

Comprehensive Traffic Study of Downtown Carlisle

Borough Council Meeting

October 9, 2008

Chad Decker and Bill Brown

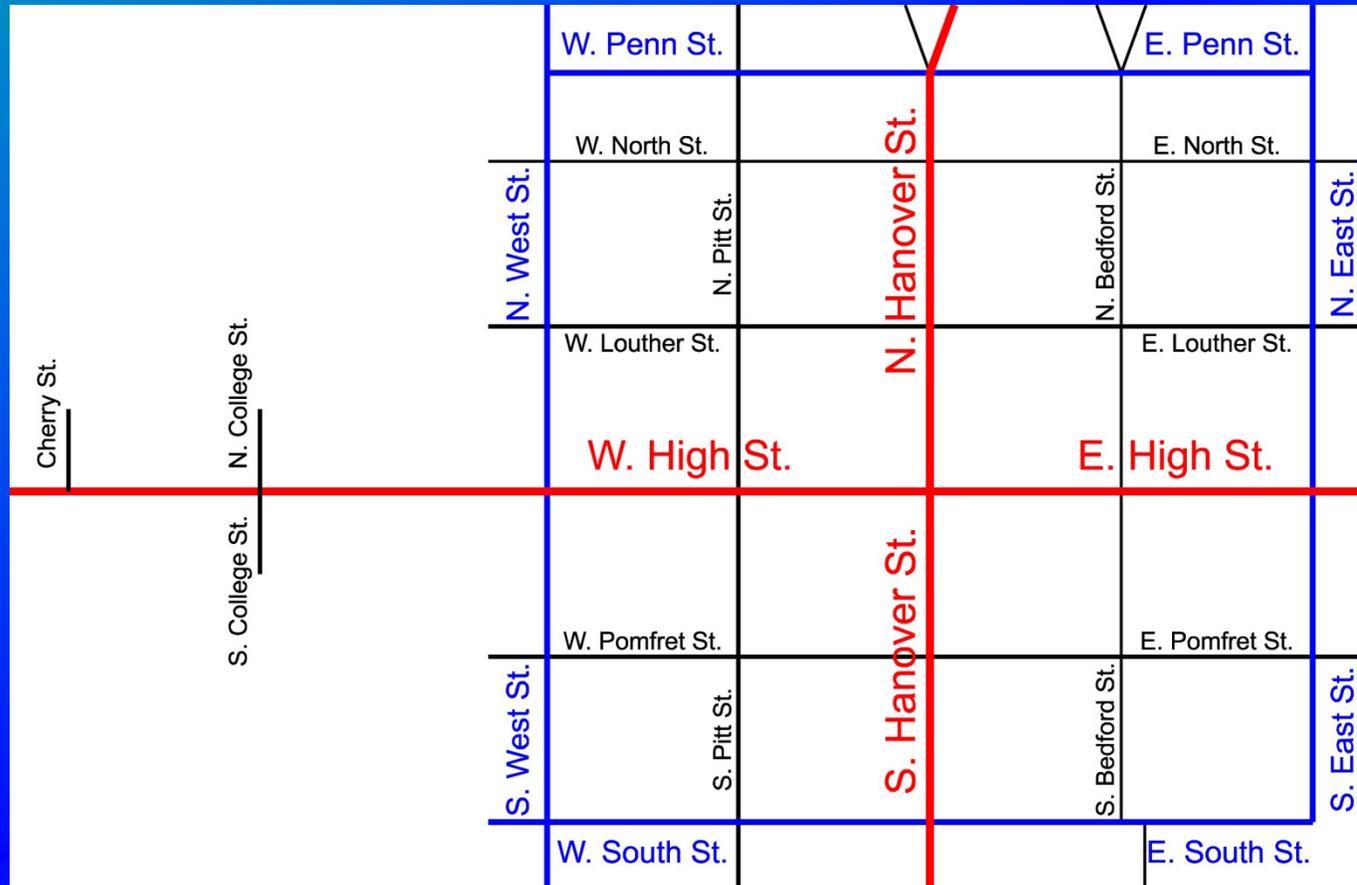
Dewberry-Goodkind, Inc.

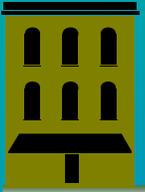
of Carlisle, PA



Comprehensive Traffic Study of Downtown Carlisle

Study Area





Study Objectives



- ◆ Calm traffic and enhance small-town feeling
- ◆ Promote walking and bicycling
- ◆ Reduce accidents
- ◆ Reduce air and noise pollution
- ◆ Maximize downtown business success
- ◆ Improve parking access and safety
- ◆ Reduce truck traffic in the Downtown

Recommendations



- ◆ Road Diet for Hanover and High Streets: Four-lane to three-lane conversion
- ◆ Designated left turn lanes at every signalized intersection in the Study Area
- ◆ Bike lanes on High and Hanover Streets
- ◆ Curb extensions at intersections
- ◆ Stamped asphalt median
- ◆ Traffic Signal Timing Optimization

Recommendations (cont'd)



- ◆ State of the art video detection
- ◆ Protected left turn phasing for the Square
- ◆ Concurrent pedestrian phasing
- ◆ Expanded use of pedestrian countdown signals
- ◆ Emergency vehicle pre-emption
- ◆ Signing enhancements for truck traffic
- ◆ Speed Cushions for parallel streets



Road Diet Benefits



- ◆ Proven traffic calming benefits
- ◆ Lower vehicle speeds and improved safety
- ◆ Increased pedestrian and bicycle safety
- ◆ Incorporate all modes of transportation
- ◆ No significant increase in congestion
- ◆ Consistent with PennDOT Smart Transportation Guidebook (March 2008)

Bike Lane Benefits



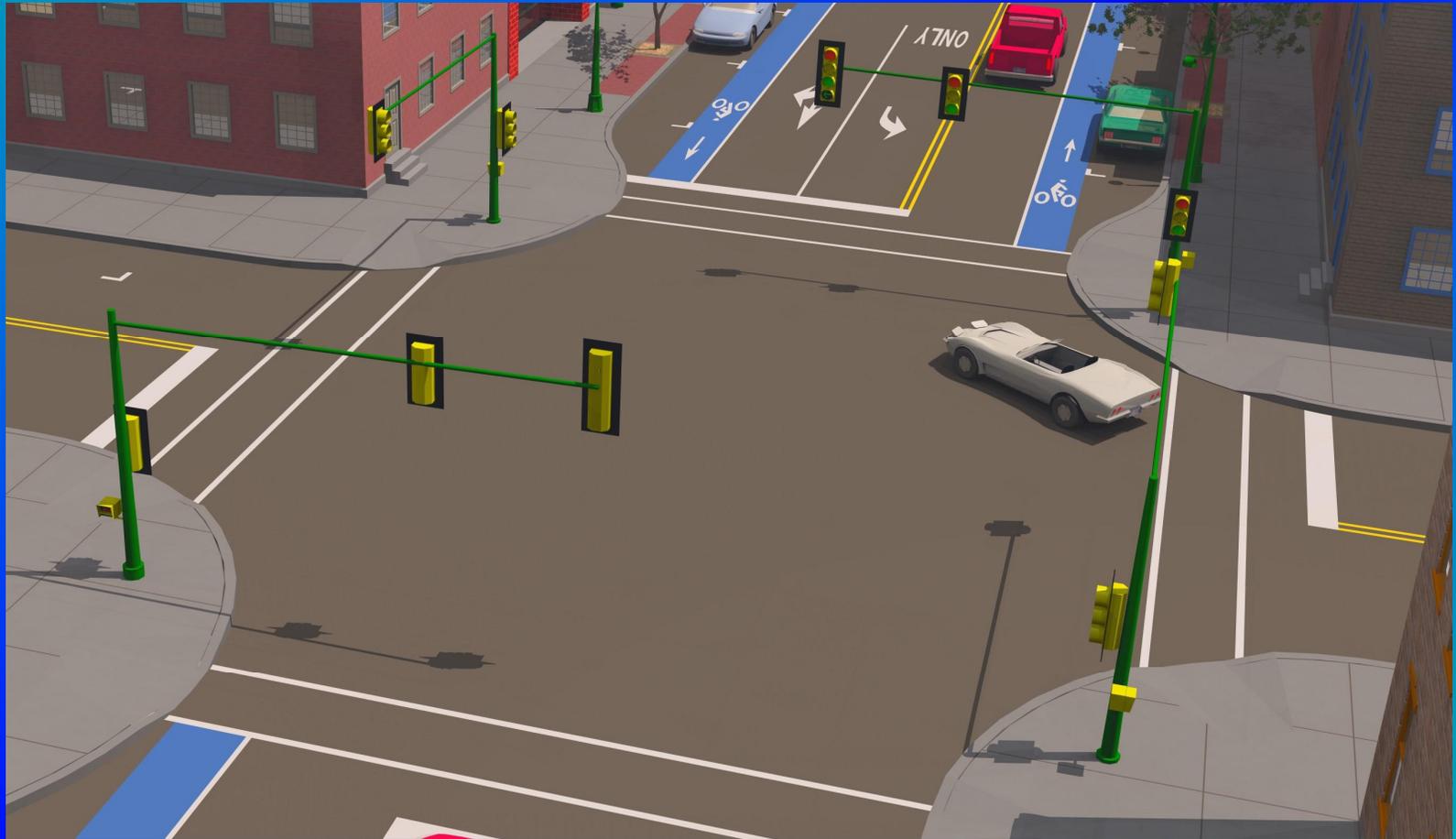
- ◆ Reduced vehicular volumes as people choose bikes for short trips
- ◆ Increased safety for bicyclists
- ◆ Help motorists predict where to expect bikes
- ◆ Reduced air/noise pollution and fuel use
- ◆ Promotes a healthy activity and exercise
- ◆ Consistent the LRA's Greenway Plan



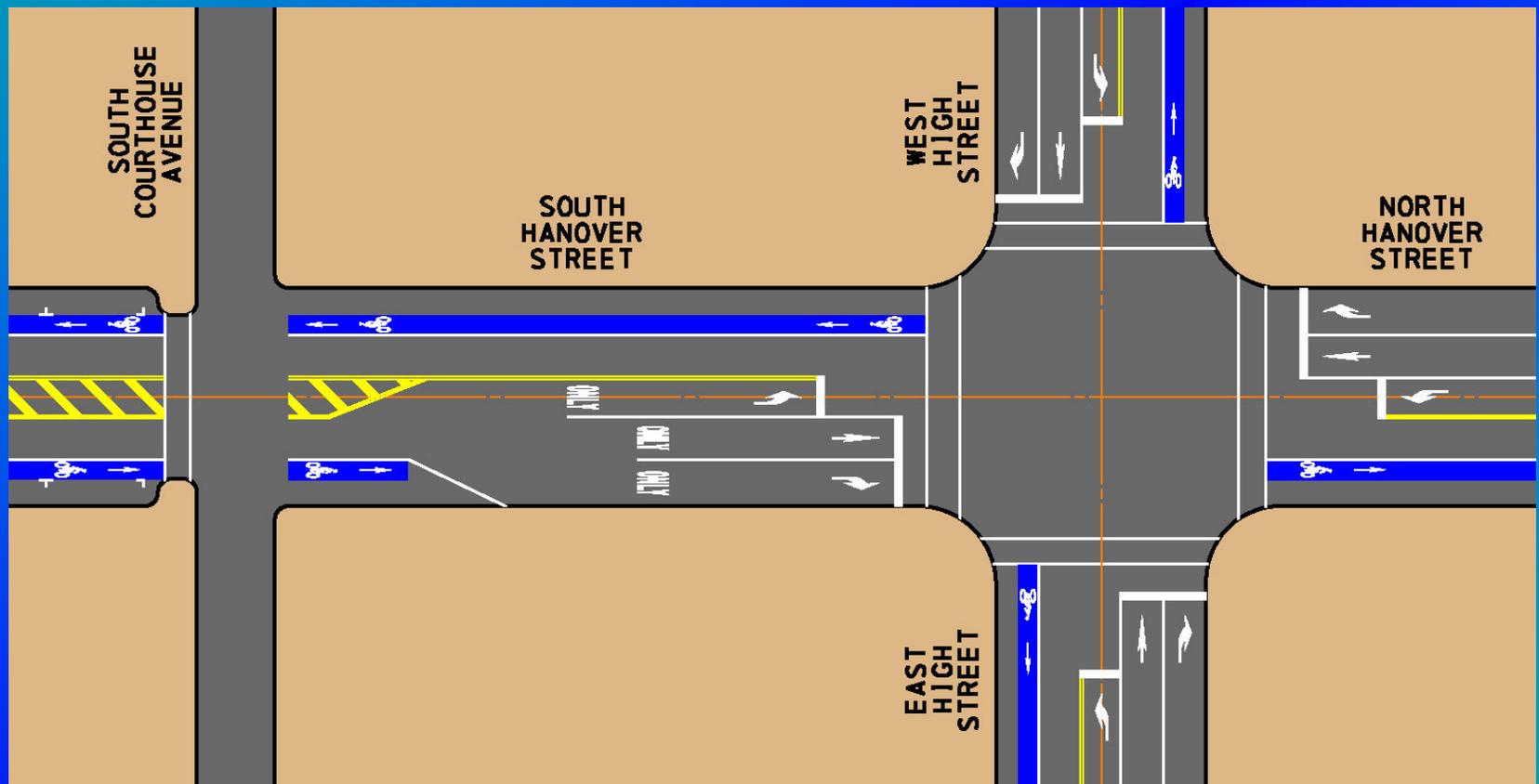
Proposed Conditions



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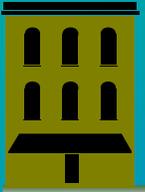
Hanover St. & High St.



Downtown Delivery Options



- ◆ All Day Dedicated Delivery Zones on High and Hanover
- ◆ Time of Day Restricted Delivery Zones on High and Hanover
- ◆ Deliveries made from side streets and alleys where possible



Construction Phase 1



- ◆ New pavement markings
- ◆ Bike lane markings
- ◆ Adjust traffic signal timings at project signals
- ◆ Left turn signals/phasing at the Square
- ◆ Emergency vehicle pre-emption
- ◆ Truck Mitigation Signing
- ◆ \$456,000 in 2008 dollars



Construction Phase 2



- ◆ Pedestrian Countdown Signals
- ◆ Video Detection
- ◆ Stamped asphalt median
- ◆ Blue bike lanes with anti-skid treatment
- ◆ Speed cushions
- ◆ \$1,121,000 in 2008 dollars

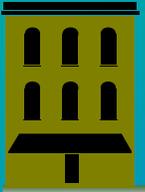




Construction Phase 3



- ◆ Curb Extensions
- ◆ Drainage modifications (inlets, slotted drains)
- ◆ ADA compliant curb ramps
- ◆ \$504,000 in 2008 dollars



Possible Funding Sources



- ◆ Federal Funds – must compete with the PennDOT Bridge Program for resources on the region's TIP
- ◆ PennDOT would administer the design and construction of the project.
- ◆ Borough would have little control over the schedule of the project.
- ◆ PennDOT funds the design and construction.



Possible Funding Sources



- ◆ PennDOT Cost Reimbursement Programs
- ◆ Hometown Streets Program
- ◆ Safe Routes to School Program
- ◆ Borough would fund the project design
- ◆ PennDOT would reimburse the Borough for most of the project construction.
- ◆ Typical 80/20 split



Possible Funding Sources



- ◆ Local Let Project
- ◆ Borough has the most control over project scope and schedule
- ◆ Borough would pay for the design and construction
- ◆ Grants – Community Development Block Grants
- ◆ Low-interest loans - PA Infrastructure Bank



Questions/Comments



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