

French Creek Parkway Asset Management and Corridor Improvement Study

US 6 & 19, City of Meadville & West Mead Township

Public Meeting

West Mead Township Building

June 20, 2018

Project Team



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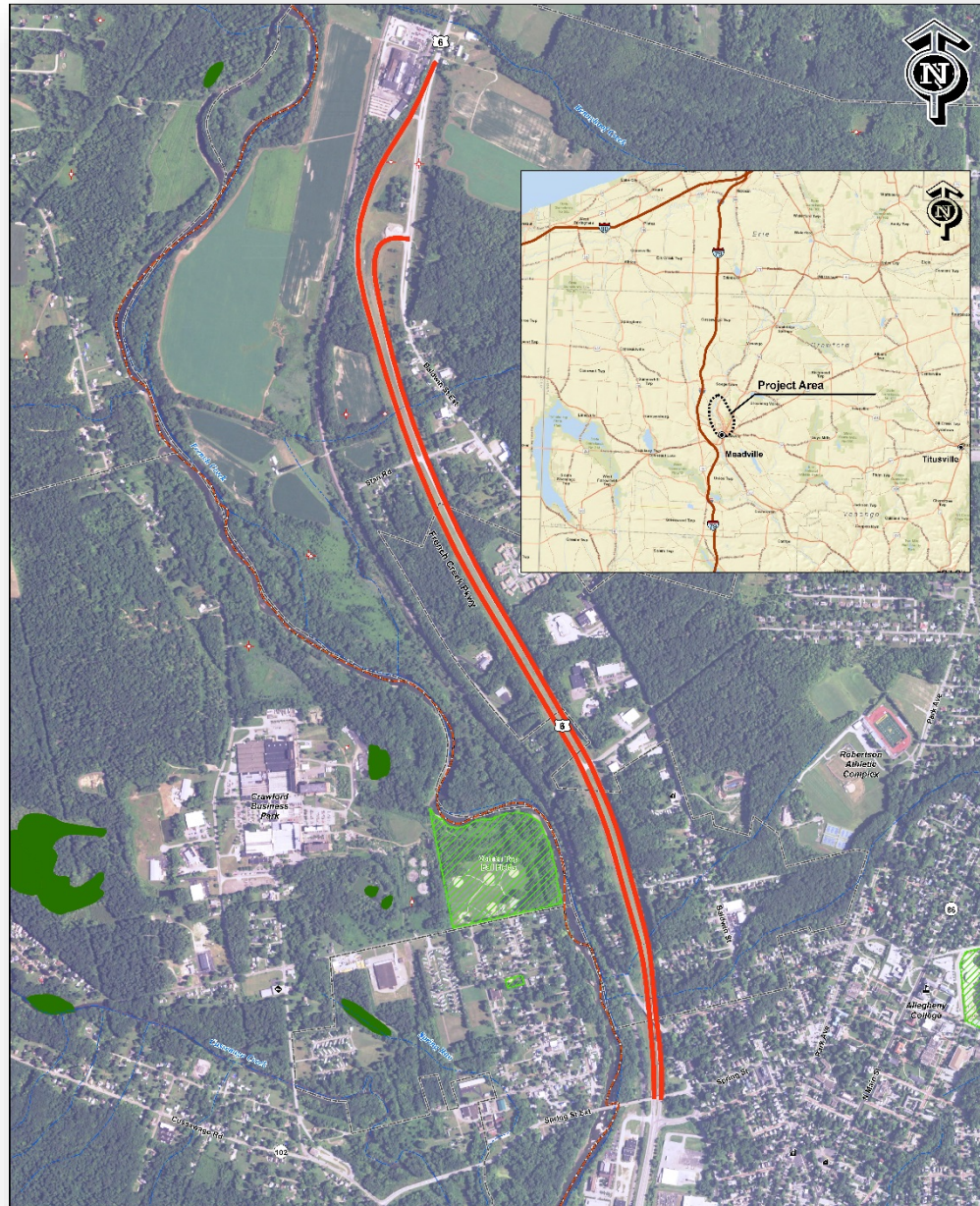
▶ Tonight's Agenda

- Purpose of the Study
- Existing Conditions
 - Traffic and Safety
 - Pavement
 - Bridges
- Initial Study Concepts
- Concepts Comparison
- Future Steps
- ***Your Input / Feedback***







➤ Purpose of the Study

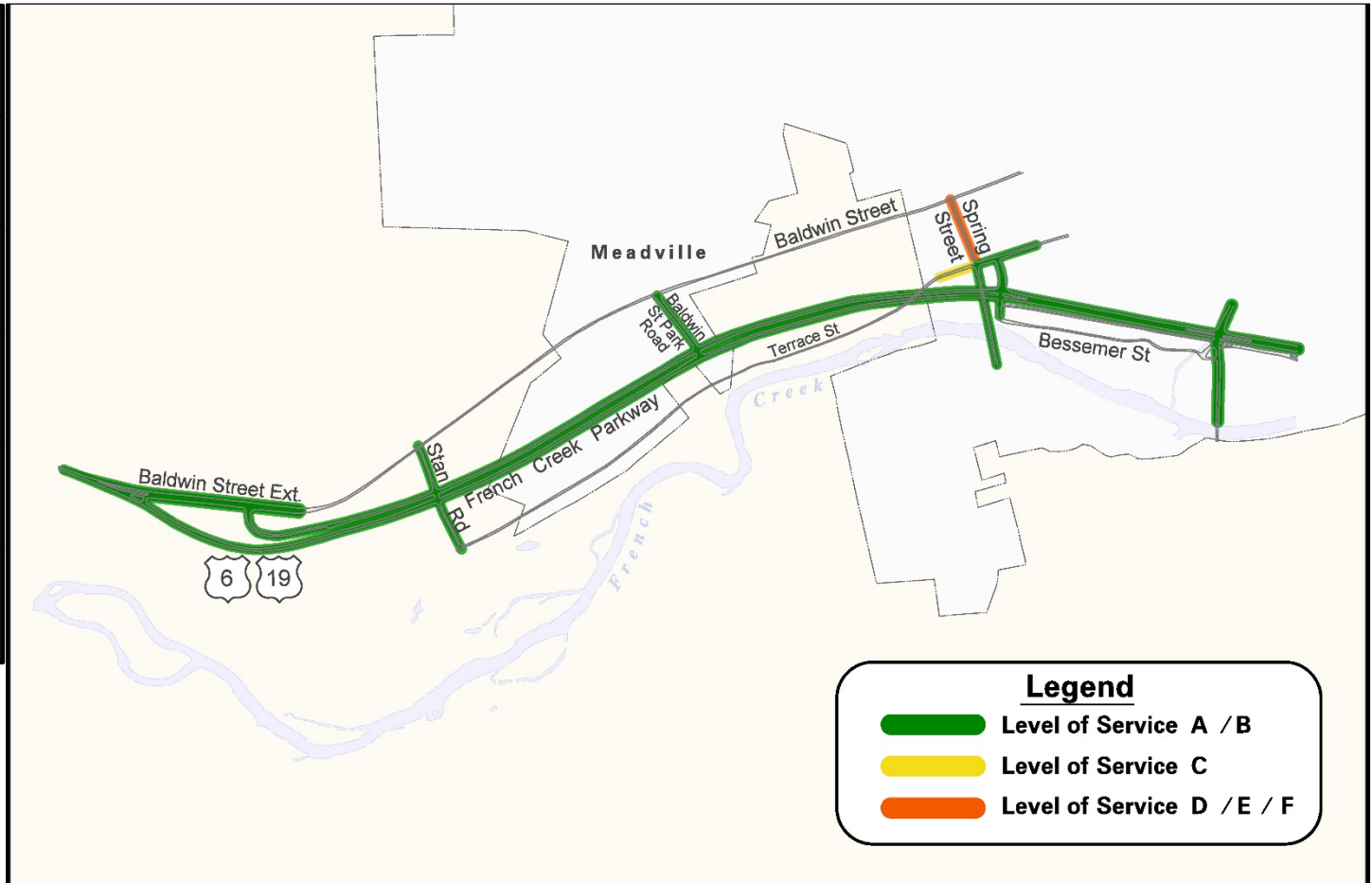
- **Due diligence** prior to making major investments
- Evaluate existing and future traffic operations
- Evaluate roadway and bridge conditions
- Identify related planning and economic development initiatives
- Determine future costs to maintain and repair the roadway
- Identify and evaluate options for changes/improvements to the roadway
- Determine possible **long-range strategies** for the corridor
- **Involve stakeholders and the public**

Study Area

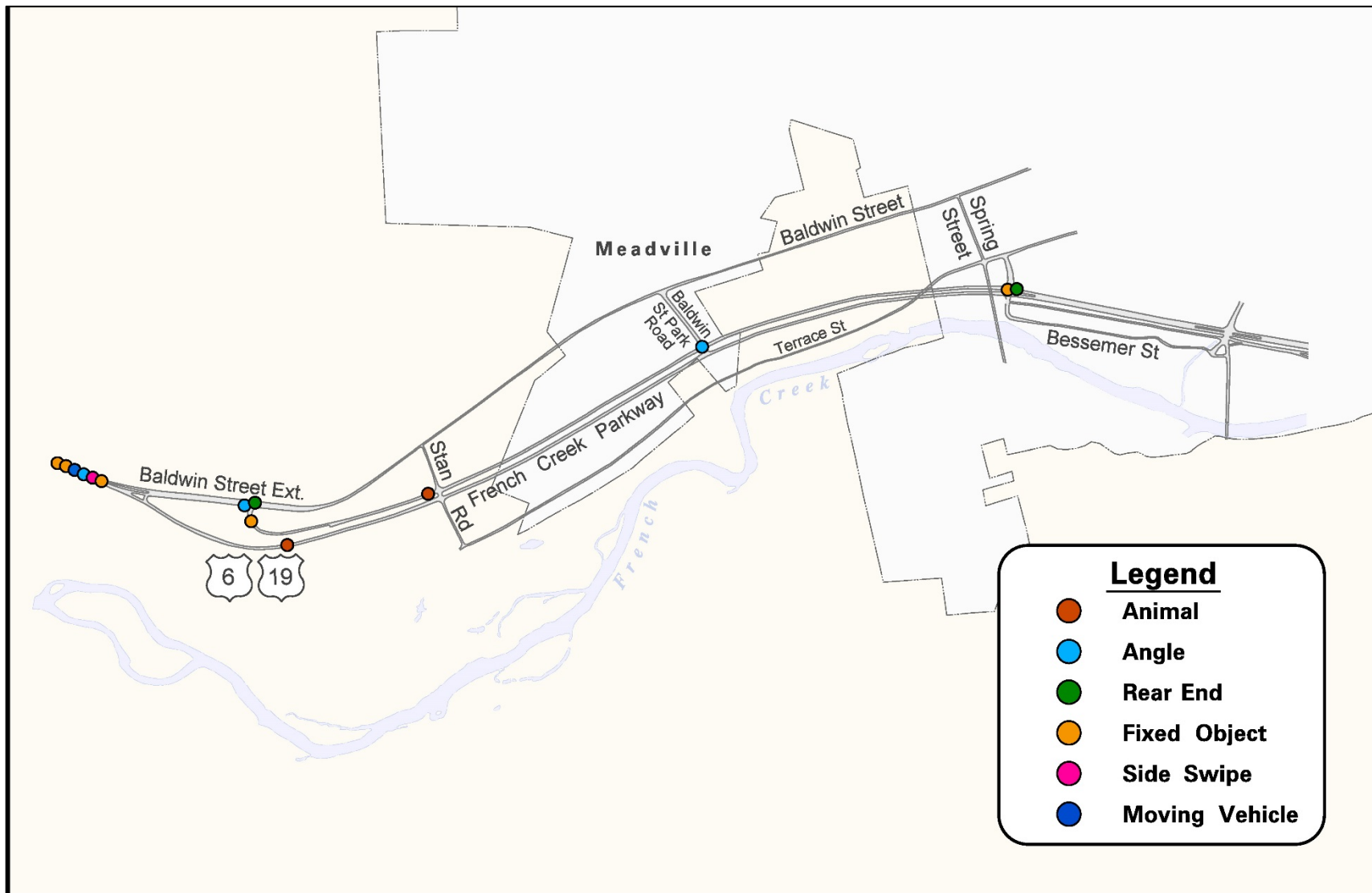


Existing Level of Service

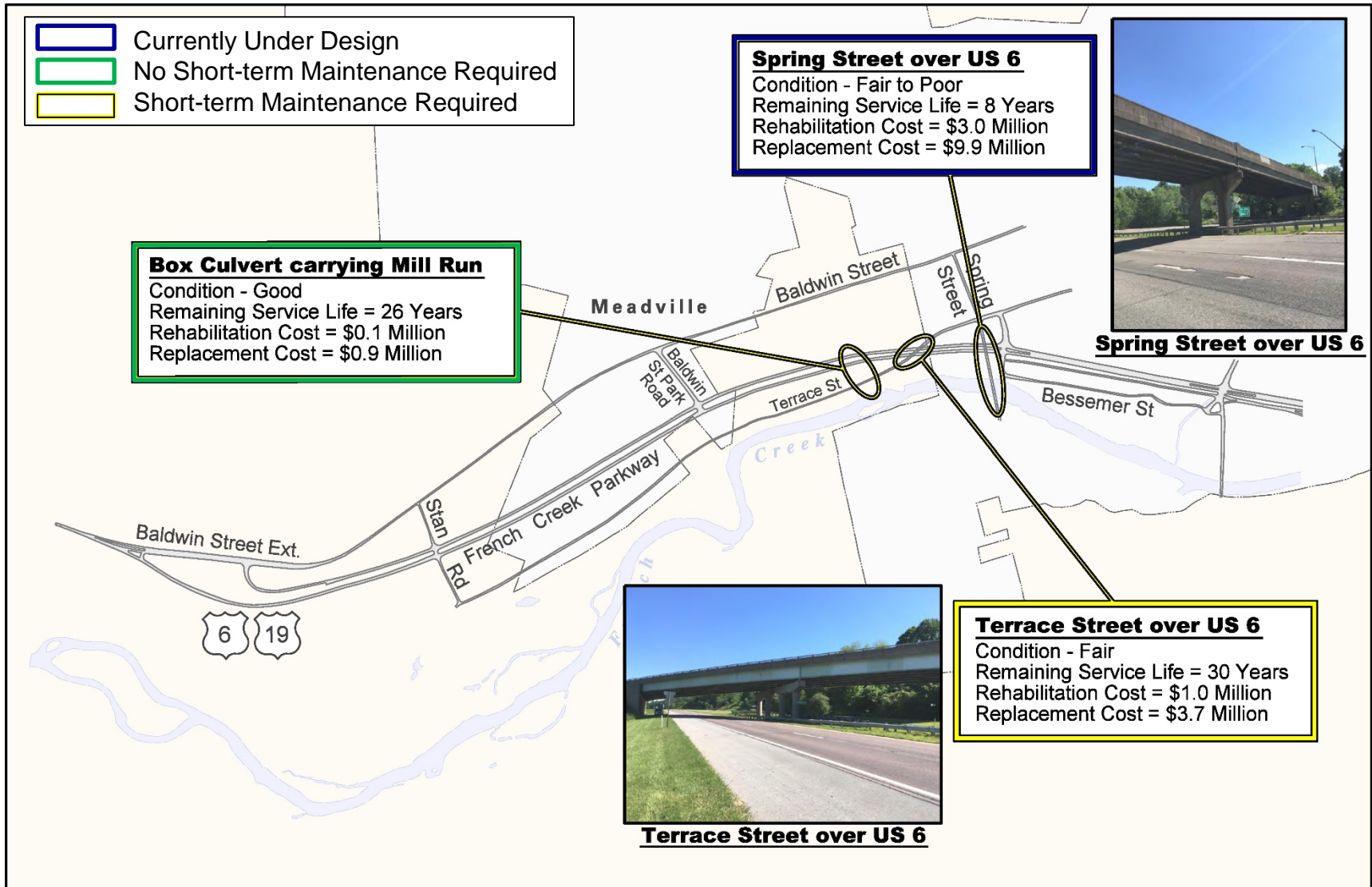
No Delay	A	
	B	
Minimal Delay	C	
Moderate to Significant Delay	D	
	E	
	F	



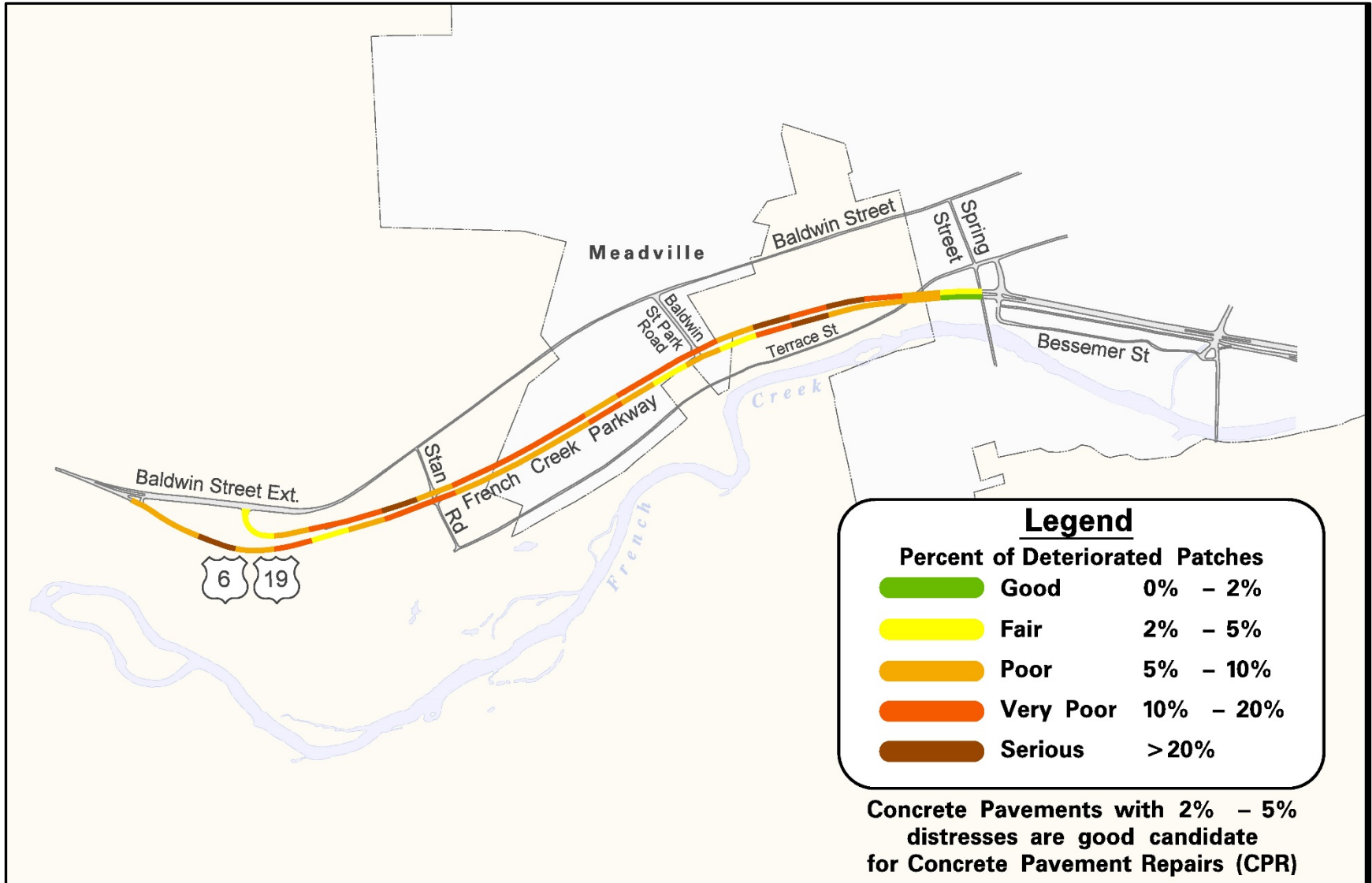
Crash Data



Existing Conditions - Bridges



Existing Conditions - Pavement



► Future Costs to Maintain 4 Lanes

- Annual Maintenance Cost = \$95,000
- Approximate Future Reconstruction Cost
 - Roadway Reconstruction \$4 to \$5 million
 - Bridge Rehabilitation \$1 to \$2 million
 - Engineering and Other items \$6 to \$9 million
 - **Total** **\$11 to \$16 million**

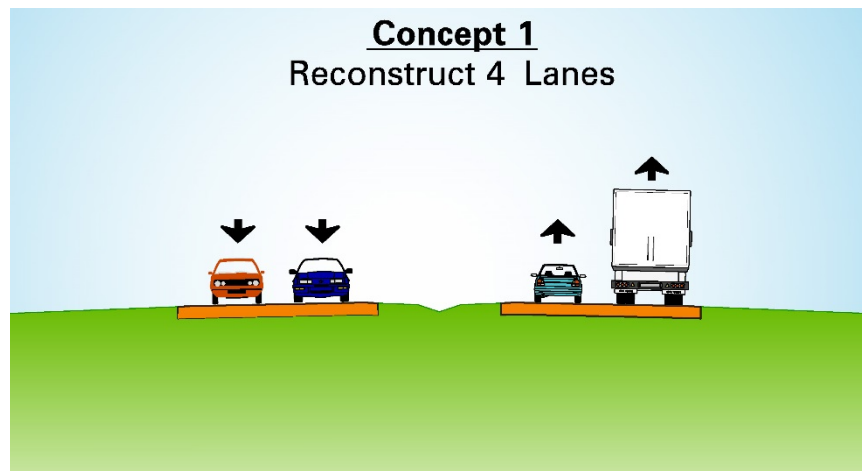
➤ Stakeholder and Public Input to Date

- Phone interviews and meetings with:
 - Local Officials
 - County Planning Staff
 - Local Businesses
 - Chamber of Commerce
 - Economic Development Agencies
- Public Meeting on January 31, 2018
- Initial Impressions
 - The roadway is a valuable by-pass of Baldwin Street
 - It operates very well in its current configuration
 - It's in fair condition, could use some repair
 - It does create a barrier between Meadville and French Creek, modification to address this could be considered

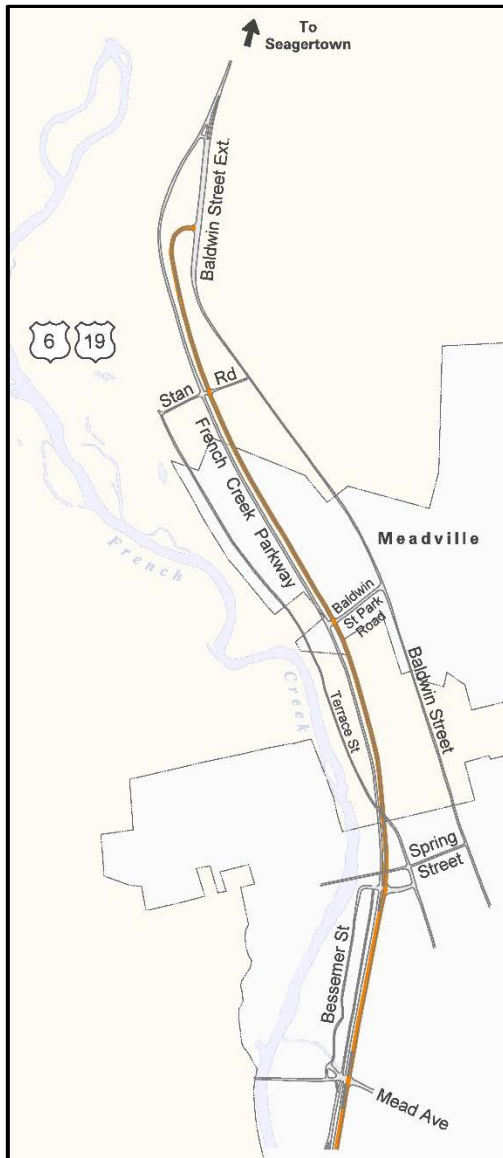
➤ Concept 1 – Reconstruct 4 Lanes



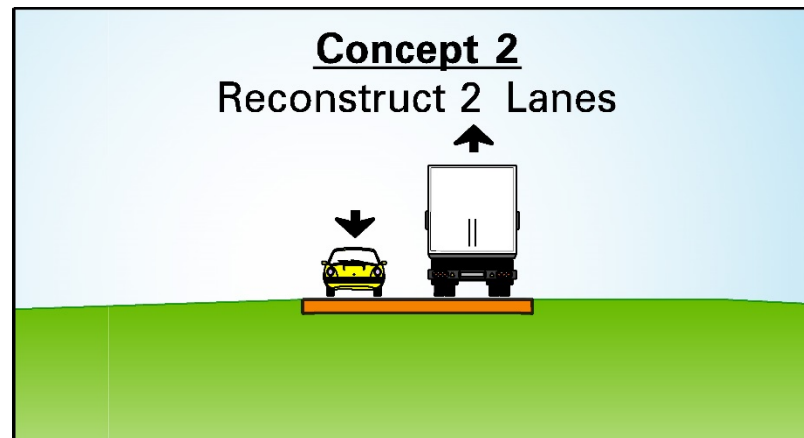
- Maintains current configuration
- High level of traffic service
- Limits access to adjacent property and French Creek
- Construction Cost = \$11 to \$16 million



➤ Concept 2 – Reconstruct 2 Lanes



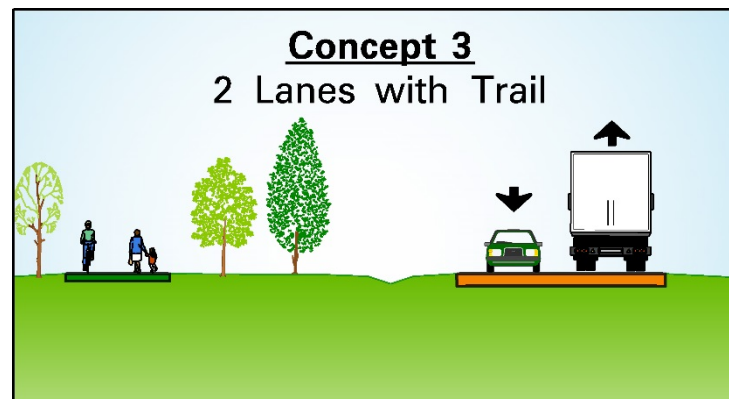
- Reduces reconstruction and future maintenance costs
- Future level of service still acceptable
- Could open access to adjacent property and French Creek
- Construction Cost = \$5 to \$7 million



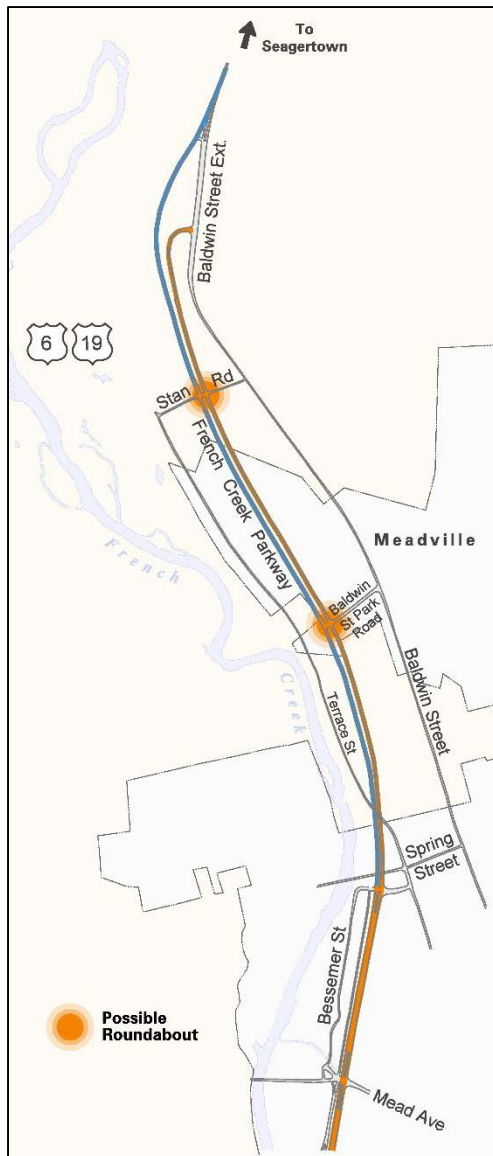
➤ Concept 3 – 2 Lanes with Trail



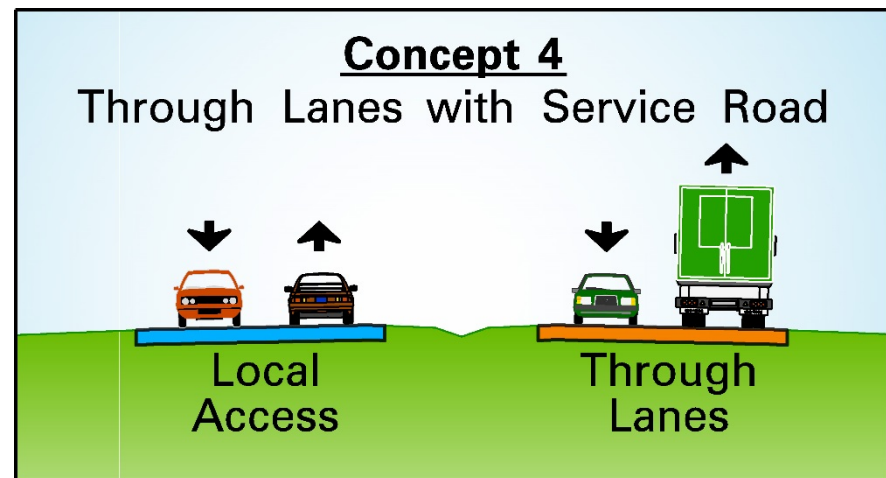
- Reduces reconstruction and future maintenance costs
- Future level of service still acceptable
- Improves bicycle pedestrian safety and mobility in the corridor
- Reduces “barrier” effect between Meadville and French Creek (but railroad still there)
- Local matching funds required
- Construction Cost = \$7 to \$9 million



► Concept 4 – Through Lanes with Service Rd



- Reduces reconstruction cost
- Reduced access control could increase congestion
- Could facilitate development along Baldwin Street and/or French Creek
- Construction Cost = \$8 to \$10 million



Future Level of Service—2 Lanes vs. 4 Lanes



▶ Concept Refinements - Possible Double Lane Roundabout



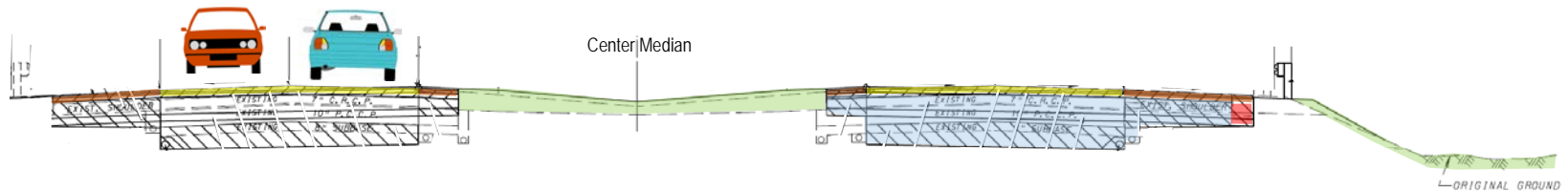
▶ Concept Refinement – Possible Single Lane Roundabout



Concept Refinements – Construction Phasing

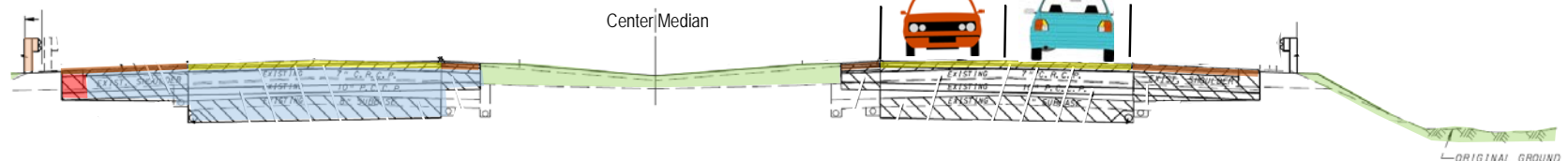
Westbound Bi-directional Traffic

Eastbound Construction



Westbound Construction

Eastbound Bi-directional Traffic



Concept Comparison

French Creek Parkway <i>(US 6 & 19, Reynolds Avenue to Baldwin Street Extension)</i> Measures of Effectiveness		Reconstruct as 4-lane	Reconstruct as 2-lanes
LEVEL OF SERVICE <i>(Acceptable LOS is "C" or above)</i>			
Current (2017) Traffic <i>(5,708 vehicles per day)</i>		A	
Design Year (2040) Traffic <i>(6,299 vehicles per day)</i>		A	C
SAFETY / CRASH RATE			
Crash Rate below State Average		Yes	Yes
Projected Crash Rate <i>(crashes per year)</i>		10	8
Increases Crash Severity		No	No
MOBILITY (MOVEMENT OF GOODS AND SERVICES)			
Mobility for Truck Access		Best	Good
Emergency Services Access		Best	Good
Through-corridor Access		Best	Good
SUPPORT OF LOCAL / REGIONAL PLANNING INITIATIVES			
French Creek Development		Yes	Yes
Baldwin Street Economic Development		Yes	Yes
COMMUNITY SUPPORT			
Community Support		Yes	Yes
COST ESTIMATES			
Pavement		\$4M - \$5M	\$2M - \$3M
Bridge Rehabilitation		\$1M - \$2M	\$1M
Other Items		\$2M - \$3M	\$1M - \$2M
Contingencies		\$2M - \$3M	\$1M - \$2M
Engineering		\$2M - \$3M	\$1M - \$2M
Estimated Total		\$11M - \$16M	\$5M - \$10M

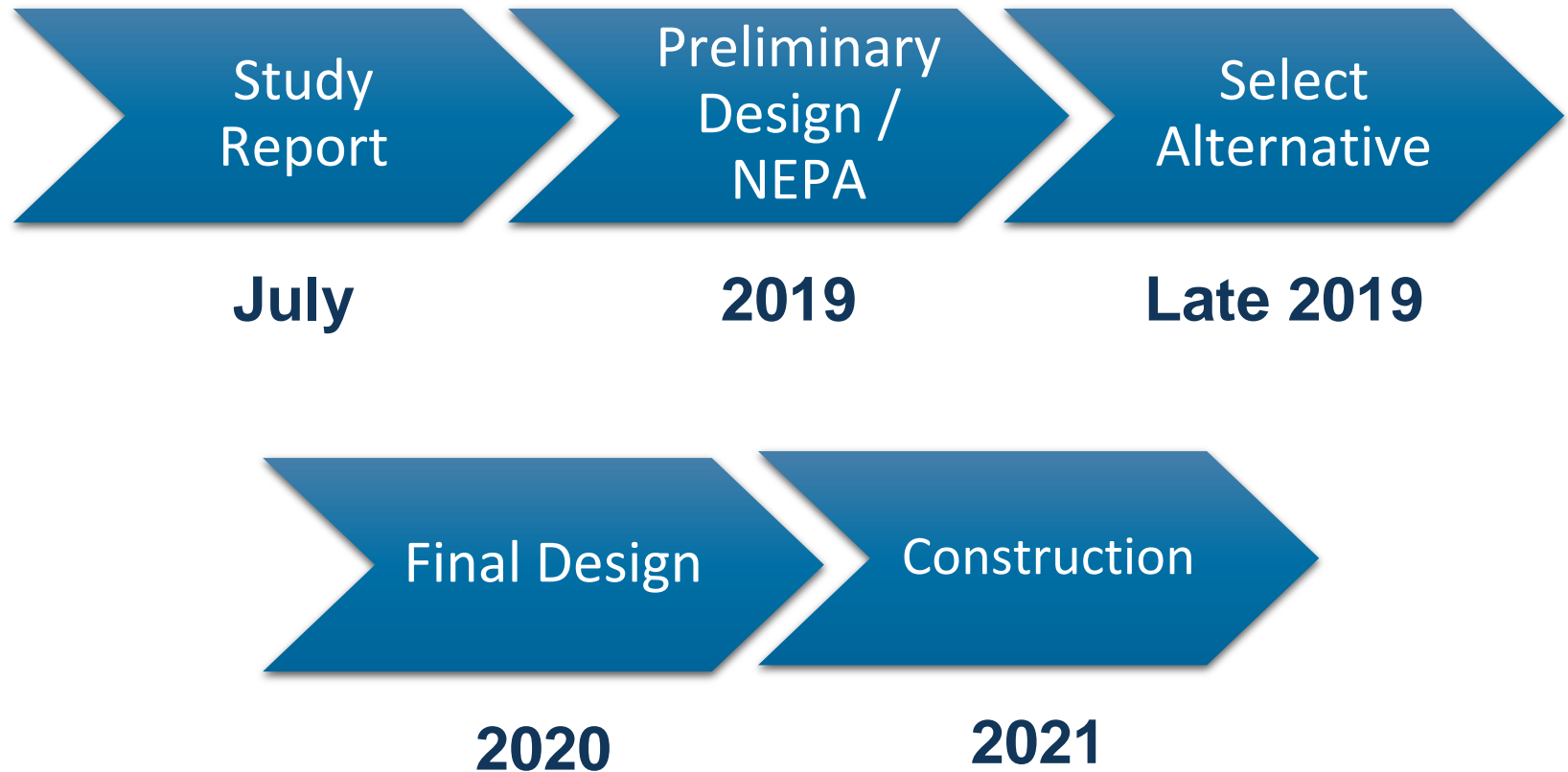
DISADVANTAGE

ADVANTAGE

► Results and Recommendations

- Address poor conditions:
 - *Reconstruct Roadway Pavement*
 - *Replace Spring Street Bridge (design underway)*
- No clear choice of concept at this time
- During Next Phase (Preliminary Design & NEPA)
Choose 4-lane reconstruction or 2-lane concept:
 - *Both provide adequate traffic operations*
 - *What fits best with French Creek development?*
 - *Development considerations along Baldwin Street*
 - *Continue community coordination and public dialogue*
- Consider roundabouts at Stan Rd and Park Rd

Next Steps



➤ Project Input / Feedback

- Questions and Answers tonight
- Display boards are exhibited around the room for one on one conversation
- Comment Forms (located on sign-in table) may be filled out this evening or mailed / emailed at a later date

Thoughts?
Questions?