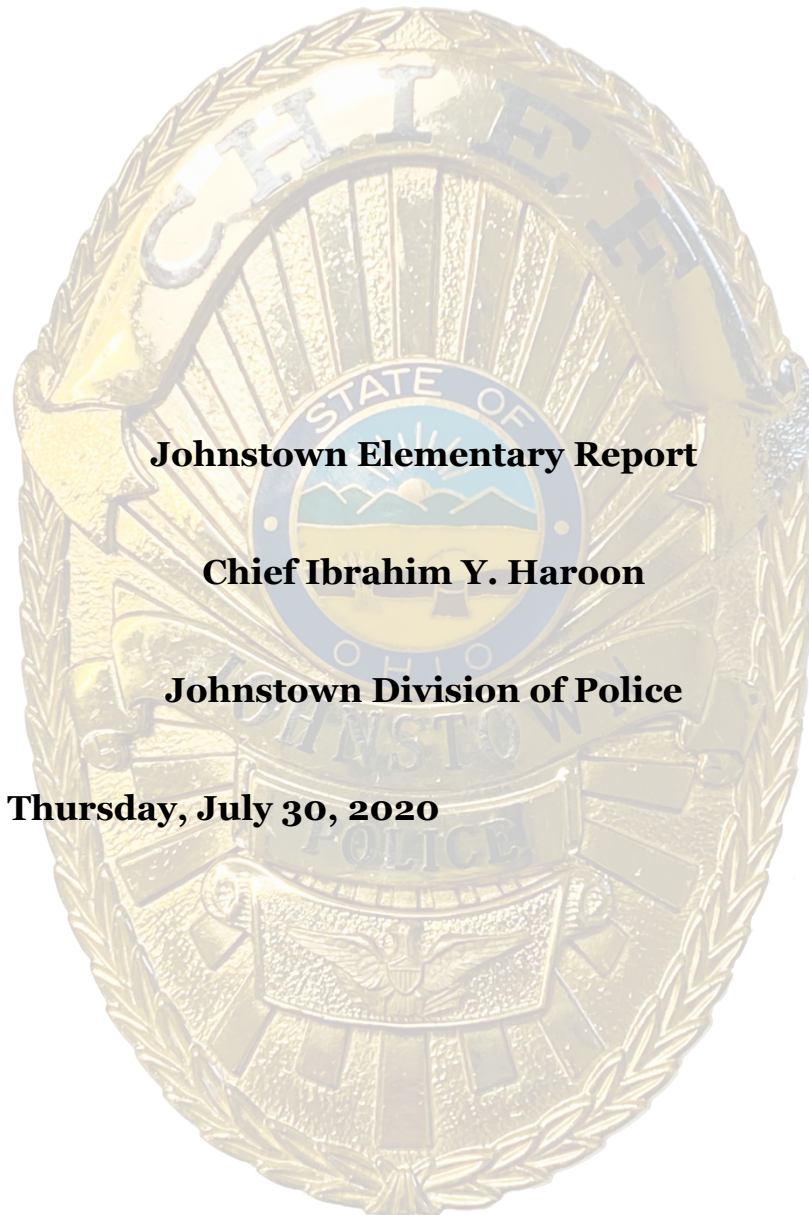




Safety & Service Committee Meeting  
Wednesday, September 9, 2020 - 5:00 PM  
AGENDA

1. Call to Order
2. Parkdale Drive; Proposed One-Way traffic
  - a. Police Chief Report
3. Adjourn



**Johnstown Elementary Report**

**Chief Ibrahim Y. Haroon**

**Johnstown Division of Police**

**Thursday, July 30, 2020**



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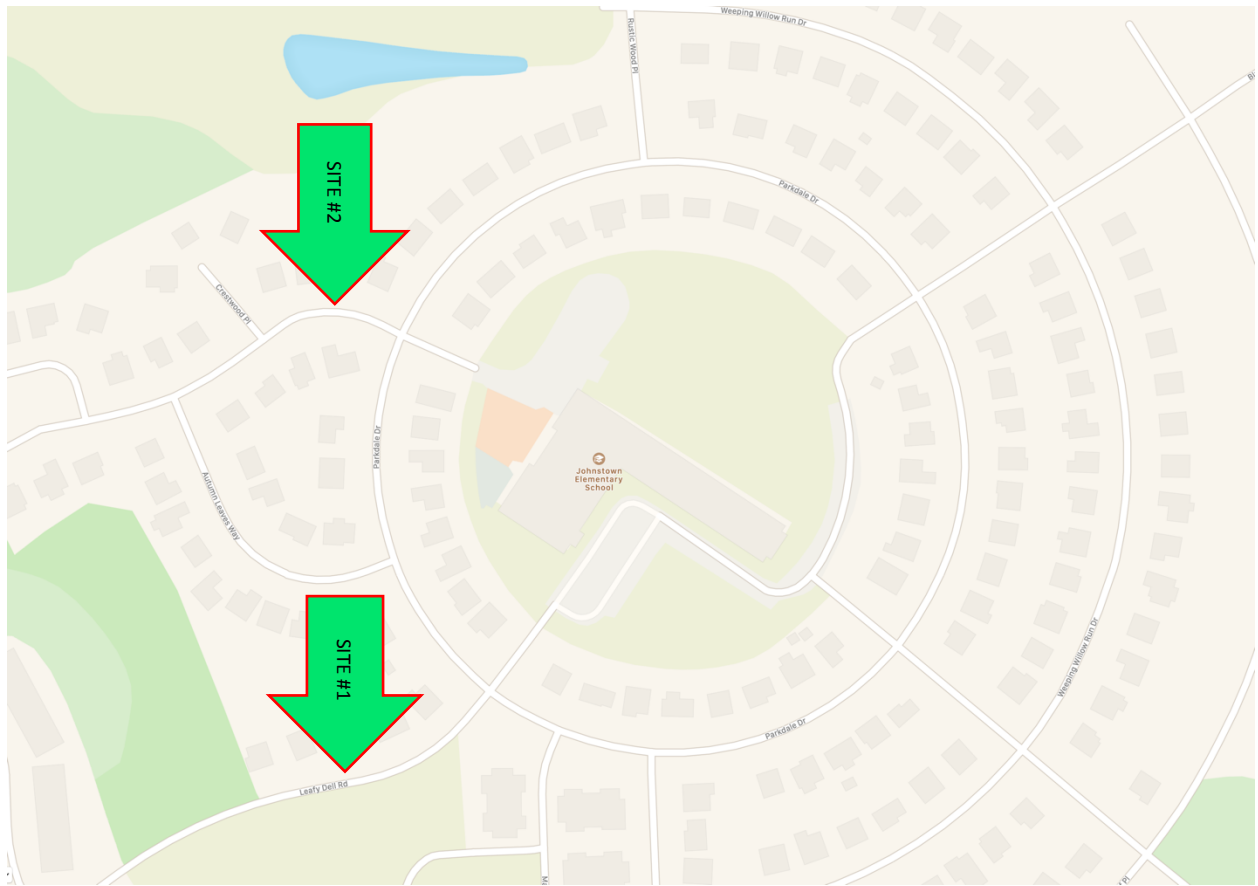
## **Problem Statement:**

It has been reported that during school hours, families that are providing their transportation are causing an issue with traffic flow and disrupting the normal operations of the Leafy Dell Subdivision. The probability of this being higher than average is plausible as families are less likely to have their children ride school buses (due to the novel COVID-19). With that being stated, the school anticipates a drop in “in-person” attendance by an estimated 20% to 30% for the first quarter of the 2020/2021 school year. Meaning that the in-person attendance will be an estimated 70% to 80% of what it conventionally is.

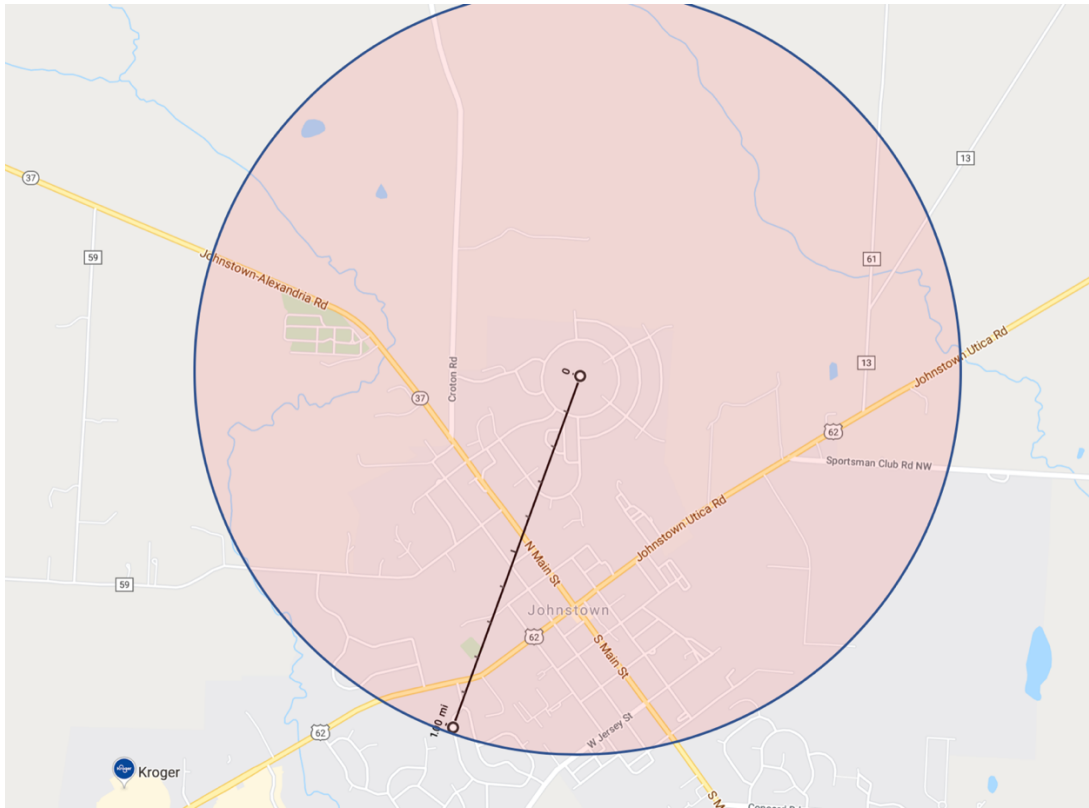
## **Opening review:**

This document aims to review the pick-up and drop-off procedures that occur within the Leafy Dell Subdivision. Johnstown Elementary School is located in the middle of this subdivision. While aesthetically pleasing, it does provide some challenges for the residences during the active school year. Displayed below is a “street view” map of the area. The orientation of all maps is faced due north.

Represented by two green arrows are the two main entrances that lead in and out of the subdivision. Site #1 is Leafy Dell Road. It is approximately 1,462 feet in length. It is also reasonably graded and allows for a reasonably unobstructed view of its length. Site #2 is approximately 1,397 feet in length. Almost contrary to Site #1, it is not graded and does not allow for an unobstructed view of its length. The circle in the center of the subdivision is Parkdale Drive. Parkdale Drive is approximately 3,440 feet (.65 mile) in length (circumference).



Monday through Friday, two times daily, traffic is considered heavy in and around the area during school hours. During these times, parents drop their children off at school, and also pick them up. If families live within 1.5 miles of the school, they must walk or seek their transportation. The data necessary to estimate the impact of these families is difficult to obtain. However, placing a one-mile bubble around the school is a ruff estimation of families commuting into the area (see map below).



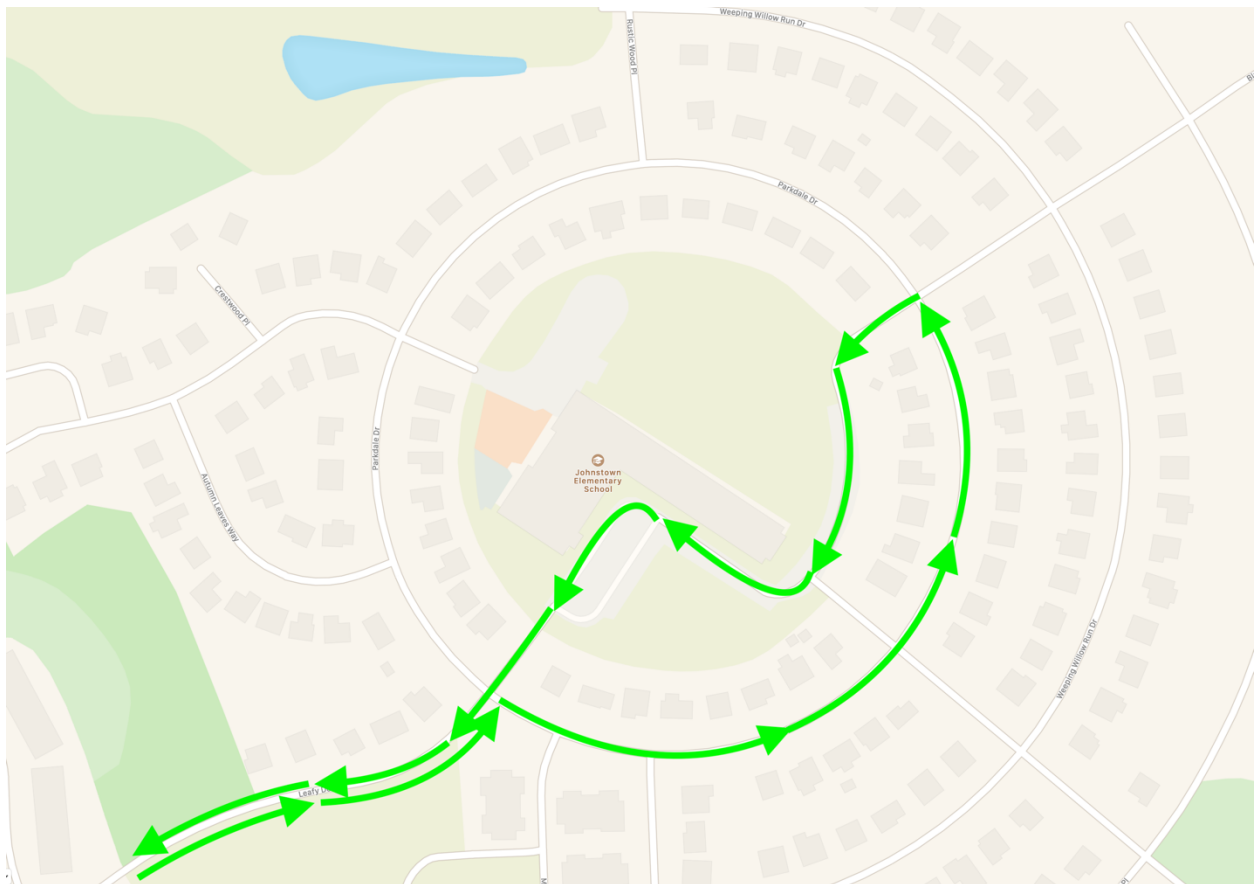
Three items significantly affect the time it takes for the traffic to dissipate. 1. The speed that parents have their children exit their vehicles. 2. Inclement weather. 3. The time in which parents arrive and depart the area.

School officials advised that they currently have a plan to address traffic issues. They have several staff members aid in the “drop off” and “pick-up” phase, and school personnel direct traffic in and out of the school lot during congested times. This method is concerning as; 1. Staff members do not have the authority to lawfully direct traffic. 2. Do not have the authority to allow for the lawful disregarding of traffic control devices (stop sign at the intersection). 3. Staff members violate the law by knowingly being within the roadway (outside of a crosswalk) where vehicular travel occurs.

With the above stated, school officials do have the ability to direct traffic on the school's property.

### **Traffic:**

The vehicles enter from Leafy Dell Road, then turn right onto Parkdale Drive (counterclockwise). Once they reach Blueberry Hill Road, they turn left and enter the school (see map). All roads are two-way roads, with no parking on the outer ring (right side if one were traveling counterclockwise).



The total approximate distance from North Main Street to the school's front door using the above-displayed method is 3,946 feet (.75 mile). The average length of a motor vehicle is 14-feet. As an estimate, I will calculate that the average distance between vehicles is 4-feet, which means that the average distance is 18-feet. Given the distance, the traffic pattern allows for 219 vehicles to enter this way. It was stated that the approximate student population is 800.

Given that families are commuting more, it is highly probable that traffic will, and does, backup on North Main Street. Add the anticipation that most will not ride the bus because of concerns over COVID-19, the 20% decline in the in-person study, and the likelihood is still likely to multiply. With that stated, a reliable method of student drop-off will alleviate most congestions from reaching North Main Street, which means that the staff and parents will likely need to be efficient at "dropping-off" their students.

### **Students walking:**

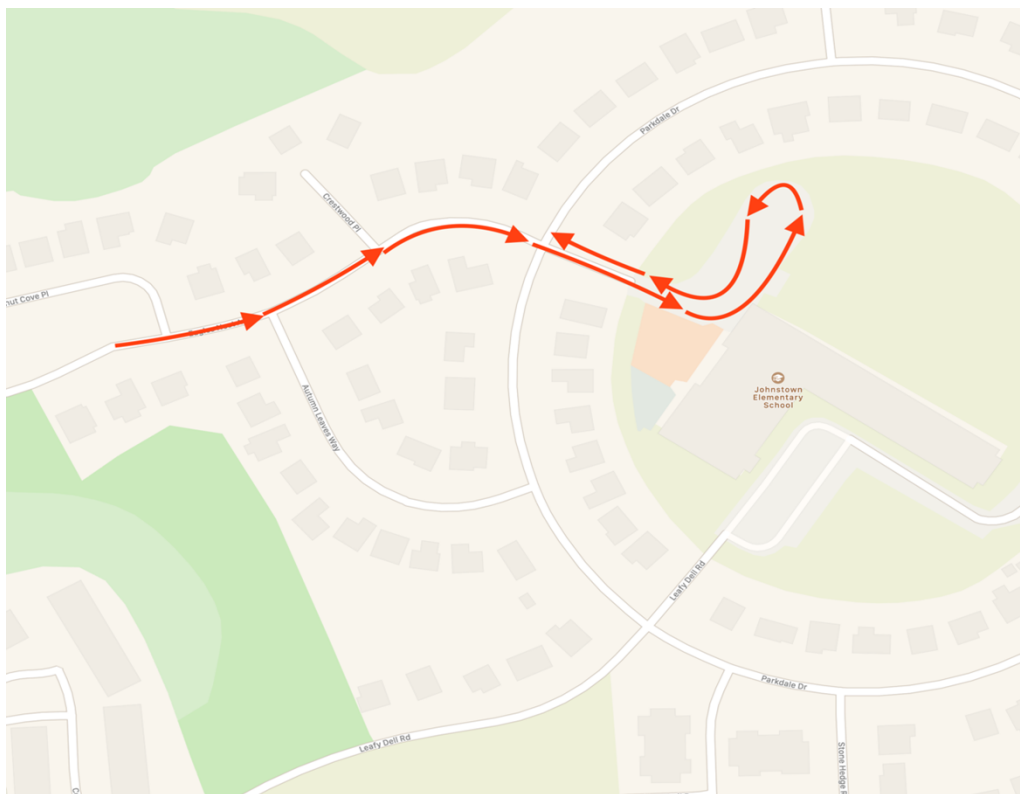
A significant number of students will likely walk to school. Two events will drive this. 1. Students will reside close enough to walk. 2. Parents will release their children from their vehicles (as they will not be willing to wait). It is also worth observing that students who ride bikes will also be in the area. These students will likely come from all areas within subdivision and neighboring areas.

Students that ride their bikes to school will park their bikes on the north side of the school. This will cause "bike riders" to cross traffic in the heavily congested area. The most massive amount of foot traffic will come from students and family members walking in and around the area. While it is plausible that most will congregate near the Leafy Dell Road entrance, it is also a realistic belief that they

will come from all areas. Steps to educate proper crosswalk usage should be attempted.

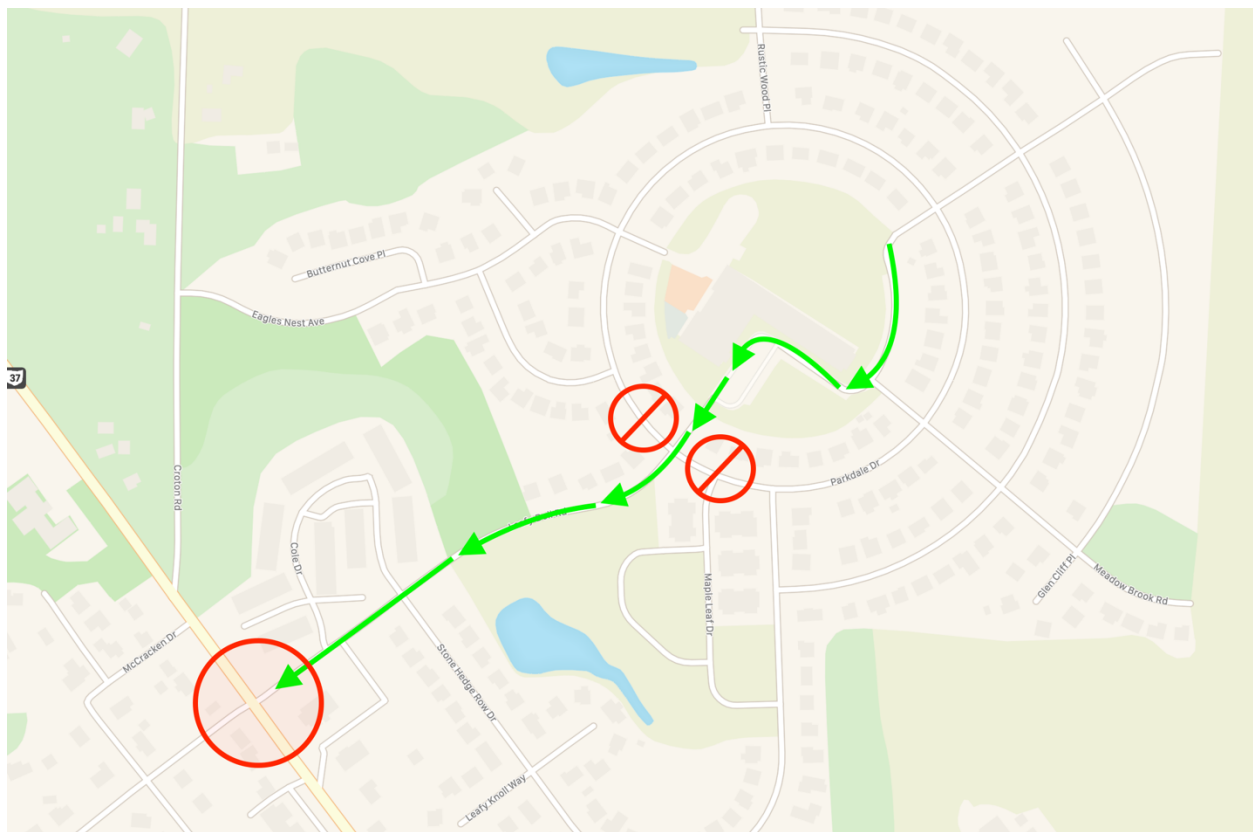
### **Busses:**

Parent drop-off is also contingent upon the buses arriving in the area. Busses arrive from Eagles Nest Landing and report to the back of the school. They do a student drop-off at this location and exit the same entrance. School members prohibit cars from turning left from Leafy Dell Road. This is so that cars do not interfere or delay school busses. There seemed to have been a consensus from the school staff that they did not want vehicles to impede the school bus operations. The map below illustrates how the busses enter and exit the area.



## Dismissal:

Once a vehicle drops off students, it is left with one option. The vehicle must travel straight on Leafy Dell Road. Members of the school direct motorists to obey this. Such an action could cause backups on Leafy Dell Road once they reach North Main Street.



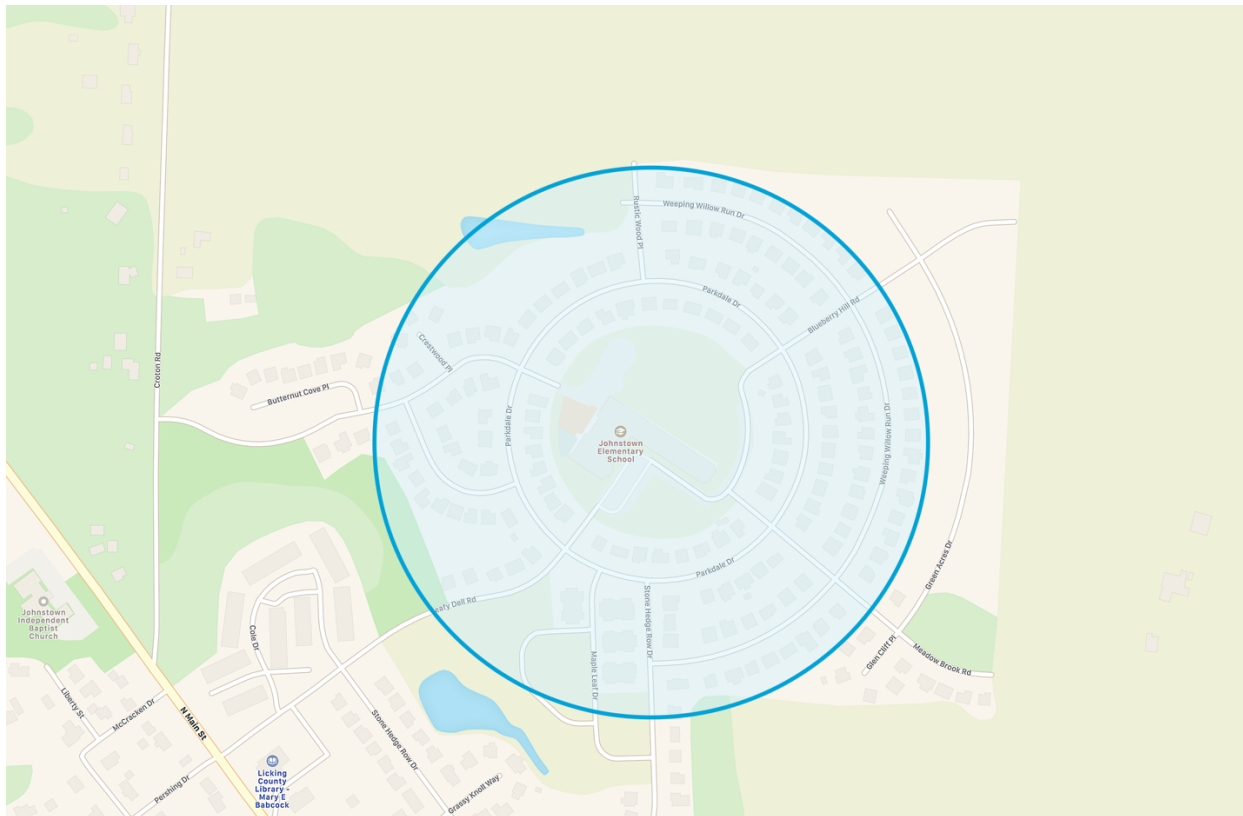
## Road Conditions:

Most notable was the absence of school safety zone markings, and school speed limit signs. Attached on the map below is a 1000' radius that covers areas that should have school speed limits posted. Times need not be covered. However, the

signs should state “during restricted times.” The Village should consider adding pavement markings for the school zones (similar to S. Main St.) on the following two streets:

A: Leafy Dell Road

B: Eagles Nest Avenue



It was also noted that several of the intersections were missing some of the crosswalks. Most notable were the intersections at Leafy Dell Road and Parkdale Drive, Meadow Brook Road and Parkdale Drive, Blueberry Hill Road and Parkdale Drive, and Eagles Nest Avenue and Parkdale Drive. All of the above stated intersection did have crosswalks going across Parkdale Drive. However, they did not have crosswalks going across the other roadways (see attached aerial

photo). It is my recommendation that there be a crosswalk on all sides of the roadway.



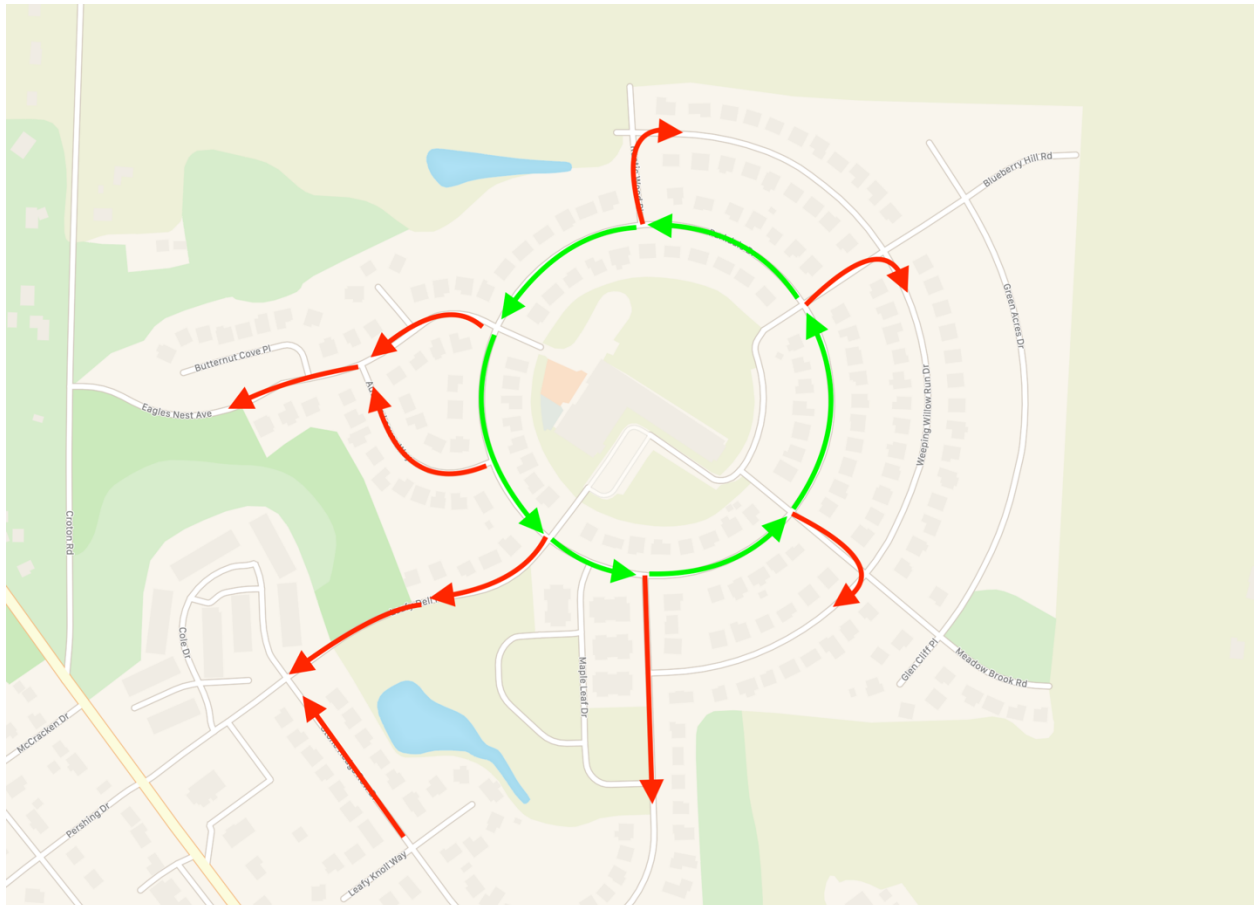
Last is the sign that is at the intersection of Leafy Dell Road and Parkdale Drive. I found that this may cause some confusion with motorists. The sign does clearly state “no left turn,” but then states hours below. I found that the amount of data makes the signage muddy and difficult to read if passing it at 25-mph.



### **Recommendations:**

Consider making Parkdale Drive a circular one-way street. The street should flow counterclockwise. Such a traffic implement may cause minor inconveniences for residences within the inner ring of the subdivision. However, the safety would outweigh the inconveniences. Students and families that walk or ride bicycles to (or from) school would only watch for vehicles in one direction. The roadway becomes a larger area to traverse, and some signs and pavement markings would

not be needed. Ultimately, people would be able to freely exit the area with little restrictions.



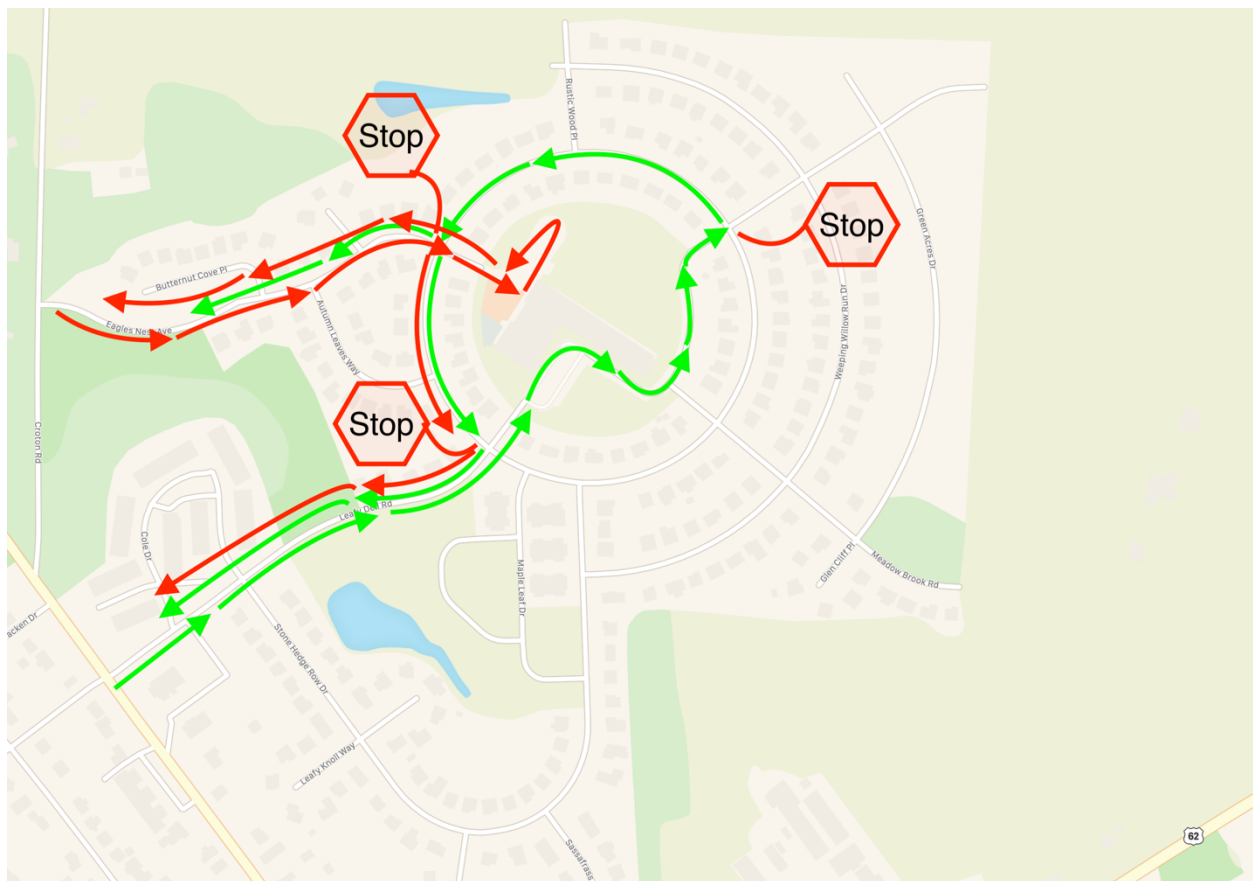
Next, have the school follow the following drop-off procedure:

If vehicles are dropping off, they must remain to the left of the roadway. This allows for other motorists to still drive down Parkdale Drive. Under the current plan this is not plausible.

\*\*\* Note: The green arrows are for families and the red arrows are for school buses. \*\*\*

You will notice that motorist will have different options to exit. Although not recommended, motorists may drop students off on Parkdale Drive and exit the subdivision.

Buses may also exit two different ways. Three-way stops will aid in congestion and allow for students to cross in safety (should motorists follow traffic laws). Although not aimed at calming, the traffic control devices will act as traffic calming devices and slow motorists down.





It should be observed that the above plan allows for minimal “cutting off.” Which seems to be a major concern of the current model.

If the above is not considered, Then the current drop-off is an acceptable practice. As people become acclimated to processes, they naturally become complacent and follow with little interrupting.

If you have any questions about what was presented please feel free to reach out to me. Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ibrahim Y. Haroon", written over a horizontal line.

Ibrahim Y. Haroon, Chief of Police