

# **TRAFFIC CALMING POLICY**

## **DOYLESTOWN TOWNSHIP BUCKS COUNTY, PA**

**Adopted by the Board of Supervisors on August 18, 2020**

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# INTRODUCTION

This Traffic Calming Policy reflects the commitment of Doylestown Township (the Township) to address a wide range of community goals and objectives, which include transportation mobility, efficiency and safety. While our community strives to be more sustainable and livable, a comprehensive traffic calming program will help harmonize transportation mobility with other community values.

## **PURPOSE AND GOALS**

The Township's Traffic Calming Policy is designed to address traffic concerns in residential areas of the Township, such as speeding or cut-through traffic. The Township's traffic calming program, working in cooperation with neighborhoods, promotes the preservation of the residential character of the Township's neighborhoods and helps to improve the overall quality of life.

The Traffic Calming Program incorporates the following goals:

- Create safe and attractive streets;
- Reduce the negative effects of motor vehicles on the environment; and
- Increase the quality of life in the Township.

Traffic calming goals should be developed with specific objectives planned on an area-wide basis. These traffic calming goals are achieved by including the following objectives:

- Achieve safe, slow speeds for motor vehicles;
- Reduce transient traffic;
- Improve the safety and the perception of safety on the street;
- Reduce and redirect the need for traffic police enforcement; and
- Reduce crash frequency and severity.

The Township's traffic calming goals and objectives are achieved by meeting minimum criteria in established principles and planning concepts to ensure proper implementation. The traffic calming principles are therefore achieved by adopting the following:

- Traffic calming planning and development process must be community-based and supported;
- Traffic calmed streets must incorporate a degree of self-enforcement of motor vehicle speeds through the design of physical features;
- Traffic calming must directly affect driver behavior; and
- Traffic calming must improve the safety of the street for all roadway users, including pedestrians and bicyclists.

## **APPLICABILITY**

Township residents are often very concerned about traffic problems, real or perceived, in their neighborhood. Reports from citizens are sometimes the only way the Township becomes aware of specific traffic concerns in residential areas. These concerns may involve speeding, transient traffic, real or potential risk from vehicle crashes, safety, or other issues. Because the character of residential neighborhoods is a township-wide concern, and because traffic calming programs affect daily living patterns of area residents and may involve public safety issues, the generally affected area (the whole neighborhood) should be informed and involved in the development of any plan which involves major change or expenditure of public funds. All residents in a project area are provided opportunities to offer their opinions on proposed traffic calming plans. A minimum number of specifically affected properties must then formally agree by voting on the proposed traffic calming plan in order for it to be implemented. Specifically affected residents are eligible for the formal vote because they live directly along the roads most affected by traffic problems and traffic calming.

## **ELIGIBLE STREETS**

A street will be considered for installation of traffic calming features, provided that the street meets all of the following criteria:

- The street is located in an area zoned residential.
- The street is classified as a collector or local road.
- The street is at least 800 feet in length and the road grade is 8% or less.
- The street has an average daily traffic (ADT) volume of 1000 vehicles per day (vpd) or the peak hour volume exceeds 100 vehicles.
- Two thirds of the street fronts on residences, parks, and/or schools.
- The 85<sup>th</sup> percentile speed exceeds 10 mph over the posted speed limit.
- The street is not an alley.
- The street is not part of a public transportation route.
- The street is owned and maintained by the Township.
- When transient traffic is the primary issue, the cut-through traffic shall be 40% or more of the total one-hour, single direction volume. In addition, a minimum of 100 cut-through trips in one hour, in one direction, shall be the minimum requirement.

Streets that are owned and maintained by a homeowners' association or by a developer shall be eligible for traffic calming features, provided that the full cost and expense of installation and maintenance is funded by the association or developer. The association and/or developer shall be required to obtain the consent of the Township prior to the installation of any traffic calming features. All such features shall comply with the standards for traffic calming published by the Pennsylvania Department of Transportation, "Pennsylvania's Traffic Calming Handbook," Publication No. 383, dated July 2012, as amended, and this policy.

# TRAFFIC CALMING FEATURES

## ELEMENTS OF TRAFFIC CALMING

The selection of traffic calming measure should be based on:

1. The measures potential to address volume or speed reduction on affected roadways.
2. The type of roadway.
3. Actual site conditions.

Specific measures can be grouped into categories based upon the means by which they impact traffic. The following is a description of the categories:

- *Horizontal deflection* – refers to two types of traffic calming measures. The first type hinders the driver’s ability to drive in a straight line by creating a horizontal shift in the roadway. This shift forces drivers to slow their vehicles in order to safely navigate the measure. The second type of horizontal deflection measure is designed to narrow the width of the travel lane. Doing so reduces the usable surface of the roadway causing drivers to slow their vehicles to maintain an acceptable level of comfort. Although horizontal deflection measures are mainly used to address speed concerns, applications that narrow the travel lane can improve pedestrian safety by reducing the width of the crossing. Horizontal deflection measures may also have the secondary effect of reducing volumes; however, the effects will typically be minor.
- *Vertical deflection* - refers to traffic calming measures that create a change in the height of the roadway. When designed properly, vehicles must slow down over these measures in order to avoid unpleasant bumping sensations. As with horizontal deflection measures, vertical deflection measures are mainly used to reduce vehicle speeds, with only minor effects on traffic volumes. Vertical deflection measures can also be used to improve the safety of pedestrian crossings.
- *Physical Obstruction* – refers to features that prevent particular vehicle movements, thereby discouraging or eliminating cut-through traffic. The overall traffic volume reduction depends upon the nature of the traffic calming feature and the number of movements obstructed.
- *Signs and Pavement Markings* – can be used as traffic calming measures that regulate traffic movements in lieu of physical changes to the roadway. In certain application, these measures may produce the same effect as the physical traffic calming measures. However, police enforcement is often required to ensure motorist compliance.

## SPECIFIC TRAFFIC CALMING FEATURES

Traffic calming features that may be considered by the Township are described briefly below. All designs are subject to the approval of the Township.

- *Mini-Traffic Circles*: Raised circular structure constructed in an intersection that horizontally deflects the flow of traffic entering the intersection to slow traffic and help reduce the number and severity of crashes. All approaches become a “Yield” condition.
- *Medians*: Elongated, curbed median islands constructed approximately midway in a roadway segment to separate driving lanes and reduce lane widths.

- *Entrance Way Features*: Treatments that provide landscaping at the entrances to the neighborhood to help give identity and remind drivers to maintain slow speeds throughout the residential area. Also referred to as “gateway features”.
- *Roadway Narrowings*: Reduction in pavement width of a roadway section while maintaining two-way traffic. Landscaping planted in conjunction with the narrowing reinforces the impression of limited pavement area and narrows field of vision.
- *Speed Hump*: A raise surface on the roadway that is typically 3 to 4 inches in height and 12 to 20 feet in length.
- *Raised Crosswalk*: A speed table located at a pedestrian crossing that includes a demarcated crosswalk on the flat top portion.
- *Semi-diverter*: A partial (“directional”) closure of a roadway created by physically blocking half the street. Creates a narrowed roadway section, which is designated for one-way traffic.
- *Textured Crosswalks*: The use of paver bricks or other materials to demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area.
- *Intersection Redesign*: Consists of several different possible designs based on the specific needs and unique characteristics of the location. May involve eliminating excess pavement areas, creating horizontal deflections on approaches or realigning intersection to 90-degrees.

## **LANDSCAPING**

The landscaping installed with traffic calming features shall be determined by the Township and be compatible with the adjacent area.

## **MAINTENANCE**

The Township shall maintain all traffic calming devices, including the roadway, signs, curbs, pavement, decorative paver bricks, landscaping and pavement markings within the public right-of-way in accordance with existing standard maintenance operations.

Maintenance of traffic calming devices installed on private roadways shall be the responsibility of the property owner or Homeowners Association that currently maintains the roadway.

## **SIGNAGE**

Standard signing and pavement markings shall be in accordance with the Federally adopted *Manual of Uniform Traffic Control Devices* (MUTCD) and PennDOT Publication 236M.

## **ALTERNATIVE EDUCATION AND ENFORCEMENT TOOLS**

This refers to information on education methods to increase awareness of neighborhood traffic concerns. These alternative education tools include, but may not be limited to: neighborhood awareness brochures on traffic issues, such as speeding and its impacts, prepared and approved by the Township, and distributed by area residents; increased neighborhood enforcement by the Police Department; and the use of a mobile speed-alert sign posted by the Police at problem locations to advise motorists of the speed at which they are traveling.

## STUDY AND APPROVAL PROCESS

### STEP 1: SUBMITTAL OF REQUEST FOR STUDY ALONG WITH SUPPORTING DATA

- A. **Request for Study & Identification of Project Area:** A resident or property owner formally submits a request to the Township for a traffic calming study at a particular location within the Township. The Township will discuss its traffic calming policy and requirements with the applicant submitting the request for study. It will also determine the project area, or the area that would be affected by the installation of traffic calming measures. The project area will also be used to designate the neighborhood from which community approval must be sought throughout the study and approval process. The project area should include the study street, cross streets on either side of the measure(s), any street which relies on the study street for access, and the two parallel local service streets. Other local streets that may be affected by the implementation of the traffic calming measures should also be included.
- B. **Neighborhood Traffic Calming Petition:** Community approval is one of the most important steps in any traffic calming program. The best way to determine community approval is through a neighborhood petition. To do this, the interested neighborhood group must conduct a door-to-door inquiry to document interest in the traffic calming project. Using a minimum of 70% support via signature from the households and businesses within the project area will be the basis for further traffic calming studies. The traffic calming process will not move forward from this point until the minimum requirement is obtained.
- C. **Collect and Compile Supporting Data:** After the request for study has been reviewed, the Township will gather preliminary information such as project area, street classification, and land use to determine if the project warrants further study and evaluation. The following is a brief description of the preliminary information needed:
1. Identification of Project Area: The project area will be determined in Step 1A.  
  
The Township will also attempt to identify whether there are any traffic related problems on nearby arterial streets that can be addressed which may eliminate the need for traffic calming before implementing traffic calming measures on the study street.
  2. Street Functional Classification and Land Use: Traffic calming measures may be considered on the following roadway types (local or State-owned) based on functional classification, land use patterns, and posted speed limits:
    - ❑ Local residential streets
    - ❑ Collector streets with predominantly residential land uses
    - ❑ Arterial roads within downtown districts or commercial areas (with posted speeds of 40 mph or less)

After the project area, street classification, and land use have been determined, the Township will decide if the traffic calming project meets the necessary preliminary requirements to be considered for traffic calming measures. If it does, then the study and approval process will

be continued. If the preliminary requirements are not met, the neighborhood group that initiated the “request for study” will be notified why traffic calming is not appropriate at that location.

If traffic calming is requested for a State road, or if State, Federal, or Liquid Fuels funds are used, approval from the local PennDOT Engineering District is required and preliminary discussions between the Township and PennDOT will be initiated.

3. Document Speeding or Cut-Through Problem and Determine Eligibility: At the beginning of a study, the following data will be gathered (by qualified technical personnel) to provide evidence that a traffic problem exists. The traffic studies that are conducted for a traffic calming program should be conducted in accordance with PennDOT Publication 46, Traffic Engineering Manual and PennDOT’s, Policies and Procedures for Transportation Impact Studies, wherever applicable.

- *Average daily traffic (ADT) volume*. As a minimum requirement, the ADT should exceed 1,000 vehicles/day or the peak hour volume should exceed 100 vehicles for the roadway to be considered for traffic calming.

Depending on the traffic problem that is being addressed, one of the following criteria should be considered:

- *Speeding*: When speeding is the primary concern, the 85th percentile speed; should exceed 10 mph over the posted speed limit before traffic calming is considered.
  - 85th percentile speed. (The 85th percentile speed is the speed at or below which 85 percent of the motorists on a street are traveling. This speed is often used as a measure of the upper limit of reasonable speeds for prevailing conditions.)
- *Cut-through*: When cut-through traffic is the primary issue, the cut-through traffic on the local residential street should be 40% or more of the total one hour, single direction volume. In addition, a minimum of 100 cut-through trips in one hour, in one direction, should be set as a minimum requirement.

These minimum criteria may need to be modified to better reflect local traffic conditions.

D. **Project Ranking**: After the required studies have been completed for a potential project, the project should be compared with other pending projects using an established “Project Ranking System”. Projects for which funding is available can proceed through the remaining steps of the study and approval process. If money is not available to fund all of the projects, the lower ranked projects will need to be put on hold until additional funding is identified.

E. **Pass Resolution**: For traffic calming projects on local roads, the Township generally should pass a resolution approving further study. For traffic calming projects on State roads, or for projects on local roads which are anticipated to have a major effect on State roads, the Township generally must pass a resolution approving further study. If the traffic calming project is on a

State road, this resolution must then be reviewed by PennDOT to determine if the conditions warrant further study.

## **STEP 2: TRAFFIC CALMING PLAN DEVELOPMENT**

- A. **Kick-off Meeting:** The first step in the development of the traffic calming plan is to hold a “kickoff” meeting. This meeting will be conducted by the Township and the Township’s Traffic Engineer. All households and businesses that will be affected by the installation of the traffic calming measure(s) will be invited to this meeting. The meeting will be held at a time and place that facilitates maximum participation by those affected. Representatives from the Township’s governing body, emergency service departments (fire, police, and rescue), public works departments, local schools, and the transit agency will also be invited to attend. Finally, the project engineer retained to prepare the traffic calming plan (if applicable) will be included.
- B. **Neighborhood Traffic Calming Committee (NTCC):** A NTCC will be developed from the residents that attended the initial meeting(s). This committee will help provide focus to the plan development process by providing a link between the neighborhood and the Township. The NTCC will also help assist the project engineer and the Local Traffic Advisory Committee (LTAC) in organizing future community events, reviewing preliminary traffic calming plans and reports, and other areas where neighborhood participation is needed. The NTCC will designate a neighborhood liaison as the point of contact.
- C. **Local Traffic Advisory Committee:** At this point, the LTAC should be convened to oversee the development of the traffic calming plan.
- D. **Plan Development:** The project engineer, with assistance from the LTAC and the NTCC, will gather more extensive data that can be used to further define the traffic problem affecting the neighborhood. In addition, the data may help identify appropriate solutions or define which traffic calming measures are appropriate for the particular application.
1. *Collect and Analyze Data:* The following data may be helpful when determining appropriate solutions to the traffic problems at a particular location.
    - ❑ Speed – average speed and 85th percentile speed (previously discussed).
    - ❑ Volume – daily and peak hour volumes on the project street and other streets within the project area. If cut-through traffic volumes are believed to be excessive, a license plate survey could be conducted along with turning movement counts.
    - ❑ Adjacent arterial roads – determine if problems on area streets are related to poor traffic conditions on adjacent arterial roads. In this case, deficiencies on the arterial streets should be addressed first if they are the responsibility of the Township.
    - ❑ Crashes – crash data, by type, for the most recent three years.
    - ❑ Parking – location, capacity, and use.
    - ❑ Pedestrian and bicycle activity – identify vulnerable groups like children and the elderly.
    - ❑ Emergency service routes.
    - ❑ Transit routes.
    - ❑ Locations of schools, parks, and other such facilities.

2. *Identify Appropriate Traffic Calming Measures:* After the traffic data has been compiled, appropriate traffic calming measures can then be identified. Identifying appropriate measures includes the following:

- Identification of which traffic calming measures are designed to solve the documented problems.
- Appropriateness of a particular traffic calming measure to the location where it will be installed.

E. **Concur on Measure, Location, and Design:** At this point, the project engineer will present the findings of the data analysis to the NTCC and LTAC. Also, the project engineer will describe which traffic calming measures are best able to address the problems identified and discuss neighborhood opinions about traffic calming. Through this and subsequent meetings, the Township, the NTCC, and the LTAC will work toward a consensus on the most appropriate traffic calming measures, their design, and specific locations.

### **STEP 3: APPROVAL PROCESS**

- A. **Open House or Public Meeting:** Once consensus has been reached by the Township and the traffic calming committees, the preliminary and final traffic calming plans will be presented at an open house or public meeting. Notices for these meetings may be distributed door-to-door, mailed, or announced via a press release. The community will typically be presented with a single plan, with options for specific locations. Then, if necessary, plans may be modified before they are submitted to the community for approval.
- B. **Finalize Plan:** Following public review, any necessary modifications are made to the traffic calming plan. Additional public meetings may be held if the changes are very substantial. Otherwise, the plan will be submitted for community approval.
- C. **Neighborhood Vote:** Once the traffic calming plan is completed, a neighborhood vote will be conducted. A 70% approval (all non-responses will be considered as favorable) threshold will be used to indicate continued community support for the traffic calming project. If less than 70% is obtained, additional modifications to the plan may be needed.

The properties within the project area will be classified as either “specifically affected” or “generally affected.” “*Specifically Affected*” properties shall be properties adjacent to the study street, along cross streets on either side of the measure(s), on any street which relies on the study street for access, and along the two parallel local service streets, if it is possible that these streets may experience an increase in diverted traffic. “*Generally Affected*” properties shall be those properties within the project area that do not fall on the specifically affected streets. The specifically affected roadways may be expanded at the recommendation of the NTCC or LTAC on a case by case basis.

A notice which describes in detail the finalized proposed traffic calming plan will be distributed by the Township to the owner of each parcel of property in the generally affected

area, defined by the boundaries previously determined by the Township. Those specifically affected parcels eligible to vote will receive a ballot along with a copy of the finalized traffic calming plan. Property ownership will be determined from the most recent general update of the records of the Township. The notice will contain the following information as applicable:

- ❑ Written and graphic description of the proposed traffic calming plan
- ❑ Description of boundaries of the generally affected area
- ❑ Identification of specifically affected properties
- ❑ Notice that a minimum of 70% of the specifically affected properties must vote in favor of the project for it to go forward and all non-responses will be considered as favorable
- ❑ An official voting ballot form for specifically affected properties eligible to vote to be returned to the Township, and the voting deadline.

Each specifically affected property parcel shall be counted as one vote. In the case of multiple property owners for one parcel, only one vote signed by one of the owners shall be counted for that property. In the case of a property owner owning multiple properties within the specifically affected area eligible to vote, one vote for each property owned will be accepted. If an agency or group entity (such as a real estate company) is the official property owner on record other than an individual person, an official agent of the company may sign the official voting ballot.

Only official ballots will be accepted; no copies or duplicates will be accepted. A replacement ballot may be provided upon the property owner's request. A property owner requesting a replacement ballot shall contact the Township staff directly, and another official ballot will be prepared by the Township staff and mailed through regular United States Postal Service to the address of the property owner on record. No replacement ballots will be mailed to alternative addresses. Replacement ballots may also be given out in person to a property owner if proper identification and proof of homeownership is provided. If a new homeowner is not included on the most recent general update of the Township's records, they may request a replacement ballot upon providing proof of homeownership. In such a case, a duplicate ballot for the same parcel mailed to the previous homeowner will not be accepted.

Votes are final once received by the Township staff. If a property owner wishes to change his or her vote after submitting the official ballot to the Township and it is within the voting period, the property owner may request a replacement ballot as previously described. No ballots or replacement ballots shall be received after the official voting deadline has passed. Votes mailed to the Township must be received before the expiration of the voting period.

The neighborhood liaison and NTCC members will be responsible for contacting area residents eligible to vote in order to obtain the required majority approval. This may include follow-up contact with owners of any vacant specifically affected property or the owners of a specifically affected property that may reside out of town. Updates may be given to the neighborhood liaison if requested on the status of the number of votes received before the end of the voting period. If needed, the Township will provide the neighborhood liaison copies of mailing lists or

a list of those property owners who have yet to return a ballot as the voting deadline approaches, as appropriate.

The voting period shall be 60 calendar days from the date of the official ballot. No votes will be accepted after the expiration of the voting period. Voting ballots may be returned by mail or hand delivered directly to the Township prior to the voting period deadline. At the conclusion of the voting period, official ballots received by the Township staff will be verified. If at least 70% of the ballots are in favor of the traffic-calming plan, the neighborhood traffic-calming project will continue through the process. After the conclusion of the voting period, the Township staff will notify the neighborhood liaison, NTCC, and/or applicable Homeowner's Associations of the final voting results. It will be the responsibility of the neighborhood liaison and NTCC to notify all specifically and generally affected property owners of the results, whether by canvassing the neighborhood or including the results in an area newsletter. The Township staff will provide any available information to the neighborhood liaison for this purpose but will not directly contact each property owner in the traffic calming neighborhood.

If the necessary voting majority has not been achieved within the full voting period provided or the results of the vote are not in favor of the proposed traffic calming plan, the area shall not be reconsidered for traffic calming for a period of three (3) years from the date the petition was received by the Township staff, unless the Township determines that a significant change in area conditions affecting traffic has occurred. Such significant changes may include new construction, roadway improvements, changes in land use, or similar changes creating regional impacts. A new petition will be required after the three-year waiting period to initiate the traffic calming process again.

- D. **Local Government and PennDOT Approval:** After 70% community approval is obtained, the traffic calming plan must be officially approved by the Township. At this point, the funding source will be clearly identified and money set aside for implementation and maintenance. If the project involves a State road, or if State, Federal, or Liquid Fuels funds are requested, PennDOT approval is also required. This approval will include the issuance of a highway occupancy permit. When a State road is involved, a legal agreement between PennDOT and the Township identifying the installation and maintenance responsibilities must be established.

#### **Step 4: Installation and Evaluation**

After the traffic calming plan is approved by the neighborhood, the Township, and PennDOT (when State highways are involved), the traffic calming measure(s) can be installed on either a temporary or permanent basis.

- A. **Temporary Measure:** Temporary measures should be considered if traffic flow may be severely affected by the installation of traffic calming measures. If traffic calming measures are installed on a temporary basis, the temporary measures should resemble the permanent measures as much as possible, and should be marked, signed, and lit as if they were permanent measures.

*Test Period:* When temporary measures are installed, a three to twelve-month test period will be considered. After the measure has been in-place for the specified time period, engineers or

township personnel will gather appropriate speed, volume, and other data to determine whether the measure has had the desired effect. The test period also provides the neighbors with the opportunity to decide whether the advantages gained from slower vehicle speeds, lesser volumes, and, in many cases, safer streets are worth the extra braking, the noise that some measures produce, extra seconds added to an emergency response call, longer trips to and from home, and other associated effects. Adjacent streets will also be monitored to verify that traffic problems have not shifted elsewhere.

- B. **Install or Modify Measure:** Following the temporary installation period, the NTCC, LTAC, the Township, and PennDOT (when necessary) must decide whether to install the measure on a permanent basis. At this point, they may also decide to modify the original traffic calming plan.
- C. **Conduct Follow-up Studies:** Whether the measure is installed permanently at the onset or after a temporary installation, follow-up traffic studies will be conducted. Traffic data gathered after a permanent installation may aid the decision-making process on measures in other parts of the Township and can be used to justify additional traffic calming expenditures. In the event that resistance develops to the measure in question, follow-up studies may explain why.
- D. **Modify Design or Remove Measure if Needed:** The removal of traffic calming measures will only be considered after they have been in-place and monitored for six months to a year, and then only with the support of the neighborhood consistent with that for installation, unless a safety problem has developed. If a safety problem develops, the Township will take steps to modify the traffic calming measure or remove it. PennDOT may also remove a traffic calming measure installed on a State road if a safety problem has developed.

## **PRIORITIZATION**

A point system shall be used for evaluating and prioritizing traffic calming requests. The point system criteria are based on traffic volume studies, 85<sup>th</sup> percentile vehicular speeds, historical crash report data and others as seen in Appendix A. The point total or rank received will determine the priority for the allocation of funding and scheduling construction of traffic calming projects.

A priority list for the purposes of distributing funds for traffic calming projects and scheduling them for construction shall be maintained by the Township that lists the order of neighborhoods to receive traffic calming. One priority list will be maintained, as opposed to a separate priority list used previously for each year petitions were received. Future petitions received will be ranked according to severity based on the above-mentioned traffic engineering studies.

Each year, the priority list will be readdressed to re-rank those petitions that have been waiting for one or more years. One additional point will be added to the point total of those petitions waiting more than one year from the date the voting period expired. If a neighborhood petition waits a second year or more, it will receive an additional point that next year the prioritization list is readdressed.

It is anticipated that multiple neighborhoods may develop proposed traffic calming plans through the Traffic Calming Program simultaneously and can be scheduled for construction on an on-going basis. Therefore, the prioritization list shall be used as a guideline for the installation of traffic calming features. However, if one neighborhood requires additional time to complete the development of their traffic calming plans but has a higher point total than another neighborhood that has completed its plan and voting process, construction of the traffic calming project should proceed in the neighborhood ready to go so that the Traffic Calming Program continues in an efficient and timely manner township-wide.

## **SUMMARY**

This Traffic Calming Policy allows the Township staff and property owners to work together to develop safer neighborhoods by addressing traffic concerns such as speeding and cut through traffic. It provides the eligibility criteria, a fair and balanced prioritization process, and a streamlined procedure for the development of traffic calming plans.

This Traffic Calming Policy shall serve as the supporting guidelines for the Township's Traffic Calming Program. It supports the Township's transportation, planning, environmental, economic and social goals, objectives and principles.

## APPENDIX A

### RANKING SYSTEM

The following are criteria to be used for the evaluation of traffic data in neighborhoods petitioning for traffic calming. Each roadway will be analyzed individually within the petitioning project area according to the below criteria. The highest point value received on an individual roadway segment within the area petitioning for traffic calming will be the point total assigned to the neighborhood petition for the purposes of ranking and prioritizing.

<b>Criteria</b>	<b>Points</b>	<b>Basis for Point Assignment</b>
Speed	0 to 30	Extent by which 85 percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph.
Volume	0 to 25	Average daily traffic volumes (1 point assigned for every 120 vehicles).
Crashes	0 to 10	1 point for every crash reported within the past 3 years.
Elementary or Middle Schools	0 to 10	5 points assigned for each school crossing on the project street.
Pedestrian Generators	0 to 15	5 points assigned for each public facility (such as parks, community centers, and high schools) or commercial use that generates a significant number of pedestrians.
Pedestrian Facility	0 to 10	5 points assigned if there is no continuous sidewalk on one side of the street; 10 points if missing on both sides.
Total Points Possible	100	

## APPENDIX B

### PETITION FOR RESIDENTIAL TRAFFIC CALMING

We, the undersigned, are residents of the residential area described in this petition. We understand that, if this area meets the criteria, traffic calming measures, either temporarily or permanent, may be placed in our area to address our concerns.

Procedures:

- All households in the project area must be contacted by the applicant and advised that traffic-calming measures are being considered for their neighborhood.
- A signed petition must be submitted reflecting the support of 70% of the households in the project area. Only one adult signature per household, apartment or business will be considered on the petition.
- Petitions will be considered by the Township using the following criteria.
  - A. The street is located in an area zoned residential.
  - B. The street is classified as a collector or local road.
  - C. The street is at least 800 feet in length and the road grade is 8% or less.
  - D. The street has an average daily traffic (ADT) volume of 1000 vehicles per day (vpd) or the peak hour volume exceeds 100 vehicles.
  - E. Two thirds of the street fronts on residences, parks, and/or schools.
  - F. The 85<sup>th</sup> percentile speed exceeds 10 mph over the posted speed limit.
  - G. The street is not an alley.
  - H. The street is not part of a public transportation route.
  - I. The street is owned and maintained by the Township.
  - J. When transient traffic is the primary issue, the cut-through traffic shall be 40% or more of the total one-hour, single direction volume. In addition, a minimum of 100 cut-through trips in one hour, in one direction, shall be the minimum requirement.

We, the undersigned, hereby request that the Township consider this petition for a Traffic Calming Study in the area designated below.

(Please attach some type of drawing/map to show area to be designated)

---

Name of Roadway Where Measure Requested

---

Between Which Intersections

---

Name of Applicant

---

Address of Applicant

Applicant is the resident circulating the petition

---

Date

---

Phone Number

# PETITION FOR RESIDENTIAL TRAFFIC CALMING

*Number of Homes in Designated Area \_\_\_\_\_.*

***ONE (1) RESIDENT (HEAD OF HOUSEHOLD) SIGNATURE PER ADDRESS***

<b>Name</b>	<b>Address</b>	<b>Phone Number</b>
Print		
Signature		
Print		
Signature		
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