

## **FAQ: Haverford Road Corridor Traffic Safety Improvement Project**

### **1. Can a safer crossing at Landover and Haverford Road be included with this project?**

**Answer:** The Haverford Road highway safety improvement project will add continental cross walks, pedestrian signal heads with countdown timer indicators, and replace non-compliant (ADA) Americans with Disabilities Act curb ramps to improve pedestrian crossings at the Haverford Road and Landover Road intersection.

### **2. Can improving accessibility to the bike route along Buck Lane be included with this project?**

**Answer:** PennDOT will implement a change from 4-foot shoulders to 5-foot shoulders in this area. Bicyclists will be permitted to use the shoulder along Haverford Road adjacent to the existing signed bike route at Buck Lane.

### **3. Can accessibility to the Norristown High Speed Line stops at the intersection of Ardmore Avenue and Haverford Road be included with this project?**

**Answer:** Based on feedback received during the public meeting, PennDOT plans to conduct a pedestrian study at the intersection of Haverford Road and Millbrook Lane near Haverford Station for the Norristown High Speed Line to determine if a pedestrian crossing of Haverford Road is warranted. The project is currently in preliminary engineering and this study will be added as part of final design later in 2023. The outcome of this study will be provided to the municipality.

### **4. Can a safer crossing at the Haverford Road and the SEPTA busway be included in this project?**

**Answer:** The uncontrolled marked crossing at the busway was recently removed as part of a municipality signal project and no pedestrian crossing signs were added, to discourage pedestrians from crossing Haverford Road in this area.

A midblock crossing is not warranted at this location. The department will work with the municipality and SEPTA to make suggestions on channelizing pedestrians to the recently upgraded traffic signal at Hathaway Lane, which was implemented by the municipality to allow pedestrians to cross safely. In addition, the signalized intersection of Hathaway Lane is the safest location for pedestrians to cross Haverford Road and includes high-visibility continental crosswalks along with pedestrian countdown signals.

If SEPTA agrees to disband ownership of the busway, then a combination of improvements can be implemented to improve safety at this location.

Countermeasures would include removing the depressed driveway apron and adding barrier curb and/or railings along the edge of roadway. This will improve pedestrian safety by reducing/eliminating crossings at the busway, which is an uncontrolled pedestrian crossing and encourage pedestrians to cross at the controlled (signalized) intersection.

Please refer to the following Department of Transportation's Publications regarding more information about midblock crossings:

- Publication 212 provides guidance for approved traffic control devices within the state of Pennsylvania.

- Publication 46 Chapter 11.9 provides guidance for unsignalized mid-block crossing warrants.

## **5. Can additional sidewalk be added to the project?**

**Answer:** Based on feedback received during the public meeting PennDOT is planning to investigate areas along the corridor where sidewalk could be added. These areas will focus on locations where PennDOT has right-of-way to be able to install sidewalk without impacting private property and areas without impacts to utilities. These potential areas will also focus on locations with pedestrian generators and receptors. Corridor wide utility relocations and acquiring property are not included in this project. The partial road diet does not conflict with the municipality's comprehensive draft plans (see municipality website for the full comprehensive draft plan) and county plans for future development of full corridor sidewalks and bicycle planning routes. The Haverford Road highway safety improvement project also does not attempt to fulfill all of the plans and is consistent with Haverford Township's draft comprehensive plan that indicates sidewalk should be installed over time along the Haverford Road corridor.

## **6. Will cut through traffic increase from this project?**

**Answer:** A traffic analysis of the corridor was completed to determine the queue lengths and delay associated with these changes. The traffic analysis projected that there will not be an increase in traffic delay along the corridor due to the proposed improvements and therefore an increase in cut-through traffic is not anticipated.

## **7. Will the proposed road diet cause additional delays and backups at intersections?**

**Answer:** A traffic analysis of the corridor was completed to determine the queue lengths and delay associated with these changes. The traffic analysis projected that there will not be an increase in traffic delay along the corridor due to the proposed improvements.

**8. Why is the road diet not proposed at the Ardmore Avenue and College Avenue intersections with Haverford Road?**

**Answer:** These intersections were shown to have increased que lengths along Haverford Road when implementing a full road diet at these intersections that would prevent side roads from being able to safely enter and exit during peak hours.