

PENNDOT TRAFFIC STUDY AND FATAL
AUTO ACCIDENT GREENWOOD AVENUE
(STATE ROUTE 2054)

TRAFFIC CALMING COMMITTEE
THURSDAY, MARCH 3, 2022 AT 7:30 PM

INFORMATION AND RECOMMENDATIONS FROM FIELD REVIEW ALONG GREENWOOD AVENUE CORRIDOR, FROM RICES MILL ROAD TO CHURCH ROAD ON 1/26/2022

- The latest 5-year reportable crash data (1/1/2017 to 12/31/2021) was retrieved from the department's system surrounding the area of the fatal crash (2021 crash data is not complete). The crash data shows a total of five crashes, with three crashes occurring in wet conditions and two crashes occurring in snow condition, in 2018 and 2019. Four of the five crashes involved hit fixed objects, and one crash was a head-on collision. There were no fatalities during this period.

INFORMATION AND RECOMMENDATIONS FROM FIELD REVIEW ALONG GREENWOOD AVENUE CORRIDOR, FROM RICES MILL ROAD TO CHURCH ROAD ON 1/26/2022 CONT.

- A bridge rehabilitation project was completed on October 22, 2020, east of Hedgerow Lane. The project included rehabilitation of the bridge, installation and update to guiderail treatments abutting the bridge approaches, resurfacing of the bridge deck, and drainage improvements that appear to address the wet pavement related crashes.
- The speed data collected in September 2021 on Greenwood Avenue between Hedgerow Lane and Church Road indicates the 25 MPH posted speed limit is posted appropriately, with the 85th percentile speeds northbound and southbound found to be 32 MPH and 31 MPH, respectively.

LOW-COST SAFETY IMPROVEMENTS THAT WILL BE IMPLEMENTED BY PENNDOT TO ENHANCE SAFETY AS PART OF THE ON-DEMAND SAFETY CONTRACT WITH COMPLETION EXPECTED BY THIS FALL (2022):

- Signing upgrades along the corridor from Rices Mill Road to Church Road;
- Additional signing and safety treatments at the curve approaching the bridge (located just east of Hedgerow Lane) including SLOW CURVE legends on both approaches, delineation, and strategically placed chevrons to encourage slower speeds and to provide positive guidance through the curve; and adjustment to the placement of existing clearance markers at the bridge to optimize visibility;
- Painting white edge lines to delineate 11-foot travel lanes as a narrowing effect (a softer traffic calming application) to modestly reduce speeds on Greenwood Avenue between Rices Mill Road and Hedgerow Lane, which has a road width of 38 feet from curb to curb.
- Providing tree trimming along Greenwood Avenue for better visibility and to daylight the area.

SPEED LIMIT SIGNS ON GREENWOOD AVENUE FROM CHURCH ROAD TO ROUTE 309

- The speed limit on Greenwood Avenue from Church Road (Route 73) to Route 309 is posted at 25 MPH. By regulation, the township is responsible for installation and maintenance of speed limit signs (35 MPH and lower), supplemental painted speed limit legends (optional), and the signs associated with the overhead flashers warning of the curve. The Township can consider these recommendations for implementation immediately:

SPEED LIMIT SIGN RECOMMENDATIONS ON GREENWOOD AVENUE FROM CHURCH ROAD TO ROUTE 309

- Install additional speed limit signs and place 25 MPH legends on the approaches to the bridge/curve;
- Currently, there are two advance overhead curve warning flashers located on each approach of the bridge/curve near the fatal crash location. Consider replacing the existing overhead Left/Right Curve warning signs (W1-2) with the larger size (36"x36") corresponding Left/Right Turn warning signs (W1-1).

SPEED LIMIT SIGN RECOMMENDATIONS ON GREENWOOD AVENUE FROM CHURCH ROAD TO ROUTE 309 CONT.

- This additional work can be considered for inclusion in PennDOT's On-Demand Safety Contract work if the Township prefers by notifying PennDOT in writing that the Township concurs and agrees to maintain these items following their placements.