

Pioneer Ave.

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and at Mount Airy Road, and a three-way stop be set up at Davis Street at St. Therese's Church.

Township manager Jeff Box said the Pennsylvania Department of Transportation turned down a request from residents several years ago to set up a four-way stop at Mount Airy Road and Pioneer Ave. Because the state has responsibility for Pioneer Ave., it must approve all traffic control devices installed there. Once installed, the township is responsible for their maintenance.

Yellow signs warning drivers approaching the school bus stop are posted 1/10 of a mile north and south of it, but the sign on the southbound side is heavily defaced by graffiti and an oblong sticker. At the crest of the hill past the defaced sign, the road curves just before the stop.

One Monday morning at around 8:30 a small white car whizzed by the bus stop in the southbound lane.

"There goes one," Carey said. "That's no 35 mph."

Most passing cars stop for the bus, but occasionally one sneaks by, he said.

Carey believes a stop sign at Overbrook Ave. would go a long way in slowing traffic down, but the intersection is in Dallas Township.

"We have no control over that," he said.

Kelly Gill, 11, and her sister, Nicole Garey, 6, waited for the school bus at Carey's stop, which is next to their home. Their mother, Beverly Comporetta, kept an eye on them from the window of their apartment.

"I worry about the traffic," Comporetta said. "It's constantly busy. We'll probably see more once the road work starts. We're lucky to have such a good crossing guard here."

The girls aren't allowed to play on the road, she said. She takes them to a nearby park to ride their bikes because the road is so busy.

Kim and Dan Anderson, who come every afternoon to pick up their son in first grade, would like to see flashing warning lights when the buses pass through.

"They really fly through here," Kim said. "Not too many people pay attention to the speed limit."

Every day Andrea Williams waits for her daughter at the corner of Pioneer Ave. and Roushey Street.

She describes the traffic as "lousy."

"I have lived here all my life and have seen lots of bad traffic," she said. "It's heaviest between 7 and 8 a.m. and 4 and 5 p.m., when people are rushing to their jobs in the valley. Getting out of my driveway is a joke. I nearly got hit several times because people sometimes speed through here."

Williams believes more police patrols would help solve the problem.

No crossing guard was on duty Monday afternoon. According to police chief Jim Balavage, none is assigned to this section of Pioneer Ave.

"The school district suggests to us where they want crossing guards placed," he said. "The guards' main function is to direct traffic at intersections so the students can board or leave the buses safely and traffic can move smoothly."

He said he doesn't know why no crossing guard works there afternoons.

Box has promised to have police "aggressively enforce the speed limits on all township roads."

"It's premature to say there will be a problem on Pioneer Ave. once



Nicole Garey, 6, and her sister Kelly Gill, 11, wait for their school bus along Pioneer Ave., watched over by Ron Carey, who has been a crossing guard since 1983. At right, a sign warning of the bus stop is defaced by graffiti and a pasted on piece of paper.

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construction begins," he said. "I can only deal in facts. PennDOT has promised us that when the construction is finished, the new computerized traffic light loops will keep traffic flowing freely."

Police chief Jim Balavage doesn't consider Pioneer Ave. near Mount Airy Road to be a high-accident area, compared to the rest of the township's 45 miles of roads, although he admits it can be a problem.

"For the past five years it has averaged two accidents per year," he said. "People usually obey the posted speed limits, but some are in a hurry and go too fast. We regularly patrol Pioneer Ave. between Roushey Street and St. Therese's, where we have problem areas between April and November."

He agreed that Pioneer Ave. could potentially become the fa-

"They really fly through here. Not too many people pay attention to the speed limit."

Kim Anderson
Parent of 5th grader

vored alternate route to bypass the construction coming to Route 309, but "we're prepared for it. We'll definitely pay more attention to it. We always aggressively enforce our speed limits and try our best to handle specific complaints and the areas we know to be problems."

Installing stop signs isn't the answer, he said. Stop signs aren't intended to slow traffic down, although slower traffic is one of their results.

PennDOT district traffic engineer Ron Bonacci agreed that stop signs aren't intended as speed control devices.

"Unwarranted stop signs used for speed control usually tend to breed contempt for the devices and create a false sense of security for side street traffic and pedestrians crossing the intersection," he said. "This could have a negative or reverse impact on traffic safety."



In order for an intersection to be considered for a stop sign, it must meet a set of strict, complicated criteria designed by the state, based on the number of cars and pedestrians passing a specific point and the area's accident history.

The minimum traffic volume must be between 400 and 500 vehicles per hour entering all points of the intersection for any eight hours of an average day. For the accident history, the only accidents which PennDOT recognizes are right-angle, right-turn or left-turn collisions.

Additionally, a safe line-of-sight distance for an intersection's approaches, for example over the crest of the hill, is taken into account after being determined by a complicated mathematical formula.

Several Kingston Township residents wrote to PennDOT in 1992 requesting stop signs on Pioneer Ave. at Davis Street and Mount Airy Road. PennDOT denied the request because the road didn't meet the criteria - there was too little traffic and too few accidents there.

PennDOT suggested four remedies to the situation: Install crosswalks at each intersection, install

pedestrian crossing warning signs on each approach to each intersection, relocate the bus stop or request a state study of the 35 mph speed limit to determine if it should be lowered.

The Dallas School District designates bus stops, according to transportation director Susan Farr.

"We try to set them up as close to the children's homes as possible or, for several children in one area, in the safest possible place," she said. "We change them whenever we feel it's necessary."

The district changed the bus stop from Mount Airy Road to Pugh Associates several years ago after discussing it with the children's parents.

"At Mount Airy Road there wasn't a safe place for the children to wait for the bus," she said. "They stood on the side of the road. You have to consider how far apart you want the bus to make its stops - you don't want to tie up traffic. But you also don't want the children walking too far along the road. The children's safety is our main concern."

She doesn't anticipate moving the stop in the near future.

Fund established to help woman burned out of home

By GRACE R. DOVE
Post Staff

SWEET VALLEY - A fund has been set up to help Mrs. Clara Joan Kittle, 58, who lost her mobile home Saturday in a six-alarm fire.

According to her friend, Nancy Bell, Mrs. Kittle has no insurance to cover the loss of her home, all her possessions and her beloved seal point Himalayan cat.

"We were on our way to Tennessee for a mini-vacation and heard about the fire when we checked in with my husband," Mrs. Bell said. "We turned right around and came back."

Mrs. Kittle lost her husband, Sam, last July and has a son, Sam, III, who broke his neck in a car accident and is quadriplegic, she added.

"Mrs. Kittle would do anything for her neighbors," Mrs. Bell said. "It's her neighbors' turn to repay her many kindnesses."

Donations will be sent to the Clara Joan Kittle Fire Fund, care of Lucy Achuff, PNC Bank, 325 Memorial Highway, Dallas PA 18612. Checks or money orders should be made out to the fund.

People willing to donate their services to help Mrs. Kittle may reach her at 477-2441 or Nancy Bell at 477-3500.

Harry Owen

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amount of money in a waste basket.

"I had sold some Christmas candles for the fire company and had accumulated about \$2,000 in a cigar box," Sabol said. "It was Friday night and all the banks were closed. I had planned to go flintlock hunting the next morning and didn't know what to do with the money, so I taped the box shut and hid it under some papers in my waste basket."

When he returned the following Monday, Owen had of course emptied the waste basket.

"I checked the dumpster and searched high and low for it," Sabol said. "Harry had found it and held on to it until I came back. He could have kept it and not said anything, but the thought never entered his mind."

Township manager Jeff Box recalled that when Owen retired

last December, the employees chipped in to give him a monetary gift at their holiday party. The supervisors gave him a plaque honoring his many years of service.

"It was very special for the supervisors to honor him in front of his family and the other employees," Box said. "With his great integrity and strong work ethic, Harry is the epitome of the honest, faithful employee. We'll all miss him."

Before coming to work in Trucksville, Owen put signs on billboards and worked at the Woodward colliery in Edwardsville.

He and his wife, Minerva, are the proud parents of Ruth Roberts, who lives in Jackson Township, and Lt. Col. Harry Owen, Jr., who is an attorney and is serving in the Army. They also have five grandchildren.

Eye screening at Senior Center

Dr. Curtis Goodwin will be conducting an eye screening at the Dallas Senior Center, 22 Rice St., Tues., Mar. 26 at 9:30 a.m. The screening is sponsored by the Luzerne/Wyoming Counties Bureau for the Aging.

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