BOROUGH PUBLIC SAFETY INITIATIVE

Improving Public Safety: Single-Side Parking Initiative

Ensuring guaranteed life-safety emergency clearance and service vehicle access across narrow residential Borough corridors while preserving neighborhood parking capacity.

Emergency Response

Guaranteed prompt access for life-saving paramedic and rescue teams.

Fire Apparatus Access

Unobstructed passage for heavy fire engines and critical equipment.

Community Stability

Preserving vital neighborhood parking while actively prioritizing safety.

BALANCING EMERGENCY CLEARANCE & PARKING REALITIES

Why We Are Here

The Problem

Vehicles parked on both sides of narrow roadways leave as little as **5 to 8 ft** of passable lane, physically blocking fire engines, ambulances, and sanitation trucks.

Access Blocked

The Solution

Establish single-side parking on targeted narrow corridors to guarantee an unobstructed **10–12 ft life-safety passage** while retaining ~50% of on-street spaces.

10–12 ft Cleared

The Precedent

Over **40 active street segments** across the Borough operate under single-side parking with proven emergency reliability and strong neighborhood support.

40+ Active Corridors

CLEAR PHYSICAL DIMENSIONS DICTATE STREET PASSAGE

The Math of Safety: Vehicle Dimensions

Vehicle Type	Width Required	Length	Operational Impact
Fire Engine	8 – 10 ft	30 – 34 ft	Requires wide clearance for mirror-to-mirror passage
Ladder Truck	8 – 10 ft	39 – 43 ft	Requires stabilizer jack spread (up to 16+ ft deploy width)
Ambulance & Trash Trucks	8 ft	24 – 35 ft	Daily navigation and emergency patient transport clearance
Average Car / SUV / Truck	5 – 7 ft	10 – 21 ft	Two parked cars take 12 – 14 ft of roadway width

5–8 FT
PASSABLE LANE LEFT

Physical Impossibility on Narrow Streets

On an **18–20 ft wide roadway**, vehicles parked on both sides consume 12–14 ft of space. This leaves only **5 to 8 ft of clearance** — physically impossible for an **8 to 10 ft wide** fire engine or ambulance to pass.

EMERGENCY MANEUVERING BEYOND STRAIGHT-LINE CLEARANCE

Operational Realities of Fire Apparatus

Turning Radii

Long-wheelbase fire apparatus require expansive wall-to-wall turning radii, curb overhang, and approach clearance at corner intersections.

Stabilizer Jack Spread

Aerial ladders cannot safely operate in a rescue without extending hydraulic outriggers, demanding **14 to 16+ ft** of lateral ground space.

Hydrant Connections

Crews require instant, unobstructed access to tap hydrants, deploy 5-inch supply hoses, and maneuver gear around vehicle sides.

DIRECT RISKS OBSERVED DURING MUNICIPAL CALLS

Recent Access Incidents

The Benefits of Single Side Parking:

Emergency Vehicle Access

Ensures guaranteed, instantaneous passage for fire engines and paramedics. During life-safety emergencies, seconds directly dictate survival, and obstructed corridors prevent timely intervention.

Seconds count during life-safety emergencies.

Public Service Reliable Access

Maintains seamless daily municipal operations including trash collection, school buses, snowplows, and utility maintenance without vehicle side-mirror collisions or repeated dead-ends.

Consistent, dependable daily community services.

LOLLER ROAD, SOUTH LINDEN AVENUE & BROAD STREET

Real Constraints

⚠ Narrow Corridor Measurements

Key sections of Loller Road, South Linden Avenue, and Broad Street narrow down to just **17–19 feet wide** curb-to-curb.

When vehicles park on both sides, usable lane passage shrinks to **under 8 feet**, creating severe blockages.

Parking on both sides creates complete blockage

Standard Life-Safety Requirement

Safety protocols require a minimum of **10–12 ft unobstructed lane** for primary emergency apparatus.

Single-side parking restores guaranteed **10–12 ft clearance** while preserving legal parking for residents.

Guarantees 10–12 ft life-safety passage

EVALUATIONS BASED ON PHYSICAL WIDTH & CITIZEN REQUESTS

Streets Under Consideration

Borough Initiated (13 Segments)

Broad Street	Lancaster / Meadowbrook
Loller Road	Manor Road
Moreboro Road	N Penn St (300 Blk)
Oakdale Avenue	Pershing Avenue
Rorer Avenue	South Linden
Warren Road	Wilson / Wood St

Resident Initiated (11 Segments)

Bonair Avenue	Chester Avenue
Drexel Road	E Monument Ave
Edward Road	Jefferson (Village)
Meadowbrook Ave	Montgomery (Crossing)
Park Avenue	Penn St (Montg-More)
W Monument Ave	

PROVEN MUNICIPAL FRAMEWORK OPERATING EFFECTIVELY

Established Precedent Across Borough

40+ Active Segments

Rules successfully function on major corridors like Byberry Rd, Jacksonville Rd, and Moreland Ave, sustaining continuous traffic flow daily.

Proven Reliability

Maintains reliable access for primary emergency apparatus, municipal snow plows, and recycling haulers throughout winter seasons.

Targeted Rules

Tailored block-by-block and side-by-side (North/South or East/West) based on physical curb-to-curb measurements rather than blanket bans.

Full Transparency

Complete restriction tables and width maps remain open and fully accessible for all residents at **myhatboro.org.**

ADDRESSING NEIGHBORHOOD PARKING, PERMITS & FLOW

Frequently Asked Questions

"Will I lose my parking?"

Parking remains legal along one full side, preserving ~50% of curb capacity while restoring essential 10–12 ft life-safety clearance.

"Can permits solve this?"

Permits only govern who parks, not vehicle width. A permit cannot widen an 18-ft roadway or grant emergency clearance.

"Why not make streets one-way?"

One-way streets increase vehicle travel speeds, create circuitous detour loops, and require costly traffic engineering studies.

NEXT STEPS IN TRANSPARENT REVIEW & IMPLEMENTATION

Community Discussion & Feedback

Public Safety is a Shared Community Commitment

We invite all Borough residents to review the field measurements, share feedback with the Parking Commission, and collaborate on ensuring fast, safe emergency access for every neighborhood.