

## MEMORANDUM

SUBJECT: INTERSECTION SAFETY AND ROAD ISSUES  
CHESTER HEIGHTS BOROUGH

DATE: November 29, 2017

### DETAILS:

There has been several meetings with Borough Officials and PennDOT concerning safety related issues at intersections involving State Highways as well as general road issues. There has also been correspondence issue by Borough Officials to PennDOT and replies from PennDOT concerning the same. This Memorandum is prepared in the attempt to summarize actions and recommendations concerning the various road related issues.

#### A. Intersection of Valleybrook Road and Ivy Lane/Wawa Road

1. The available sight distance looking left while exiting Ivy Lane onto Valleybrook Road is sufficient (in excess of 350 feet).
2. The available sight distance looking right while exiting Ivy Lane (307 feet) is somewhat obstructed by mature trees located in close proximity to Valleybrook Road. The trunk of one larger tree (30" caliper +/-) in particular is obstructing the line of sight. The tree is located approximately 150 feet south of the intersection and approximately 4 feet from the edge of the paving. Don Centofante from PennDOT informed the Borough Engineer on November 28, 2017 that PennDOT maintenance department will be removing the tree at PennDOT=s expense.
3. The Borough Resident who lives at the southwest corner of the intersection of Valleybrook Road and Ivy Lane otherwise has been keeping sight lines clear by trimming tree branches. We recommend that after PennDOT removes the above referenced tree, the Borough write a letter to the resident acknowledging the resident=s effort to keep sight lines open and encourage continued efforts in that matter.
4. The available sight distance looking left while exiting Wawa Road onto

Valleybrook Road is sufficient (in excess of 350 feet).

5. The available sight distance looking right can be in excess of 350 feet when the vegetation along Valleybrook Road is kept trimmed back. Don Centofante has asked PennDOT maintenance department to trim back branches that are hanging into the line of sight. Don Centofante has indicated to the Borough Engineer that the continued maintenance of the sight line (trimming tree branches) should be spearheaded by the Borough since the Borough is more closely aware of the sight line conditions at the intersections. Following the trimming of the branches by PennDOT, or other entity, we recommend the Borough issue a letter to the resident indicating that it is the resident's responsibility to maintain vegetation such that sight lines are maintained. The Borough can reference the State Vehicle Code.

#### B. Intersection of Valleybrook Road and Ivy Mills Road

1. The available sight distance looking left while exiting Ivy Mills Road onto Valleybrook Road is insufficient (167 feet). The sight distance is obstructed by the earthen bank on the property at the northwest side of the intersection of Valleybrook Road and Ivy Mills Road. The sight distance can be further restricted by the vegetation growing on the earthen bank. PennDOT will not undertake a project to cut back the bank. We recommend that the Borough initiate a project to cut back the bank. The Borough will need to contact the property owner to obtain permission, and secure bids for the work.
2. The available sight distance looking right while exiting Ivy Mills Road onto Valleybrook Road was measured by PennDOT at 210 feet. There is a stone pillar at the southwest side of the intersection that obstructs sight distance. We recommend that the Borough contact the property owner and investigate the possibility of removing the pillar. Another option would be to re-locate the stone pillar further away from the road.

C. Intersection of Valleybrook Road and Mattson Road

1. The available sight distance looking left while exiting Mattson Road onto Valleybrook Road approaches 350 feet. PennDOT documented motorist=s habits of stopping short of the intersection thereby aggravating a less than ideal sight distance. This condition is caused, in part, by the vertical grade as Mattson Road approaches Valleybrook Road. PennDOT will provide a white skip-line along the near travel lane of Valleybrook Road. PennDOT=s skip-lining will be performed in the Spring 2018. We recommend that the Borough install a 24 inch wide stop bar on Mattson Road at the intersection. These two pavement markings will encourage motorists to stop their vehicles at the appropriate location where sight distance can be maximized.
2. The available sight distance looking right while exiting Mattson Road onto Valleybrook Road also approaches 350 feet. The same issues concerning the stopping location of cars on Mattson Road as mentioned in Item C.1 above also apply for the sight distance looking right.
3. We recommend that the Borough contact the Rockford Estates HOA and the property owner located at the southwest side of the intersection reminding them to trim back vegetation at the intersection in order to maintain available sight distances.
4. The available sight distance for cars looking forward on Valleybrook Road while attempting to turn left onto Mattson Road is limited. A bank and 6-7 trees located on the easterly side of Valleybrook Road approximately 75 feet north of the intersection obstructs required sight distance. The Borough Engineer and Don Centofante reviewed this condition during a Site Visit on November 9, 2017. Don suggested that the Borough write to PennDOT and request that PennDOT correct this situation. Permission may be required from Valleybrook HOA in order to remove the trees and cut back the bank.

D. Intersection of Valleybrook Road and Llewellyn Road

1. PennDOT objected to the request to place flashing red lights at the stop sign for northbound Valleybrook Road Traffic.

2. PennDOT agreed to install pavement markings and traffic sign enhancements at the intersection in the Spring of 2018. The pavement markings may include a white skip line following the outside arc of a vehicle turning left onto Llewellyn Road from Valleybrook Road.

#### E. Intersection of Lenni Road and Llewellyn Road

1. PennDOT determined that sight distances met or exceeded safe stopping distances for the posted speed limit, and there were no obstructions limiting a driver=s view. Available crash data did not support the warrants needed for a multi-way stop.

#### F. St Thomas Parish

1. The Borough can request that PennDOT perform a traffic signal warrant analysis for the main access (southerly access) to St Thomas Parish. However, when requesting the Warrant Analysis, the Borough is committing itself for the cost to install the traffic signal. PennDOT recommended that the Borough proceed with an informal traffic count by the Borough Engineer or other official to determine if warrants are met. If warrants are met, then the Borough may want to discuss a cost-sharing program with the Parish for installing a traffic signal before approaching PennDOT.
2. A Traffic Signal approval may also necessitate road improvements such as a dedicated left turn lane which is a substantial cost undertaking.
3. PennDOT suggested that the Parish=s middle entrance may be a better location for a traffic signal since the signal would also service Ivy Mills Road. Upon further review; however, the middle Parish entrance and Ivy Mills Road do not line up. A slight re-location of the parish entrance is required but not practical since a cemetery and graves would be impacted.
4. PennDOT has agreed to install additional traffic warning signs concerning the school use. Signs to be installed in the spring 2018.
5. PennDOT has agreed to install additional pavement markings in the Spring of 2018 that may result in some traffic calming.

## ACTION ITEMS:

### 1. Valleybrook & Ivy Lane/Wawa Road

- a. PennDOT will be removing a tree on Valleybrook Road that will improve sight distance for vehicles looking right while exiting Ivy Lane onto Valleybrook Road.
- b. PennDOT has not fully committed but is hoping that their maintenance department will clear overhanging vegetation that obstructs sight distance looking right for cars exiting Wawa Road onto Valleybrook Road.

### 2. Valleybrook Road & Ivy Mills Road

- a. It is recommended that the Borough undertake a project to excavate back the earthen bank at the northwest corner of the intersection.
  - 1) Permission from property owner should be sought.
- b. The Borough should approach the property owner on the southwest corner of the intersection to remove or re-locate the stone pier.

### 3. Valleybrook & Mattson Road

- a. PennDOT will provide white skip-line markings along the near edge of Valleybrook road across the mouth of Mattson Road in the spring of 2018.
- b. It is recommended that the Borough install a white stop bar at Mattson Road.
- c. The Borough should officially request that PennDOT initiate a project to cut back a bank and remove 6-7 trees at the east side of Valleybrook Road approximately 75 feet north of Mattson Road.
  - 1) Permission from the Valleybrook HOA is required

### 4. Valleybrook Road and Llewellyn Road

- a. PennDOT to provide pavement marking enhancements and

additional signs for intersection in spring 2018.

5. Lenni Road and Llewellyn Road
  - a. No action
6. St Thomas Parish
  - a. Borough shall decide whether to pursue a traffic signal at this location.
  - b. First step is for Borough to perform an unofficial traffic count at the main entrance.
  - c. If warrants are met, the Borough needs to discuss funding options.
7. General
  - a. It is recommended that the Borough correspond with property owners at the corners of intersections and remind the residents that the Pa. Vehicle Code requires the owners of real property to maintain vegetation such that lines of sight at intersections are maintained.
  - b. Although PennDOT does have procedures to require property owners to maintain vegetation, PennDOT recommends that the Borough be the first source of contact with affected property owners.
8. Traffic Signals
  - a. The timing of the traffic signal at Smithbridge Road and Valleybrook Road is to be re-analyzed.
  - b. Borough is proceeding with up-grading traffic detection at Valleybrook Road and Route 1; and Stoneybank Road and Route 1.