

To: LT. Harley

Fr: Sgt. Bentz

Re: School Pedestrians update

Dt: 12/05/2019

Lt. Harley,

This is the Traffic Safety Unit's report to the Township Board of Supervisors with respect to pedestrians near the High School.

Parents/Residents reached out to the department with concerns of pedestrian safety issues both at the beginning and end of the school day in September. The TSU took a look at the area and immediately painted necessary crosswalks to improve pedestrian safety.

We've continued to monitor crosswalk use and are now enforcing both pedestrian and motorist violations when there are issues with the crosswalks.

The added crosswalks and education near the school seems to have greatly reduced the eminent hazards. The below actions would also increase pedestrian safety.

Both the Township and the School District could take additional steps to increase pedestrian safety in the area. I'm not certain all these steps need to be implemented but a combination of them would greatly increase safety in the area.

**Items that the school can help with:**

1. Find some incentive for students to park on the school's parking lot. The number of students that drive to school and park in the neighborhood greatly increases the number of pedestrians going to and from the school.
  - a. Ask the school to find a way to get students to use the parking lot.
    - i. Suggest they make all students (other than those that are dropped at the circle to walk to the back of the school to enter in the morning.
      1. This likely will push additional parent drop off traffic to the back of the school.
2. As originally discussed, Request the Junior High School to PROHIBIT vehicles other than Emergency and Authorized vehicles (Staff and busses) to drive in front of the Junior High School at arrival and dismissal times.
  - a. I've discussed this with Dr. Phillips and it was received positively. I feel the Chief could further this request at his next meeting with the school administration.
  - b. This would substantially reduce the number of cars that do not have a STOP Sign in the 3800 block of Woodland Avenue and continue onto Reiff Place in the morning. Basically, reducing this traffic (the traffic at the crosswalk there) to school busses only.
  - c. Parents dropping students at the Junior High would have to exit the school via 39th Street and use Reiff Place to get to the High School.
  - d. This would add significantly more traffic on Reiff Place for the morning commute.

### Things the Township can do:

1. Make the 100 block of West 38<sup>th</sup> Street ONE WAY South.
  - a. This was actually a suggestion of the four residents on that block.
  - b. During the morning commute traffic that wants to avoid the delay caused by the stop sign at 37<sup>th</sup> and Reiff Place detours but traveling north in the 100blk of East 38<sup>th</sup> Street.
    - i. This additional traffic on the block further confuses motorists trying to negotiate the already busy intersection at 38<sup>th</sup> and Reiff Place.
  - c. This will likely add some additional congestion to East 37<sup>th</sup> Street in the morning but after monitoring the traffic in the area I feel the benefit of a safer intersection at 38<sup>th</sup> and Reiff Place far outweighs the delays motorists might find on East 37<sup>th</sup>.
2. Add a Stop sign on Reiff Place at 38<sup>th</sup> Street for eastbound traffic.
  - a. We added a crosswalk at this intersection. Traffic stopping will enhance pedestrian safety and reduce the speeds in the intersection.
3. Add painted lane markings in the intersection of 38<sup>th</sup> and Reiff Place. The vastness of this intersection seems to necessitate some painted markings to encourage motorists to stay in appropriate lanes.
  - a. Perhaps Great Valley could add some thoughts or suggestions as to what markings would be appropriate.
4. Add crosswalks to the western and northern sides of the 37<sup>th</sup> and Reiff Place intersection.
  - a. While the Vehicle Code is specific that the crosswalks exist whether painted or not, by painting these two crosswalks it should encourage pedestrians to cross on the "safer" parts of the intersection.
5. Maintain line markings near the schools.
  - a. Stop Bars and refreshed crosswalks in all of East Reiffton would improve safety throughout the neighborhood.
6. If the residents do not object, increase the NO PARKING restrictions in the area.
  - a. When I started at Exeter in 1999 having permit parking near the school was a hot topic. There was an ordinance created but I don't know that ordinance was ever enforced. Clearly residents needing permits to park at their homes, when they are not the ones asking for further restrictions might not be the best we can do.
  - b. Much of the area bordering the school is posted NO PARKING 7A TO 9A AND 2P TO 4P SCHOOL DAYS. The Township could increase this restriction:
    - i. 3600 through 3800 Reiff Place it would (both sides where not currently restricted by other ordinances)
    - ii. 100blk of East 36<sup>th</sup> Street (east side)
    - iii. 3500blk of Woodland Avenue (south side)
    - iv. 00blk of East 38<sup>th</sup> Street (both sides)
    - v. 00blk of East 37<sup>th</sup> Street (both sides)
    - vi. 3700 and 3800blks of Grant Street (both sides)
  - c. More students would likely use the High School Parking lot and this would substantially reduce the number of Pedestrians in the area of the School for both arrival and dismissal.
  - d. Residents do currently use many of these areas for regular parking. This restriction might cause some hardship to East Reiffton residents.

**Initial Complaint Email:**

**From:** Justin & Tricia Istenes <[istenes@ptd.net](mailto:istenes@ptd.net)>

**Sent:** Tuesday, September 24, 2019 7:20:28 AM

**To:** Vinny Biancone <[VBiancone@exetertownship.com](mailto:VBiancone@exetertownship.com)>; [mbjupina@exetersd.com](mailto:mbjupina@exetersd.com)  
<[mbjupina@exetersd.com](mailto:mbjupina@exetersd.com)>

**Subject:** Urgent \* traffic patterns around SHS and JHS

Hello Vince and Mike,

I drop my kids off at the Junior High School and the High School every morning because we are not offered bussing. The situation around the High School has become extremely dangerous and someone is going to be hurt due to the current configuration of the traffic pattern and the carelessness in which people are driving. I am immensely concerned about how dangerous this has become, and, as community representatives, I am sure you are too. We need a better solution for the traffic patterns, more traffic control devices and enforcement of the traffic laws to keep everyone safe. The following are some of the issues:

**Intersection of Reiff Place and 37<sup>th</sup>.** Busses and cars from Reiff Place are barreling through the intersection to make a left or right onto 37<sup>th</sup> Street while children are trying to cross to get to the Junior High School. That intersection only has three stop signs and people are not respecting the kids in the crosswalks at this location. Cars on 37<sup>th</sup> Street that are stopped at the stop sign are gunning it for a split-second chance to get through the intersection. A fourth stop sign needs to be added to make all vehicles stop, as well as painted crosswalk. The law in Pennsylvania is:

Pedestrians always have the right-of-way at unmarked crosswalks not managed by traffic lights or signals. In these situations, drivers still must yield to pedestrians, and allow them to pass before continuing through the intersection.

**Exiting the driveway of the Senior High** after dropping off is a nightmare. Again, buses and cars are barreling down 37<sup>th</sup> Street to get to the parking lot in the back of the school. Unfortunately, the crosswalk at Woodland Avenue and 37<sup>th</sup> Street is completely disregarded. Busses and cars aren't yielding to children in the crosswalk!

A stop sign at 37<sup>th</sup> Street could help slow the traffic and crosswalk sign in the middle of the crosswalk is necessary considering the amount of people who use this crosswalk.

**The immense intersection of Reiff Place, Grant Street and 38<sup>th</sup> Street** is also a potential disaster. At least 100 kids cross this intersection to enter or exit the building every day. The buses and cars speed down from the Junior High School while kids are darting across the street trying to dodge the cars to get to school. This is another intersection where painted crosswalks, crosswalk signs, and perhaps speed bumps are needed to slow the traffic down and respect the kids and the law.

The school district should really evaluate the schedule, routes and timing of the activities around the High School in the morning. There are too many District vehicles coming and going at the same time to

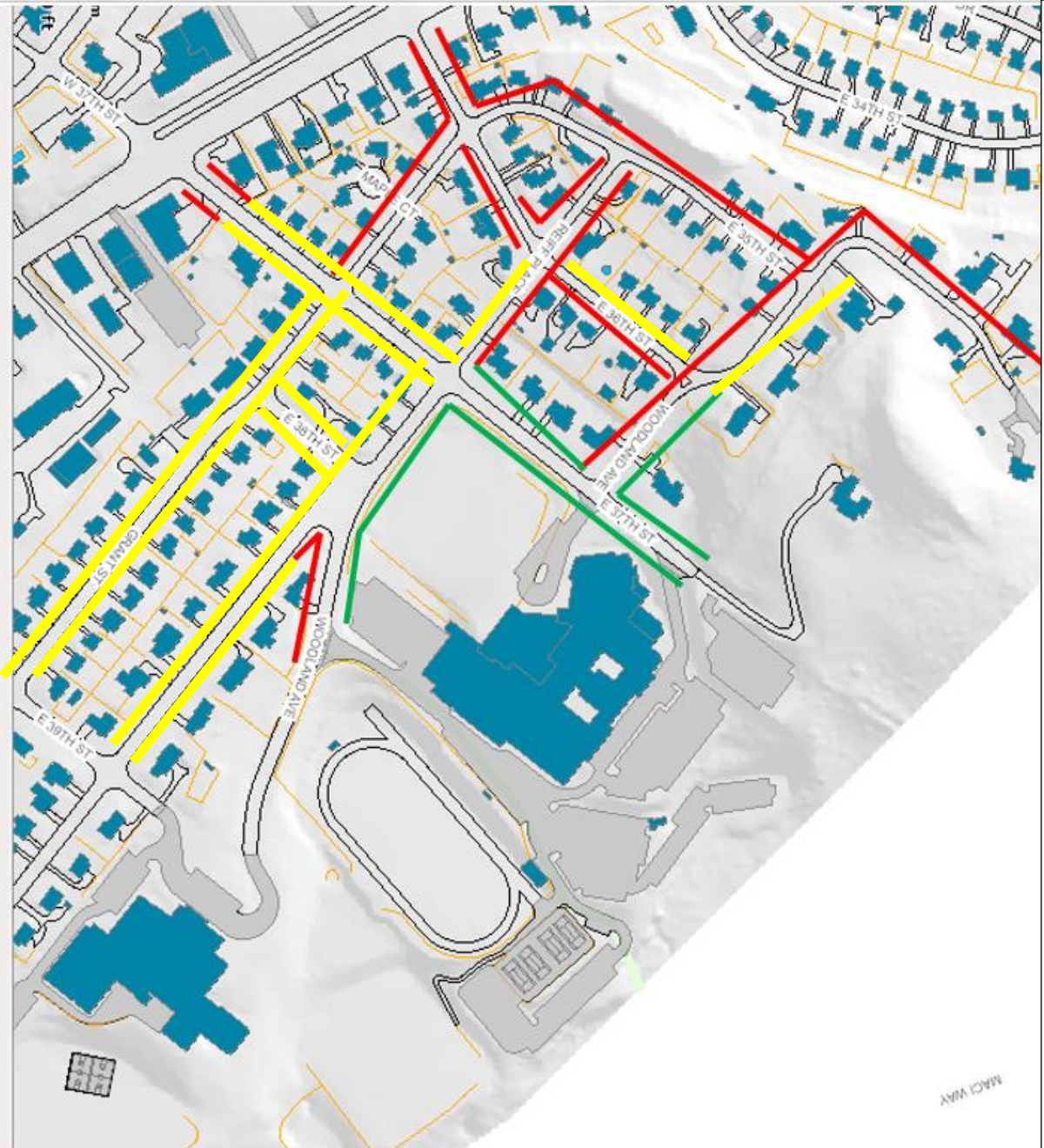
be safe. I am not sure what the answer is but what currently occurs and the manner in which it occurs simply does not work.

Most of these suggestions are simple and won't cost much to implement. However, there also needs to be concentrated enforcement efforts by our fine police department. The situation is out of hand and it will take some time to change the behavior of the offenders. After several weeks of strict enforcement and ticketing, a simple occasional police presence will likely keep most people in line.

I hope the township and the school district can work together to implement solutions that will keep our kids safe. I invite you to come out and experience the chaos that is the pedestrian experience at the High School between 7:00 and 7:30 in the morning. Thank you for reading. I appreciate your dedication, time and consideration.

Patricia Istenes  
484-769-7322

East Reiffton Parking. Red and green is as currently ordained.  
Yellow would be proposed additional restrictions.

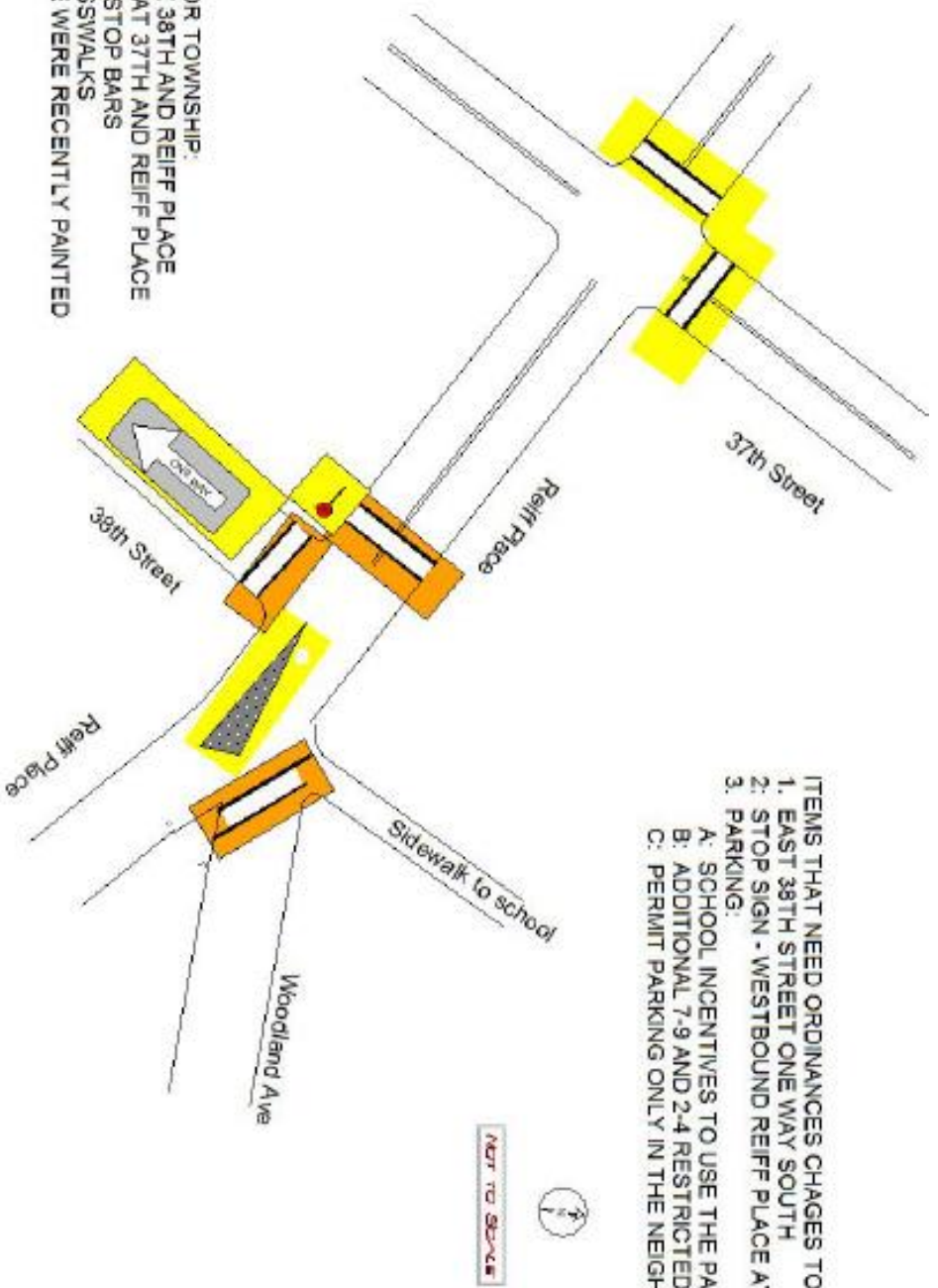


**No Parking Any Time**

**No Parking  
7:00 a.m. to 9:00  
a.m.  
AND 2:00 p.m. to  
4:00 p.m. (except  
Saturday and  
Sunday)**







- MAINTENANCE ITEMS FOR TOWNSHIP:**
1. ADD PAINT TO LANE 38TH AND REIFF PLACE
  2. ADD CROSSWALKS AT 37TH AND REIFF PLACE
  3. PAINT / HEAT TAPE STOP BARS
  4. REFRESH ALL CROSSWALKS
- THOSE IN ORANGE WERE RECENTLY PAINTED

- ITEMS THAT NEED ORDINANCES CHANGES TO IMPLEMENT:**
1. EAST 38TH STREET ONE WAY SOUTH
  2. STOP SIGN - WESTBOUND REIFF PLACE AT 38TH
  3. PARKING:
    - A. SCHOOL INCENTIVES TO USE THE PARKING LOT
    - B. ADDITIONAL 7-9 AND 2-4 RESTRICTED AREAS
    - C. PERMIT PARKING ONLY IN THE NEIGHBORHOOD

## Relative Sections from the PAMVC:

### § 3353. Prohibitions in specified places.

(a) **General rule.**--Except when necessary to avoid conflict with other traffic or to protect the safety of any person or vehicle or in compliance with law or the directions of a police officer or official traffic-control device, no person shall:

(1) Stop, stand or park a vehicle:

(i) On the roadway side of any vehicle stopped or parked at the edge or curb of a street except that:

(A) A pedalcycle may be parked as provided in section 3509(b)(2) (relating to parking).

(B) Standing or parking for the purpose of loading or unloading persons or property may be authorized by local ordinance, but the ordinance shall not authorize standing or parking on State designated highways except during off-peak traffic-flow hours as determined by department regulations.

(ii) On a sidewalk except that a pedalcycle may be parked as provided in section 3509(b)(2).

(iii) Within an intersection.

(iv) On a crosswalk.

(v) Between a safety zone and the adjacent curb within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by official traffic-control devices.

(vi) Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic.

(vii) Upon any bridge or other elevated structure upon a highway or within a highway tunnel.

(viii) On any railroad tracks.

(ix) In the area between roadways of a divided highway, including crossovers.

(x) At any place where official signs prohibit stopping.

(2) Stand or park a vehicle:

(i) In front of a public or private driveway.

(ii) Within 15 feet of a fire hydrant.

(iii) Within 20 feet of a crosswalk at an intersection.

(iv) Within 30 feet upon the approach to any flashing signal, stop sign, yield sign or traffic-control signal located at the site of a roadway.

(v) Within 20 feet of the driveway entrance to any fire station or, when properly sign posted, on the side of a street opposite the entrance to any fire station within 75 feet of the entrance.

(vi) Where the vehicle would prevent the free movement of a streetcar.

(vii) On a limited access highway unless authorized by official traffic-control devices.

(viii) At any place where official signs prohibit standing.

(ix) Within 30 feet upon the approach to a sign warning of the possible presence of a person with a disability in the vicinity of a roadway adjacent to the person's residence or the possible presence of a person with a disability frequently traversing the roadway at that location. This subparagraph shall not apply unless an enabling local ordinance has been passed. The ordinance may apply generally throughout the municipality or be site specific. The ordinance may specify the height of vehicles prohibited from parking in these locations. The enforcement of this subparagraph requires that a sign indicating the violation and amount of

fine be posted at each applicable location. For purposes of this section, the term "disability" shall mean a hearing impairment or total or partial blindness.

(3) Park a vehicle:

(i) Within 50 feet of the nearest rail of a railroad crossing.

(ii) At any place where official signs prohibit parking.

#### § 3542. Right-of-way of pedestrians in crosswalks.

**(a) General rule.**--When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.

**(b) Exercise of care by pedestrian.**--No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute a hazard.

**(c) Limitation on vehicles passing.**--Whenever any vehicle is stopped at any crosswalk at an intersection or at any marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

**(d) Application of section.**--Subsection (a) does not apply under the conditions stated in section 3543(b) (relating to pedestrians crossing at other than crosswalks).

**(e) Penalties.**--The driver of a vehicle who violates subsection (a) commits a summary offense and shall, upon conviction, be sentenced to pay a fine of \$50.

(June 25, 2001, P.L.701, No.68, eff. 120 days; June 26, 2001, P.L.734, No.75, eff. 60 days)

**2001 Amendments.** Act 75 overlooked the amendment by Act 68, but the amendments do not conflict in substance (except for the amount of the fine, as to which Act 75 has been given effect) and have both been given effect in setting forth the text of section 3542.

**Cross References.** Section 3542 is referred to in section 1535 of this title.

#### § 3543. Pedestrians crossing at other than crosswalks.

**(a) General rule.**--Every pedestrian crossing a roadway at any point other than within a crosswalk at an intersection or any marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

**(b) At pedestrian tunnel or overhead crossing.**--Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

**(c) Between controlled intersections in urban district.**--Between adjacent intersections in urban districts at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

**(d) Crossing intersection diagonally.**--No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices or at the direction of a police officer or other appropriately attired person authorized to direct, control or regulate traffic. When authorized to cross diagonally, pedestrians shall cross only in accordance with the signal pertaining to the crossing movements.

**Cross References.** Section 3543 is referred to in section 3542 of this title.

#### § 3544. Pedestrians walking along or on highway.

**(a) Mandatory use of available sidewalk.**--Where a sidewalk is provided and its use is practicable, it is unlawful for any pedestrian to walk along and upon an adjacent roadway.

**(b) Absence of sidewalk.**--Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder as far as practicable from the edge of the roadway.



**(c) Absence of sidewalk and shoulder.**--Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway and, if on a two-way roadway, shall walk only on the left side of the roadway.

**(d) Right-of-way to vehicles.**--Except as otherwise provided in this subchapter, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

**§ 3710. Stopping at intersection or crossing to prevent obstruction.**

No driver shall enter an intersection or a crosswalk or drive onto any railroad grade crossing unless there is sufficient space on the other side of the intersection, crosswalk or railroad grade crossing to accommodate the vehicle operated without obstructing the passage of other vehicles, pedestrians or railroad trains notwithstanding any traffic-control signal indication to proceed.

**Cross References.** Section 3710 is referred to in section 3327 of this title.

Definitions:

**"Crosswalk."**

(1) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and, in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk.

(2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**"Intersection."**

(1) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(2) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of the divided highway by an intersecting highway shall be regarded as a separate intersection. In the event the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of the highways shall be regarded as a separate intersection.