

**TOWNSHIP OF SOUTH WHITEHALL
LEHIGH COUNTY, PENNSYLVANIA**

PUBLIC SAFETY COMMISSION

PUBLIC MEETING

MINUTES

June 5, 2023

A Public Meeting of the South Whitehall Township Public Safety Commission was held on the above date in the Township Municipal Building located at 4444 Walbert Avenue, Allentown, Lehigh County, Pennsylvania.

Members attending were:

Richard Snyder, Vice Chairman
Glen Dorney, Chief, Police Department
Andrew Garger, Chief, Greenawalds Fire Department
Dr. Tony Naradko, Parkland School District
Brian Neas, Chief, Tri-Clover Fire Company
Chris Peischl, At Large Member
Barry Search, Chief, Woodlawn Fire Department
Michael Smith, At Large Member

Board of Commissioner Members attending were:

Monica Hodges
Diane Kelly
David Kennedy

Others attending were:

None.

Township Staff attending were:

Herb Bender, Director of Township Operations
John Frantz, Fire Marshal
Jason Grozier, Sergeant, Police Department
Thomas Petrucci, Township Manager

AGENDA ITEM #1 - CALL TO ORDER

The meeting was called to order at 7:00 p.m.

AGENDA ITEM #2 - APPROVAL OF MINUTES

Mr. Frantz indicated that a typographical error was corrected. The minutes of May 1, 2023 were approved with the correction.

AGENDA ITEM #3 - OLD BUSINESS

A. Traffic Calming – Trexler Boulevard and Highland Street

Manager Petrucci provided an update of the status of the traffic calming project for Trexler Boulevard and Highland Street. A copy of his presentation on the topic is included in these minutes.

Traffic studies were performed on Highland Street and Congress Street, in addition to Trexler Boulevard. These studies indicated that the installation of traffic calming measures on Trexler Boulevard would create additional traffic on Highland Street, but not Congress Street. Additional traffic calming measures are warranted on Highland Street, but not Congress Street.

Four speed humps on Trexler Boulevard and four speed humps on Highland Street are being proposed. The locations where the speed humps can be installed are limited due to driveways, intersections, and drainage locations. They must also be greater than one hundred and fifty feet from intersections.

The speed humps will not damage vehicles travelling over them at the posted speed limit of twenty-five miles per hour. The humps can cause damage to vehicles travelling in excess of the twenty-five mile per hour speed limit. The humps will not have an impact when installed on snow emergency routes.

This project is a pilot program. At least fifty percent of the affected residents will need to be in favor of the project for the project to proceed.

Many area residents expressed their thoughts on the project. Among their requests were for additional humps on Trexler Boulevard east of North 33rd Street and west of North 38th Street, and the installation of streetlights and road edge markers on Trexler Boulevard. It is also desired that a post-project study be conducted on Congress Street to verify that the completed project does not create the need for measure to be installed on Congress Street.

A resident encouraged the installation of a stop sign on Trexler Boulevard at North 34th Street. Manager Petrucci indicated that stop signs are not recognized to provide a means to control speed on roadways.

The speed of school buses in the area was questioned by residents. Dr. Naradko indicated that residents can report potentially unsafe conditions involving school buses to the School District Transportation Office. Their staff will investigate any complaint received. The school buses are equipped with cameras and are GPS monitored.

Chief Dorney reiterated the technical and practical issues that the police have with performing speed enforcement on Trexler Boulevard.

Vice Chairman Snyder questioned the group of citizens in attendance at the meeting to see if any were opposed to the installation of traffic calming measures on Trexler Boulevard and Highland Street. All those in attendance expressed their support for the traffic calming measures.

The Commission made the recommendation to install the traffic calming measures on Trexler Boulevard and Highland Street with the addition of the two additional speed humps on Trexler Boulevard west of North 38th Street and east of North 33rd Street.

Manager Petrucci indicated that the next step for the implementation of the traffic calming measures will be to meet with the residents that will have speed humps installed on their property. After those meetings are completed, the project will be placed on a Board of Commissioners meeting agenda for public comment and approval of the project. The affected residents will be notified of that meeting date.

AGENDA ITEM #4 – COURTESY OF THE FLOOR

None.

AGENDA ITEM #5 - NEW BUSINESS

A. Commissioner's Report

None.

B. Fire Companies Report

Chief Diaz submitted the response report via email for Cetronia for the month of May 2023. It is included as an attachment to these minutes. Cetronia responded to fifty-six calls for the month of May 2023.

Chief Garger reported that Greenawalds responded to forty-two calls for the month of May 2023 and two-hundred and eighty-three calls year-to-

date 2023. The call volume has decreased slightly, but the severity of the calls has increased. There have been numerous grass and brush fires.

Chief Neas submitted the response reports for Tri-Clover for the month of May 2023 and year-to-date 2023. They are included as attachments to these minutes. Tri-Clover responded to twenty-three calls for the month of May 2023 and one hundred and eighteen calls year-to-date 2023.

Chief Search reported that Woodlawn responded to fifty-two calls for the month of May 2023.

C. Fire Commissioner Report

None.

D. Emergency Management Team Report

Mr. Frantz indicated that Coordinator Kelly was unable to attend the meeting but did provide the following report via email.

We had our Dorney Park Annual meeting on April 29 hopefully this week I will have the 2023 Dorney park EAP available for everyone this week.

South Whitehall Township Emergency Management meeting will be held this Thursday, June 8, @7 PM at the Cetronia JOC.

The Parkland School District drill is on schedule for August . The next planning meeting will be June 19 rather than June 12 due to rescheduling by Adam Christman.

South Whitehall family safety and emergency preparedness day is on target for September 9 @ 4 pm Followed by a movie @7:30 pm at Fernwood Park.

Lehigh and Northampton County biannual hazard mitigation planning meeting is on June 15. South Whitehall plays a part in this process every two years.

E. Police Report

Sergeant Grozier reported that the Police responded to one thousand, three-hundred and twenty-two calls, had one hundred and ten reported crimes, and made forty-four arrests for the month of May 2023.

The police completed the DARE program at six Parkland Elementary School and one private school.

The police will be holding a youth police academy event.

There will be a “Battle of the Badges” softball game, with the proceeds going to pediatric cancer research. The goal is to raise \$10,000.

F. Emergency Medical Services Report

None.

G. Parkland School District Report

Dr. Naradko reported that the Prom was held, with no reported negative incidents. Graduation is June 6, 2023, with the last day of school on June 9, 2023.

H. Subdivision Review

1. Allentown Cat Clinic Parking Lot Expansion – Major Plan 2023-102

Mr. Frantz indicated that the Township Engineer will be requesting information related to any PENNDOT Highway Occupancy Permit (HOP) that has been issued related to the property.

The Commission made no recommendation at this time and requested a re-review when the HOP issue is answered.

2. Broadway Sidewalk Grading Plan for Tilghman Square Shopping Center – Waiver from Land development – 2023-703

The Commission made no recommendations to the plan.

3. 1429 Eck Road Outdoor Storage – Major Plan 2022-109

The Commission made no recommendations to the plan.

4. Ridge Farm Final Plan Phase 1B – 2017-101

Mr. Frantz reported that the inside portion of Kline Circle will have reinforced pavers installed in the areas where parking spaces are not provided. This will increase the cartway width to twenty feet.

The Commission approved this change to Kline Circle and also requested that the inside portion of Kline Circle be posted with “no parking” signs.

I. Address Assignments

None.

AGENDA ITEM #6 - ADJOURNMENT

The meeting was adjourned at 8:18 pm.

ADOPTED THIS DATE:

ATTEST:

Secretary

Chairman



Traffic Calming

Trexler Boulevard

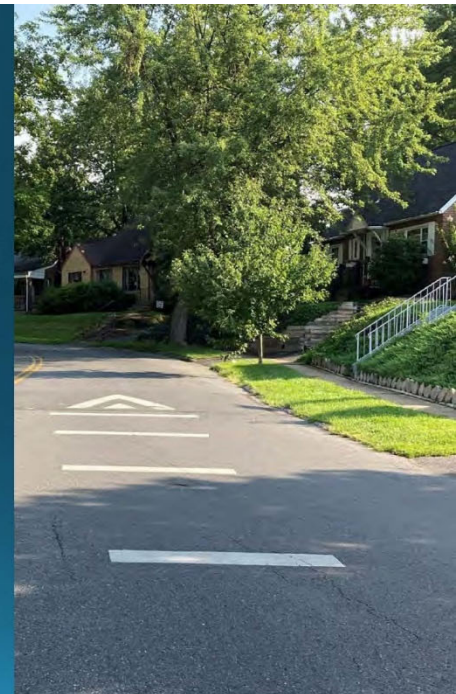


Trexler Boulevard

- Speeding is an identified concern along Trexler Blvd.
- It is the understanding of the Township that residents would like to see reduced speeds along Trexler Blvd.
- Traffic calming measures would need to be implemented along the roadway to result in quantifiable speed reductions.

“Traffic Calming”

- The Institute of Transportation Engineers (ITE) define Traffic Calming as:
 - *The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.*
- Traffic calming measures are mainly used to address speeding and high cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated, or even endangered, by motorized traffic. Additionally, high cut-through volumes become an increased concern when larger commercial vehicles are involved.
- Along with the additional amount of traffic generated within the neighborhood, cut-through motorists are often perceived as driving faster than local motorists. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, and improve the quality of life within the neighborhood.





PennDOT Local Technical Assistance Program (LTAP)

- Technical assistance and training program offered through PennDOT
- Provides technical information and proven technology to deal with roadway maintenance and safety
- All LTAP services are FREE to municipalities

LTAP Report

PennDOT Publication 383 suggests that the 85th percentile speed should be 10 MPH over the posted speed limit. For traffic volume, Publication 383 suggests that volumes should be over 1,000 vehicles per day. Trexler Boulevard meets these thresholds.

These are suggested thresholds and may differ from actual thresholds the Township establishes in its traffic calming policy. Recent research shows that many communities in the USA use an 85th percentile speed of 5-7 MPH over the posted speed limit as a threshold.

Potential Traffic Calming Options

For its assessment of Trexler Blvd, LTAP used the traffic calming options in Publication 383 for consideration. Traffic Calming options considered as possible options include the following:

1. Curb Extensions
2. On-Street Parking
3. Traffic circles
4. Raised intersections
5. Raised crosswalks
6. Speed humps/cushions
7. Roadway striping/traditional methods

Trexler Blvd

1. Curb Extensions

Since there are no sidewalks/curbs along Trexler Blvd, curb extensions are not a viable solution.

2. On-Street Parking

Given the existing width/configuration of Trexler Boulevard, adding on-street parking is not a viable option.

3. Traffic circles

Traffic circles are probably not appropriate for Trexler Boulevard, because of the limited width.

4. Raised intersections

Raised intersections are a possibility, but the Township determined that raised intersections may interfere with stormwater drainage patterns.

5. Raised crosswalks

With the lack of sidewalks and pedestrian infrastructure, these are not a viable option.

6. Speed humps/cushions

The Township prefers to utilize a speed hump/cushion option for Trexler Blvd. The Township can install this solution using local forces, the anticipated impact to emergency response vehicles is less, and studies show that deploying a series of speed humps/cushions along a street can reduce speeds by 4-5 MPH, as per PennDOT Pub 383. Speed humps are preferred at the conceptual stage due to the lack of ROW along Trexler Blvd and the constraints created by the topography (noting the proximity of the Allentown Municipal Golf Course).

7. Roadway striping/traditional methods

Roadway striping is typically used to make a road appear narrower than it is. Township officials noted that Trexler Blvd is already fairly narrow.

Trexler Blvd

1. Why Not Stop Signs?

From the PennDOT Traffic Calming Manual:

A common request made by citizens is to use multi-way stop sign control as a means of slowing traffic. However, multi-way stop sign control should only be installed in accordance with the warrants listed in Manual on Uniform Traffic Control Devices. If installed where not warranted:

- Traffic rarely comes to a full stop.
- Motorists increase their speed between stop signs to make up for lost time.
- Residents may gain a false sense of security.

The use of unwarranted stop signs can create disrespect for stop sign control at other locations where it is truly needed. As the volume disparity increases between opposing traffic flows at an intersection, the stop control is increasingly disobeyed by the motorists on the higher volume street. Unwarranted multi-way stop controls are particularly dangerous where vehicle speeds through the stop sign are greater than 10 mph.

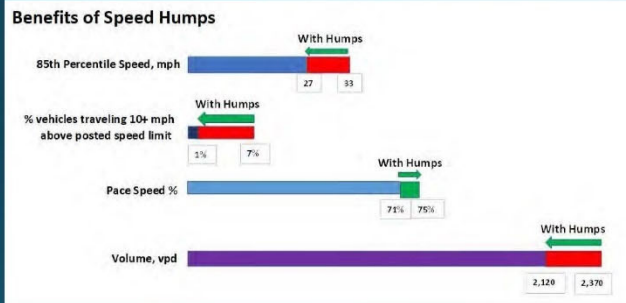
2. Why Not Make Trexler Blvd One-Way?

- Limits emergency access.
- Would likely increase speeds if not done in conjunction with other traffic calming measures.
- Potentially would shift traffic to Highland (not a good alternative for through traffic).

Highland Blvd

Following the first public meeting discussing traffic calming options on Trexler Boulevard, residents raised concern about passthrough traffic diverting onto Highland Street or other surrounding streets. The Township reviewed these concerns with LTAP and conducted additional traffic counts on surrounding streets, including Highland Street and Congress Street.

LTAP pointed out that the installation of Speed Humps/Cushions will slow vehicle speeds but may also decrease vehicular volume on that street. This may in cases cause passthrough traffic to shift from one street to another.



After conducting a traffic and speed count on Highland Street and Congress Street, LTAP indicated that Congress Street is less likely to carry traffic diverted from Trexler Boulevard and the average speed on this street would not qualify for the application of traffic calming measures per Publication 383. However, Highland Street may see a possibility of some diverted traffic from Trexler Boulevard and the high average speed on this street would qualify for similar traffic calming measures to Trexler Boulevard.

South Whitehall plans to continue monitoring Highland Street after the initial traffic calming measures are installed on Trexler Boulevard to determine if additional measures are required on Highland.

Speed Hump Example

- Chapel Ave, Allentown
 - Advanced Signage
 - Striping



Speed Hump Example

- Chapel Ave, Allentown
 - Easily constructed
 - Low maintenance



TREXLER BOULEVARD TRAFFIC CALMING PLAN

★ Proposed Speed Hump Locations



Location A.1

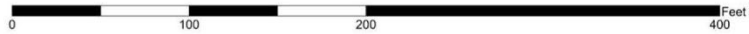


Location A.2



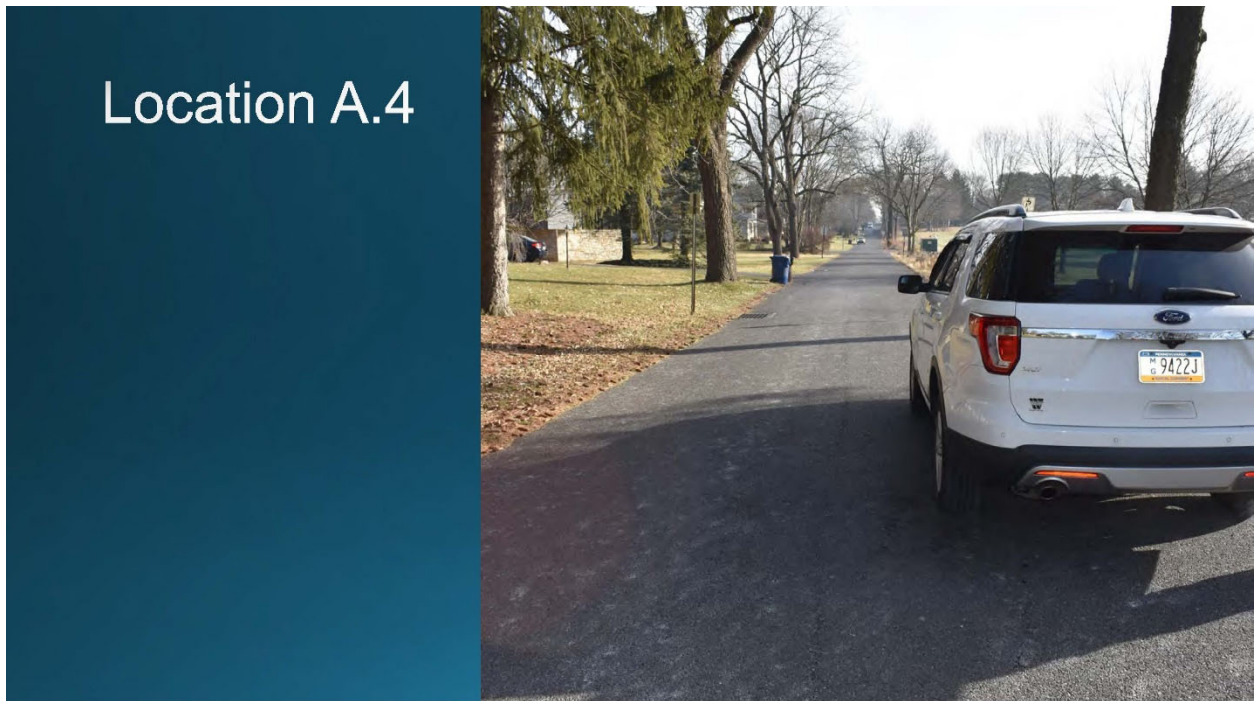
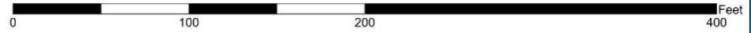


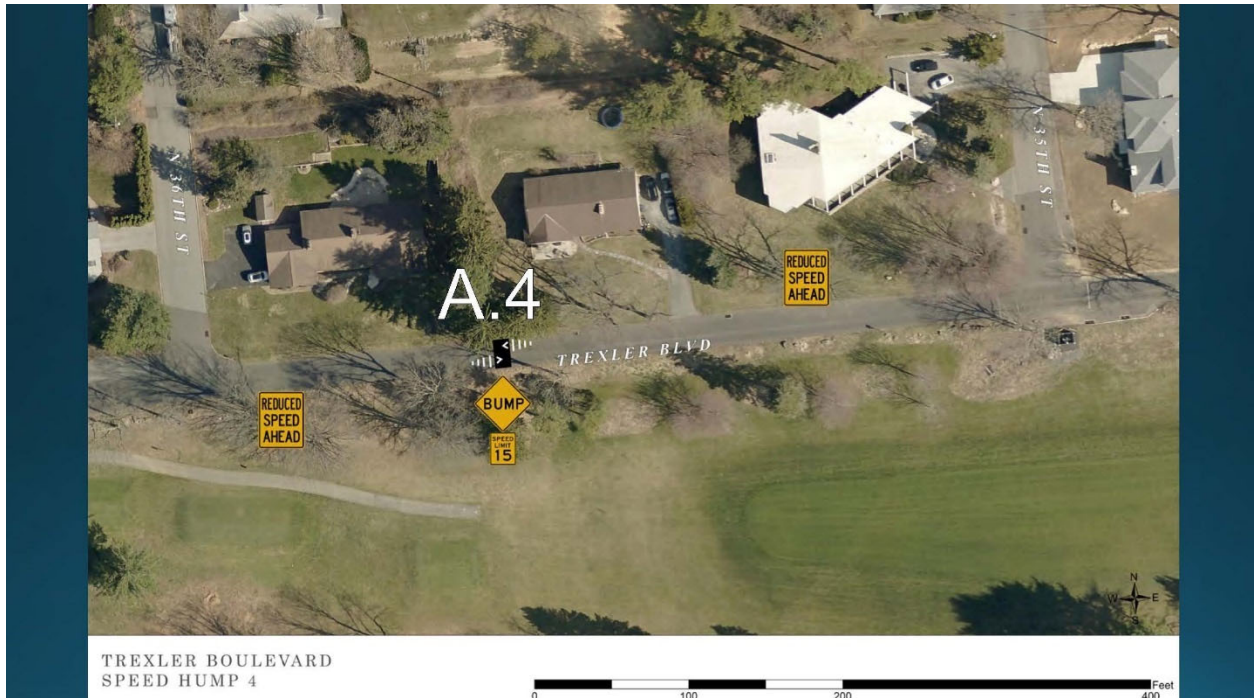
TREXLER BOULEVARD
SPEED HUMPS 1 & 2



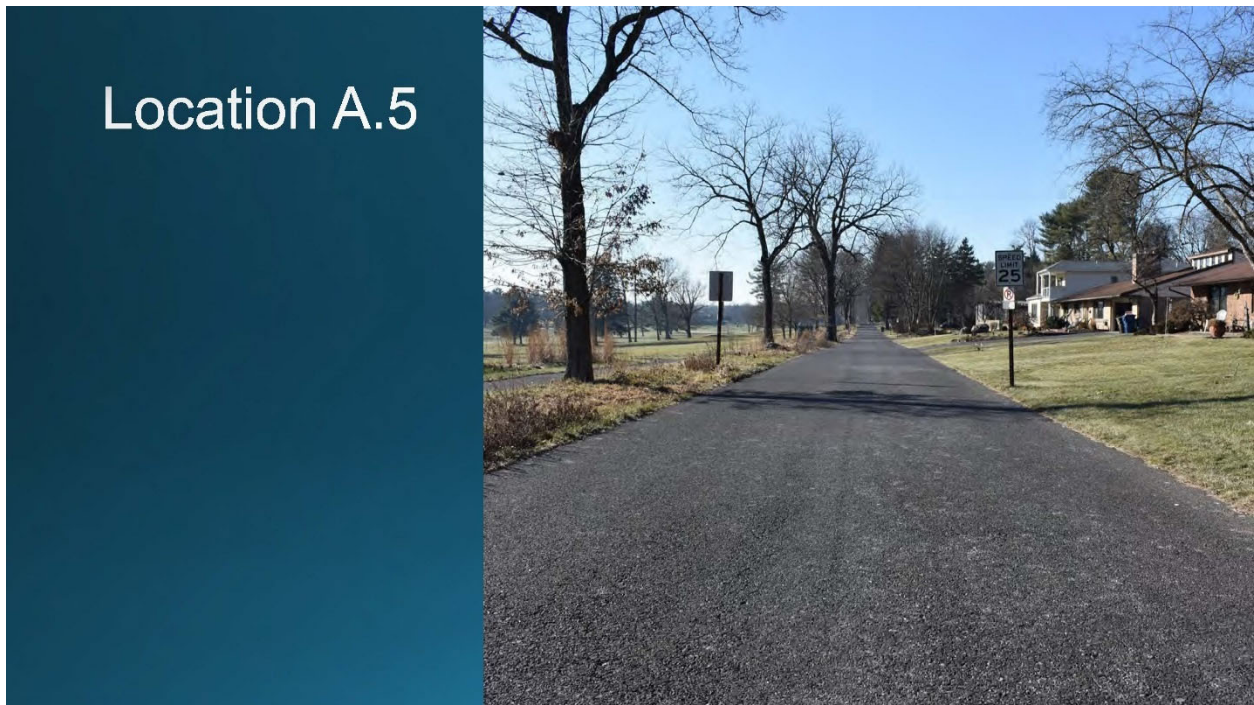


TREXLER BOULEVARD
SPEED HUMP 3





TREXLER BOULEVARD
SPEED HUMP 4



Location A.5



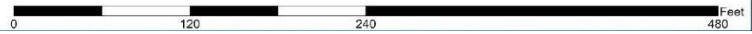
TREXLER BOULEVARD
SPEED HUMP 5



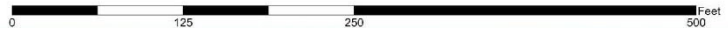
TREXLER BOULEVARD
SPEED HUMP B.1



TREXLER BOULEVARD
SPEED HUMP B.2

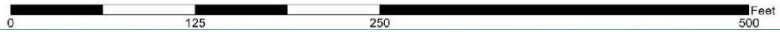


TREXLER BOULEVARD
SPEED HUMP B.3





TREXLER BOULEVARD
SPEED HUMPS B.4



Questions/Comments?

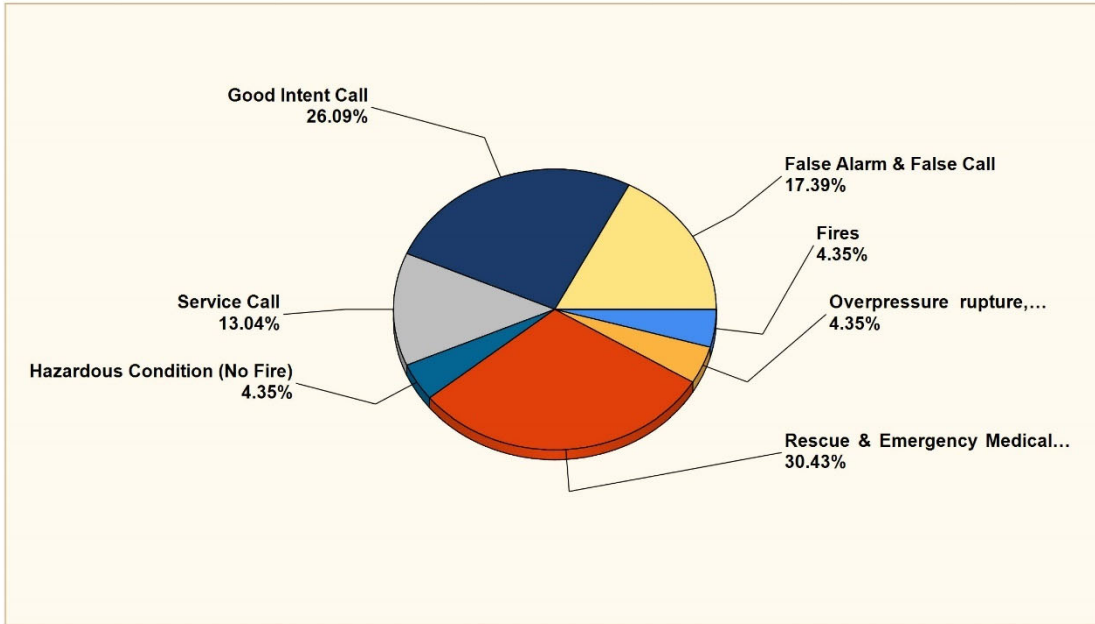
Tri Clover Fire Company

Orefield, PA

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Breakdown by Major Incident Types for Date Range

Zone(s): All Zones | Start Date: 05/01/2023 | End Date: 05/31/2023



MAJOR INCIDENT TYPE	# INCIDENTS	% of TOTAL
Fires	1	4.35%
Overpressure rupture, explosion, overheating - no fire	1	4.35%
Rescue & Emergency Medical Service	7	30.43%
Hazardous Condition (No Fire)	1	4.35%
Service Call	3	13.04%
Good Intent Call	6	26.09%
False Alarm & False Call	4	17.39%
TOTAL	23	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.

Detailed Breakdown by Incident Type		
INCIDENT TYPE	# INCIDENTS	% of TOTAL
132 - Road freight or transport vehicle fire	1	4.35%
251 - Excessive heat, scorch burns with no ignition	1	4.35%
311 - Medical assist, assist EMS crew	5	21.74%
322 - Motor vehicle accident with injuries	2	8.7%
463 - Vehicle accident, general cleanup	1	4.35%
553 - Public service	3	13.04%
611 - Dispatched & cancelled en route	5	21.74%
622 - No incident found on arrival at dispatch address	1	4.35%
735 - Alarm system sounded due to malfunction	1	4.35%
744 - Detector activation, no fire - unintentional	1	4.35%
745 - Alarm system activation, no fire - unintentional	2	8.7%
TOTAL INCIDENTS:	23	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.

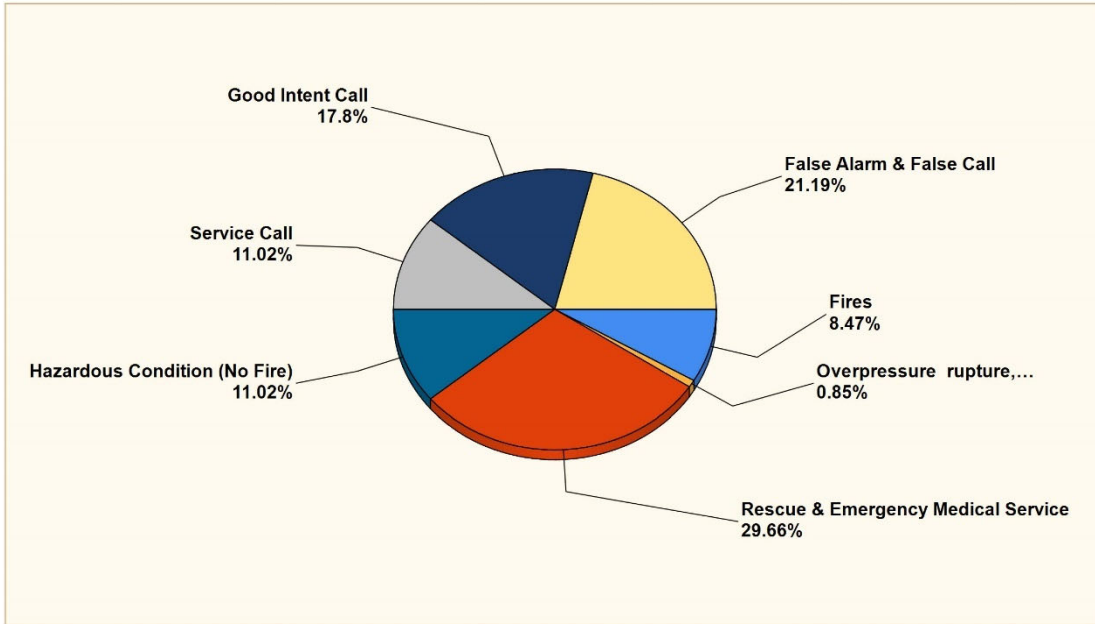
Tri Clover Fire Company

Orefield, PA

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Breakdown by Major Incident Types for Date Range

Zone(s): All Zones | Start Date: 01/01/2023 | End Date: 12/31/2023



MAJOR INCIDENT TYPE	# INCIDENTS	% of TOTAL
Fires	10	8.47%
Overpressure rupture, explosion, overheating - no fire	1	0.85%
Rescue & Emergency Medical Service	35	29.66%
Hazardous Condition (No Fire)	13	11.02%
Service Call	13	11.02%
Good Intent Call	21	17.8%
False Alarm & False Call	25	21.19%
TOTAL	118	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.



Detailed Breakdown by Incident Type		
INCIDENT TYPE	# INCIDENTS	% of TOTAL
111 - Building fire	4	3.39%
113 - Cooking fire, confined to container	1	0.85%
132 - Road freight or transport vehicle fire	2	1.69%
142 - Brush or brush-and-grass mixture fire	1	0.85%
151 - Outside rubbish, trash or waste fire	1	0.85%
161 - Outside storage fire	1	0.85%
251 - Excessive heat, scorch burns with no ignition	1	0.85%
300 - Rescue, EMS incident, other	1	0.85%
311 - Medical assist, assist EMS crew	19	16.1%
321 - EMS call, excluding vehicle accident with injury	2	1.69%
322 - Motor vehicle accident with injuries	10	8.47%
324 - Motor vehicle accident with no injuries.	1	0.85%
352 - Extrication of victim(s) from vehicle	2	1.69%
412 - Gas leak (natural gas or LPG)	3	2.54%
444 - Power line down	3	2.54%
445 - Arcing, shorted electrical equipment	2	1.69%
463 - Vehicle accident, general cleanup	5	4.24%
510 - Person in distress, other	1	0.85%
551 - Assist police or other governmental agency	7	5.93%
553 - Public service	5	4.24%
611 - Dispatched & cancelled en route	17	14.41%
622 - No incident found on arrival at dispatch address	3	2.54%
651 - Smoke scare, odor of smoke	1	0.85%
731 - Sprinkler activation due to malfunction	1	0.85%
735 - Alarm system sounded due to malfunction	6	5.08%
743 - Smoke detector activation, no fire - unintentional	2	1.69%
744 - Detector activation, no fire - unintentional	1	0.85%
745 - Alarm system activation, no fire - unintentional	15	12.71%
TOTAL INCIDENTS:	118	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.

Cetronia Fire Dept.

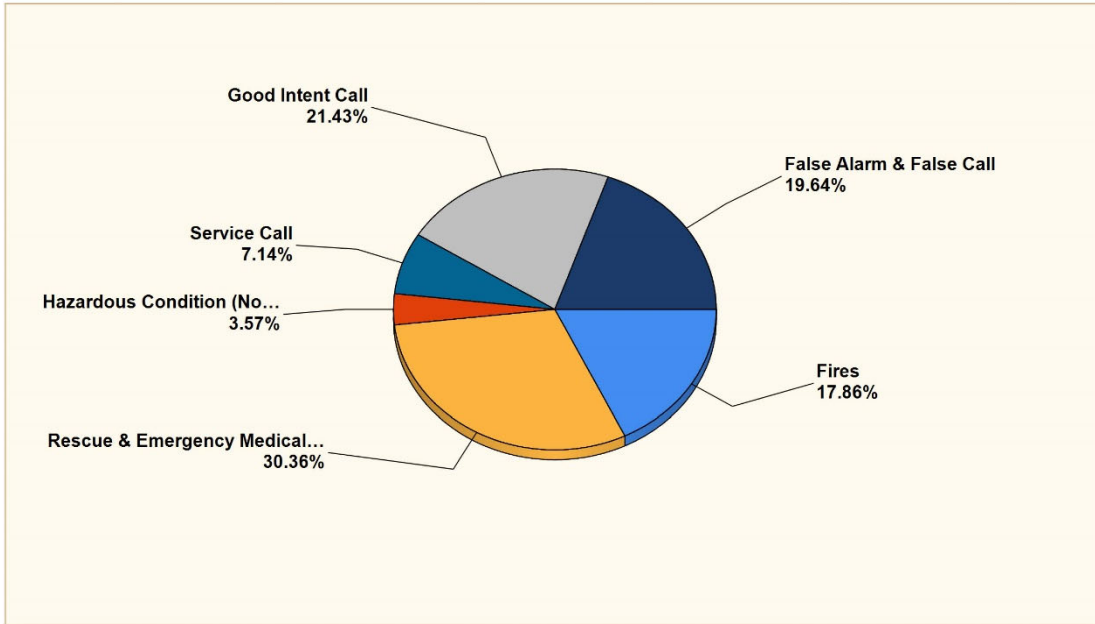
Allentown, PA

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Breakdown by Major Incident Types for Date Range

Zone(s): All Zones | Start Date: 05/01/2023 | End Date: 05/31/2023



MAJOR INCIDENT TYPE	# INCIDENTS	% of TOTAL
Fires	10	17.86%
Rescue & Emergency Medical Service	17	30.36%
Hazardous Condition (No Fire)	2	3.57%
Service Call	4	7.14%
Good Intent Call	12	21.43%
False Alarm & False Call	11	19.64%
TOTAL	56	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.



Detailed Breakdown by Incident Type		
INCIDENT TYPE	# INCIDENTS	% of TOTAL
111 - Building fire	2	3.57%
131 - Passenger vehicle fire	1	1.79%
142 - Brush or brush-and-grass mixture fire	2	3.57%
143 - Grass fire	4	7.14%
173 - Cultivated trees or nursery stock fire	1	1.79%
311 - Medical assist, assist EMS crew	15	26.79%
323 - Motor vehicle/pedestrian accident (MV Ped)	1	1.79%
353 - Removal of victim(s) from stalled elevator	1	1.79%
412 - Gas leak (natural gas or LPG)	1	1.79%
424 - Carbon monoxide incident	1	1.79%
554 - Assist invalid	4	7.14%
611 - Dispatched & cancelled en route	11	19.64%
622 - No incident found on arrival at dispatch address	1	1.79%
714 - Central station, malicious false alarm	1	1.79%
715 - Local alarm system, malicious false alarm	1	1.79%
735 - Alarm system sounded due to malfunction	2	3.57%
743 - Smoke detector activation, no fire - unintentional	3	5.36%
744 - Detector activation, no fire - unintentional	1	1.79%
745 - Alarm system activation, no fire - unintentional	3	5.36%
TOTAL INCIDENTS:	56	100%

Only REVIEWED and/or LOCKED IMPORTED incidents are included. Summary results for a major incident type are not displayed if the count is zero.