

Borough of Crafton  
Thursday, June 23, 2022

*(Council Meetings are broadcast live via Zoom Communications Webinar and can be viewed at [https://www.youtube.com/channel/UC\\_iL1uJ842r9UF1M0zNoEoQ](https://www.youtube.com/channel/UC_iL1uJ842r9UF1M0zNoEoQ))*

**1. CALL TO ORDER**

President Oliverio called to order the Council Meeting of the Crafton Borough Council, Thursday, June 23, 2022, at 7:15 PM.

**2. FLAG SALUTE**

Pledge of Allegiance.

**3. ROLL CALL**

Interim Manager Sample recorded six (6) Members of Council present as follows: Ms. Bollenbacher, Mr. Chandler, Mr. Levasseur, Mr. Marks, Mr. Oliverio, and Mr. Ridilla. Also present were Mayor Perry, Solicitor Korbel and Engineer Minsterman. Absent was Ms. Compitello.

**4. CONSENT AGENDA**

**MOTION #1:** It was moved and seconded (*Levasseur/Marks*) to approve the June 23, 2022, Consent Agenda (including the Meeting Minutes dated June 9, 2022, and the Bill List dated June 23, 2022).

**MOTION #1** carries by a Unanimous Vote (6-0).

**5. CABLE FRANCHISE PUBLIC HEARING**

Interim Manager Sample read the following statement and opened the floor for the public hearing.

“This is a public hearing of the Borough Council regarding cable franchise renewal for the Borough of Crafton. This public hearing is held pursuant to Section 626 of the federal Cable Act, which sets forth the process for franchise renewal. The Borough’s current franchise with Comcast is within the normal industry renewal window, and the Borough is beginning the process of renewing the franchise.

This public hearing is part of the preliminary portion of franchise renewal in which the Borough reviews the cable operator’s past performance and identifies the Borough’s future cable-related community needs. As such, as part of this public hearing, we invite comments from any citizens who wish to speak regarding either or both of the aforementioned subjects.

Franchise renewal is the best opportunity for municipalities to assert their rights with respect to their cable operator and to obtain important benefits in return for granting the cable operator the right to use their public rights-of-way. These benefits include:

1. A State-of-the-Art Cable System now and in the future;
2. Strong Customer Service Standards;
3. Free Services to Community Facilities;
4. Better Reporting Requirements from the Cable Operators;
5. Maximized Franchise Fees;
6. Public, Educational and Governmental (PEG) Channel(s) (if desired);
7. PEG Capital Support Funding (if desired);
8. Legal Protections of the Rights-of-Way; and
9. Better Mechanisms to Enforce the Franchise Agreement.

These are just some of the potential benefits available through franchise renewal. Citizens may address these items or any other cable-related items that are important to them. We will now open the hearing up to citizen comments.”

Interim Manager Sample noted that there were no public comments.

Interim Manager Sample closed the Public Hearing for the Cable Franchise Agreement.

## **6. CRAFTON BOULEVARD STREETScape PRESENTATION**

Mayor Perry noted that in the Commonwealth of Pennsylvania the Mayor of the Borough is responsible for Public Safety. She spoke to address the safety concerns surrounding the new bump outs in relation to access to the Elementary School during an emergency and the slowing of traffic.

Engineer Minsterman gave a presentation regarding the planning and design, as well as the change in traffic patterns regarding the Crafton Boulevard Separation and Streetscape Project *(the full presentation is included at the end of these minutes)*.

## **7. PUBLIC COMMENT ON AGENDA ITEMS**

**Robert Engel, 10 Walnut Street**, spoke regarding the Streetscape project including the lack of transparency of the design and engineering of the project. He noted that Crafton Boulevard is the truck route for Amazon drivers. Mr. Engel also inquired about the future road markings, such as center line marking and crosswalks.

**David Lesondak, 10 Baldwick Road**, stated that Crafton Boulevard is a neighborhood roadway with many children on bikes and scooters. He stated that new bump outs are doing their job and are already slowing down traffic.

**Mike Crown, Crafton Fire Chief**, spoke regarding the turning radius and potential damage to the Fire Department Vehicles, as well as concerns of getting water to the school via Vance Alley. He

gave several potential modifications that would help the Fire Trucks navigate the new bump out designs.

**Chris O'Brien, 1828 Crafton Boulevard**, spoke of the limitations on access to her driveway due to the new bump outs.

**Jim Fletcher, 107 E. Crafton Avenue**, Member of the Crafton Volunteer Fire Department, spoke in agreement of the Fire Chief comments and reiterated the concern of navigating the bump outs and potential damage to the vehicles.

**Cody Sheets, 152 Promenade Street**, spoke about the community's concerns of getting the Fire Trucks to the Elementary School and noted that in the event of an emergency, he felt the new bump outs would not be a hinderance to the Fire Department.

**Lisa Smith, 50 Walnut Street**, inquired about the consideration of School Buses that must make a right off of Baldwick Road onto Crafton Boulevard.

**Reese Smith, 50 Walnut Street**, spoke regarding the limited visibility and turning radius caused by the new bump outs, responsibility of the new greenery, and noted that there needs to be more public awareness of these projects.

Mr. Oliverio reiterated the Citizen Comments and presented the questions to the Engineer for response.

Engineer Minsterman noted that the section of Crafton Boulevard is a local roadway. He stated that centerline markings could be added but they are not required.

Engineer Jarquin noted that the traffic engineers did review sight triangles at the intersections and stated that he would review the changes of the stop bar placement.

Engineer Minsterman spoke in response to the modifications suggested by the Fire Chief and noted that in some communities it is standard practice for Fire Trucks to drive over bump outs. He added that the bump out at Vance alley is designed in accordance with the standards and he would not recommend making any changes.

Engineer Minsterman stated that traffic and engineering studies are not required to do a streetscape project. He added that the design changes to the Crafton Boulevard and Clearview Extension intersection were made to improve safety.

Engineer Minsterman stated that contractors are required to give property owners access in and out of their property and noted that access should never be restricted unless notified in advance.

Engineer Minsterman addressed multiple concerns about the limited turning radius for various trucks and school buses.

Interim Manager Sample stated that all the greenery will be maintained by the Public Works Department.

**8. ACKNOWLEDGE RECEIPT OF WRITTEN REPORTS**

Mr. Oliverio acknowledged the receipt of the following written reports for May 2022, including the Financial Statement, Treasurer, Police, EMS, Code Enforcement and Building Inspection.

**9. PRESIDENTS REPORT**

Mr. Oliverio announced that an RFP (Request for Proposal) for a facilitator for the upcoming strategy sessions.

**10. MAYOR'S REPORT**

Mayor Perry spoke regarding the requested amendments of the Fire Chief and that Gateway look at the models and consider the suggested changes.

**11. SOLICITOR'S REPORT**

Solicitor Korbel stated that there have been some changes to the U.C.C. Code that Council will need to consider and added that he will have a draft ordinance prepared for Council to review.

**12. MANAGERS REPORT**

Interim Manager Sample gave an update on the Gas Company and Water Company reconstruction.

Mr. Levasseur thanked the Public Works Department for their cleanup efforts on Barr Avenue.

**13. STANDING COMMITTEE REPORTS**

***FINANCE AND ADMINISTRATION***

Mayor Perry had nothing to report.

***COMMUNITY SERVICES AND INFRASTRUCTURE***

***CRAFTON BOULEVARD UPDATE & DISCUSSION***

Mr. Oliverio spoke regarding the potential visibility issues caused by the new trees/greenery from the Streetscape.

Mr. Marks thanked the community for attending and bringing their concerns to Council. He spoke to address some of the safety concerns and questions regarding the publication of the streetscape project.

**MOTION: #2** It was moved and seconded (*Chandler/Ridilla*) to direct the Engineer to take the notes from the Fire Chief, and change or remove the bump outs, only at Bradford Court and Vance Alley behind the school, to address the safety concerns of the Fire Department.

Mayor Perry asked for clarification of the motion.

Council discussed amendments to the motion that all members of Council agree with.

**MOTION AMENDED: #2** It was moved and seconded (*Chandler/Ridilla*) to direct the Engineer to review the concerns from the Fire Chief, in respect to the bump outs at Bradford Court and Vance Alley, and report back to Council at the next meeting.

ROLL CALL VOTE: Chandler (YES), Levasseur (YES), Marks (YES), Oliverio (YES), Ridilla (YES), Bollenbacher (YES).

**MOTION #2** carries by a Roll Call Vote (6-0).

*FIRE INSPECTION ORDINANCE*

**MOTION: #3** It was moved and seconded (*Levasseur/Chandler*) to approve Ordinance 1673 amending Chapter 90, Article III and Chapter 149 of the Crafton Borough Code of Ordinances revising regulations pertaining to annual fire inspections.

Mr. Oliverio stated that this ordinance has been discussed at the previous four meetings and has been discussed with the public.

Mr. Crown, Fire Chief, stated that this ordinance has been up for discussion since 2010, and passed by Council in 2018. Mr. Crown added that this ordinance amendment will require annual fire inspections for commercial and multi-family dwellings.

Mr. Marks added that this ordinance could be amended if it would become burdensome to property owners.

**MOTION #3** carries by a Unanimous Vote (6-0).

*MULTI-MUNICIPAL ZONING PROJECT*

Mr. Levasseur gave an update on the Kick-Off meeting for the Zoning Project.

**COMMUNICATION, RECREATION, AND COMMUNITY EVENTS**

Mr. Marks noted that they are still discussing possible digital signage at Crafton Park.

**COMMISSION VACANCY**

Ms. Bollenbacher noted that there are still four vacancies, Library, Zoning, Civil Service, and the U.C.C. Appeals Board.

### ***COUNCIL OF GOVERNMENTS (COG)***

Mr. Ridilla noted that the next COG meeting will be held on September 13<sup>th</sup>, in Collier Township. He added that Crafton Borough received an award for perfect attendance.

### **14. COMMUNITY ANNOUNCEMENTS**

- **Upcoming Council Meeting** – Thursday, July 14th, 2022, at 7:15 PM.
- **Crafton Borough will be celebrating Independence Day** at Crafton Park on Monday, July 4th starting at 7:00 PM. Food trucks, live music, and fireworks will all be part of the festivities. The Thomas J. Witt Memorial 5K Run/Walk begins at 8 AM.
- **The Crafton Mini-Golf** will be open on FRIDAYS and SATURDAYS each week, from 7PM to 9PM, throughout the Summer. Cost to play is \$2 per person.
- **Seasonal pool pass memberships** are now on sale. Please go to <https://www.craftonborough.com/crafton-pool> to complete the Pre-Application. Pool memberships can be picked up in the Borough Office, Monday through Friday, 9:00 AM to 4:00 PM. Questions can be directed to the Administrative Office at (412) 921-0752 x 10.

### **15. PUBLIC COMMENT**

**Robert Engel, 10 Walnut Street**, noted that the minutes from the past three meetings have not been posted to the Borough's Website. He also spoke regarding the Thornburg Bridge closure detours, which will be Crafton Boulevard in front of the Elementary School. Mr. Engel thanked the Fire Chief for bringing his concerns of the bump outs to Council. He also inquired about public access to the Council OneDrive documents.

### **16. ADJOURNMENT**

The meeting was adjourned at 9:50 PM.

Respectfully submitted,  
Carissima Kerns, Borough Secretary

## **Crafton Blvd Streetscape – Planning and Design Chronology**

- **September 2020 - Crafton Boulevard Streetscape identified as opportunity site in Planning Commission Workshop Session 2**
- **October 2020 - Crafton Boulevard streetscape discussed at Engineering Committee Meeting**
- **November 2020 – Initial Streetscape concepts initiated by Gateway**
- **November 2020 - Crafton Boulevard streetscape concepts presented at Engineering Committee meeting**
- **December 2020 - Crafton Boulevard streetscape discussed at Engineering Committee meeting**
- **December 2020 thru January 2021 Gateway prepared Design Development Plans**
- **January 2021 - Crafton Boulevard streetscape discussed at Engineering Committee meeting**
- **January 21, 2021 – Council adopts Resolution 2021-02 authorizing submittal of a CITF Grant for Streetscape**
- **February 2021 – Gateway presented Design Development plans and renderings to Planning Commission’s Workshop 4**
- **February 2021 - Crafton Boulevard streetscape discussed at Engineering Committee meeting**
- **March 2021 – Gateway finalized Construction Documents and Bid project with Crafton Boulevard GROW project**

- April 2021 – Crafton Boulevard Streetscape awarded by Council to Independent Enterprises
- May 2021 - Crafton Boulevard streetscape discussed at Engineering Committee meeting
- May 13, 2021 – Streetscape is mentioned during Community Announcements
- June 2021 – Construction began on Crafton Boulevard Separation and Streetscape project
- Summer 2021 – streetscape project mentioned in The Crafton Courier
- July 2021 - Crafton Boulevard streetscape discussed at Engineering Committee meeting
- July 22, 2021 – Council adopts Resolution 2021-10 authorizing submittal of Multi Modal Grant for Streetscape
- September 2021 - Crafton Boulevard streetscape discussed at Engineering Committee meeting
- Fall 2021 – streetscape project mentioned in The Crafton Courier
- April 2022 - Crafton Boulevard streetscape discussed at Engineering Committee meeting
- April 28, 2022 – Council adopts change order for Phase II of bump-outs



**1. What is traffic calming?**

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

*Source: Institute of Transportation Engineers (ITE)*

**2. What is the point of traffic calming?**

Traffic calming measures are mainly used to address speeding and cut-through traffic volumes on neighborhood streets. Traffic calming can increase both the real and perceived safety of pedestrians while improving the quality of life within neighborhoods.

*Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook*

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

**3. Are curb extensions / bump-outs OK to use on a street like Crafton Boulevard?**

- Curb extensions / bump-outs are an acceptable traffic calming measure, and may be used on local roads, collectors, and arterials with up to 15,000 ADT with posted speeds up to 40mph.
- Crafton Boulevard ATD is 5500.

*Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook*

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

*Source: AADT Traffic Volume Map – Allegheny County, Pennsylvania*

[https://gis.penndot.gov/BPR\\_PDF\\_FILES/MAPS/Traffic/Traffic\\_Volume/County\\_Maps/Allegheny\\_tv.pdf](https://gis.penndot.gov/BPR_PDF_FILES/MAPS/Traffic/Traffic_Volume/County_Maps/Allegheny_tv.pdf)

**4. Why are curb extensions / bump-outs typically used?**

- Reduce the crossing time and distance for pedestrians
- Improve the line of sight for pedestrians
- Make pedestrians more visible to oncoming traffic
- Slow vehicles making turns by reducing the curb radius
- Prevent illegal parking near corners and intersections

*Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook*

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

**5. Do curb extensions / bump-outs work?**

- Most curb extensions result in speed reductions of 1-2 mph, and in some cases, have the potential to reduce speeds by up to 5 mph.
- The standardized risk of death for a pedestrian hit by a car at 23 mph is 10%. That risk increases to 50% at 42 mph. On average, every 1 mph decrease in speed results in a 2.8% lower chance of death in vehicle vs. pedestrian crashes.

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Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

Source: AAA Foundation for Traffic Safety

<https://nacto.org/wp-content/uploads/2017/11/2011PedestrianRiskVsSpeed.pdf>

**6. Will these bump-outs make it harder for a fire truck to get to Crafton Elementary School?**

- No. Vehicle turning templates were analyzed to ensure that Crafton VFD's largest truck and mutual aid response vehicles (i.e. Green Tree) will be able to navigate through the new streetscape. In some cases, access is the same or potentially better, since the bump outs will prevent drivers from illegally parking vehicles too close to intersections. Fire apparatus and other emergency vehicles can climb a curb where they would not be able to move a parked car. Institute of Transportation Engineers (ITE) data shows that bump-outs have "minimal or no effect" on emergency vehicle response.

Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

Source: U.S. DOT Federal Highway Administration – Traffic Calming, 23. Curb Extensions

<https://safety.fhwa.dot.gov/saferjourney1/Library/countemeasures/23.htm>

- From 2014-2018, structure fires in schools across the United States, including day-care centers, nurseries, elementary, middle, junior and high schools, college classrooms, and adult education centers, result in an average of 1 civilian death annually.
- In comparison there were 359 fatal pedestrian incidents among children under the age of 19, and the percentage of speeding-related pedestrian crashes involving children ages 15 and younger has more than doubled in the last three years. Drivers struck and killed an estimated 7,485 pedestrians in 2021 - the most pedestrian deaths in a single year in the last 40 years.

Source: PennDOT Pub 383 (7-12) Pennsylvania's Traffic Calming Handbook

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

Source: National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS)

[https://www.safekids.org/sites/default/files/documents/2021\\_pedestrian\\_fast\\_facts\\_final.pdf](https://www.safekids.org/sites/default/files/documents/2021_pedestrian_fast_facts_final.pdf)

Source: National Fire Protection Association (NFPA) "Structure Fires in Schools" – September 2020

<https://www.nfpa.org/-/media/Files/News-and-Research/Fire-statistics-and-reports/Building-and-life-safety/osSchools.pdf>

Source: Governors Highway Safety Association

<https://www.ghsa.org/resources/news-releases/GHSA/Ped-Spotlight-Full-Report22>

**7. What models were used to determine that traffic can safely navigate through the bump-outs?**

- Autodesk Vehicle Tracking Software was used to simulate vehicle turning movements
- Vehicle Tracking is an industry standard software utilized by engineers, landscape architects, designers, and planners daily across the world
- Vehicle Tracking data within the design vehicle library is developed from the American Association of State Highway and Transportation Officials (AASHTO) database.

- Vehicle Tracking takes into account Swept Path Analysis, which is the calculation and analysis of the movement and path of different parts of a vehicle when that vehicle is undertaking a turning maneuver
- The theory behind Swept Path Analysis is based on Ackermann steering geometry, a process that has been used to evaluate vehicle wheel turning movement since the 19<sup>th</sup> century
- Swept Path Analysis provides designers with the tools to evaluate the turning implications of a wide variety of vehicle types within a design at a very early stage in the design process, *without the need of physically driving or undertaking the maneuvers.*

## **References for Design Standards:**

- PennDOT's Traffic Calming Handbook, Pub. 383 (7-12)  
<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

- U.S. Department of Transportation Federal Highway Administration  
Manual on Uniform Traffic Control Devices for Streets and Highways

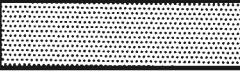


*§4B.04 Alternatives to Traffic Control Signals, "Revising the geometrics at intersections to add pedestrian median refuge islands and/or curb extensions"*  
<https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>

*Traffic Calming, 23. Curb Extensions*

<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/23.htm>

- National Association of City Transportation Officials  
Urban Street Design Guide – Curb Extensions  
<https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

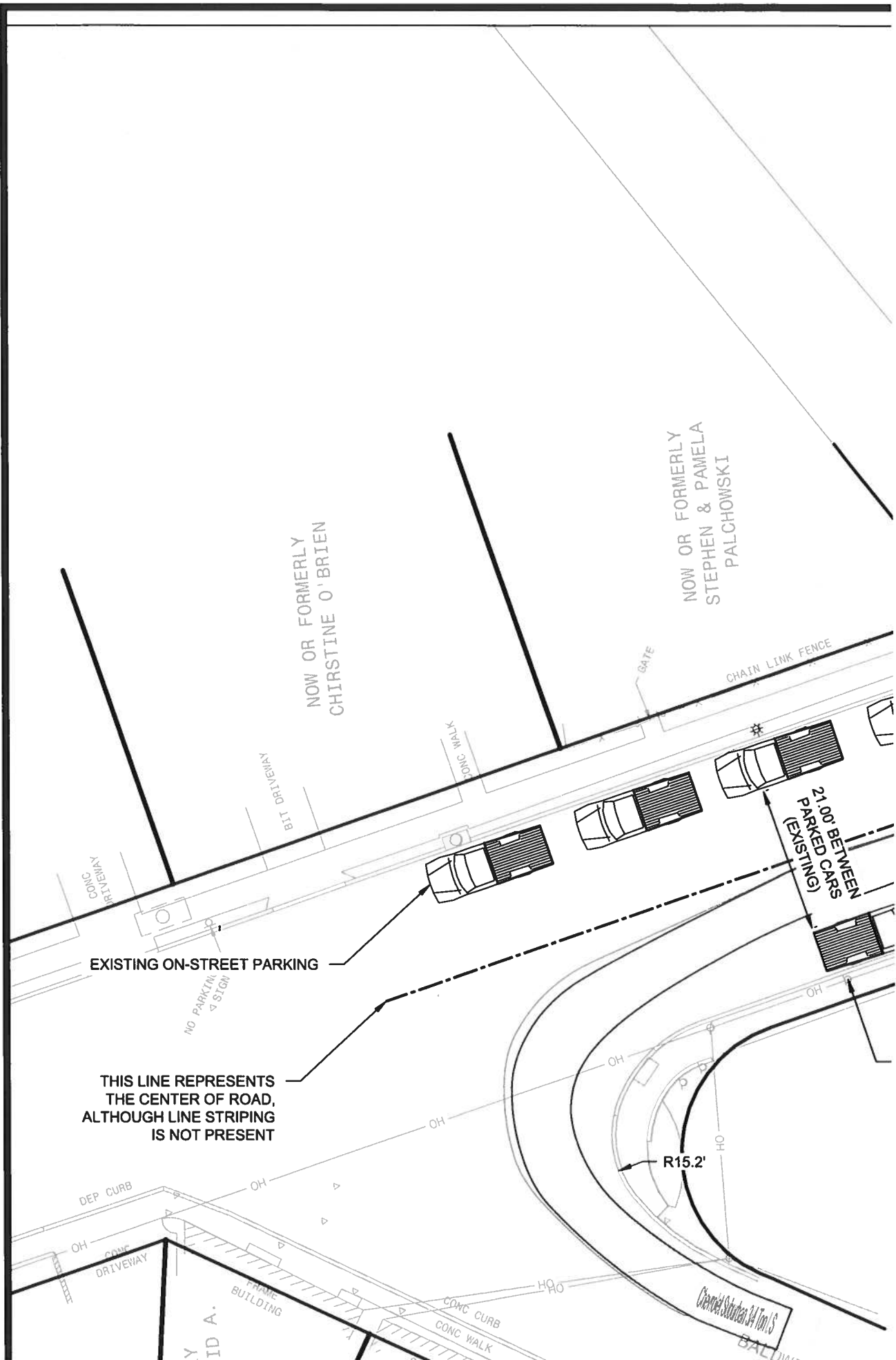
## SITE LEGEND

⊕	11	PROPOSED ACCESS MANHOLE
	C990	
⊞	6	PROPOSED TYPE 'M' INLET
	C990	
	9	PROPOSED MILL AND OVERLAY BITUMINOUS PAVEMENT
	C990	
	1	PROPOSED CONCRETE SIDEWALK
	C990	
	2	PROPOSED HEAVY DUTY CONCRETE PAVEMENT
	C990	

## SITE PLAN NOTES:

1. ALL DIMENSIONS ARE TO BUILDING FACE, FACE OF CURB OR EDGE OF SIDEWALK UNLESS NOTED OTHERWISE.
2. CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIALS FOR THE INSTALLATION OF SIGNAGE AND PAVEMENT MARKINGS AS SHOWN ON THE CONSTRUCTION PLANS.
3. LABELED DIMENSIONS OVERRIDE SCALED DIMENSIONS.
4. ALL NEW MATERIALS AND CONSTRUCTION METHODS MUST MEET PADOT PUBLICATION 408 STANDARDS.
5. CONTRACTOR TO WORK AROUND EXISTING UTILITIES, IF ADJUSTMENTS ARE NECESSARY, WORK WILL BE CONSIDERED INCIDENTAL.
6. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE NECESSARY SAFETY MEASURES TO SECURE THE SITE DURING CONSTRUCTION ACTIVITIES.
7. THE GATEWAY ENGINEERS, INC. IS NOT RESPONSIBLE TO INSPECT PROJECT SITES TO ENSURE COMPLIANCE WITH OCCUPATIONAL SAFETY HEALTH ADMINISTRATION (OSHA) STANDARDS.
8. TACK COAT SHALL BE REQUIRED IF PAVING LIFTS ARE NOT COMPLETED WITHIN 3 DAYS OF EACH OTHER. TACK COAT VERTICAL SURFACES ALONG SAW CUT LIMITS.
9. ALL NON-LANDSCAPED ISLANDS SHALL BE PAINTED WITH STRIPES 4" WIDE, AT 45° AND 2 FEET O.C., UNLESS OTHERWISE SPECIFIED. USE ALKYD-RESIN TYPE, READY MIX COMPLYING WITH AASHTO M248, TYPE I COLOR WHITE.
10. WITHIN THE LIMITS OF THE PROPOSED DRIVEWAYS THE CONTRACTOR SHALL SAW CUT AND REMOVE THE EXISTING PAVEMENT AND THE EXISTING CURB AND SHOULDER. THE CURB SECTION OF THE PROPOSED DRIVEWAYS SHALL BE DEPRESSED ACROSS THE LIMITS OF EACH DRIVEWAY. THE PROPOSED CURB SHALL MATCH INTO THE EXISTING PAVEMENT AT ALL DRIVEWAY LOCATIONS. THE CONTRACTOR SHALL CLEAN CONTACT SURFACES OF ALL EXISTING PAVEMENTS BEFORE PLACEMENT OF PROPOSED ADJACENT PAVEMENT. ALL JOINTS SHALL BE SEALED WITH A 4-INCH STRIP OF PG 64-22.
11. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH PA DOT PUBLICATION 213 "WORK ZONE TRAFFIC CONTROL" (LATEST REVISION), AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT, AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.





NOW OR FORMERLY  
CHIRSTINE O'BRIEN

NOW OR FORMERLY  
STEPHEN & PAMELA  
PALCHOWSKI

EXISTING ON-STREET PARKING

2100' BETWEEN  
PARKED CARS  
(EXISTING)

THIS LINE REPRESENTS  
THE CENTER OF ROAD,  
ALTHOUGH LINE STRIPING  
IS NOT PRESENT

R15.2'

DEP CURB

CONC DRIVEWAY

ID A.

FRAME BUILDING

CONC CURB

CONC WALK

Chapel Street, 24 Ton's

BALTIMORE

CONC DRIVEWAY

BIT DRIVEWAY

CONC WALK

GATE

CHAIN LINK FENCE

NO PARKING  
SIGN

OH

OH

OH

OH

OH

HO

HO

HO

A LARGE FIRE TRUCK MAY NEED TO CROSS OVER THE CENTER OF THE ROAD TO EXECUTE THIS TURN EVEN WITH EXISTING CONDITIONS.

FORMERLY  
E O'BRIEN

NOW OR FORMERLY  
STEPHEN & PAMELA  
PALCHOWSKI





VENUE

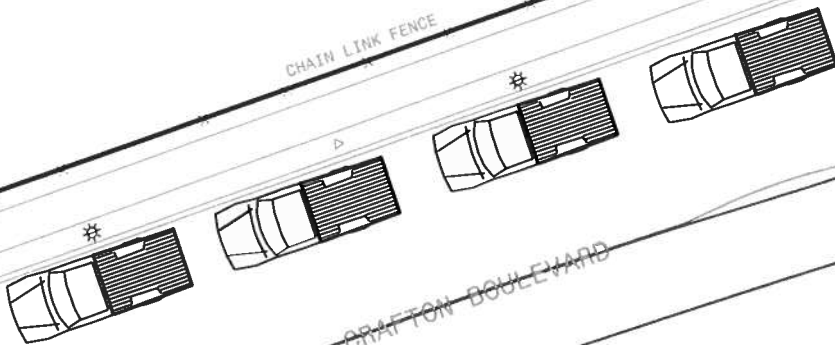
60 SOUTH  
SIGNS

CONC WALK

CHAIN LINK FENCE

NOW OR  
JOAN L  
NORMA C

CHAIN LINK FENCE

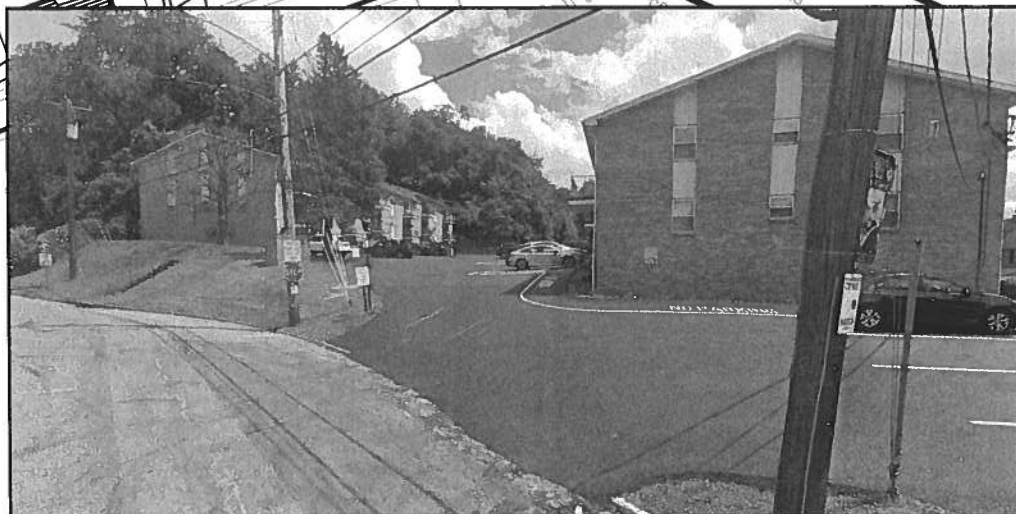


CRAFFTON BOULEVARD

E-ONE HP 100 Aerial

EXISTING UTILITY POLE  
EXISTING CURB EDGE

AGGREGATE DRIVEWAY  
CONC CURB

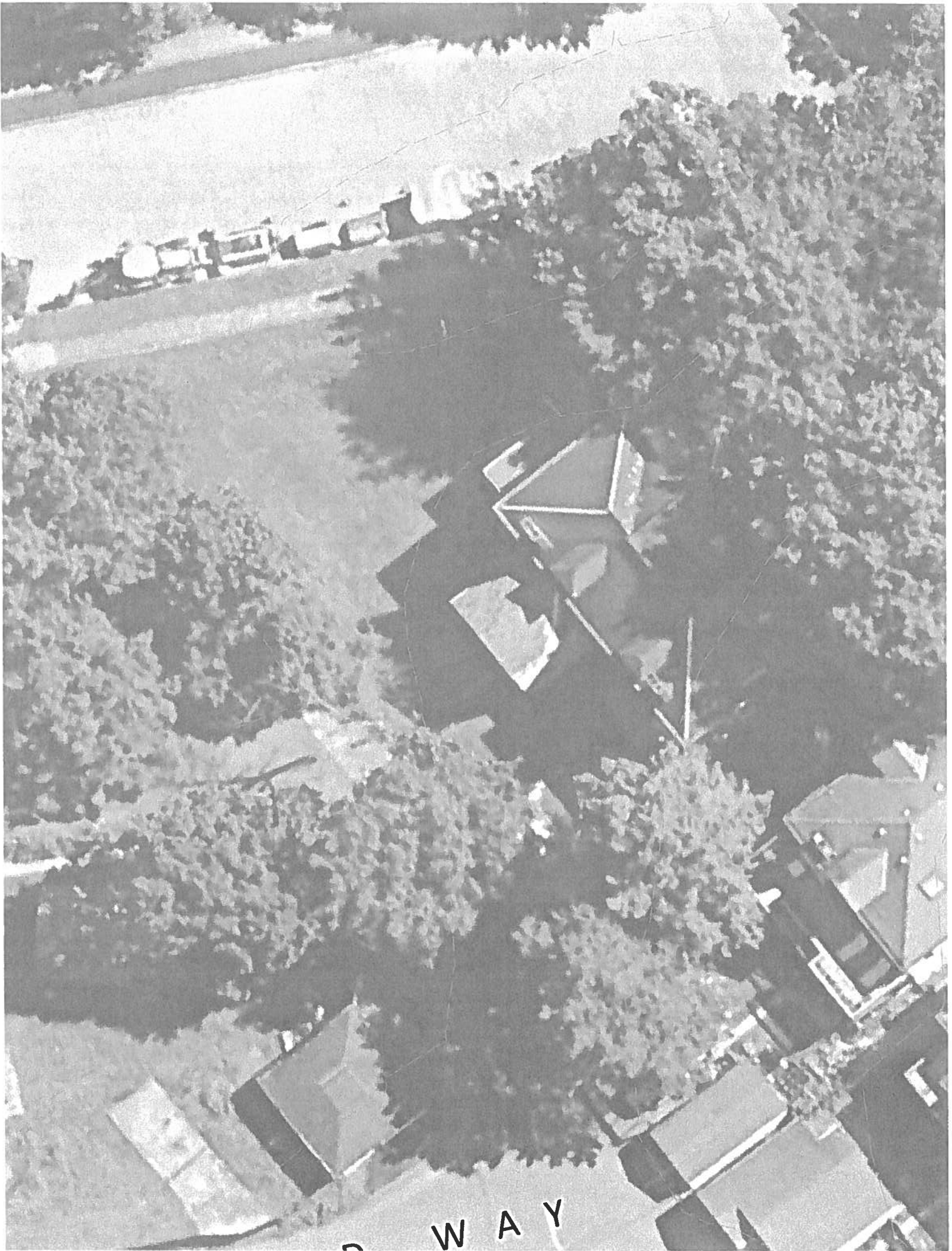




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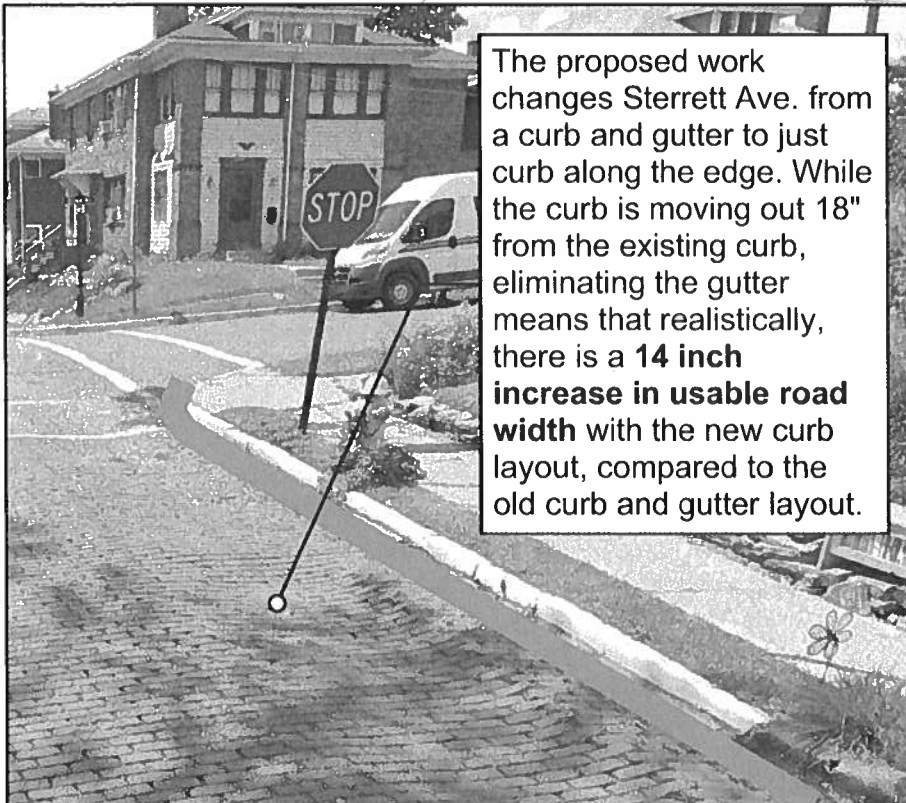
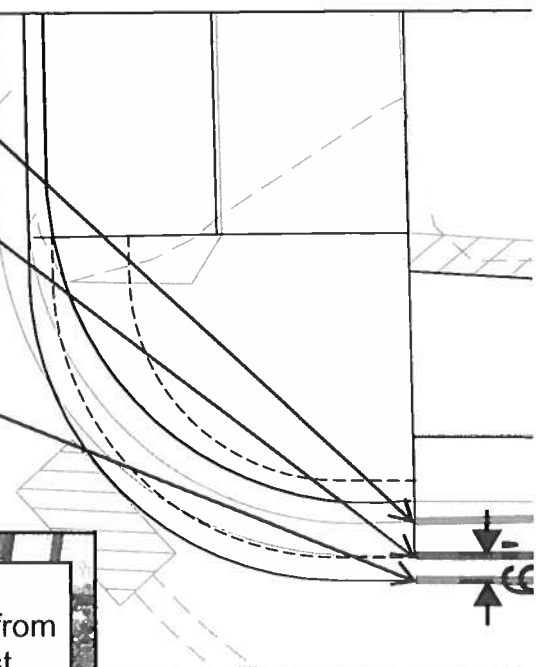
**CRAFTON BOULEVARD**



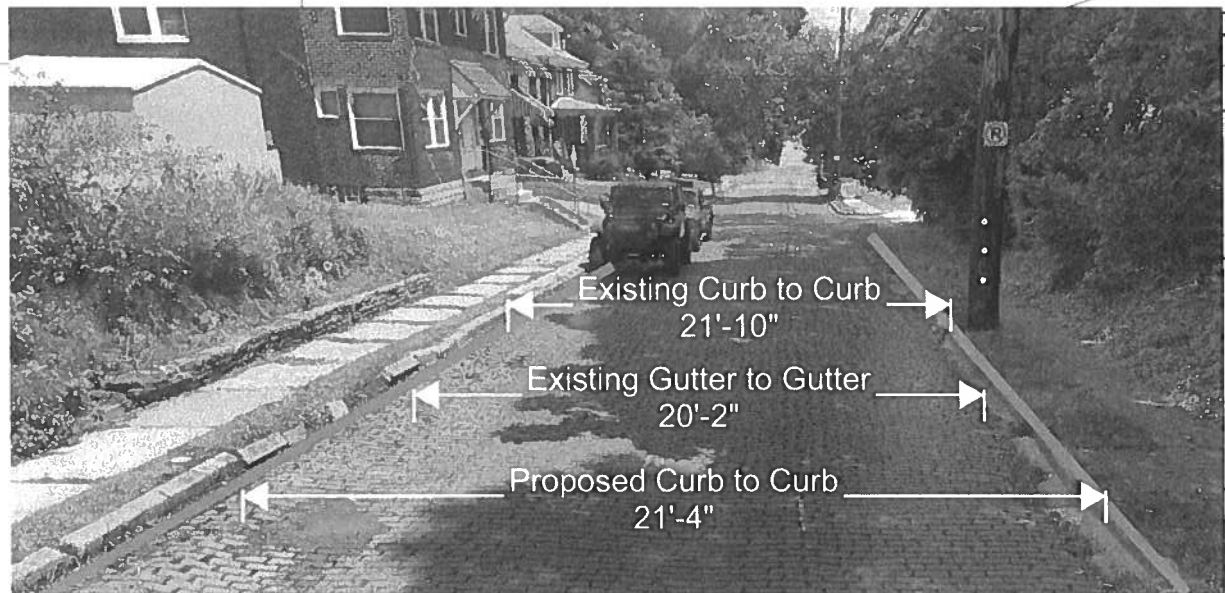
Face of existing curb

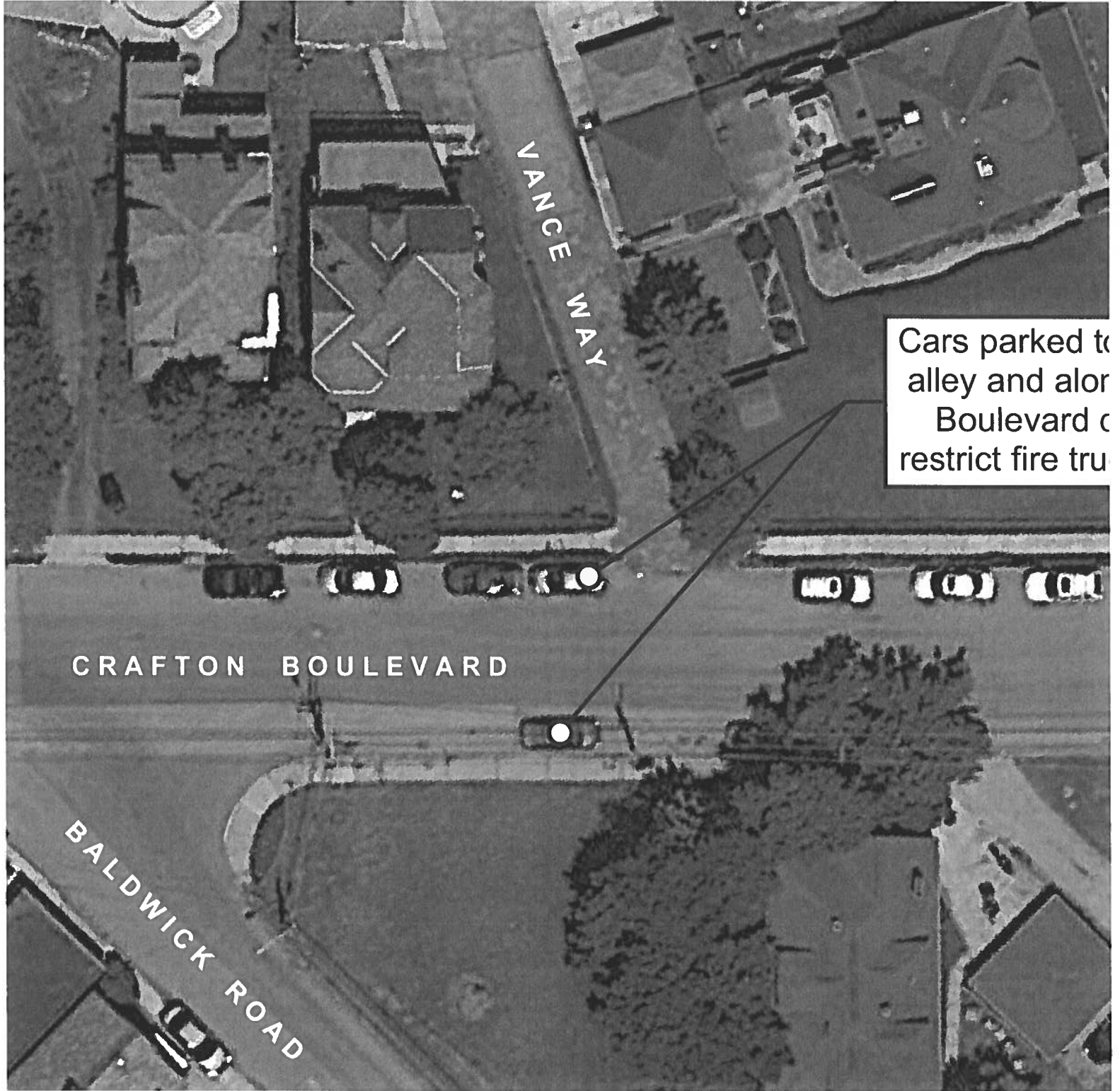
Edge of existing 1' wide concrete gutter will be the back of the proposed concrete curb

Face of new concrete curb will be 6" beyond edge of existing gutter (see photo)



The proposed work changes Sterrett Ave. from a curb and gutter to just curb along the edge. While the curb is moving out 18" from the existing curb, eliminating the gutter means that realistically, there is a **14 inch increase in usable road width** with the new curb layout, compared to the old curb and gutter layout.





VANCE WAY

Cars parked to alley and along Boulevard could restrict fire truck access.

CRAFTON BOULEVARD

BALDWICK ROAD