

Roundabout

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idea of a roundabout to the borough council as an economical way to alleviate the extreme congestion there, lessen the likelihood of severe accidents and at the same time retain the integrity of the downtown.

He said some wary residents suggested putting lights in to alleviate the problems. Davis said to do so, however, would have created what he calls "noise pollution," an unattractive option with the small town atmosphere of little shops and stores.

Glass, the borough secretary, related the concerns of some of the residents who wanted to maintain the downtown as it was.

"Our town is 300 years old

I was skeptical — initially I didn't think it would work, but I have changed my mind."

Faith Peterson
Abbottstown

and has a lot of historical homes in it. They (the residents) didn't want anything modern in it," said Glass.

In Dallas, council has received the idea well. Members have said they see it as an attractive option to dealing with the growth in outlying areas affecting their downtown. They

have also said they see it as a strong component to the ongoing downtown revitalization plans.

But there are concerns as well, including about the ability of delivery trucks to get through and general driver confusion.

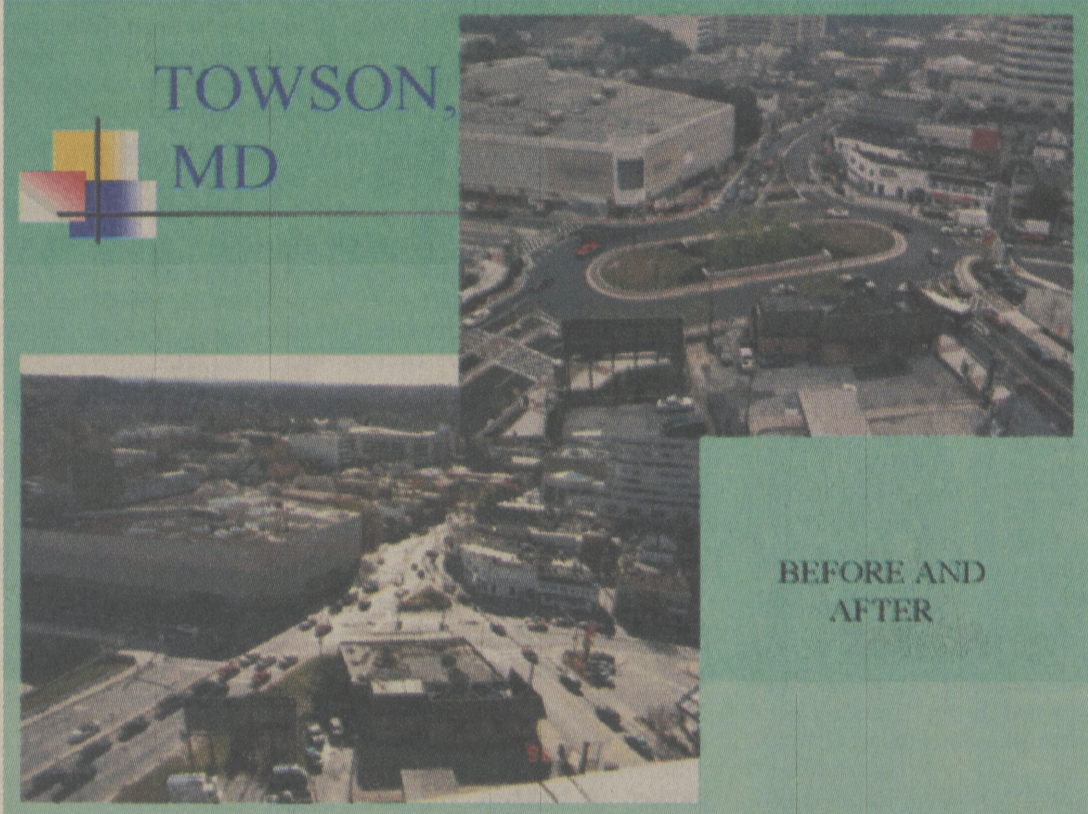
Glass said although some members of the Abbottstown Borough Council were against the conversion, largely they have changed their mind.

Faith Peterson, an Abbottstown resident who works in the borough municipal office, agreed.

"People didn't think it would work. I was skeptical — initially I didn't think it would work, but I have changed my mind,"



Abbottstown's roundabout is the smallest diameter PennDOT builds, yet it handles as much traffic as Memorial Highway through Dallas Borough.



GRAPHIC BY ABNA ENGINEERING

In Towson, Maryland, an oval-shaped roundabout connects several intersections. A similar arrangement could be used in Dallas to bring all the the present "five-points" intersection together while easing congestion.

Circle, rotary, roundabout – what's the difference?

What is the difference between a traffic circle and a roundabout?

Traffic circles, rotaries and roundabouts are all similar, according to PennDOT, but their differences put roundabouts on top.

Roundabouts essentially are re-engineered traffic circles that have been tweaked to slow down and meter approaching traffic.

As opposed to circles and rotaries, all roundabouts have or require the following:

- Yield signs at all entries, not stop signs or signals.
- Approach geometry that forces cars to enter the circle nearly parallel rather than perpendicular.
- Design that requires entering vehicles to negotiate a radius small enough to slow speeds to no greater than 30 mph. In contrast, rotaries are larger and traffic moves faster.
- Pedestrians are allowed to cross only the legs of the roundabout, not the middle.

said Peterson.

"It works better than I thought it would and I think that is the sentiment of a lot of people," she added.

Since the conversion, Glass said no matter what direction she approaches the intersection from, she never waits for more than a minute — a significant change from the five minutes she said she used to wait.

Davis said the roundabout installed in Abbottstown is the first PennDOT has put in his south central region. The others in his region, in New Oxford and Gettysburg, have been there "forever," he said.

"This is the first in District 8. It is a change in thinking in our traffic units across the state. It's

becoming more accepted under the correct circumstances," he said.

Davis said a roundabout has the advantage of metering traffic and forcing it to slow down. Like Route 415 in Dallas Borough, he said Route 30 had a problem with vehicles speeding, and conflicts with the small shops along the road. "The size of the circle forces a 20-25 mile an hour speed limit," he said. "You have a nice constant flow of traffic."

He said the roundabout reduces the possibility of severe accidents, in part because cars are traveling more slowly and because the number of "conflict points," or possible places a car can come into contact with an-

other car or pedestrian, goes down significantly.

He said a traffic signal has 32 vehicle-to-vehicle conflict points and 24 vehicle-to-pedestrian conflict points. With a roundabout, that number goes down to 8 vehicle to vehicle conflict points and eight vehicle to pedestrian conflict points.

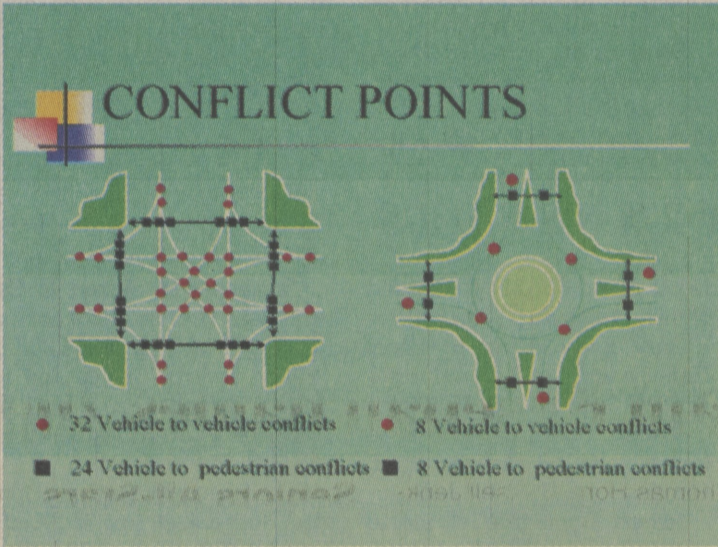
PennDOT's Guide to Roundabouts cites roundabouts in the United States have shown total crash reductions of 37 percent and injury crash reductions of 51 percent.

Peterson, who works in the borough office, said accidents were common in their old traffic pattern. "We used to always have people running through the square (downtown), that's stopped," she said.

Other benefits listed in the PennDOT guide include increased traffic capacity with reduced delay, traffic calming effects and significant lowering of noise and air pollution.

Dallas Borough Council will vote on whether to authorize PennDOT to add the roundabout intersection configuration to the department's 12-year plan at its July council meeting. PennDOT officials have said construction could take place in as little as three years.

If the roundabout is approved, the developer of a possible "big box" store in Dallas Township would be granted the highway-occupancy permit he needs to move ahead with construction.



GRAPHIC BY ABNA ENGINEERING

Roundabouts minimize "conflict points" between vehicles and pedestrians, compared to a conventional intersection.

'Hot Dog Bob' will appeal \$6,000 judgement

HARVEYS LAKE — "Hot Dog Bob" Prescott said Wednesday he would appeal a court judgement against him that stemmed from a dispute with two borough restaurateurs.

On June 16, Harveys Lake Borough won a judgment against Prescott for \$500, after claiming Prescott continued to sell hot dogs from property the borough ordered him to leave.

Adding attorney fees and court costs brought the total assessment against Prescott to \$5,950.79. The charges originally were \$500 a day for 24 instances, but the borough

dropped them to one day, court papers stated.

The Harveys Lake Zoning Board prohibited Prescott from selling hot dogs from an under-sized lot in August 2001 after hearing testimony from restaurant owners Kent Jones, who owns Jones's Pancake House, and Damien Kaye, who owns Damien's on the Lake. Prescott was set up on a vacant lot between the two other businesses.

Jones and Kaye were upset because Prescott's customers used their parking spaces. They claimed that customers can't get to the vendor without crossing their properties.

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