

MANCHESTER TOWNSHIP
YORK COUNTY, PENNSYLVANIA

ORDINANCE NO 2022-03

AN ORDINANCE OF MANCHESTER TOWNSHIP, YORK COUNTY PENNSYLVANIA,
AMENDING THE CODE OF ORDINANCES OF MANCHESTER TOWNSHIP, CHAPTER 15,
MOTOR VEHICLES AND TRAFFIC, PART 4 GENERAL PARKING REGULATIONS, SECTION 15-
402, PARKING PROHIBITED AT ALL TIMES IN CERTAIN LOCATIONS

WHEREAS, pursuant to § 6109(e) of the Vehicle Code, Act of June 17, P.L. 162, No. 81, as amended, the Board of Supervisors of Manchester Township has caused an engineering and traffic investigation to be made for the purpose of determining safe travel conditions on Stella Avenue and Parkside Avenue within the Township; and

WHEREAS, said traffic and engineering investigations were completed on July 21, 2021 (the "Traffic Study") and contain recommendations that parking should be restricted on one side of Stella Avenue and one side of Parkside Avenue; and

WHEREAS, the Board of Supervisors, pursuant to the authority granted to it under §6109(a)(1) and 3353(d) of the Vehicle Code to prohibit stopping, standing and parking based upon the aforesaid engineering and traffic investigations, has determined that due to the width of the street; stopping standing and parking should be restricted on the North side of both Stella Avenue and Parkside Avenue.

NOW, THEREFORE, be it enacted and duly ordained by the Board of Supervisors of Manchester Township, York County, Pennsylvania, and it is hereby enacted and ordained as follows:

SECTION 1: Chapter 15, Part 4, Section 402 of the Manchester Township Code of Ordinances, Parking Prohibited at All Times in Certain Locations shall be amended to add the following locations to the chart:

Street	Side	Between
Stella Avenue	North	Entire length
Parkside Avenue	North	Entire length

SECTION 2: DESIGNATION OF NO PARKING. The sections on the above streets on which no stopping, standing or parking is imposed under Section 1 of this Ordinance shall be appropriately designated by no parking signs, the number and type referenced in the Traffic Study at locations specified therein.

SECTION 3: PENALTY.

a. Any person who shall violate any of the provisions of this Part or any of the provisions of the Pennsylvania Motor Vehicle Code regulating the stopping, standing or parking of a motor vehicle, 75 Pa.C.S.A. §§ 3353, shall, upon receiving written notice of such violation from the Northern York County

Regional Police, pay to Manchester Township a penalty of \$10 within 10 days of the time said notice is delivered. The placing of such notice on the motor vehicle or trailer shall constitute delivery thereof.

b. Any person who shall violate any of the provisions of this Part or any of the provisions of the Pennsylvania Motor Vehicle Code regulating the stopping, standing or parking of a motor vehicle, 75 Pa.C.S.A. §§ 3351-3354, and shall fail or refuse to pay to Manchester Township the penalty prescribed in § 15-411(1) shall, upon summary conviction thereof before a district magistrate, be subject to a fine of not more than \$15 and the costs of such prosecution.

SECTION 4: SEVERABILITY. If any sentence, clause, section or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this Ordinance. It is hereby declared as the intent of the Manchester Township Board of Supervisors that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

SECTION 5: REPEALER. All prior ordinances that are inconsistent herewith are hereby repealed to the extent of such inconsistency.

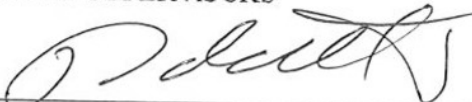
SECTION 6: EFFECTIVE DATE. This Ordinance shall become effective five days after the date of its enactment as provided by law.

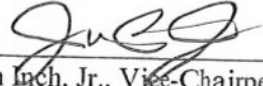
ENACTED AND ORDAINED this 12th day of April, 2022.

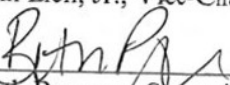
ATTEST:

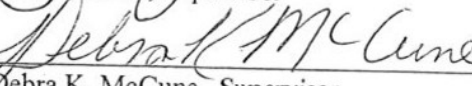

Secretary

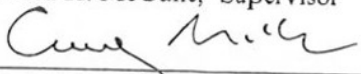
MANCHESTER TOWNSHIP
BOARD OF SUPERVISORS

By: 
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Beth Brennan, Supervisor


Debra K. McCune, Supervisor


Craig M. Miller, Supervisor

(SEAL)

**PARKING RESTRICTION STUDY
FOR
STELLA AVENUE &
PARKSIDE AVENUE**

**MANCHESTER TOWNSHIP
YORK COUNTY**

**JULY 2021
ELA PROJECT 207-443**

PREPARED BY: MARK L. HENISE, P.E., PTOE



7-21-21

**ELA GROUP, INC.
LITITZ, PA**



**PARKING RESTRICTION STUDY
FOR
STELLA AVENUE &
PARKSIDE AVENUE**

**MANCHESTER TOWNSHIP
YORK COUNTY**

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PARKING RESTRICTION STUDY

FOR

**STELLA AVENUE &
PARKSIDE AVENUE**

MANCHESTER TOWNSHIP

YORK COUNTY

I. INTRODUCTION

This report presents the findings and results of a traffic engineering study conducted by ELA Group, Inc. for East Manchester Township. The purpose of the study was to conduct all necessary engineering and traffic studies in order to justify the installation of proper regulatory NO PARKING signs along Stella Avenue (T-966) and Parkside Avenue (T-967) between Susquehanna Trail (T-956) and Windsor Road (T-712). Both Stella Avenue and Parkside Avenue are approximately 600 feet long. The study area is shown on the Location Map on the following page.

In order to justify the installation of regulatory signs along the specified streets, specific engineering and traffic studies were conducted and documented in accordance with 67 Pa. Code § 212. The following section outlines the specific standards used in conducting this study.

II. STUDY CRITERIA AND STUDY AREA

A. Criteria for Establishing Parking Restrictions

Based on the criteria established in 67 Pa. Code § 212.114, parking restrictions shall be established as follows:

- 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 centerline pavement markings (or the center of the roadway if centerline 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 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 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 of 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. Study Area Existing Conditions

The study area is along Stella Avenue (T-966) and Parkside Avenue (T-967) between Susquehanna Trail (T-956) and Windsor Road (T-712). Both Stella Avenue and Parkside Avenue are approximately 600 feet long. The study area is shown on the Location Map page 2. All streets in the study area are Township streets. Neither Stella Avenue nor Parkside Avenue has pavement markings or a posted speed limit. The characteristics of each street are shown in Table 1 below. An aerial photo with street widths is included in Appendix B.

Table 1 – Existing Roadway Conditions

Roadway	Ownership	Length (feet)	Length (feet)	Posted Speed Limit (mph)
Stella Avenue	T-966	600	18	none
Parkside Avenue	T-967	600	18	none

III. CONCLUSIONS AND RECOMMENDATIONS

- A. Parking should be prohibited on one side of Stella Avenue from the intersection with Susquehanna Trail to the intersection with Windsor Road because the width of the street is such that vehicles cannot pass through the street with vehicles parked on both sides. Three NO PARKING SIGNS (R8-3), 12" x 12", should be placed along one side of Stella Avenue with one at each end of the street and one at approximately the center point between the two end points.
- B. Parking should be prohibited on one side of Parkside Avenue from the intersection with Susquehanna Trail to the intersection with Windsor Road because the width of the street is such that vehicles cannot pass through the street with vehicles parked on both sides. Three NO PARKING SIGNS (R8-3), 12" x 12", should be placed along one side of Parkside Avenue with one at each end of the street and one at approximately the center point between the two end points.
- C. NO PARKING SIGNS should be set as indicated on the R8-3 sign detail sheet in Appendix A.



APPENDIX A - SIGN DETAIL SHEETS

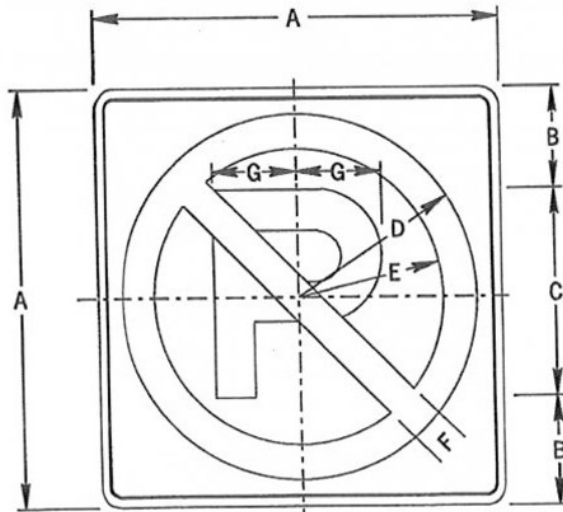
R8-3

NO PARKING SYMBOL SIGN

(a) Justification. The No Parking Symbol Sign (R8-3) shall be authorized for use to prohibit parking along a given highway. If the restriction applies to a limited area or zone, supplemental signs or messages shall be authorized to show the limits of the restriction. Authorized supplemental signs include, but are not limited to the Restricted Hours Plaque (R10-20AP), No Parking Restricted Hours Plaque (R8-3HP-1), No Parking Loading Zone Plaque (R8-3GP-1), No Parking Arrow Plaque (R7-301), Tow-Away Zone Sign (R7-201AP) and No Parking On Pavement Sign (R8-3CP). As an alternate to the use of supplemental signs, the appropriate supplemental message and the no parking symbol may be incorporated into a single sign.

(b) Size. The standard size R8-3 sign shall be 12" x 12" in business, residential, or park areas and 24" x 24" in rural areas. The standard size for expressways shall be 36" x 36", and on freeways shall be 48" x 48".

(c) Placement. Signs should be set at an angle of not less than 30° or more than 45° with a line parallel to the flow of traffic so as to be visible to approaching traffic. Care should be taken to ensure that supplemental arrows point in the proper direction to indicate the regulated area. Signs shall be placed at the beginning of and at reasonable intervals throughout the restriction.



DIMENSIONS - IN									
SIGN SIZE A x A	B	C	D	E	F	G	MAR- GIN	BOR- DER	BLANK STD.
12" x 12"	3	6E(M)	4.9	3.9	1	2.4	0.4	0.4	---
24" x 24"	6	12E(M)	10.5	8.5	2	4.8	0.4	0.6	B3-24
36" x 36"	9	18E(M)	15.8	12.8	3	7.2	0.6	0.8	B3-36
48" x 48"	12	24E(M)	21	17	4	9.6	0.8	1.2	B3-48

COLOR:

SYMBOL AND BORDER:
BLACK (NON-REFLECTORIZED)

CIRCLE AND DIAGONAL:
RED (REFLECTORIZED)

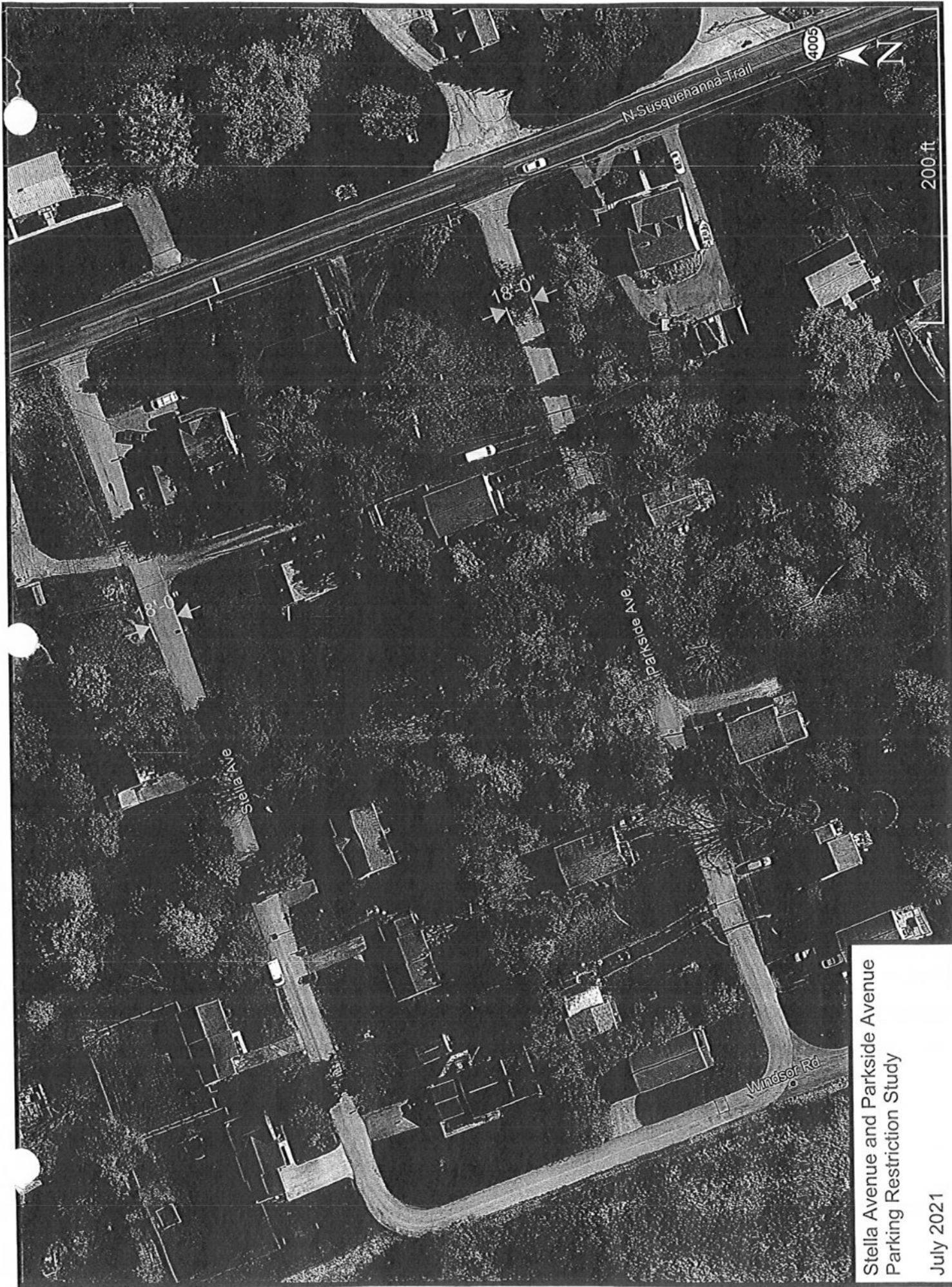
BACKGROUND:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By : *Alan C. Rowe* Date : 02-29-12
Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations



APPENDIX B - STUDY AREA PHOTOS



Stella Avenue and Parkside Avenue
Parking Restriction Study
July 2021