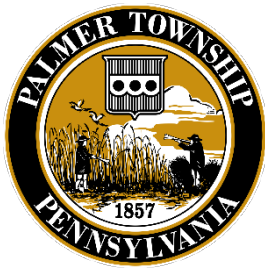


Complete Streets Policy

Township of Palmer, Northampton County, Pennsylvania

Adopted by the Board of Supervisors on August 4, 2025
as Resolution 2025-28





TOWNSHIP OF PALMER

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer Township, PA 18045

I. VISION

Palmer Township shall promote a complete, interconnected transportation network that safely serves the needs of all residents and visitors regardless of age, ability, or mode of travel (including motorists, pedestrians, bicyclists, and transit users) while supporting the Township's vision of enhancing the character of the community.

II. GOALS

- Create an efficient, complete, and connected multi-modal transportation network that ensures that the safety and convenience of all users are accommodated.
- Support the Palmer Township Comprehensive Plan and efforts to create more walkable, livable communities.
- Incorporate the principles in this Policy into all aspects of the transportation project development process, including project identification, scoping procedures, design and all phases of construction.
- Ensure the use of the latest and best design standards, policies and guidelines.
- Provide flexibility for different types of streets, areas and users.
- Ensure that the Complete Streets are designed to be context-sensitive and meet the values and design of the communities in which they are located.

III. CORE COMMITMENT AND DIRECTIVE

1. Palmer Township recognizes that roadway projects are potential opportunities to apply Complete Streets principles. When planning and designing road or trail improvement projects, Palmer Township will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities. Activities may include large scale projects, such as the

design/construction of residential roadways in a new development; incremental improvements over time, such as sidewalk additions throughout a corridor; or small projects, such as painting crosswalks or roadway edging in residential neighborhoods.

2. Accommodations for all users of the surface transportation network shall be in accordance with the latest and best design standards, principles, policies and guidelines and shall be consistent with the context and character of the surrounding built and natural environments and enhance the appearance of such. Innovative and/or non-traditional design options will also be considered as appropriate. The Lehigh Valley Planning Commission's Design Toolkit, found in Appendix A of *Walk/RollLV*, as well as the latest design guidelines from AASHTO and NACTO, shall be utilized.
3. Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the Palmer Township, as well as projects funded by the state and federal government, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design.
4. Palmer Township shall foster partnerships with businesses, private developers, and other governmental agencies, such as the Commonwealth of Pennsylvania Department of Transportation (PennDOT), the Lehigh Valley Planning Commission (LVPC), and other regional partners to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the Township's borders.

IV. IMPLEMENTATION

Palmer Township shall develop an integrated and connected multi-modal transportation network of Complete Streets that serves all neighborhoods and populations. Towards this end:

1. Principles of Complete Streets have already been incorporated into the Township's *2018 Comprehensive Plan*. The Board of Supervisors has adopted an Active Transportation Plan. The Board will continue to incorporate Complete Streets principles into other manuals, checklists, decisions trees, rules, regulations and programs as appropriate.
2. All transportation projects shall be evaluated to incorporate partial or full Complete Streets that allow safe, environmentally healthy, economically sound, fair, accessible, and convenient travel along, and across, streets and roadway networks. Projects shall be evaluated for users of all ages and abilities and for all modes of transportation and strive to meet the following goals:

- a. Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people walking and bicycling.
 - b. Environment: Improve air quality and mitigate traffic congestion.
 - c. Economy: Stimulate economic prosperity.
 - d. Health: Increase physical activity and social connectivity with the goals of lowering the risk of obesity, reducing chronic disease, and promoting wellness.
 - e. Fairness: Implement policies and distribute funding and other resources as fairly and responsibly as possible in all neighborhoods, with priority given to underinvested/underserved communities, and to improve non-motor vehicle transportation systems.
3. This Complete Streets Policy shall apply to all public and/or private transportation projects. For transportation projects using funds awarded by federal, state, regional, county, municipal, or any other public agency where the Township does not have regulatory involvement, the Township will advocate for Complete Street elements.
4. Transportation projects may include, where identified as appropriate by the Township, pedestrian and bicycle design elements, traffic calming, and/or transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike paths, bike parking, lighting, wayfinding, seating, trash receptacles, etc.

V. EXCEPTIONS

1. Palmer Township shall approach all transportation improvements as an opportunity to create safer and more accessible streets for all modes and users. Complete Streets accommodations on Township projects and on external projects may not always be practical due to factors beyond the Township's control. Exceptions to implementing Complete Streets elements may be considered under certain circumstances; however, any exception to the policy must be reviewed and approved by the Board of Supervisors if it is determined in writing that:
 - a. An affected roadway prohibits, by law, use by specified users, such as pedestrians on interstates or bicyclists in pedestrian malls; or
 - b. The cost of the accommodation is excessively disproportionate to the need or probable use; or

- c. There is a demonstrated absence of both a current and future need to accommodate the category of user, shown via demographic, school, employment, or public transportation route data; or
 - d. Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses; or
 - e. Performing routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, or spot repair or when interim measures are implemented including temporary detour or haul routes.
2. Exceptions for complete streets accommodations for subdivision and land development applications shall follow the Township's existing waiver process, but shall consider the aforementioned items, before any waiver is considered and approved by the Board of Supervisors.

VI. ANNUAL REPORTING AND CHECKLISTS

1. Each year, the Planning Director shall develop an annual report that evaluates the implementation of the Complete Streets Policy and identifies benchmarks to ensure successful implementation in the coming year. Each report shall list ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the report.
2. Palmer Township shall collect and monitor data, under Township jurisdiction, to determine compliance with the benchmarks identified in the report. Such benchmarks may include, but are not limited to:
- a. Mileage of new and existing bicycle infrastructure, (e.g., on street bicycle lanes, bike parking, off street paths, and boulevards accommodating bicycle infrastructure).
 - b. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities).
 - c. Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons).
 - d. Number of pedestrian and bicycle lighting improvements.
 - e. The number and percentage of designated transit stops accessible via sidewalks and curb ramps.
 - f. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation.

3. Palmer Township shall utilize a Complete Streets Checklists during the project selection, planning, designing, construction, funding and maintenance of all transportation projects. Each item in the checklist must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete Streets Policy.
4. A Complete Streets checklist may include, but is not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations.
 - b. Traffic volumes.
 - c. Existing safety and/or access issues, and Americans with Disabilities Act (ADA) compliance.
 - d. Land use within the study area, including trip generators.
 - e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements.
 - f. Review of existing plans.
 - g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations.
 - h. ADA compliance of the proposed design.
 - i. Compatibility with the surrounding land use and density.
 - j. Consistency with applicable design standards and guidelines.
 - k. Opportunities to improve public health through physical activity and mobility options.
 - l. Opportunities to manage stormwater through green infrastructure.

VII. APPENDIX A

Guidelines and standards may include, but are not limited to:

- American Association of State Highway Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (Green Book)
- AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*
- AASHTO *Guide for the Development of Bicycle Facilities*
- American Planning Association *Complete Streets: Best Policy and Implementation Practices*
- *Americans with Disabilities Act Accessibility Guidelines* (ADAAG)
- FHWA *Manual on Uniform Traffic Control Devices* (MUTCD)

- FHWA *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts*
- FHWA *Separated Bike Lane Planning and Design Guide*
- Institute of Transportation Engineers (ITE) *Traffic Calming Measures and Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- LANTA *Transit Supportive Land Use for the Lehigh Valley*
- LANTA *Enhanced Bus Service Study*
- LVPC *Walk/RollLV: The Lehigh Valley Active Transportation Plan*
- National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*
- NACTO *Urban Street Design Guide*
- NACTO *Transit Street Design Guide*
- NJDOT & PennDOT *Smart Transportation Guidebook*
- PA Public Transportation Association *Building Better Bus Stops*
- *Public Right-of-Way Accessibility Guidelines* (PROWAG)
- U.S. Forest Service *Trail Accessibility Guidelines* (FSTAG)
- U.S. Forest Service *Outdoor Recreation Accessibility Guidelines* (FSORAG)



TOWNSHIP OF PALMER

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer Township, PA 18045

Complete Streets Checklist

PURPOSE

The Complete Streets Checklist records project information, existing conditions, proposed Complete Streets elements, and the concurrence or recommendations of Palmer Township regarding proposed township streets projects and private development projects.

INSTRUCTION

Project sponsors or applicants shall complete Project Information, Part 1, and Part 2 of the Complete Streets checklist, or provide a written rationale for exception from the Complete Street Policy and submit the checklist or rationale to the Planning Director as early in the project development process as practical.

Township staff shall evaluate the submitted checklist. If staff agrees with the recommendations, they shall approve the checklist and distribute the approval to the project sponsor. If staff recommends additional or alternative Complete Streets elements, they shall offer to meet with the project sponsor to resolve recommendations or concerns and finalize the checklist.

PROJECT INFORMATION	
Prepared by: (name/date)	
Others Consulted:	
Project Name/Title:	
Project Location: (State Route/Street Name and project limits)	
Project Type:	<input type="checkbox"/> New Construction <input type="checkbox"/> Reconstruction/Rehabilitation <input type="checkbox"/> Other: _____
Project Description:	
Community Context:	<input type="checkbox"/> Urban Area <input type="checkbox"/> Commercial Corridor with little to no residential <input type="checkbox"/> Residential Neighborhood <input type="checkbox"/> Rural Area <input type="checkbox"/> Other Type: _____
Posted Speed Limit and Traffic Volumes:	
Anticipated Project Start & Completion Dates:	
EVALUATION FOR MUNICIPAL USE ONLY	
Reviewed by: (names/date)	
Decision:	<input type="checkbox"/> Concurrence <input type="checkbox"/> See Recommendations at end of checklist

PART 1: EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)**Community Context and Connections**

Are public service destinations present? Schools/libraries, parks, hospitals/health care, community centers, govt. offices, etc.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are essential retail destinations present? Food store, pharmacy, shopping centers, other major employment sites, such as factories, warehouses, etc.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are residential blocks/neighborhoods present?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are any of the destination uses above permitted by zoning?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Is the project area identified within the Township Comprehensive Plan or the Township Active Transportation Plan?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

**Pedestrian Facilities & Use**

Are pedestrian facilities, such as sidewalks, crosswalks, marked shoulders, shared use paths, curbs ramps, etc., present on one or both sides of the street?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are pedestrian facilities ADA-compliant, as applicable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are off-road pedestrian/multi-use paths present or planned?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are there pedestrian signals?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are pedestrian signal push buttons accessible and ADA-compliant?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

**Bicycle Facilities & Use**

Are bicycle facilities, such as bike lanes or sharrows, present? Or, is there evidence of bicycle use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are bicycle safe grates present at drainage inlets?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Is bicycle parking present?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

**Horse-and-Buggy Use**




Is horse-and-buggy use evident (pavement rutting) or has it been observed?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
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**Transit Considerations**

Is transit service available? If yes, specify fixed-route or flexible service, such as paratransit, microtransit, or other on-demand service, and the transit agency.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Are transit stops marked/signed?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

**Roadway Features/Conditions**

Is the roadway shoulder ≥ 4 ft?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Is the shoulder pavement condition adequate for walking/biking?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Is on-street parking permitted on one or both sides of the street?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Can pavement markings be seen day and night?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

PART 1: EXISTING CONDITIONS IN THE PROJECT AREA (within 300 feet of the project)	
Is the street a primary travel street for general traffic?	<input type="checkbox"/> Yes/all day <input type="checkbox"/> Yes/peak only <input type="checkbox"/> No
Is the street a primary travel street for trucks?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Is the street a primary route for pedestrians, regardless of facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Is the street a primary route for bicyclists, regardless of facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Is right-of-way sufficient to incorporate additional pedestrian and/or bicycle facilities, or shared road markings?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
 Streetscape Considerations	
Are shade trees, lighting, wayfinding signage, seating, or similar streetscape elements present?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
 Safety Considerations	
Are there conflicts between travel modes in the right-of-way?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Are pedestrians at street crossings visible (e.g., not blocked by on-street parking)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Do pedestrians have sufficient time to cross the street?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
 Coordination Efforts	
Have local leaders/stakeholders been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Has law enforcement been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Have transit agencies been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Have other stakeholders been contacted to discuss needs and potential complete streets elements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Does the project warrant survey of project area residents/citizens?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Additional Conditions, Descriptions, or Comments	
1.	
2.	
3.	
4.	
5.	

Continue to Part 2

PART 2: PROPOSED COMPLETE STREETS ELEMENTS



Community Context and Connections

Sustained/improved connections with public service destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Sustained/improved connections to retail/employment destinations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Sustained/improved connections between neighborhoods	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Sustained/improved connections to pedestrian and bicycle networks	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other	Describe below



Pedestrian, Bicycle, & Horse-and-Buggy Facilities/Features

ADA-compliant sidewalks or pedestrian paths; both sides of the street preferred	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
ADA-compliant ramp, curb ramp and detectable warning surface, including slope and cross slope	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Curb bump-outs and/or pedestrian islands	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Pedestrian crossing signage for motorists	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
High-visibility crosswalks and/or mid-block crossings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Pedestrian traffic signals with adequate pedestrian crossing time and accessible push buttons, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Bicycle/buggy detection at traffic signals	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Traffic signals with adequate bicyclist/buggy crossing time, paired with No Turn on Red signage	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Off-road multiuse path or trail	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
On-road bike lane or sharrow signage and pavement markings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Paved shoulders, ≥ 4 feet in width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Bike parking	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other	Describe below



Transit Considerations

Marked/Signed transit stops, including adequate sidewalk width to accommodate a future transit stop (waiting area w/o blocking pedestrian route)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Bus shelters, including adequate sidewalk and adjacent area to accommodate a bus shelter	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other	Describe below



Roadway Features/Conditions

Increase in roadway shoulder width	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
New roadway shoulder pavement	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Change to on-street parking	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

PART 2: PROPOSED COMPLETE STREETS ELEMENTS

Change to driveway location to reduce conflict points	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Bicycle-friendly inlet grates	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other	Describe below



Streetscape Considerations

Street trees	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Bicycle/Pedestrian facility lighting (human-scale preferred)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Seating/rest options	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other – wayfinding signage, trash/recycling receptacles, etc.	Describe below

Operations Awareness and Maintenance Commitment

Safety & Response – Law enforcement and emergency responders are aware of project design, including complete streets elements; design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Transit Service – Local agency is aware of project design, including complete streets elements; agrees design meets needs for all users/vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Maintenance – Long-term maintenance commitment(s) secured	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Other as applicable – adjacent municipality, trail authority/ organization, private employer, economic development agency, etc.	Describe below

Additional Elements, Considerations or Comments

1.

2.

3.

4.

5.

MUNICIPAL RECOMMENDATIONS

A.

B.

C.

D.

E.



TOWNSHIP OF PALMER

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer Township, PA 18045

Complete Streets Exception Form

PROJECT INFORMATION

Project Name/Title:

Project Location:

(State Route/Street Name
and project limits)

Project Type:

☐ New Construction ☐ Reconstruction/Rehabilitation ☐ Other: _____

Project Description:

Community Context:

☐ Urban Area ☐ Commercial Corridor with little to no residential

☐ Residential Neighborhood ☐ Rural Area ☐ Other Type: _____

Posted Speed Limit:

Functional Classification:

Anticipated Project Start
& Completion Dates:

TRAFFIC/USERS (COUNTS PREFERRED)

Avg. Annual Daily Traffic:

Avg. Daily Pedestrians:

Avg. Daily Bicyclists:

Total Road/Bridge
Design and Construction
Cost:

Total Complete Streets
Design and Construction
Cost:

Proposed Complete
Streets Elements:

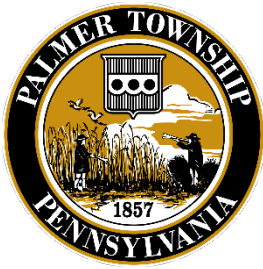
EVALUATION FOR MUNICIPAL USE ONLY

Reviewed by:
(names/date)

Decision:

☐ Exception Granted

☐ Exception Denied



TOWNSHIP OF PALMER

NORTHAMPTON COUNTY, PENNSYLVANIA

3 Weller Place, Palmer Township, PA 18045

Exception Rationale

Please check all that apply and provide a brief justification statement for each below.

- ☐ An affected roadway prohibits, by law, use by specified users, such as pedestrians on interstates or bicyclists in pedestrian malls
- ☐ The cost of the accommodation is excessively disproportionate to the need or probable use
- ☐ There is a demonstrated absence of both a current and future need to accommodate the category of user, shown via demographic, school, employment, or public transportation route data
- ☐ Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses;
- ☐ Performing routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, or spot repair or when interim measures are implemented including temporary detour or haul routes.

EXCEPTION JUSTIFICATION

**BOARD OF SUPERVISORS
TOWNSHIP OF PALMER
NORTHAMPTON COUNTY, PENNSYLVANIA**

RESOLUTION NO. 2025 - 28

**A RESOLUTION OF THE TOWNSHIP OF PALMER, NORTHAMPTON COUNTY,
PENNSYLVANIA, ADOPTING A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the Board of Supervisors of Palmer Township recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for Palmer in the areas of infrastructure cost savings; public health; and environmental sustainability; and

WHEREAS, the Board of Supervisors of Palmer Township adopted a new Comprehensive Plan on January 23, 2018, which recommends the advancement of multimodal transportation options to all potential transportation modes, as well as the adoption of a Complete Streets Policy; and

WHEREAS, the Board of Supervisors of Palmer Township adopted an Active Transportation Plan on April 7, 2025, which recommends the development of several major corridors for multimodal transportation, as well as the adoption of a Complete Streets Policy; and

WHEREAS, the Board of Supervisors of Palmer Township seeks to create a complete, interconnected transportation network that safely serves the needs of all residents and visitors regardless of age, ability, or mode of travel while supporting the Township’s vision of enhancing the character of the community.

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of Palmer Township does hereby approve and adopts the Palmer Township Complete Streets Policy attached hereto as “Exhibit A,” and made part of this Resolution, and that said exhibit is hereby approved and adopted.

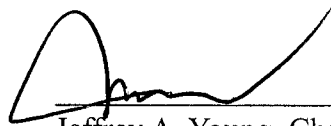
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**BOARD OF SUPERVISORS
TOWNSHIP OF PALMER
NORTHAMPTON COUNTY, PENNSYLVANIA**

RESOLUTION NO. 2025 - 28

SIGNATURE PAGE

RESOLVED AND ENACTED this 4th day of August, 2025.



Jeffrey A. Young, Chairman
Board of Supervisors

ATTEST:



Robert A. Williams
Township Manager/Secretary

EXHIBIT A
PALMER TOWNSHIP, NORTHAMPTON COUNTY, PA
COMPLETE STREETS POLICY

Vision

Palmer Township shall promote a complete, interconnected transportation network that safely serves the needs of all residents and visitors regardless of age, ability, or mode of travel (including motorists, freight, pedestrians, bicyclists, and transit users) while supporting the Township's vision of enhancing the character of the community, mitigating the effects of climate change, and promoting an active and healthy lifestyle.

Goals

- Create an efficient, complete, and connected multi-modal transportation network that ensures that the safety and convenience of all users are accommodated.
- Support the Palmer Township Comprehensive Plan and efforts to create more walkable, healthy, and livable communities.
- Incorporate the principles in this Policy into all aspects of the transportation project development process, including project identification, scoping procedures, design and all phases of construction.
- Ensure the use of the latest and best design standards, policies and guidelines.
- Provide flexibility for different types of streets, areas and users.
- Ensure that the Complete Streets are designed to be context-sensitive and meet the values and design of the communities in which they are located.
- Improve air quality and mitigate the impact of the Township's transportation network on climate change.
- Provide equal access to high-quality, low-stress walking rolling, bicycling, and public transit networks for everyone in Palmer Township.

Core Commitment and Directive

1. Palmer Township recognizes that roadway projects are potential opportunities to apply Complete Streets principles. When planning and designing road or trail improvement projects, Palmer Township will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities. Activities may include large scale projects, such as the design/construction of residential roadways in a new development; incremental improvements over time, such as sidewalk additions throughout a corridor; or small projects, such as painting crosswalks or roadway edging in residential neighborhoods. This shall also consider accommodations for freight movement, a predominant land use, to reduce conflicts between freight and other road users.

2. Accommodations for all users of the surface transportation network shall be in accordance with the latest and best design standards, principles, policies and guidelines and shall be consistent with the context and character of the surrounding built and natural environments and enhance the appearance of such. Innovative and/or non-traditional design options will also be considered as appropriate. The Lehigh Valley Planning Commission's Design Toolkit, found in Appendix A of *Walk/RollLV*, as well as the latest design guidelines from AASHTO and NACTO, shall be utilized.
3. Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the Palmer Township, as well as projects funded by the state and federal government, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design.
4. Complete Streets principals shall be integrated into all applicable procedures, policies, plans, and operations to be consistent with this policy.
5. Palmer Township shall foster partnerships with businesses, private developers, and other governmental agencies, such as the Commonwealth of Pennsylvania Department of Transportation (PennDOT), the Lehigh Valley Planning Commission (LVPC), and other regional partners to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the Township's borders.

Implementation

Palmer Township shall develop an integrated and connected multi-modal transportation network of Complete Streets that serves all neighborhoods and populations. Towards this end:

1. Principles of Complete Streets have already been incorporated into the Township's 2018 Comprehensive Plan. The Board of Supervisors has adopted an Active Transportation Plan. Palmer Township will continue to incorporate Complete Streets principals into other manuals, checklists, policies, plans, ordinances and programs as appropriate.
2. All transportation projects shall be evaluated to incorporate partial or full Complete Streets that allow safe, environmentally healthy, economically sound, fair, accessible, and convenient travel along, and across, streets and roadway networks. Projects shall be evaluated for users of all ages and abilities and for all modes of transportation and strive to meet the following goals:
 - a. Safety: Eliminate all road fatalities, significantly reduce crash severity and injury, and improve personal safety through increasing the number of people walking and bicycling.
 - b. Environment: Improve air quality and mitigate traffic congestion.
 - c. Economy: Stimulate economic prosperity.
 - d. Health: Increase physical activity and social connectivity with the goals of lowering the risk of obesity, reducing chronic disease, and promoting wellness.

- e. Fairness: Implement policies and distribute funding and other resources as fairly and responsibly as possible in all neighborhoods, with priority given to underinvested/underserved communities, and to improve non-motor vehicle transportation systems.
3. This Complete Streets Policy shall apply to all public and/or private transportation projects. For transportation projects using funds awarded by federal, state, regional, county, municipal, or any other public agency where the Township does not have regulatory involvement, the Township will advocate for Complete Street elements.
4. Transportation projects may include, where identified as appropriate by the Township, pedestrian and bicycle design elements, traffic calming, and/or transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike paths, bike parking, lighting, wayfinding, seating, trash receptacles, etc.
5. Palmer Township shall routinely work in coordination with each other, adjacent municipalities, PennDOT, Lehigh Valley Planning Commission, and any relevant advisory organizations, to promote Complete Streets in Palmer Township and to ensure consistency with the Palmer Township Comprehensive Plan and Active Transportation Plan.
6. Palmer Township shall regularly monitor and review the outcomes of implemented projects. Outcome-oriented metrics, including reduction in traffic crashes, decreases in vehicle emissions, and number of non-vehicular trips, should be tracked in addition to output-oriented metrics, such as miles of bicycle infrastructure or number of curb cuts.
7. Palmer Township shall endeavor to conduct public engagement activities when major roadway modifications for new Complete Street elements are proposed for a Township-street. This may include public workshops, surveys, or neighborhood canvassing.

Exceptions

1. Palmer Township shall approach all transportation improvements as an opportunity to create safer and more accessible streets for all modes and users. Complete Streets accommodations on Township projects and on external projects may not always be practical due to factors beyond the Township's control. Exceptions to implementing Complete Streets elements may be considered under certain circumstances; however, any exception to the policy must be reviewed and approved by the Board of Supervisors if it is determined in writing that:
 - a. An affected roadway prohibits, by law, use by specified users, such as pedestrians on interstates or bicyclists in pedestrian malls; or
 - b. The cost of the accommodation is excessively disproportionate to the need or probable use; or
 - c. There is a demonstrated absence of both a current and future need to accommodate the category of user, shown via Township plans, demographic, school, employment, or public transportation route data; or

- d. Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses; or
 - e. Performing emergency repairs routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, or spot repair or when interim measures are implemented including temporary detour or haul routes.
2. Exceptions for complete streets accommodations for subdivision and land development applications shall follow the Township's existing waiver process, but shall consider the aforementioned items, before any waiver is considered and approved by the Board of Supervisors.
 3. All exceptions shall be kept in writing by Palmer Township for documentation and tracking and included in any annual reporting.

Annual Reporting and Checklists

1. Each year, the Planning Director shall develop an annual report that evaluates the implementation of the Complete Streets Policy and identifies benchmarks to ensure successful implementation in the coming year. Each report shall list ongoing and completed transportation projects during that fiscal year. If any exceptions are applied to transportation projects pursuant to Exceptions to Complete Streets Requirements herein, such projects and the relevant exceptions should be identified in the report.
2. Palmer Township shall collect and monitor data, under Township jurisdiction, to determine compliance with the benchmarks identified in the report. Such benchmarks may include, but are not limited to:
 - a. Reduction in traffic crashes of all modes of transportation.
 - b. Reduction in greenhouse gas emissions in the transportation sector.
 - c. Increase in non-vehicular modes of transportation.
 - d. Mileage of new and existing bicycle infrastructure, (e.g., on street bicycle lanes, bike parking, off street paths, and boulevards accommodating bicycle infrastructure).
 - e. Linear feet (or mileage) of new and existing pedestrian infrastructure (e.g., sidewalks, trails, transit amenities).
 - f. Number of new and existing ADA-compliant infrastructure (e.g., curb ramps, pedestrian buttons).
 - g. Number of pedestrian and bicycle lighting improvements.
 - h. The number and percentage of designated transit stops accessible via sidewalks and curb ramps.
 - i. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation.
3. Palmer Township shall utilize a Complete Streets Checklists during the project

selection, planning, designing, construction, funding and maintenance of all transportation projects. Each item in the checklist must include an area to provide a brief description for how the item is addressed, not addressed, or not applicable to the Complete Streets Policy.

4. A Complete Streets checklist may include, but is not limited to:
 - a. Existing pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and operations.
 - b. Traffic volumes.
 - c. Existing safety and/or access issues, and Americans with Disabilities Act (ADA) compliance.
 - d. Land use within the study area, including trip generators.
 - e. Existing and proposed streetscape elements including furniture, trees or other environmental and stormwater enhancements.
 - f. Review of existing plans.
 - g. Proposed pedestrian, bicycle, transit, motor vehicle, and truck/freight accommodations (facilities) and desired future operations.
 - h. ADA compliance of the proposed design.
 - i. Compatibility with the surrounding land use and density.
 - j. Consistency with applicable design standards and guidelines.
 - k. Opportunities to improve public health through physical activity and mobility options.
 - l. Opportunities to manage stormwater through green infrastructure.