

## **TOWNSHIP OF LOWER MERION**

### *Traffic Calming Engineering Policy*

#### **Purpose:**

The purpose of this policy is to establish Traffic Calming Guidelines in the Township of Lower Merion. Traffic Calming devices can include, but are not limited to; Speed Humps, Traffic Islands, Traffic Circles, Speed Tables, Chicanes, Neck downs, and Bulb outs. These guidelines state that prior to an initial feasibility study, a minimal residential support for Traffic Calming Measures must be shown. This policy does not include consideration of temporary traffic calming devices that may be utilized to address short term traffic safety issues.

The purpose of Traffic Calming is to address a variety of traffic and pedestrian safety issues, including excessive traffic speed and/or cut-through traffic on residential streets. PENNDOTs Publication 383, Pennsylvania's Traffic Calming Handbook, defines traffic calming, describes various traffic calming devices, outlines potential positive and negative impacts on a neighborhood, and reviews sample traffic calming programs.

#### **Procedures:**

- All households on the affected streets must be contacted by the applicant and advised that a traffic-calming device, such as speed hump/table, is being considered for their street.
- A signed petition must be submitted reflecting the support of 80% of the households on the affected street.
- Support is also required from 80% of the households located on streets or cul-de-sacs whose only access is via the affected street.
- Only one adult signature per household, apartment or business will be considered on the petition.
- Petitions will be considered by the Lower Merion Township Police Traffic Safety Unit using the following criteria.
  - A. Traffic Calming Devices cannot be installed on State roads.
  - B. For the installation of speed hump/table, the legal posted speed limit on the street shall not exceed 25 MPH.
  - C. For the installation of speed hump/table, the minimum length of the street, or portion thereof, measured from the nearest intersecting street, shall be at least 1,000 feet.
  - D. For the installation of speed hump/table, only streets adjacent in proximity to Elementary, ~~or~~ Middle or High Schools, or Township Parks will be considered.
  - E. The Average Daily Traffic (ADT) shall not be less than 1,000 or more than 3,500 vehicles per day, which shall be determined by an automated traffic count, for not less than three (3) weekdays, conducted by the police department's Traffic Safety Unit.

- F. The Average Vehicle Speed (AVS) (based upon the 85th percentile of the speeds recorded during the traffic count) shall not be less than 10 MPH (as required under PA Title 75, Sec. 3368 A (4)) over the legally posted speed limit. This will be determined by a traffic speed survey for a period of not less than three (3) days.
- G. The Traffic Safety Unit will analyze the number of crashes on the affected roadway, over the most recent three (3) year period, to ascertain the extent to which excessive or unsafe speeds were a major contributing factor.
- H. Any Traffic Calming Device installed shall use sound engineering principles and conform to established guidelines set forth by the Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA).
- I. Engineering considerations will include but not be limited to; roadway geometry, curvature, grading, and sight lines.

#### **Implementation:**

If the area in question meets the initial criteria, the request will be forwarded to a Traffic Calming Committee for further consideration to determine a plan and prioritization of any projects.

This committee will comprise of representatives from Building and Planning, Economic & Community Development, Fire, Parking Services, Police, and the Township Engineer.

This Traffic Calming Committee will then work with affected neighbors in the development of a Traffic Calming Plan. The Committee will submit recommendations to the Township Board of Commissioners for review. The Board of Commissioners will determine whether a plan will be approved and determine the appropriate funding source.

#### **Prioritization Ranking:**

A ranking system as outlined below shall be used to prioritize projects that meet the criteria established in the study process. This ranking system will help establish the order in which projects will be considered for funding and implementation.

### **PROJECT RANKING SYSTEM**

CRITERIA	POINTS	BASIS FOR POINT ASSIGNMENT
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 past 3 years.
Elementary or Middle or High 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 <del>high schools</del> <u>pools</u> ) or commercial use that generates a significant number of pedestrians <u>in the vicinity of the project street</u> .
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.
<b>Total points</b>		

**Funding:**

Funding sources must be considered for each project. Funding for a project may be considered, all or in part, through Capital Improvement Project Funds, Operating Budget Funds, Federal and State Funds, or Developer Contribution. How each project is to be funded may affect the timeline and implementation of a traffic calming project.