

ORDINANCE NUMBER 3 OF 2021

AN ORDINANCE OF THROOP BOROUGH, COUNTY OF LACKAWANNA, COMMONWEALTH OF PENNSYLVANIA, PROHIBITING PARKING ON THE SECTION OF CHARLES STREET ON THE NORTHWESTERLY SIDE FROM ITS INTERSECTION WITH NORTH STREET TO ITS INTERSECTION WITH SANDERSON STREET.

WHEREAS, Throop Borough Council expressed concern regarding on street parking on Charles Street; on the northwesterly side from its intersection with North Street to its intersection with Sanderson Street.

WHEREAS, as a result of the above, Throop Borough Council ordered a engineering and traffic study to be performed.

WHEREAS, Throop Borough Engineers, Reilly Associates, performed an engineering and traffic study on Charles Street in accordance with relevant Pa. DOT Publications including but not limited to 13M & DM2 considering accident analysis, capacity analysis, sight distance, geometric review; and,

WHEREAS, it is Throop Borough's Council intention to incorporate Reilly's recommendations which appear in its report dated January 25, 2021.

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

1. A "No Parking" zone is established on BOTH sides of Charles Street within the study area and maintain the existing 15-foot lanes. Bicycle lanes with 5-foot widths could potentially be delineated with pavement markings if traffic calming is desired in this area. Eliminating parking on both sides of the roadway allows for adequate sight distance for the driveways in this roadway segment and also allows for better pedestrian visibility in this area as pedestrians would not be "hidden" behind parked cars. The limits of the no parking zone are delineated on Figure 4 of the report attached as Exhibit "A"
2. The engineering and traffic study dated January 25, 2021 is attached hereto and marked as Exhibit "A".

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 12th day of April, 2021.



Rich Kucharski
Council President



Joe Tropiak
Mayor

Attest:


Renee O'Malley
Secretary

Engineering

Environmental

Surveying

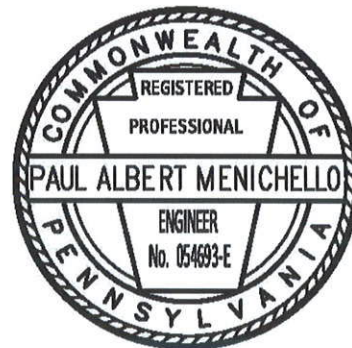
CHARLES STREET
NORTH STREET TO
SANDERSON STREET

THROOP BOROUGH
LACKAWANNA COUNTY,
PENNSYLVANIA

PARKING ASSESSMENT

Prepared for:
Throop Borough
436 Sanderson Street
Throop, PA 18512

January 25, 2021



Paul A. Menichello

Prepared By:
REILLY ASSOCIATES
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RA# 18004.03

CHARLES STREET
THROOP BOROUGH
LACKAWANNA COUNTY

PARKING ASSESSMENT
NORTH STREET TO SANDERSON STREET

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BACKGROUND

Throop Borough has asked Reilly Associates to evaluate whether or not there should be parking restrictions for the section of Charles Street on the northwesterly side from its intersection with North Street to its intersection with Sanderson Street.

Reilly Associates assessed the existing conditions on January 25, 2021, which includes measurement for roadway width and driveways within the roadway segment. This information was then used to assess whether or not parking should be included as part of the roadway section within the study area.

EXISTING CONDITIONS

Charles Street in the project area is a two-lane, two-way collector roadway that connects Sanderson Street (SR 2008) into Scranton City. It is used as a primary route to the Green Ridge Section of Scranton. It is also used as a connection to Boulevard Avenue in Dickson City via Pancoast Street. According to the Traffic Information Repository on-line database published by PENNDOT, the average daily traffic on Charles Street is approximately 5,300 vehicles per day. The section of Charles Street in the study area is an asphalt roadway with an approximate width of 30 feet with alternating asphalt or concrete curbing. The posted speed limit is 25 miles per hour. This section of Charles Street includes access points to the Throop Civic Center, the Throop Borough Building and the Throop Police Headquarters. Remaining properties are residential in this area. There is a moderate amount of pedestrian traffic in this area with the aforesaid public uses generating the pedestrian traffic.

A Site Location Map is included as Figure 1 and Study Area Map included as Figure 2.

ANALYSIS

In reviewing information provided in PENNDOT's Publication 13M, Design Manual 2 (DM-2) Design Matrix Tables for collector roadways, recommended lane widths generally range from 10 feet to 12 feet. The minimum parking lane width is 7 feet. Desired operating speeds range from 25 to 30 miles per hour.

In the study area for Charles Street, the existing cartway width is 30 feet. Near the intersection with Sanderson Street, there is a painted double yellow line stripe separating the direction of travel which is painted in the center of the roadway (ignoring the "flare" in the roadway width immediately at the intersection on the northwesterly side), establishing 2-15-foot lanes. Assuming this is maintained throughout the study area, even with the minimum 10-foot lane widths, the remaining 5 feet of pave is inadequate to establish a parking lane on either side of the roadway. The remaining 5 feet of pavement could be used as a bicycle lane if it is noted that there is a fair amount of bicycle traffic that uses this roadway.

If desired, it is possible to establish parking on one side of the roadway. For example, if it is desired not to have parking on the northwesterly side (this includes the side of the street with the police station and Borough building), the southbound lane could be maintained at 12 feet (10-foot travel lane and a 2-foot water table). The northbound lane could also be established at 10 feet leaving room for an 8-foot parking lane on the southeasterly side of the road. This would allow for parking on the southeasterly side of the roadway. In this case, it is recommended to sign no parking areas on this side in the area of driveways so that vehicles egressing from the driveways have adequate sight distance to safely pull out into traffic. Given that there is a driveway for the Civic Center and a private residential driveway within this 330-foot segment of roadway, it is likely that there would only be enough room for few, if any parking spaces.

A typical section showing either alternative is included as Figure 3.

RECOMMENDATION

Based on the analysis above, it is recommended to establish a “No Parking” zone on BOTH sides of Charles Street within the study area and maintain the existing 15-foot lanes. Bicycle lanes with 5-foot widths could potentially be delineated with pavement markings if traffic calming is desired in this area. Eliminating parking on both sides of the roadway allows for adequate sight distance for the driveways in this roadway segment and also allows for better pedestrian visibility in this area as pedestrians would not be “hidden” behind parked cars. The limits of the no parking zone are delineated on Figure 4.



Photo 1: Charles Street at Sanderson Facing Southerly



Photo 2: Charles Street at North Street Facing Northerly

FIGURE 1. CHARLES JONES I
LOCATION MAP

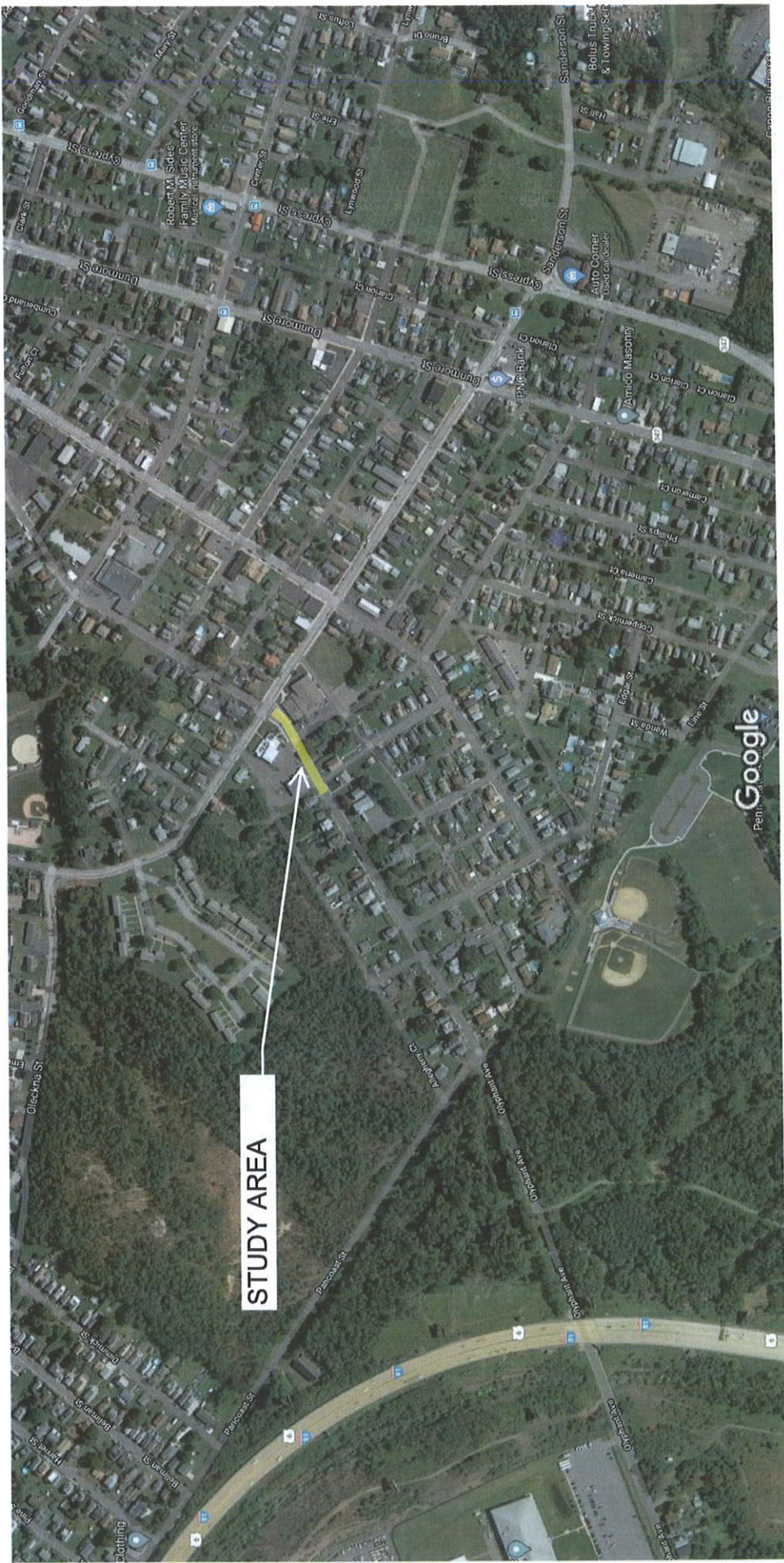
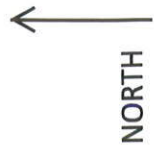
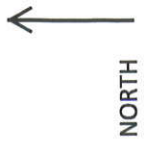
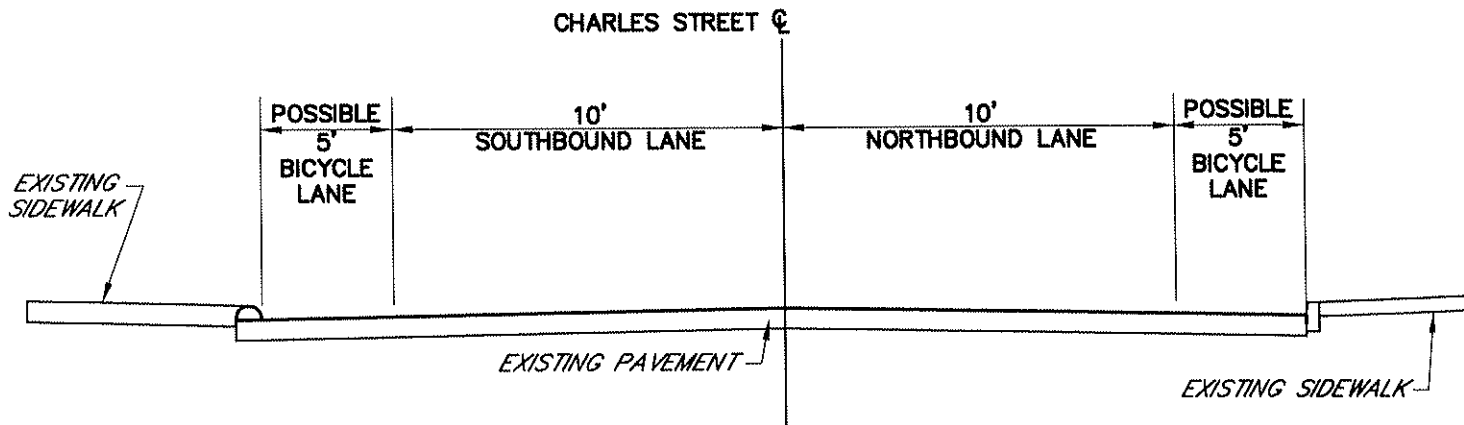


FIGURE 2: CHARLES STREET STUDY AREA

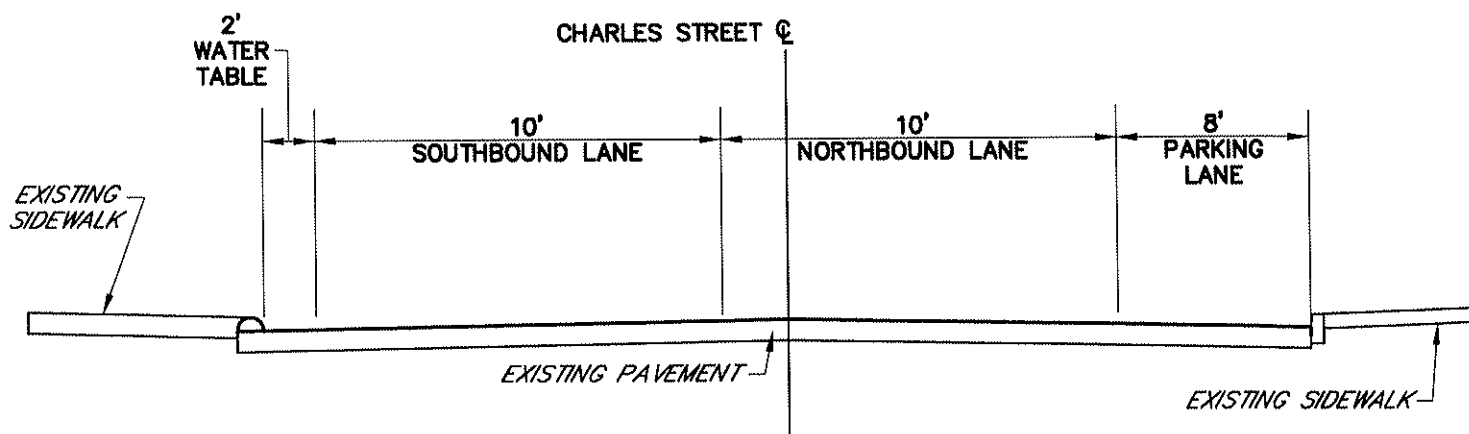


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RECOMMENDED TYPICAL SECTION

15' LANES OR
10' LANES WITH 5' BICYCLE LANES



ALTERNATE TYPICAL SECTION

10' LANES WITH 8' PARKING LANE

THROOP BOROUGH CHARLES STREET PARKING STUDY FIGURE 3: TYPICAL SECTIONS

THROOP BOROUGH, LACKAWANNA COUNTY
PENNSYLVANIA



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Revisions:

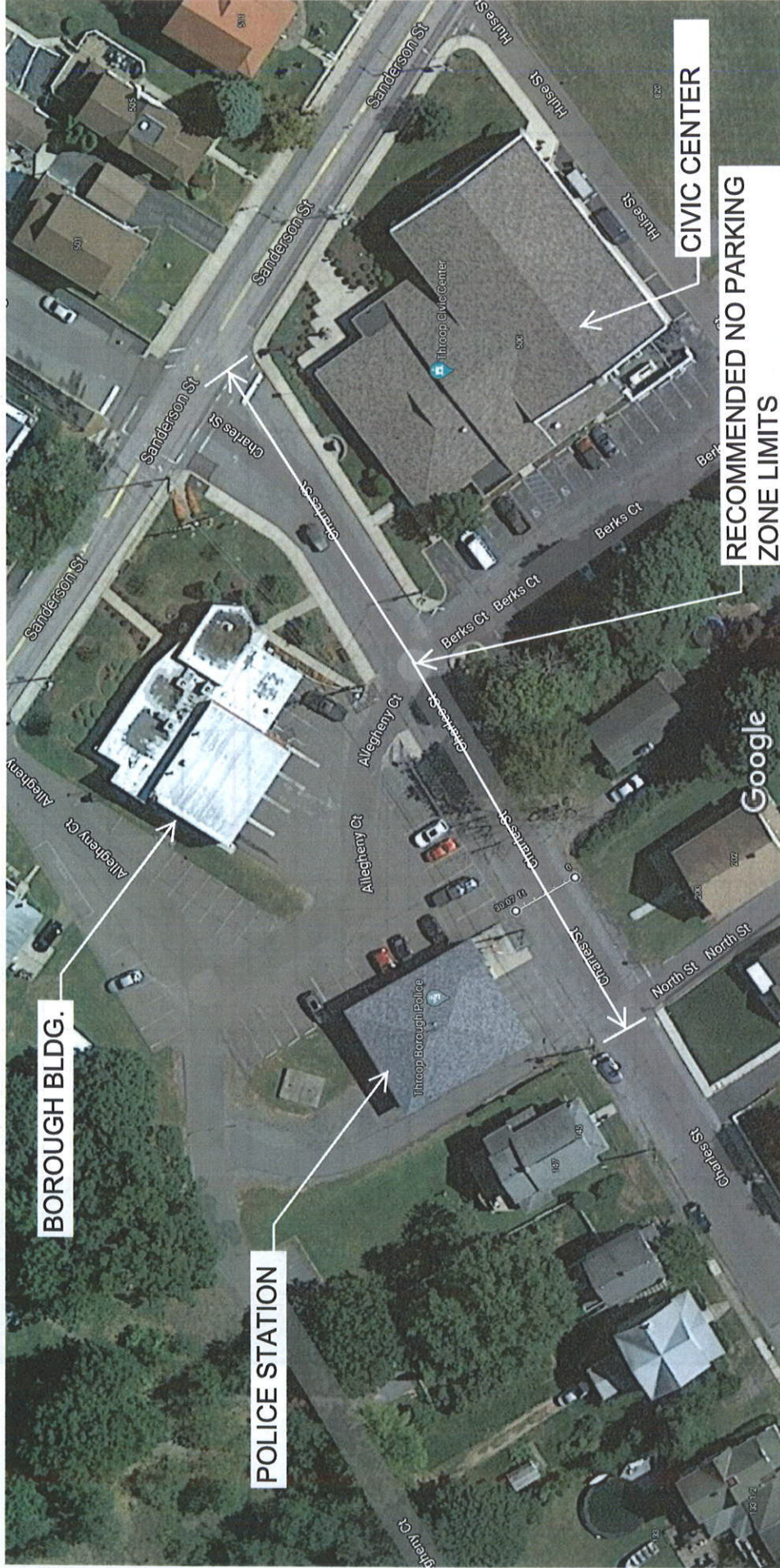
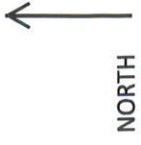
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Date:
1-25-2021

Project No.
18004.03

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FIGURE 4: CHARLES ST/KEE I
RECOMMENDED NO PARKING ZONE
LIMITS



Map data ©2021, Map data ©2021 20 ft

TABLE 1.6 (ENGLISH)
MATRIX OF DESIGN VALUES – NEIGHBORHOOD COLLECTOR

Neighborhood Collector	Rural	Suburban Neighborhood	Suburban Corridor	Suburban Center	Town/Village Neighborhood	Town/Village Center	Urban Core
Lane Width ¹	10' to 11'	10' to 11'	NA	NA	9' to 11'	9' to 11'	9' to 11'
Shoulder Width ^{2,3}	4' to 8'	4' to 8' (if No Parking or Bike Lane)	NA	NA	4' to 6' or Curbed	4' to 6' or Curbed	4' to 6' or Curbed
Parking Lane ⁴	NA	7' Parallel	NA	NA	7' to 8' Parallel	7' to 8' Parallel	7' to 8' Parallel
Bike Lane ⁴	NA	5'	NA	NA	5'	5'	5'
Median (if needed)	NA	8' to 10' Landscaping; 6' to 8' for Peds	NA	NA	8' to 10' Landscaping; 6' to 8' for Peds	8' to 10' Landscaping; 6' to 8' for Peds	8' to 10' Landscaping; 6' to 8' for Peds
Curb Return ⁵	15' to 35'	15' to 35'	NA	NA	10' to 25'	10' to 25'	10' to 25'
Travel Lanes	2	2	NA	NA	2	2	2
Cross Slopes (Minimum) ^{6,7}	2.0%	2.0%	NA	NA	2.0%	2.0%	2.0%
Cross Slopes (Maximum) ⁸	8.0%	6.0%	NA	NA	6.0%	6.0%	6.0%
Bridge Widths	See Section 1.2.C	See Section 1.2.C	NA	NA	See Section 1.2.C	See Section 1.2.C	See Section 1.2.C
Vertical Grades (Minimum) ⁹	0.5%	0.5%	NA	NA	0.5%	0.5%	0.5%
Vertical Clearance (Minimum)	14'-6" See Chapter 2	14'-6" See Chapter 2	NA	NA	14'-6" See Chapter 2	14'-6" See Chapter 2	14'-6" See Chapter 2
Clear Sidewalk Width	NA	4' to 5'	NA	NA	5' to 6'	6'	6' to 8'
Buffer ¹¹	NA	4'+	NA	NA	3' to 5'	3' to 5'	4' to 6'
Shy Distance	NA	NA	NA	NA	0' to 2'	2'	2'
Total Sidewalk Width	NA	4' to 5'	NA	NA	8' to 13'	11' to 13'	12' to 16'
Clear Zone Widths ¹²	See Chapter 12	See Chapter 12	NA	NA	See Chapter 12	See Chapter 12	See Chapter 12
Right-of-Way Widths ¹³	Varies	Varies	NA	NA	Varies	Varies	Varies
Desired Operating Speed (Design Speed)	20-35 mph	25-30 mph	NA	NA	25-30 mph	25-30 mph	25-30 mph
Stopping Sight Distances (Minimum)	2011 AASHTO Green Book, Table 6-3	2011 AASHTO Green Book, Table 6-3	NA	NA	2011 AASHTO Green Book, Table 6-3	2011 AASHTO Green Book, Table 6-3	2011 AASHTO Green Book, Table 6-3
Passing Sight Distances (Minimum)	See Table 2.1	See Table 2.1	NA	NA	See Table 2.1	See Table 2.1	See Table 2.1
Vertical Grades (Maximum) ¹⁴	2011 AASHTO Green Book, Table 6-2	2011 AASHTO Green Book, Table 6-8	NA	NA	2011 AASHTO Green Book, Table 6-8	2011 AASHTO Green Book, Table 6-8	2011 AASHTO Green Book, Table 6-8

TABLE 1.6 (ENGLISH) (CONTINUED)
MATRIX OF DESIGN VALUES – NEIGHBORHOOD COLLECTOR

Matrix of Design Values - Notes (Neighborhood Collector)	
¹	11' to 12' preferred for heavy truck volumes > 5% and regular transit routes. A 1' to 2' offset to the curb is desirable. 14' for an outside lane with no shoulder or bike lane, if optimal accommodation for bicyclists is desired.
²	Shoulders should be installed in urban contexts only as part of a retrofit of wide travel lanes to accommodate bicyclists.
³	Paving for railroad grade crossings shall extend 2' beyond the extreme rails for the full graded width of the highway.
⁴	Design of bike lanes should be considered when identified as part of the Engineering & Environmental (E&E) Scoping process.
⁵	Curb Return radius should be as small as possible. Number of lanes, on street parking, bike lanes, and shoulders should be utilized to determine effective radius.
⁶	Cross slopes of 3.0% are recommended for design speeds less than 40 mph.
⁷	In curbed areas with longitudinal slopes of 1% or less, 3.0% cross slopes may be used on tangents.
⁸	The Maximum superelevation rate is 8% for Rural conditions and 6% for Urban conditions.
⁹	Recommended minimum grade of 0.75% on curbed sections.
¹⁰	The Roadside design values should be considered and implemented as feasible and reasonable; however, Chapter 6, Pedestrian Facilities, should still be used for minimum design criteria. ADA accommodations must be addressed in accordance with ADA policy.
¹¹	Buffer is assumed to be planted area (grass, shrubs and/or trees) for suburban neighborhood and corridor contexts.
¹²	Center piers are not desirable. Increase bridge span where necessary to provide for required horizontal stopping sight distance. Provide clearance for guide rail in front of substructures if protection is required.
¹³	The procurement of sufficient right-of-way width should be based on the preferable dimensions for all the elements of the composite highway cross section and should be adequate to accommodate the construction and proper maintenance of the highway throughout the project. Future widening should be considered and, where needed for safety, additional right-of-way may be required for adequate sight distance. For additional information on right-of-way widths, refer to the 2011 AASHTO Green Book.
¹⁴	For short grades less than 500', one-way downgrades, and grades on low-volume rural or urban collectors, maximum grades may be up to 2% steeper.

