



HVERFORD BULLETIN

Take Survey to Respond to Montgomery Avenue Study

*Township officials unveiled the results of a monthslong traffic safety study of Montgomery Avenue at a public meeting earlier this month. Although any recommended changes won't be announced until later this spring, residents are invited to review the data collected and complete a survey questionnaire. Particular concerns can be raised in the Comments section. The survey is available online and in hard copy. Click [here](#) for a link. **Responses are due February 24.***

Below is Haverford Civic Association board member Barbara Cohen's report on the study results.

Public Presentation of the Montgomery Avenue Traffic Study Results

On February 3rd, Lower Merion Township staff presented 2020-2024 data on traffic volume, crashes, and the physical characteristics of a stretch of Montgomery Avenue from Spring Mill Road to City Avenue. Preliminary data for 2025 was also presented. Thirty-five intersections were studied, 32 of which were signalized and 3 were not. The data was collected through the Montgomery Avenue Corridor Traffic Study, funded by the federal Safe Streets and Roads for All (SS4A) program.

This public presentation was the first in a series of action steps planned, including the development of preliminary recommendations to be presented to township commissioners and the public for input in March or April, finalization of recommendations, and development of an Action Plan, slated for fall 2026, as well as applications for funding. Community input is key to this process.

Presentation highlights included:

- Total Reportable Crashes,* which numbered 80 in 2020, peaked at 142 in 2023 and declined to 116 in 2024. Preliminary data for 2025 show a further decline to 101.
- Fifty-four percent of total crashes were angle-type crashes, followed by rear-end crashes at 18%. Crashes where an injury occurred showed a similar pattern.
- Ten intersections had fifteen or more reportable crashes during the study period. These included Old Lancaster Road/Grays Lane, Haverford Station Road, and Woodside Road.
- Thirty-four total crashes involved 28 pedestrians and 6 bicyclists. All thirty-four crashes resulted in injury, including four major injury crashes and one fatality. In

addition, there was a fatal crash in 2025 at Levering Mill Road. Woodside Road had the highest number of pedestrian and bicyclist crashes amongst the intersections studied.

• Common Driver Actions in Reportable Crashes (most common are bolded) included:

- **Improper/careless turn**
- **Too fast for condition**
- **Running red light**
- Careless pass, lane change
- Affected by physical conditions
- Proceed without clearance
- Failure to respond to traffic control devices
- Driver was distracted

Access the highly detailed presentation and an important survey by clicking on the following link:

<https://content.govdelivery.com/accounts/PALOWERMERION/bulletins/407eaf1>

Completion of the survey after reviewing the presentation is critical to the project's success. Survey responses are due no later than February 24th. Please use the survey's Comments section to identify other traffic concerns that the township may not know about.

* A crash resulting in an injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.

SS4A advises of changes in grant criteria that reveal a shift in priorities

As reported by the Philadelphia Inquirer in February, SS4A advised grantees in December 2025 of new funding restrictions on road safety grants. These restrictions indicate a shift away from safety measures that might slow or otherwise have a negative impact on car traffic. According to the article, the Trump Administration had previously said that grant applications that include "reducing lane capacity for vehicles" with bike lanes or pedestrian infrastructure are "hostile" to cars and "counter to DOT's priority of preserving or increasing roadway capacity for motor vehicles."

New restrictions include:

- No funding for automated cameras that enforce speed limits or other traffic laws
- No funding for proposals to extend sidewalk curbs further into a roadway, although exceptions are made for transit stops, roundabouts, school zones, on-street parking, and curb extensions that do not take away lanes of traffic
- Any equity analysis is disqualifying [An "equity analysis" is one that may include concerns such as historically disadvantaged communities and areas of persistent poverty.]