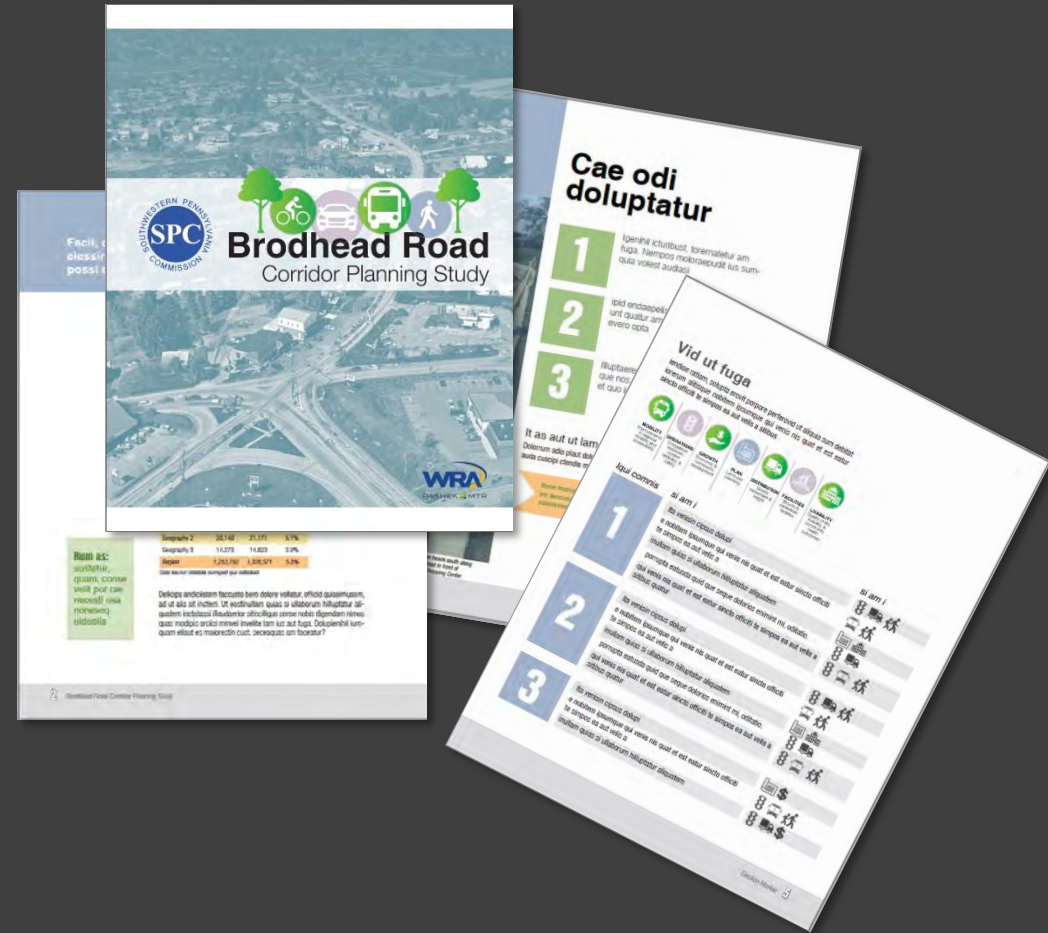
Next Steps/ Summary





Next Steps

Produce draft report reflecting committee feedback, review and revise, present



Questions?

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