



Peters Township Roadway Interconnection Policy

Resolution #07-02-21

Date of Adoption: July 12, 2021

A. Statement of Purpose

Peters Township Council has adopted this policy for the purpose of establishing criteria for the existing and future public roadway system during the development process for residential plans.

B. Background

Throughout the Township, there currently exists the potential for future residential land developments that will connect to public streets, as well as existing dead-end streets or those with cul-de-sacs that may be extended in the future. *Plan Peters 2022*, the Township's most recent Comprehensive Plan, lays out the benefits for interconnectivity of neighborhoods, while the Township's *Subdivision and Land Development Ordinance* stipulates criteria for width and grading of streets in adjacent subdivisions and land developments. In addition, the *Subdivision and Land Development Ordinance* prevents future dead-end streets except for future access to an adjoining property.

C. Process and Design Criteria for Interconnection of Residential Developments

1. Where deemed possible by the Township Engineer, all preliminary plans for residential developments shall, at a minimum, provide for two (2) means of vehicular ingress and egress.
2. The Planning Department shall seek input from the Police Department, Fire Department, Public Works Department, Ambulance Service, and the Peters Township School District when considering the potential interconnection of streets in proposed plans, so as to ensure that public safety considerations are accounted for in the design of residential plans. Consideration of this input will ensure that the location and number of points of vehicular ingress and egress will serve the needs of emergency service providers, routing of school buses, and the delivery of other public services. This input will be shared with the Planning Commission and Peters Township Council to assist with the consideration of Preliminary Plan Approval.
3. Developers will be required to provide vehicular connections to as many points of contact as deemed feasible by the Township Engineer, with the goal of dispersing traffic so as to mitigate the impact on additional traffic on any one street. This is particularly the case where multiple dead end streets and temporary cul-de-sacs exist on adjacent properties.
4. The configuration of streets in proposed residential plans should accommodate the elimination of dead-end streets, particularly those in excess of 600 feet.
5. All proposed roadways upon which homes are proposed to be built shall meet the standards required by the Pennsylvania Department of Transportation to be eligible for the Municipal Liquid Fuels Program, including width of the right-of-way and the dimensions for cul-de-sacs.
6. Dead-end streets will only be permitted in situations in residential plans where there are no driveways from homes connected to the proposed street. The Public Works Department will not provide snow removal services on these streets.

7. To facilitate the orderly development of adjacent undeveloped properties' rights-of-way and utility easements shall be extended in proposed residential developments to the edge of the property. Cartways will be extended as close as deemed possible by the Township Engineer to the edge of the property.
8. Where roads within residential plans are intended to be extended, the Township will strive to provide notice to current and prospective property owners by:
 - a. Placing a note on Preliminary and Final Plans stating "temporary cul-de-sac, road may in the future be extended".
 - b. Posting signs at the end of temporary cul-de-sacs indicating that the road may be extended.
 - c. Providing notice in lien letters that roads with temporary cul-de-sacs may be extended.