

# LACKAWANNA LUZERNE MPO

Lackawanna-Luzerne Transportation Study  
Metropolitan Planning Organization

## Roadway Safety Review Report

*September 23rd & October 11th, 2022*

**Road Safety Review Field Report**  
**Lackawanna-Luzerne Transportation Study (LLTS) MPO**

**Field Visits: September 23<sup>rd</sup> & October 11<sup>th</sup>, 2022**

In September and October of 2022, representatives from PennDOT District 4-0, the Lackawanna County Regional Planning Commission and Luzerne County Planning Commission undertook the second joint Road Safety Review in the district over a two-day period. Observations were conducted at nine locations that were identified as high priorities on the Network Screening List that was provided by PennDOT District 4-0. The four locations in Luzerne County were PA 118 and PA 487, PA 118 and PA 29, PA 118 and Fedor Rd, and SR 2007 from SR 2034 to Dickerson St. The five locations in Lackawanna County were PA 348 and PA 247, PA 247 from PA 348 to SR 2008, PA 247 and PA 632, PA 632 and SR 1029, and PA 407 and SR 4028.

The purpose of the review was to determine if there were improvements that could be undertaken to improve safety concerns at the locations. This was not an in-depth engineering study but used existing crash and AADT data along with observations of traffic patterns and flows at the locations. The options that were reviewed included low cost improvements such as adding signage and stripping to higher cost items such as construction of physical barriers and improved road surface up to and including construction of roundabouts. A number of different options are presented in this report that will be used for making determination on what projects should undergo further analysis and funding using Highway Safety Improvement Program Funds (HSIP) or other funding sources.

**Participating were:**

Chris Chapman – Luzerne County Planning	John Pfeiffer – PennDOT District 4-0
Mary Liz Donato – Lackawanna County Planning	Tom Pichiarella – PennDOT District 4-0
Steve Fisher – PennDOT District 4-0	Emma Pugh – PennDOT District 4-0
Robert Kenney – Lackawanna County Planning	Jonathan Shaw – Luzerne County Planning
Eric Middleton – Lackawanna County Planning	Joe Talutto – PennDOT District 4-0
John Petrini – PennDOT District 4-0	Robert Wasilchak – PennDOT District 4-0



## Location #1: PA 118 and PA 487 in Fairmount Township, PA



*Overhead map view*



*Looking South on PA 487*



*Looking West on PA 118*



*Nearby lot used as cut-through*

**Background:** PA 118 at PA 487, Old Tioga Turnpike (SR 4011), and Mossville Road (SR 4013), is located in Fairmount Township, Luzerne County. The main problems that were identified for this location are high speeds, sight distance issues, and drivers utilizing nearby parking lots as a cut-through. PA 118 is classified as a Minor Arterial, PA 487 is classified as a Major Collector, and both SR 4011 and SR 4013 are classified as Minor Collector.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 118	2776	9	14%	55
PA 487	763	9	10%	
SR 4011	315	11	14%	
SR 4013	183	12	9%	

**Crash History:** From 2017 through 2021, there were a total of seven crashes reported at this location. Of the crashes, five were angle collisions, one was a side-swipe collision, and one was a rear end collision. Of the crashes, five injuries were reported, with zero fatalities.

**Field Observations:** Vehicles are travelling at a high rate of speed due to the minimal cross streets in this rural setting. Drivers travelling west on PA 118 are navigating a bend in the road and have little time to stop for traffic at the intersections. Drivers also tend to underestimate the turn onto PA 487 and make turns at a high rate of speed, leading to collisions. The parking lot of a nearby convenience store and ice cream shop is also being used by drivers to cut across PA 118 to access the other roadways.

**Suggested Remedies:** Some suggested remedies that might be considered are as follows:

1. Curbing the parking lots of adjacent businesses for access control.
2. Sight distance improvements.
3. High friction surface treatment.
4. Advisory roadway paint to warn drivers to slow for the intersection.
5. Signage improvements.
6. Dedicated right hand turn onto PA 487.
7. PA 118 corridor study.

## Location #2: PA 118 and PA 29 in Lake Township, PA



*Overhead Map View*



*Looking west on PA 118*



*Looking East on PA 118*



*2008 image of pavement markings at the intersection*

**Background:** PA 118 and PA 29, is located in Lake Township, Luzerne County. The main problems that were identified for this location are high speeds, sight distance issues, sudden stops, and no street lighting or pedestrian accommodations. PA 118 is classified as a Minor Arterial, PA 29 is classified as a Major Collector.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 118	3914	9	12%	40
PA 29	1471	10	12%	35

**Crash History:** From 2017 through 2021, there were a total of seven crashes reported at this location. Of the crashes, two were angle collisions, one was a hit fixed object collision, one was a crash that did not result in a collision, and three were a rear end collision. Of the crashes, eight injuries were reported, with zero fatalities.

**Field Observations:** Vehicles are travelling at an excess speed due to due the minimal cross streets in this rural setting. There are several sight distance issues approaching PA 29 from PA 118. These sight distance issues cause drivers to make sudden stops to navigate potential traffic ahead. The only lighting in the area is from a nearby gas station, and there are no painted crosswalks for pedestrians and bicyclists.

**Suggested Remedies:** Some suggested remedies that might be considered are as follows:

1. Upgraded signal and signage.
2. Sight distance improvements.
3. High friction surface treatment.
4. Pedestrian improvements and walkway.
5. Upgrade concrete shoulder and rumble strips.
6. Adding a right turn slip lane where applicable.
7. Update pavement markings.
8. PA 118 corridor study.



### Location #3: PA 118 and Fedor Road in Lehman Township, PA



*Overhead roadway view*



*Looking North on Fedor Road*



*Looking East on PA 118*



*Looking West on PA 118*

**Background:** PA 118 and Fedor Rd, is located in Lehman Township, Luzerne County. The main problems that were identified for this location are high speeds and sight distance issues. PA 118 is classified as a Minor Arterial, Fedor Rd is a Township Road.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 118	7042	9	6%	45
Fedor Rd	429	12	6%	35

**Crash History:** From 2017 through 2021, there were a total of seven crashes reported at this location. Of the crashes, three were a hit fixed object collision, two were a rear end collision, and two were unknown. Of the crashes, three injuries were reported, with zero fatalities.

**Field Observations:** Vehicles are travelling at an excess speed due to the minimal cross streets in this rural setting. There are several sight distance issues approaching Fedor Rd from PA 118. These sight distance issues make it dangerous for drivers trying to navigate the intersection.

**Suggested Remedies:** Some suggested remedies that might be considered are as follows:

1. Additional advance signage.
2. Sight distance improvements.
3. Relocate utility poles and remove stone wall.
4. Adding a right turn slip lane where applicable.
5. Widen shoulder and add a left-hand turn lane.
6. Update guiderail with reflectors and add chevrons
7. PA 118 corridor study.



## Location #4: SR 2007 in Laurel Run Borough, PA



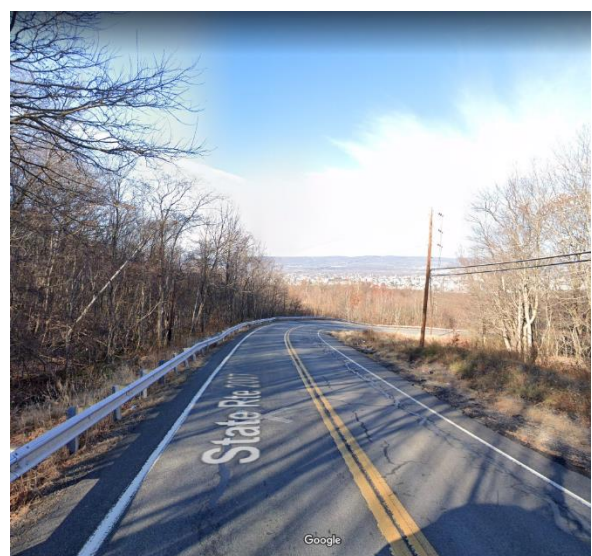
*Overhead roadway view*



*Billboard prohibiting trucks near Pine Run turnoff*



*Looking East on SR 2007*



*Looking West on SR 2007*

**Background:** East Northampton St/Giants Despair Rd (SR 2007) is located in Laurel Run Borough, Luzerne County. The main problems that were identified for this location are trucks ignoring the numerous “trucks prohibited” signs, and the grade of the road. SR 2007 is classified as a Major Collector.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
SR 2007	1773	11	3%	25

**Crash History:** From 2017 through 2021, there were a total of thirty-five crashes reported at this location. Of the crashes, twenty-two were a hit fixed object collision, eleven were crashes that did not result in a collision, one was a side-swipe, and one was unknown. Of the crashes, nineteen injuries were reported, with an additional three fatalities.

**Field Observations:** Travelling from PA 115, PennDOT has installed six billboard-sized signs warning trucks not to travel down Giants Despair Rd. However, trucks continue to attempt to travel down the hill. The grade of the roadway and curves are too steep for trucks to safely travel down Giants Despair Rd.

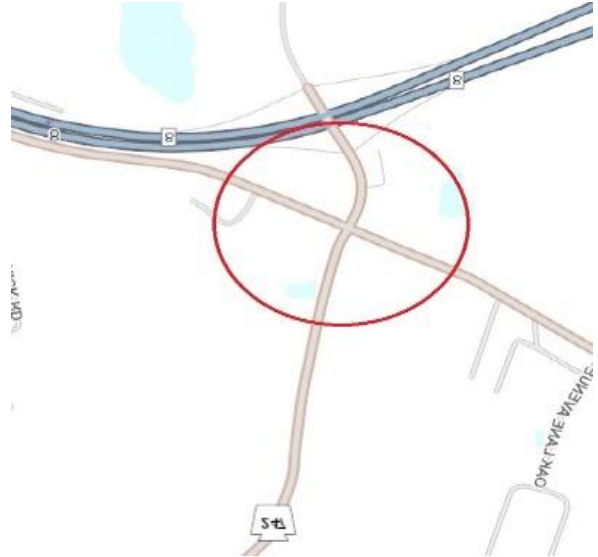
**Suggested Remedies:** Some suggested remedies that might be considered are as follows:

1. High friction surface treatment.
2. Runaway truck ramp.
3. Shoulder improvements.
4. Dynamic message boards.
5. Rumble strips.
6. Looking into Overhead Physical Deterrent for Overweight Vehicles (nicknamed “clankers”) pioneered by the Delaware Department of Transportation.

## Location # 5: PA 348 and PA 247, Jefferson Township, Lackawanna County



PA 247 Looking South



Overhead Map



PA 348 Looking West



PA 348 Looking East

**Background:** The intersection of PA 348 (Mt Cobb Road) and PA 247 (Moosic Lake Road) lies within Jefferson Township in Lackawanna County. This location sits in the North Pocono region of the county. The main issue with this location is lack of space for both vehicles and pedestrians. PA 348 is classified as a minor arterial, and PA 247 is classified as a major collector. PA 348 turning north onto PA 247 is PA Bike Route L.



**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 348	7047	8	5%	40
PA 247	3955	8	16%	40

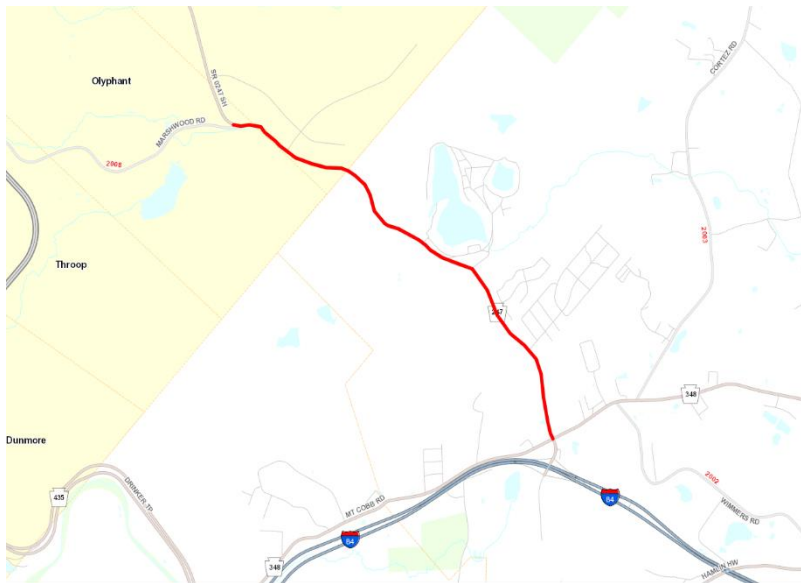
**Crash History:** From 2017 through 2021, there were a total of ten crashes reported at this location. Of the crashes, six were angle collisions, three were rear end crashes, and one was a hit fixed object. Of the ten crashes, there were no fatalities or serious injuries reported.

**Field Observations:** There is very limited space for pedestrians and there is a sign listed on PA 247 marking it as a bike route while there is only a very small shoulder.

**Suggested Remedies:**

1. Add bike path accommodations.
2. Put in sidewalks to allow safe travel for pedestrians.
3. Add sharrows.
4. Widen shoulders.
5. Add right hand turn lanes at intersection.

## Location #6: PA 247 (Mount Cobb Rd – Marshwood Rd, Jefferson Township, Lackawanna County)



*Overhead Map*



*SR 247 Looking West*



*SR 247 Looking East*

**Background:** PA 247 is in Jefferson Township in Lackawanna County. This location sits in the North Pocono region of the county. The main issue with this location is speed in relation to the grade and curves of the roadway. PA 247 is classified as a major collector and is PA Bike Route L.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 247	3955	9	5%	40

**Crash History:** From 2017 through 2021, there were a total of twenty-nine crashes reported at this location. Of the crashes, twenty crashes reported as a hit fixed object. There were two fatalities and three suspected serious injuries reported.

**Field Observations:** There were areas in the segment where drivers were speeding. The entire segment is in a mostly wooded area which can have effects on sight distance.

**Suggested Remedies:**

1. Add a guard rail with reflectors.
2. High friction surface treatment.
3. Widen shoulder.
4. Add rumble strips to shoulder.



## Location #7: PA 247 and PA 632 Intersection, Scott Township, Lackawanna County



*PA 247 Looking South*



*Overhead View*



*PA 247 Looking West*



*PA 632 Looking East*

**Background:** The intersection of PA 247 (Lakeland Drive) and PA 632 (Commerce Drive) lies within Scott Township in Lackawanna County. This location sits in the Abington region of the county. The main issue with this location is lack of sight distance leading to the intersection. PA 247 is classified as a major collector, and PA 632 is classified as a major collector as well.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 247	3163	9	3%	45
PA 632	1674	10	5%	35

**Crash History:** From 2017 through 2021, there were a total of six crashes reported at this location. Of the crashes, four were hit fixed object crashes, one was an angle collision, and one was a non-collision. Of the six crashes, there were no fatalities and one suspected serious injury.

**Field Observations:** There is an issue with sight distance leading to the intersection traveling both directions on PA 247. To safely navigate the area around the intersection, drivers need to slow down just before the intersection to safely turn on to PA 632. Nearby structures at the intersection on PA 247 lead to increased sight distance issues around the curve.

**Suggested Remedies:**

1. Change intersection to a T-intersection.
2. Reduce speed before intersection.
3. Realignment of PA 247 at the bend leading to the intersection.
4. Sight distance improvements.
5. Advance signage.



## Location #7: PA 632 and SR 1029 Intersection, Scott Township, Lackawanna County



PA 632 Looking South



Overhead View



SR 1029 Looking West



PA 632 Looking East

**Background:** The intersection of PA 632 (Commerce Drive) and SR 1029 (Green Grove Road) lies within Scott Township in Lackawanna County. This location is in the Abington region of the county. The main issue with this location is lack of visibility for drivers approaching the intersection. Traveling south on SR 1029 there is no required stop. There are stop signs in the three other directions at the intersection. Both PA 632, and SR 1029 are classified as major collectors.



**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 632	2961	11	7%	35
PA 1029	2751	11	5%	40

**Crash History:** From 2017 through 2021, there were a total of nineteen crashes reported at this location. Of the crashes, sixteen were angle collisions, two were hit fixed object crashes, and one was unknown. Of the nineteen crashes, none were fatal or confirmed serious.

**Field Observations:** There is limited visibility of traffic traveling south on SR 1029. Even when stopped at one of the three signs, it is difficult to judge when to proceed through the intersection. There is a home with a retaining wall that creates significant sight distance issues at the intersection.

**Suggested Remedies:**

1. Make the intersection a 4-way stop.
2. Re-route SR 1029 as the connection of PA 247 to PA 632.
3. Sight distance improvements.
4. Reduce speed limit uphill on SR 1029.

## Location #8: PA 407 and SR 4028, Clarks Green Borough, Lackawanna County



*SR 4028 Looking North*



*Overhead Map*



*PA 407 Looking West*



*PA 407 Looking East*

**Background:** The intersection of PA 407 (N Abington Road) and PA 4028 (Fairview Road) lies within Clarks Green Borough in Lackawanna County. This location sits in the Abington region of the county. The main issues with this location are lack of sight distance and traffic build up at peak hours. PA 407 is classified as a minor arterial, and PA 4028 is classified as a major collector.

**Traffic Data:**

	AADT	K Factor	Truck %	Speed Limit
PA 407	9627	9	2%	25
PA 4028	4373	11	3%	25

**Crash History:** From 2017 through 2021, there were a total of twelve crashes reported at this location. Of the crashes, five were angle collisions, four were rear end crashes, and three hit fixed objects. Of the twelve crashes, there were no fatalities or serious injuries reported.

**Field Observations:** There are sight distance issues when approaching PA 407 from SR 2048. During peak hours, the traffic buildup does not allow for proper flow of traffic coming from SR 4028. Traffic buildup at the intersection during peak hours can cause aggressive driving.

**Suggested Remedies:**

1. Improve sight distance by removing vegetation at intersection.
2. Make the intersection a three-way stop to avoid severe traffic buildup on PA 4028.
3. Make the intersection into a roundabout.



**Conclusion:**

As noted, the participants observed traffic conditions and traffic patterns at each location for approximately one hour to determine the recommendations. All the recommendations will require further analysis to find if the recommendations would be feasible from an engineering, right-of-way and utility standpoint as well as from a cost benefit ratio. However, the primary consideration should be if the recommendations can reduce crashes, injuries, and more importantly fatalities.