

2025 City of Meadville Active Transportation Plan

Meadville, Pennsylvania

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EXECUTIVE SUMMARY

This 2025 City of Meadville Active Transportation Plan (ATP) results from the funding and planning assistance of the WalkWorks Program administered by the Pennsylvania Downtown Center. The plan is one component of the City of Meadville's transportation planning and its subjects are limited to supporting everyday modes of people-powered transportation – and the people using them – rather than issues only benefitting the use of personal motor vehicles. Its goal is to create a healthier and livelier Meadville by encouraging our citizens of any age, social background, and physical ability to favor walking, biking, or other modes of non-motorized transportation to get around the city.

Active transportation has many benefits. It is well established how routine physical effort in daily life contributes to physical and mental health and may alleviate prevalent chronic diseases that affect our community such as obesity and depression. Active transportation also alleviates the expense and need for car ownership that can incur burdensome and inequitable costs upon many families, which are more likely to be from low-income or disadvantaged minority populations. Also, urban environments that purposefully support people being active outside contribute significantly to quality of life and an areas' attractiveness for positive investments.

In Meadville, despite having the size, character, and community makeup that should favor pedestrianism more, residents and city officials agree that the dominance of motor vehicle traffic is evident. For instance, data on reported traffic collisions predictably show that pedestrians are disproportionately involved in and injured in collisions in the city. Anecdotal evidence and community experience further corroborate that pedestrianism can feel hazardous, uncomfortable, unpleasant, and ultimately discouraging.

This ATP addresses these health, safety, and community development issues by proposing actions to develop better activity-friendly routes connecting everyday destinations. For practical purposes, the plan identifies a concise network of corridors to focus on that could potentially link together the most everyday destinations and residences per road mileage. Priority was given to local streets known to carry significant existing walking and biking traffic, direct connections with schools, parks, trails, and transit, and the two city census tracts that are considered environmental justice areas.

Priority active transportation corridors

- *Terrace Street from Randolph Street to Spring Street, with a spur of Reynolds Avenue to the French Creek Parkway.*
- *Water Street from Randolph Street to Willow Street, with a spur from Willow Street to the French Creek Parkway and a spur from Arch Street to the French Creek Parkway.*
- *Randolph Street*
- *North and South Main Street from Linden Street to Loomis Street, including Diamond Park.*
- *North Street from Grove Street to Thurston Road*
- *Pine Street*
- *Grove Street from North Street to Williamson Road*
- *Chestnut Street from Diamond Park to Grove Street*

For the purpose of this plan, the central business district is considered a unique destination area with more complex planning considerations than can be considered here.

Public commentary and reported crash data were plotted with respect to this network, allowing us to identify an expansive number of meaningful activities that could directly relate to and improve residents' experiences of being a pedestrian in the city. Many of the activities correspond to trends in transportation planning that have been increasingly supported at the state and federal levels, such as Complete Streets, Vision Zero, and transit-oriented development (TOD) in addition to long held principles of Safe Routes to School and Safe Routes to Parks programs. Additionally, Crawford County has concurrently prepared a safety action plan this year (2025) that documents a commitment to Vision Zero principles, Complete Streets, and partnership with municipalities to accomplish safety improvements such as those in this plan.

Although there are many jurisdictional, capacity, and funding challenges that prevent the City from executing most of these transportation improvements in the time and manner we would wish, this plan, its approval by City Council, and its continuous review can help organize and propel the next several years of routine work towards project packaging, fundraising, and implementing what we can. Of the dozens of activities that this plan will describe, the below are the top priorities to pursue.

TOP POLICY

Maintenance, elevated. Routine scheduled or as-needed maintenance and repairs to the priority pedestrian corridors and to specifically identified areas of improvements in this plan shall incorporate the improvements cited in this plan as far as city budget allocations allow.

TOP PROGRAM

Local Road Residence District Speed Reductions and Public Notice Campaign. Reduce posted speed limits on Pine Street, Randolph Street, Jefferson Street, N Main Street and S Main Street from Linden Street to North Street, Terrace Street, Arch Street, and Grove Street from 35 mph to 25 mph. Pair with a simultaneous public notice campaign incorporating educational content such as rules of the road, collision information, active transportation, and transportation improvements.

TOP PROJECTS AND ACTIVITIES

<u>Priority short-term/short-duration activities</u>

Group One – Immediate Activities

1. **N Main Street Safety Improvements Project: Immediate Improvements.** Install the remaining high-visibility crosswalks and pedestrian signage on N Main Street outside Allegheny College from the 2017 PennDOT N Main Street safety study and plan.
2. **North Street School Area Traffic Calming Proposal.** For the next possible rounds of alternative transportation and safety grant funding opportunities at the state and federal levels, pursue

revised traffic circulation patterns, establish a MASH/MAMS school zone, school hour speed limit reductions, school zone flasher permits, pedestrian crossings, and traffic calming on North Street.

3. **Jefferson Street-Randolph Street All-Way Stop**. Permit and install stop signs on Jefferson Street at Randolph Street to establish an all-way stopped intersection, including appropriate supplemental signage to warn of the new stop pattern.

Group Two – 2025-2027

4. **Downtown Streetscape Plan.** Create a plan of physical improvements with attractive and accommodating site features and streetscape design, such as pedestrian-scaled visitor wayfinding signage downtown, to entice walking to and within the central business district.
5. **Sidewalk Policy Review.** Revisit the City's sidewalk code and schedule of required sidewalks to address the feasibility of correcting issues of connectivity and of different systems of managing responsibility for costs and maintenance.
6. **W Cherry Street at Water Street Curb Ramp.** Install an ADA-compliant sidewalk curb ramp at the northeast corner of W Cherry Street at its intersection with Water Street.
7. **Washington Street School Path Crosswalk**. Engage PennDOT to study midblock crossing features and possible pedestrian flasher across Washington Street by Graff Avenue for school route safety to MASH/MAMS at a currently unprotected and unidentified crossing.
8. **Ernst Trail Meadville Connection.** Complete the legal framework and approvals for potential Ernst Trail connections and routing in city rights-of-way.

<u>Priority long-term/long-duration activities – 2026+</u>

- **Water Street Pedestrian Safety and Shared Road Infrastructure.** Study feasibility and planning options to improve intersection traffic and pedestrian management. Plan to add crosswalk warnings and protections, pavement markings, and other traffic calming measures to improve bicycle/pedestrian safety. Adjust for anticipated bicycle/pedestrian traffic diverted from the nearby potential multiuse trails.
- **CATA-Meadville Transit Collaboration**. Pursue cooperation with CATA to enhance and right-size all features of its operation within the City of Meadville, with a focus on fixed-route services.
- **Arch Street Gateway Redevelopment.** Engage PennDOT and other partners to plan the redevelopment of Arch Street and its intersections with the French Creek Parkway and Water Street for a combination of traffic safety and comfort improvements and as a gateway to downtown. Currently the subject of a Municipal Assistance Planning grant-awarded study.
- **Reynolds Avenue Spur Redevelopment.** Engage PennDOT and other partners to plan the redevelopment/reconstruction of Reynolds Avenue and its intersections at Terrace Street and the French Creek Parkway more appropriately for its conditions and bike/pedestrian safety.
- **Willow Street Spur Redevelopment.** Engage PennDOT and other partners to plan the redevelopment/reconstruction of Willow Street at its intersections with Water Street and the French Creek Parkway more appropriately for its conditions and bike/pedestrian safety, in conjunction with Ernst Trail completion.

- **First District Elementary School Area Improvements / Baldwin and N Main Street Safety.** Pursue revising the school zone with safety enhancements, visibility and warning enhancements, and traffic calming. Considerations can include engaging PennDOT for the potential to reconfigure the intersecting features at Baldwin Street and N Main Street and for a speed limit reduction on N Main Street to 25 mph from North Street to Loomis.
- **Second District Elementary School Zone Revision.** Pursue revising the school zone with safety enhancements, visibility and warning enhancements, and traffic calming.
- **Diamond Park Pedestrian Crossing Features.** Prepare to install best-practice high visibility crosswalks, lane markings, and signage to enhance existing crossings.
- **Diamond Park Complete Pedestrianism and Multimodal Design.** Draft a firm plan for the final design concept and cost estimates for Diamond Park landscaping and hardscaping features, pedestrian paths, pedestrian lighting, traffic circulation, transit and other multimodal features, and parking to have readily available for funding and implementation opportunities.
- **Chestnut Street-Alden Street Speed Limit Reduction.** Engage PennDOT to reduce the speed limit from 35 mph to 25 mph on SR 2012 (Chestnut Street from the Diamond to Alden Street, then Alden Street to the city limits).
- **Park Avenue Speed Limit Reduction**. Engage PennDOT to reduce the speed limit from 35 mph to 25 mph on SR 1001 from North Street to Allegheny Street.
- **Grove-Poplar-Williamson-Huidekoper Intersection Study.** Engage PennDOT to conduct an all-way stop control study at Williamson Rd/Poplar St/Huidekoper Park.
- **Williamson Road-Huidekoper Park Crossing**. Engage PennDOT to study a functional pedestrian crosswalk on Williamson Road between Huidekoper Park and French Creek Recovery Center.

END OF SECTION

VISION AND GOALS

The City adopts the principles below to guide this plan.

VISION STATEMENTS

- We value a convenient, flexible, and affordable local transportation system that makes important places accessible for all residents.[1]
- We envision a transportation system that is safe, efficient, and sustainable, promoting seamless connectivity across all modes of transportation.
- Everyone should be secure, comfortable, and respected while traveling through Meadville regardless of which responsible transportation option they take.
- The city's transportation network will support quality of health, citizens' quality of life, and economic growth by improving public transit services, expanding walking and bicycle infrastructure, and improving the resident and visitor experience of the city with attractive connected pedestrian routes.
- Pedestrianism should be a perfectly viable mode of travel in Meadville. The City of Meadville will strive to make pedestrianism as safe, secure, comfortable, respected, and viable as it should be and to elevate pedestrianism as preferred mode of travel for those who have the choice.

ACTIVE TRANSPORTATION GOAL

Create a healthier and livelier Meadville by encouraging our citizens of any age, social background, and physical ability to favor walking, biking, transit use, or other modes of active transportation to get around the city rather than using personal motor vehicles.

COMMUNITY DEVELOPMENT OBJECTIVES

Secure the safety of all road users at key intersections and along key roads.

- Conduct safety audits at key intersections to identify hazards and improve traffic navigation and flow.
- Implement traffic-calming measures in strategic areas to reduce speeding and improve safety for motorists and pedestrians alike, such as speed humps and better stop and yield controls.
- Implement interim safety measures when necessary, such as improved signage, temporary barriers, pavement markings, and pedestrian crossings.

[1] *My Meadville Community Action Plan*, 2018

Expand and improve bicycle and pedestrian infrastructure.

- Develop bike lanes, designated shared roads, or improved paths that connect major city destinations, such as Allegheny College, schools, and downtown.
- Expand pedestrian pathways and improve sidewalk conditions on strategic streets.

Improve public transit access and infrastructure.

- Partner with developers to implement transit-oriented development (TOD) around areas to be served by improved transit, encouraging mixed-use projects that reduce car reliance.
- Install bus shelters, landing areas, and seating at key transit stops.
- Improve pedestrian access to public transit by installing high-visibility crosswalks and enhancing bus stop accessibility.
- Plan and develop a central transportation hub in downtown Meadville that integrates bus services, bike-share programs, and pedestrian access.
- Launch a public awareness campaign to increase ridership and educate residents about transit options.

Build a sustainable multi-modal transportation system.

- Participate in the implementation of the Crawford County safety action plan initiative.
- Upgrade crosswalks, add lighting, and improve sidewalks citywide to encourage more and safer usability of the city's streets for multimodal use and connections..
- Extend the Ernst Trail to connect with surrounding communities, promoting recreational tourism and non-motorized transit.

END OF SECTION

COMMUNITY CONTEXT

INTRODUCTION

The transportation issues considered in Meadville's comprehensive planning encompass an approach to improving transportation infrastructure, accessibility, and connectivity. Accessible transportation options for residents support economic development, promote environmental sustainability, and enhance the quality of life for all residents. Meadville's transportation network is a critical link between neighborhoods, commercial areas, and regional hubs, additionally intending to ensure equitable access to employment, education, and healthcare among all else.

Like similar cities, Meadville faces many chronic transportation challenges related to a pattern of overinvesting in motor vehicle infrastructure to the detriment of the city's historic character as being founded in walkability. Today's problems include:

- Aging roadways and sidewalks in need of repair, particularly in key commercial and residential areas.
- Heavy commuter and truck through-traffic in many downtown and residential areas.
- Public transit difficulties for low-income residents, elderly populations, and those without access to private vehicles.
- Incomplete and unsafe pedestrian networks, with gaps in sidewalks and insufficient crosswalks at busy intersections.
- A lack of dedicated bicycle lanes, making it difficult to promote cycling as a viable transportation option.
- Unmet demand for sustainable transportation options.

Yet, these challenges present an opportunity to develop a comprehensive transportation system that addresses the needs of all residents and supports the city's broader goals for economic development, public health, and environmental sustainability. In 2023, the City of Meadville's Environmental Advisory Committee (EAC), a committee of citizens who advise City Council and administration on environmental concerns, revived how much these broader goals could be approached in great part by elevating active transportation as a preferred mode of travel, which can apply to every resident. To this end, the EAC was given support from the PA Downtown Center to prepare for a WalkWorks Program grant to create an active transportation plan (ATP), which the City of Meadville was awarded in 2024.

An ATP's subjects are limited to modes of people-powered transportation – and the people using them – rather than on issues benefitting those using a personal motor vehicle. The realm of active transportation can include walking, bicycling, using a wheelchair, getting to and from public transit, skateboarding, or whatever method of moving oneself on the city's public ways that requires physical effort and without a personal motor vehicle. For simplicity's sake, we will consider all of these, whatever the mode, as a form of pedestrianism throughout this document.

Guided by the PA Downtown Center and the principles of the WalkWorks Program, recursive stakeholder and public input, city administration, and the citizen advisors of this plan's steering committee

and the city's standing advisory committees, the City of Meadville hereby presents this resulting active transportation plan.

BACKGROUND

The benefits of active transportation as part of an active lifestyle and as part of a well-functioning city are well established. Walking, bicycling, jogging, or any such way of getting physical activity in daily life or for easy recreation opportunities contribute to physical health and mental health. Urban environments that make these opportunities comfortable and accessible contribute to quality of life and lessen the negative individual or social costs of car travel, like burdensome expenses of car ownership or the discomforts of heavy traffic in residential and retail areas. Less car use means fresher air as emissions are reduced, quieter places as motor noise is reduced, cleaner streams as the oil, muck, and debris of vehicles on roads draining into waterways are reduced, and better public places as the amount of land taken up by parking lots and roadways is replaced by people-scaled places and uses.

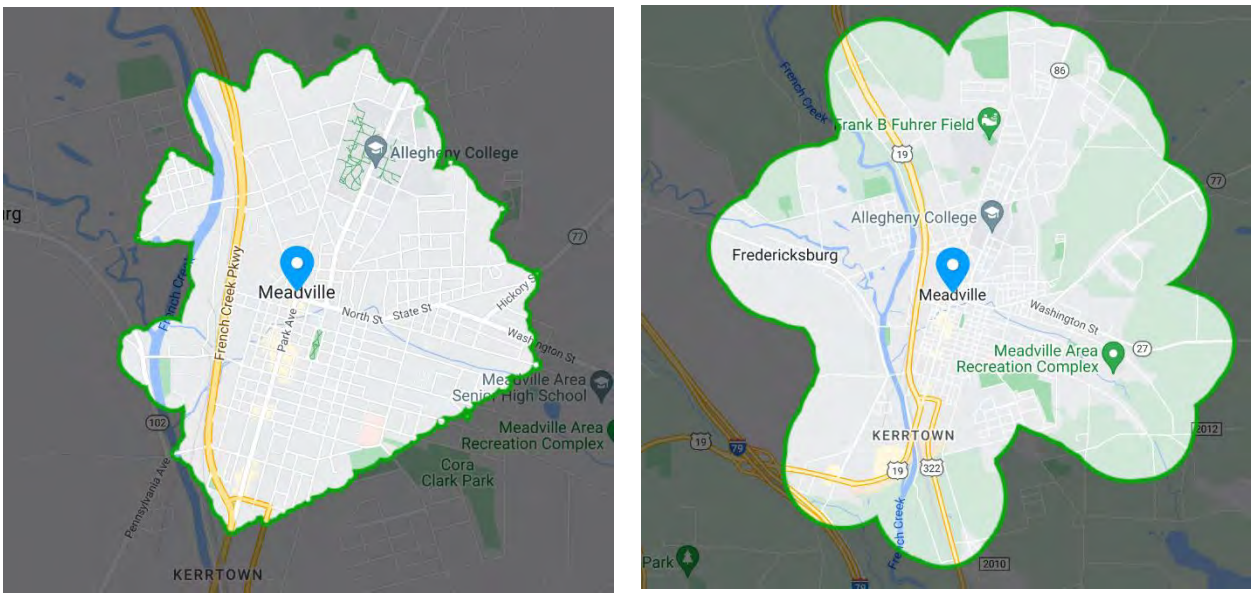
Indeed, the City of Meadville would appear very friendly for active transportation. It has a total population of around 13,000, of which approximately 1,400 are students at Allegheny College just ¾ miles from the downtown business district. The population is served by 50.7 miles of sidewalk and 1,463 curb ramps, supplemented by many low-traffic alleys. For the 4,800 households in the city, approximately 3,000 dwellings are within 750 feet of a bus stop (albeit as the crow flies). And, because of Meadville's road grid within the compact confinement of its surrounding river and hills, getting from Point A to Point B by foot can feel short and direct in a way often taken for granted.

Yet, according to many Meadville residents and civic representatives, these qualities do not currently add up to enough of an attractive walkable, bikeable city. Despite the size, character, and community makeup of Meadville that should favor pedestrianism more, the dominance of motor vehicle traffic throughout the city feels apparent. The conflict that such traffic has with pedestrians inhibits the choice to be a pedestrian and the positive experience of being one, which essentially admits to diminishing the positive experience of being in Meadville generally.

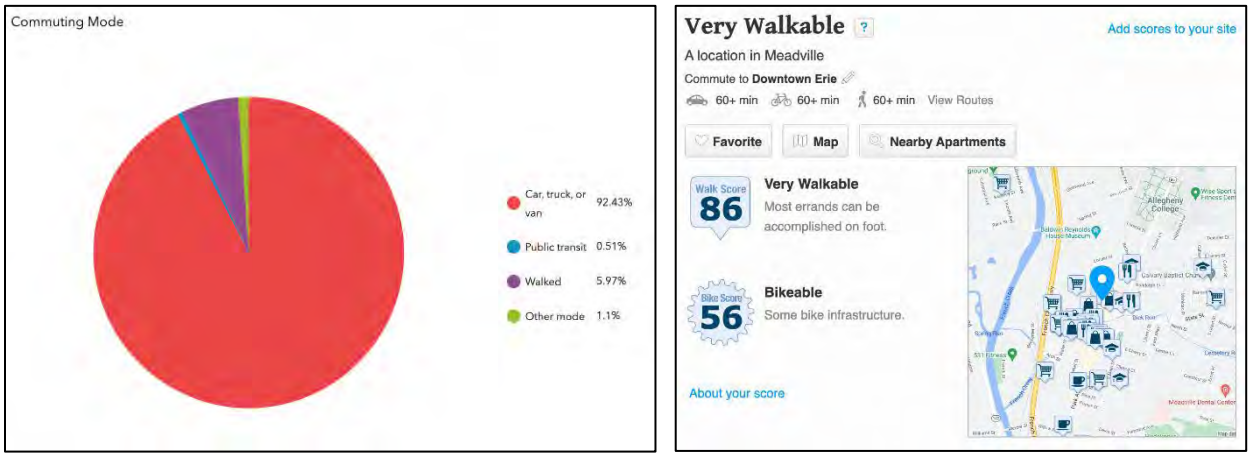
Most able-bodied people would not actually deny that Meadville is "walkable", ignoring any issues of topography. (www.walkscore.com Walk Score = 86 – "Very Walkable. Most errands can be accomplished on foot." Bike Score = 56 – Bikeable. "Some bike infrastructure.") Rather, the case is that too much makes pedestrianism feel either hazardous, uncomfortable, or unpleasant. Even though Meadville already has infrastructure that can support active transportation modes, they do not appear improved to the point of changing behavior, health, and economic outlooks noticeably enough for the better.

It is worth exploring more why a change of course is justified.

Continue to next page.



Meadville's 20-minute "walkshed" (left) and 15-minute "bikeshed" (right). www.walkscore.com



Compare the 93%-share of car commuters (left) to Meadville's by-the-numbers "walkability" (right).

Community **Health**

The Meadville Medical Center, as a non-profit healthcare provider, is required to conduct and share Community Health Needs Assessments (CHNA). In their 2022 CHNA Implementation Plan, they identified lifestyle factors as among our area's more significant health concerns: "An analysis of the data [from 1,100 surveys] showed a need to support community members in leading a healthier lifestyle. Specifically, substance abuse, obesity, poor eating habits, a lack of access to healthy foods, *and sedentary lifestyles* [emphasis added] were the main reasons why respondents believed individuals in Crawford County were struggling to lead healthy lifestyles."

The CHNA planning process highlights key issues facing the community and top actions for the institution to focus on in response. As many of the issues are tied to Social Determinants of Health as opposed to simply direct clinical care or personal decisions/behaviors, the concerns are wide-ranging and the healthcare field is not always well-positioned to take some of the most effective actions in response. Meadville, in contrast, does have a responsibility to health and to the design, construction, and maintenance of the public space in the city, including the roads and transportation network. This active transportation plan process offers an opportunity for the city to assist the traditional healthcare providers by conceiving of, educating about, encouraging, and implementing a transportation vision that improves health by increasing physical activity and reducing the risk of injury or death in crashes.

For the specific health-related issues that MMC identified in the CHNA, the following are potentially impacted by improved active transportation options.

Among the primary challenges that survey respondents saw as barriers to healthy lifestyles were several that can be addressed with increased active transportation options directly: obesity and sedentary lifestyles. There was also one – lack of access to healthy foods – that might be mitigated in part with active transportation, in the event that more transportation options permitted more people to reach our supermarkets with fresh foods rather than relying on convenience stores only.

In addition, the top health issue identified in the community was mental health, including access to providers and support for children's mental health needs. Physical activity is clearly demonstrated to improve mental health. This is another area where increased physical activity and time outdoors made possible, encouraged, and made pleasant through thoughtful design and implementation of a connected active transportation network can help to address this key need — for all ages.

In the survey raw results, six of the top seven most important health issues in the community were topics that increased incidental physical activity in the form of active transportation could help to address. The city's work to identify projects, programs, and policies to make walking and biking safer, more accessible, and inviting can help reduce the impact of all of mental health, obesity, aging issues (such as Alzheimer's... or arthritis), cancer (some forms), diabetes, and heart disease. Even the one remaining issue identified in the top seven, chronic pain, may be addressed in part simply by encouraging more active lifestyles which can reduce the likelihood of chronic pain associated with sedentary behavior from developing.

Crawford County Community Health Needs Assessment (2022); related findings and rank.

Priority Focus: …

4) Healthy Lifestyle Support…

(d) Increase fitness and activity options to decrease sedentary lifestyles

What do you think are the most important health issues in our community?

1. Mental Health (63%)

2. Obesity (56%) …

6. Diabetes (16%)

7. Heart Disease (13%)

What do you think are the most important unhealthy behaviors impacting our community's health?

… 4. Poverty (39%)

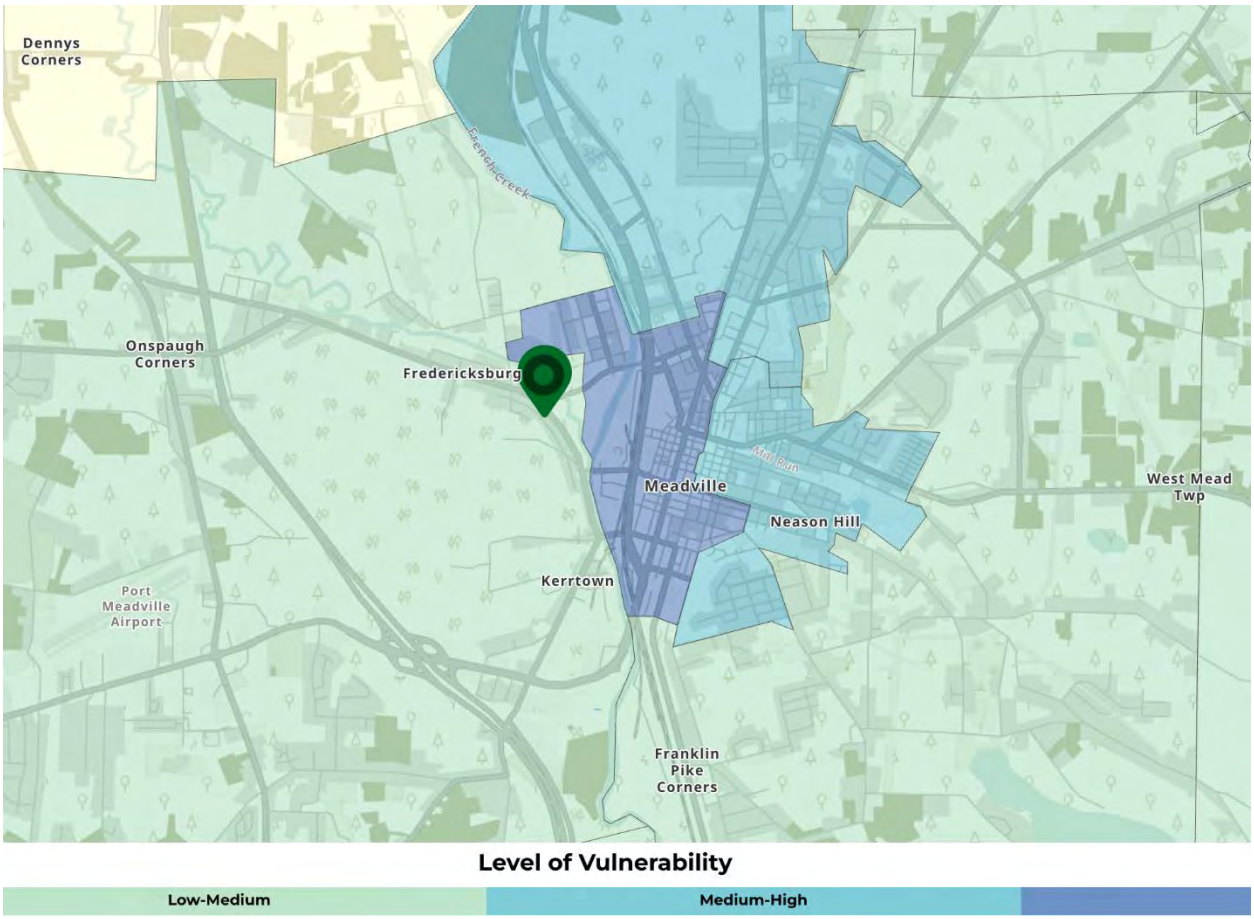
5. Lack of exercise (32%)

Which of the following is the most important action needed to improve our community's health?

… 2. Promoting healthy lifestyles (21%) …

5. Improvements and access to public facilities (including public parks or swimming pools) (9%)"

While we know so much about the benefits of routine physical activity in daily lifestyles and wish to reverse sedentariness as indicated in the CHNA, we must acknowledge the challenge of doing so when some feel there is a trade-off for life-changing injury instead.



A snap from the US Centers for Disease Control's Social Vulnerability Index, which uses census data to estimate the relative total vulnerability of communities to the negative impacts of public health emergencies. Census Tract 1116 is "High".

Community Safety

The city's single bike lane (of sorts) is the fading sharrows of a short distance of Pennsylvania Bike Route Y, on high speed and heavy traffic roads, which falls just within the periphery of city limits and links no amenities of daily life. There is no other marked shared-road facility in the city. In fact, the majority of its paved local streets are unlined in any way, either for edge or centerline never mind a protected lane. The city has so many sidewalks only because they flank as many fast-traveled streets with speed limits that feel unjustifiably high for their areas. Its convenient road grid similarly results in the side-effects either of

chaotic intersections or of straightaways that some people feel are treated as dragstrips. Meadville also has many brick streets, sometimes without sidewalks, that can be difficult to navigate, especially for bicyclists and those in wheelchairs.

These contribute to what citizens have told us is the uncomfortable sensation of danger for daring to walk or bike in Meadville, and they may have a point. According to the Pennsylvania Crash Information Tool (PCIT), in the ten years between 2014-2023, 64 (6.4%) of the total 999 reported collisions in Meadville involved a non-motorist in some fashion. While only twenty-two out of the 999 total collisions in the city (2.2%) resulted in suspected severe injury (but not fatality), of those 22, four (18.2%) were collisions with adult non-motorists: three pedestrians and one bicyclist. In the same time period, there were four road fatalities in total, including a collision with a pedestrian on N Main St at Allegheny College. We just added another pedestrian fatality this year that the PCIT data will not show yet. Twenty-one of 146 minor-injury collisions (14.4%) were collisions with non-motorists: three bicyclists and 18 pedestrians. 582 collisions (58.3%) were recorded as known to have no injuries resulting, but only two of those were reported as involving a non-motorist. However, both reports showed the collisions as two-vehicle sideswipes and did not record what kind of non-motorist was involved. It is possible that these two collisions resulted from maneuvering to avoid a pedestrian. The remaining 18 (28.1%) of the 64 collisions involving non-motorists were recorded as resulting in a possible injury that was unable to be verified at the time.



4/23/24, 8:53 AM

Pedestrian struck on Park Avenue

A pedestrian using a motorized wheelchair was struck on Park Avenue on Monday afternoon. According to Meadville Police Department, the pedestrian was struck while crossing at South Street by a vehicle traveling north on Park Avenue. The person was taken to Meadville Medical Center by Meadville Central Fire Department in unknown condition.

SHANNON ROAE/Meadville Tribune

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Injury types as a proportion of traffic collisions by involved persons in Meadville, 2014-2023.

	Motorists only	*Involving a non-motorist*
Fatality	*0.3%*	*1.5%*
Serious Inj.	*2.2%*	*34.3%*
Minor Inj.	*14.6%*	*32.8%*
Possible Inj.	*24.5%*	*28.1%*
Property damage only	*58.3%*	*3.1%*

The conclusion of this data is not that driving is safer. The conclusion of this data is that more and faster driving contributes to making pedestrianism less safe. Any of the remaining 935 motorist-only collisions could also conceivably have been a pedestrian collision instead if only more of the city's residents had the willingness to walk or bike more often like we wish. And, of course, exceeding these are those unrecorded but memorable near misses that may not contribute to the official statistics but which make

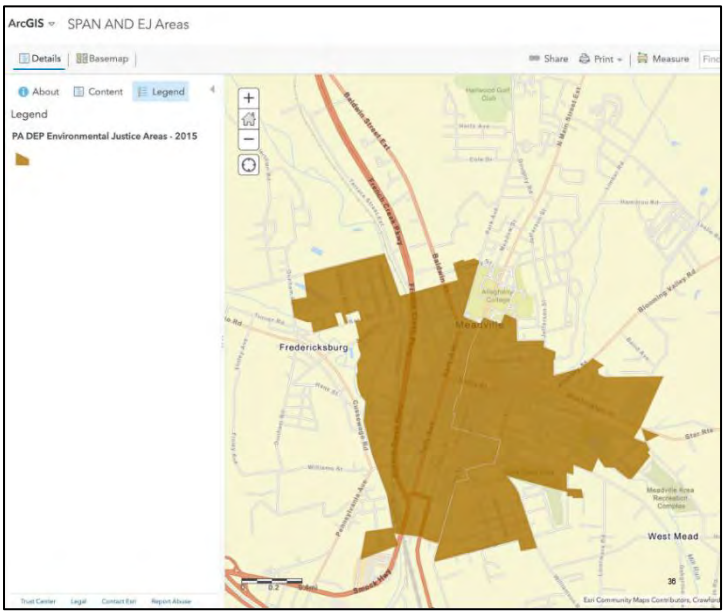
an impression on people's lives and their choices not to walk or bike or scoot. Some nodes of the city feel designed on purpose for accidents.

In transportation planning terms, walkers, bicyclists, motorcyclists and the like who are not protected by the metal cage of a car are called "vulnerable road users," or VRUs. What these VRUs are vulnerable to are cars and the historic pattern of elevating motorists as a class above pedestrians. The traditional solution has been to remove pedestrians from roads entirely and onto sidewalks and into crosswalks, but this paradigm falls apart quickly when such infrastructure is underfunded, oversimplified, missing, or otherwise given lip service compared to just a fraction of the effort and expense dedicated to motor vehicles on roads. The next traditional solution for pedestrians implied in this paradigm results in selling them on driving instead.

Again, the sidewalks. There are persistent challenges with age, inconsistency, and code violations. Even while there is so much length of sidewalk in Meadville, in reality that also means the City has more than it can afford to maintain with public funds itself. Sidewalks are by ordinance the responsibility of each abutting property owner, and because of the city's low homeownership rates (~37.5%) and high poverty (~21%), it means that sidewalks are infrequently maintained by the abutting property owners unless pressed to by code enforcement. A recent Allegheny College study found walking in a lower income section of the city was particularly difficult. Whether an ADA-compliant curb ramp exists in good condition or not – and too many are forced into early destruction by wear and weather – the sidewalks between them can still be rough and narrow enough for mobility assistance device users (e.g. electric wheelchairs) to choose the margin of the street with road traffic instead. Multiply these factors of infrastructure by factors of car/truck culture and driver behavior that may appear to frame the rules of the road as an affront to be challenged, we can sympathize with residents for feeling that our system was designed to maximize traffic conflict in disfavor of those on foot or people-propelled wheels.

Well-being and prosperity

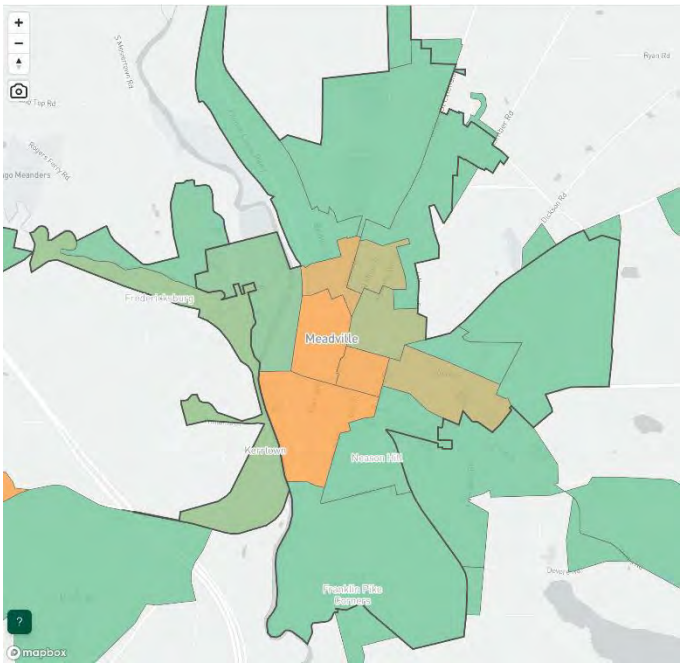
Predictably, those residents of low-income or ethnic minority populations disproportionately experience much of the discomforts described above as everyday realities. According to scoring by PA DEP's PennEnviroScreen tool in 2015, much of Meadville is an "environmental justice priority area" comprising two of its three census tracts of the city (tracts 1115 and 1116), nine of its 12 block groups, and containing a majority of its residents. Meadville is home to a majority of Crawford County's Black residents, and the majority of Meadville's Black residents live in this subject area – 38.9% of the entire County's total, according to the 2020 US Census.



PA DEP Environmental Justice areas, census tracts 1115 and 1116.

Most of the city's public housing units are also concentrated here. Western census tract 1116 has been especially impacted by motor-vehicle oriented development, like the bulldozing of neighborhoods for creation of the city's bypass in the '70s; being the nexus of Routes 322/19/6 and Park Avenue (SR 1001) and the industrial trucking that passes through it; the Fifth Ward neighborhood that is isolated from the rest of the city by the barriers of highway, river, decrepit bridge, and railroad; or the sensation of neglect of investment that comes with lying in a floodplain or floodway – a place developed to drive through to get somewhere else, but nonetheless where people live and amenities are or should be. City councilmembers, the city's Shade Tree Commission, and the Environmental Advisory Committee are also increasingly interested in these areas' relative lack of shade trees by the sidewalks and roads, as evidenced by www.treeequityscore.org. And, despite the area being extensively covered by the valuable service of Crawford Area Transportation Authority's (CATA) bus routes and stops, residents nonetheless anecdotally underuse the service, citing inconveniences of routing, timing, operations, and the infrequency of a comfortable bus shelter.

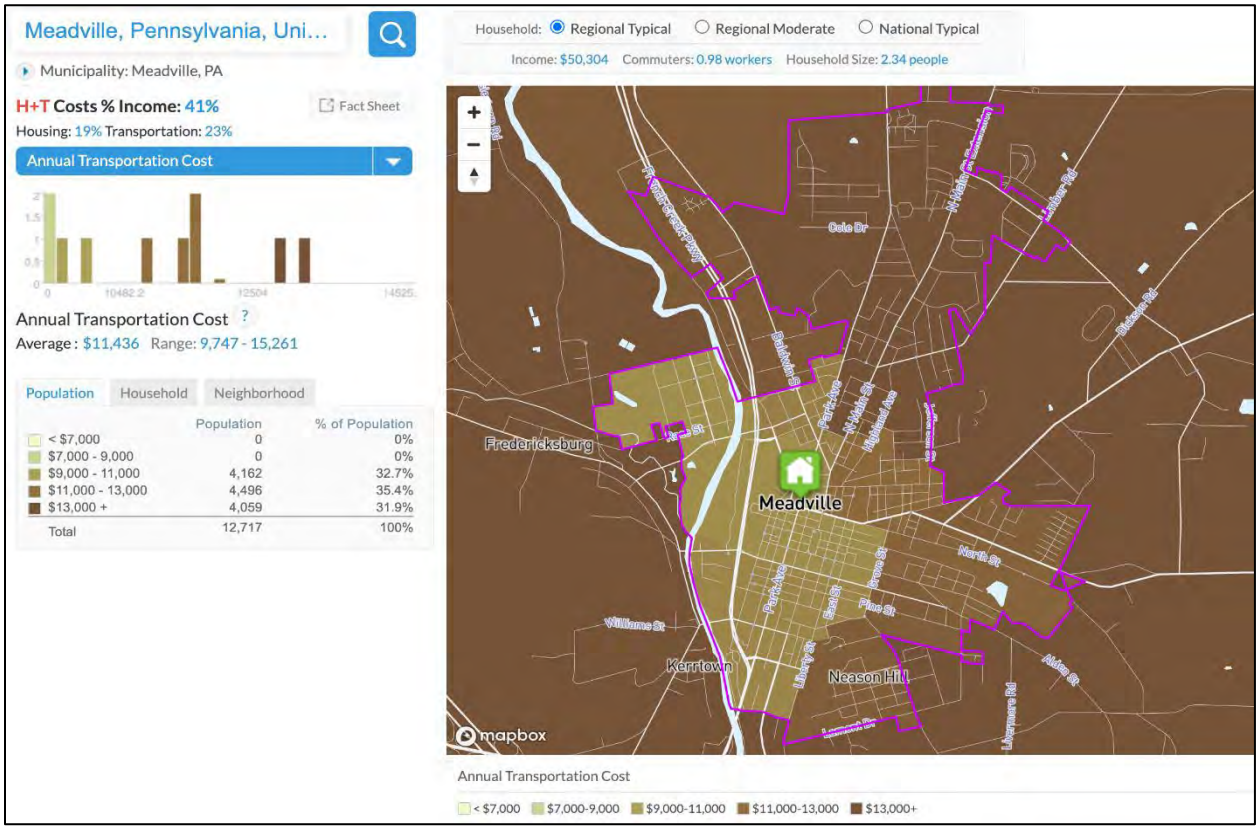
Meadville Medical Center's Community Health Needs Survey can also be instructive on quality pedestrianism serving as financial relief when one cannot simply buy oneself into a healthy life. Of the most important actions the community survey respondents felt were needed to improve community health, the second and fifth are directly related to increased physical activity and more safe, accessible, and connected infrastructure: promoting healthy lifestyles and access to public facilities like parks and swimming pools. In addition, the concerns about affordability, whether of healthcare (#1) or housing (#4), could be impacted positively in part by reducing household dependence on motor vehicles, as each motor vehicle costs a household upwards of $13,000 to own and operate annually in PA. For a low-income family, being able to reduce the number of vehicles needed while still successfully accessing destinations, people, and goods they need, means more funds available for other needs and wants. More indirectly, the third most important action – increasing the number of primary care providers – might not initially appear to have anything to do with active transportation. However, the ability of health systems to attract, recruit, and retain high quality staff is impacted significantly by the livability of the community, with walkability and bikability being highly prized especially among younger workers at the beginning of their careers.



www.treeequityscore.org's estimate of need for shade tree coverage by block group when lack of tree coverage and social indicators like poverty are combined. Orange is highest need.

Likewise, modern urban planning holds that better quality pedestrianism and walkable public places are better for everyone of whatever health, income level, or life stage too. It may be that the best measure of a good city is how satisfied its residents are to be there rather than to be somewhere else, and the

happier they seem, the more that others who live elsewhere would find the city the preferred "somewhere else" that they'd rather be too. Given Meadville's slow population decline since the 1960s, which cannot



Meadville residents' expenditures on transportation according to census data. Notice that while – appropriately – the lowest income areas spend the least on transportation, the costs are high relative to income and exceed even housing.

all be contributed to industrial decline and job loss alone, take note. It's not all about jobs now. Working-age people quite reasonably want their jobs to pay for a lifestyle of choice. As folks may discover they've grown tired of or are priced out of big-city aspirations and traffic jams, an attractive but affordable miniature replica of a big city – like Meadville may be – could be well-positioned to be the kind of place where city-people who want more quiet and access to country would rather live.

Especially, having a pleasant downtown where people would prefer to spend their time is critical to any small city's success. People on foot spend more time and money there and accelerate the essential and attractive sense of vibrancy that a downtown sterilized by busy roads and empty sidewalks fails to provide. Correspondingly, we should aim to help our "pedestrian culture" flourish, which urban planner and architectural designer Jeff Speck describes as the social foundation for our communities. When people walk downtown, they have the opportunity to smile at and say hello to fellow passersby. They can "pop" in and out of stores, developing a personal connection with our downtown employees and business owners. These repeated interactions create a sense of belonging and connection to our built environment that is critical to the vitality of our community. People choose to stay (and invest!) in places where they feel at home.

This should instruct us in Meadville that the optimal picture of a transportation system is one where largely only people who *need* to drive downtown do so; people who *can* walk downtown will want to do so; and everyone who *arrives* downtown will enjoy mulling about on foot and stay there awhile. Setting aside the issue of needing desirable, attractive destinations in the first place, it cannot be ignored that our combined roadways, vehicle parking, and streetscape comprise 53% of our entire central business district's gross area and therefore contribute to a corresponding amount of visitors' experiences of being downtown. Meadville's appetite for a walkable, accessible downtown is evidenced by Experience Meadville's most popular First Friday events – February's Cookie Walk, June's Art Walk, September's Catwalk, and October's Witch Walk – all of which function around a common theme: *walking.* When we invite people downtown, residents and visitors alike, we want them to take their time to truly *experience* it. Countless times we hear from First Friday attendees that they "never realized how much Meadville has," or "have been to [Name of Locally Owned Business] before this event." Increasing support for active transportation infrastructure and the streetscape is the city's part to play in this.

PLANNING SUPPORT

Fortunately, this plan is in large part a continuation of earlier foundations and values laid by the city since its last comprehensive plan in 2013. active transportation has increasingly gained traction at the federal and state levels. The principles of active transportation, related urban design, their positive contributions to economic development, and the technical methods of transportation engineering to achieve better pedestrianism have become better studied and widely accepted by traffic engineers and transportation planning specialists alike.

The City of Meadville's pursuit of an active transportation plan comes at a very appropriate time when years of plans and policies at all levels of government are converging to this opportunity.

City of Meadville Comprehensive Plan Update, 2013

The City of Meadville anticipates updating its comprehensive plan soon and will include this active transportation plan as a component. Its last comprehensive plan from 2013 states a desire for better multi-modal transportation opportunities and bike and trail opportunities specifically. Connecting the city to the Ernst Trail, a five-mile trail at the time whose trailhead is across French Creek in Vernon Township, was a long-sought after goal that planning at the County level may make a reality in the next few years. This active transportation plan would visualize and prepare for that reality.

> *"Community Development Objective #6: Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transportation options and pedestrian and bicycle connections."*
>
> - *"One of the main challenges identified with regards to transportation is a lack of a bicycle and/or pedestrian connection between Allegheny college and the downtown. …*

- *"With an ever-increasing focus on pedestrian and bicycle connections, Meadville is looking to identify opportunities to establish enhanced connections not only within the City, but to the larger region. …*

"High Priority Action Item: Work with the French Creek Trails committee to bring the Ernst Trail into Meadville."

- *"… Currently the conceptual plans are to bring the trail in to the City by crossing the Mercer Street Bridge ad follow local roads into Bicentennial Park where a trail head could be constructed. … once on the City, additional connections could be made to other attractions such as the Meadville Area Recreation complex, Allegheny College, and the Central Business District, just to name a few." (Pg. 4.14)*

"Community Development Objective #7: Create additional opportunities to provide social and recreational options for residents and visitors.

"High Priority Action Item: Develop a Comprehensive Recreation, Park, and Open Space Plan." (Pg. 4.15)

Meadville Bike Route Connections Project: City of Meadville, August 28, 2015

Following the 2013 comprehensive plan, its priority action item to develop a comprehensive recreation, park, and open space plan was acted upon. The first activity for it was a short report developed by the consultant with an enthusiastic group of cyclists.

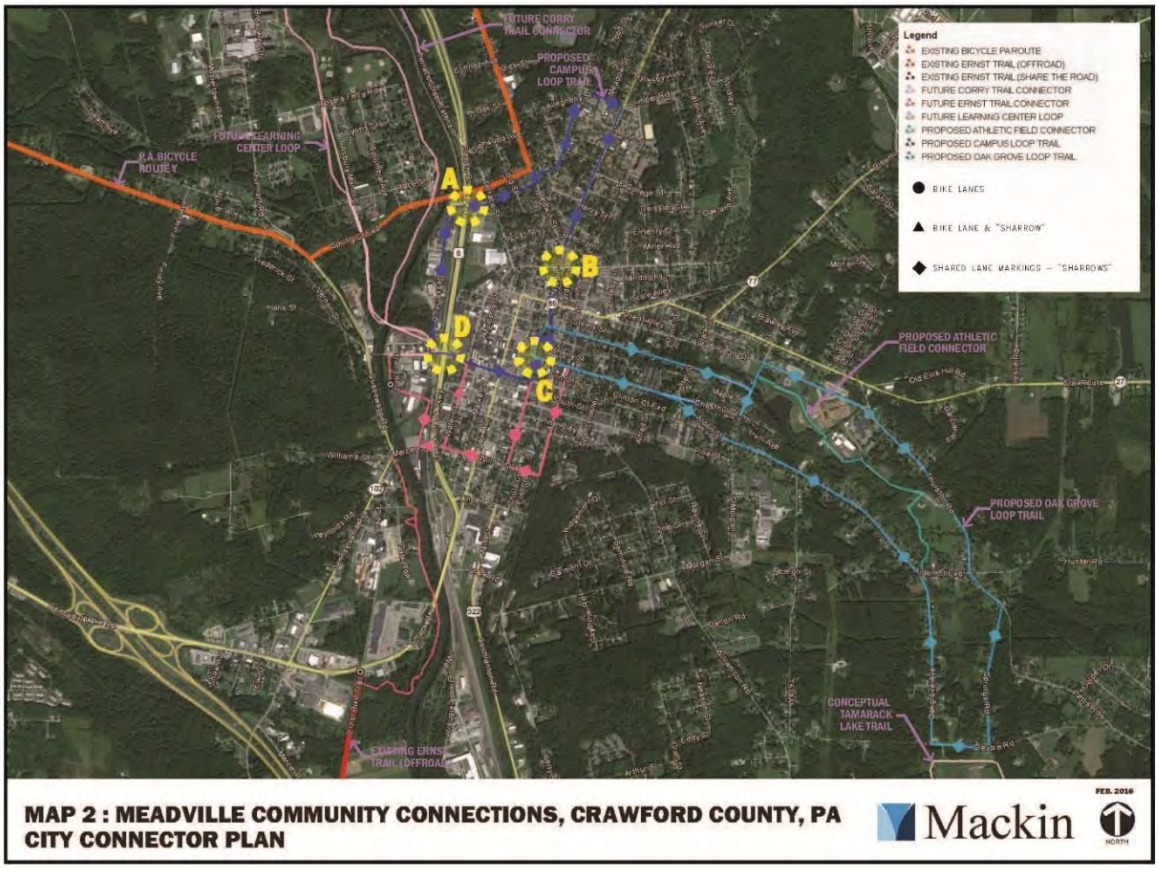
"The purpose is to develop a bike route connector plan to link the Ernst Trail to the City of Meadville, Allegheny College and West Mead Township. The project was tested with developing preliminary plans for a safe and accessible connection for bicyclists to travel in the community between trail, town, campus and township. … Many of the bikeway improvements can be accomplished through a 'road-diet,' a reduction of the travel lane widths to provide for the addition of a 5' bike lane, or adding a shared lane marking to roads with lower volumes and lower speed limits." (Pg. 3)

"We recommend that Meadville, West Mead and Allegheny College review and adopt a Complete Streets Policy directing all new roadway and roadway reconstruction projects be designed for safe, accessible travel for all modes of transportation – people who walk, people who bicycle and people who drive in the community in that order. … By including bicycle infrastructure into the current roadway system, communities can reduce the need to constantly drive their cars all of the time to the store, to school, to work; this simply provides people with travel options – options that can be made safe, reliable and efficient. Implementation of the recommendations can result in dramatic health benefits for citizens, reduced traffic and parking congestion, and create safer places to walk and bicycle in your town." (Pg. 4)

Comprehensive Recreation, Open Space and Greenways Plan: City of Meadville, Final Plan, February 2016

This plan largely focused on maintenance and programming of the park system. However, as with the cycling report above, it proposed systems of recreational or connector "trails" on the streets through town.

> *"The proposed development of the interconnected trail system throughout the City (see Map 2) and the surrounding areas should also enhance the use of the parks and increase recreation opportunities. Biking/hiking and the use of an interconnected trail system were some of the primary areas of interest indicated throughout the public input process." (Pg. 3.2)*



Pennsylvania Transportation Advisory Committee Bicycle and Pedestrian Policy Study (May 2016)

This report pointed out that operational treatment of pedestrian and cycling facilities has lagged and failed to meet policy objectives for their prioritization. The City's proposed active transportation plan arises from similar sentiments, is consistent with the objectives expressed in this state advisory report, and would meet its challenges at the local level for coordinated planning, project development, and maintenance operations.

"In 2010, the United States Department of Transportation (USDOT) set a nationwide policy for bicycle and pedestrian accommodation with the issuance of its 'Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.' That policy states in part:

> The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes." (Pg. 2)

It continues, "The goals from the 2007 Bicycle and Pedestrian Master Plan [have not been achieved to date]. … Bicycle and pedestrian needs have not been fully identified or systematically classified and prioritized, nor have appropriate funding levels been established to meet these needs." (Pg. 4)

My Meadville Community Action Plan (2018)

In 2016-2018, a citizens planning project following the Community Heart and Soul model of community development was conducted. Called *My Meadville*, it solicited the values of a wide swath of residents who otherwise were felt to have been passed over when engaging the citizenry for political or planning input in traditional ways. Among its products was a set of value statements that the current City Council refers to for its policies and priorities. The statement below could be considered the seed of the present momentum towards active transportation:

> "We value a convenient, flexible, and affordable local transportation system that makes important places accessible for all residents." (Pg. 1)

City of Meadville Strategic Management Planning Program Report, March 2021

The City of Meadville has had persistent budgetary difficulties for the past decade. With so much local infrastructure to maintain and a declining tax base, the City oftentimes cannot self-fund many physical facilities that would improve quality of life. Its participation in the PA DCED's Strategic Management Planning Program discovered a need to institute long-range financial planning – extended to infrastructure and capital assets. Related to our current transportation planning, we need to have a forecast of implementation and maintenance activities for our active transportation infrastructure to successfully deploy and enjoy them within our means. It's possible that continuous review of our transportation spending may find benefits in reallocating existing funds from motor traffic-related transportation and into pedestrian features instead, which tend to be cheaper and supplemental to any roadway paving and related traffic controls.

PW 04	Develop a longer-term capital plan
Target Date	Short Term
Responsible Party	City Manager
Budget Impact	Improved financial management

"The city largely approaches capital purchase financing in three-year cycles. Even if its capacity for further borrowing is limited, the city should attempt to develop a longer-term capital plan to ensure that its limited funds are wisely invested in addressing its most immediate needs. An asset management system may help the city to better understand the age and condition of its buildings, fleet and other physical assets and identify priorities." (Pg. 107)

2020 Pennsylvania Statewide Active Transportation Plan, PennDOT PUB 787 (4-20)

The City of Meadville's active transportation plan would align with all six themes of the Statewide Active Transportation Plan. Specifically, it would meet all the strategies and actions cited below. An expectation of the active transportation plan is that it would not be a static document but serve as a recursively updated communication to help coordination between local transportation planning and PennDOT planning. For instance, right now, the LRTP is preparing for the reduction of two lanes of French Creek Parkway bypass and conversion into a trail, at nearly the exact point where PennDOT expects to demolish the Spring Street bridge/overpass in favor of an at-grade intersection; this plan would include considerations that anticipate both.

Additionally, the city's active transportation plan would achieve the State's statement of "Local Government Responsibilities to Adopt Complete Streets Policies or Methodology, to 'provide adequate and appropriate bicycle parking at strategic locations that will accommodate and encourage bicycle use', and to 'maintain roadway surface, on locally-owned roads, prioritizing roads that have high levels of actual or potential bicycle use (as identified in local or regional bicycle plans).'" Study of actual or potential bicycle use to inform prioritization and maintenance of roads is a proposed product of this plan.

Theme: Enhance Safety. *Improve safety for non-motorized users.*

- S1: Increase PennDOT capacity to plan, design, construct, and maintain active transportation facilities that support and encourage users of all ages and abilities.
- S2: Improve PennDOT processes to ensure the needs of bicyclists and pedestrians are adequately identified during scoping and included in design for all project types.
- S2.2. Include bicycle pavement markings and shoulder improvements as part of PennDOT's resurfacing program and routine maintenance projects. Responsible Party: Lead: MPOs/RPOs, Local Governments.

Theme: Provide Transportation Equity. *Provide opportunities for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across Pennsylvania to bicycle or walk.*

- E1: Integrate equity criteria into decision-making and prioritize walking and bicycling investments in underserved areas with transportation disadvantaged populations.

- E3: Improve non-motorized access to transit and other modal connections.

Theme: Connect Walking and Bicycling Networks. *Provide a complete pedestrian and bicycling network that reliably and easily connects users of all ages and abilities to destinations and other transportation modes.*

- C1: Support the development of regional and local plans that identify bicycle and pedestrian needs and priority projects with a focus on closing gaps and building complete, comfortable networks.
- C2: Improve connectivity by addressing bicycling and pedestrian network gaps through the transportation project development process.
- C3: Improve access to parks, trails, and other recreational amenities.

Theme: Leverage Partnerships. *Work actively and collaboratively with federal, state, regional, local, and private partners to support walking and bicycling.*

- P1: Strengthen ongoing coordination, cooperation, and collaboration between federal, state, regional, local, and private partners to facilitate a seamless pedestrian and bicycle system.
- P2: Coordinate PennDOT planning and policy with all levels of government to encourage mode shifts, reduce emissions of greenhouse gases, and provide a flexible and resilient transportation network.

Theme: Improve Public Health. *Provide active living environments with safe, connected, accessible facilities along with programs that influence public health by encouraging walking and bicycling.*

- H4: Address health disparities through active transportation policies, plans, and project selection.
- H6: Improve access to community health resources.

Theme: Increase Economic Mobility. *Maximize economic competitiveness through walking and bicycling networks that improve people's abilities to access jobs, businesses, and other destinations, and to attract visitors and tourists, new residents, and new businesses to Pennsylvania.*

- M1: Promote local land use policies and practices that support increased bicycling and walking and add to the overall livability and vitality of communities.
- M4: Improve access to job centers and downtown districts.

Pennsylvania Statewide Comprehensive Outdoor Recreation Plan for All: 2020-2024

Similar to how the city's active transportation plan would act on the sympathetic goals of the Statewide Active Transportation Plan, it does the same for the Statewide Comprehensive Outdoor Recreation Plan. While this plan does not prioritize active transportation as a recreational pursuit, the increased connectivity it proposes that would deliberately consider connections to nearby trail systems and future expansions to parks as well as making daily routes pleasant and safe enough to be enjoyed recreationally are clearly in line with the State's recreation plan.

Priority: Health and Wellness: Promoting Healthy Living through Outdoor Connections. Action 4. Create walking and biking networks that provide safe, close-to-home access to recreation and encourage healthy behavior in communities. a. Fund and support at least 30 active transportation plans. b. Close priority trail gaps to achieve the overall goal of having a trail within 10 minutes of every Pennsylvanian. c. Create a Pennsylvania Safe Routes to Parks Program to achieve a goal of having a park within a 10-minute walk of every Pennsylvanian. d. Improve connections between mass transit and public outdoor recreation opportunities.

Priority: Recreation for All. Action 2. Enhance recreation amenities to fit the needs and expectations of underserved people. a. Incorporate universal design practices to improve access for people of all abilities.

Priority: Funding and Economic Development. Action 1. Protect and expand public and private investments in outdoor recreation. Action 4. Demonstrate the benefits and impacts of nature-based solutions to addressing community needs. a. Demonstrate the value of investing in green infrastructure to create more resilient and sustainable recreation facilities that will support multiple community needs.

Public Transit Demand and Post-Pandemic Mobility Planning and Study to Address Economic Disparities in Rural Pennsylvania (PA Transportation Advisory Committee, October 2022)

Not to leave out the lessons of the pandemic, the City of Meadville is keenly aware that its people are its most valuable resource, and the detriments of indoor and sedentary lifestyles to their health became more apparent. During the pandemic, two alleys were closed for outdoor dining space for nearby restaurants, and they continue to close those alleys even now during spring-fall because of its popularity. Could even more alleys, roads, or public areas find more value by removing car traffic from them? The question is worth repeated exploration.

"During the COVID-19 pandemic, many cities realized that residents needed more outdoor spaces within their communities to safely get outside while still observing social distancing measures. Shared, open, and slow streets were the result, which restricted vehicular access along some corridors and provided ample 'pop-up' spaces for walking, biking, outdoor dining, and more. Using shared streets as a permanent installment gives pedestrians a clearer safer right-of-way, encouraging less dependence on personal vehicles and creating more vibrant main street areas." (Pg. 29)

Meadville Climate Action Plan, 2022: Local Actions and Policies to Reduce Meadville's Greenhouse Gas Emissions

The active transportation plan aligns with Meadville's climate action plan (CAP), prioritizing efforts to reduce transportation emissions. Addressing climate change is critical, considering that motorized vehicles and building operations are the main contributors to carbon generation.

"Transportation: Supporting existing groups and programs to expand and upgrade city biking and walking infrastructure." (Pg. 9)

"[Transportation Action Item] T1 – City Biking Development Program.
Explanation of action step: City-based program to expand local bicycling.
Equity Benefit: Focus on low-income neighborhoods to make biking a better alternative than vehicles. Implementation considerations: Existing groups and programs should be researched to develop resource and funding databases. Development will include assessing and upgrading city infrastructure and biking-focused events.
Key next steps: Inventory groups and programs." (Pg. 54)

"[Transportation Action Item] T2 - City Walking Development Program.
Explanation of action step: City based program to expand local walking
Equity Benefit: Focus on low-income neighborhoods to support walkability, especially to vital services. Implementation considerations: Existing groups and programs should be researched to develop resource and funding databases. Development will include assessing and upgrading city infrastructure and creating walking focused events.
Key next steps: Inventory groups and programs." (Pg. 55)

Northwest Commission Long Range Transportation Plan (2024

The federal government requires states to have metropolitan or regional planning commission Our regional transportation planning organization, the PA Northwest Regional Planning Commission, is required by the Federal Highway Association and PennDOT to

Crawford Inspired: It's Our Future (Crawford County Comprehensive Plan, 2024)

Crawford County recently finished a cover-to-cover update of its comprehensive plan, which was last issued in 2014, with extensive community surveys and stakeholder representation including from the City of Meadville's planning commission. It declares a commitment to Complete Streets models of policy in transportation decision-making, of encouraging active transportation as a form of healthy daily lifestyles and recreation, and it recognizes the benefits of urban areas like Meadville leaning into a human-scale pedestrian character in contrast to the former plan's transportation focus on accommodating trucking and freight traffic.

"Communities could seize the potential opportunity presented by reduced traffic [related to population loss and growth of online services] to repurpose streets for public space or different functions within the transportation network.

Walkability in the county varies greatly and aligns with the overall characteristic of each community. While most neighborhoods might have sidewalks or low volumes of traffic,

many communities are disconnected from places like groceries, drug stores, or neighborhood restaurants/bars that people could easily walk to.

Bicycling has a limited presence in the county. … The county lacks safe, connected bicycling infrastructure that wholly separates the cyclist from automobile traffic." (Pg. 34)

Our Community Priorities …

"Invest in infrastructure. A thriving 21st century society requires maintenance of and upgrades to infrastructure. Through a unified approach and comprehensive inventory, Crawford County and our partners will be better positioned to create, repair, or replace our [transportation systems, etc.]" (Pg. 41)

Bold move: Invest in community initiatives to improve public health.
Action steps:

- *Develop a trail network that places all households within a 10-minute walk of a trail or park.*
- *Implement complete streets and active transportation policies to reduce serious pedestrian, cyclist, buggy, or driver injuries.*
- *Leverage County resources to promote safe, affordable, and accessible travel within and between our communities. (Pgs. 56-57)*

Crawford County Safety Action Plan (PENDING, 2025)

Crawford County and the Northwest Commission have sponsored a safety action plan for the county that would qualify for potential implementation funding under the federal Safe Streets for All (SS4A) program. It is expected to be complete by this June, along the same timeline as this plan, and informs this plan through our parallel efforts and the results of public survey.

END OF SECTION

ACTIVE TRANSPORTATION PLAN ACTIVITIES

For practical purposes, the plan identifies a concise network of corridors to focus on that could potentially link together the most everyday destinations and residences per road mileage. Priority was given to local streets known to carry significant existing walking and biking traffic, direct connections with schools, parks, trails, and transit, and the two city census tracts that are considered environmental justice areas. The prioritization attempts to use the most effective routing linking downtown[2] and as many schools, parks, grocery stores, and services as could be captured on the routes and as many residences as could be captured within a few blocks that could funnel into them. The corridors would essentially act as the analog to "major collectors" in the Federal Highway Administration's (FHWA) highway federal functional classification (FFC) system, which the FHWA and PennDOT similarly use to assign prioritization to their studies, funding, and projects. The CATA bus terminal at the Downtown Mall, Meadville Area High School and Middle School, and Second and First District elementary schools were especially considered as focal termini for this network. Spurs from Water Street along Reynolds Avenue, Arch Street, and Willow Street are included in the priority corridors in anticipation of their eventual connection to extensions of the Ernst Trail, Bessemer Trail, and French Creek Parkway trails that are currently in development.

Priority active transportation corridors

- *Terrace Street from Randolph Street to Spring Street, with a spur of Reynolds Avenue to the French Creek Parkway.*
- *Water Street from Randolph Street to Willow Street, with a spur from Willow Street to the French Creek Parkway and a spur from Arch Street to the French Creek Parkway.*
- *Randolph Street*
- *North and South Main Street from Linden Street to Loomis Street, including Diamond Park.*
- *North Street from Grove Street to Thurston Road*
- *Pine Street*
- *Grove Street from North Street to Williamson Road*
- *Chestnut Street from Diamond Park to Grove Street*

For the purpose of this plan, the central business district is considered a unique destination area with more complex planning considerations than can be considered here.

Public commentary and reported crash data were plotted with respect to this network, allowing us to identify an expansive number of meaningful activities that could directly relate to and improve residents' experiences of being a pedestrian in the city. The selection of these specific street segments is in turn based on their potential to get the most additional pedestrians possible safely and comfortably to and from home and everyday destinations throughout the city.

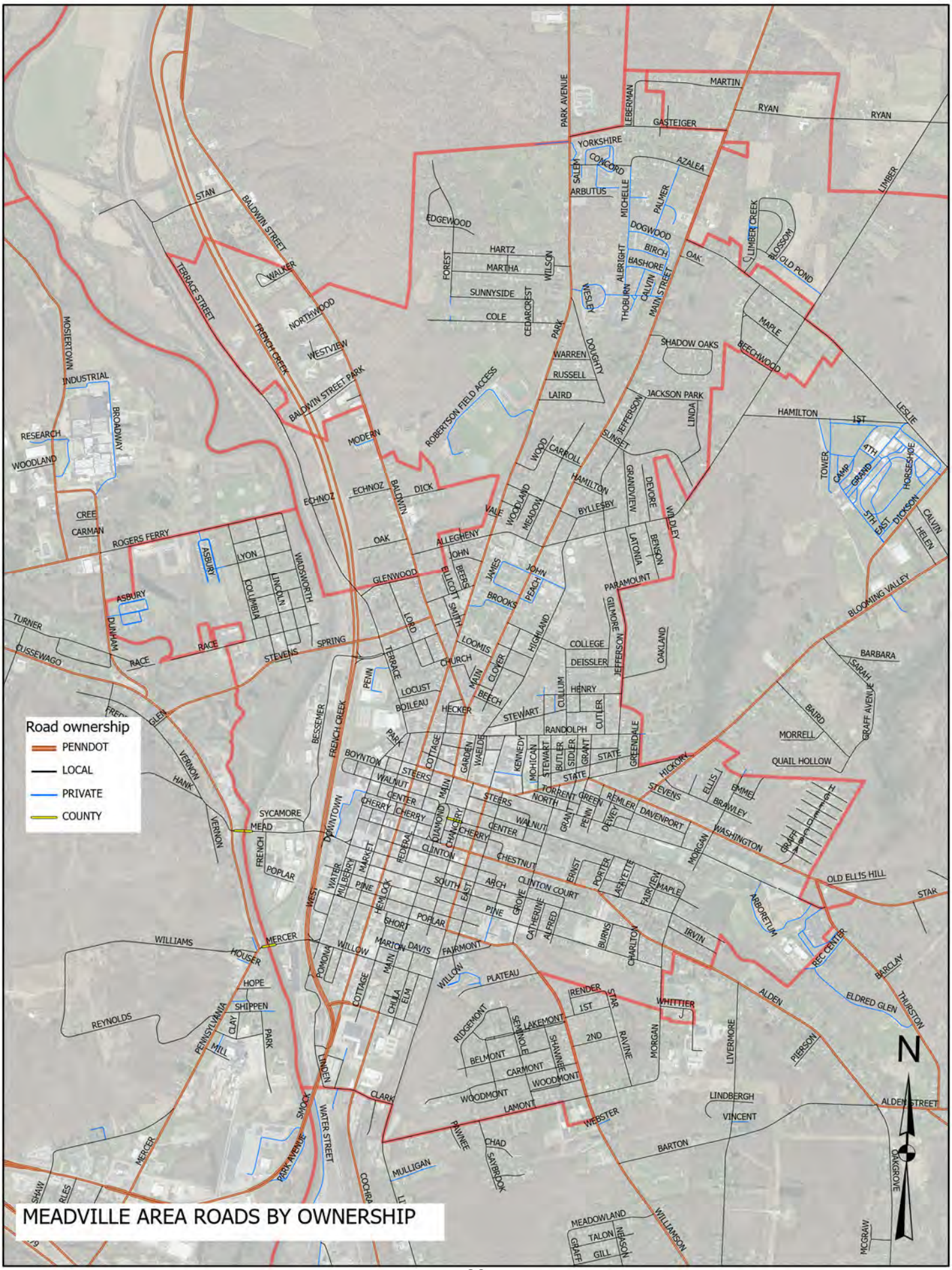
[2] The importance of pedestrianism in our central downtown retail area has not been ignored, but downtown's form and function are different; our present focus is to get pedestrians from the outskirts of the city to downtown and back safely and comfortably on foot, bike, wheelchair, or bus in the first place.

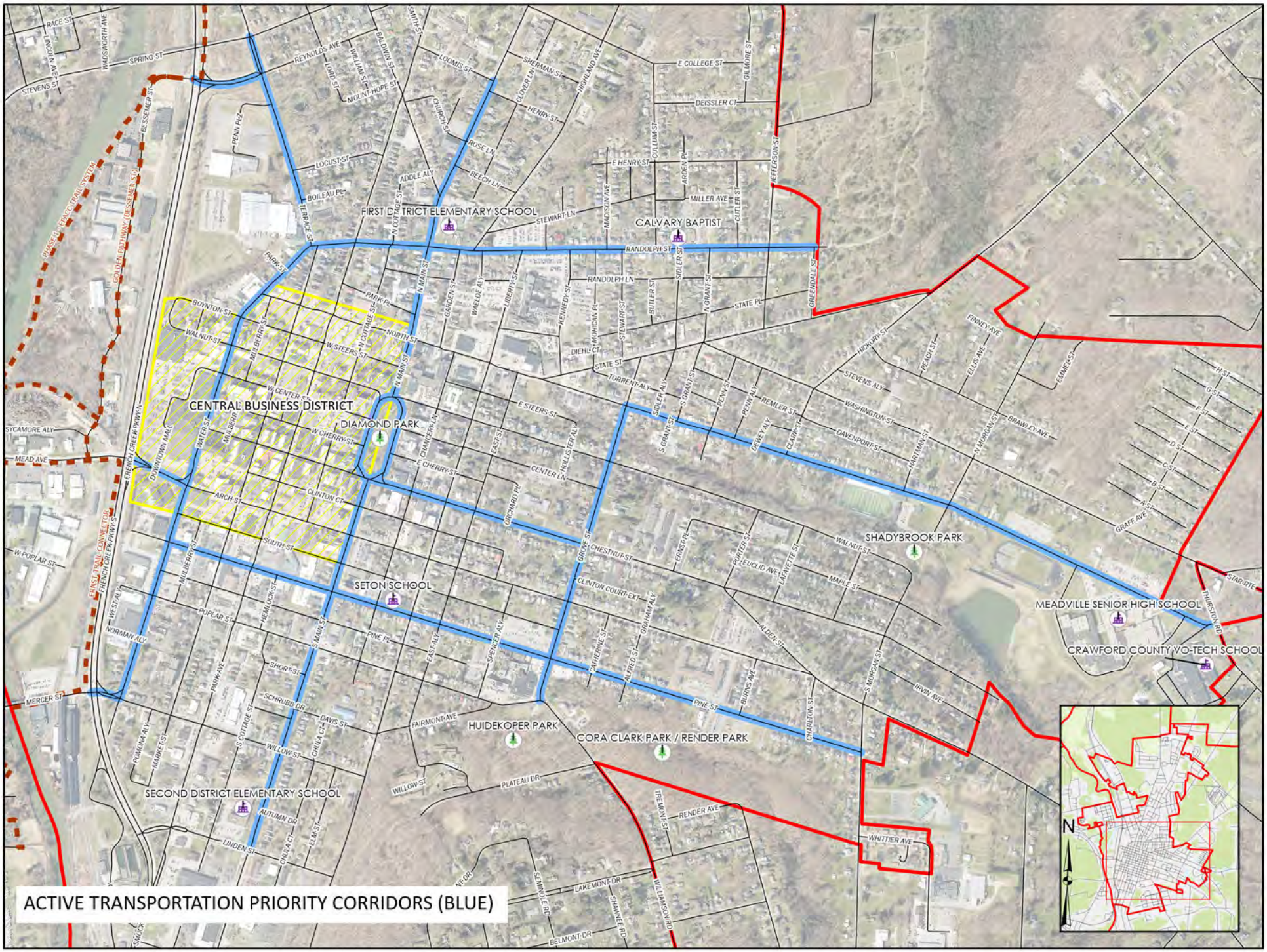
Activities in this plan may be identified as actions, planning activities, activities in reserve, and dismissed activities, as described below.

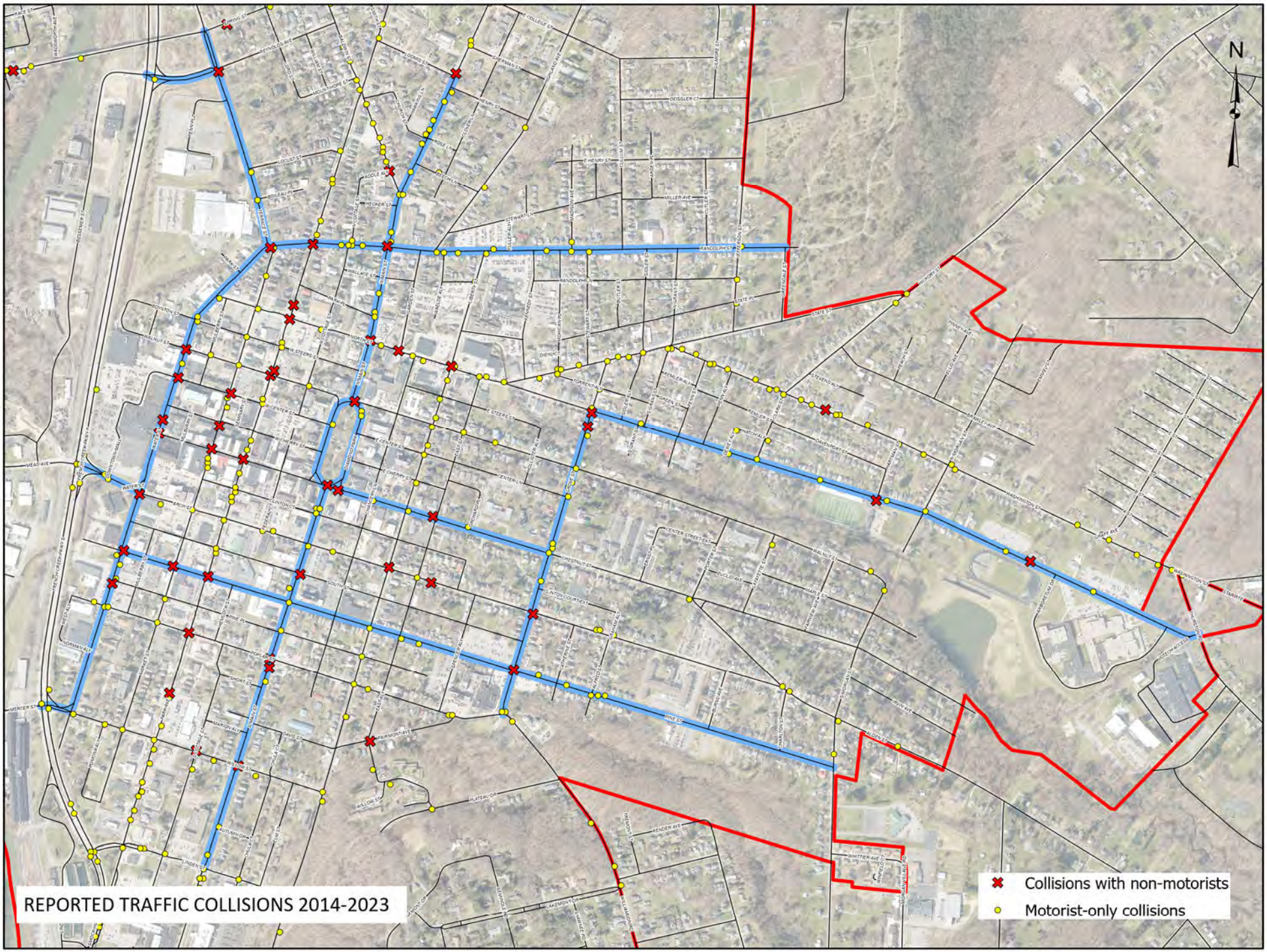
- Actions are those work items that should require no new significant justification to pursue implementation, even as details of the implementation are not yet complete.
- Planning activities are those items that would require additional traffic and engineering studies or pre-design to justify or clarify more details of the proposed improvements before a decision whether or how to pursue implementing them can be made.
- Some activities are marked as a planning activity/action. These indicate that while more pre-design or study is required before implementation, the activity falls within the regular and reasonable abilities of the city and staff are directed to pursue design or study and follow through to implement the results.
- "In reserve" are those activities that are not expected to be quickly pursued or are outside the five-year timeframe imagined by this plan. Even so, the observations and activities suggested by them are worth documenting for future continuations of transportation planning, or at least for the record to show that they have indeed been thoughtfully considered in the choice not to pursue them now.
- Dismissed activities are those which were raised during the formulation of this plan in some fashion but definitively decided against pursuing. Their inclusion here is to document that they were indeed considered and the decision-making behind their dismissal so future staff can choose not repeat the exploration.

Impacts and implementation, including costs, are very rough estimates until each is pursued as a full project.

Continue to next page.


Road ownership
PENNDOT
LOCAL
PRIVATE
COUNTY
N
MEADVILLE AREA ROADS BY OWNERSHIP


ACTIVE TRANSPORTATION PRIORITY CORRIDORS (BLUE)
CENTRAL BUSINESS DISTRICT
DIAMOND PARK
FIRST DISTRICT ELEMENTARY SCHOOL
CALVARY BAPTIST
SETON SCHOOL
SHADYBROOK PARK
MEADVILLE SENIOR HIGH SCHOOL
CRAWFORD COUNTY VO-TECH SCHOOL
HUIDEKOPER PARK
CORA CLARK PARK / RENDER PARK
SECOND DISTRICT ELEMENTARY SCHOOL
N


N
REPORTED TRAFFIC COLLISIONS 2014-2023
Collisions with non-motorists
Motorist-only collisions

PLAN ACTIVITIES SUMMARY TABLE - BY CORRIDOR

Map number	Activity ID	Activity name	Activity type	Improvement Type	Activity Description	Essential partners	Importance	Difficulty	Time frame	Est. Cost	Priority
		Water St corridor									
1	2025-ATP-001	Water Street Pedestrian Safety and Shared Road Infrastructure	Study / Plan / Action	Traffic Calming / Pedestrian Improvements	Study feasibility and planning options to change intersection traffic and pedestrian management. Plan to add crosswalk warnings and protections, pavement markings, and other traffic calming measures to improve bicycle/pedestrian safety. Adjust for anticipated bicycle/pedestrian traffic diverted from the nearby multiuse trails.	Crawford County; Economic Progress Alliance of Crawford County; French Creek Recreational Trails	Medium (context dependent)	Medium-High	Long term; Long duration	>$500K	Yes (Study and crosswalk improvements)
2	2025-ATP-002	W Cherry Street at Water Street Curb Ramp	Corrective action	Pedestrian improvements / Accessibility	Install ADA-compliant curb ramp across W Cherry St on Water St that has now a low curb. It is the last remaining non-compliant crossing on Water St.	n/a	Low	Very low	Short term; Short duration	$4,000	Yes
3	2025-ATP-003	Willow Street Spur Redevelopment	Study / Planning Activity	Traffic Management / Pedestrian Improvements	Engage with PennDOT to review Water St and Willow St intersection lane configuration and traffic control. The short segment of Willow St as it meets Water St appears inappropriate to serve pedestrians and potential trail users and may be overconstructed for current levels of motor vehicle traffic.	PennDOT; Crawford County; Economic Progress Alliance of Crawford County; French Creek Recreational Trails	Medium (context dependent)	Low (study) / Very high (action)	Long term; mid duration	n/a	Yes
4	2025-ATP-004	Arch Street Gateway Redevelopment	Study / Planning Activity	Traffic Management / Pedestrian Improvements	Presently pending a DCED Municipal Assistance Grant contract. Engage with PennDOT to review Water St and Arch St intersection, lane configuration, and traffic control. The short segment of Willow St as it meets Water St appears inappropriate to serve pedestrians and potential trail users and may be overconstructed for current levels of motor vehicle traffic.	PennDOT; Meadville Community Revitalization Corporation; Northwest Commission Crawford County; Economic Progress Alliance of Crawford County; French Creek Recreational Trails	Medium (context dependent)	Low (study) / very high (action)	In progress; Long duration	n/a	Yes
5	2025-ATP-005	Transit Hub Concept	Planning activity	Transit	Conceptual plan for improved transit amenities on Water St. A plan to improve the quality and experience of CATA and Greyhound bus riders through reconstructed facilities in proportion to the importance of a downtown terminal.	CATA	Medium (context dependent)	Medium (study) / Very high (action)	Long term; Long duration	n/a	No
6	2025-ATP-006	North Street at Water Street Traffic Signal Timing	Corrective action	Traffic management	Recalibrate the signal timing to allow longer times favoring North Street.	n/a	Very low	Low	Short term; Short duration	n/a	No
		Terrace St corridor									
7	2025-ATP-007	SR 27 Route Correction	Corrective action	Traffic management	Engage PennDOT to have erroneous SR 27 signage removed from here and Market St, update online information accordingly.	PennDOT	Low	Low	Short term; Short duration	n/a	No
8	2025-ATP-008	Terrace Street Speed Limit Reduction	Corrective action	Traffic calming	Requires ordinance and signage.	n/a	Medium	Low	Short term; short duration	<$1,000	No
9	2025-ATP-009	Terrace Street Traffic Management	Plan / Action	Traffic claming / Traffic management	Narrow travel lanes through centerline and shoulder markings. Add "Share the road" signage. Opt. add sharrow pavement markings.	n/a	Low	Low	Mid term; short duration	$8,000	No
10	2025-ATP-010	Canal Park Bus Stop Designation	Plan / Action	Multimodal improvements	Expand the sidewalk beyond C&J Industries to connect to Canal Park; repurpose Canal Park as Terrace St's CATA bus stop.	CATA; Crawford County Historical Society	Low	Moderate	Mid term; short duration	$8,000	No
11	2025-ATP-011	Reynolds Avenue Spur Redevelopment	Study	Traffic Calming / Pedestrian Improvements	Collect traffic counts and analyze the capacity implications at the US 6 / US 19 and Terrace Street intersections along Reynolds Avenue. Evaluation the options for restriping / reconfiguring the existing bridge to provide bike lanes and narrower travel lanes.	PennDOT; Northwest Commission; Crawford County; Economic Progress Alliance of Crawford County; French Creek Recreational Trails	High (context dependent)	Low	Long term; long duration	$10-15,000 (study)	Yes

PLAN ACTIVITIES SUMMARY TABLE - BY CORRIDOR (Continued)

Map number	Activity ID	Activity name	Activity type	Improvement Type	Activity Description	Essential partners	Importance	Difficulty	Time frame	Est. Cost	Priority
12	2025-ATP-012	Spring Street Intersection Redevelopment	Study	Traffic Calming / Pedestrian Improvements	Spring St intersection: Engage PennDOT to reconfigure and redesign intersection etc.. In reserve pending Spring St Bridge decisions. Review intersection for traffic calming and pedestrian crossings/connection safety.	PennDOT; Northwest Commission; Crawford County	High (context dependent)	High	Long term; long duration	n/a	No
		Randolph St corridor									
13	2025-ATP-013	Randolph Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit to 25 mph from 35 mph. Requires ordinance and signage.	n/a	Medium	Very low	Short term; Short duration	<$1,000	No
14	2025-ATP-014	Jefferson Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit to 25 mph from 35 mph. Requires ordinance and signage.	n/a	Low	Very low	Short term; Short duration	<$1,000	No
15	2025-ATP-015	Jefferson Street-Randolph Street All-Way Stop	Action	Traffic calming	Install four-way stop control at intersection of Randolph and Jefferson Street. Requires ordinance and signage.	n/a	Low	Low	Short term; Short duration	<$1,000	No
16	2025-ATP-016	Stewart Street Curb Ramp Alignments	Corrective action	Pedestrian improvements / Accessibility	Realign curb ramps that leads to middle of Stewart Street rather than to an opposite curb ramp.	n/a	Low	Low	Mid-term; short duration	$10,000	No
17	2025-ATP-017	Randolph Street Traffic Management	Plan	Traffic calming	Review the standards for placement of traffic control signage and pavement markings; review adequacy of on-street parking; study all-way stop at Liberty St.	n/a	Low	Low	Mid term; short duration	$1,500 for all-way sotp study; staff time	No
18	2025-ATP-018	Crawford Christian Academy School Zone Feasibility	Study	Traffic Calming / Traffic management / Pedestrian Improvements	Review need for school zone at Crawford Christian Academy. Establish whether warrants should exist for a school zone between Stewart St and N Grant St.	n/a	Low	Low	Mid term; short duration	$1500 to study	No
		N Main St and S Main St corridor									
19	2025-ATP-019	N and S Main Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit on S Main Street and N Main Street from Linden Street to North Street. Requires ordinance and signage.	n/a	Medium	Very low	Short term; Short duration	<$1,000	Yes
20	2025-ATP-020	N Main Street North Street-to-Loomis Speed Limit Reduction	Corrective action	Traffic calming	Engage PennDOT to study reducing speed limits on N Main Street to 25 mph northbound from North Street to Baldwin Street	PennDOT	Medium	Very low	Short term; Short duration	n/a	Yes
21	2025-ATP-021	N Main Street Safety Improvements Project: Immediate Improvements	Action	Pedestrian improvements	Install high-visibility crosswalk pavement markings at Loomis, Sherman, E John, and Allegheny Sts. Add crosswalk warnings "next 1/2 mile" at appropriate locations, in accordance with 2017 PennDOT plan.	PennDOT; Allegheny College	High	Low	Short term; Short duration	$5,000	Yes
22	2025-ATP-022	S Main Street Pedestrian and Shared Road Infrastructure	Study / Plan	Pedestrian improvements	Prepare study, concept, and activity to restripe S Main St to provide bike lanes or shoulders and sharrows. Install new pedestrian signage and piano key crosswalk markings along the corridor.	n/a	Medium-low	Medium	Long term; long duration	$100K-$200K	No
23	2025-ATP-023	Clinton Court at S Main Street Crosswalks		Planning activity / Pedestrian improvements	Install high-visibility crosswalk pavement markings, appropriate warning signage, and bump outs.	n/a	Low	Low	Mid term; mid duration	$20,000	No
24	2025-ATP-024	Second District Elementary School Zone Improvements	Plan / Action	Traffic Calming / Traffic management / Pedestrian Improvements	Prepare to replace existing school zone speed limit flashers, install new school zone speed limit flashers along Linden Street. Install new pedestrian signage and piano key crosswalks at the Main Street / Autumn Drive intersection. Revise school zone flasher permit with PennDOT.	PennDOT; Northwest Commission; Crawford Central School District	High	Low	Mid term; mid duration	$100K-$200K	Yes
25	2025-ATP-025	First District Elementary School Area Improvements and School Zone Revision	Plan / Action	Traffic Calming / Traffic management / Pedestrian Improvements	Prepare to replace existing school zone speed limt flashers, install new school zone speed limit flashers along Randolph Street and Main Street. Install new pedestrian signage and piano key crosswalks at the Randolph Street / Garden Street intersection. Revise school zone flasher permit with PennDOT. Potentially install speed hump on Randolph Street between Main Street and Garden Street. Potentiall construct a raised intersection with drainage improvements at the Ranodlph Street / Highland Avenue intersection. Possible drainage improvements to install inlets upstream from raised intersection.	PennDOT; Northwest Commission; Crawford Central School District	High	Low	Mid term; mid duration	$100K-$200K	Yes

PLAN ACTIVITIES SUMMARY TABLE - BY CORRIDOR (Continued)

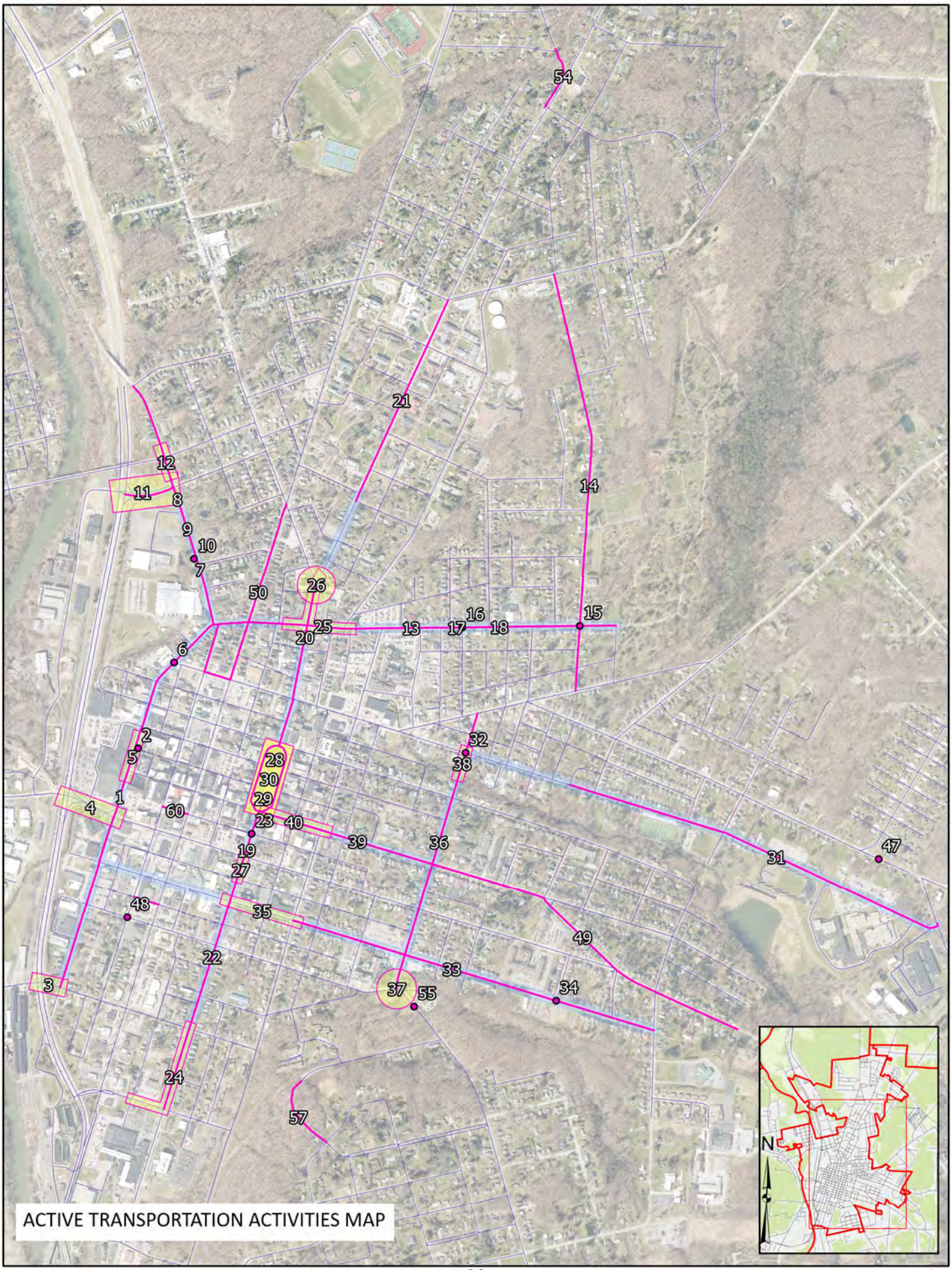
Map number	Activity ID	Activity name	Activity type	Improvement Type	Activity Description	Essential partners	Importance	Difficulty	Time frame	Est. Cost	Priority
26	2025-ATP-026	Baldwin and N Main Street Intersection Safety Study	Study	Traffic Calming / Traffic management / Pedestrian Improvements	Engage PennDOT to study intersection improvement alternatives at this intersection.	PennDOT; Northwest Commission; Crawford Central School District	Medium	Low	Mid term; mid duration	<$100K (Study)	No
27	2025-ATP-027	Pine Street and Arch Street Crosswalk Realignment at S Main Street	Plan / Action	Pedestrian improvements	Realign the curb ramps to avoid conflict with cars rolling into the crosswalks	n/a	Low	Low	Mid term; mid duration	$50,000	No
		Diamond Park									
28	2025-ATP-028	Diamond Park Pedestrian Crossing Features, Immediate Improvements	Plan / Action	Traffic Calming / Pedestrian Improvements	Comply with immediately-implementable MUTCD and traffic calming practices with high-visibility crosswalks, pedestrian refuges, easy lane markings, and relocation of the bus stop with shelter and buildout. Potentially pair with enhanced speed limit reduction.	CATA; adjacent properties	Medium-high	Medium	Short term; mid duration	$50,000	Yes
29	2025-ATP-029	Diamond Park Enhanced Speed Limit Reduction	Study	Traffic Calming / Pedestrian Improvements	Study if the conditions at Diamond Park warrant special speed restrictions below 25 mph prior to physical traffic calming installations	n/a	Medium-Low	Low	Short term; short duration	$1,500	No
30	2025-ATP-030	Diamond Park Complete Pedestrian and Multimodal Design	Study / Plan	Traffic Calming / Pedestrian Improvements	Collect traffic and pedestrian counts, review circulation and parking to identify pedestrian improvements, traffic calming, signage / pavement marking, physical lane channelization and islands, and lighting needs around Diamond Park.	CATA	Medium	Low	Mid term; mid duration	$7,500-$10,000	Yes
		North St corridor									
31	2025-ATP-031	North Street School Area Traffic Calming Proposal	Plan / Action	Traffic Calming / Pedestrian Improvements	Construct raised crosswalks along North Street at student and staff parking lots. Possible drainage improvements to install inlets upstream from raised crosswalks. Install new pedestrian signage and piano key crosswalk markings along the corridor. Permit and install new school zone speed limit flasher for North Street westbound as this is the school pickup / dropoff circulating route. Consider periodic manual speed enforcement or radar speed feedback signs	Crawford Central School District	High	Medium	Mid-term; mid duration	$200K-$500K	No
32	2025-ATP-032	North Street at Grove Street Traffic Signal Replacement	Study	Traffic management	Prepare for the stop light to be retired in place of a four-way stop if warrants permit	n/a	Low	Low	Long term; short duration	$5,000 study	No
		Pine St corridor									
33	2025-ATP-033	Pine Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit on S Main Street and N Main Street from Linden Street to North Street. Requires ordinance and signage.	n/a	Medium	Very low	Short term; short duration	<$1,000	No
34	2025-ATP-034	Pine Street at Burns Avenue Crosswalk Improvement	In reserve	Pedestrian improvements	Install high-visibility piano key crosswalk marking and signage	n/a	Low	Low	Mid term; short duration	<$1,000	No
35	2025-ATP-035	Seton Catholic School Zone Permit Review	In reserve	Traffic management / Pedestrian improvements	Establish whether extent and signage of school zone is appropriate, determine if school zone speed limit flashers are warranted.	n/a	Low	Low	Mid term; short duration	$5,000	No
		Grove St corridor									
36	2025-ATP-036	Grove Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce posted speed limit to 25 mph. Requires ordinance and signage.	n/a	Medium	Low	Short term; short duration	<$1,000	No
37	2025-ATP-037	Grove-Poplar-Williamson Intersection Study	Study	Traffic management	City request PennDOT conduct an all-way stop control study at Williamson Rd/Poplar St. Engage PennDOT to study intersection improvement alternatives at this intersection.	PennDOT	Medium	Low	Mid term; short duration	$1,500	Yes
38	2025-ATP-038	Grove Street-North Street Intersection Safety Study	Study	Study	Engage traffic engineer to study collision pattens on Grove St approaching North St. Investigate the cluster of angle, rear-end and pedestrian collisions at this intersection for potential corrective actions.	n/a	Low	Low	Mid term; short duration	$5,000	No

PLAN ACTIVITIES SUMMARY TABLE - BY CORRIDOR (Continued)

Map number	Activity ID	Activity name	Activity type	Improvement Type	Activity Description	Essential partners	Importance	Difficulty	Time frame	Est. Cost	Priority
		Chestnut St corridor									
39	2025-ATP-039	Chestnut Street Speed Limit Reduction	Corrective action	Traffic calming	Engage PennDOT to reduce speed limit to 25 mph. Corrective measure to reduce speeding.	PennDOT	Low	Low	Mid term; short duration	n/a	No
40	2025-ATP-040	East Chestnut Street Spot Improvements	Study	Traffic Calming / Traffic management / Pedestrian Improvements	City engage PennDOT for enhancements at YMCA, Liberty St, and other spot locations and possible land protections/markings. Measures to study safety improvements	PennDOT; adjacent properties	Low	Low	Mid term; short duration	n/a	No
		Comprehensive Transportation Considerations									
		Preparing for implementation									
n/a	2025-ATP-041	Traffic Engineering Services Retention	n/a	n/a	Issue RFQ for traffic engineers for quick access to professional services for implementation and grant material preparations.	n/a	n/a	n/a	Short term	TBD	No
n/a	2025-ATP-042	Official Map	Plan	Policy	Prepare and adopt an official map per MPC Article 4. Establish official road information such as right of ways, building lines, easements, closures, and vacations, and claim rights to features required for implementation of this and other plans.	n/a	Medium-low	Low	Mid term; mid duration	Staff time	No
n/a	2025-ATP-043	Safe Routes to School Plan	Plan	Policy	Prepare Safe Routes to School Plan map for city schools. Supports grant funding for school route and school zone improvements	Crawford Central School District	Low	Low	Mid term; mid duration	n/a	No
n/a	2025-ATP-044	Adopt a complete streets policy	In reserve	Policy	Resolution to adopt a complete streets policy to elevate us for funding competitiveness.	n/a	Very low	Very low	n/a ; short duration	n/a	No
n/a	2025-ATP-045	Adopt an active transportation policy	In reserve	Policy	Resolution to adopt a complete streets policy to elevate us for funding competitiveness.	n/a	Very low	Very low	n/a ; short duration	n/a	No
n/a	2025-ATP-046	Adopt a Vision Zero policy	In reserve	Policy	Resolution to adopt a Vision Zero policy to elevate us for funding competitiveness.	n/a	Very low	Very low	n/a ; short duration	n/a	No
		Traffic calming and crossings safety									
47	2025-ATP-047	Washington Street School Path Crosswalk	Study / Action	Traffic Calming / Pedestrian Improvements	Design and permit through PennDOT a new pedestrian crossing with ADA curb ramps and rectangular rapid flashing beacons (RRFBs) east of Graff Avenue where students currently cross to access the stairs down to the Middle School / High School property.	PennDOT; Crawford Central School District	High	Low (study) / Medium (action)	Mid term; short duration	$3K-5K study; <$100K project	No
48	2025-ATP-048	Poplar Street-Market Street All-Way Stop	In reserve	Traffic management	Noted as a departure from the all-way stop controls at every other intersection on Market Street, see if all-way stop is warranted to protect pedestrians crossing Poplar Street	n/a	Low	Low	n/a	$1,500 (study)	No
49	2025-ATP-049	Chestnut Street-Alden Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit from 35 mph to 25 mph. Corrective measure to reduce speeding.	PennDOT	Medium	Low	Mid term; short duration	TBD	No
50	2025-ATP-050	Park Avenue North Street-Baldwin Street Speed Limit Reduction	Corrective action	Traffic calming	Reduce speed limit from 35 mph to 25 mph. Corrective measure to reduce speeding.	PennDOT	Medium	Low	Mid term; short duration	TBD	No
		Public transit									
n/a	2025-ATP-051	CATA-Meadville Transit Collaboration	Study / Plan	Multimodal improvements	Adjust routes when possible to better serve city live-work residents. Contribute to either authorization or implementation of improved bus stop sites.	CATA; Northwest Commission; Crawford County	Medium	Medium	Mid term; long duration	TBD	No
		Pedestrian-focused system enhancements									
n/a	2025-ATP-052	Sidewalk Policy Review	Study / Plan	Policy / Pedestrian improvements	A recurring item for the past decades, there is no written record of a rigorous decision to dismiss this or to go forward with a scheme	MCRC; property owners	Medium-low	Low	Mid term; short duration	TBD	Yes
n/a	2025-ATP-053	Downtown Streetscape Plan	Plan	Streetscape	Street trees create shade on well-traveled pedestrian and bicycle routes. Benches, directional signage, bike racks.	MCRC; community development organizations	Medium	Medium-low	Mid term; mid duration	TBD	Yes
54	2025-ATP-054	Doughty Avenue-Park Avenue Pedestrian Path	In reserve	Pedestrian improvements	Installing ~300 feet of additional sidewalk on N Main Street and reopening the ~240-ft closed portion of Doughty Avenue as a pedestrian-only connection would virtually reconnect Hillcrest and Old College Park allotments to the city's sidewalk system reaching downtown.	PennDOT; adjacent properties	Low	Medium	Long term; long duration	TBD	No

PLAN ACTIVITIES SUMMARY TABLE - BY CORRIDOR (Continued)

Map number	Activity ID	Activity name	Activity type	Improvement Type	Activity Description	Essential partners	Importance	Difficulty	Time frame	Est. Cost	Priority
55	2025-ATP-055	Williamson Road-Huidekoper Park Crossing	Study	Pedestrian improvements	Study, design and permit through PennDOT a new pedestrian crossing with ADA curb ramps and signage along Williamson Road (SR 2035) between Huidekoper Park and French Creek Recovery Center.	PennDOT	Low	Low	Mid term; mid duration	$1,500-$3,000 (study)	Yes
n/a	2025-ATP-056	Ernst Trail Meadville Connection	Plan	Pedestrian improvements	Complete the legal framework and design approvals for Ernst Trail, Bessemer Trail and French Creek Parkway trail connection to city streets	French Creek Recreational Trails; Economic Progress Alliance of Crawford County	Medium (context dependent)	Low	Short term; Short duration	n/a	Yes
57	2025-ATP-057	Susquehanna Road-Plateau Street Pedestrian Shortcut	In reserve	Pedestrian improvements	An idea to create a path through Unnamed Park to connect the Plateau to Plateau Street, which would lead effectively be a connection to the rest of the city.	Adjacent properties	Very low	Medium	Long term; mid duration	TBD	No
		Other considerations									
n/a	2025-ATP-058	Storm Drain Inlet Visibility	In reserve	Multimodal improvements	In lieu of bicycle-safe storm drain inlets in the gutter seam, alert their danger through MUTCD-compliant pavement markings for in-road obstructions.	PennDOT	Very low	Low	n/a	TBD	No
59	2025-ATP-059	Pine Place Partial Closure	In reserve	Traffic management / Pedestrian improvements	Close the section of Pine Place between Park Avenue and Market Street to through traffic but keep open as pedestrian alley following the sinkholes of Neason Run box culvert running underneath. Posted 2 ton limit, no through-access required for motor traffic.	Adjacent properties	Low	Low	Mid term; mid duration	TBD	No
60	2025-ATP-060	Clinton Court Partial Closure Backup Plan	In reserve	Traffic management / Pedestrian improvements	Anticipate closing the section of Clinton Court from Park Avenue to Market Street to through traffic but keep open as pedestrian alley following the sinkholes of Mill Run bridge upon possible failure to fund repair. Posted 5 ton limit, no through-access required for motor traffic.	Adjacent properties	Low	Low	Mid term; mid duration	TBD	No
n/a	2025-ATP-061	Pedestrian-Scale Lighting Plan	In reserve	Pedestrian improvements	Prepare pedestrian-scale lighting plans for various corridors. Identify neglected areas of frequent pedestrian crossing to add appropriate specific lighting	Northwest Commission	Medium	Medium-low	Mid term; mid duration	$15K-$25K (study only)	No
n/a	2025-ATP-062	Curb Ramp ADA Surface Ramp Improvements	Study / Plan	Pedestrian improvements	Investigate more durable product installation for longer life, reduced maintenance costs, and safety at ADA curb ramps. Adjust types for different locations and situations; plan maintenance and replacement accordingly	n/a	Medium-low	Low	Mid term; mid duration	TBD	No
n/a	2025-ATP-063	CBD Bicycle Restrictions		Traffic management / Pedestrian improvements	Post the city's Central Business District as prohibiting bikes on sidewalks in accordance with state law. Investigate/coordinate with Downtown Streetscape Plan.	MCRC	Very low	Low	Mid term; short durtation.	TBD	No
n/a	2025-ATP-064	Bike Rack Installations	In progress	Multimodal improvements	Install bike racks downtown. Release schedule of approved locations for occupancy permits, cooperating businesses	MCRC	Low	Very low	Short term; short duration	In progress	No
n/a	2025-ATP-065	Educational Programming	In reserve	Public engagement	Editorials or PSA-style clinics for safe travel through the city.	Community development organizations	Very low	Low	Short term; long duration	TBD	No


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ACTIVE TRANSPORTATION ACTIVITIES MAP

Active transportation network activities

WATER STREET CORRIDOR



Segment mileage: 0.75
Annual Daily Traffic (ADT): 5,260
2019-2023 reported non-motorist collisions: 5 (23% of total collisions on the street)
2014-2018 reported non-motorist collisions: 6 (Includes 1 at Pine St)

On Water Street lies perhaps the greatest number and variety of those essential everyday places, destinations, and transportation links serving those populations in need who do not have the ability or means to drive or are simply more likely than others to be pedestrians. These include, from south to north:

- Housing Authority elderly housing at Holland Towers (134 units)
- Crawford County Assistance Office
- Valesky's grocery store
- Crawford Area Transportation Authority (CATA) customer service office
- Shryock Senior Apartments (41 units)
- the Downtown Mall (Veterans Affairs office; Crawford County drug and alcohol assistance office, and basic needs retail stores)
- PNC Bank
- Greyhound Bus
- CATA bus fixed-route terminal and switching station
- CATA Lifeline intra-county terminal
- Tops supermarket
- 90+ further units of primarily rental housing

Additionally, its spur to the south from Willow Street to Mercer Street is the assumed first connection to downtown from the upcoming Ernst Trail extension, its spur from Arch Street is the assumed second "gateway" connection to downtown from the Ernst Trail extension's terminus at Bicentennial Park on

Mead Avenue and that of the upcoming Bessemer Trail, and its connection with Terrace Street provides the link to the connection of the Bessemer Trail at the beginning of the French Creek Parkway's "road diet" trail.

Water Street is a local road posted at 25 mph for its entire length and is also a federal aid route for effectively its entire length. The FHWA FFC classes it as a major collector. It has decently wide sidewalks on both sides in generally good condition, with some exceptions. The corridor can be thought of in three segments, each of their own special character.

For better or worse, North Street (SR 27 west to Market Street, and then a local road from Market Street west to Water Street) was reconstructed in the 2010s to function more as a truck and freight corridor and was followed by a Green Light Go-funded project with similar PennDOT design inspiration for intersection and traffic signal reconstruction on Water Street between Arch and North Street. This segment of Water Street – from Arch Street to North Street – is a surprisingly busy road for much of the day and especially so during rush hours since traffic uses Arch Street as the last bypass exit to reach downtown and North Street, with Water Street in between. One block of this segment, from Walnut Street to Boynton Street, has sidewalks in poor condition.

North of this, the very short segment between North Street and Terrace Street is a much calmer vestige of the largely residential character that Water Street once had north of Walnut Street. This is interrupted by Park Street, a very short street whose only present purpose is to serve as a driveway to C&J Industries' truck bays. Its sidewalks on the east side of the road are in fair-to-poor condition and, at 4 feet wide, narrower than presently required.

However, also because it was historically a prominent commercial street of the city that paralleled the passenger and freight railroad and yards and hosted part of the city's streetcar route, Water Street's road cartway is now very wide south of Arch Street, where most motor vehicle traffic isn't, but also where motor vehicle traffic can most comfortably ignore that 25 mph speed limit.

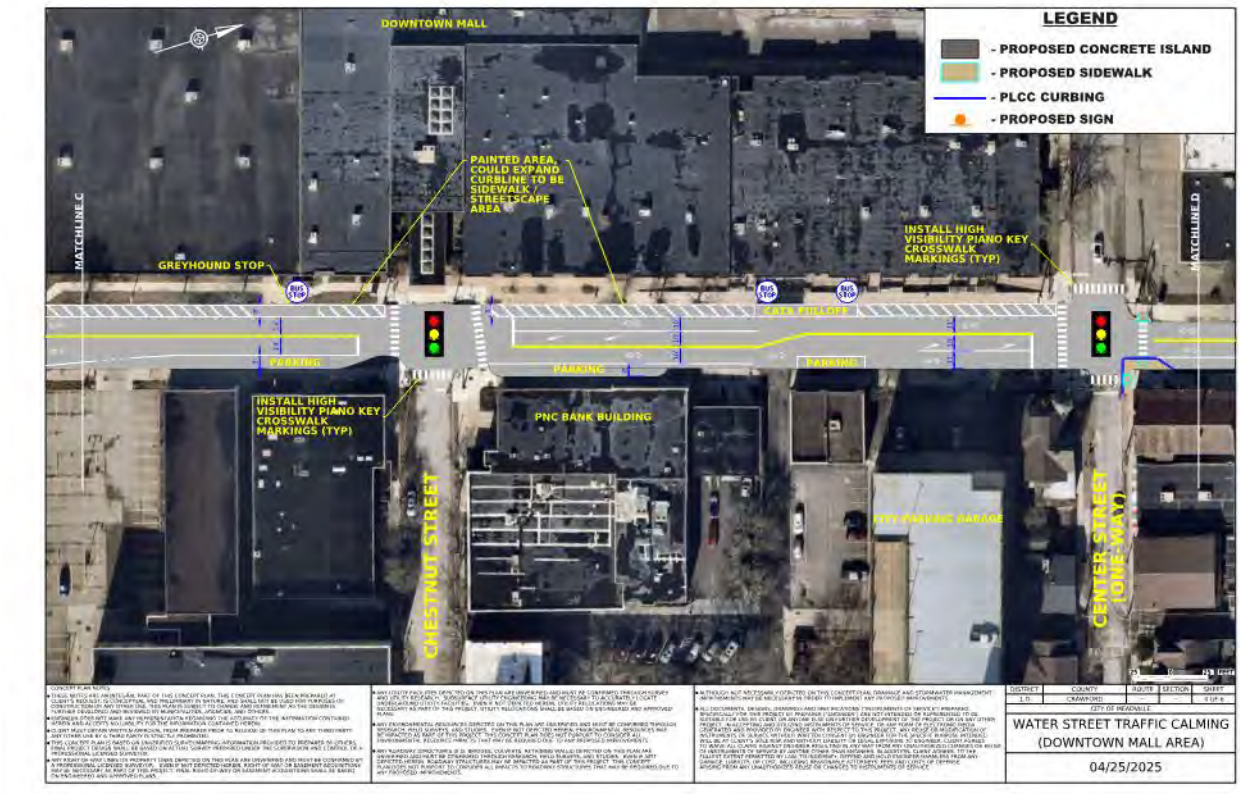
For all the reasons above, Water Street is unsurprisingly used very, very frequently by non-motorists, and unsurprisingly, Water Street is also an uncomfortable place to be one. The 13 reported collisions involving non-motorists on this corridor in the ten years between 2014-2023 are bad enough; the unreported ones that police could add to it and close calls paint this corridor dismally. Within the past three weeks of this writing, there was another pedestrian struck on this corridor outside the mall and which will not show up in the reported statistics for a while longer.

Adding to this is the future challenge of welcoming even more vulnerable road users from the anticipated trails who are very likely to use Water Street as their on-road entry to downtown Meadville, and who are predicted to be often composed of families with children and weekend recreationists that likely have little street smarts to speak of. While the trail development has long been invited by the City and economic development boosters, it would be unwise to induce any more vulnerable road users into town without doing the least to mitigate the harm that could come to them from conflicts with motor traffic.

1. Planning activity/Action: Install traffic calming from Willow Street to Terrace Street, and create and implement a corresponding signage, on-street parking, and lane markings plan. Install shared-road infrastructure upon completion of the Ernst Trail's multiuse path construction.

Impact and Implementation

Special treatment of this road should have a high impact on driver awareness of bicyclists and pedestrians. Directional bike lanes themselves may have a more modest impact on everyday bicyclist behavior and reduce "salmoning" (riding against traffic). The project would be effortful and very expensive for any physical construction and the bicyclist benefits impactful mostly upon volume diverted from the Ernst Trail connection. Estimated costs are in the hundreds of thousands of dollars. Implement everyday safety first with high-visibility continental crosswalk markings, refreshed lane markings and new signage, which could be done around the $40K mark with city general funds and are not dependent on bicycling infrastructure. Install bicycling considerations afterwards upon cost-sharing with the Ernst Trail boosters either in total or as a grant match. Earmark an amount from general funds for a maintenance sinking fund.



A page from the concept plans attached at the end of this section.

Description

From Willow Street to Pine Street, Water Street is bereft of most pavement markings such as a centerline or shoulders. The centerline appears at Pine Street and disappears at Walnut Street again, to reappear north of North Street. Crosswalks, where marked, are the simple transverse double lines rather than with high-visibility "piano key" or "continental" designs. The choice and placement of road signage, especially related to the location and warnings of pedestrian crosswalks, can be curious and not follow

standard practices, much less following highest and best practices. The bus-only parking outside the downtown mall for CATA and Greyhound is not marked on the road itself as would be expected. In short, there's room for improvement for both safety and quality's sake.

Furthermore, the Ernst Trail's connection into Meadville will cross Mercer Street, to follow French Creek Expressway in PennDOT's right-of-way north, and then link up to Mead Avenue onwards to Bicentennial Park. That means that trail users who come from any other trailhead than Bicentennial Park will have the intersection at Willow Street and then have Water Street as their first and best on-road route to get to Meadville's downtown. We believe it is a problem to lead recreationists who may only be familiar with off-road riding into mixed traffic on this corridor without efforts to anticipate and accommodate them safely.

Among our challenges is the nature of Water Street itself. Its cartway is 30 feet wide. On-street parking is allowed to an extent on both sides of the street except when prohibited between 8:00 a.m. and 5:00 p.m. Monday through Friday. It's rare to see vehicles parked there at all. Still, what that means is that without opposing traffic or parked cars, the travel lane is effectively at least 15 feet wide and more with passing room for any cars that do park there. A 30-foot road cannot accommodate all these features were it to be highly separated by lanes, Complete Streets style: 8-ft shoulder for cars, 5-feet for a bike lane, and then 10-feet for a travel lane will not work. Some negotiation must be had.

Regardless, should bike lanes be installed or not, bringing this road up to best practices of standardized traffic management and responsibly accommodating shared-road users such as bicyclists and responsibly protecting crossing pedestrians requires a revised plan of permanent lane markings, traffic signage, and on-street parking demarcation and management.

Given the expense of new paint, signage, and related maintenance, after a plan is prepared for the highest and best standards, its implementation can be evaluated relative to the cost of options.

While we also believe the intersection at Willow Street and French Creek Parkway itself should be heavily scrutinized, these efforts within our control may have to suffice until such time as the dialog can be opened.

See Appendix B.



2. Action: ADA-compliant sidewalk curb ramp crossing W Cherry Street.

<u>Impact and implementation</u>

A small but meaningful correction to accessibility on the city's downtown sidewalks. Easily implementable. $2,000 estimated cost from city general funds; possible CDBG eligible.

<u>Description</u>

This is the one remaining pedestrian crossing on this corridor that does not have ADA-compliant curb ramp and instead has a low curb. For the able-bodied, it is only an annoyance in the otherwise consistent sidewalk system. For us, it remains a liability to the city and a

hazardous barrier to the impaired in motorized wheelchairs, who upon suddenly encountering this would be rerouted around the two parking spaces outside Dr. Decker's office and into Water Street's traffic.

See: ADA Accessibility Board Appendix to Part 1190, Sec. R203.6.1.1 Crosswalks at an Intersection. "At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided."

3. Planning activity: Willow St-Mercer Street spur: Engage with PennDOT to review the Water St-Willow St-bypass intersections lane configuration and traffic control.

Impact and implementation

A reconstructed intersection should have only minor impacts that disfavor current motor traffic while providing a major improvement to coherence of trail users upon completion of the Ernst Trail. However, physical alteration of the current traffic lanes are beyond us without PennDOT's involvement and funding. Relatively easy implementation to begin with the basics of what's in city control by installing high-visibility crosswalks, pedestrian crossing signage, and lane markings (estimated $3,000-5,000). Follow with constructing a sloped island for the relocated stop sign and slip lane in lieu of physical reconstruction of the segment to eliminate the slip lane and tighten the turning radius. ($5,000-$10,000). Difficult and costly implementation: Pursue the rest of trail considerations and intersection redesign with PennDOT and Ernst Trail boosters.

Description

The way this intersection and the short segment of Willow Street that meets the bypass is frankly strange. The short of it is that while Willow Street to the east of Water Street has a crosswalk distance of less than 30 feet, the over-constructed short segment of Willow Street at the bypass, with its many lanes and curb-radii made for wide-right-turn trucking traffic, has a pedestrian crossing distance of around 65 feet. There is no crosswalk marking there, nor is there a crosswalk on the side of Willow Street to the opposite side of Water Street.

This intersection is expected to be the first encounter of Ernst Trail users with the city proper, who would have to cross the French Creek Parkway and then enter onto Water Street by means of these two intersections. It is not configured to safely bring trail users from Mercer Street to Water Street and back in its current configuration. This requires more attention than can be brought into full detail here.

Sidebar: French Creek Parkway

The road diet currently under construction on the French Creek Parkway begins north of its intersection with Reynolds Avenue. To our knowledge, there are neither plans nor ideas at PennDOT for reconstructing any other part of the parkway from the Reynolds Avenue intersection south through DeArment Park. All our plans for pedestrian safety crossings and trail connections are premised on dealing with the parkway in its present state: two through-lanes in each direction with medians, extra turning lanes, shoulders that imply right-turn lanes, and wide-radius turns or slip lanes, to serve heavy traffic that

isn't actually there in the volume that deserves this design. From PennDOT GIS Traffic Volumes mapping:

Park Avenue northbound off-ramp AADT (Average Annual Daily Traffic): 7,200; Trucks: 720

Mercer Street AADT: 5,932; Trucks: 260

Mead Avenue/Arch Street AADT: 4,704; Trucks 282

Water Street AADT: 5,260; Trucks 292

Compare to:

French Creek Parkway northbound AADT: 1,699; Trucks: 184

French Creek Parkway southbound AADT: 1,784; Trucks: 233

Most of that AADT on the Parkway ends up being AADT on those other streets eventually. In our observation, from DeArment Park the bypass is not really being used as a bypass of the city rather than as a supplemental diversion for a minority of drivers who would just want to enter the city from different points, most prominently to access Water Street, and which otherwise are usually served no better than by using Park Avenue or Pennsylvania Avenue (AADT: 8,635) anyway.

These figures may change slightly with any demolition and rerouting of the Spring Street Bridge, but we anticipate it to remain a road to cross more than it is to use. The bypass was built in anticipation of a need that did not arrive – or if it did, did not last – and which is in the way of choices that we realize now would have been better. We propose the proper and safest thing for pedestrians as well as in the best interests of the city is to eventually reconsider the bypass from being a limited-access expressway entirely.



A luckily illustrative capture from Google Street View of French Creek Parkway intersection with Arch Street looking northbound. Only one car is stacked at the light southbound and only one other is visible on the rest of the segment while a bicyclist crosses as he pleases where prohibited. Reported traffic collisions at this intersection, 2014-2023: 35.

4. Planning activity: Arch Street spur: Review Water Street and Arch Street intersection lane configuration and traffic control.

Impact and Implementation [RESERVED]

Description

The intersection of Water Street at Arch Street and then Arch Street to its intersection with the French Creek Parkway needs similar scrutiny and treatment as the spur at Willow Street. A DCED Municipal Assistance Planning grant has been awarded to the City this year (2025) to study this street in detail. As such, we will not address it more here at present.

See: 2013 City of Meadville Comprehensive Plan, CDO #2: "Revitalize the Central Business district by addressing aesthetics, parking and vacant/underutilized properties." Medium Priority Action Items: "Develop gateway at the Arch Street exit off the French Creek Parkway (Proposed gateway on future investment sites map."

5. Planning activity: Prepare concept plan for improved transit amenities on Water Street.

Impact and Implementation

A new transit station would have a huge impact on the quality, dignity, and credibility of transit service in the city, but that's looking too far ahead. First things first: begin by building the partnerships at CATA and the County to reach an agreement for the project in preparation for a project study of its own with professional architectural and engineering design.

Description

Since at least 2009, CATA has had rights to use the shoulder of Water Street in front of the Downtown Mall as its de-facto fixed route bus terminal. Presently, it runs three busses serving six fixed routes. All three busses begin three half-hour loop routes (Red A, Green A, Blue A) on the hour at the Downtown Mall, and then each return to the mall on the half-hour to switch to the other three half-hour loop routes (Red B, Green B, Blue B). Additionally, all the Lifeline routes stop here: Conneaut Lake, Cochranton, Titusville-Meadville, and Saegertown. This area also serves as the present local Greyhound Bus station, and inside the mall at Quick Mart is its ticketing. What looks like and is marked as the Greyhound Bus stop proper is south of Chestnut Street, under its company sign, but in reality the bus has been seen to stop wherever it can outside the mall.



The Greyhound Bus "stop"

With these welcome transit services, Meadville punches above its weight for a rural city of its population. However, consensus is that this bus terminal area is not built to properly reflect that, whether in amenities, aesthetics, or safe conditions that accommodate the chaotic interactions of tight Water Street vehicle traffic with jaywalking, legal crossing, or other pedestrian behavior made more complicated by simultaneous bus stopping, standing, loading and unloading activities. Despite the usage, along the sidewalk there are only two small bus shelters and one bench. It appears many people also wait inside the



A representative scene at the downtown mall in the ten minutes before the busses arrive. Of the twelve waiting passengers, there are three in the two shelters. Two others are sitting on the ground in an alcove, and two of three others at the stairs sitting on the steps. The railing behind the right-most bench has been removed, leaving an unprotected two-foot drop behind it because the mall was built below street level. It's nice enough outside when sunny, but in rain or snow these folks would likely be huddling inside the mall's hallway.

mall hallways until their bus arrives instead. There are bike racks under the mall entrance's canopy, but it appears often enough that people chain them to the fence at the stop anyway. There are no CATA ticket sales in the mall, and it takes time to realize that there exists a brochure kiosk in the hallway. The Greyhound stop, as it appears, is merely a curbside sign and a couple of broken benches in the grass next to an electric cabinet and emergency egress door.

It bears no further explanation to those who know that this arrangement appears like a shoehorned afterthought and does not compare to a purpose-built transit station. Apparently there is not a master plan for doing so here yet, but any such idea would require collaboration between CATA, the City, and the Mall. It's worth an attempt given the recurrence of multimodal-focused grant funding at the state and federal levels.

See: 2013 City of Meadville Comprehensive Plan CDP #6: "Encourage multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections."

6. Action: Fix North Street at Water Street traffic signal timing.

Impact and implementation

Easily implementable. Fixes an annoyance to drivers and has a moderate impact on improving traffic flow westbound between Market Street and Water Street.

Description

Everyone agrees, the timing of this light is poor and especially makes North Street traffic wait too long and back up beyond Market Street. It may merely be a matter of a broken or mis-calibrated traffic recognition sensor on the North-St facing signal arm. This action appears in this plan only because impatient drivers make dangerous drivers for pedestrians too.

TERRACE STREET CORRIDOR



Segment mileage: 0.33
ADT: 4,180
2019-2023 reported non-motorist collisions: 1 (9% of total collisions on the street)
2014-2018 reported non-motorist collisions: 1 (at Water Street)

Terrace St's purpose as a pedestrian corridor in the system is mostly because of its important function of getting residents west of Park Avenue and Baldwin Street and residents of the Fifth Ward into downtown. Terrace Street lives up to its name: it follows the terraced banks rising along the former channel of French Creek and the French Creek Feeder Canal. There are virtually no destinations on it save for a couple bus stops, an outpatient Meadville Medical Center lab, and the WIC benefits office, but for 165 dwellings in the city's first ward, a large proportion of which are rentals, Terrace Street is the one and only road downhill of them that



News report on March 5, 2025.

leads downtown. For residents of the Fifth Ward – another 160-170 dwellings – their one and only pedestrian route to downtown is via the Spring Street Bridge, which either from its sketchy and deteriorated staircase leading to Reynolds Avenue or to the end of its sidewalk puts them out at Terrace Street.

Of secondary everyday importance but primary concern is how it and the Reynolds Avenue spur would serve any additional residents or street-clumsy visitors who would use this as a link to the French Creek Parkway trail, the Bessemer Trail, and here. Like many intersections with the bypass, the spur on Reynolds Avenue was overbuilt in unwise expectation of how much freight and commuter traffic would actually use it. The result is overwide lanes and overgentle curves, without any reasonable security for pedestrian users, that unnecessarily increases the ease and speeds of motor vehicles through and around the junctions which are already free-flowing because of how little use or congestion this segment of the bypass gets. Just three weeks before this writing, a 39-year old pedestrian was struck and killed on Reynolds Avenue by an oncoming vehicle turning off the bypass. Even though initial reports said that it was a "low-speed" collision of around 15 mph, that "low-speed" is relative to motoring-speed terms and was backed by tons of moving metal force and illustrates that any collision with a pedestrian has a high risk of causing them harm. Once again, this reportable traffic collision won't show up in the official statistics for a while.

Otherwise, Terrace Street is a relatively calm, local street, despite the FHWA FFC's somewhat suspicious classification of it as a minor arterial and the amount of traffic it carries. It is posted at 35 mph and is easy traveling up until its intersections with Reynolds Avenue and Spring Street. A sidewalk exists on its east edge, proximate to the residential blocks, and which thanks to the combination of low traffic volumes, the mansions of the city's early history still standing and the historic tree canopy still in place, it is actually pleasant to walk down. It is in good condition. There is no sidewalk on its west edge by C&J's properties where CATA's untimed bus stops are. In our opinion, even though the street is somewhat well used by pedestrians already, it is underused relative to how many more people easily could do so. Improve it for pedestrianism, and you improve it for nearly 400 potential resident pedestrians and then some.[3]

1. Action: Engage PennDOT to remove false SR 0027 identification from Terrace Street (and Market Street).

Impact and implementation

This is important, but still just administrative housekeeping listed here for the record.

[3] It should be stated for the record that we also thought of a priority corridor connection to Terrace Street that included Spring Street bridge and Lincoln Avenue. However, this is set aside at the moment for the purposes of this plan for two reasons. First is because of the tentative demolition or reconstruction of Spring Street bridge (awaiting PennDOT processes), which we hope to intervene in but which is presently out of reach. Second, Lincoln Avenue (excepting its intersection with Spring Street, which again awaits bridge decisions) is actually comparably calm road that may not warrant any notable transportation infrastructure treatments to make it better for pedestrianism beyond better sidewalk conditions and applying a 25 mph speed limit. AADT: 2,890. Reported crashes 2014-2023: 7, with 0 pedestrians and only one (minor) injury. Compare to even Terrace Street's low 13.

Description

PennDOT has incorrectly assigned and posted Terrace Street and the portion of Market Street north of North Street as SR 27. SR 27 westbound follows Washington Street to State Street to North Street and then ends at Park Avenue, but the story goes when North Street was being reconstructed and resignalized in the 2010s, the mapping and sign technicians just kept going. It is not in fact a state route but a local road. PennDOT has been called about this several times to no result yet. This jurisdictional issue must be sorted before anything else should move forward.

2. Action: Reduce the posted speed limit on Terrace Street from 35 mph to 25 mph.

Impact and implementation

A corrective action that's good return on a cheap investment. Modest impact on driver behavior but contributes to cumulatively lower risk of pedestrian injury in collisions in the city and more comfort of the neighborhood. Replace one speed limit sign, $60. Add one sign, $110. Excluding labor and cost of ordinance.

Description

PennDOT's One Map asserts Terrace Street is 25 mph from Randolph Street to halfway between Locust Street and Reynold's Avenue, thence 35 mph between there and Spring Street (a distance of around 500 feet), and then 25 mph again from Spring Street to Glenwood Avenue. Yet, the only speed limit sign posted on this entire length is one southbound between Spring Street and Reynolds Avenue at 35 mph.

For a segment only 0.33 miles long, inclusive of accelerating and decelerating distances at either end to the stops at Spring Street and Randolph Street, the loss of 10 mph should not be mourned. This segment's justification as being a "residence district" is not clear, however, given how underdeveloped it is on either side although adjacent to the residential Locust Street, Boileau Place, and those from Reynolds Avenue north. Given the possibility of more people using Terrace Street to get to and from the upcoming French Creek Parkway trail and Bessemer Street, we believe precautionary traffic calming is wise regardless, not least by posting the speed limit properly.

Sidebar: Speed and pedestrian injury risk.

"Results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph." Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C. AAA Foundation for Traffic Safety.

Please be aware that because this study is now 14 years old, it does not even include the fastest-rising cause of injury and death risk to pedestrians: taller and flatter SUVs and

pickup truck grills that smash straight into a body all at once rather than allow rolling over a hood or sideways knockdowns.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix C.

3. Action: Identify Terrace Street as a shared multi-modal road with signage and pavement markings. Mark a 2-ft or 3-ft shoulder on either side to reduce the travel lane to 11 ft or 10 ft wide. Install bicycle sharrow markings adjacent to the shoulders and "share the road" signs in both directions.

Impact and implementation

Cumulatively moderate impact on driver awareness of cyclists and modest impact on cyclist behavior to follow the flow of traffic. This segment has less importance for anticipated trail users than would Water Street, but it has as much importance for residents of the nearby neighborhood and the Fifth Ward who presently use it anyway that justify treatment of connections to Spring Street (PA Bike Route Y) in advance of any trail connections. Apx. $5,000.

Description

Terrace Street has a cartway of minimum 26 feet wide, divided evenly by a centerline, that broadens shortly before its approach to Penn Plaza in anticipation of the widened lanes and turning lanes at its intersection with Reynolds Avenue and Spring Street. The 26 feet effectively grants two travel lanes of 13 feet wide, which is as wide as highway travel lanes are. For a flat, straight road with no sight distance issues at 35 mph (for now), some precautionary traffic calming through lane narrowing and medium-low separation would be welcome when also trying to accommodate two-way bicycle traffic. The street is otherwise too narrow for medium separation through actual bike lanes and the legislative, exclusive 4.5-ft width of cartway they require.

Remember, even though a shallow, marked shoulder can provide some measure of traffic calming through lane constriction and a couple feet of implied refuge, it is not meant to be a dedicated travel lane for bicycles. Additional markings like sharrows and road signage would aid in this reminder that this is a road to be shared and to act accordingly. There is no research to support that sharrows actually provide a measure of physical safety for bicyclists. Rather, they are only to be used to imply a connected bike route and as a reminder of motorist culpability for bicyclist safety.

Prerequisite to shared road indicators: Reduce posted speed limit to 25 mph.

4. Action: Extend the sidewalk on the west side of Terrace Street beyond C&J to Canal Park, and purpose Canal Park to become a CATA bus stop.

Implementation and impact

CATA says that the two current Red B stops on this street had 105 pickups the past six months, for an average of 1.7 passengers per day. Even though it may not make much difference to rates of pedestrianism or ridership, we still believe that adding this within-reach element of quality and sensibility to the sidewalk and bus system – and also forcing users to learn more about the French Creek Feeder Canal's contribution to Meadville while doing so – will have a disproportionately impact towards dignify it, even in the minds of non-riders. The Historical Society has given their verbal consent and support for it to become a CATA bus stop. The nominal infrastructural challenges of doing so for the highest quality bus stop would be to extend the sidewalk where it presently ends at C&J's parking lot another 178 feet and overcoming the obstacle of a memorial boulder-and-plaque, a couple of yew bushes, and a gas notification pole and electric service pole in the way. Maybe add a bench to increase accommodation for all ages and abilities. An agreement for the construction and maintenance of the sidewalk should be put in place. It's recommended that the city will pay for the sidewalk construction and CATA and the historical society would supply the maintenance thereafter. $2,500 for the sidewalk.

Description



CATA's Red Route B has two untimed bus stops posted on the west side of Terrace Street southbound; one at the grassy area between Reynolds Avenue and Park Plaza that effectively acts as a stormwater basin, and the other at the C&J employee parking lot. A third of the way between them is Canal Park, owned and operated by the Historical Society adjacent to a remnant of the French Creek Feeder Canal and opposite Locust Street, and constructed as a lit shelter with didactic panels and a vehicular pull-off and connected to the sidewalk on the opposite side of Terrace Street with an ADA curb-ramp and crosswalk. That is, Canal Park is pretty much already constructed as a bus stop shelter and pull-off would and should be, between two bus stops that aren't. There is no evident purpose to the existing bus stops that would not also be served by this while also contributing the benefits of connectivity to Locust Street.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low priority action item: "Prepare a streetscape plan for Terrace Street. Hire

consultant (Engineer, landscape architect, etc.) Identify pedestrian-friendly improvements. Coordinate to be consistent with streetscape improvements in the CBD."

5. In reserve: Planning activity: Reynolds Avenue spur; reconfigure and redesign intersection, segment, approach from Terrace Street, and connection to French Creek Parkway, Bessemer Street, and French Creek Parkway trail.

Implementation and impact

Similar for that of Willow Street-Mercer Street spur.

Description

With one exception, this may have to remain a placeholder item pending PennDOT's final decision whether to demolish Spring Street bridge for a re-routed bridge to connect to Bessemer Street and Reynolds Avenue, to replace it at its present site and routing, or to repair it. Since PennDOT made initial overtures several years ago about its replacement with a bridge connecting to Bessemer Street and Reynolds Avenue, there has been little news of it since except that enough time has passed the public process must be restarted and that a new consultant may have been hired for the project. Even so, it may be wise to come to the table with PennDOT with thoughtful demands.



Which lane goes where? Drivers can't tell.

It should be noted that this spur already has two different concept ideas for bike lanes, one from the 2016 City of Meadville Open Space and Recreation Plan, and the other from the 2024 Ernst Trail Meadville Connection Action Plan (not prepared by the City of Meadville) concerning the Bessemer Trail Connection. We feel both concepts must be reconsidered.

The exception that provides for immediate improvements is that Reynold's Avenue northbound to Water Street should be repainted with its lane markings and turn controls and posted with appropriate turning lane signage as soon as possible. Nobody knows which lane is supposed to lead forward to Reynold's Avenue since neither lane's alignment on the approach is flush with Reynold Avenue's beyond that point. Cars stopped there at the same time have been seen to jockey for position to both go straight ahead.

6. In reserve: Planning activity: Spring Street intersection: reconfigure and redesign intersection and approach from Terrace Street.

See above for the Reynolds Avenue intersection and segment redesign.

RANDOLPH STREET CORRIDOR



Segment mileage: 0.69
ADT: 186
2019-2023 reported non-motorist collisions: 2 (9% of total collisions on the street) (Includes 1 at N Main Street)
2014-2018 reported non-motorist collisions: 0

The ¾-mile of Randolph Street can effectively be broken into two segments: the 900 feet west of N Main Street, and the rest of it to the city line at Greendale Cemetery.

From west to east, this 900 feet of Randolph Street from Terrace Street to N Main Street, with all-way stops there and at Park Avenue and a traffic signal at N Main Street, is relatively slow and narrow. The vast majority of traffic to downtown and back from the residential areas to the north do so from Baldwin Street, Park Avenue, and N Main Street have to cross Randolph Street in this narrow section. From the air, the topographic accident of Terrace Street and Highland Avenue also narrowing towards either end of this segment gives an impression of a belt that cinch's the city's waistline. Most problematically in this configuration is the location of First District elementary school at the northwest corner of Randolph and N Main Street on the block between it and Highland Avenue. We will deal with it in depth later, but the thing to know right now is it is also marks the end of the slow, narrow portion.

Continuing east from First District school is effectively a straight shot of 35 mph on a wider road, unencumbered by any stop controls until Randolph St's intersection with Jefferson Street. (More about Jefferson Street later.) Going west towards downtown means also having a straight shot going downhill. It is fun on a bike. It is also very inducive for drivers to significantly exceed what should not be a 35 mph road in the first place, speeding by Crawford Christian Academy and breezing up to the statutory school zone at First District. This speeding was cited strongly several times by contributors to public comments.

Randolph St's importance to the pedestrian system lies in the concentration of residential character that it gives a straight shot to these two schools, Meadville Medical Center hospital and medical offices at Liberty Street, and its connections to the other corridors to downtown, effectively serving over 300 dwelling units as their best way to get downtown and the nearest drug stores, convenience stores, and laundromats by foot or bike, though unfortunately not by bus. There are no bus stops near it or any of the residential blocks on either side of it east of Liberty Street.

For First District Elementary School school zone, see N Main Street and S Main Street corridor.

1. Action: Reduce the posted speed limit on Randolph Street from 35 mph to 25 mph.

Impact and implementation

A corrective action that's good return on a cheap investment. Modest impact on driver behavior but contributes to cumulatively lower risk of pedestrian injury in collisions in the city and more comfort of the neighborhood. Replace five speed limit signs: $200. Excluding labor and cost of ordinance. If speed limit posting alone fails to move public perception of speeding, review options for enforcement and traffic calming.

Description

Pennsylvania's statutory speed limit for residence districts is 25 mph, so the least to do is to post it as such. The current posting of many of the city's roads at 35 mph may be an accident of misinterpretation, since Pennsylvania's statutory speed limit for "urban districts" is 35 mph and their functional road classification maps include Meadville within a "small urban boundary." However, that is divorced from the law's definition of residence district as "the territory contiguous to and including a highway not comprising a business district when the property on the highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business," which Randolph Street and most other streets in the city clearly are.

As says PennDOT Publication 212 § 212.5 Installation and maintenance responsibilities. (c) Traffic-control devices on local highways, "As provided in 75 Pa.C.S. § 6122, local authorities are responsible for the installation, revision, maintenance, operation and removal of any traffic control device on highways under their jurisdictions (etc.)". Section 212.108 Speed limits (a) says, "…Engineering and traffic studies are not required for statutory speed limits, but documentation should be on file for urban districts and residence districts to show that the requirements defined in the Vehicle Code are satisfied."

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix C.

Continue to next page.

2. Action: Reduce the posted speed limit on Jefferson Street from 35 mph to 25 mph and install a four-way stop.

Impact and implementation

A corrective action that's good return on a cheap investment. Modest impact on driver behavior but contributes to cumulatively lower risk of pedestrian injury in collisions in the city and more comfort of the neighborhood. The warrants for the four-way stop have been prepared, and it remains to pursue a permit with PennDOT. Replace five speed limit signs: $200. Add two stop signs ($120 each) and two stop-ahead signs ($110 each). Excluding labor and cost of ordinance. If speed limit posting alone fails to move public perception of speeding, review options for enforcement and traffic calming.

Description

It came up several times during public comment that the intersection of Jefferson Street and Randolph Street felt unsafe because of the speeds at which drivers barrel down Jefferson Street through here, which is posted at 35 mph. There are stop controls only on Randolph Street, but helpfully with "Cross traffic does not stop" supplemental warning signs. We have established a warrant for a four-way stop control by adding stop signs on Jefferson Street. While not strictly a move to promote safe pedestrianism alone, to improve this one intersection on a priority corridor, posting Jefferson at 25 mph would help everyone, or at least not hurt, and we would be within our rights to do so.

Cross-reference: (A) Reduce the posted speed limit on Randolph Street to 25 mph.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix C and Appendix D.

3. Action: Relocate misaligned curb ramp opposite Stewart Street to a reconstructed ADA curb ramp on the opposite side.



Impact and implementation

Very low impact, but preventative of future ADA complaints. $2,000.

Description

This is merely a corrective action of very low priority. The ADA curb ramp on the north side of Randolph Street opposite Stewart Street is oriented to point down the middle of Stewart Street. It should

point directly to a corresponding ADA curb ramp on the opposite side instead, but neither curb ramp on the opposite side is constructed with the detectable warning device (i.e. dome pad) facing across Randolph Street. There is no apparent good reason for this, but the lack of quality in the choices here shows.

4. Planning activity/action: Create and implement a traffic calming, signage, on-street parking, and lane markings plan.

Impact and implementation
Staff time for good housekeeping.

Description
The justification for doing so on Randolph Street is the same as for Water Street.

5. Planning activity: Review the need for warrants to establish a school zone at Crawford Christian Academy and related traffic controls.

Impact and implementation
For planning purposes only. $1,500 for traffic engineer study.

Description
There is no school zone established or posted for Crawford Christian Academy's Calvary campus on Randolph Street, while in comparison there is a school zone established and posted for Seton Catholic School on Pine Street. Although this is a smaller campus for the elementary students only, it deserves to be investigated and determined whether similar treatment of Crawford Christian Academy is warranted.

Continue to next page.

N MAIN STREET AND S MAIN STREET CORRIDOR



Segment mileage: 1.10
N Main St ADT: 6,125 from North Street to Baldwin Street, 4,235 from Baldwin Street north.
S Main St ADT: 4,245 from Linden Street to the Diamond, 4,546 from the Diamond to North Street
2019-2023 reported non-motorist collisions: 6 (13% of total collisions on the street) (Includes one at Randolph Street)
2014-2018 reported non-motorist collisions: 7
Collisions includes around the Diamond, which includes four non-motorist collisions 2014-2018 and one non-motorist collision 2019-2023.

Like many of these corridors, N and S Main Street is best considered when further segmented.

S Main Street from Linden Street to North Street (1.2 miles) is an unnumbered, local road. Even so, at its south end at Linden Street it meets US 322 (i.e. PennDOT's) and where it meets North Street it becomes SR 886 (i.e., PennDOT's). Even though the city can exercise its jurisdiction over this segment while it is classified as a local highway, traffic controls on its approach to state highways require special clearances from PennDOT. This is important to remember.

S Main Street is actually a somewhat strange road. The way US 322 meets it implies that it should be an extension of it, but it very much is not. From there up to its approach to Poplar Street its paved width can be up to 44 feet wide (ignoring the occasional implied curb extension for parking protection) with a 100-ft wide right-of-way, which is enormous. The buildings on either side tend to be set back an even further 20-30 feet. I failed to find a reason for this planning, but I speculate that it may have historically been prepared this way for military purposes, leading to the armory and mustering area that Diamond Park formerly served. Despite the width, line of sight, and long blocks, rather counterintuitively this segment is observed to have less impression of speeding than does Water Street, Randolph Street, or North Street. Drivers are relatively slow on it. Despite the capacious ability for on-street parking on both sides, much of the curbside space is unused since many of the residences have their own driveways or rear alley access to their properties. With such a straight, relatively calm, wide road adjacent to the elementary school, 58 public housing units of Elmwood Village, hundreds more residences of the city's Third Ward, leading right up to the edge of the city's business district and historic district, it appears an easy target for multi-modal treatment.

N Main Street above North Street is not. It is the beginning of SR 886 and collects a substantial amount of traffic to and from North Street (SR 27). The intersection at North Street itself is chaotic for a number of reasons that were too overwhelming to approach in this plan. Its character most simply put, however, is that in contrast to S Main Street, its transformation from a road from the suburbs, to Allegheny College, to First District elementary school, to North Street, to the Diamond and the central business district is not a gentle one. It is substantially narrower in right-of-way and cartway both than S Main Street, but there are no stop controls on it except at Randolph Street and the confusing one southbound at Baldwin Street. From Baldwin Street north, unless one is cautious of Allegheny College student traffic, it feels like 45 mph traffic either powering up or breezing down the 35 mph street. Unfortunately, not enough drivers are cautious of Allegheny College student crossing, and neither are enough students cautious of drivers. The segment from Loomis to Allegheny Street has been subject of much scrutiny and of traffic calming plans since a student was struck and killed crossing the road outside a marked crosswalk in 2015. More on that later.


The Meadville Tribune

Pedestrian death on North Main Street

Lighting, speed limit focus of post-fatality discussion

Good Morning

Don't forget to turn your clocks back!

Change smoke alarm batteries too!

1. Action: Reduce the posted speed limit on S Main Street and N Main Street from 35 mph to 25 mph from Linden Street to North Street.

Impact and implementation

A corrective action that's good return on a cheap investment. Modest impact on driver behavior but contributes to cumulatively lower risk of pedestrian injury in collisions in the city and more comfort of the neighborhood. Replace 10 speed limit signs, add two: $600, Excluding labor and cost of ordinance.

Description

This follows the same justifications for residence districts as for the other segments such as Randolph Street. These speed controls become more important when there is an addition of any bike lane.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix B.

2. Action: Request PennDOT approval to reduce the posted speed limit on N Main Street to from 35 mph 25 mph from North Street to Loomis Street.

Impact and implementation

A corrective action that's good return on a cheap investment. The stretch of vehicle collisions recorded here are mostly rear-ends, single-direction sideswipes, or hit fixed objects, suggesting most collisions are southbound interactions sometimes involving the on-street parking, so a lower speed limit here may have more-than-usual benefits. Contributes to cumulatively lower risk of pedestrian injury in collisions in the city and more comfort of the neighborhood. Requires the effort of moving PennDOT to study, which because it's not PennDOT initiated will require us to pick up the bill and to pay for the installations. Traffic engineering study, $1,500. One reduced speed ahead sign and two speed limit signs, $330. Bonus "stop ahead" sign on the approach to Baldwin Street, $120.

Description

This follows the same justifications for residence districts as for the other segments such as Randolph Street. The difference is that since this is a state road, the jurisdictional responsibilities require written PennDOT approval for this change in addition to documenting the warrant for the change.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

3. Action: Complete the 2017 N Main Street pedestrian crossings signage and safety markings plan.

Impact and implementation

Refer to the 2017 plan. Install two "Pedestrian crossing" with supplemental "next ½ mile" signs, $320 total. Five continental crosswalks, $9,375 total. Excludes traffic control and deployment.

Description

Following the pedestrian fatality on N Main Street at Allegheny College in October 2015, PennDOT prepared a traffic calming and pedestrian safety plan in 2017 with city participation. Among the projects it proposed are the rectangular rapid flashing beacons (RRFBs) and relocated "Yield Here to Pedestrians" signage and pavement markings that the College installed just this year. Also among the projects in the "immediate improvements" realm were high-visibility barred crosswalks to replace the simple transverse line crosswalks and with appropriate warning signage.

It must be called out, despite it being PennDOT's plan, the high-visibility crosswalks and crossing signage were the city's to pursue, but the signage and markings plan in place even today was one the City requested as a quick post-accident response in December 2015 that was not in compliance with either best practices or the MUTCD. That is, eight years after an "immediate improvements" cheap-and-easy signage and crossing plan following a rigorous PennDOT study, the City has not completed its expected tasks.


WEEKEND EDITION

The Meadville Tribune

Saturday, March 29, 2025

Stepping up safety

Allegheny College installs flashing crosswalk signs

By Keith Dunham

In March, a meeting of PennDOT, the City, and the college was held on site for their approval to install signage and high-visibility crosswalks in accordance with the 2017 plan instead, to which the PennDOT representatives agreed on a variation. It is a matter now merely of council's consent to submit the request for approval and assume the costs to implement it.

See Appendix E.

4. Planning activity: Create a concept plan for a dedicated bike lane in both directions from Linden Street to the Diamond, and supplemental shared-road signage where appropriate.

The justifications for this are the same as for bike lanes on Water Street, except for the potential trail connection.

5. In reserve: Install high-visibility crosswalks and pedestrian protection at Clinton Court at S Main Street.

Impact and implementation

Modest impact, moderate difficulty implementing. Estimated $30,000 with constructed bulb-out or $9,000 without.

Description

Pedestrians routinely cross S Main Street between the Diamond and Arch Street from their parked cars without first seeking the sidewalk or crosswalks at either intersection. Where they most often do cross at an intersection is at Clinton Ct, although the visibility there is sometimes difficult because of parked cars obscuring the line of sight. This same poor visibility is also a conflict for vehicles coming into or out of Clinton Ct, which is effectively only one lane wide but serves traffic in both directions.

It is Pennsylvania law that legal "crosswalks" are established for pedestrians across streets at any intersection supplied with sidewalks, regardless if there are pavement markings, sidewalks, curb ramps, or anything else, such that crossings like this are perfectly legal and not considered "midblock" crosswalks that require special warrants to mark. A proper crosswalk here would require four new curb ramps,

approximately 40 feet of new sidewalk to cover the bump-outs at the eastern side of Clinton Ct, the removal of the nearest two parking stalls on the southbound side of S Main Street to be remarked as no-parking to define the effective intersection turning radius, and act as pedestrian curb extension, and then the same high-visibility barred crosswalk and signage treatment as should be standard at Diamond Park. The parking in this area is among the more under-used of the city's on street parking, suggesting that the loss of two stalls would not be sorely missed.

The judgement call here is whether this precautionary infrastructure would be worth it given the debate whether such features would make pedestrians less cautious and more riskily assertive of their place in the right-of-way when crossing, a phenomenon called "risk attenuation." While there are three fender-benders at this intersection the past ten years, there have been no reported pedestrian collisions.

Cross-reference: Diamond Park

See: "Overall, uncontrolled pedestrian crossing locations correspond to high pedestrian crash rates, often due to inadequate pedestrian crossing accommodations." US DOT (2018) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Report No. FHWA-SA-17-072.

6. Planning activity/Action: Review the warrants for the school zone at First District elementary school and replan it and related traffic controls.

Impact and implementation

See exhibits to this section. It is likely the city can only implement this through cost-sharing with the school district and pursuit of grant possibilities, such as through DCED CFA Multimodal funds or any Safe Routes to School program.

Description

First District elementary school lies at an extremely difficult location nestled into the northeast corner of N Main Stand Randolph Street. Given the traffic volume on N Main Street and the conflicts of its intersection at Baldwin Street and Randolph, and given the known speeding on Randolph Street, the school zone's layout and traffic controls aroused concern. On N Main Street northbound, there is both a school crossing sign assembly and a school zone flash immediately on approach to Randolph Street. On Randolph Street westbound, there is a school zone flasher right at the school limits across Garden Street. From Randolph Street eastbound, there is a school zone speed limit sign in advance of N Main Street. Worrisomely, southbound from N Main Street, there is only that same modest school speed limit sign but located only *after* the crosswalks serving the school position directly opposite it.

The irregularity and inconsistency of where the flashers and signage are do not appear to align with best practices. Since pedestrians are opportunistic when it comes to crossings and don't necessarily cross only right when they're in front of the school, best practices would appear to also warrant pedestrian flashers on N Main Street as the highest-volume roads, and all measures in advance on the approach to the school, such as before the well-used nearby crosswalks at Highland Avenue and Garden Street. Its as if the school zone was assumed only to match the school's property lines, whereas PennDOT Publication 212 defines a school zone as:

"A portion of a highway that at least partially abuts a school property or *extends beyond the school property line that is used by students to walk to or from school* or to or from a school bus pick-up or drop-off location at a school" [Emphasis added.]

And that:

§ 212.501(b)(3) "The limits of a school zone may extend beyond the school property lines to improve the sight distance or to encompass a school crosswalk, except that the length of the zone may not be greater than 1600 feet."

That should be the case here.

The city maintains good coverage of this area with crossing guards. Even so, having crossing guards does not absolve us from doing things best and correctly when it comes to other traffic controls. This would even extend to parking and parking enforcement. As part of the traffic control measures that could diminish chaotic traffic interaction during school hours, Randolph Street has no parking zones marked between N Main Street and Waelde Aly. However, parents routinely park in the no-parking zones to load and unload their kids and obscures the crosswalks, as can be seen even from Google Street View, suggesting that motor vehicle driver behavior here deserves heavy correction.



Parents parking in no-parking areas and across the crosswalk.

See Appendix F.

7. Planning activity/Action: Review the warrants for the school zone at Second District elementary school and replan it and related traffic controls.

Impact and implementation

See exhibits to this section. It is likely the city can only implement this through cost-sharing with the school district and pursuit of grant possibilities, such as through DCED CFA Multimodal funds or any Safe Routes to School program.

Description

The justifications are largely the same here as they are for First District elementary school, albeit more precautionary than corrective. Unlike First District elementary, Second District elementary has no residences south of it or west of it to speak up, relieving some of the geographic justifications for advance placement of warning signage in all directions. It also benefits from having flashers in both directions on S

Main Street. One concern though, is whether a school zone speed limit restriction sign should appear on Linden Street westbound on the approach to S Main Street, as the warning flasher is not effectively visible to traffic from that direction, including those turning right from Linden Street onto S Main Street and across the crosswalk there. It is not recorded to be particularly hazardous, but it feels hazardous given the amount of traffic that Linden Street and 322 carry and their turning movements. Similarly as with First District Elementary, despite the presence of crossing guards, they cannot be guaranteed as a substitute for traffic controls all the time.

See Appendix G.

8. In reserve: Reconfigure S Main Street and Arch Street and S Main Street and Pine Street intersections to avoid conflict with cars stopping beyond the stop bar and continuing into the crosswalk.

Impact and implementation [Reserved]

Description

This is not a priority item but is worth mentioning. Precisely because of the wide right-of-way, the berm between sidewalk and parallel curb can be up to 20 feet in some places. The sidewalks are set so far back, and subsequently the designated stop bars at the intersections are set so far back, that drivers habitually roll through the crosswalk and over the stop bar to meet the intersection, even though no visibility issues justify doing so. I have had several close calls myself when I have begun to cross in the crosswalks and an oncoming driver will not yield but, mind and sight elsewhere, will almost roll over my feet.

9. In reserve: Planning activity. Engage PennDOT to study the N Main Street and Baldwin Street intersection to determine warrants for improvements.

Impact and implementation

This requires its own project study for an assessment.

Description

In addition to the observations about the school zone, this Y-intersection is problematic on its face. Northbound traffic can freely veer at speed about 20 degrees right to continue north on N Main Street, or just as speedily veer 40 degrees left to continue onto Baldwin Street. It's only a courtesy that locals consider using a turn signal, but there is no stopping since traffic in the opposite direction are stop-controlled and do not have the right-of-way. Whether right or left, there is a crosswalk there on Baldwin and N Main Street both, so whether pedestrians are seen or have the rights can be as confusing to the pedestrians as it is to any traffic, whether stopped southbound or not. Even though PCIT only shows two no-injury motor-vehicle-only collisions here over the ten years of 2014-2023, the intersection is fearful enough to investigate.

One suggestion was an all-way stop. However, given that northbound traffic has no stop controls to either slip onto Baldwin Street or veer right to continue on N Main, perhaps a simpler traffic pattern is just

to remove the stop control southbound as well. Another suggestion is a roundabout. Another suggestion is to realign Baldwin Street's junction to more of a 90-degree angle in addition to other controls. In any case, it is unlikely that the effort will be immediately justifiable since no reported vehicle collision happened within the past five years at this intersection.

DIAMOND PARK



Segment mileage: 0.30
ADT northbound: 3,037
ADT southbound: 2,748
2019-2023 reported non-motorist collisions: 1 (8% of total collisions on the street)
2014-2018 reported non-motorist collisions: 4 (Includes 1 at Chestnut Street)

Diamond Park is a unique area. It is a heavily used, sub-optimal traffic circle/parking lot combination with a public park in the middle of it that induces vehicle and pedestrian conflict every day. The public park itself is thought of as the heart of the city, if not the entire county, the top facet of a "diamond" style public square with other local streets radiating from it. Including the rest of the blocks around it, it is the center of civic life. The former middle and high school (now a mixed-use redevelopment property), the public library, the former armory which now houses city hall and the police department, the county courthouse, churches, the YMCA, an early learning center, the historical society all live here. The park is well-used by all manner of people for relaxation, dog-walking, socializing, picnicking and so on, and it is programmed periodically with events including the "Merry Meadville" winter holiday light-up celebration and the Erie Philharmonic's outdoor performance series. To accommodate all these functions are 117 front-in angled parking spaces, not to mention the through-vehicles that drive it to traverse between N Main Street and S Main Street or to Chestnut Street for the premier street in the city's commercial district. It is so well used by all folks as a landmark that, on Tuesdays and Thursdays, it is even where a local group of hardcore bicyclists drive to to meet up and start their 40-50 mile jaunts out elsewhere.

While Diamond Park is a gem, between 2014-2023, there were twelve reported traffic collisions around Diamond Park, of which five were pedestrians and five were fixed-object strikes. Any of those fixed-object strikes, which indicate some manner of either bad, incautious, or impaired driving, could have as easily struck a pedestrian too. Our fear is someday that such a collision could, for instance, include the

children from The Learning Center who are guided into the park for their play. It could well be the case that since there are so many pedestrians, motorists, and patrons of public services who park around the Diamond, the ratio of injury-causing collisions is lower than expected. Regardless, there is little justification beyond cost not to pursue the highest standards of best-practice design here.

1. Planning activity/Action: Install best-practice high visibility crosswalks pavement markings, lane markings, and signage.

Impact and implementation

High impact on the uniformity of traffic controls and unique visibility of pedestrian treatments. Assume $50,000 for eleven continental crosswalks and signage.

Description

Our current installations are only moderately compliant with standard practices required in the FHWA's MUTCD, and in fact also only moderately compliant with laws prohibiting parking within certain distances of crosswalks. It would be justified to install high-visibility continental-style crosswalks (also called "piano key" crosswalks) and explore special signs for yielding to reversing vehicles, revised lane channeling, and shoulders. I would additionally like to explore contrasting-colored or textured parking and in-lane buffers behind the parked cars. (See park design activity below.)



Until recent pavement re-marking fixed it, the wide lane and a centerline that is misaligned with the island edge misled many motorists to enter the Diamond the wrong way eastbound here.

For instance, the lanes are problematically overwide. The markings on the northbound side of Diamond Park is especially troublesome. The pavement around the Diamond is asymmetrical. The southbound side is a paved width of 48 feet supporting two banks of angled parking on either side and one 16-ft center lane. Northbound, however, the paved width is only 40 feet, just enough to support one bank of angled parking but then 24 feet of implied cartway. At some point the cartway was painted with a lane stripe intended to be a 12-ft buffer for backing vehicles. The result, however, is that the stripe and width and the junction at Chestnut Street imply *two* 12-ft travel lanes such that vehicles are seen to pass each other in the same direction. Add to this all the pedestrian crossings, including where there is no crosswalk directly leading to the judicial center on E Center Street, and we really do not want two vehicles traveling



Turning onto or off of the Diamond can require a lot of guesswork and head-turning, not necessarily in the direction of a pedestrian.

side-by-side until they realize something's wrong when they choke each other on the turn at Walnut Street.

Since the paved areas are so wide, the possibilities are varied, such as marking with shoulders and no-stopping or standing areas that shifts the travel lane to the center while maintaining smaller buffers on either side, or as is obvious, the cartways are wide enough for a standard bike lane. The decisions could be many, but a commitment to go above the status quo is the start.



A CATA bus turning wide right off of the Diamond and over the centerline opposite two parked cars that constrict oncoming vehicles.

Cross-reference with (B) and (C) below.
Cross-reference with S Main Street for high-visibility crosswalk on S Main Street at Clinton Ct.

See Appendix H.

2. Planning activity: Study for warrants for contextual speed limit reductions below 25 mph.

Impact and implementation

$3,000 for the traffic engineering study, assume $500 for any successful deployment of resulting signage.

Description

Like the rest of N and S Main Street, Diamond Park is posted at 35 mph, which is inappropriate. The warrant for it to be 25 mph by statute as a residence district exists only by implication as an extension of the residential areas Pine Street and south, but other warrants may apply to post it even lower, not least given its technical classification as a traffic circle, the circumstances of its parking, the behavior of the people using it, and the sheer number and arrangement of intersections and potential crossings. Doing so would technically require an engineering and traffic study to establish the average 85th percentile speed, stopping sight-distances, and crash causation rates including "factors of driving too fast for conditions, turning without clearance or failing to yield right-of-way," which the reported crash data indicates to likely be the case for many.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

Continue to next page.

3. Planning activity: Diamond Park final design and cost estimates.

Impact and implementation

Reserved, pending est. $7,500 for the study and design services.

Description

The City has failed to be awarded grant funding for upgrades to Diamond Park for physical improvements to pedestrian infrastructure, including in its most recent multimodal application: a reconstructed and relocated bus pull-off and shelter to replace the stop on the leading curve northbound beside the Historical Society, pedestrian-scale park lighting that requires service upgrades after an electric service box was destroyed by a car that overran into the park (one of those fixed-object collisions mentioned earlier); and curb extensions and one additional island to increase the visibility and protection of pedestrians and reduce their effective crossing distances.

Diamond Park's construction and design never seems to be finally completed, with decisions that appear piecemealed. Admittedly, the earlier plans for such design for multimodal application were made expediently to fit the terms of grant guidelines and awaiting final revisions once funding was awarded. It is about time that the park had a master plan on hand to guide implementation – however incremental – to its final and best form without the potentially misguiding interference of grant funding strings attached.

While some may feel this is a low-priority item because, as probably the most pedestrian-active place downtown already, improvements are unlikely to garner even more use that would advance the goal of increased pedestrianism more than would, say, more public activities and programming. Even so, elevating the Diamond as the gem of the City's civic spaces while doing all we can responsibly to ensure the safety of its pedestrian users should not dissuade us from the pursuit.

See Appendix H.

Continue to next page.

NORTH STREET CORRIDOR



Segment mileage: 0.95
ADT: Unknown.
2019-2023 reported non-motorist collisions: 2 (22% of total collisions on the street) (Includes 1 at Grove Street)
2014-2018 reported non-motorist collisions: 1

North Street at State Street and to the west is tight and congested with motor traffic for most of the day. It would be hazardous at best to try to persuade it into becoming a multimodal priority route when other routes exist. Addressing that segment is beyond our possibilities in this plan and is deserving of its own study that can be more inclusive of motor vehicle traffic needs.

To the east of Grove Street, however, North Street is a simple, straight and somewhat narrow local road with good-to-fair sidewalks that has our attention as a priority pedestrian corridor for two reasons.

First, the half of its length that isn't residential is fronted by the Meadville Area High School and Middle School complexes, including their athletic fields, and terminating in the Crawford County Vocational Technical school. Of all "Safe Streets to School" streets we could have, this collects by far the most unaccompanied kids who walk to school and then walk back in after-school hours following their athletic practice or loitering at Shadybrook Park.

Second, it is posted at 25 mph but driven by everyone at what seems like 50.

1. Action: Establish a MASH/MAMS school zone, pedestrian crossings with best practice.

Impact and implementation

See Appendix H. For implementation, begin with the basics of corrected MUTCD signage and high-visibility or accessible crosswalks. Review and add traffic calming (below) to the rest of the corridor before evaluating more disruptive construction options.

Description

On the face of it, this appears to merely be a collection of corrective measures. First District elementary school has a school zone, as does Second District, and Seton, and Allegheny College's

pedestrian crossings are getting unique treatments. The Meadville Area High School and Middle School campus is clearly the most walked-to school area in the city, and yet there is no school zone established here with corresponding speed limit, or MUTCD cautionary signage. Midblock crossings from parking areas are neither ADA-compliant nor are they adequately marked or signed. There are many others out of standard practice not enumerated here.

Presently, the school-hours solution the City has in place is to close off North Street temporarily to eastbound traffic and post a crossing guard at the school. This doubles the volume of traffic westbound instead (even though the dedicated loading pull-off is eastbound) and forces more volume of traffic onto Washington Street, where there is a very inadequate sidewalk system and unprotected mid-block crosswalk that many children use. (See Comprehensive Considerations later).

As earlier, these measures are no substitute for the basic standards of traffic control devices in site.

See Appendix I.

2. Planning activity/action: Establish traffic calming and traffic controls with standard practice, including a review of speed limit enforcement measures.

Impact and implementation

High impact for relatively low cost of some measures, if they prove effective. Lane striping costs would be TBD. See exhibit for costs of school district. Solar radar feedback signs appear to run between $4,000-$6,000 each. However, a $12,000 investment for a static piece of roadside infrastructure that works could be much more efficient than redirection of police enforcement resources or the construction costs and disruption of other traffic calming, if proved successful. It's suggested to begin there.

Description

This road is posted at 25 mph its entire length, but without any stop controls from and clear line of sight between Grove Street and Thurston Rd, nearly everyone can attest that speeding is a huge problem on this road, which is the more unacceptable because of its adjacency to the school, Shadybrook Park, and otherwise closely-set residences.

If the police department is willing and able to spare resources for the effort, this may be a matter of establishing enforcement. We all know that since the state prohibits police from using speed-detecting radar equipment, enforcement is made more difficult as officers would have to literally stopwatch vehicles' travel between two fixed points to establish a speeding violation. Maybe that's what it will have to take after all.

What effective infrastructural measures can be put in place for traffic calming needs to be explored further, since the road appears does not have the whole collection of hallmark features for fast roads. There are the basics of lane striping, even though the road itself is about as narrow as a single-lane contraflow street with one-sided parking can be.

In addition to the possibility of speed humps at the school area (see attachment at end of the section), another slightly out-of-the-box thing for Meadville could be electronic speed detection warning signs like are in place in Edinboro and Waterford, which are shown to be effective too, if somewhat costly and subject to vandalism, but which hopefully insurance could pick up.



A solar-powered radar speed feedback display. Not to be used for police enforcement. www.trafficsafetywarehouse.com, $4,323. For data recording and Bluetooth, add apx. $1,000.

3. Planning activity: Schedule to retire the four-way stoplight at North Street and Grove Street with an all-way stop.

A couple years ago, the stoplight at North Street and Grove Street was temporarily out of commission for repairs and was replaced by a four-way stop. The four-way stop worked better, not least because it was a small measure of traffic calming on this otherwise notoriously fast road and provided safer opportunities for pedestrians crossing the intersection, of which many pedestrians are children walking to school.

The stoplight is repaired and in place, but the warrants to retire it for a four-way stop at the next reasonable circumstance should be prepared.

Impact and implementation: Reserved pending a traffic engineering study ($1,500).

Continue to next page.

PINE STREET CORRIDOR



Segment mileage: 1.08
ADT: 1156-2519, west of Liberty Street. East of Liberty Street, unknown.
2019-2023 reported non-motorist collisions: 1 (5% of total collisions on the street)
2014-2018 reported non-motorist collisions: 4 (Includes 1 at Water Street and 1 at Grove Street)

For 0.8 miles of its mile-long straight-shot length, Pine Street from S Morgan Street to S Main Street is almost entirely residential. With one short exception addressed below, both sides of it have sidewalks in fairly good condition and the only apparent barrier to its walkability is the hilliness of its 200-ft elevation change. The range of income levels and types of residences is wide, from Morgan Village public housing just a hop away from its end at S Morgan Street, to then abutting well-to-do single family homes at the top of the hill, to the one of the largest single apartment building in the city at Connect 55+ senior living (127 units), to the pre-war apartment conversion of older homes approaching downtown near Seton Catholic School. Then, for the remainder of its length, from S Main Street to the west end of Pine Street is effectively at the southern edge of the city's central business district.

For the purposes of this plan, we can consider the east-west of Pine Street to be the southerly equivalent of Randolph Street for the amount of residences it could collect onto a pedestrian corridor – over 370 by our count – but with nearly Water Street's variety of essential services. Either on or within one block to each side of Pine Street are two excellent public parks, a hospital, a convenience store and gas station, Active Aging community center, several restaurants, a primary care doctors' office, a physical therapy center, CATA's customer service center and administration building, and Valesky's grocery store, and a choice of other links to downtown in between. It has much of the city represented in its gradient from end to end.

The benefits of this street as a pedestrian corridor extend to how relatively little it seems to be used by through-traffic. Sitting between the state roads of Poplar Street, which leads out of town by southerly by virtue of Williamson Road, and Alden Street-Chestnut Street, which leads out of town easterly, there appear to be relatively drivers who filter to use Pine Street except for those who are coming from or have a destination on Pine Street. AADT: Unrecorded. If one wants to catch a bus to get to and from the city, however, it's not the street for you. Even though the CATA administrative building is a Blue A bus stop, as are three other stops between Liberty and Grove, the rest of the routing bypasses Pine Street to collect

passengers from outer parts of the city and so is unhelpful as a convenient shuttle for the residents here, or even from on Arch Street except perhaps one-way into downtown. (See Comprehensive considerations later.)

There appears to be the expected collection of fender-benders but also several pedestrian collisions within our past ten years. However, there is no evident reason to cite some feature of Pine Street itself as their cause. For instance, one such collision is at the intersection with Water Street, which we would address as a Water Street problem, and the other at Park Avenue, which we attribute to being a Park Avenue problem. Another was at the clear four-way stop at Market Street, indicating either driver or pedestrian error. The last was at Grove Street, which is probably more driver error for the volume of traffic Grove Street collects from Williamson Rd; there are four other motor-vehicle-only collisions at the same spot.

It remains to do what we can to make this corridor better.

1. Action: Reduce the posted speed limit on Pine Street from 35 mph to 25 mph.

Impact and implementation

See other speed limit reductions. Replace nine speed limit signs: $360

Description

This follows the same justifications for residence districts as for the other segments such as Randolph Street. Pine Street is posted at 35 mph from its eastern end at S Morgan Street to Seton Catholic School's school zone at Liberty Street. This is needless. Even though the stretch from S Morgan Street to Alfred is uncomplicated and has seen next to no collisions, this street is still a densely residential one with young families and is statutorily justified to be only 25 mph.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix C.

2. Action: Crosswalk marking improvements at Burns Avenue across Pine Street near Connect 55+ and Cora Clark Park.

Impact and implementation

Low difficulty, low-impact, but meaningfully corrective to the visibility of the crosswalk. Begin with the cheap signage ($220), paint transverse crosswalk lines (cost of paint) to mark the crosswalk area, and move up to thermoplastic continental crosswalks on Pine Street only if feeling luxurious ($7,500).

Description

The length of Pine Street included as a priority pedestrian corridor included the lengths up to Burns Avenue, which would reach Connect 55+ and Cora Clark Park. Having safe routes to parks is among the principles rolled into a pedestrian-oriented transportation network that helps dignify neighborhoods with access to public recreation and active lifestyles. With the senior living community across from Cora Clark Park, the park can effectively act as their back yard, and no less would we welcome its residents – among others in the entire neighborhood – to stroll comfortably to and from downtown and places like the Active Aging services a mile away, topography notwithstanding. We would also wish to remove any barriers of connectivity for folks living down the hill on Pine Street to use Cora Clark Park as well. We observed that on the south side of the street, there is a sudden break in the sidewalk from the 911 center of about 350 feet before it resumes at the 911 center again, with no crosswalk to the other side – it would be driveway to driveway. And at Burns Avenue, while there are curb ramps across Pine Street, there are no crosswalk pavement markings or crossing warning signage in place, which given



No visible crosswalk markings or warnings at the crossing serving Cora Clark Park.

Upon investigation, there appeared to be little justifiable need to pursue the hassle of a midblock crossing at the sidewalk break on the south side of Pine Street. However, adding the simple parallel transfers crosswalk lines and crossing warning signage at Burns Avenue, especially as it is the intersection crosswalks most directly serving Cora Clark Park, is a simple corrective measure that should have been in place already regardless of its likely minimal impact on safety.

3. Planning activity: Review the warrants for the school zone at Seton Catholic school.

The justifications are the same as reviewing the warrants at the other schools.

Continue to next page.

GROVE STREET CORRIDOR



Segment mileage: 0.46
ADT: 4,695
2019-2023 reported non-motorist collisions: 2 (8% of total collisions on the street) (Incudes 1 at North Street)
2014-2018 reported non-motorist collisions: 2 (Includes 1 at Pine Street)

Little needs to be said to describe this residential street except for three special features.

First, in our observation, it serves as a somewhat popular link between the North Street corridor and the Chestnut Street and Pine Street corridors, as the last street linking these parts of the city before the valley of Mill Run cuts connectivity off except for the Porter Street pedestrian bridge by the now-closed East End School. Schoolkids walk Grove Street a lot rather than crossing at the pedestrian bridge though, and it is lined with nice set back houses and shade trees that make it pleasant to do so. We prefer to elevate this street as a corridor because the continuation of North Street at State to Main Street is extremely hostile to multi-modal use and we would not encourage any more of it until large issues of road traffic and configuration on SR 27 are addressed, including the notorious intersection that begins State Street.

Second, at its southerly end is the recently renovated Huidekoper Park, and for most pedestrians of the city who would reach it, they would reach it by filtering onto this street at some point and thus bringing us closer to “Safe Routes to Parks” considerations. But also at its southerly end is a dangerous-feeling intersection of Poplar Street and Williamson Road (SR 2035) that all such pedestrians must somehow cross and which thwarts the complete safety we desire.

Third, at the approach to Grove Street’s intersection with North Street, a span of only 250 feet between it and the Grove Street bridge, are twelve recorded traffic collisions in our ten-year study frame, including one pedestrian collision and an angle collision with a bicyclist. We have already mentioned retiring the stoplight and traffic calming considerations when discussing North Street, but something else is going on here that should be investigated if we are to be conscientious that this is used as a pedestrian school route too.

1. Action: Reduce posted speed limit on Grove Street from 35 mph to 25 mph.

Impact and implementation

This follows the same justifications for residence districts as for the other segments. Replace five speed limit signs: $200.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

See Appendix C.

2. Action: Engage PennDOT to conduct a stop control study at Grove Street and Williamson Road (SR 2035)/Poplar Street intersection, including the Huidekoper Park lower entrance.

While there have not been any pedestrian collisions at this intersection yet, the confusing traffic controls at this wye paired with the recent renovation of Huidekoper Park – where we should expect more pedestrians including children to use and which reopened with a driveway effectively making this a four-way intersection – is worrisome. This assessment is evidenced by the five reported motor vehicle collisions here in our 2014-2023 time frame. The traffic southbound on Williamson Road is coming off a steep downhill posted at 35 mph and has no stop control to move onto either Poplar Street or Grove Street. Traffic does maintain this 35 mph despite a cautionary speed sign of 15 mph earlier. Because of the wye, the turns are soft enough to allow this, but also therefore the crosswalk at Grove Street has to span approximately 55 feet. The curbcut and crosswalk on Poplar Street confusingly lead to nothing but grass beside Huidekoper Park's driveway. The yield from Poplar Street is not accompanied by any yield lines, and being placed beyond the park's driveway well beyond the crosswalk drivers are often confused where their yielding should take place, or to whom. Traffic continuing north onto Williamson technically do not need to yield at all, or to whom. Grove Street is stop controlled, but they are not otherwise made aware such as with supplemental signage that the other streets it meets are not. Supplemental to this confusion is that there are crosswalk warning signs clearly posted outside French Creek Recovery Center, but no accompanying crosswalk there and which we understand that PennDOT is reluctant to allow. (More on that later.) The point is, we are not fond of this intersection or its potential hazards to kids walking or bicycling to the park.

3. Planning activity: Engage a traffic engineer to study the collision patterns on Grove Street at and at the approach to North Street and propose a design solution.

The justifications for this are in the introductory paragraph to this section. It is not a glamorous project, it is small and discrete, but it should be done.

CHESTNUT STREET CORRIDOR



Segment mileage: 0.34
ADT: 2,432 from Diamond Park to Liberty Street, 786 from Liberty Street east
2019-2023 reported non-motorist collisions: 1 (7% of total collisions on this segment)
2014-2018 reported non-motorist collisions: 1 (at Diamond Park)

The positive characteristics of Chestnut Street (SR 2012) are similar to those of Grove Street, and its function is mostly to serve as the link bridging Grove Street to Diamond Park to complete the proposed web of major pedestrian collectors to link residents and downtown.

1. Action: Engage PennDOT to reduce the posted speed limit from 35 mph to 25 mph.

This follows the same justifications for residence districts as for the other segments.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Low Priority Action Items: "Work with the Police Department regarding greater enforcement of speed limits. Consider lowering speed limit to 25 mph in residential areas."

2. In reserve: Engage PennDOT to study enhancements at YMCA, Liberty Street intersection, and other locations, including shoulder and lane protections/pavement markings.

While Chestnut Street is relatively gentle regarding pedestrianism, there are a few areas that provide small challenges or opportunities for potential improvements, including these three.

The YMCA and its pull-off is heavily used during early pre-school/daycare drop-off hours, which can coincide with early-rising gym users as well. The scrum of cars that pull into this area and the overflow of

cars that stop-and-stand on its approach (the Unitarian Universalist Church has requested it have its own pull-off for its learning center drop-offs too, for instance), the delivery truck that once a week stops-and-stands on the eastbound approach to Chancery lane blocking view of the crosswalks there, the occasional double-parking, and the crossing of Chestnut Street outside marked crosswalks by parents wrestling children, pedestrians who continue to (reasonably) cross between First Baptist Church and UUC where the former marked crosswalk has been removed – the situation appears like it is awaiting another pedestrian collision one day. (There was a suspected serious injury here in 2017.)



A car parked on top of the sidewalk outside the YMCA.

The Liberty Street intersection at Chestnut Street can afford some minor correction of its crosswalk alignment, which are too set back by virtue of the old traffic-signal poles in the way that now only hold overhead street name signs.

The remaining length of Chestnut Street up to Alden Street is a breezy, wide road of approximately 33 feet of cartway for two travel lanes and one-sided on-street parking, and no lane markings to speak of. It is almost entirely residential, with far set-back historic houses, one elder care complex and senior apartments. The sidewalks are in good condition, and the setting is added to with old shade trees that makes it pleasant. It remains to be studied what better could or should be done to improve it for bicyclists or other on-road micromobilists.

Comprehensive active transportation considerations

While this plan focuses on the identified priority corridors, naturally many other observations and ideas are uncovered that are related to active transportation but that did not directly apply to those streets. We would like to respect them here. With a few exceptions, they will be handled with more expedience than the corridor activities.

Preparing for implementation.

1. Activity: Issue an RFQ to keep a traffic engineer on retainer for the implementation of this and other upcoming traffic plans.

PennDOT requires engineering and traffic studies to examine conditions in order to establish warrants for changes to existing traffic patterns and devices like signage. Such studies must be performed by someone who is certified to perform them in accordance with PennDOTs methods and who is likely required to be a licensed engineer. Even though PennDOT Pub 212 says at section 212.4(B) “Except as noted in §§ 212.109 and 212.117 [relating to bridge speed limits; and weight, size and load restrictions], engineering and traffic studies can be performed by police officers, roadmasters,

maintenance supervisors or traffic technicians," realistically they also say that warrants are no substitute for engineering judgment – as in, judgement by an engineer – and many other applications require a municipal traffic engineering certification of a municipal traffic engineer either in employ or consulting, who must hold an engineering license.

This plan cost $30,000 for the pre-design concepts and reviews that are incorporated herein. This money is restricted by the grant fund to exclude expenditures on actual engineering designs. It must be accepted that proper engineering design services and engineering studies to complete many of the activities herein, such as the warrants for school zone improvements and even just stamped documents to be competitive for grants, will require professional help to chip away at this plan, project by project.

Expect responses in the $100-200/hr. range, excluding a retainer fee.

2. Planning activity: Official map.

An official map is authorized by the PA Municipalities Planning Code to show elements of a comprehensive plan that are to be either literally made official or to stake claim to elements requiring land acquisition or other rights. Sometimes elements are merely informative of existing official conditions that are not or cannot be displayed in any other better form.

> PA Municipalities Planning Code, Article 4, Section 401. Grant of Power. (a) The governing body of each municipality shall have the power to make or cause to be made an official map of all or a portion of the municipality which may show appropriate elements or portions of elements of the comprehensive plan adopted pursuant to section 302 with regard to public lands and facilities, and which may include, but need not be limited to: (1) Existing and proposed public streets, watercourses, and public grounds, including widenings, narrowings, extensions, diminutions, openings or closing of same. … (3) Pedestrian ways and easements. [Etc.]

This ATP suggests that it would be very useful to have an official map that displays information relevant to this plan such as:

- Speed limits
- School zone limits
- Sidewalks required to be maintained by city ordinance (see Sidewalk Plan later)
- Sidewalks to be installed or removed
- Right-of-way widths and established building lines
- City streets to be officially designated as alleys for land use purposes
- Street closures, vacations, and openings
- Future pedestrian pathways
- Access management and curb cut restrictions
- Designated ADA pedestrian access routes
- Safe Routes to School

Note 1: ADA Accessibility Board Appendix to Part 1190, Sec. R101.4 Effect on existing pedestrian facilities. “These guidelines do not address existing pedestrian facilities unless the pedestrian facilities are altered at the discretion of a covered entity.”

Note 2: With regard to ADA accessibility, there is a difference between a pedestrian access route and a pedestrian circulation path. A pedestrian access route is defined as “An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.” A pedestrian circulation path is defined as “A prepared exterior or interior surface provided for pedestrian use in the public right-of-way.” It is my understanding that not all parts of a pedestrian circulation path like a sidewalk need to be ADA compliant (e.g. Point A to Point C is noncompliant) so long as an ADA-compliant pedestrian access route is there that leads to all required points on that circulation path (e.g. Point A to Point B to Point C is compliant).

Note 3: Regarding alleys, they don’t have a very consistent definition on the books. Just because something bears the suffix “Alley” in its name is not indicative of it being so. Meadville’s municipal code regarding streets consistently defines streets as including all alleys, but thereafter:

> Zoning ordinance (2022): ‘“Alley” – means a minor way [does not say street], regardless of its public or private status, and is used primarily for vehicular service access to the rear or side of properties otherwise abutting on a street.’ … ‘
>
> Land Subdivision Regulations (1965, as amended): ‘“Alley” – means a minor way whose right-of-way width is 20 feet or less in width.’ … “Alleys shall be prohibited in residential developments. [Etc.]” … “Every lot shall abut on a public street, other than an alley [Etc.]”

In the zoning ordinance, its definition of alley is ambiguous except for a street’s relationship to properties but is not necessarily prescriptive whereas the subdivision regulations are. Taking the subdivision regulations’ definitions instead (20-ft ROW), the city has approximately 9.9 miles of alleys that currently support many buildings that front on them and can reasonably continue to do so lest the land go to waste: Clinton Court extension, Chancery Lane, Stewart Lane, Pomona Alley, Chula Court and so on. There does not appear to be a good definition for “alley” in state law or PennDOT documents either, and for transportation purpose the right-of-way width does not necessarily cut it since a 20-ft ROW can happily accommodate a spacious one-way one-lane though-street. As “alleys” with slow speeds can support low-traffic pedestrian through-ways and form gentle areas on which to develop residences and land uses that would enjoy the benefits of pedestrianism, an official map that has a settled definition of alley, where they are, and the traffic they should support would be useful, as would be an addition to the official map that shows what streets should prohibit what types of buildings being fronted on them.

3. Adopt a Complete Streets policy.

For competitiveness in funding.

4. Adopt an Active Transportation policy.

For competitiveness in funding.

5. Adopt a Vision Zero policy.

For competitiveness in funding.

6. Planning activity: Prepare Safe Routes to School plan map for city schools.

This may be a condition of receiving funding assigned to the program. See "Official Map" above.

Traffic calming and traffic safety.

1. Planning activity: Engage PennDOT for pedestrian crossing protections including high-visibility crosswalks and signage, going as far as RRFBs, for the midblock crosswalks on Washington Street by Graff Avenue.

Crawford Central School District owns a strip of land that spans its parking lot immediately opposite the high school on North Street to Washington Street (SR 27). That strip of land hosts a paved walkway that ends in an almost invisible crosswalk across Washington Street just a little east of Graff Avenue. There is a slightly better marked crosswalk at Graff Avenue itself just outside the CATA bus stop, but since it leads to no sidewalk at all, it is not really used. Both appear very inadequate. Many students are witnessed walking unaccompanied along the north side of Washington Street and coming from Hillcrest housing development to the curb cut of the invisible midblock crosswalk to cross this busy road. In fact, because North Street is shut to eastbound traffic in its school drop-off times, much of that traffic is forced onto Washington Street instead, increasing its volume significantly before those vehicles loop back around on Thurston Road to North Street westbound. This is extremely worrying.



Curb ramps but no warning signs, no pavement markings, no crossing guard.

One crossing guard should be planted at this location with or without any physical improvements to this midblock crossing. Unfortunately, CURRENTLY the City has so much difficulty hiring and retaining

crossing guards that there are not enough to cover even the baseline essential corners and none to spare here. Physical infrastructure improvements must be pursued instead.



In reserve: Planning activity. Explore the feasibility of extending the sidewalk on the south side of Washing Street where it presently ends 500 feet from N Morgan Street another 1000 feet to meet the school's pedestrian path and these crosswalks.

Cross-reference: North Street school zone improvements.

2. In reserve: Planning activity: Investigate warrants to convert Poplar Street at Market Street to an all-way stop.

There are five recorded vehicle-only crashes at this intersection, which occurred between 2017 and 2021. Three of these resulted in injuries, and four of them were angled collisions. It does appear like the four-way stops on Poplar Street and Market Street both create an expectation of another all-way stop that this singular intersection upsets as Market Street becomes one way southbound. So far there are no pedestrian collisions recorded, but that doesn't mean there couldn't be. An all-way stop study was considered for this plan but excluded from consideration given budget constraints and other priorities.

3. Engage PennDOT to reduce the posted speed limit on Park Avenue from 35 mph to 25 mph from North Street to Loomis Street.

This section of road of about 2,250 feet is nearly entirely developed on both sides by residences on narrow lots. The cartway itself is around 40 feet wide with on-street parallel parking on both sides. Intersected by North Street, Park Place, Randolph Street, Locust Street, and then Baldwin Street, it collects a lot of pedestrians and some resulting confusion, such as when parked cars obscure sight lines to crosswalks and bus stops – for CATA and for public schools or knowing that there is no safe "door zone". There have been 18 collisions on the stretch of road between North Street and Baldwin Street alone in the 2019-2023 five-year timeframe, including with two non-motorists, and 34 total in the past ten. As a residence district that lives up to the name, it deserves at least the speed reduction.

Note: The Northwest Commission's Crawford County Safe Streets for All Plan (2025) in progress and in draft form at the time of this writing identifies the segment of Park Avenue between North Street and Baldwin Street as ranked #7 in its High Injury Network for the two VRU crashes, one of which was a serious injury crash of a bicyclist in an angle-strike. Its proposed countermeasures currently include an engineering study to extend the 25 mph speed limit, striping the shoulder/parking lane to define the travel way, high visibility crosswalks, and evaluate whether to add bicycle facilities.

4. Planning activity: Engage PennDOT for a pedestrian crossings plan on Park Avenue between Loomis Street and Allegheny Street similar to the plan on N Main Street.

Since Allegheny College's academic buildings span N Main Street, obviously its pedestrian crossings there are the most important. However, anecdotally Park Avenue carries as much student foot traffic downtown on its sidewalks as does N Main Street. Despite the decade's decline in student enrollment, the proportion of students with their own cars appears to have risen so that on-street parallel parking on Park Avenue northbound is still frequently full, as is the college's staff and student parking lot between Prospect Street and W College Street, which has earned its own mid-block crosswalk. We argue that the crosswalks at and between Prospect Street and W College Street should get the same high-visibility crosswalk pavement marking treatments and warning signage as does N Main Street.

5. Action: Engage PennDOT to reduce the posted speed limit on Alden Street from 35 mph to 25 mph from S Morgan Street west.

The justifications are the same as reducing the speed limit on N Main Street from North Street to Loomis.

6. Engage PennDOT for intersection improvement warrants on Alden Street at its intersection with Arch Street and with Chestnut Street.

Arch Street and Chestnut Street both meet Alden Street (SR 2012) at 30-degree angles. For its part, Alden Street westbound carries traffic faster than its posted 35 mph free-flowing either bearing left onto

Arch Street (also posted at 35 mph, but which we've already argued as a local road in a residence district should be 25 mph) or right onto Chestnut Street to a stop sign. Chestnut Street eastbound (SR 2012), posted at 35 mph, has the right-of-way to bear right at that speed onto Alden Street out of town. Although the collision data at these two intersections is meagre, residents consistently protest that vehicles travel far too fast here, and with the neck-craning stop controls, add to the discomfort of being either resident, pedestrian, or (careful) driver on this segment of road.

7. Auxiliary police and crossing guards at crossings of Park Avenue at Robertson Field at Thurston Classic and other events.

Robertson Field at Allegheny College most notably hosts the Thurston Classic hot-air balloon festival and may host other spectator events in addition to its college athletics. At least during the Thurston Classic, as much as people drive to and park on site, people either drive to neighboring residential streets to park and then walk to the graveled side path that leads to the fields. The result is a ton of cars driving this road during daylight at the same time a ton of walkers are crossing Park Avenue at this single location, and then a ton of walkers crossing this location after dark at the same time a ton of drivers are trying to fight the traffic jams of leaving the complex to get home. It's an accident waiting to happen. It is suggested responsible thing is in addition to any auxiliary police directing traffic at the driveway of Robertson Field, there should be corresponding temporary road warnings and an auxiliary police acting as crossing guard at this pathway.

Public transit.

1. CATA-Meadville Public Transit Partnership.

While active transportation does not necessarily include the time riding a bus, effective public transit supports pedestrianism and relieves the need and expense or using a personal motor vehicle. The City is fortunate enough to have CATA headquartered in Meadville and its bus service in the city certainly makes Meadville feel more urban and urbane than it would be otherwise. The corollary to this is that promoting active transportation means elevating public transit to be a *preferred* method of transportation over using a car, and the ideal is that if the City can't get residents to prefer walking over driving, they



A passenger alighting into Park Avenue at frequently used bus stop that serves several routes, at W Cherry Street. To use it as one familiar example of rooms for improvement, the bus often enough stops in the travel lane on Park Avenue to board and unboard passengers and which also blocks traffic that would wish to turn into W Cherry Street. Given that passengers can have physical disabilities that require extra time to board and unboard, and thereafter extra time to leave the roadway to the nearest sidewalk, this is far from ideal, and providing space to do so would require moving on-street parking. In fact, this very stop was called out in 2018 for the

should at least consider preferring CATA over driving and become regular fare-payers as is expected of transit authorities in larger cities.

However, feedback for this plan and public input over the years indicates that CATA provides an essential service to those who need it but lacks in becoming the preferred service for those who don't. CATA has settled into its current business model for a number of complex reasons and partnering with them to shift any part of its model with be similarly complex. At the writing of this document, the City is not at the point at doing other than stating hopes and intentions. At least for the city's potential contributions to physical improvements for bus stop sites, it would be necessary to establish guarantees that the fixed route services that would use them are indeed the best – and fixed – routes. Routes and stops go hand-in-hand and if any are to require the city to consider anything affecting its constructed pedestrian circulation routes and sidewalks then the investment in that infrastructure must be solid and coordinated.

1.1. Planning activity: Explore shorter, more frequent bus routes that circulate within the city.

1.2. Planning activity: Explore routes that may capture new car-owning riders who live in the more distant residential allotments of the city but work in town.

1.3. Activity: Explore bus pass purchases at other locations than the Pine Street administrative office.

1.4. Activity: Construct a Diamond Park bus shelter and pull-off.

1.5. Activity: Construct a Holland Towers bus shelter.

1.6. Planning Activity: Landing pads and settings for untimed minor stops that now alight passengers onto roadside shoulders or untended grass margins.



An elderly passenger with heavy bags that just exited the bus at a stop in the grass berm of Park Avenue, awaiting a chance to cross fast traffic. Any improvements to this stop in place would invoke ADA standards, which would then require either 415-ft extension of the nearest sidewalk to the south (to ADA standards) with an optional 180 feet more to the north to the nearest crosswalk (to be reconstructed to ADA standards) or a complex with an ADA-compliant platform, curb ramp with midblock crosswalk to curb ramp on the other side, to be permitted by PennDOT; and/or a change to routing that makes these features more plausible, such as if this route went clockwise instead of counterclockwise. Any of these require City authorization or intervention. Therefore, at present, this stop is virtually unimprovable and the passenger is left with the worse of all bus stop experiences instead. It's not the only one. How – or should – the City rise to the challenge?

1.7. Bus stop signage improvements. Encourage CATA's use of city-provided infrastructure conditioned on an updated sign design standard that is more informative and oriented to new riders, including more helpful route indications and fare info.

1.8. Planning activity: Improved bus stop siting. Some choices of bus stop sites are curious. Others are not accompanied by appropriate controls on the street for bus stopping and standing.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Medium priority action item: "Work with CATA to provide their schedules at all bus stops and other locations throughout town. Provide on kiosks as they are developed."

See: 2018 My Meadville Community Action Plan: [Bus Shelter Expansion]. "Many residents have expressed that the long wait time between busses makes the public transportation system inconvenient. Further, spending that wait time at an unfurnished bus stop makes the system uncomfortable and prohibitive to certain populations, especially in inclement weather. [Etc.]"

See: 2018 My Meadville Community Action Plan: Increase access to information about public transit. "Many neighbors shared that they currently do not use the CATA transit system because they have difficulty accessing route and fare information. At the same time, regular riders shared similar difficulty receiving route updates. In order to address this, residents propose developing an app that would make information more accessible to riders. [Etc.]"

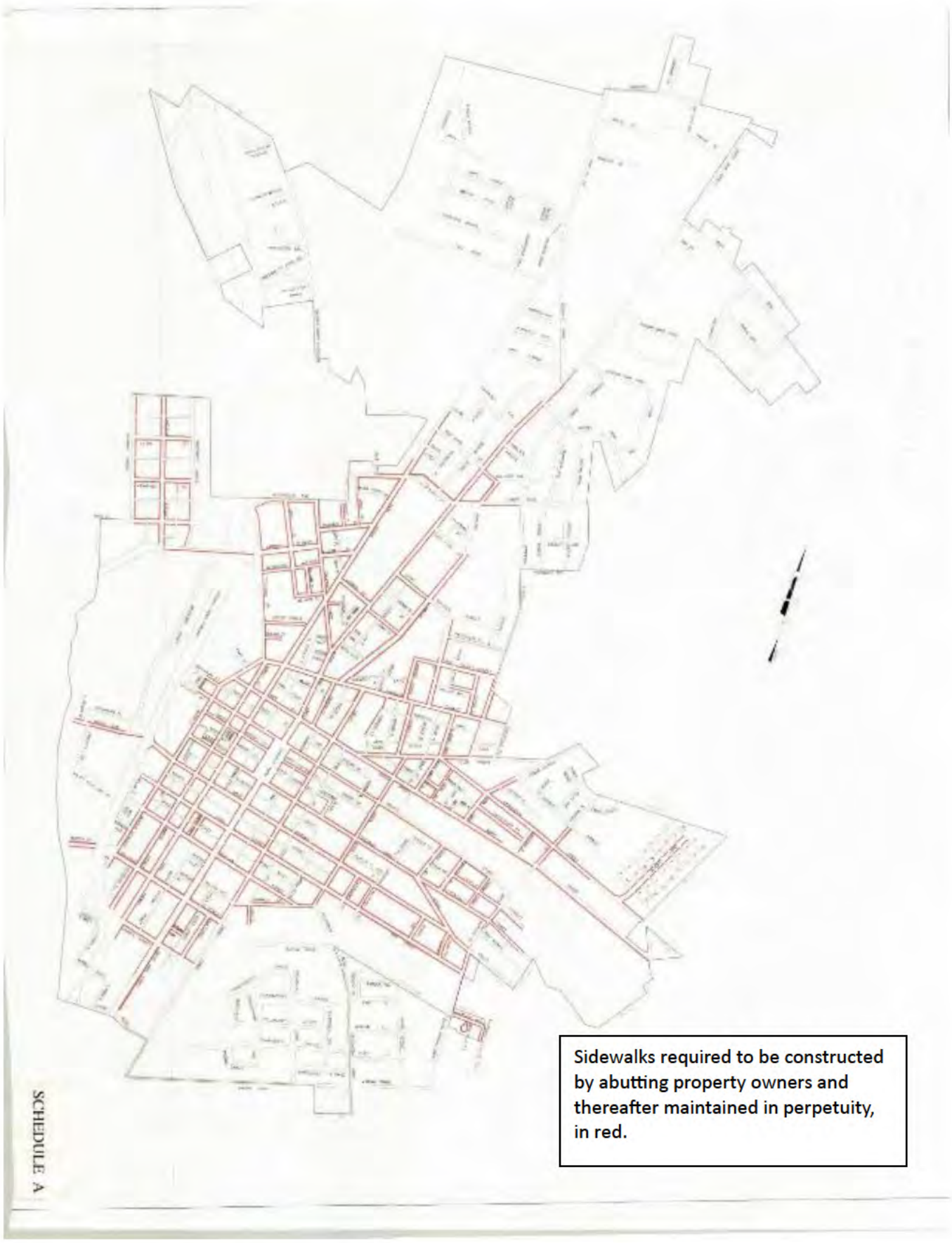
See: 2018 My Meadville Community Action Plan: Increase available transportation for youth. "Youth and teens need the ability to access events and amenities without being concerned by transportation, a current barrier to teen involvement within Meadville and its respective events. With access to transportation, they will be more able to be involved and engaged in the community, increasing community pride on the youth level. [Etc.]"

See: 2018 My Meadville Community Action Plan: [Bus] Shelter Expansion. "Many residents have expressed that the long wait time between busses makes the public transportation system inconvenient. Further, spending that wait time at an unfurnished bus stop makes the system uncomfortable and prohibitive to

Pedestrian-focused system enhancements.

1. Planning activity: Redo the city's sidewalks code and schedule of required sidewalks to address issues of connectivity and responsibility.

Four years ago, City Council reopened the issue of sidewalk maintenance in the city and who should bear the costs. The improvement and maintenance of sidewalks in the city is, at present, 100% the cost and responsibility of property owners who abut sidewalks marked on our Schedule A. Theoretically,


SCHEDULE A
Sidewalks required to be constructed by abutting property owners and thereafter maintained in perpetuity, in red.

speaking, however, it never forced constructing sidewalks, only their maintenance.

Fortunately, in this past year, our sidewalks code enforcement has improved the success rate of identifying noncompliant sidewalks, mostly in residential areas, and getting them to be quickly repaired by their property owners rather than through City contract. In 2024, the code enforcement department issued 18 notices of violation that successfully repaired 490 linear feet of replaced sidewalk. That works out to somewhere between 80 and 100 sidewalk pads, depending on whether the size is 5'x5' or 6'x6'.

However, sometimes sidewalks exist on Schedule A but aren't required to be maintained or their construction completed in the first place, leaving gaps of connectivity that appear to us today as contributing to the perceived (yet debatable) poor quality of our system. For instance, recall the gap in the sidewalk on Pine Street outside the 911 center, which is shown as required on this map. Without enforcement of this schedule or city willingness to step up and eat costs of sidewalk connectivity itself, these disconnects will remain.

For other examples, check out the disconnect at North Street on the approach to Hartman Street, or Limber Road and Highland around HP Way Park. Common thoughtfulness would suggest these modest lengths of road should have sidewalks. On its west side, Park Ave's sidewalk above Allegheny Street leads to nothing, and Allegheny St's sidewalk between Meadow Street and Park Avenue was never restored following its road and curbing reconstruction. The sidewalk shown as required to the west of Lord Street by the Baldwin Reynolds House doesn't exist and there's probably no need for it to. It was addressed earlier how having no sidewalk that continues on the south of Washington Street interferes with safe walking routes to school. In contrast, some sidewalks can also effectively be retired from such responsibility given current conditions, such as – one could argue – Lyon Street and Kearny Street the north side of Fairmont Avenue, and Market Street south of Willow Street.

In short, Schedule A is outdated and bears enough to correct to deserve correcting. To get it right today and actually implement missing sidewalk connectivity would cost money, and if it is to be pursued, the difficult decision remains to decide whose. The City is empowered by law to assess the costs of public improvements like sidewalks by length to their abutting property owners, but that's not always fair. However, the law also allows us to adjust that rate so the entire costs, or no costs at all, need to be paid by the property owner. For instance, Franklin, PA has a cost-sharing program upon application. The City of Meadville has long thought of a Business Improvement District, since the burden of sidewalk maintenance in the central business district can be too much for any one abutting business to assume – and it's not like that business has exclusive rights to use of it.

This is a question that has been recurring for decades and needs to be settled, whether or not the answer is merely a revised Schedule A map and everything else deliberately chosen to remain status quo.

1.1. Planning Activity: explore BID in CBD and other cost sharing programs for sidewalk reconstruction in areas of regular neglect.

See: 2013 City of Meadville Comprehensive Plan CDO #6: "Encourage multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." High Priority Action Item: "Implement a sidewalk improvement program."

2. Action: Pedestrian-scale wayfinding signage downtown

Although most public input on this plan was regarding safety and convenience, it bears repeating that pedestrianism is thwarted when one's path is simply ugly and the destination undesirable. Streetscape is important, and one of the small improvements that could be cheaply accomplished is to elevate both the streetscape of path and destination through attractive visitor signage downtown, as has been repeatedly been requested by the City of Meadville Beautification Committee, the new Meadville Community Development Corporation, and the downtown independent business alliance. Preliminary concepts are already in the works and should be put out for design services and implementation sometime this year.



Example of themed pedestrian-scale visitor wayfinding signs.

3. In reserve: Doughty Avenue to N Main Street pedestrian path and sidewalk extension.

When Doughty Avenue was permanently closed due to a culvert washout, it was blocked off first by jersey barriers and now by a continuous guardrail on N Main Street. Opposite this is a sidewalk on the east side of N Main Street, and 300 feet south of is the end of a sidewalk on the west side of N Main Street. In the interest of pedestrian connections, it is felt this was a missed opportunity to repurpose Doughty Road as an (albeit steep) pedestrian path that could connect to an extended sidewalk – and therefore to downtown for the several dozen residences in the Old College Park allotment that otherwise have no walking path other than the shoulders of either Park Avenue or North Main Street. Now that the guardrail is in place has added to the challenge, but the sentiment is a good one.



4. Planning activity: Engage PennDOT with a pedestrian crossing improvement crossing concept for new pedestrian crosswalk on Williamson Road between Huidekoper Park and French Creek Recovery Center, AND install sidewalks on the south side of Williamson Road.

Justifications for this appear in the Grove Street Corridor section activity on a stop control study for the Williamson Rd-Grove St-Poplar Street intersection. In a contrast to the dismissed mid-block crosswalk for Robertson Field, this area is much more conspicuous to traffic and near an intersection we argue should be stop-controlled. Furthermore, it would lead to the upper area of a public park, which should by rights be ADA accessible from a public sidewalk and crossing where presently only the separated lower area is.



End of sidewalk, crossing warnings, but no crosswalk or pedestrian connection on the other side.

5. Action: Complete the legal framework and design approvals for Ernst Trail, Bessemer Trail, and "road diet trail" connections to city streets.

This is already in progress to complete a right-of-way occupancy and management agreement with French Creek Recreational Trails for the length of Ernst Trail in the city's right-of-way. For further context, please refer to the 2013 City of Meadville Comprehensive Plan, the 2016 City of Meadville Open Space and Greenways Plan, and the 2024 Ernst Trail Meadville Connection Action Plan.

See: 2013 City of Meadville Comprehensive Plan, CDP #7: "Encourage multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." High Priority Action Item: Work with the French Creek Trails committee to bring the Ernst Trail into Meadville."

6. In reserve: Susquehanna Road to Plateau Street pedestrian shortcut.



The 120+ residences of the Plateau are on streets with no sidewalk and whose connection to downtown Meadville would be fast and hilly Williamson Road (SR 2035), also with no sidewalk. The Plateau's development was never finished and the plan includes many more paper streets and lots that the City now owns as Unnamed Park. Plateau Drive, which is a little-traveled dead-end road, was never supposed to be a cul-de-sac; Susquehanna Road was supposed to span the remaining 700 feet to meet it. Were the right-of-way to be opened as a pedestrian path, for the first time residents of the Plateau could have an acceptable pedestrian way to get to Plateau Drive, and thereafter to Huidekoper Park or to East Alley via Fairview-Fairmont and points downtown. Admittedly, no one has been clamoring for this, but the sentiment is a good one should the

City have any ambitions at all for Unnamed Park other than to keep it as wooded bank stabilization for Liberty Street.

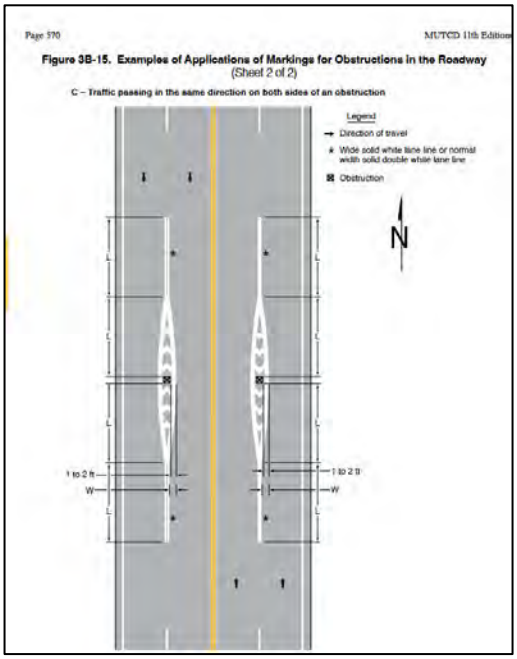
Other considerations.

1. Planning activity: Consider adding pavement markings for storm drain hazards in gutter seam.

The City's stormwater system is very old, and very many of the storm drain inlets to catch basins in the gutter seams of our streets are sunken, without grates but simply "bowled" against the curb, or otherwise hazardous to bicyclists. One way to alert road users to such hazards in advance is by marking the pavement with diagonal white stripes similar to what would be done for other in-road hazards. However, one must balance that doing so would imply a consistency of hazard marking that it is doubtful the City can keep up with. Right now, all the storm drain hazards are consistently unmarked, requiring constant attentiveness of bicyclists. Beginning to mark them would create an inconsistency where some hazards would be marked, but other would remain not. Those hazards that are marked may perhaps falsely imply a measure of safety to bicyclists that would induce them to drop their attentiveness to the road ahead of them and assume that no hazard exists if no marking exists.



Not technically the city's but an example. A truck runs over the faded remnant of a PA bike Route Y sharrow on the Spring Street Bridge next to a storm drain inlet that would be killer for a bicyclist.



MUTCD markings for permanent in-road obstructions

2. Action: Close (but do not vacate) Pine Place between Park Avenue and Market Street to vehicular through-traffic but remain as a pedestrian alley.

Pine Place is an alley built over a box culvert for its entire length that carries Neason Run the width of the city to an outfall on Mill Run. This box culvert is failing. Pine Pl is weight-restricted at various

places either at 2 tons or at 5 tons. A sinkhole opened up earlier this year beside Active Aging – a 2-ton posted segment – that closed the road, and another one opened up about two months later between Hemlock Street and S Main Street. Repairing the culvert and road to continue accepting through-traffic is not cost effective, as no through-traffic typically does or should use it – only the rear load off of Market Street and the driveway off Park Avenue for Active Aging. The city planning commission has already supported its closure and it should be followed through with a formal ordinance and posting.

3. In reserve: Close (but do not vacate) Clinton Court between Park Avenue and Market Street to vehicular through-traffic but remain as a pedestrian alley.

The justifications here are the same as above for Pine Place. Midway through this alley is a bridge carrying Mill Run, posted at 5 tons, which developed a sinkhole a couple years ago and is on our list of high-risk bridges. There is no particular reason for this alley to carry vehicular traffic except to retain the rear parking access for the adjacent buildings on the block.

It can be closed, posted, and even physically bollarded at the bridge similar to what was done for Mulberry Alley at Mill Run. Doing so may also enhance the features of the Arc greenspace and upcoming parklet on the site of the former Park Avenue Cinema lot.

4. Planning activity: Prepare pedestrian-scale lighting plans for various corridors.


Resident calls for better lighting after pedestrian struck in city alley

By Mike Crowley

The decorative streetlamps such as in Diamond Park, North Street, Chestnut Street, Arch Street and other points downtown are owned and managed by the city and have their own electric service than that which serves other private utility customers downtown.

It would surprise some to learn that the "cobra head" style streetlamps on telephone poles that are the majority in town are actually owned and operated by PennElec, using electricity drawn from customer lines to light them. Otherwise, the lamps in the right-of-way on N Main Street outside Allegheny College are the college's. The City hasn't had much other involvement or control streetlighting outside downtown.

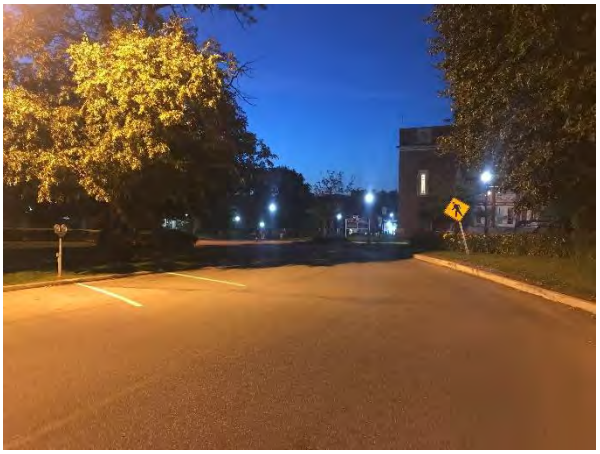
Some argue the City should. First, outages of PennElec lights are often only fixed once someone reports it directly to PennElec themselves (the City has the link to do so on its website online), whereas a city outage is argued should be more immediately correctable. Second, while they provide some service for bicyclists on the road and to sidewalk visibility, most such streetlamps do a rather spotty job of providing much pedestrian safety at crosswalks. Pedestrians on foot where there are sidewalks don't need street cartways broadly lit up; they need to have themselves spotlit precisely where they're going to cross the street. For better or worse this often requires contextual precision lighting treatments at

intersections rather than broad blanket casting that backlights as much as spotlights or a single lamp that fails to do either. For instance, even the Allegheny College fatality in 2015 is recorded as being “Illumination – Dark with streetlights” and the college felt compelled to install their own, demonstrating that more factors other than the mere yes-no presence of streetlighting matters. Third, even so, lighting up the sidewalks (especially downtown) is a perceived safety benefit, not for pedestrians in conflict with cars, but for pedestrian comfort from harassment and crime. It’s been brought to us that, at least in some folks’ feelings, where our downtown decorative streetlights end and fail to wash the sidewalk in light, the perception of personal danger rises significantly.



The one broadly-casting overhead light on the southeast corner of Allegheny Street at Park Avenue backlights rather than spotlights pedestrians crossing north of it.

What measurable amount that lighting has to do with public safety in Meadville is unknown. Still, it is supported that appropriate lighting broadly makes a difference, however psychological. Additionally, if perceived benefits to safety induce more people out to walk too, then more people provide more feelings of neighborly watchfulness. For instance, the City of Meadville’s Elm Street Plan of 2011 called for extending the streetscape-scale lighting of North and Water Street up Water Street and continuing onto Terrace Street to complete the coherence of the streetscape and the “perceived level of cleanliness of the neighborhood [and] its level of safety.” Unfortunately, having such an expansive addition to the city’s streetlamp infrastructure was only possible when in conjunction with other major outside investments, such as the reconstruction of North Street, and so would be prohibitively expensive today. Two attempts to get multimodal funding from the state to replace the cobra head luminaires around Diamond Park with better pedestrian-scale coverage failed. (See Diamond Park final design.) It should not be dismissed should the opportunity arise again, however.



At Diamond Park, an overhead streetlamp lights the roadway but casts a shadow over the crosswalk where it’s needed most. Funding requests for new lights failed. Instead, the tree has been cut down.

For more examination of the subject, first refer to the FHWA *Pedestrian Lighting Primer* (FHWA-SA_21_087, April 2022).

5. Action: Continue replacing the ADA curb ramp detectable warning surfaces (aka truncated dome pads) with more durable products following a deliberate plan.



How its going, how it ends, and how it starts again.

The City's former predominant choice of composite bolted ADA-required truncated dome pads are destroyed too easily. They are bolted into place as a single mat, but in winter ice expands underneath them, breaking them from their fasteners and popping the pad out of place (left picture). Chunks break off the pad and eventually the pad itself either disintegrates (middle picture) or is left broken and elevated, leaving a tripping hazard. Around the Diamond especially, the gator plows grind off the domes and tear pieces off. Whether significant ADA concerns or safety hazards exist or not, their destroyed existence in place contributes to the perceived lack of quality of the city's sidewalks.

Recently, destroyed bolted composite pads are being replaced with cast-in-place composite pads (right picture) that are set into newly-poured concrete. These appear to provide a better weather seal but whose durability over the long run remains to be seen and are not swappable without a new casting. Among other options for pads already in lesser use around the city but which appear very durable include pressed concrete bricks (Chestnut Street), square paving blocks (at the library crosswalk at the Diamond), and cast iron (at Baldwin Street and Park Avenue intersection. Cheap surface-applied (glued) pads are also possible, but evidence of the deteriorated ones used at the intersection of Pine Street and S Main Street does not support using them broadly. For the pavers especially, since they are set in place in smaller tiles or bricks they can rise and fall with seasonal expansion and contraction without breaking and any that do would be limited to a replaceable tile rather than the entire pad.



Pressed concrete ADA pavers – still in good condition.

The costs and benefits to reconstruct each pad site for these other options upon replacement of a composite pad should be settled and choices could vary at locations around the city depending on the site, such as more decorative and durable pavers used consistently downtown with cheaper options on lesser-used streets. For instance, a Grainger Industries TUFTILE bolted composite warning pad comparable to what we use costs $196 each. Thirty-six decorative red concrete pavers from

www.thehardscapeexchange.com that would cover the same size pad cost $50 when bought in bulk, excluding shipping.

6. Action: Post that riding bicycles on sidewalks is prohibited in the CBD or that bicycles must be walked. Pair with improvements to encourage safe use in the street cartways.



Signage options with different strengths of messaging. There is no evident MUTCD-standard sign for this.

Bicycling downtown does not mean that bicyclists are more virtuous downtown. While much pedestrian-oriented planning is towards alerting and controlling motor traffic for the benefit of pedestrians, it must be acknowledged that, frankly, those measures should be expected to work only when the pedestrians behave properly as well. They often don't behave properly. The speed and freedom of movement of bicyclists and those using e-scooters or other micromobility options can create as much chaos when they are used carelessly and on sidewalks intended for crowds of walkers. Cycling on sidewalks in identified business districts is prohibited by state law and is known to have created conflicts with pedestrians in Meadville, especially on Chestnut Street and on Park Avenue. City police cite e-bikes on sidewalks as a special problem that they have difficulty enforcing. A bicyclist knocking down a pedestrian can do serious harm, and people in our downtown (and in Meadville Tribune Sound Offs) air annoyances with people using their e-bikes to breeze by and roll over folk's feet on the sidewalk enough to suggest the City does the least to post that – as vehicles – they should use the streets in our central business district instead except when parked. State law defaults to this anyway. It won't deter the bicyclists who don't care for the law, but it should guide those who do.

Note: 75 Pa.C.S. § 3508. Pedalcycles on sidewalks and pedalcycle paths. (a) Right-of-way to pedestrians. – A person riding a pedalcycle upon a sidewalk or pedalcycle path used by pedestrians shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing a pedestrian. (b) Business districts. –A person shall not ride a pedalcycle upon a sidewalk in a business district *unless permitted by official traffic-control devices*, nor when a usable pedalcycle-only lane has been provided adjacent to the sidewalk. [Emphasis added]

7. Action: Install bike racks downtown and in city parks. In progress.

Through a grant passed through Allegheny College in 2024, the city was able to purchase 25 locally fabricated inverted-u bike racks, 20 of which are decorated with Votech student-fabricated plates featuring a version of the city's tree logo. At this writing, they are awaiting finishing touches on the bare steel from public works before being sent back to the manufacturer for powder coating, and then to be returned to public works for installation in coordination with other street furniture. Sixteen racks are earmarked for parks and specific sites, leaving nine racks for scattered placement downtown. If more are desired downtown upon success of these, business owners may be invited to buy a similar model and

complete a sidewalk occupancy permit if they want one specifically outside their own place or otherwise to fundraise for more installations in accordance with an approved locations map.

See: 2013 City of Meadville Comprehensive Plan, CDO #6: "Encourage a multi-modal transportation network that incorporates upgrades to transportation routes, public transit options and pedestrian and bicycle connections." Medium priority action item: "Provide bike racks throughout the City (partnership between the City, business owners, CATA, etc.). At major retail center – downtown mall, grocery stores, Meadville Market House. Recreational areas – parks, MARC. Educational areas – schools, library."

8. Planning activity/action: Develop wayfinding/signage plan for various corridors.

Many traffic signs around the city are inconsistently chosen and not installed to best practices or to Manual of Uniform Traffic Control Devices/PennDOT standards or requirements. For many areas, this is simply a corrective measure, but which could take much effort and time to get right. However, the result should add to the apparent quality and consistency of the streetscape and at least modestly enhance the conspicuousness and sensibility of pedestrian warnings while reducing clutter.



Here, a pedestrian warning sign is posted ahead of its crosswalk rather than at it, slightly leading one's eye away from the curb ramp. A supplemental "yield to pedestrians" sign is where the warning sign should be. Both are mounted at about 4-5' height rather than the standard 7' to bottom, meaning they'd actually partially block a vehicle's view of a pedestrian on the curb ramp behind. That's not how it's supposed to be. This warning signs, crosswalk, and a pedestrian preparing to cross should all be taken in and understood at a single glance at the site rather than as several separate pieces of information.

9. In reserve: Provide educational programming of the rules of the road and traffic law.

The City could publish editorials or articles in the Meadville Tribune reminding people about the law of right-of-way, things you should've learned in drivers' ed, and so on. This past month, PennDOT put out a small article reminding about road safety. There is an opportunity to do the same with periodic reports on "state of the city" traffic collisions or to pair when there is another newsworthy subject, such as the other Meadville Tribune articles used as exhibits in this plan.

Additionally, Meadville also has other community activities and resources that promote interest in active transportation. The city has annual downtown wine and cookie walks which encourage residents to park and walk while patronizing local small businesses. The Second Saturday Market program, overseen by the Meadville Market House, converts a main city thoroughfare into a pedestrian zone for the summer months. Another important project partner will be the Crawford Area Transportation Authority, which has developed a bikeshare program, in addition to its existing transit routes. Creating Landscapes, a local non-profit operates "Walkable Meadville," a walking program for children from a city

park and community garden to the Meadville library. All these activities and resources evidence a great interest in active transportation and become venues for further educational programming.

END OF SECTION

Appendix A

Resolution adopting the 2025 City of Meadville Active Transportation Plan

Resolution No. ---- of 2025

CITY OF MEADVILLE
CRAWFORD COUNTY, PENNSYLVANIA

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MEADVILLE, CRAWFORD COUNTY, PENNSYLVANIA, HEREBY ADOPTING AND APPROVING THE 2025 CITY OF MEADVILLE ACTIVE TRANSPORTATION PLAN.

WHEREAS, the Pennsylvania Department of Health (PA DOH), Division of Nutrition and Physical Activity, collaborates with the Pennsylvania Downtown Center to increase opportunities for physical activity in the built environment; and

WHEREAS, the PA DOH and Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation, provided grant funding administered by the Pennsylvania Downtown Center through the WalkWorks Program to support the preparation of active transportation plans to help municipalities encourage and implement projects for greater levels of physical activity; and

WHEREAS, the City of Meadville encourages all forms of pedestrian, bicycle, and multi-modal transportation that lead to active and healthy lifestyles for its residents and wishes to improve safety measures, programs, and infrastructure that allow its residents to freely choose these modes of transportation; and

WHEREAS, the City of Meadville applied for, was awarded, and accepted pre-planning support from the PA Downtown Center in 2023-2024 and a grant from the WalkWorks Program in 2024 for the preparation of an active transportation plan to be adopted in 2025; and

WHEREAS, the City of Meadville, through the direction of a steering committee and city staff, consideration of public commentary, professional transportation consultancy, and the advice of the City's citizen advisory committees, has prepared an active transportation plan in accordance with the terms of the WalkWorks Program grant and which is consistent with the City's comprehensive plan and in accordance with the City's values and objectives to support active transportation as a safe, comfortable, and preferred choice of travel; and

WHEREAS, the City wishes to adopt the active transportation plan as a guiding document for the City and its agencies to advance the above values and objectives,

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Meadville hereby adopts the 2025 City of Meadville Active Transportation Plan.

RESOLVED AND ENACTED BY THE CITY OF MEADVILLE, CRAWFORD COUNTY, PENNSYLVANIA, THIS 1ST DAY OF JULY, 2025.

Attest: **CITY OF MEADVILLE**

_____ _____

Maryann Menanno, Interim City Clerk Hon. Jaime Kinder, Mayor

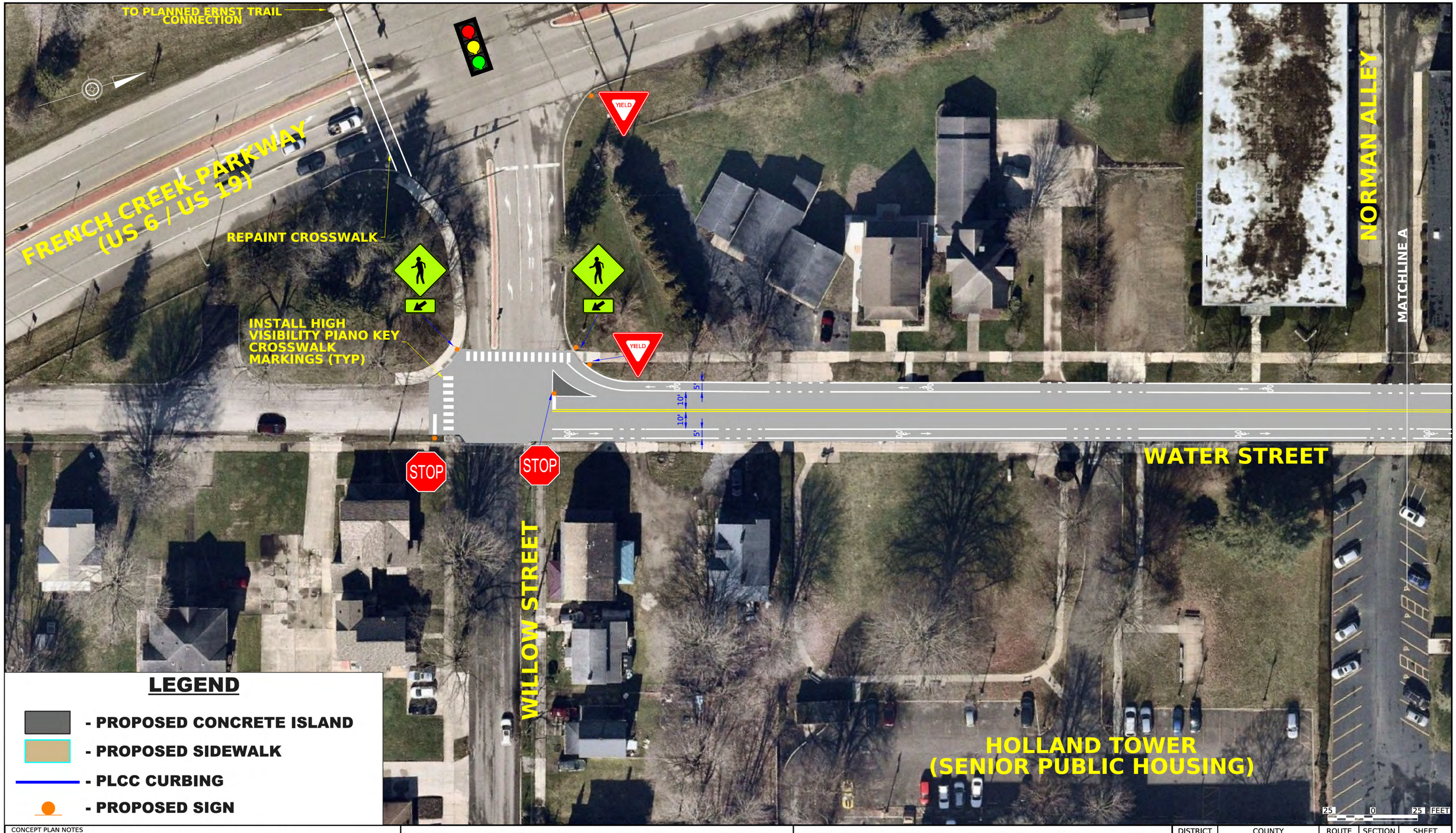
I hereby certify that the above ordinance was duly enacted and approved as set forth at the regular meeting of the City Council on _____, 2024.

_____

Maryann Menanno, Interim City Clerk

Appendix B

Water Street traffic calming concept



LEGEND

- PROPOSED CONCRETE ISLAND
- PROPOSED SIDEWALK
- PLCC CURBING
- PROPOSED SIGN

CONCEPT PLAN NOTES

- THESE NOTES ARE AN INTEGRAL PART OF THIS CONCEPT PLAN. THIS CONCEPT PLAN HAS BEEN PREPARED AT CLIENT'S REQUEST, IS CONCEPTUAL AND PRELIMINARY IN NATURE, AND SHALL NOT BE USED FOR PURPOSES OF CONSTRUCTION OR ANY OTHER USE. THIS PLAN IS SUBJECT TO CHANGE AND REFINEMENT AS THE DESIGN IS FURTHER DEVELOPED AND REVIEWED BY MUNICIPALITIES, AGENCIES, AND OTHERS.
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	1 OF 6

CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (WILLOW STREET INTERSECTION)

04/25/2025



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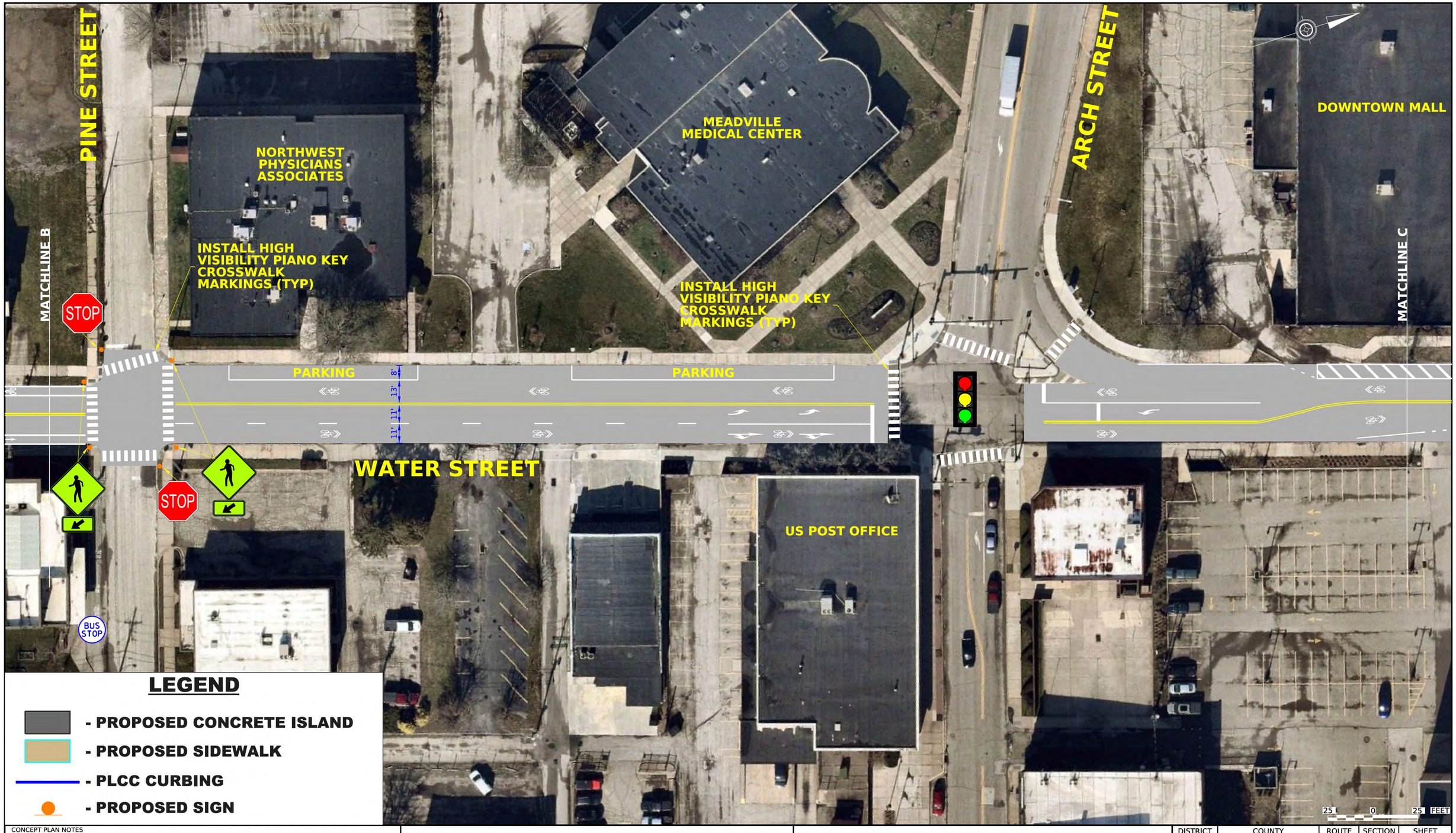
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	2 OF 6

CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (POPLAR STREET CURB EXTENSIONS)

04/25/2025



LEGEND

- PROPOSED CONCRETE ISLAND
- PROPOSED SIDEWALK
- PLCC CURBING
- PROPOSED SIGN

CONCEPT PLAN NOTES

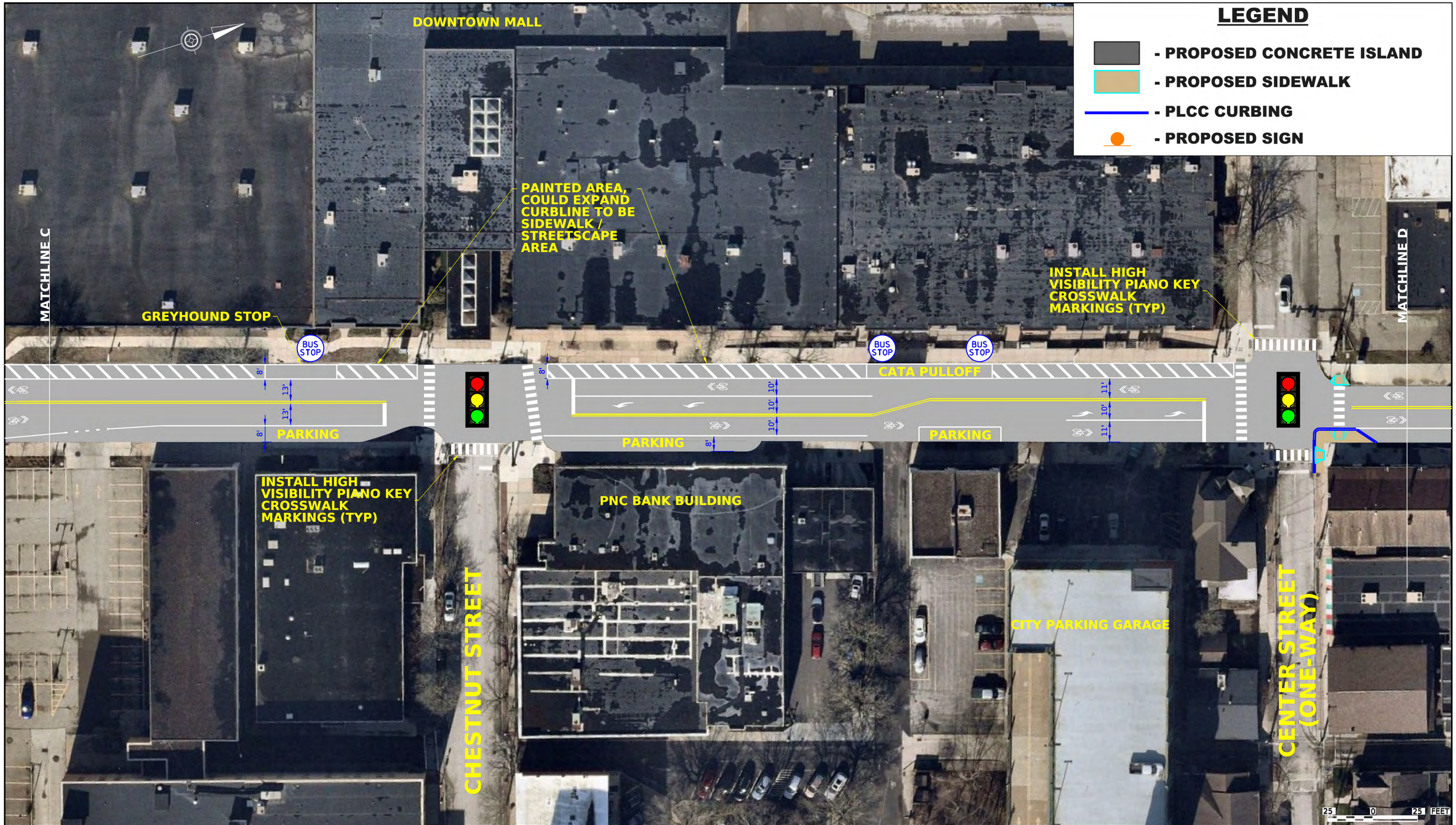
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CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (PINE STREET TO ARCH STREET)

04/25/2025



CONCEPT PLAN NOTES

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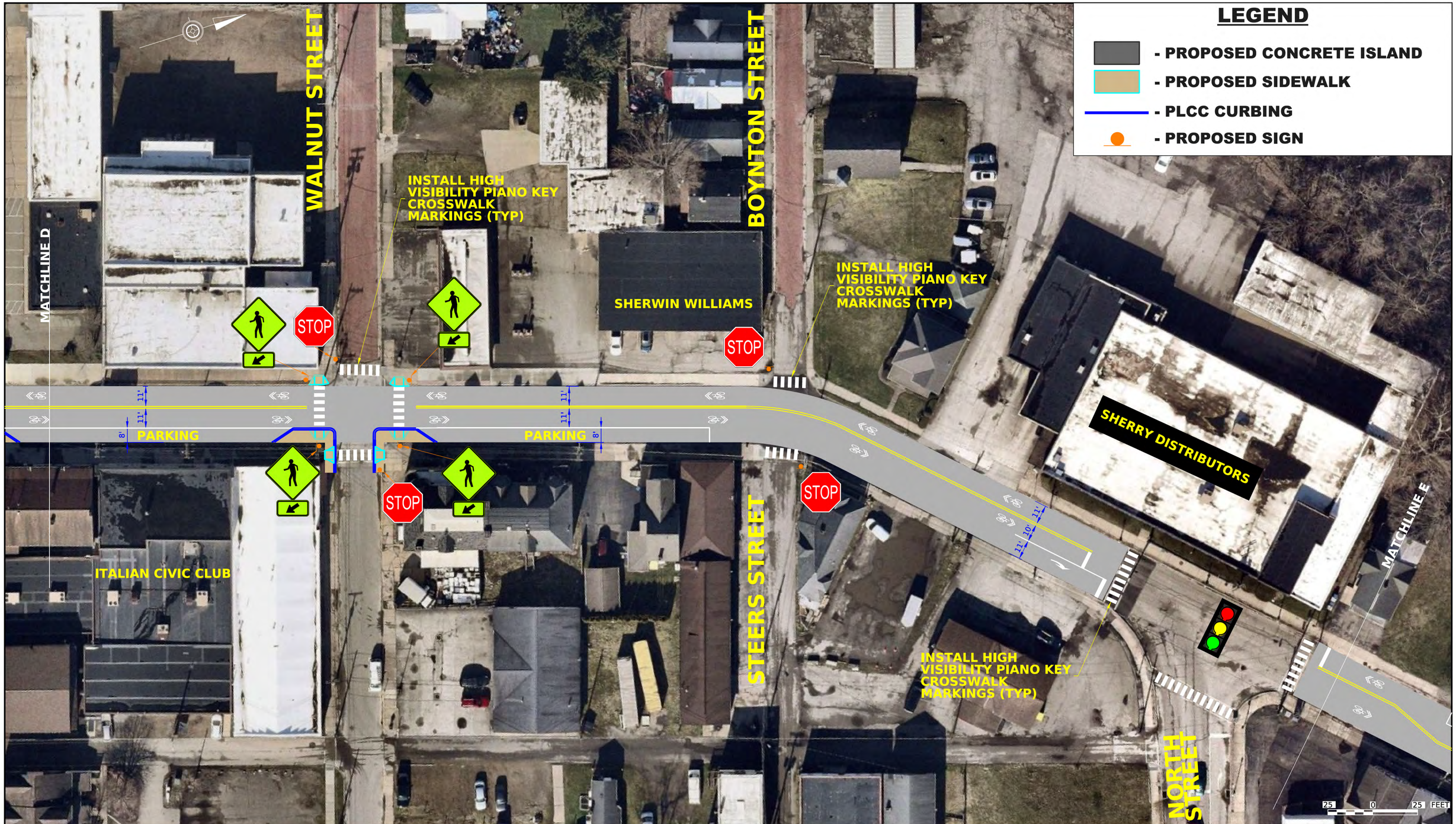
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CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (DOWNTOWN MALL AREA)

04/25/2025



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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	5 OF 6

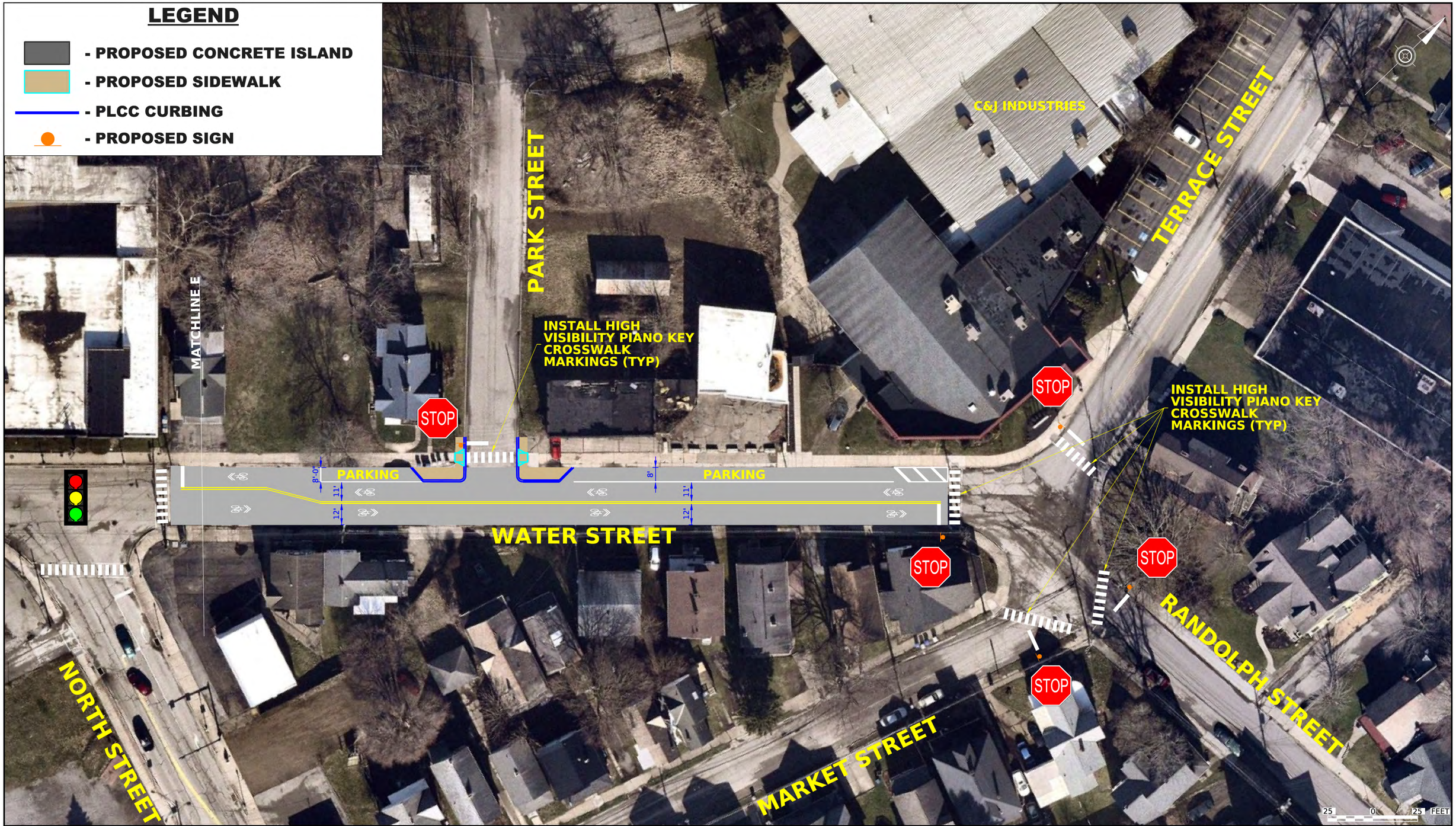
CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (WALNUT STREET TO NORTH STREET)

04/25/2025

LEGEND

- PROPOSED CONCRETE ISLAND
- PROPOSED SIDEWALK
- PLCC CURBING
- PROPOSED SIGN



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CITY OF MEADVILLE

WATER STREET TRAFFIC CALMING (NORTH STREET TO TERRACE STREET)

04/25/2025

PRELIMINARY OPINION OF PROBABLE COST

PROJECT: COMV.01
MUNICIPALITY: City of Meadville, Crawford County
DESCRIPTION OF WORK: Meadville Area Middle School / High School Traffic Calming
DATE: 5/28/2025
PREPARED BY: ESH

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	COST
0931-0001	POST MOUNTED SIGNS, TYPE B	200	SF	$55.00	$11,000.00
0935-0001	POST MOUNTED SIGNS, TYPE F	50	SF	$35.00	$1,750.00
0952-3000	CONTROLLER MODIFICATION, RETIMING	4	EA	$500.00	$2,000.00
0960-0021	24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	3000	LF	$15.00	$45,000.00
0960-0222	WHITE HOT THERMOPLASTIC LEGEND, RIGHT ARROW	2	EA	$200.00	$400.00
0960-0224	WHITE HOT THERMOPLASTIC LEGEND, LEFT ARROW	10	EA	$210.00	$2,100.00
0960-0226	WHITE HOT THERMOPLASTIC LEGEND, THRU AND RIGHT ARROW	4	EA	$500.00	$2,000.00
0960-0431	WHITE HOT THERMOPLASTIC LEGEND, BICYCLE WITH RIDER	20	EA	$425.00	$8,500.00
0960-0432	WHITE HOT THERMOPLASTIC LEGEND, STRAIGHT ARROW	20	EA	$215.00	$4,300.00
0960-1121	WHITE HOT THERMOPLASTIC LEGEND, SHARED LANE MARKING	40	EA	$540.00	$21,600.00
0962-1001	6" WHITE WATERBORNE PAVEMENT MARKINGS	7500	LF	$0.50	$3,750.00
0962-1005	4" YELLOW WATERBORNE PAVEMENT MARKINGS	7200	LF	$0.25	$1,800.00
9000-0002	INTERSECTION BUMP OUTS	9.00	EA	$20,000.00	$180,000.00
9000-0002	ADA CURB RAMPS	25.00	EA	$4,000.00	$100,000.00
9000-0003	STORMWATER IMPROVEMENTS	5.00	EA	$25,000.00	$125,000.00
				Subtotal	**$509,200.00**
	Inspection				
0901-0001	Maintenance and Protection of Traffic		LS	5%	$25,460.00
	Mobilization		LS	5%	$25,460.00
	Contingency		LS	20%	$101,840.00
TOTAL ESTIMATE FOR CONSTRUCTION					**$661,960.00**
	Design and PennDOT Permitting (Signal Permit Revisions)	1	LS	$ 10,000.00	$10,000.00
	Traffic Calming Design	1	LS	$ 35,000.00	$35,000.00
TOTAL PROJECT ESTIMATE					**$706,960.00**

DISCLAIMER: *TPD IS FURNISHING THIS OPINION OF PROBABLE COST AS REQUESTED BY THE CLIENT. PLEASE NOTE THAT ESTIMATED COSTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS, LOCAL OR REGIONAL DIFFERENCES, CHANGES TO THE PLANS, AND/ OR CHANGES IN UNIT COSTS. COST ESTIMATES ARE PROVIDED FOR USE IN BUDGETING, BUT IN NO WAY SHOULD THIS ESTIMATE BE CONSTRUED AS A FINAL COST FOR THE PROJECT. FINAL COSTS ARE CONTINGENT ON ACTUAL BIDS FROM CONTRACTORS.*
TPD WILL NOT BE HELD RESPONSIBLE FOR DIFFERENCES BETWEEN THIS COST ESTIMATE AND BID COSTS.

ASSUMPTIONS: *THIS OPINION OF PROBABLE COST IS BASED UPON A CONCEPTUAL DESIGN WITHOUT SURVEY, PA ONE-CALL, RIGHT-OF-WAY RESEARCH, OR SUBSURFACE UTILITY INVESTIGATION. THIS OPINION OF PROBABLE COST INCLUDES A 20% CONTINGENCY WHICH REFLECTS A CONCEPTUAL LEVEL OF EFFORT. MORE DETAILED ENGINEERING IS STILL REQUIRED TO FULLY CAPTURE ALL POTENTIAL COSTS OF THIS PROJECT.*

Appendix C

Warrant to reduce speed limits on certain streets

1.877.873.9739
INFO@TPDINC.COM
WWW.TPDINC.COM

MEMORANDUM

TO: Peter Grella, City Planner, City of Meadville

FROM: Elliott Hair, P.E.

DATE: May 12, 2025

RE: Speed Limits on City Residential Streets

As requested, TPD has reviewed 75 Pa. C.S. (Vehicle Code) and 67 Pa. Code regarding setting speed limits on local streets within the City. Based upon our review, we offer the following:

- 75 Pa. C.S §102 offers the following definitions:
    - *"**Residential District**." The territory contiguous to and including a highway not comprising a business district when the property on the highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.*
- 75 Pa. C.S §3362(a)(1.2), Maximum speed 25 miles per hour in a resident district if the highway: (i) is not a numbered traffic route, and (ii) is functionally classified by the department as a local highway.
- 75 Pa. C.S §6109 (e), no engineering and traffic investigation is required to establish a speed limit under Section 3362(a) (1.2) (relating to maximum speed limits).
- 67 Pa. Code §212.5, Local Authorities are responsible for installing, maintaining, and operating Speed Limit Signs (R2-1) for speed limits of 35 miles per hour or less.

Based upon the residential district definition in 75 Pa. C.S §102, areas "with residences or residences and buildings in use for business" could include mixed use and business zoning if residences are present within those districts.

As such, most City streets could qualify for the 25 miles per hour speed limit posting simply by statue provided for in 75 Pa. C.S §3362(a)(1.2).

To update the City Code, it may be easier to modify §503.03 of the City of Meadville Code to pass a 25 mile per hour speed limit City wide and note which streets are NOT posted 25 mile per hour.

Based on discussions as part of the ATP, the following City streets are currently posted 35 miles per hour and should be considered for a reduction to 25 miles per hour:

- Main Street from Linden Street to North Street
- Randolph Street from Water Street to Greendale Street
- Chestnut Street from Water Street to Main Street
- Grove Street from State Street to Williamson Road / Poplar Street

- Jefferson Street from Limber Road to State Street
- Pine Street from S Morgan Street to S Main Street
- Terrace Street from Water Street to Glenwood Avenue

Appendix D

Warrant for all-way stop at Randolph and Jefferson

REDACTED PER PENNDOT RULES

REDACTED PER PENNDOT RULES

REDACTED PER PENNDOT RULES

Appendix E

2017 N Main Street Safety Study excerpt

North Main Street Immediate Improvements:

Signing and Marking Upgrades

Conceptual Cost Estimate:	$17,000 (FY 2017)
Timeframe:	Immediate
Responsible Party:	Allegheny College and City of Meadville
Project Partners:	PennDOT

Project Location:	North Main Street (SR 86) in City of Meadville from Loomis Street to Allegheny/Limber Road
Project Description:	Installation of additional pedestrian signing (Pedestrian Crossing signs with Next ½ Mile supplemental placards and In-roadway Pedestrian Crossing Signs at crosswalks) and high-visibility continental style crosswalks in lieu of standard crosswalks
Purpose:	Improve pedestrian safety by increasing driver awareness of pedestrian activity and potentially decreasing vehicle speeds along North Main Street through Allegheny College
Need:	Three pedestrian crashes have occurred within the last 5 years with one of those crashes resulting in a fatality; hundreds of pedestrian crossings occur daily along North Main Street increasing the potential for another crash
Safety Study Goals and Objectives:	*Goal:* Improve pedestrian safety along the study corridor while maintaining mobility for all modal users *Objectives:* Improve pedestrian safety, enhance pedestrian connectivity, maintain/improve existing level of service, minimize/improve pedestrian-vehicle interactions, reduce vehicles speeds, enhance corridor aesthetics
Project Description and Justification:	Traffic congestion from pedestrian-vehicle interactions, pedestrian safety, some pedestrian facilities are inadequate
Land Use Linking to Transportation:	Town/Village Neighborhood
Land Use/Economic Development Opportunity:	Infrastructure efficiency improvement
Community Issues and Opportunities:	Enhance pedestrian access/connectivity, eliminates unneeded or unsafe traffic movements, improve safety and mobility for all modes
Public Agency and Involvement:	Serious injury/fatal crash reduction, natural, historic or cultural preservation, improve connectivity on existing system, improve operational efficiency, public meetings to gather, discuss or explain issues, press releases, newspaper articles
Environmental Impact:	None
Potential Approach and Solution:	Enhance signing and pavement markings to improve pedestrian safety
Alternative(s) Studied:	No-build





Southern End of Campus



Northern End of Campus

Appendix F

First District school zone flasher permit revision

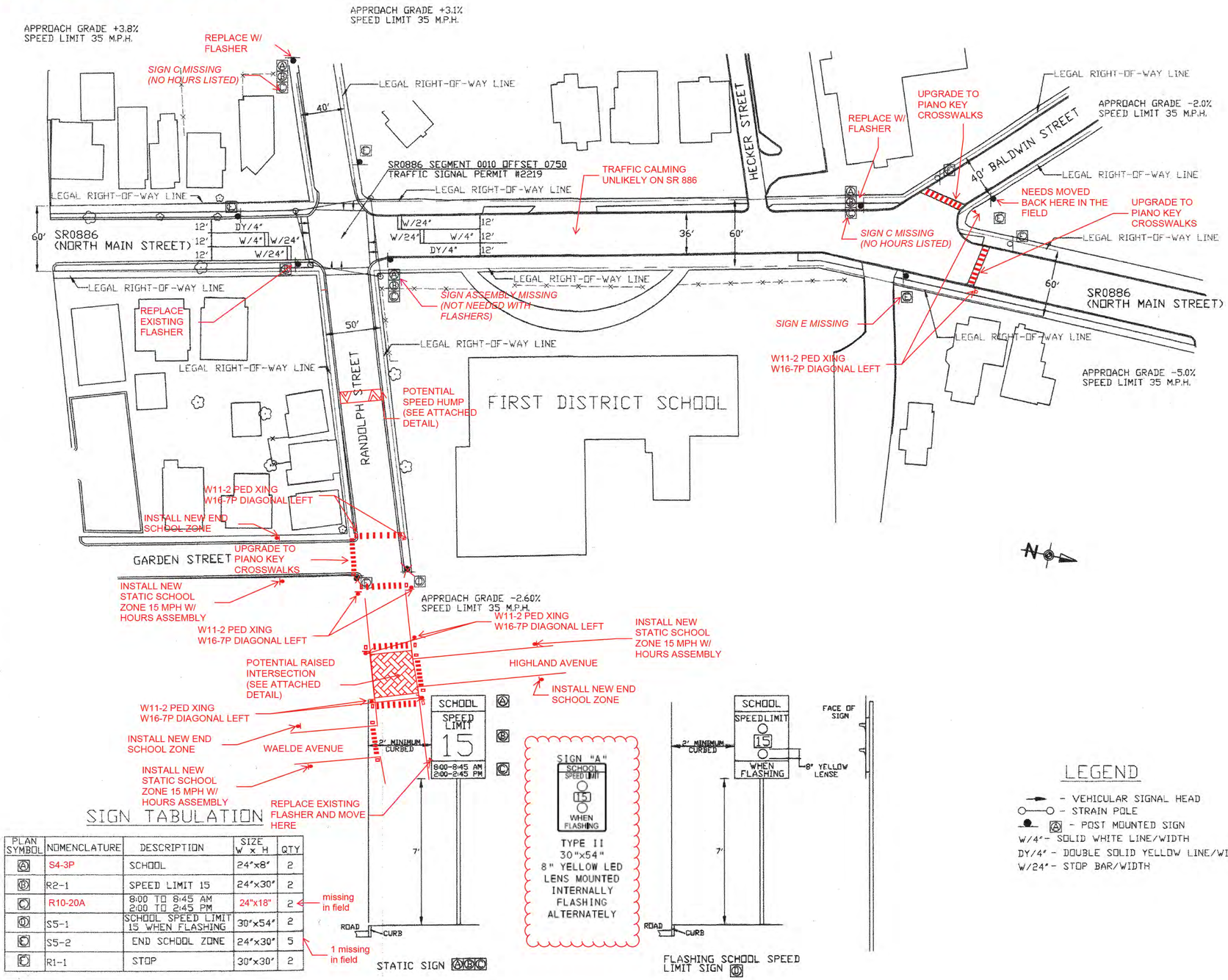
SUMMARY OF RECOMMENDED IMPROVEMENTS

- REPLACE EXISTING SCHOOL ZONE SPEED LIMIT FLASHERS ON MAIN STREET AND RANDOLPH STREET, ASSUME NEW 14' PEDESTAL FOR RANDOLPH STREET ONE, ASSUME NEW OVERHEAD POWER SUPPLY FOR EACH.
- REPLACE EXISTING STATIC SCHOOL ZONE SPEED LIMIT SIGNS WITH FLASHERS ON RANDOLPH STREET AND MAIN STREET, NEED NEW 14' PEDESTALS AND OVERHEAD POWER SUPPLIES.
- RELOCATE END SCHOOL ZONE SIGN ON BALDWIN STREET.
- UPGRADE EXISTING PEDESTRIAN CROSSWALKS AT RANDOLPH STREET / GARDEN STREET, RANDOLPH STREET / HIGHLAND AVENUE / WAELDE AVENUE AND MAIN STREET / BALDWIN STREET WITH HIGH VISIBILITY PIANO KEY THERMOPLASTIC PAVEMENT MARKINGS.
- INSTALL ASSOCIATED PEDESTRIAN CROSSING SIGN ASSEMBLIES.
- INSTALL NEW SCHOOL ZONE SPEED LIMIT AND END SCHOOL ZONE SIGNS ON GARDEN STREET, HIGHLAND AVENUE, AND WAELDE AVENUE.
- REVISE FLASHER PERMIT PLAN WITH THESE IMPROVEMENTS.

OTHER TRAFFIC CALMING CONSIDERATIONS

- PENNDOT UNLIKELY TO PERMIT TRAFFIC CALMING ON MAIN STREET (SR 886).
- POTENTIAL FOR SPEED HUMP MID-BLOCK ON RANDOLPH STREET BETWEEN MAIN STREET AND GARDEN STREET.
- POTENTIAL FOR RAISED INTERSECTION WITH DRAINAGE IMPROVEMENTS AT RANDOLPH STREET AND HIGHLAND AVENUE.

PERMIT NO. S20-001	SHEET: 2 OF 2
DATE ISSUED: 12-28-10	DATE REVISED:



SIGN TABULATION

PLAN SYMBOL	NOMENCLATURE	DESCRIPTION	SIZE W x H	QTY	
A	S4-3P	SCHOOL	24"x8"	2	
B	R2-1	SPEED LIMIT 15	24"x30"	2	
C	R10-20A	8:00 TO 8:45 AM 2:00 TO 2:45 PM	24"x18"	2	missing in field
D	S5-1	SCHOOL SPEED LIMIT 15 WHEN FLASHING	30"x54"	2	
C	S5-2	END SCHOOL ZONE	24"x30"	5	
C	R1-1	STOP	30"x30"	2	1 missing in field

GENERAL NOTES

INSTALLATION, OPERATION, AND MAINTENANCE OF THESE FLASHING SCHOOL SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS AND PAVEMENT MARKINGS.

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

MAINTENANCE WORK ON ALL APPROACHES TO THE FLASHING SCHOOL SPEED LIMIT SIGNS NECESSARY FOR PROPER VISIBILITY OF THE SIGNS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORATION PUBLICATION 236M, HANDBOOK OF APPROVED SIGNS. EXECEPTIONS ARE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM EDGE OF ROADWAY TO EDGE OF SIGN. UNLESS OTHERWISE NOTED, POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL BE A MINIMUM 9 FEET ABOVE THE GROUND LINE.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, CONSULTING WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATIONS OF UTILITIES.

LEGEND

- VEHICULAR SIGNAL HEAD
- STRAIN POLE
- POST MOUNTED SIGN
- W/4" - SOLID WHITE LINE/WIDTH
- DY/4" - DOUBLE SOLID YELLOW LINE/WIDTH
- W/24" - STOP BAR/WIDTH

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
DISTRICT 1-0 TRAFFIC UNIT

COUNTY: CRAWFORD

MUNICIPALITY: CITY OF MEADVILLE

Intersection: S.R. 0886 (NORTH MAIN STREET) AND RANDOLPH STREET FIRST DISTRICT SCHOOL

APPROVED AND ACCEPTED:
MUNICIPAL OFFICIAL — DATE: 17 Dec 2010

RECOMMENDED:
DIST. TRAF. ENGR. — DATE: 22 DEC. 2010

50 0 50

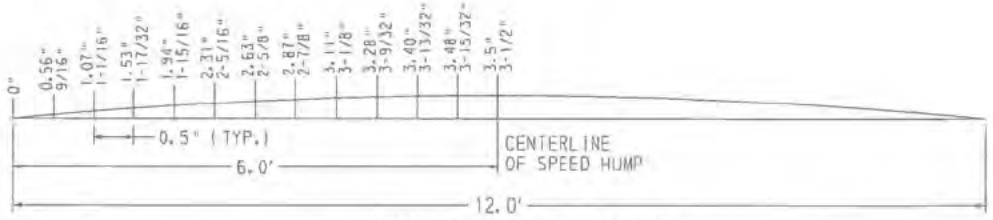
DRAWING NO. D-1152

DUE TO AGE / CONDITION WE RECOMMEND REPLACING EXISTING SCHOOL ZONE FLASHERS (SIGN D) WITH NEW TYPE II LED FLASHERS.

WE ALSO RECOMMEND INSTALLING NEW SCHOOL ZONE SPEED LIMIT FLASHERS ON RANDOLPH STREET AND N MAIN STREET TO REPLACE EXISTING STATIC SIGNS A,B,C

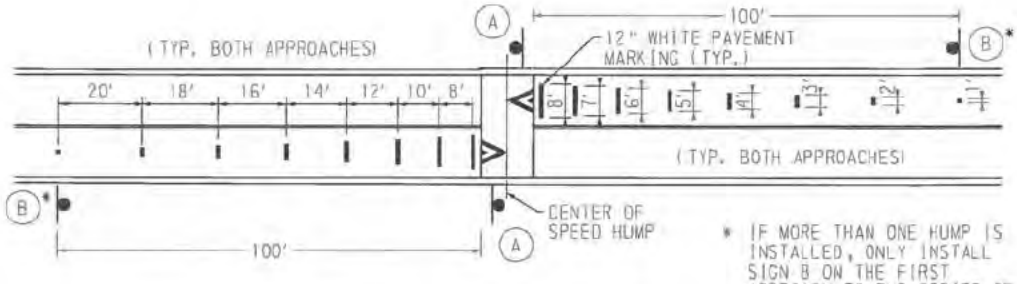
SPEED HUMP DETAILS (NTS)

SIGN DESCRIPTION	
W17-1	SPEED HUMP
W13-1P	ADVISORY SPEED PLAQUE 15 MPH
W16-7P	DIAGONAL ARROW



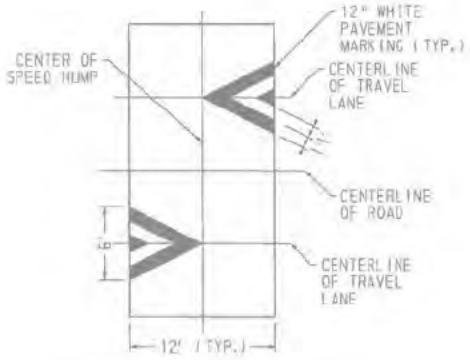
WATTS TYPE SPEED HUMP - PROFILE

SPEED HUMP TO BE CONSTRUCTED OF FINAL WEARING COURSE TO THE PROFILE SHOWN

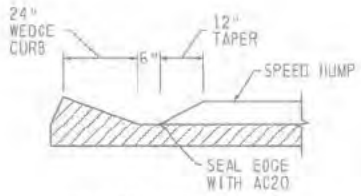


* IF MORE THAN ONE HUMP IS INSTALLED, ONLY INSTALL SIGN B ON THE FIRST APPROACH TO THE SERIES OF HUMPS.

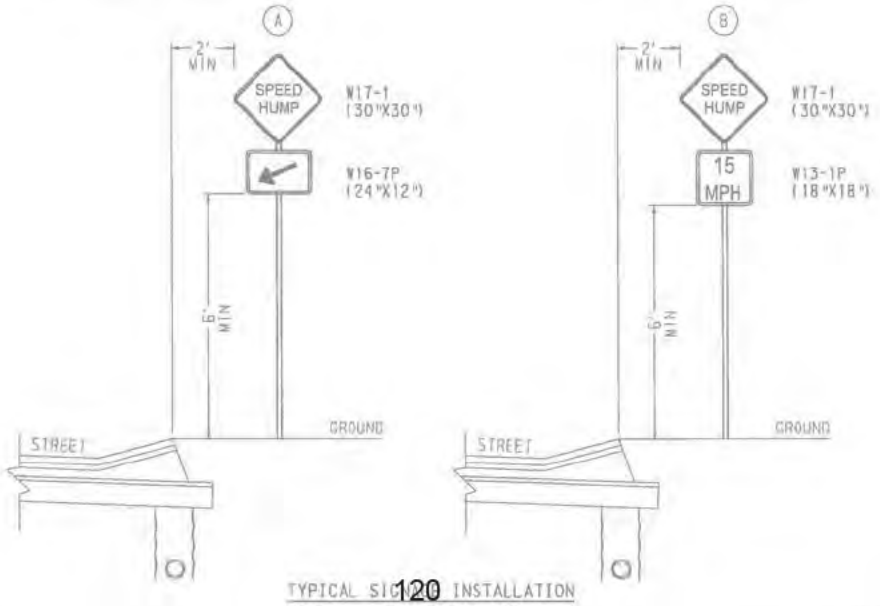
ADVANCED WARNING SIGNAGE FOR SPEED HUMPS



LEADING EDGE SPEED HUMP DETAIL



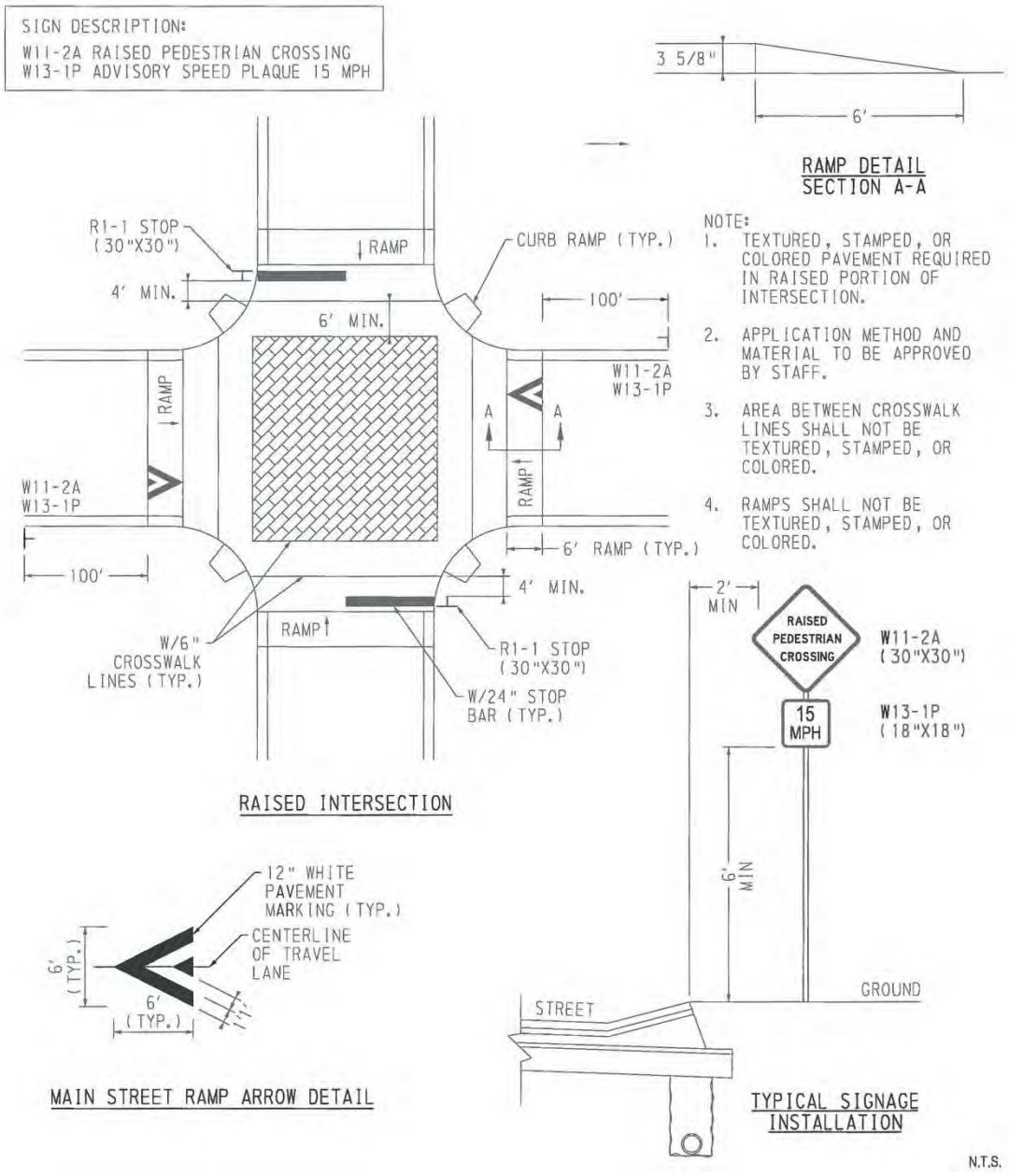
GUTTER DETAIL WITH CURBS



TYPICAL SIGN INSTALLATION

N.T.S.

RAISED INTERSECTION DETAILS (NTS)



PRELIMINARY OPINION OF PROBABLE COST

PROJECT: COMV.01
MUNICIPALITY: City of Meadville, Crawford County
DESCRIPTION OF WORK: School Zone Speed Limit Flashers at 1st District Elementary School
DATE: 5/28/2025
PREPARED BY: ESH

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	COST
0931-0001	POST MOUNTED SIGNS, TYPE B	120	SF	$55.00	$6,600.00
0935-0001	POST MOUNTED SIGNS, TYPE F	60	SF	$35.00	$2,100.00
0935-0411	SCHOOL ZONE SPEED LIMIT FLASHING WARNING SIGN (TYPE II)	4	EA	$10,000.00	$40,000.00
0951-4014	TRAFFIC SIGNAL SUPPORT, 14' PEDESTAL	3	EA	$6,000.00	$18,000.00
0954-0402	ELECTRICAL SERVICE, TYPE B	4	EA	$4,300.00	$17,200.00
0960-0021	24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	700	LF	$15.00	$10,500.00
9000-0001	REMOVAL EXISTING FLASHING WARNING DEVICES	2	EA	$2,500.00	$5,000.00
				subtotal	**$99,400.00**
	Inspection				
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC		LS	5%	$4,970.00
	MOBILIZATION		LS	5%	$4,970.00
	Contingency		LS	10%	$9,940.00
TOTAL ESTIMATE FOR CONSTRUCTION					**$119,280.00**
	Design and PennDOT Permitting	1	LS	$ 7,500.00	$7,500.00
TOTAL PROJECT ESTIMATE					**$126,780.00**
ANNUAL MAINTENANCE COST		1	LS	$ 1,500.00	**$ 1,500.00**

DISCLAIMER: *TPD IS FURNISHING THIS OPINION OF PROBABLE COST AS REQUESTED BY THE CLIENT. PLEASE NOTE THAT ESTIMATED COSTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS, LOCAL OR REGIONAL DIFFERENCES, CHANGES TO THE PLANS, AND/ OR CHANGES IN UNIT COSTS. COST ESTIMATES ARE PROVIDED FOR USE IN BUDGETING, BUT IN NO WAY SHOULD THIS ESTIMATE BE CONSTRUED AS A FINAL COST FOR THE PROJECT. FINAL COSTS ARE CONTINGENT ON ACTUAL BIDS FROM CONTRACTORS.*
TPD WILL NOT BE HELD RESPONSIBLE FOR DIFFERENCES BETWEEN THIS COST ESTIMATE AND BID COSTS.

ASSUMPTIONS: *THIS OPINION OF PROBABLE COST IS BASED UPON A CONCEPTUAL DESIGN WITHOUT SURVEY, PA ONE-CALL, RIGHT-OF-WAY RESEARCH, OR SUBSURFACE UTILITY INVESTIGATION. THIS OPINION OF PROBABLE COST INCLUDES A 10% CONTINGENCY WHICH REFLECTS A CONCEPTUAL LEVEL OF EFFORT. MORE DETAILED ENGINEERING IS STILL REQUIRED TO FULLY CAPTURE ALL POTENTIAL COSTS OF THIS PROJECT.*

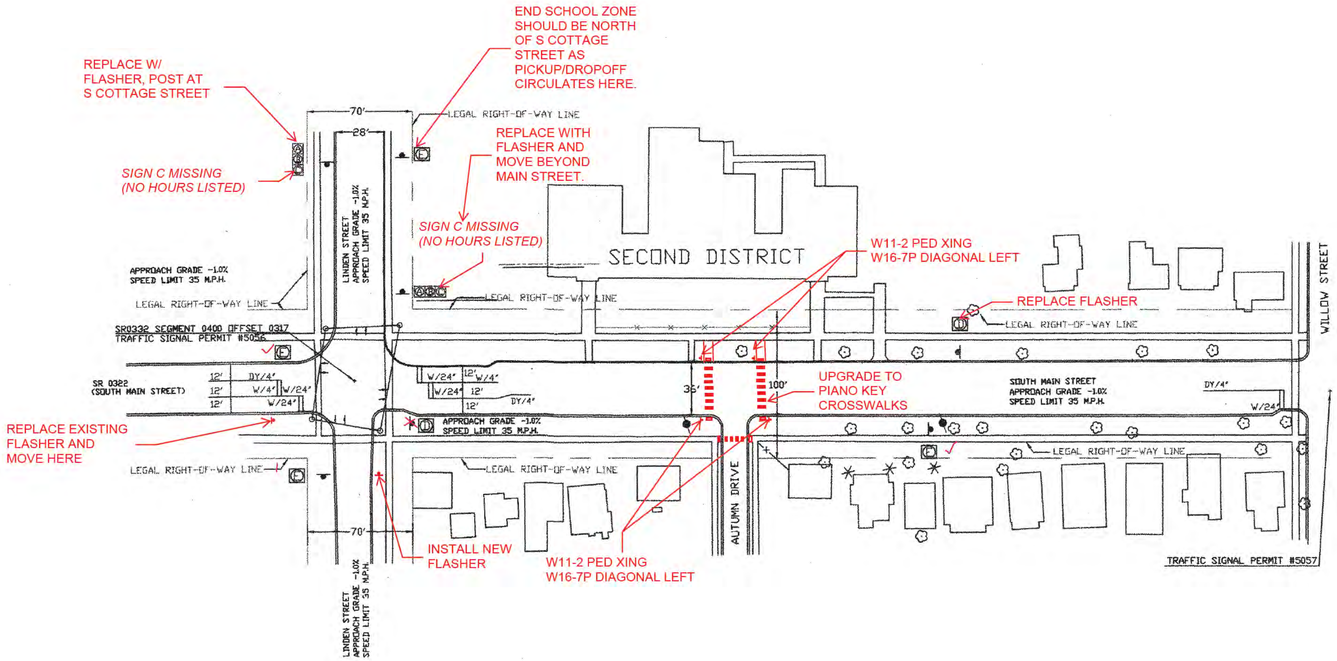
Appendix G

Second District school zone flasher permit revision

SUMMARY OF RECOMMENDED IMPROVEMENTS

- REPLACE EXISTING SCHOOL ZONE SPEED LIMIT FLASHERS ON MAIN STREET, MOVE SOUTH ONE TO BEYOND LINDEN STREET INTERSECTION. ASSUME NEW PEDESTALS AND OVERHEAD POWER SUPPLY.
- REPLACE EXISTING STATIC SCHOOL ZONE SPEED LIMIT SIGNS WITH FLASHERS ON LINDEN STREET NEEDS NEW 14' PEDESTALS, ASSUME NEW OVERHEAD POWER SUPPLY REQUIRED.
- RELOCATE END SCHOOL ZONE SIGN ON LINDEN STREET TO BEYOND S COTTAGE STREET INTERSECTION.
- UPGRADE EXISTING PEDESTRIAN CROSSWALKS AT MAIN STREET AND AUTUMN DRIVE WITH HIGH VISIBILITY PIANO KEY THERMOPLASTIC PAVEMENT MARKINGS.
- INSTALL ASSOCIATED PEDESTRIAN CROSSING SIGN ASSEMBLIES.
- REVISE FLASHER PERMIT PLAN WITH THESE IMPROVEMENTS.

PERMIT NO. S20-002	SHEET: 2 OF 2
DATE ISSUED: 12-28-10	DATE REVISED:



N

GENERAL NOTES

INSTALLATION, OPERATION, AND MAINTENANCE OF THESE FLASHING SCHOOL SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OT TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS AND PAVEMENT MARKINGS.

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MAINTENANCE WORK ON ALL APPROACHES TO THE FLASHING SCHOOL SPEED LIMIT SIGNS NECESSARY FOR PROPER VISIBILITY OF THE SIGNS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PARK OF THE ROADWAY SURFACE.

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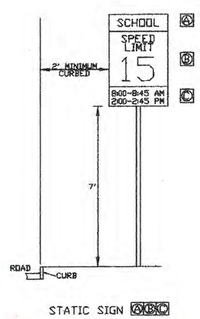
POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM EDGE OF ROADWAY TO EDGE OF SIGN. UNLESS OTHERWISE NOTED, POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF THE ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED FLASHING SCHOOL SPEED LIMIT SIGNS AND STATIC SIGNS SHALL BE A MINIMUM 9 FEET ABOVE GROUND LINE.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR CONSTRUCTION. CONSULTING WITH THE UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

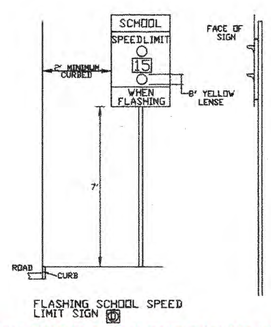
SIGN TABULATION

PLAN SYMBOL	NOMENCLATURE	DESCRIPTION	SIZE W x H	QTY
S4-3P	S4-3P	SCHOOL	24"x8"	2
R2-1	R2-1	SPEED LIMIT 15	24"x30"	2
R10-20A	R10-20A	8:00 TO 8:45 AM 2:00 TO 2:45 PM	24"x18"	2
S5-1	S5-1	SCHOOL SPEED LIMIT 15 WHEN FLASHING	30"x54"	2
S5-2	S5-2	END SCHOOL ZONE	24"x30"	4

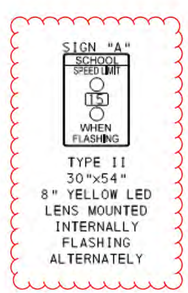
missing in field



STATIC SIGN



FLASHING SCHOOL SPEED LIMIT SIGN



TYPE II
30"x54"
8" YELLOW LED
LENS MOUNTED
INTERNALLY
FLASHING
ALTERNATELY

DUE TO AGE / CONDITION WE RECOMMEND REPLACING EXISTING SCHOOL ZONE FLASHERS (SIGN D) WITH NEW TYPE II LED FLASHERS.

WE ALSO RECOMMEND INSTALLING NEW SCHOOL ZONE SPEED LIMIT FLASHERS ON LINDEN STREET TO REPLACE EXISTING STATIC SIGNS A,B,C

LEGEND

- VEHICULAR SIGNAL HEAD (existing)
- STRAIN POLE (existing)
- POST MOUNTED SIGN
- W/4" - SOLID WHITE LINE/WIDTH
- DY/4" - DOUBLE SOLID YELLOW LINE/WIDTH
- W/24" - STOP BAR/WIDTH
- STREET LIGHT (existing)

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

DISTRICT 1-0 TRAFFIC UNIT

COUNTY: CRAWFORD

MUNICIPALITY: CITY OF MEADVILLE

Intersection: S.R. 0322 (LINDEN STREET) AND SOUTH MAIN STREET SECOND DISTRICT SCHOOL

REVIEWED AND ACCEPTED:
MUNICIPAL OFFICIAL — DATE: 17 Dec 2010

RECOMMENDED:
DIST. TRAF. ENGR. — DATE: 22 DEC 2010

50 0 50

DRAWING NO. D-1153

PRELIMINARY OPINION OF PROBABLE COST

PROJECT: COMV.01
MUNICIPALITY: City of Meadville, Crawford County
DESCRIPTION OF WORK: School Zone Speed Limit Flashers at 2nd District Elementary School
DATE: 5/28/2025
PREPARED BY: ESH

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	COST
0931-0001	POST MOUNTED SIGNS, TYPE B	30	SF	$55.00	$1,650.00
0935-0001	POST MOUNTED SIGNS, TYPE F	15	SF	$35.00	$525.00
0935-0411	SCHOOL ZONE SPEED LIMIT FLASHING WARNING SIGN (TYPE II)	4	EA	$10,000.00	$40,000.00
0951-4014	TRAFFIC SIGNAL SUPPORT, 14' PEDESTAL	4	EA	$6,000.00	$24,000.00
0954-0402	ELECTRICAL SERVICE, TYPE B	4	EA	$4,300.00	$17,200.00
0960-0021	24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	250	LF	$15.00	$3,750.00
9000-0001	REMOVAL EXISTING FLASHING WARNING DEVICES	2	EA	$2,500.00	$5,000.00
				Subtotal	**$92,125.00**
	Inspection				
0901-0001	Maintenance and Protection of Traffic		LS	5%	$4,606.25
	Mobilization		LS	5%	$4,606.25
	Contingency		LS	10%	$9,212.50
TOTAL ESTIMATE FOR CONSTRUCTION					**$110,550.00**
	Design and PennDOT Permitting	1	LS	$ 7,500.00	$7,500.00
TOTAL PROJECT ESTIMATE					**$118,050.00**
ANNUAL MAINTENANCE COST		1	LS	$ 1,500.00	**$ 1,500.00**

DISCLAIMER: *TPD IS FURNISHING THIS OPINION OF PROBABLE COST AS REQUESTED BY THE CLIENT. PLEASE NOTE THAT ESTIMATED COSTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS, LOCAL OR REGIONAL DIFFERENCES, CHANGES TO THE PLANS, AND/ OR CHANGES IN UNIT COSTS. COST ESTIMATES ARE PROVIDED FOR USE IN BUDGETING, BUT IN NO WAY SHOULD THIS ESTIMATE BE CONSTRUED AS A FINAL COST FOR THE PROJECT. FINAL COSTS ARE CONTINGENT ON ACTUAL BIDS FROM CONTRACTORS.*
TPD WILL NOT BE HELD RESPONSIBLE FOR DIFFERENCES BETWEEN THIS COST ESTIMATE AND BID COSTS.

ASSUMPTIONS: *THIS OPINION OF PROBABLE COST IS BASED UPON A CONCEPTUAL DESIGN WITHOUT SURVEY, PA ONE-CALL, RIGHT-OF-WAY RESEARCH, OR SUBSURFACE UTILITY INVESTIGATION. THIS OPINION OF PROBABLE COST INCLUDES A 10% CONTINGENCY WHICH REFLECTS A CONCEPTUAL LEVEL OF EFFORT. MORE DETAILED ENGINEERING IS STILL REQUIRED TO FULLY CAPTURE ALL POTENTIAL COSTS OF THIS PROJECT.*

Appendix H

Diamond Park concept design



CONCEPT LAYOUT PLAN

0 30 60 feet
SCALE: 1" = 30'

LEGEND

- O EXISTING LIGHTS TO REMAIN.
- ●A NEW DECORATIVE LIGHT AND POLE.
- ●B NEW POLE MOUNTED LIGHT FOR ILLUMINATING AMERICAN FLAG.
- ●C NEW GROUND MOUNTED LIGHT FOR ILLUMINATING MONUMENTS.

PRELIMINARY - FOR REVIEW AND COMMENT ONLY

No.	Date	Revisions	By
1	7/23/2024	MODIFIED LANDSCAPING ISLAND LOCATIONS	CRD

Engineer's Seal

PRELIMINARY

Engineer's Signature:
L. Ashley Porter, P.E.
Lic. No. PE-052292-E

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- This drawing is not intended or approved for final use unless it bears the Seal and Signature of the professional in responsible charge of the associated designs, and the drawing shall be considered preliminary and for review purposes only until it has been signed "Approved by" L. Ashley Porter, P.E.

PCE

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Meadville, Pennsylvania 16335
Phone (814) 337-4447
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Erie Office:
3702 Zuck Road
Erie, Pennsylvania 16506
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www.pceengineers.com
E-Mail pce@pceengineers.com

Porter Consulting Engineers, P.C.
Developing Engineered Solutions To Meet Your Project Needs

CITY OF MEADVILLE - DIAMOND PARK ELECTRICAL & LIGHTING IMPROVEMENTS CONCEPT LAYOUT PLAN

CITY OF MEADVILLE, CRAWFORD COUNTY, PENNSYLVANIA

File No.: 12021-2308-E	Drawn by: CD/CTC	Drawing No.
Scale: SHOWN	Checked by:	**EXHIBIT 1**
Date: 7/27/2023	Approved by:	

PCE - Porter Consulting Engineers, P.C.

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2702 Zuck Road
Erie, Pennsylvania 16506
Phone: (814) 455-5544 Fax: (814) 455-6033

552 State Street
Meadville, Pennsylvania 16335
Phone: (814) 337-4447 Fax: (814) 333-3760

Project Description: City of Meadville - Diamond Park Improvements

Estimate Prepared By: L. Ashley Porter, P.E. **Date:** 07/17/2023 **Revision:** 07/28/2023

07/24/2024

Item Description	Quantity Amount	Quantity Unit	Itemized Costs Unit ($)	Itemized Costs Total ($)	Estimation Totals ($)
Site Electrical & Lighting Improvements					
Select Demolition and Site Preparation					
Existing Fixture & Equipment Removal - High Pole	11	each	500	5500	
Existing Fixture & Equipment Removal - Low Pole w/ Base	13	each	750	9750	
Erosion & Sedimentation Control					
Initial Materials & Installation	1	job	3700.00	3700	
Maintenance	1	job	1600.00	1600	
Improvement Construction					
Service & Control Equipment	1	job	32000.00	32000	
Conduit - 2" max	7900	lf	30.00	237000	
Conduit - 3"	200	lf	35.00	7000	
Conductor - </= #4	190	CLF	625.00	118750	
Conductor - </= #2 >/= #4	55	CLF	675.00	37125	
Conductor - >#2	6	CLF	2100.00	12600	
Misc. fittings and fixtures (pull boxes, hand holes, fittings, etc.)	1	job	43000.00	43000	
Decorative Lighting (Lamp and Pole Installed w/ Base)	62	each	4500.00	279000	
Convenience Power Outlets - 110V	20	each	400.00	8000	
Convenience Power Outlets - 220V	2	each	500.00	1000	
Gazebo Panel Upgrade	1	job	5500.00	5500	
Monument / Feature Lighting	5	location	3000.00	15000	
EV Charging - Dual Port w/ POS Metering	1	unit	20000.00	20000	
Disturbed Area Restoration					
Lawn Area	2	acre	3500.00	7000	
Concrete flatwork	1	job	10000.00	10000	
Site Electrical & Lighting Improvements Construction Sub-Total =					$853,525
Utility Service and Connection					
Penelec Electric Service and Connection	1	allow	20000.00	20000	
Communications / Data Service and Connection	1	allow	25000.00	25000	
Utility Service and Connection Sub-Total =					$45,000
CATA Bus Stop Improvements (Shelter Structure & Bikeshare Station Provided Separately By CATA)					
Select Demolition and Site Preparation					
Earthwork - Topsoil Strip & Spoil	35	cy	12	420	
Earthwork - Cut/fill	45	cy	15	675	
Concrete Curb Removal	120	lf	6	720	
Erosion & Sedimentation Control					
Initial Materials & Installation	1	job	800.00	800	
Maintenance	1	job	500.00	500	
Improvement Construction					
Asphalt Pavement					
Grading	150	sy	4.00	600	
Subbase Placement & Compaction	35	cy	25.00	875	
Base Aggregate	45	cy	25.00	1125	
Asphalt Pavement	40	ton	140.00	5600	
Painting / Marking/Signage	1	job	1000.00	1000	
Concrete Curb	120	lf	65.00	7800	
Concrete Flatwork	400	sf	20.00	8000	
Disturbed Area Restoration	1	job	2500.00	2500	
CATA Bus Stop Improvements Construction Sub-Total =					$30,615
Site Amenities					
Bench w/ Concrete Pad	6	each	3200.00	19200	
Bike Rack w/ Concrete Pad	4	each	3000.00	12000	
Picnic Tables w Anchors	4	each	3000.00	12000	
Trash Cans w/ Anchors	6	each	1800.00	10800	
Landscaping	1	allow	25000.00	25000	
Site Amenities Sub-Total =					$79,000

PCE - Porter Consulting Engineers, P.C.

Experienced Professionals Developing Engineered Solutions To Meet Your Project Needs

2702 Zuck Road
Erie, Pennsylvania 16506
Phone: (814) 455-5544 Fax: (814) 455-6033

552 State Street
Meadville, Pennsylvania 16335
Phone: (814) 337-4447 Fax: (814) 333-3760

Project Description: City of Meadville - Diamond Park Improvements

Estimate Prepared By: L. Ashley Porter, P.E. **Date:** 07/17/2023 **Revision:** 07/28/2023, 07/24/2024

Item Description	Quantity Amount	Quantity Unit	Itemized Costs Unit ($)	Itemized Costs Total ($)	Estimation Totals ($)
Pedestrian Crosswalk Improvements					
Select Demolition and Site Preparation					
Concrete Curb Removal	390	lf	6	2340	
Concrete Flatwork Removal	150	sf	5	750	
Asphalt Pavement Removal	3400	sf	2.5	8500	
Erosion & Sedimentation Control					
Initial Materials & Installation	1	job	1000.00	1000	
Maintenance	1	job	500.00	500	
Improvement Construction					
Asphalt Pavement repair					
Asphalt Pavement (Small Area Adjusted)	380	ton	200.00	76000	
Surface Marking & Signage	1	job	10000.00	10000	
Concrete Curb	760	lf	65.00	49400	
Concrete Flatwork	900	sf	20.00	18000	
Brick Paver Edging	200	sf	25.00	5000	
Disturbed Area Restoration					
Grading	3400	sf	1.00	3400	
Topsoil	865	cy	50.00	43250	
Seed and Mulch - Lawn	3400	sf	1.00	3400	
Pedestrian Crosswalk Improvements Construction Sub-Total =					$221,540
Miscellaneous Construction Costs					
Mobilization/Demobilization	1	job	25000.00	25000	
Contractor Supervision/Administration Support	1	job	61500.00	61500	
Site facilities and Tools	1	job	20000.00	20000	
Insurance and Bonds	1	job	15400.00	15400	
Miscellaneous Construction Cost Sub-Total =					$121,900
Project Construction Cost Estimation Sub-Total =					$1,351,580
Construction Contingency (5% of Construction Cost)	1	job	67600.00	67600	
Grant Administration (2% of Construction Cost)	1	job	27000.00	27000	
Building Design & Permitting Costs					
Permit Review & Inspection Fees	Fees Waived		-	-	
Design, Permitting & Inspection (Approximately 10%)	1	job	135200.00	135200	
Project Cost Estimation Total =					**$1,581,380**

GENERAL NOTES:

1. This estimation of probable costs is based upon discussions with owner representatives regarding desired park area improvements, and no detailed drawings have yet been prepared. The costs shown in this estimation are intended for general planning purpose only.
2. This estimation of probable costs was prepared utilizing 2024 dollar values. In the event that construction is undertaken in subsequent years, the estimate would need to be adjusted to account for inflation cost increases.
3. This estimate was prepared to include a contingency for unforeseen construction and site conditions. The contingency was not intended to include any cost escalation resulting from a construction effort taking place subsequent to 2024. Refer to note 2 for cost escalation.
4. No financing or interest costs have been included in this estimation.
5. This estimation has been prepared assuming Federal Davis Bacon Wages will be required and all Steel will need to be melted and milled in the U.S. in accordance with the PA Steel Products Procurement Act requirements.

Appendix I

MASH/MAMS school zone and North Street traffic calming concept



CONCEPT PLAN NOTES

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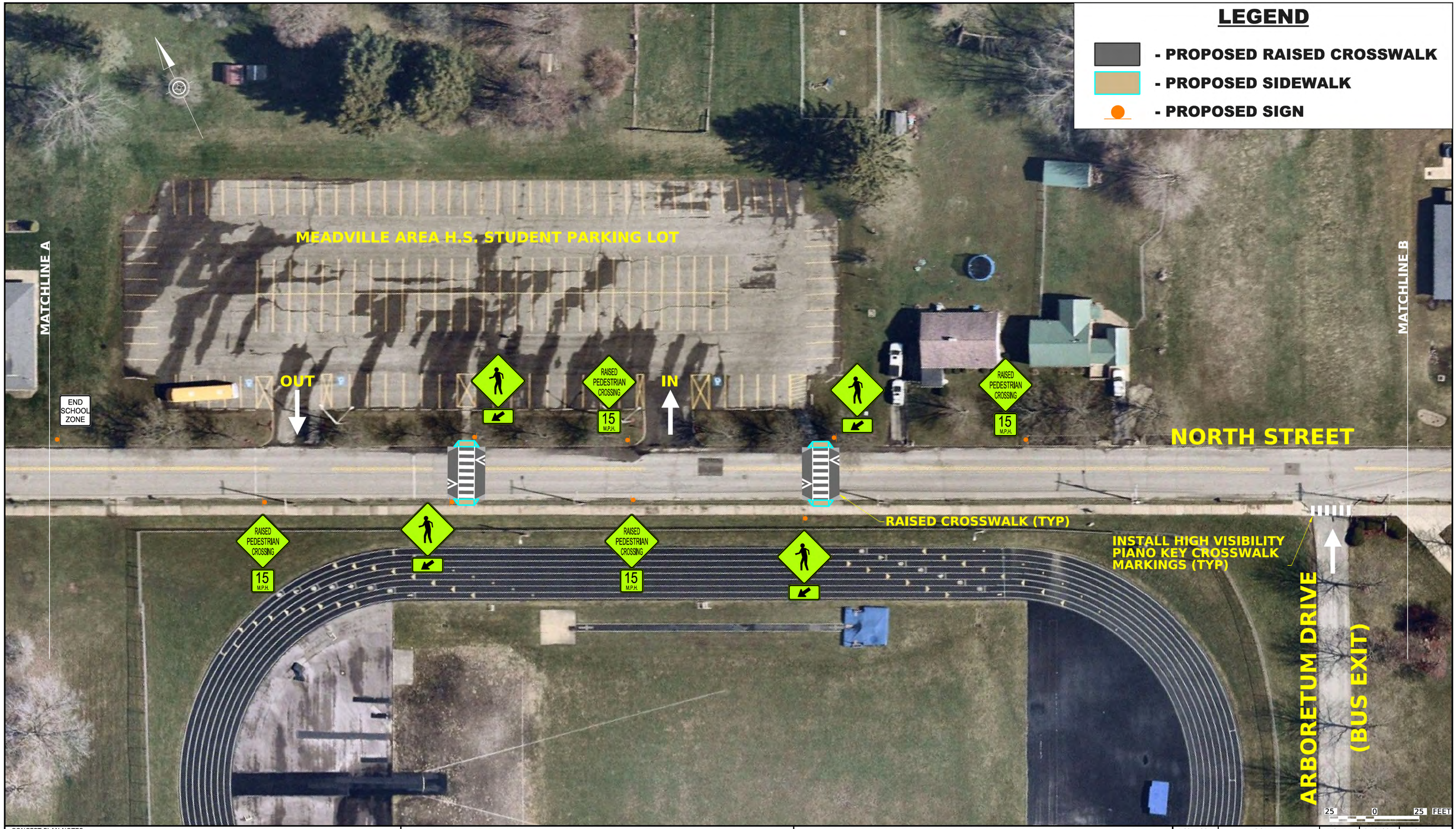
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	1 OF 4

CITY OF MEADVILLE

MEADVILLE AREA HIGH SCHOOL / MIDDLE SCHOOL TRAFFIC CALMING CONCEPT

05/27/2025



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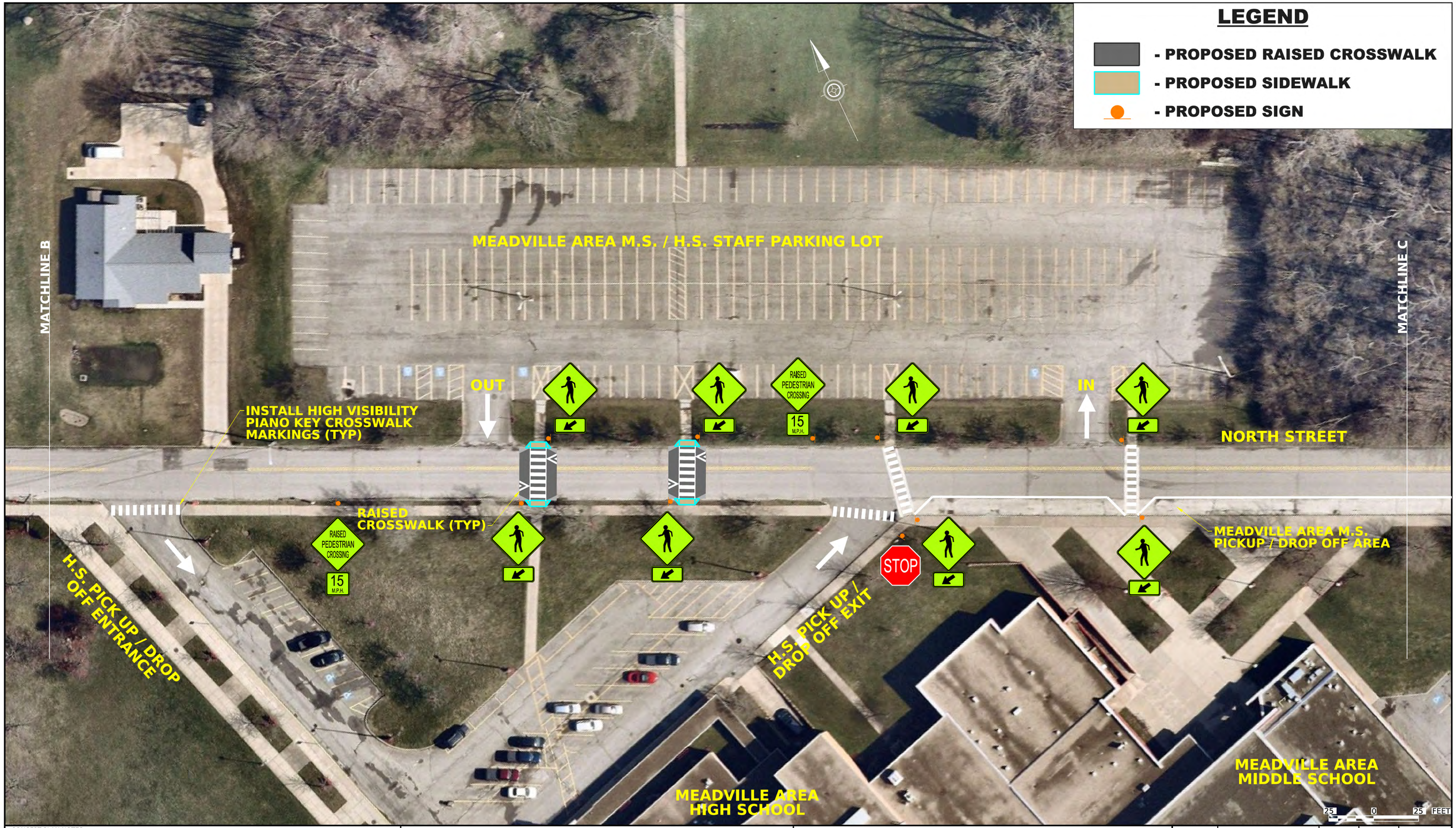
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	2 OF 4

CITY OF MEADVILLE

MEADVILLE AREA HIGH SCHOOL / MIDDLE SCHOOL TRAFFIC CALMING CONCEPT

05/27/2025



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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	3 OF 4

CITY OF MEADVILLE

MEADVILLE AREA HIGH SCHOOL / MIDDLE SCHOOL TRAFFIC CALMING CONCEPT

05/27/2025

LEGEND

- PROPOSED RAISED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED SIGN

MATCHLINE C

THURSTON RD (SR 2007)

INSTALL SCHOOL ZONE 15 MPH SPEED LIMIT FLASH (SEE DETAIL)

INSTALL HIGH VISIBILITY PIANO KEY CROSSWALK MARKINGS (TYP)

NORTH STREET

STOP

MEADVILLE AREA M.S. PICKUP / DROPFF AREA

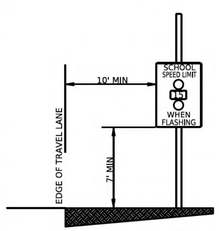
IN

ARBORETUM DRIVE (BUS ENTRANCE)

CRAWFORD TECH

25 0 25 FEET

TYPE II SCHOOL ZONE SPEED LIMIT SIGN
N.T.S.



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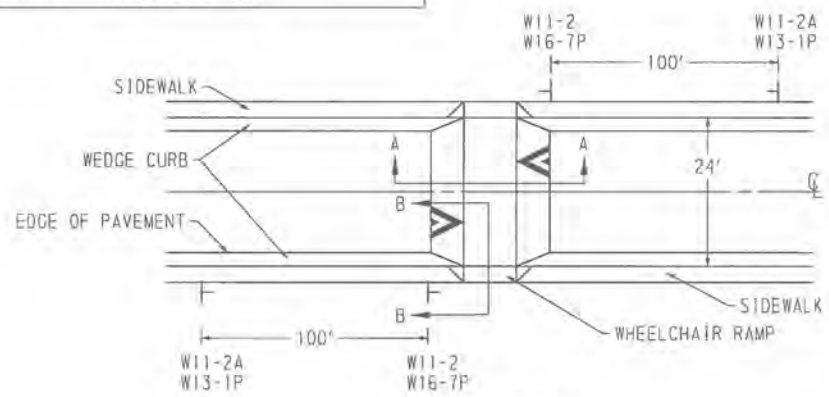
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
1-0	CRAWFORD	--	--	4 OF 4
CITY OF MEADVILLE				

MEADVILLE AREA HIGH SCHOOL / MIDDLE SCHOOL TRAFFIC CALMING CONCEPT

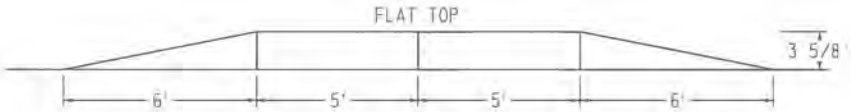
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RAISED CROSSWALK DETAILS (NTS)

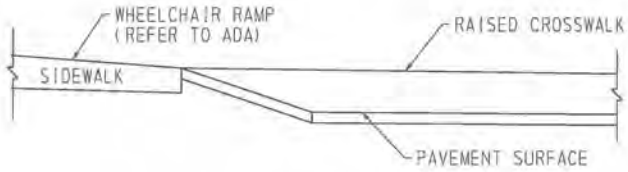
SIGN DESCRIPTION	
W11-2	PEDESTRIAN
W11-2A	RAISED PEDESTRIAN CROSSING
W13-1P	ADVISORY SPEED PLAQUE 15 MPH
W16-7P	DIAGONAL ARROW



PLAN VIEW



SECTION AA

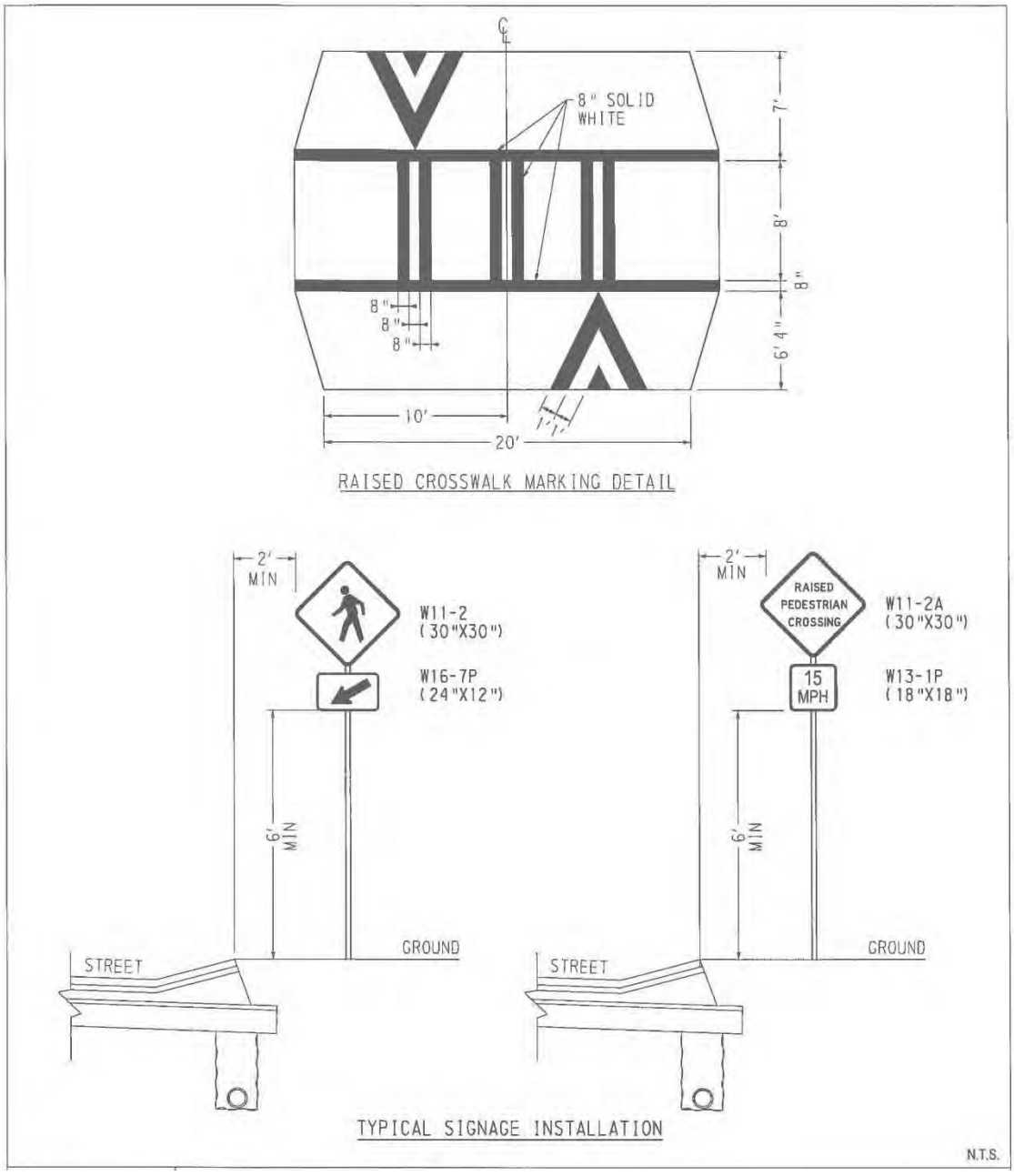


SECTION BB

NOTES:
1. INLETS ARE REQUIRED ON THE UPHILL SIDE OF THE RAISED CROSSWALK FOR DRAINAGE PURPOSES.
2. ADJUST HEIGHT AT BACK OF WEDGE CURB TO BE CONSISTENT WITH HEIGHT OF RAISED CROSSWALK.
3. DRIVEWAYS SHALL NOT BE LOCATED WITHIN 20' OF RAISED CROSSWALK.

N.T.S.

RAISED CROSSWALK DETAILS (NTS)



PRELIMINARY OPINION OF PROBABLE COST

PROJECT: COMV.01
MUNICIPALITY: City of Meadville, Crawford County
DESCRIPTION OF WORK: Meadville Area Middle School / High School Traffic Calming
DATE: 5/28/2025
PREPARED BY: ESH

ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	COST
0931-0001	POST MOUNTED SIGNS, TYPE B	120	SF	$55.00	$6,600.00
0935-0001	POST MOUNTED SIGNS, TYPE F	60	SF	$35.00	$2,100.00
0935-0411	SCHOOL ZONE SPEED LIMIT FLASHING WARNING SIGN (TYPE II)	1	EA	$10,000.00	$10,000.00
0951-4014	TRAFFIC SIGNAL SUPPORT, 14' PEDESTAL	1	EA	$6,000.00	$6,000.00
0954-0402	ELECTRICAL SERVICE, TYPE B	1	EA	$4,300.00	$4,300.00
0960-0021	24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	750	LF	$15.00	$11,250.00
9000-0001	RADAR SPEED FEEDBACK SIGNS, 4"X4" WOOD POST MOUNTED	2	EA	$5,000.00	$10,000.00
9000-0002	RAISED CROSSWALKS WITH PAVEMENT MARKINGS	4.00	EA	$10,000.00	$40,000.00
9000-0003	ADA CURB RAMPS	12.00	EA	$4,000.00	$48,000.00
9000-0004	STORMWATER IMPROVEMENTS	3.00	EA	$25,000.00	$75,000.00
				Subtotal	**$213,250.00**
	Inspection				
0901-0001	Maintenance and Protection of Traffic		LS	5%	$10,662.50
	Mobilization		LS	5%	$10,662.50
	Contingency		LS	20%	$42,650.00
TOTAL ESTIMATE FOR CONSTRUCTION					**$277,225.00**
	Design and PennDOT Permitting (School Flasher)	1	LS	$ 7,500.00	$7,500.00
	Traffic Calming Design	1	LS	$ 25,000.00	$25,000.00
TOTAL PROJECT ESTIMATE					**$309,725.00**

DISCLAIMER: *TPD IS FURNISHING THIS OPINION OF PROBABLE COST AS REQUESTED BY THE CLIENT. PLEASE NOTE THAT ESTIMATED COSTS ARE SUBJECT TO CHANGE BASED ON FIELD CONDITIONS, LOCAL OR REGIONAL DIFFERENCES, CHANGES TO THE PLANS, AND/ OR CHANGES IN UNIT COSTS. COST ESTIMATES ARE PROVIDED FOR USE IN BUDGETING, BUT IN NO WAY SHOULD THIS ESTIMATE BE CONSTRUED AS A FINAL COST FOR THE PROJECT. FINAL COSTS ARE CONTINGENT ON ACTUAL BIDS FROM CONTRACTORS.*
TPD WILL NOT BE HELD RESPONSIBLE FOR DIFFERENCES BETWEEN THIS COST ESTIMATE AND BID COSTS.

ASSUMPTIONS: *THIS OPINION OF PROBABLE COST IS BASED UPON A CONCEPTUAL DESIGN WITHOUT SURVEY, PA ONE-CALL, RIGHT-OF-WAY RESEARCH, OR SUBSURFACE UTILITY INVESTIGATION. THIS OPINION OF PROBABLE COST INCLUDES A 20% CONTINGENCY WHICH REFLECTS A CONCEPTUAL LEVEL OF EFFORT. MORE DETAILED ENGINEERING IS STILL REQUIRED TO FULLY CAPTURE ALL POTENTIAL COSTS OF THIS PROJECT.*