

BOROUGH OF FREEMANSBURG
NORTHAMPTON COUNTY, PENNSYLVANIA

Ordinance #2023-001
(Duly Adopted 02/07/2023)

**AN ORDINANCE OF THE BOROUGH OF FREEMANSBURG, NORTHAMPTON COUNTY, PA,
ESTABLISHING PARKING PROHIBITIONS ON RAMBLEWOOD LANE**

WHEREAS, the Borough of Freemansburg (the “Borough”) is a Municipal Corporation with Offices located at 600 Monroe St. Freemansburg, Northampton County Pa. 18017; and

WHEREAS, Ramblewood Lane constitutes a highway, as defined in 75 Pa.C.S.A. § 102, under the Borough’s jurisdiction and, under the general authority of Title 8 Boroughs and Incorporated Towns, Title 75 Pa.C.S.A. §3353(d) and §6109(a)(1), the Borough may, by erection of official traffic-control devices prohibit, limit or restrict stopping, standing or parking of vehicles on any highway where engineering and traffic studies indicate that stopping, standing or parking would constitute a safety hazard or where the stopping, standing or parking of vehicles would unduly interfere with the free movement of traffic; and

WHEREAS, Borough Council has determined that in the interest of public safety, parking shall be restricted along the inner side of the roadway on Ramblewood Lane, as detailed in the Engineering and Traffic Studies, attached hereto as Annexure 1. Parking conditions are to be restricted, using SP-1 “NO PARKING THIS SIDE OF STREET” traffic control devices; and

WHEREAS, the Borough’s engineering firm has conducted Engineering and Traffic Studies (“Annexure 1”), to support the need for the aforementioned parking prohibition.


WHEREAS, violations of this Ordinance shall be subject to penalty, as defined in Title 75 Pa.C.S.A. §3353(e), and any vehicle in violation may be subject to towing, at vehicle owners’ expense, as permitted by Title 75 Pa.C.S.A. §6109(a)(22).

NOW, THEREFORE, IT IS HEREBY ORDAINED AND ENACTED by Council, parking shall be restricted along the inner side of the roadway on Ramblewood Lane, as detailed in Annexure 1; and

FURTHER ORDAINED, the Borough shall erect traffic control device as defined in the Signage Map of Ramblewood in Annexure 1.

DULY ORDAINED and **ENACTED** this 7th day of February, 2023

ATTEST: The Borough of Freemansburg

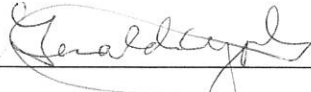


Justine A. Rossi, Borough Secretary



Justin LaBar, Council Vice-President

Municipal Seal



Gerald C. Yob, Mayor

CERTIFICATION

I, JUSTINE A. ROSSI, the undersigned, Secretary of the Borough of Freemansburg, Northampton County, Pennsylvania (the "Borough") certify that the foregoing is a true and correct copy of an Ordinance of the Borough, which was duly enacted by affirmative vote of the majority of the members of Borough Council at a meeting duly held on February 7, 2023 and that said Ordinance remains in effect, unaltered and unamended, as of the date of this certificate.

I further certify that Borough Council met the advance notice requirements of Act No. 93 of the General Assembly of the Commonwealth of Pennsylvania, approved October 15, 1998, by advertising the date of said meeting and posting a notice of said meeting on the bulletin board at the Municipal Building, 600 Monroe Street, Freemansburg, Pennsylvania 18017.

IN WITNESS WHEREOF, I set my hand and affix the official seal of the Borough this 7th day of February, 2023.

Justine A. Rossi

Justine A. Rossi, Borough Secretary

Municipal Seal



December 2, 2022

Jon Itterly
 Chief of Police/Borough Manager
 Borough of Freemansburg
 600 Monroe Street
 Freemansburg, PA 18017

Subject: Traffic Engineering Study – Ramblewood Lane
 Freemansburg Borough, Northampton County, PA

Dear Jon:

As requested, Carroll Engineering Corporation (CEC) has performed a traffic engineering study for the feasibility of providing parking restrictions on Ramblewood Lane in Freemansburg Borough, pursuant to the following:

- Pennsylvania Code; Title 67: Chapter 212, Section 212.114 – *Stopping, Standing, and Parking Restrictions*.

CEC conducted a site visit on 11/15/22, to observe existing field conditions along Ramblewood Lane. Photos and field measurements were documented.

ROADWAY CHARACTERISTICS

- Ramblewood Lane is a 25 MPH road located in Freemansburg Borough and the City of Bethlehem.
- Based on PennDOT's roadway typologies, Ramblewood Lane is classified as a Rural, Suburban Neighborhood, Local Road (Tables 1.2 & 1.7, PennDOT Publication 13M) - Attachment A.
- Ramblewood Lane has ingress and egress on Livingston Street at its northernmost and southernmost Terminus. Along the length of the road, Ramblewood Lane intersects with Bach Court, Abbe Court, and Cove Court.
- Ramblewood Lane exists within the municipal boundaries of the city of Bethlehem and Freemanburg Borough. The length of Ramblewood Lane beginning from approximately 230 feet east of the northern terminus to approximately 260 feet east of the southern terminus is the area of the studied section - Attachment B.
- The length of Ramblewood Lane is approximately 0.4 miles.

Today's Commitment to Tomorrow's Challenges

Corporate Office:
 949 Easton Road
 Warrington, PA 18976
 215.343.5700

630 Freedom Business Center
 Third Floor
 King of Prussia, PA 19406
 610.572.7093

433 Lancaster Avenue
 Suite 200
 Malvern, PA 19355
 610.489.5100

105 Raider Boulevard
 Suite 206
 Hillsborough, NJ 08844
 908.874.7500

- Ramblewood Lane is located 600 feet south of Pembroke Road (SR 3007) at its southern terminus, and 400 feet north of Fairmount Street at its northern terminus.
- Bach Court, Abbe Court, and Cove Court are stop-controlled.
- Roadway serves residential townhomes.
- Sidewalks and curbs are present on both sides of the roadway.
- Marvine Elementary School is adjacent to the northern terminus of Ramblewood Lane.
- No pavement markings are present.
- Ramblewood Lane has a 30-foot wide cartway.
- Vehicles parked along both sides of the roadway. Refer to Picture 1.
- Five fire hydrants are located along the inner curb.
- Thirteen residential driveways are present throughout the roadway's corridor.
- Sight line conflict exists at 260 feet east of the southern terminus, see picture 4. Tree trunks and foliage block the visibility of the road.
- A 205 feet stopping sight distance has been measured 10 feet behind the driveway entrance, at 260 feet east from the southern terminus, refer to picture 4. Meets 150 feet minimum, assessed using PennDOT Form M-950S with -2% approach grade – Attachment D.

PHOTOS



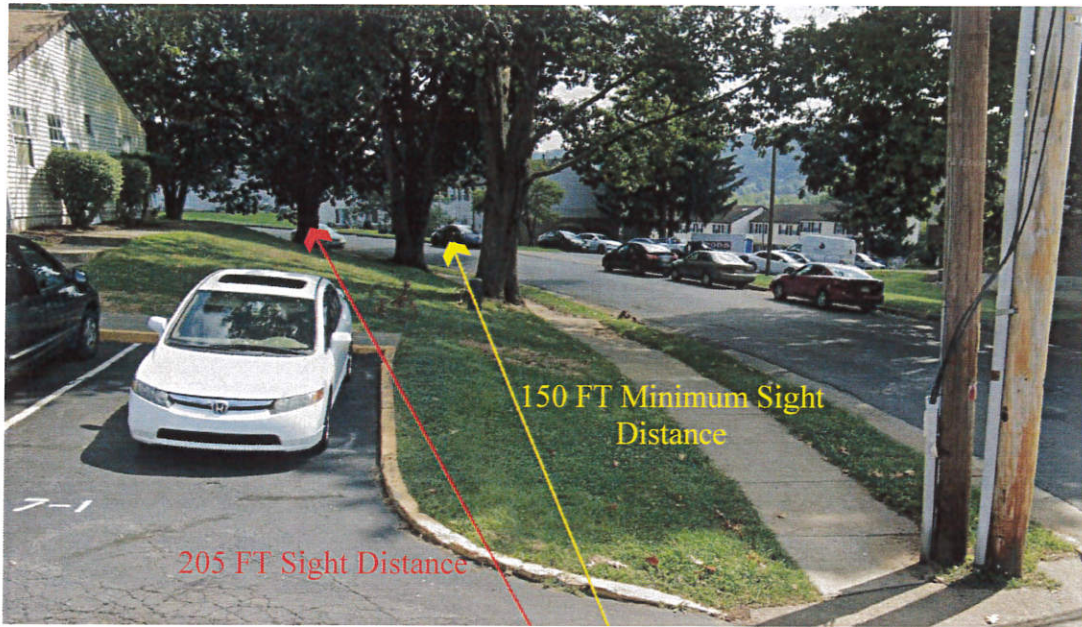
Picture 1. Typical existing parking conditions along Ramblewood Lane, reducing roadway width and sight distance on the horizontal curve.



Picture 2. Vehicles parked on both sides of the roadway.



Picture 3. A vehicle crossing the roadway centerline to maneuver around parked vehicles on both sides of the road.



Picture 4. Visual is limited by foliage, utilities, and potential parked vehicles along the inner curb line.



Picture 5. Aerial view of driveway sight distance.



Picture 6. Typical Ramblewood Lane Section.

FINDINGS

CEC concludes that Ramblewood Lane may be posted for parking on one side throughout the length of the roadway that exists within the boundaries of Freemansburg Borough and is eligible to restrict parking based on the following warrants from Section 212.114 “Stopping, standing and parking restrictions.” from the PA Ch. 67 Transportation Code (Attachment F):

1. *“(1) The distance between the center of the center line pavement markings (or the center of the roadway if center line pavement markings are not present) and the curb or edge of roadway is less than 19 feet on major arterial highways, or less than 18 feet on other roadways.”*
 - a. Ramblewood Lane is 30 feet wide, with each side of the travel lane having a width of 15 feet. The inadequate width of the road from the centerline to the curb on Ramblewood Lane warrants parking restrictions.
2. *“(2) The street width is such that, if vehicles are parked along one or both curb faces or edges of the roadway, two vehicles cannot move abreast of one another in the same or the opposite direction without one yielding to allow the other vehicle to pass.”*
 - a. Picture 3 is an example of inadequate geometry of the roadway for parking on both sides of the road. A vehicle is moving through the centerline of the road with parked vehicles on both sides. This indicates potential conflict and driver discomfort with having two-way traffic and parked vehicles on both sides of the road.

RECOMMENDATIONS

Current roadway conditions indicate inadequate geometry with parked vehicles on both sides of the road. The lack of existing pavement markings provides no clear indication of the roadway path, leading to potential driver confusion and driver discomfort when navigating between parked vehicles. It has been observed that drivers tend to drift towards the center of the road, avoiding parked vehicles on both sides of the curb, see Picture 3. Vehicles exiting out of driveways along the inner curb have restricted sight lines when vehicles are parked along the inner curb line, see Picture 4. By allowing vehicles to park on the inner curb line, sight distance and sight line issues would be exacerbated.

Based upon our **traffic study** and engineering investigation, CEC recommends the Borough restrict Ramblewood Lane from parking on both sides of the road to parking on only the outer curb line of the road within the limits of the Borough boundary (See Attachment C for a layout of proposed signage placement). Restrictions to parking to the inner curb radius of Ramblewood Lane would improve driver maneuverability and increase safety, refer to Picture 5. Drivers would have improved sight lines and sight distances with vehicles parked only on the outer curb. Additionally, multiple fire hydrants present on the side of the inner curb present multiple parking conflicts.

CEC recommends restricting parking along the inner side of the roadway on Ramblewood Lane within the municipal boundary of the Borough. Parking conditions are to be restricted, using the following signs:



SP-1

NO PARKING THIS SIDE OF STREET

12"x18"

It is recommended the study be forwarded to the City of Bethlehem and the private Homeowners' Association for their information.

We are pleased to assist you in this matter. Should you have any questions or wish to discuss this traffic study in further detail, please feel free to contact me at 215-343-5700, Extension 317 or jcoyle@carrollengineering.com.

Very truly yours,

CARROLL ENGINEERING CORPORATION

A handwritten signature in black ink that reads "Justin M. Coyle". The signature is written in a cursive style.

Justin M. Coyle, P.E.,
Borough Engineer

ATTACHMENT A
PENNDOT PUBLICATION 13M (DM-2)

**TABLE 1.2
ROADWAY TYPOLOGIES**

| ROADWAY CLASS | ROADWAY TYPE | DESIRED OPERATING SPEED | AVERAGE TRIP LENGTH | VOLUME | INTERSECTION SPACING | COMMENTS |
|---------------|--------------|---------------------------|------------------------|------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Arterial | Regional | 50-90 km/h (30-55 mph) | 24-56 km (15-35 mi) | 10,000- 40,000 veh/day | 200-400 m (660-1,320 ft) | Roadways in this category would be considered "Principal Arterial" in traditional functional classification. |
| Arterial | Community | 40-90 km/h (25-55 mph) | 11-40 km (7-25 mi) | 5,000- 25,000 veh/day | 90-400 m (300-1,320 ft) | Often classified as "Minor Arterial" in traditional classification but may include road segments classified as "Principal Arterial". |
| Collector | Community | 40-90 km/h (25-55 mph) | 8-16 km (5-10 mi) | 5,000- 15,000 veh/day | 90-200 m (300-660 ft) | Often similar in appearance to a community arterial. Typically classified as "Major Collector". |
| Collector | Neighborhood | 40-60 km/h (25-35 mph) | < 11 km (< 7 mi) | < 6,000 veh/day | 90-200 m (300-660 ft) | Similar in appearance to local roadways. Typically classified as "Minor Collector". |
| Local | Local | 30-50 km/h (20-30 mph) | < 8 km (< 5 mi) | < 3,000 veh/day | 60-200 m (200-660 ft) | |

**TABLE 1.7 (ENGLISH)
MATRIX OF DESIGN VALUES – LOCAL ROAD**

| Local Road | Rural | Suburban Neighborhood | Suburban Corridor | Suburban Center | Town/Village Neighborhood | Town/Village Center | Urban Core |
|----------------------------------------|-----------------------------------|--------------------------------------------------------------------|-------------------|-----------------|--------------------------------------------------------------------|-----------------------------------|-----------------------------------|
| Lane Width ¹ | 9' to 11' | See Roadway Width | NA | NA | See Roadway Width | 9' to 11' | 9' to 11' |
| Roadway Width ² | See Lane and Shoulder Width | Wide: 34' to 36' Medium: 30' Narrow: 26' Very Narrow: 20' | NA | NA | Wide: 34' to 36' Medium: 30' Narrow: 26' Very Narrow: 20' | See Lane and Parking Width | See Lane and Parking Width |
| Shoulder Width ³ | 2' to 8' | See Roadway Width | NA | NA | See Roadway Width | 2' to 6' or Curbed | 2' to 8' or Curbed |
| Parking Lane | NA | 7' Parallel | NA | NA | 7' to 8' Parallel | 7' to 8' Parallel | 7' to 8' Parallel |
| Bike Lane ⁴ | NA | NA | NA | NA | NA | NA | NA |
| Median | NA | NA | NA | NA | NA | NA | NA |
| Curb Return ⁵ | 10' to 25' | 10' to 25' | NA | NA | 5' to 25' | 5' to 25' | 5' to 25' |
| Travel Lanes | 2 | 2 | NA | NA | 2 | 2 | 2 |
| Cross Slopes (Minimum) ^{6, 7} | 2.0% | 2.0% | NA | NA | 2.0% | 2.0% | 2.0% |
| Cross Slopes (Maximum) ⁸ | 8.0% | 6.0% | NA | NA | 6.0% | 6.0% | 6.0% |
| Bridge Widths | See Section 1.2.C | See Section 1.2.C | NA | NA | See Section 1.2.C | See Section 1.2.C | See Section 1.2.C |
| Vertical Grades (Minimum) ⁹ | 0.5% | 0.5% | NA | NA | 0.5% | 0.5% | 0.5% |
| Vertical Clearance (Minimum) | 14'-6", See Chapter 2 | 14'-6", See Chapter 2 | NA | NA | 14'-6", See Chapter 2 | 14'-6", See Chapter 2 | 14'-6", See Chapter 2 |
| Clear Sidewalk Width | NA | 4' to 5' | NA | NA | 5' | 5' to 6' | 6' to 8' |
| Buffer ¹¹ | NA | 4'+ | NA | NA | 3' to 5' | 3' to 5' | 3' to 5' |
| Shy Distance | NA | NA | NA | NA | 0' to 2' | 2' | 2' |
| Total Sidewalk Width | NA | 4' to 5' | NA | NA | 8' to 12' | 10' to 13' | 11' to 15' |
| Clear Zone Widths ¹² | See Chapter 12 | See Chapter 12 | NA | NA | See Chapter 12 | See Chapter 12 | See Chapter 12 |
| Right-of-Way Widths ¹³ | Varies | Varies | NA | NA | Varies | Varies | Varies |
| Desired Operating Speed (Design Speed) | 20-30 mph | 20-25 mph | NA | NA | 20-25 mph | 20-25 mph | 20-25 mph |
| Stopping Sight Distances (Minimum) | 2011 AASHTO Green Book, Table 5-3 | 2011 AASHTO Green Book, Table 5-3 | NA | NA | 2011 AASHTO Green Book, Table 5-3 | 2011 AASHTO Green Book, Table 5-3 | 2011 AASHTO Green Book, Table 5-3 |
| Passing Sight Distances (Minimum) | See Table 2.1 | See Table 2.1 | NA | NA | See Table 2.1 | See Table 2.1 | See Table 2.1 |
| Vertical Grades (Maximum) | 2011 AASHTO Green Book, Table 5-2 | 8% to 15% ¹⁴ | NA | NA | 8% to 15% ¹⁴ | 8% to 15% ¹⁴ | 8% to 15% ¹⁴ |

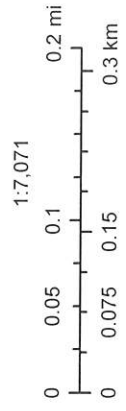
ATTACHMENT B

AREA MAP

Area Map



December 2, 2022



— Minor Arterial — Local

— Major Collector □ County: 48 Municipality: 405

ATTACHMENT C

SIGNAGE MAP



Inner Curb, Parking Restrictions
Apply On this Side Of The Road.

**NO
PARKING
THIS
SIDE
OF
STREET**

Outer Curb, Parking Allowed



Signage Map Of Ramblewood Lane



December 1, 2022

Phone: (215-343-5700) Website: <https://carrollengineering.com/>

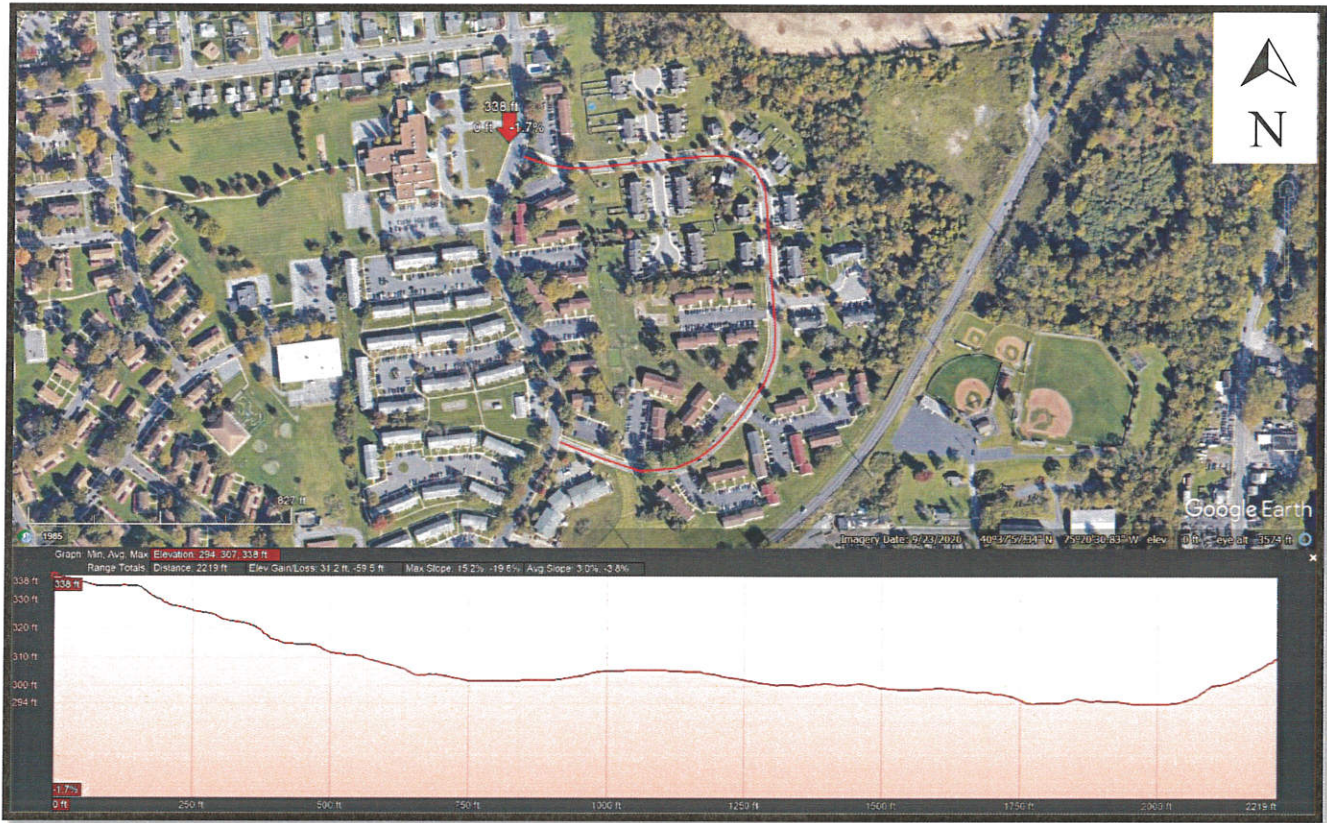
ATTACHMENT D

M-950S SIGHT DISTANCE TABLE

FORMULA SIGHT DISTANCE TABLE

| Speed (V) (Miles Per Hour) | Average Grade (G) (Percent) | | | | | | | | | | |
|-------------------------------|------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|-------|
| | Use plus grades when approaching vehicle is travelling upgrade. | | | | | | | | | | |
| | 0.0 | +1.0 | +2.0 | +3.0 | +4.0 | +5.0 | +6.0 | +7.0 | +8.0 | +9.0 | +10.0 |
| 25 | 147 | 145 | 144 | 143 | 142 | 140 | 139 | 138 | 137 | 136 | 135 |
| 30 | 196 | 194 | 191 | 189 | 187 | 185 | 183 | 182 | 180 | 178 | 177 |
| 35 | 249 | 245 | 242 | 239 | 236 | 233 | 231 | 228 | 226 | 224 | 221 |
| 40 | 314 | 309 | 304 | 299 | 295 | 291 | 287 | 284 | 280 | 277 | 274 |
| 45 | 383 | 376 | 370 | 364 | 358 | 353 | 348 | 343 | 339 | 334 | 330 |
| 50 | 462 | 453 | 444 | 436 | 429 | 422 | 415 | 409 | 403 | 397 | 392 |
| 55 | 538 | 527 | 517 | 508 | 499 | 490 | 482 | 475 | 468 | 461 | 454 |
| | Use negative grades when approaching vehicle is travelling downgrade. | | | | | | | | | | |
| | 0.0 | -1.0 | -2.0 | -3.0 | -4.0 | -5.0 | -6.0 | -7.0 | -8.0 | -9.0 | -10.0 |
| 25 | 147 | 148 | 150 | 151 | 153 | 155 | 157 | 159 | 161 | 164 | 166 |
| 30 | 196 | 199 | 201 | 204 | 207 | 210 | 214 | 217 | 221 | 226 | 230 |
| 35 | 249 | 252 | 256 | 260 | 265 | 269 | 275 | 280 | 286 | 292 | 299 |
| 40 | 314 | 319 | 325 | 331 | 338 | 345 | 352 | 360 | 369 | 379 | 389 |
| 45 | 383 | 390 | 398 | 406 | 415 | 425 | 435 | 447 | 459 | 472 | 487 |
| 50 | 462 | 471 | 481 | 492 | 504 | 517 | 531 | 546 | 563 | 581 | 600 |
| 55 | 538 | 550 | 562 | 576 | 590 | 606 | 622 | 641 | 661 | 682 | 706 |

ATTACHMENT E
GOOGLE EARTH ELEVATION PROFILE



Elevation Profile of Ramblewood Lane.

ATTACHMENT E

PENNSYLVANIA CODE, TITLE 67 (STOPPING, STANDING, AND PARKING
RESTRICTIONS)

(6) A study shows that the turning movement is frequently being made by through traffic onto a residential street to avoid downstream congestion.

§ 212.112. Signs to prohibit passing.

The No Passing Zone Pennant (W14-3) is the primary sign to identify the beginning of a no-passing zone on a two-lane highway and shall be installed on the left side of the road. The Do Not Pass Sign (R4-1) may be installed on the right side of the roadway to supplement the No Passing Zone Pennant Sign (W14-3). The Pass With Care Sign (R4-2) may be installed at the end of the no-passing zone. Warrants for no-passing zones are included in § 212.202 (relating to no-passing zones).

§ 212.113. One-way streets.

A one-way street may be established if the following conditions are satisfied:

- (1) The traffic flow can be accommodated in both directions. Whenever possible, an adjacent parallel street should be used to form a one-way couplet.
- (2) The street has a reasonable number of intersections for entrance to or exit from the one-way street or one-way system.
- (3) The roadways at the terminal points of the one-way street provide satisfactory transitions to and from the two-way operation.
- (4) There will be a reduction of intersection delays.
- (5) Existing bus routes can be satisfactorily accommodated.
- (6) Emergency vehicles can reasonably and expeditiously reach their destinations.

§ 212.114. Stopping, standing and parking restrictions.

(a) *General.* Stopping, standing or parking may be restricted along the curb or edge of a roadway when one or more of the following conditions exist:

- (1) The distance between the center of the center line pavement markings (or the center of the roadway if center line pavement markings are not present) and the curb or edge of roadway is less than 19 feet on major arterial highways, or less than 18 feet on other roadways.
- (2) The street width is such that, if vehicles are parked along one or both curb faces or edges of the roadway, two vehicles cannot move abreast of one another in the same or the opposite direction without one yielding to allow the other vehicle to pass.
- (3) A capacity analysis indicates that parking should be removed at all times or during certain hours to accommodate the traffic volume.
- (4) At an intersection, the available corner sight distance for a driver on the minor road is less than the necessary minimum stopping sight distance value for the driver on a through roadway.
- (5) An analysis of vehicle crashes indicates that at least three crashes during the previous 3-year period have been directly or indirectly attributed to one of the following primary causes:
 - (i) Vehicles parking on the roadway.

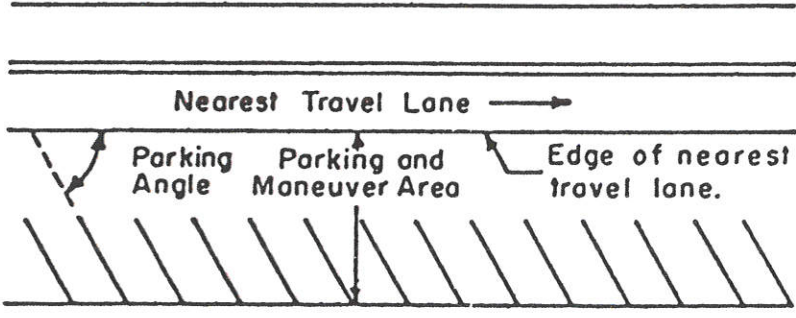
- (ii) Vehicles entering or leaving the parked position.
- (iii) Drivers or passengers getting out of parked vehicles on the street side.
- (iv) Reduced sight distance due to the parked vehicles.
- (6) The area is designated as an official bus stop or as a loading and unloading zone.
- (7) The area is adjacent to or opposite of a fire station driveway or any other type driveway or intersection where turning maneuvers would be restricted if parking were present.
- (8) The width of the shoulder is not sufficient to allow a vehicle or its load to park completely off the roadway.
- (9) Along roadways having three or more lanes and speed limits of 40 miles per hour or above, parking may be restricted to allow vehicles to use the berm or shoulder as a clear recovery area.

(b) *Angle parking.* As defined in § 212.1 (relating to definitions), angle parking will only be authorized as follows:

(1) New angle parking may be established only along streets where the following criteria are satisfied:

(i) The parking and maneuver area, as shown in the diagram which follows, adjacent to the near edge of the nearest travel lane equals or exceeds the distance indicated in the following table:

| <i>Parking Angle (degrees)</i> | <i>Parking and Maneuver Area (feet)</i> |
|------------------------------------|---------------------------------------------|
| 30 | 26 |
| 45 | 30 |
| 60 | 37 |
| 90 | 43 |



- (ii) Parked vehicles do not adversely affect the available corner sight distance.
- (iii) Additional travel lanes are not required for the existing traffic volumes to achieve a satisfactory level of operation.