

Appendix D4

Wikimap Comment Matrix

ID	Intersection	Vehicle Traffic Concern	Ped/Bike Concern	Land Use/Dev't	Transit	Other
1	Old Brodhead Road				• Need BCTA Access to Penn State Beaver Campus to serve commuter students	
2	Wagner Road					
3	Short Street/Milne Drive			• Major commercial corridor on west side of Route 18 between Wagner Drive and the intersection with Old Brodhead Road.		
4	Center Commons Boulevard					
5	Beaver Valley Mall Drive/Golfview Drive		• Pedestrians and bicyclists use both sides of the road			
6	Frankfort Road	<ul style="list-style-type: none"> • Consider reconfiguring turn lanes to avoid aggressive driving • The 4-way split phase traffic signal and southbound lane drop after the signal cause aggressive driving. • Consider making the inside SB lane a left-turn only, and the outside SB lane a through only 		<ul style="list-style-type: none"> • Potential Sheetz (in front of old Toys R Us) • Major commercial corridor on west side of Route 18 between Old Brodhead Road and Wagner Drive. 		
7	North Branch Road	<ul style="list-style-type: none"> • Intersection conflicts / multiple legs / sight-distance • Curve before Simon Field heading south: Vertical / Horizontal Sight-Distance 	• Pedestrians and bicyclists use both sides of the road		• Dangerous transit stops, where stops intersect residential areas, early morning, evening. Need bus pullover areas along Brodhead to eliminate illegal passing of buses.	• North Branch is a shortcut route
8	Baker Road Ext	<ul style="list-style-type: none"> • Baker Road - Access, parking, turn lane needs, and ROW conflicts; improvements needed for commercial buildings, subway, etc. • Heavy student and bus traffic at intersection during morning and afternoon school arrival and departures. (x2) • Difficult to make any turns from Christy onto Brodhead. 				
9	Community College Drive		• Need better access for people to walk from Brodhead Road to CCBC		• Pressure point for school buses, Vo-tech 14 school buses twice a day.	
10	Sherwood Drive					
11	Center Grange Road	• Center Grange Rd used as a large collector east-west in the area				• PennDOT Traffic Signal warrant study completed/met within past year.
12	Main Street					
13	Shaffer Drive			• Shaffer Road is a collector road that connects residential developments to Brodhead Road.		• Sight distance is poor turning left from E Shaffer Rd

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14	Pleasant Drive	<ul style="list-style-type: none"> • EB Pleasant Drive queue reference • Safety concern; wide intersection area. EB Pleasant Dr (left-turns) = difficult to judge approach speeds; difficult sight-lines; easy to misjudge. Queuing to/beyond Center Exit Tire • Possible new connection from I-376 to SR 51, alleviating truck and vehicle traffic on Brodhead Rd • Traffic light needed here, I've seen several accidents as vehicles turn left onto and off of Pleasant Drive. This is about the furthest from Rt 51 that Brodhead gets. Not a good idea to make it an alternate for that. Also, the rest of Pleasant Drive is quite meandering, residential and hilly. Not a good place to move traffic to. (X2) • A heavily trafficked intersection, particularly during rush hour. Numerous accidents have occurred at this location, and they are generally severe. Traffic Controls are needed. • Heading south: Ridgeview Drive gets a lot of traffic, and it happens at the bottom of a small dip which means that vehicles getting on or those slowing down to make a left turn meet traffic that has accelerated as it is coasting to the bottom of the hill. A left turn lane or other widening would help avoid near accidents in this area. • Heading south: Increased speeding along non-congested sections of corridor. • Heading south: Orchard side street can be busy; intersection visibility (from mainline) and sight-distance (from side-street) can be difficult. 		<ul style="list-style-type: none"> • New AGH surgery center for hands/wrists/shoulders (SW corner) 	<ul style="list-style-type: none"> • A lot of pressure when on Pleasant Drive, hard to make a left 	
15	Chapel Road	<ul style="list-style-type: none"> • Side-street turn difficulties; skewed approach; sight-distance constraints; difficult gaps versus mainline travel speeds. 	<ul style="list-style-type: none"> • Stretch of road (north of Chapel) has no sidewalks and school bus stops are usually on the side with the narrower breakdown lane, unless other arrangements are made. 			
16	Mill Street/Kennedy Boulevard	<ul style="list-style-type: none"> • Entrance/exit to the CVS plaza parking lot onto Brodhead is too close to the traffic light. People trying to enter or exit may have to cross two lanes of traffic when the light is backed up. People also attempt to avoid the light going from Kennedy to 376 and whip through this parking lot. Entrance/Exit from parking lot onto Mill Street is also too close to the traffic light. • Heavy truck traffic crossing Brodhead to reach 376 - coming from Aliquippa riverfront industrial properties. • Large trucks cause back-ups at the lights because they take up a lot more space in the lane others can't make turns into the right merge areas, and they are slow to start up again when the light turns green. 		<ul style="list-style-type: none"> • New O'Reilly's Auto Parts at Admiral 	<ul style="list-style-type: none"> • BCTA would like bus pull off in this area (approaching Kennedy from north) 	
17	Sheffield Road	<ul style="list-style-type: none"> • Congestion. • Heading south from Sheffield: General area congestion; access difficulties; queuing; open access directly onto Brodhead. 	<ul style="list-style-type: none"> • Pedestrian and transit stop access at the Sheffield Rd intersection is difficult, with stops and push-buttons seemingly too close to the travel lanes. (photo) • a lot of students walk along Sheffield 			<ul style="list-style-type: none"> • Busy area; access issues in/out; progression issues between Sheffield & Kennedy.
18	Kane Road	<ul style="list-style-type: none"> • Safety concerns; multiple access points/driveways and related potential conflicts. Difficult to assess where vehicles are turning (which driveway). • Short-cut route to get around Five Points 				

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19	20th Street	<ul style="list-style-type: none"> • Difficult to turn from 20th St onto SB Brodhead Rd due sight distance and speed • Downgrade, curvature can increase speeds. Potential winter travel issues. • Recent fatal traffic crash in this area • Heading south: Multiple accidents over the last few years, speeding is a big factor • Heading south: Across from Crestmont Shopping Center Open access; parking pulls in/out directly to Brodhead. 	<ul style="list-style-type: none"> • Heading south - At Woodbine, AM/PM crossing guard; blind intersection; school bus stop 		<ul style="list-style-type: none"> • Heading south - At Woodbine, Bus stop, drivers have a hard time seeing students here. 	
20	Laird Avenue	<ul style="list-style-type: none"> • Clark is a Cut-through to Aliquippa. • When large events happen at high school, traffic clogs up on side streets, leading to frustration and people darting into traffic - exacerbated by poor sight distance • School speed limit zones are not followed • Laird Used as a cut-through to avoid congestion on Brodhead Rd to head to I-376 	<ul style="list-style-type: none"> • Lots of vehicular traffic moving fast, and children from schools are crossing, making this very unsafe • Crossing guard is present during school pick up/drop off • Pedestrians use Laird to access the park • Laird is a dangerous road to bike or walk on. It is a Hopewell Township road. Pulling out can be dangerous since it is so close to other entrances/exits to Brodhead. 		<ul style="list-style-type: none"> • Pressure point during arrival and school dismissal. 	
21	Longvue Avenue	<ul style="list-style-type: none"> • Heavy student and bus traffic during morning and afternoon arrival and departures, Friday home football games. • Very congested area in the afternoon • Heading south: Generally congested area w/ multiple access points, development areas, school access - safety & congestion area. • Heading south: Driveway at Big Shot Bob's Needs better identified entrance/exit. • Heading south: Can be dangerous to pull out of side streets and shopping centers, lots of crashes • Heading south: School Zone signs revoked / PA DOT • Heading south: Sight distance concern of south bound vehicles from Harding Ave. • Heading south: A number of accidents occur near Mount Olivet Cemetery. • Heading south: Miller Lane site distance concern. • Heading south: Sight distance throughout the corridor - tough to pull out of driveways and side streets • Open parking/lot access to Brodhead at Harold's Inn 	<ul style="list-style-type: none"> • Crossing guard is present during school pick up/drop off, they will occasionally help buses get out of side streets • Pedestrians and bicycles use both sides of the road in this area • Heading south: Safe pedestrian and bike access to cross the road to get to (Bruster's) needed here! • Heading south: Pedestrian and bicycling safety along the corridor - may be safer and faster to drive from business to business 	<ul style="list-style-type: none"> • Heading south: Clairmont Manor Subdivision 92 New Homes with Sight Distance Concern from Tee Line Dr. to Brodhead Rd. • Heading south: Former HAP / 5 Pts. School for sale on School St. Possible Nursing Home. 	<ul style="list-style-type: none"> • A lot of congestion • Heading south: Vertical sight distance around Park Ave is a problem, lots of driveways and side streets, plus buses • Heading south: Difficult for buses coming in and out of Tee Line Drive on to Brodhead. 	<ul style="list-style-type: none"> • Heading south: Stormwater concern at Shop Cnt. Rd. at BP Station & Brodhead Rd., also at McKinley Ave, Wilson Ave, Robin and Creese

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22	Five Points	<ul style="list-style-type: none"> • Five Points traffic backs up to St. Elijah Cemetery or farther to the north and to McIntosh to the west • School St is a cut-through to avoid Five Points • Traffic uses Kane Rd up to community park/Laird Dr to avoid Five Points/Brodhead Rd • Lengthen turn lane on Gringo thru 5 Pts. to go south on Brodhead towards Moon Twp. • Traffic disobeys the no RTOR from Laurel Rd, causing a safety issue with Heights Rd • Poor intersection, convergence of 5 roads, consider traffic circle (x3) • Dangerous intersection. 1-traffic coming up hill from south heights to 5 pts disregard the 3 No Turn on Red signs/ close calls every day 2-coming to intersection heading toward moon twp, 2 traffic lights, one with left turn signal, very confusing 3- trucks coming from expressway to 5 pts making right turn toward moon twp have gotten stuck etc. many times. 4 - cars coming from expressway to 5 pts use right turn lane then cross brodhead in between cars at red light and continue down ramp to south heights. 5 - too many businesses at 5 pts intersection, hold up traffic in middle of intersection, etc • With two out of three roads making intersection being upward hills, a large amount of land rework will be required to obtain adequate line of sight for entering a traffic circle. • Speeding problem on Brodhead from 5 pts to Yale drive <ul style="list-style-type: none"> • Moving south: Sight-distance constraint at Ohioview • Moving south: Cars coming out of glen wall village/ Yale drive have bad line of sight for cars on brodhead heading toward moon. - Speeding a factor also 		<ul style="list-style-type: none"> • Office/warehouse flex space along Gringo, 7 buildings, 50,000 sq ft each • Moving south: Intersection improvement at Kane/Gringo (151) removed from TIP. Needed to develop Airport Rd Industrial Park. • Moving south: Large townhome development near Moon border, potential 125 single-family units along Sharon Grange 	<ul style="list-style-type: none"> • Moving south: Busing concerns near Moon border. Township and School District pay for guards at crossing points. 	<ul style="list-style-type: none"> • Stormwater constraint to potential improvements • Heading south on Laurel: Possibly consider pull-off areas for trucks to drop off loads/get out of the way (perhaps if they are spending the weekend or live in the area)