

PA Route 54 Section 090
Community Advisory Committee
Summary for Meeting #2
Held March 20, 2018 at Mahoning Township
849 Bloom Road Danville, PA
5:00-7:00 PM

What follows is a brief summary of the Community Advisory Committee (CAC) meeting #2. The meeting was attended by 18 members of the community representing local municipalities, emergency services, and the local business community. A list of the members is available on the project website. In addition to the CAC members, 12 PennDOT representatives and their Consultants were present. The CAC meeting was run by Chris Bauer, P.E., PTOE of McMahon Associates, Inc. Informational packets were handed out, which included:

- Meeting Agenda
 - Project Goals Developed by CAC Members at Meeting #1
 - 6 - Previously Developed Alternatives: These alternatives included conflict point and weaving diagrams as well as reasons these alternatives were rejected or previously selected as recommended alternatives.
- Chris Bauer began the meeting by sharing some educational information on four terms often used in the evaluation and discussion of traffic congestion and intersection design.
 1. Level of Service (LOS) – much like elementary school, an intersection’s quality of traffic service, or LOS, is “graded” on a scale from A to F, with A being the best functioning intersections and F representing intersections that are over capacity. When modeling intersections in future years we want to avoid LOS E and F.
 2. Conflict Points – there are 3 types of conflicts at intersections: crossing, merging, and diverging points. Crossing conflict points have the potential for the most severe accident.
 3. Queuing – The line of traffic formed while waiting at an intersection.
 4. Weaving – specific to this project, the weaving movements are those vehicles which are attempting to go from Jerseytown Road to Liberty Valley Road, or vice versa. They must quickly merge into the right lane of SR 54 and cross into left lane in order to access the left turn lane to exit.
 - Chris then reviewed the 6 previous alternatives that were considered at some level during the previous study. These alternatives can be found on the project website.
 - *Alternative #1* - Traffic signalization without geometric improvements
 - *Alternative #2* - Dual lane roundabouts at both intersections
 - *Alternative #3* - Realignment with dual lefts from SR 54 to Liberty Valley Road

- *Alternative #4* - Continuous flow thru with traffic signalization
 - *Alternative #5* - Jug handle from Jerseytown Road
 - *Alternative #6* - Jerseytown Road realignment with roundabout
- Chris then explained the Visioning Exercise. The 18 member of the CAC were broken into 3 groups and given large plan sheets of each of the alternatives. Each group was asked to take 30 - 40 minutes and review each alternative, discussing the pros and cons of each. They were also asked to brainstorm any new ideas of changes to the current alternatives they would like to be considered. Finally, they were asked to think about possible short term action they would like to be considered for this area.
- At the end of the visioning exercise the CAC reconvened and each of the three groups gave a brief report on their discussions and ideas. They were listed on one of two boards, Long Term or Short Term as follows:
 1. Long Term considerations:
 - *Alternative #3* as presented
 - *Alternative #3* with the idea of adding the offsite roundabout from the Jerseytown Road realignment alternative
 - Further investigate *Alternative #2*
 2. Short Term considerations:
 - Slow down Jerseytown Road traffic approaching SR 54 with enhanced signing
 - Install rumble strips on SR 54 prior to intersection and entry into Danville
 - On SR 54 convert left lane leaving Danville into a right turn only unto Jerseytown Road
 - Prohibit left turns from Liberty Valley Road onto SR 54
 - Close Red Roof Road access onto SR 54 across from Liberty Valley Road
 - Install temporary traffic lights at current intersections
 - Narrow thru lanes on SR 54
 - Install enhanced signing and pavement markings throughout the corridor
 - Tighten radius from SR 54 out of Danville onto Jerseytown Road
 - Install portable message signs along SR 54. Consider video activation on side streets
 - Consider a press release on roundabout safety
 - Install and improve highway lighting along the SR 54 corridor
- Chris then shared that the PennDOT team will review these recommendations and come to the third CAC meeting ready to share their findings on these recommendations. At that time the CAC members will again have time to evaluate and discuss the alternatives and new recommendations.
 - The next meeting was set for Tuesday April 24th from 5:00 to 7:00pm, at a site yet to be determined.