



## UPPER MORELAND POLICE

Barrett Road and Sheldon/Bartram Road Traffic Study  
July 2011

### Initial Complaint:

A neighborhood resident reported a concern that traffic disregards the STOP signs regulating Barrett Road at Sheldon Road and at Bartram Road. The resident also reported that a problem exists with the number of tractor trailers travelling on Barrett Road.

### Description of Area:

The intersections of Barrett Road/Sheldon Road and Barrett Road/Bartram Road are in the Willow Grove section of Upper Moreland Township. Barrett Road traffic is regulated by STOP signs at Sheldon Road and at one of the Bartram Road intersections. Sheldon Road does not have STOP signs regulating the intersection with Barrett Road. Bartram Road is offset with the intersection of Barrett Road. This creates two Bartram Road/Barrett Road intersections. The easternmost intersection is controlled by STOP signs for Bartram Road only. The westernmost intersection does not have STOP signs for Bartram Road. Broughton Park, which has a playground, is situated on the south side of Barrett Road at Sheldon Road. The neighborhood consists of residential properties with on-street parking and is posted at 25 mph.

### Data Gathering Method:

Speed/volume counters were placed on Barrett Road between Sheldon Road and Bartram Road for a period of seven days.

### Hazardous Factors:

Evaluating the speed of vehicles, the volume of traffic, and the total number of crashes assists in determining the level of response necessary to address the public safety concern.

The speed of vehicles using the Barrett Road corridor indicated that 1.6% of the vehicles using that roadway met the threshold for enforcement. In order to issue a citation for speeding (without the use of radar), the offending vehicle must be traveling 10 or more miles per hour over the posted limit.

During the study period, 3747 vehicles used the Barrett Road corridor. A larger percentage of vehicles use the Barrett Road corridor between the hours of 3PM and 8PM.

In the last five years, there has been one crash at the intersection.

The speed/volume counters are capable of determining the class type of the vehicles using the roadway. During the week-long study, there were no tractor trailers or large trucks on Barrett Road.

Analysis:

Based on the fact that a playground is located at the intersection of Barrett Road/Sheldon Road, a public safety need exists for Sheldon Road to be controlled by a STOP sign.

Crash data does not support the concern that an immediate need exists for enforcement.

Speed data for the Barrett Road corridor does not support the concern that an immediate need exists for enforcement.

Response:

All Police Department personnel will receive a copy of this traffic study and will direct attention towards the Barrett Road intersections whenever possible.

The Department will initiate the process to request approval for the installation of a STOP sign to control Sheldon Road traffic.

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