

**PITTSTON TOWNSHIP**  
**Luzerne County, Pennsylvania**  
**ORDINANCE NO. 9-01 of 2025**

**AN ORDINANCE OF THE TOWNSHIP OF PITTSTON, LUZERNE COUNTY, PENNSYLVANIA, ESTABLISHING A SPEED LIMIT OF 20 MILES PER HOUR ON BROAD STREET FROM THE INTERSECTION OF WALL STREET TO THE INTERSECTION OF SOUTH TOWNSHIP BOULEVARD**

**WHEREAS**, Pennoni Associates, Inc. conducted a traffic investigation and study in accordance with the Pennsylvania Motor Vehicle Code to determine the appropriate speed limit on Broad Street (T-509); and

**WHEREAS**, pursuant to the investigation and study, Pennoni Associates, Inc. recommended the speed limit be reduced and established at a maximum speed limit of 20 miles per hour on Broad Street from Wall Street to South Township Boulevard. A true and correct copy of the study is appended to this ordinance as Exhibit "A".

**NOW, THEREFORE, BE IT ENACTED AND ORDAINED** by the Supervisors of the Township of Pittston as follows:

**Section 1. Speed Limit Established**

The following maximum speed limit is hereby established:

<b><u>ROAD/HIGHWAY</u></b>	<b><u>PORTION</u></b>	<b><u>MAXIMUM SPEED LIMIT</u></b>
Broad Street(T-509)	Wall St. to S. Township Blvd.	20 miles per hour

**Section 2. Notice and Posting of Signs**

The Township shall erect 20 mph speed limit signs on Broad Street in accordance with the Pennsylvania Motor Vehicle Code and the regulations of the Pennsylvania Department of Transportation.

**Section 3. Violations: Unlawful to Exceed Speed Limit of 20 MPH.**

After the effective date of this Ordinance and the posting of the appropriate speed limit signs, it shall be unlawful for any person to operate any motor vehicle on Broad Street in excess of twenty (20) miles per hour.

**Section 4. Enforcement**

The Pittston Township Police Department is hereby authorized to monitor, control and enforce a maximum speed limit of 20 miles per hour on Broad Street pursuant to the Motor Vehicle Code and violators shall be prosecuted in accordance with the Pennsylvania Motor

Vehicle Code.

**Section 5. Repealer**

Any Ordinances, Resolutions or Laws in conflict with this Ordinance are hereby **REPEALED**.

**Section 6. Severability**

The provisions of this Ordinance shall be severable, and if any of its provisions shall be held to be unconstitutional, invalid, unenforceable or beyond the power of the Township of Pittston, said provision or provisions shall not be construed to affect the validity of any of the remaining portions of this Ordinance. It is hereby declared as the intent of the Supervisors of Pittston Township that this Ordinance would have been adopted had such unconstitutional, invalid or unauthorized provision or provisions not been included therein.

**Section 7. Enactment**

This Ordinance shall be effective five (5) days after enactment hereof and shall remain in force until modified, amended or rescinded by the Supervisors of Pittston Township.

**DULY ENACTED AND ORDAINED**, by the Supervisors of the Township of Pittston, Luzerne County, Pennsylvania in lawful session duly assembled this 15<sup>th</sup> day of September, 2025.

Submitted by Mr. Slezak .....

Seconded by Mr. Hawk .....

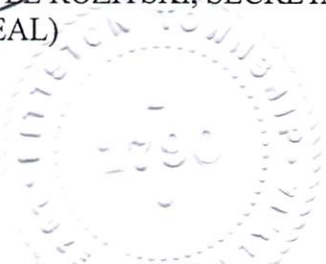
ROLL CALL  
BOARD OF SUPERVISORS

<i>Supervisors:</i>	<u>Yea</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Mr. David A. Slezak, Chairman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mr. Joseph Hawk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ms. Deborah Taroli	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

By: David A. Slezak  
DAVID A. SLEZAK  
Chairman, Board of Supervisors

ATTEST:

[Signature]  
KYLE ROZITSKI, SECRETARY  
(SEAL)





## LTAP Technical Assistance Report

TA Number: 24042

To: Stephen Valenti, Pittston Township, Luzerne County  
Township Engineer  
Phone: 570-235-2966  
Email: [svalenti@pennoni.com](mailto:svalenti@pennoni.com)

From: Logan Schuman, EIT, LTAP Technical Expert  
Phone: 717-353-0977  
Email: [lschuman@pennoni.com](mailto:lschuman@pennoni.com)

Date: August 12<sup>th</sup>, 2025

Subject: Broad Street Speed Study, Pittston Township, Luzerne County

## Safety Concern and Background

In response to a technical assistance request from Pittston Township, LTAP met with Stephen Valenti on July 28<sup>th</sup>, 2025, to examine Broad Street (T-509). The Township requested a speed study for Broad Street as it has received complaints from residents regarding speeding along the road. Figure 1 shows an aerial view of the study area with the road and counter location marked yellow. We assessed the study area through walking, driving, and reviewing site conditions.

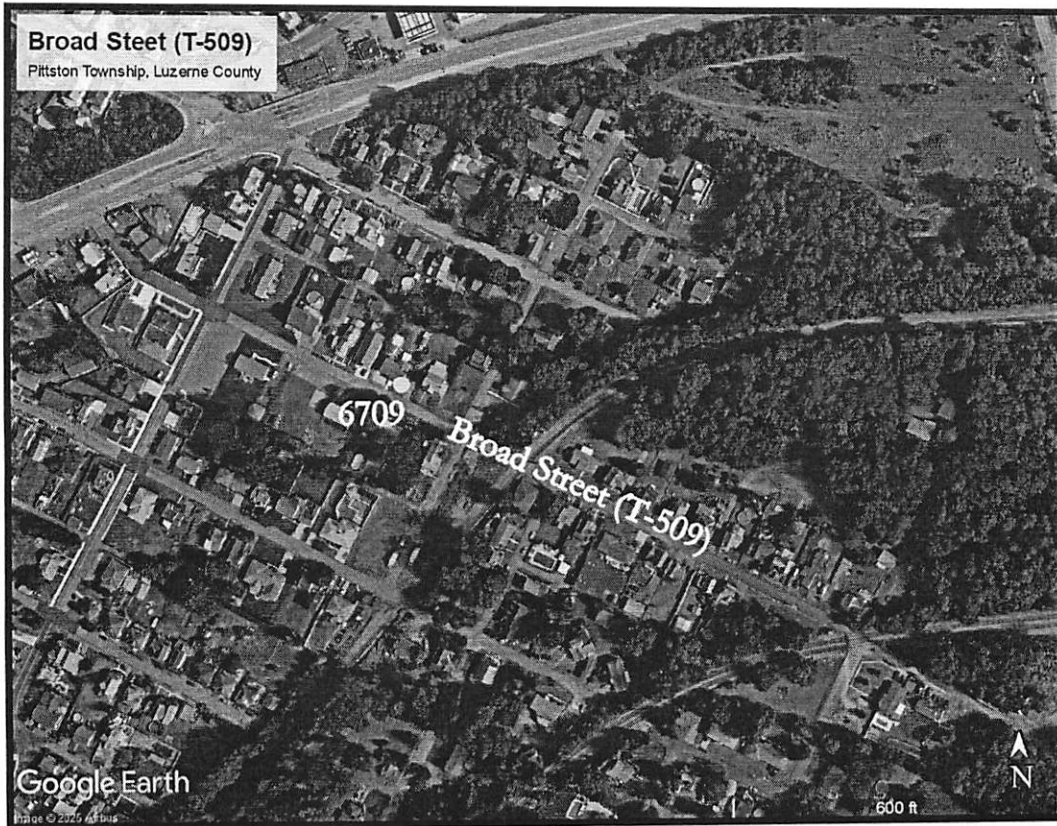


Figure 1: Aerial View of the Study Area

## Field Observations

Broad Street (T-509) is a two-lane, two-way Township road with no center lines, no edge lines, with sidewalks and curb on both sides of the road between Pittston By-Pass (SR 2021) and Bryden Street (SR 2028). The intersection with Bryden Street (SR 2028) is all-way stop controlled. The road width is approximately 20 feet at counter 6709 edge-of-road to edge-of-road. The total road length is 0.32 miles from Pittston By-Pass (SR 2021) to Wall Street (T-592) according to PennDOT's Type 5 Map.

Broad Street is currently posted at 25 MPH for speed, and the land use along the road is residential. At the time of the field visit, traffic was low in volume consisting solely of passenger vehicles. PennDOT's Traffic Information Repository (TIRe) shows an estimated average daily traffic (ADT) of 300 vehicles per day (vpd). A street view of Broad Street can be seen in Figure 2 and Figure 3.

### Crash Data

LTAP obtained crash data for a five-year period starting from January 1, 2020, through December 31, 2024, from PennDOT's online Pennsylvania Crash Information Tool (PCIT). According to PCIT, there were zero reportable crashes on Broad Street during this timeframe.

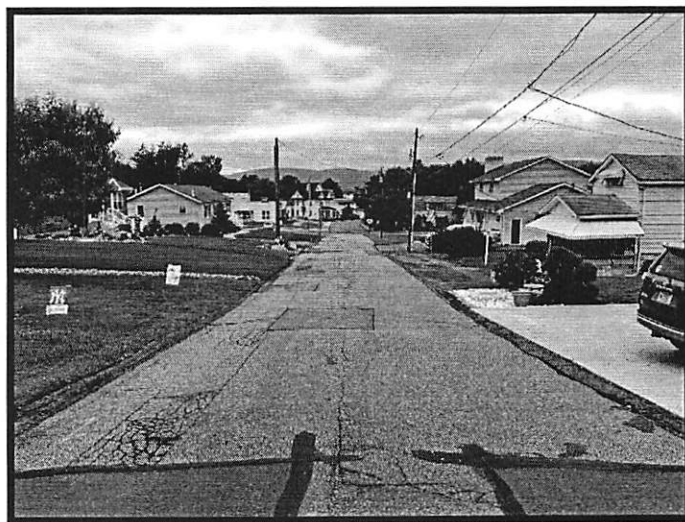
### References

Field observations, discussions with municipal personnel, application of state/federal traffic control device guidelines, highway safety research, and traffic engineering experience are largely responsible for the content and findings of this memo. In addition, specific references that were consulted include:

- 2009 Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD)
- PennDOT Publications 46, 212, and 236
- PA Vehicle Code, Title 75
- PA Code, Title 67
- FHWA Proven Safety Countermeasures: <https://safety.fhwa.dot.gov/provencountermeasures/>
- FHWA USLIMITS2: <https://safety.fhwa.dot.gov/uslimits/>



**Figure 2: Eastbound Street View of Broad Street from Counter 6709**



**Figure 3: Westbound Street View of Broad Street from Counter 6709**

# Assessment

## Information on Speed Limits

In order to properly and legally post a speed limit, an engineering and traffic study must be completed, and an ordinance must be adopted as per Sections 6109 and 6102 of the Pennsylvania Vehicle Code, Title 75. In Pennsylvania, speed limit studies must be conducted according to regulations in the Pennsylvania Code, Title 67, Chapter 212 and the *Manual on Uniform Traffic Control Devices* (MUTCD). Specifically, Section 2B.13 of the MUTCD and Section 212.108 of Title 67 outline criteria for conducting the study. Title 67, Chapter 212 is also known as PennDOT's *Official Traffic Control Devices – Chapter 212*, Publication 212 (Pub. 212).

According to these regulations, engineering and traffic studies are not required for statutory speed limits (25 MPH in residence districts, 35 MPH in urban districts, etc.), but documentation should be on file to show that the requirements defined in Title 75 are satisfied. Act 151 of 1998 allows municipalities to post a statutory 25 MPH speed limit without conducting an engineering and traffic study as long as three conditions are satisfied:

- 1) The road is not a numbered traffic route,
- 2) The road is functionally classified as a local road, and
- 3) The road is in a residence district as defined by the Vehicle Code.

A residence district is defined in Title 75 as “the territory contiguous to and including a highway not comprising a business district when the property on the highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.”

PennDOT has interpreted this to mean 150 feet of frontage on one or both sides of the road for each 300-foot segment of roadway in PennDOT's *Traffic Engineering Manual*, Publication 46 (Pub. 46).

Outside of the statutory restrictions, Pub. 212, Section 212.108 indicates that speed limits “may be established in multiples of 5 miles per hour up to the maximum lawful speed. The speed limit should be within 5 miles per hour of the average 85<sup>th</sup> percentile speed or the safe-running speed on the section of highway.” However, the speed limit can be reduced up to 10 MPH under the following conditions:

1. A major portion of the highway has insufficient stopping sight distance if traveling at the 85<sup>th</sup> percentile speed or the safe-running speed.
2. The available corner sight distance on side roads is less than the necessary stopping sight distance values for through vehicles.
3. The majority of crashes are related to excessive speed, and the crash rate during a minimum 12-month period is greater than the applicable rate in the most recent high-crash rate or high-crash severity rate table included in the appendix of Pub. 212. Crashes related to excessive speed include those crashes with causation factors of driving too fast for conditions, turning without clearance, or failing to yield right-of-way.

# Speed Limit Considerations

## Broad Street (T-509)

### Safe-Running Speed

LTAP collected safe-running speed data for Broad Street following guidelines outlined in Pub. 212. According to Pub. 212, the safe-running speed is determined by driving a minimum of five test runs in each direction and recording the speed at set intervals. The test runs should be performed at speeds that are “reasonable and prudent considering the spacing of intersections, roadside development, sight distance, and so forth.” The average of the test run speeds is the safe-running speed. The safe-running speed for Broad Street in both directions is 17.7 MPH as shown in Table 1.

**Table 1: Broad Street Safe-Running Speed**

Direction of Travel: <b>West</b>		Trial Runs				
		1	2	3	4	5
Reference Points	1	21	22	16	23	17
	2	17	20	15	23	17
	3	17	23	15	19	16
	4	16	23	18	20	18
	5	16	20	16	19	17
	6					
	7					
	8					
	9					
	10					
Average Speed (MPH) of Each Trial Run:		17.4	21.6	16.0	19.4	17.0
Directional Average Safe Running Speed:		18.3				
Direction of Travel: <b>East</b>		Trial Runs				
		1	2	3	4	5
Reference Points	1	16	16	18	17	21
	2	16	17	19	17	20
	3	16	15	15	18	18
	4	16	17	17	16	19
	5	15	16	17	18	19
	6					
	7					
	8					
	9					
	10					
Average Speed (MPH) of Each Trial Run:		15.6	15.8	17.2	17.2	19.4
Directional Average Safe Running Speed:		17.0				
Bi-Directional Average Safe Running Speed:		17.7				

### 85<sup>th</sup> Percentile Speed and Traffic Volume

LTAP installed counters on Broad Street from July 28<sup>th</sup>, 2025, to August 1<sup>st</sup>, 2025, for the collection of traffic data. The traffic counter collected both speed and volume data in accordance with Pub. 46, which states that “automatic counts should be collected for a minimum of seven consecutive days during a typical one-week, non-holiday period during weather conditions that may be considered fair or reasonable, such that travel patterns and/or activity within the area of study are not adversely impacted. Automatic counts of shorter durations for at least two consecutive days may also be permitted.”

The 85<sup>th</sup> percentile speed and volume data can be seen in Table 2.

**Table 2: Broad Street Traffic Data**

7/29/25 - 7/31/25	85 <sup>th</sup> Speed (MPH) Counter 6709	Volume (vehicles) Counter 6709	ADT (vpd)
	23	513	171

**FHWA USLIMITS2**

LTAP also applied the Federal Highway Administration (FHWA) USLIMITS2 tool to supplement the engineering study conducted above to determine a speed limit for Broad Street. The traffic data collected from the radar traffic counter and crash data from PCIT were entered into the USLIMITS2 tool. Based on the data entered, the recommended speed limit from USLIMITS2 is **20 MPH** for Broad Street as seen in Figure 4

**Title 75 Residence District**

In addition to the speed study conducted and the speed limit tools used, LTAP assessed whether Broad Street satisfies conditions to establish a statutory speed limit of 25 MPH. From the assessment, Broad Street meets the definition of a residence district.

**Broad Street (T-509)**

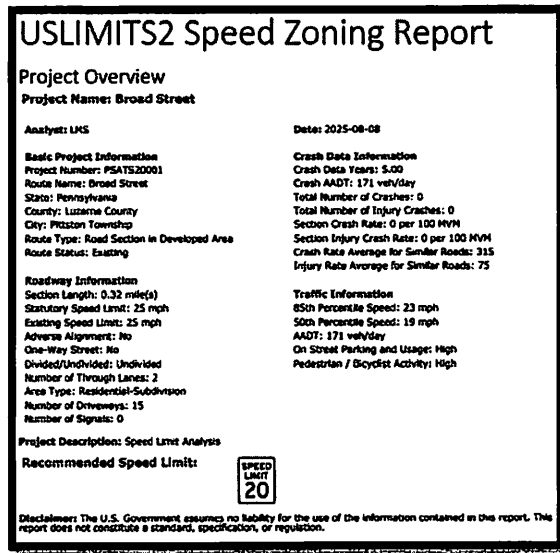
Pub. 212 allows speed limits to be established in multiples of 5 MPH within 5 MPH of either the safe-running speed or the 85th percentile speed. Using the average safe-running speed of 17.7 MPH, the speed limit can be posted at either **15 MPH or 20 MPH in both directions**. Using the average 85<sup>th</sup> percentile speed of 23 MPH from counter 6709, the speed limit can be set at either **20 MPH or 25 MPH in both directions**. USLIMITS2 recommended a 20 MPH speed limit due to factors such as traffic volume, crash data, geometry, and roadside hazards. Note that USLIMITS2 is meant to supplement the study above and cannot be used alone to establish speed limits. In addition to the speed study conducted and the speed limit tools used, LTAP determined Broad Street satisfied the conditions to establish a statutory speed limit of 25 MPH.

A summary of the possible speed limits for Broad Street can be seen below in

**Table 3: Broad Street Speed Limit Analysis Summary**

	<b>Posted Speed Limit (MPH)</b>
<b>Safe-Running Speed</b>	15 or <b>20</b>
<b>85<sup>th</sup> Percentile Speed</b>	<b>20</b> or 25
<b>Residence District</b>	25
<b>*USLIMITS2</b>	<b>20</b>

\* Note that USLIMITS2 is meant to supplement the study above and cannot be used alone to establish speed limits.



**Figure 4: Broad Street FHWA USLIMITS2 Analysis**

The Township should document their decision and supporting data from this memo for the required study and pass/amend the appropriate ordinance. LTAP recommends posting a speed limit of 20 MPH on Broad Street based on the safe-running speed and the 85<sup>th</sup> percentile speed.

Speed limit sign posting requirements are described in Pub. 212, Section 212.108. Speed limit signs shall be posted on the right side of the roadway. When there is a change in the speed limit, the first sign must be within 200 feet of the intersecting roadway. The next sign must be within a ½ mile of the first sign. This is the same for both directions.

## **Next Steps**

Based on a field view of the study roadways, a review of the traffic and crash data, and a review of the applicable standards/guidelines, there are speed limit options for the Township to consider for Broad Street as described in this memo. In addition to documenting the speed studies for the roads, the Township will need to pass/amend the appropriate ordinances for the speed limits prior to installing the signs.



**Pennsylvania**  
**Department of Transportation**  
Local Technical Assistance Program

**LTAP shares transportation knowledge, improves road maintenance and safety skills, and puts research and new technology into practice at the local level.**

**For assistance or training opportunities reach out to LTAP through the website, email, or phone.**

Address : Pennsylvania Department of Transportation Bureau of Planning and Research  
400 North Street, 6th Floor, Harrisburg, PA 17120

Website: <https://gis.penndot.pa.gov/ltap/>

Phone: 1-800-FOR-LTAP or 717-787-5243

Fax: 717-783-9152

Email: [ltap@pa.gov](mailto:ltap@pa.gov)