

ORDINANCE NUMBER 6 OF 2022

**AN ORDINANCE DESIGNATING A TURNAROUND AREA FOR RESIDENTS AT THE
EASTERLY DEAD END OF WASHINGTON STREET**

WHEREAS, Throop Borough Council passed a Motion to have Reilly Associates perform a Traffic and Engineering Study at the easterly dead end of Washington Street to designate a turnaround area for residents and to post it accordingly; and

WHEREAS, Reilly Associates completed its Traffic Assessment and issued its report dated June 27, 2022; and

WHEREAS, it is Throop Borough Council's intention to adopt the findings contained in Reilly's Washington Street Traffic Assessment.

**NOW THEREFORE, BE IT ORDAINED AND ENACTED BY THE COUNCIL OF THE
BOROUGH OF THROOP AS FOLLOWS:**

1. It is recommended that a No Parking zone be established both on the southern side of Washington Street and in the turn-around area for a distance of 41 feet.
2. The exact location of the no parking area can be adjusted to fit field conditions as long as the overall no parking area dimensions are held.
3. The entire turn around area can be posted for no parking.
4. Attached and made part of this Ordinance is Reilly Associates Traffic Assessment dated June 27, 2022.

SECTION 1.

If any section, clause, provision or portion of this ordinance shall be held invalid or unconstitutional by any Court of competent jurisdiction, such decision shall not affect any other section, clause, provision or portion of this Ordinance so long as it remains legally enforceable minus the invalid portion. The Borough of Throop reserves the right to amend this Ordinance or any portion thereof from time to time as it shall deem advisable in the best interests of the promotion of the purposes and intent of this Ordinance and the effective administration thereof.

SECTION 2.

This ordinance shall become effective immediately upon its enactment.

SECTION 3.

This Ordinance is enacted by the Council of the Borough of Throop under the authority of the Act of the Legislative, as amended, December 12, 1990, P.L. 1994, No. 220, and any other applicable law arising under the laws of the Commonwealth of Pennsylvania.

ORDAINED AND ENACTED this 13th day of September 2022.

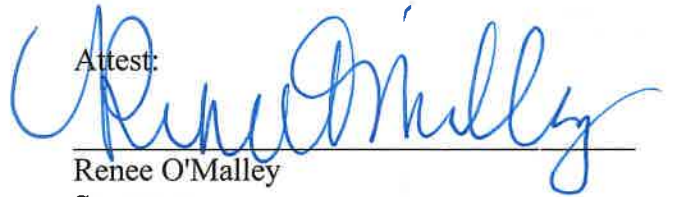


Rich Kucharski
Council President



Joe Tropiak
Mayor

Attest:



Renee O'Malley
Secretary



June 27, 2022

Throop Borough
436 Sanderson Street
Throop, PA 18512

Attention: Robert Kalinoski, Street Commissioner

Re: Washington Street Turn-Around Area
& No Parking Recommendations

Dear Mr. Kalinoski:

Throop Borough has requested Reilly Associates (RA) to review the existing conditions at the southeastern end of Washington Street in the Borough and evaluate an existing turn-around area for necessary restrictions on parking.

The 1,000 block of Washington Street, which includes the section from its intersection with Loftus Street to its terminus, is a two-way roadway approximately 480 feet long. It is bounded on the northeasterly side by the Washington Street Park and on the southwesterly side by seven residential properties. The roadway is asphalt with asphalt curbs and is 20'-2" wide. There are typically vehicles parked on the southern side of the roadway at various locations. There is an existing 20-foot-wide gravel turn-around area on the northeasterly side beginning about 20 feet east of the southeasterly Washington Street Park fence corner and extending toward the end of Washington Street for 61 feet. The turn-around area is to allow vehicles to complete a three-point turn so that backing out is not necessary. The concern is that when vehicles are parked on the southern side of the roadway within the turn-around area, it becomes impossible to complete the three-point turn.

To confirm this, RA simulated a typical passenger vehicle making a three-point turn at the end of Washington Street utilizing the turn-around area. The simulation was completed using Auto CAD's Vehicle Tracking software using a standard passenger vehicle as defined in Chapter 2 of the *Policy on Geometric Design of Highways and Streets, 7th Edition*, published by the American Association of State Highway and Transportation Officials (AASHTO). The simulated vehicle was initially positioned on the roadway assuming there are vehicles parked on the southern side of the roadway. This simulation is depicted in **Figure 1** attached to this letter. As can be seen on this attachment, the passenger vehicle requires the entire roadway width to effectively complete a three-point turn. The attachment shows a gray shaded area which defines the area necessary for the vehicle to complete the three-point turn. It is recommended that a No Parking zone be established both on the southern side of Washington Street and in the turn-around area for a distance of 41 feet.



The proposed sign layout is also shown in **Figure 1**. The exact location of the no parking area can be adjusted to fit field conditions as long as the overall no parking area dimensions are held. The entire turn around area can be posted for no parking if desired.

If you have any questions, please do not hesitate to contact me.

Sincerely,

REILLY ASSOCIATES

A handwritten signature in blue ink that reads "Paul A. Menichello". The signature is fluid and cursive, with the first name being the most prominent.

Paul A. Menichello, PE, PTOE
Project Manager

Enclosure

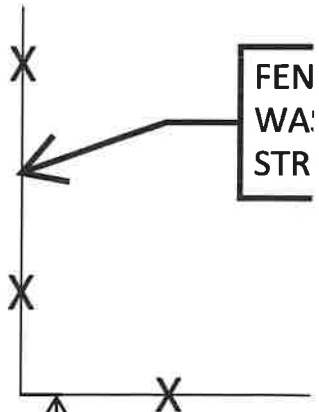
P - Passenger Car



R7-302
12"x18"

1'-0"

5'-7 1/2"



FEN
WA:
STR

20'-0"

21'-0"

R7-302
12"x18"

