

ROADS, HIGHWAYS & PUBLIC SAFETY
MONDAY, MAY 7, 2018

Present: R. Carlson, W. Read, N. Shropshire, B. Clark, A. Parker, Traffic Engineer

Chairman, Norm Shropshire, called the meeting to order at 5:45 P.M.

A. Pembroke Drive - Traffic Concerns - Update

Mr. Andrew Parker, Traffic Engineer, McCormick Taylor, stated he evaluated Pembroke Drive near the intersection with Wynmoor Road for traffic concerns related to speeding and cut-through traffic. He stated he conducted a site visit and verified conditions and made general observations about traffic conditions. Mr. Parker stated the Township collected vehicle speed and volume data on eastbound Pembroke Drive in the vicinity of Wynmoor Road. He stated the data was collected in September and early October of 2017. Mr. Parker stated the daily average speeds ranged from 25.3 - 27.1 miles per hour. He stated the daily 85th percentile speeds were consistently 35 - 37 miles per hour and average 10-12 miles per hour over the posted 25 mph speed limit. He stated the two highest individual vehicle speeds were 51 miles per hour and 48 miles per hour. He stated the average daily traffic was 200 vehicles and the highest weekday volumes occurred between 6:30 and 9:00 a.m. He stated the highest travel speeds and percentage of speeders were higher during the morning peak period.

Mr. Parker recommended the installation of "Watch Children" and "School Bus Stop Ahead" and additional 25 mph "Speed Limit" signs along eastbound Pembroke Drive. He also recommended enhancing visibility of the "Watch Children" signs by adding a retroreflective strip on the front of the sign post. Mr. Parker recommended a painted curb extension along eastbound Pembroke Drive on the southeast corner of the intersection with Wynmoor Road. He stated this technique results in drivers feeling more constrained, being more aware and slowing down in the area of the bus stop. Mr. Parker did not recommend additional stop signs, as the intersection conditions did not meet motor vehicle code warrants for a multi-way stop intersection.

Ms. Diana Stroffolino, 2 Pembroke Drive, handed out information of her research "A Review of Evidence-based Traffic Engineering Measures Designed to Reduce Pedestrian-Motor Vehicle Crashes". Ms. Stroffolino read portions of the article aloud; "The primary search engine used was the National Academy of Sciences Transportation Research Information Services (TRIS) database. TRIS is the world's largest and most comprehensive bibliographic resource on transportation information." She continued; "Principal engineering measures designed to reduce vehicle speeds are summarized in Table 1. In residential settings with large numbers of children, speed management appears to offer the greatest potential for injury prevention. Pedestrian crashes involving a child most often result from the child's error. Slower speeds give motorists more time to react and can lessen injuries when crashes do occur. Slower speeds are desirable in areas with pedestrians because many young children fail to stop before proceeding from the curb onto the road. Kraus et. al. reported that 69% of child pedestrian injuries occur mid-block, when children dart into the street. Young children have difficulty judging vehicle distance and velocity and lack the relevant cognitive skills required to make valid and consistent crossing judgments." "Traffic calming techniques

include lane narrowing, adjustments in roadway curvature, pedestrian refuge islands, and speed bumps.” “A recent review of 13 controlled before and after studies of area-wide traffic calming reported no overall effect on pedestrian-vehicle crashes. An investigation focusing on multiway stop sign controls, which produce low vehicle speeds near intersections relative to traffic signal control or conventional 2-way stop signs, showed that pedestrian collisions decreased by 25% when multiway stop signs were installed in place of traffic signals at low-traffic volume urban intersections.” Ms. Stroffolino stated she wants stop signs installed at the intersection of Wynmoor Road and Pembroke Drive.

Mr. Dick Miller, 13 Pembroke Drive, stated with the speeding on Pembroke Drive, it is impossible to back out of his driveway. He stated he would also like to have stop signs installed.

Mr. Parker stated a three-way stop sign will not reduce speeding overall.

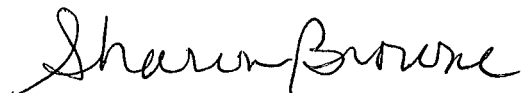
Mr. Shropshire stated Council cares about the safety of the children in Middletown Township. He asked if the residents of Pembroke Drive would consider the traffic engineer’s recommendations of more signs and a painter curb extension and if this does not work, he would recommend adding the stop signs. Ms. Stroffolino stated she believes if there are stop signs, it may deter vehicles from using Pembroke Drive as a cut-through and may decrease the speeding.

Mr. Dave Irving, Pembroke Drive asked of the possibility of having a Pennsylvania State Police car at the intersection. Mr. Clark stated he could ask; however, they will not do this on a regular basis. Ms. Stroffolino stated the State Police sent a car but it was not at the peak traffic time.

Mr. Shropshire stated he will recommend the stop signs be installed. Mr. Clark stated this has to be done through an Ordinance. He stated he will put this item on the agenda for the next Council Meeting.

There being no further questions, the meeting was adjourned at 6:30 pm.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Sharon Browne".

Sharon Browne, Recorder