

Traffic Calming Program Peters Township

Purpose and Goals

The purpose and goal of this Traffic Calming Program is to preserve and improve the safety of residents within neighborhoods by reducing traffic volumes and speeds through the use of enforcement and traffic calming measures. Traffic calming involves the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for pedestrians, bicyclists and other non-drivers. The steps of this program involve: request from neighborhood identifying a traffic calming issue, review and evaluation of the request to determine eligibility, initial implementation of traffic enforcement measures and review of their effectiveness, analysis and development of potential traffic calming measures, review and agreement on appropriate measures for implementation by the Municipality and the neighborhood, and implementation of the selected measures by the Municipality. The Traffic Calming Committee includes a representative from Council, Planning Commission, PTSD, Police Department, Administration Department, Planning Department, Engineering Department, Traffic Consultant and Public Works.

Step 1: Request/Screening

This step describes the method in which a request for a traffic calming project will be submitted, and how this request will be reviewed to determine eligibility for development of a traffic calming project.

Request from Residents

An individual resident or a group of residents may submit a written request to the Peters Township Council specifying the street(s) and type of a concern.

Determining Request Eligibility

The request must be accompanied by a written petition prepared by the Township, and signed by residents from at least 20 households in the immediate vicinity of the location that is of concern. Representatives from the Administration and Engineering Departments will determine the area where petitioners are eligible.

All Municipal local, connector and collector streets, as defined by the Municipality's Roadway Classification system, are eligible for consideration.

Define Study Area and Conduct Data Collection

Representatives from the Administration, Engineering and Police Departments, in conjunction with the Municipality's Traffic Consultant, will determine if the request should be further evaluated and if the location is eligible for consideration. These representatives then define the study area and data collection plan. The data collection plan may include speed studies, automatic traffic recorder counts, intersection turning movement counts, vehicle crash history analysis and origin/destination surveys. A visual inspection of the study area by the Police and/or Public Works Departments will be completed to ensure that speed limits are prominently and properly posted and all posted signs are visible and readable.

The Municipality and/or Traffic Consultant will collect data in the defined study area. As appropriate, residents from the affected neighborhood may be required to participate in the data collection process. Traffic data collection will be performed on Tuesdays, Wednesdays and/or Thursdays, between the beginning of the school year and the end of the school year. In special situations where the identified problem occurs specifically outside the school year, as recommended by the Traffic Consultant, collection of data outside the school year may occur.

Determine if Data Collected Meets Criteria for Development of Traffic Calming Plan

The collected traffic data will be compared to the criteria in the following Table 1 to determine eligibility for the development of a traffic calming plan.

TABLE 1 – TRAFFIC DATA CRITERIA

Roadway Classification	Warrant	Threshold ¹
Local Street	Average Weekday Daily Traffic Volume ² (24-hour)	1,600 vehicles per day
	85 th Percentile Speed ³	10 mph > posted speed limit
	Highest One Hour Traffic Volume on Average Day	200 vehicles per hour ⁴
Collector Street	Average Weekday Daily Traffic Volume (24-hour)	5,000 vehicles per day
	85 th Percentile Speed	10 mph > posted speed limit
	Highest One Hour Traffic Volume on Average Day	500 vehicles per hour
Connector Street	Average Weekday Daily Traffic Volume (24-hour)	2,000 vehicles per day
	85 th Percentile Speed	10 mph > posted speed limit
	Highest One Hour Traffic Volume on Average Day	200 vehicles per hour

If traffic data meets or exceeds one or more of the above criteria, the study location may be considered eligible for development of a traffic calming plan to address the goals of reducing daily traffic volumes, speeds or hourly traffic volumes, or some combination of these goals. Increased traffic enforcement by the Police Department may be considered in areas that do not meet the above criteria.

¹ Threshold volumes are two-way volumes.

² Average Weekday Daily Traffic (AWDT) Volume is defined as the total volume of vehicular traffic during a typical 24-hour weekday. The AWDT volume is calculated by taking the total volume of traffic during a number of whole days – more than 1 day and less than 1 year – divided by the number of days in that period.

³ 85th Percentile Speed is defined as the speed on a roadway at, or below, which 85% of the motor vehicles travel this must be achieved at no less than two areas where traffic counts are taken.

⁴ Represents 10% of the AWDT volume threshold. Based on PennDOT’s statewide k-factors for design of urban, local and collector streets.

Step 2 – Enhanced Police Traffic Enforcement

This step includes designation of a qualifying study area as a “hot spot”, and enhanced police traffic enforcement methods and the evaluation of the impact of such methods on daily traffic speeds.

Data Collection and Analysis

In addition to traffic data collected and analyzed in Step 1, the Police Department will also evaluate the 90th percentile speed, as these speeds are likely to contribute to the highest rate of crashes.

Enhanced Traffic Enforcement

Areas in which the data meets the criteria established in Step 1, will initially be designated as “hot spots” for increased traffic enforcement by the Police Department. The Police Department will develop an enforcement plan within the study area, consistent with its existing Traffic Violation Complaint Review Policy, and will document monthly efforts and effectiveness in addressing speeding within the study area. A traffic survey will be taken after the enhanced enforcement is completed to gauge its effectiveness.

Report to Traffic Calming Committee

The Police Department will provide a report to the Traffic Calming Committee documenting the enhanced enforcement in the study area and the post-enforcement traffic survey. If the post-enforcement traffic data still meets the criteria established in Table 1, the study area will proceed to Step 3. If the post-enforcement traffic data is less than the criteria established in Table 1, the Traffic Calming Committee will determine, based on recommendations from the Township Engineer and Traffic Consultant, whether there are physical conditions along the roadway that qualify the study area to proceed to Step 3.

Step 3 – Traffic Calming Plan Development

This step will involve developing a traffic calming plan to meet the study’s specific goals and obtaining consensus from the neighborhood regarding the goals as developed in Step 1 of the plan. The Traffic Calming Committee will review and recommend the plan.

The Township will develop only one traffic calming plan at a time. If there are multiple areas eligible, a rating system based on the average weekday daily traffic volume for 24 hours, 85th percentile speed and highest one hour traffic volume on an average day will be utilized to rank the eligible areas. There will be one point assigned for every 200 vehicles (local road and connector road)/500 vehicles (collector road) during the highest one hour traffic volume on an average day. There will be one point assigned for every 1,600 vehicles (local road)/5,000 vehicles (collector road)/2,000 vehicles (connector road) of average weekday daily traffic volume. Also one point will be assigned for each mile per hour (mph) over the speed criteria.

The Consultant will develop one or several optional plans to address the goals for the neighborhood, as well as design guidelines for their installation. The plans may utilize one or more traffic calming devices, including but not limited to: speed humps, traffic circles, chokers, center islands, median barriers, increased signage, rumble strips and realigned intersections.

A number of design factors may affect the feasibility of traffic calming measures. These may include steep roadway grades, horizontal/vertical curvature of the roadway, proximity to other signalized/unsignalized intersections and drainage. In addition, other issues such as snow removal, emergency response delays/access, additional noise, increase in accidents, and on-street parking removal could affect the implementation and effectiveness of traffic calming measures. Speed humps are not a preferred item, but will be considered based on overwhelming support and determination by Council that other methods would not be equally effective.

The plan will be presented at a Traffic Calming Committee meeting. The Emergency Response agencies shall also be given the opportunity to review and provide comment on the proposed plan.

A consensus is developed within the neighborhood as to which option(s) is preferred. The Traffic Calming Committee will use the following process to determine consensus:

1. The Traffic Calming Committee conducts an open house for residents in the study area to solicit input on the various traffic calming options. A questionnaire may be sent to residents of the study area not in attendance at the meeting.
2. After receiving input from residents at the public hearing, representatives of the Traffic Calming Committee and Emergency Response agencies, a preferred plan is determined. The Traffic Calming Committee will conduct a survey of the neighborhood households. At least 50% of the eligible households must respond for the plan to be considered. If 50% respond, then an amount greater than 50% of those responding must vote in favor of the preferred plan for it to be deemed approved.
3. The Traffic Calming Committee will make a recommendation to Council based upon the results of the survey.

Step 4 – Approval Process

This step requires the Council to review and approve the plan, either as recommended or with imposed modifications.

The Council may obtain additional public input by one of the following options:

1. Conduct a public meeting and solicit input.
2. Conduct another neighborhood survey for approval with a threshold requirement of greater than 50% of the residents in favor required for approval.

The Council may approve the plan, modify the plan or reject the plan with an option of sending a rejected plan back to the Traffic Calming Committee for further consideration. The Council will determine if the cost for implementation of the plan is within the Municipality's budget established for the year. If funding is not available, the plan may be deferred to a future year or funding may be requested from the neighborhood. If the plan is approved, the Council has the ability to authorize its design and implementation on either a permanent or trial basis.

Step 5 – Installation and Evaluation

This step involves installing the traffic calming devices, determining their effectiveness and reporting the results to the Traffic Calming Committee and Council.

1. The devices are installed as either permanent or temporary devices as described in the approved plan.
2. The temporary devices will be tested during the test period that was established during the approval step, as detailed in the approved plan. Data is collected at predetermined locations and time intervals to determine if the devices meet the goals. Permanent installations may also be tested if the plan establishes the need.
3. After the test period is completed, a report is prepared with the data collection results. This report is prepared and submitted to the Traffic Calming Committee.
4. The report will be presented at a Traffic Calming Committee meeting.
5. If the devices are permanent and the Traffic Calming Committee determines that the results meet the intended goal, then no further action will be taken.
6. If the devices are temporary, the Traffic Calming Committee will recommend to the Council that the devices should be removed, modified or permanently installed.
7. The Council is to determine through a public meeting or other means, if the temporary devices are to be removed, modified or made permanent.