

TRAFFIC CALMING POLICY

ASTON TOWNSHIP

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TABLE OF CONTENTS

Introduction.....	1
Purpose and Goals.....	1
Definitions.....	2
Applicability	3
Traffic Calming Features	4
Elements of Traffic Calming	4
Specific Traffic Calming Features	5
Landscaping	5
Maintenance	6
Signage.....	6
Implementation	7
Process	7
Prioritization	12
Funding.....	13
Other Traffic Calming Program Issues	14
Continual Monitoring.....	14
Removal of Traffic Calming Features	14
Reconsideration of Traffic Calming Petitions	14
General Development Considerations	15
Emergency Services.....	15
Sidewalks	15
Lighting.....	16
Summary	17
Appendix A: Ranking System	
Appendix B: Sample Photos	

INTRODUCTION

This Traffic Calming Policy reflects the commitment of Aston 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

Aston 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.

DEFINITIONS

“85th Percentile Speed” shall mean that speed at which 85 % of the free flowing vehicles are traveling, or below.

“*Arterial Road*” shall mean a roadway of considerable continuity used primarily as a main traffic artery and having the capability of carrying high volumes of traffic. Arterial roadways within Aston Township are not eligible for traffic calming features through the Traffic Calming Policy described herein. Traffic calming features may be constructed on an Arterial roadway as part of a Township sponsored streetscape or similar enhancement project.

“*Collector Road*” shall mean a road that carries traffic from minor roads to arterial roads and may include the principal entrance roads of a residential development and roads for circulation within such development.

“*Consensus Plan*” shall mean a proposed traffic calming plan detailing the locations of specific traffic calming features developed by the Township. The consensus plan will become the traffic calming plan proposed for the neighborhood during a final vote.

“*Generally Affected*” shall mean all properties within a neighborhood area, the boundaries of which are determined by the Township Engineer, petitioning for traffic calming including those adjacent to roads on which traffic calming features may not be located.

“*Local Road*” shall mean a roadway with relatively low traffic volumes that serves short trips at low speeds. For purposes of this program, local roads are typically residential roadways.

“*Primary Access Route for Emergency Services*” shall mean those roadways, determined by The Fire Chief and the Township Manager that serve as primary access into neighborhood areas requiring their services. For purposes of the Traffic Calming Program, “Primary Access Routes for Emergency Services” shall not be eligible for traffic calming features that include vertical deflections such as speed tables. These routes shall be shown on a map maintained by the Township Engineer.

“*Property Owner*” shall mean the person(s) or agency that possesses title to a parcel of land, as determined by the Township. Renters or residents other than the property owner are not included.

“*Specifically Affected*” shall mean properties adjacent to roadways within a neighborhood area, as determined by the Township Engineer, petitioning for traffic calming that are directly affected by traffic problems and the installation of traffic calming features. A specifically affected property must have at least one side or portion of the parcel abutting the roadway on which traffic calming features are being considered.

“*Speed Table*” shall mean a geometric roadway design feature that provides a vertical deflection in the roadway.

“*Traffic Calming*” shall mean the combination of mainly physical features that reduce the negative effects of motor vehicle traffic use, alter driver behavior and improve conditions for non-motorized street users. *Traffic Calming* features are not traffic control devices, but rather physical parts of a roadway’s design characteristics.

“*Transient Traffic*” shall mean non-local vehicular traffic using neighborhood streets as a short-cut to other areas or to by-pass an alternate route on a main collector and/or arterial; also referred to as “cut-through” traffic.

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 neighborhood 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.

TRAFFIC CALMING FEATURES

ELEMENTS OF TRAFFIC CALMING

The selection of traffic calming features should be based on:

1. The features potential to address traffic problems on affected roadways;
2. The type of roadway; and
3. Physical constraints.

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

- *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.
- *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.
- *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.
- *Landscaping* – refers to the installation of trees, bushes, shrubbery and/or other plant materials as part of a Traffic Calming plan. The Township Engineer will determine which types of plantings would be best suited for the adjacent neighborhood area. The installation of landscaping in conjunction with the raised curbing will prevent drivers from driving around the traffic calming features and help reinforce the narrowed pavement width, also narrowing the drivers’ field of vision and encouraging them to reduce travel speeds. The curbing also helps protect the landscaping.
- *Change in texture and color* – refers to the use of specialty concrete, asphalt or paver bricks to aid in notifying the driver of a change in pavement design and to provide an aesthetic value.

- *Alternative education and enforcement tools* – 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.

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 Table*: A parabolic, curved hump with a flat top. The total length of a speed table is 22 feet with a height of 3 to 4 inches.
- *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 Engineer 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). Signage shall include a yellow warning sign at each feature. In the event a series of features are installed without intersecting side street conflicts, one advance warning sign may be used to warn motorists of the series. Minimal additional signage and/or pavement markings, such as white edgeline striping and raised pavement markers (small reflector buttons) may also be necessary.

In an effort to reduce the number of overall warning and regulatory signs in neighborhoods, a sign shall be used where a comprehensive traffic calming plan has been constructed on a neighborhood-wide basis. The sign will be a specially designed regulatory sign designating a speed limit compatible with the design parameters of the specific traffic calming plan and installed at every entrance to the traffic calmed neighborhood where in the past a speed limit sign typically existed. This sign will be an effort to combine regulatory speed limit signage with some of the necessary advanced warning signage for traffic calming. The Township Engineer will review each neighborhood traffic calming plan for signage needs and will develop a signage plan accordingly.

IMPLEMENTATION

PROCESS

The following eight steps are followed throughout the Traffic Calming Program:

1. **Inquiry:** Initial contact made by residents inquiring about traffic calming; petitions, forms, and other documents will be available for distribution.
2. **Informational Presentation:** If requested by 5% of the specifically affected property owners, the Township Manager will schedule a preliminary public meeting to present background information on traffic calming and explain the Township's traffic calming policy. This will be an open public meeting.
3. **Petition:** After the Township Manager reviews minimum petition requirements (*50% of generally affected property owners*) with residents, petition submitted.
4. **Traffic studies:** Accident history reviewed and speed and volume traffic studies performed.
5. **Develop Plan:** Neighborhood traffic calming plan developed by the Township Engineer.
6. **Adjacent Property Owners Agreement:** Property owners adjacent to each proposed traffic calming feature are contacted to obtain agreement, if necessary.
7. **Public meeting:** One public information meeting held with all generally affected residents to disseminate information on proposed traffic calming plan and receive input, after which the neighborhood traffic calming plan will be finalized.
8. **Vote:** Specifically affected property owners vote. *Minimum return of 50% of ballots required, and of those 60% must vote in favor of project* to proceed with implementation.
9. **Construction:** If result of vote is favorable, neighborhood traffic calming plan is placed on a schedule for the installation of the traffic calming features.

1. Inquiry

Upon initial contact made by a resident or property owner inquiring about traffic calming in their neighborhood, The Township Manager will discuss the program procedures and petition requirements. The Township Engineer will then determine the area affected and neighborhood boundary lines. Typically a resident calls concerning traffic problems on one specific roadway section. However, if the implementation of traffic calming on one roadway section may transfer the problems to a parallel local roadway, the affected neighborhood area shall be addressed as a whole. This affected neighborhood area is called the generally affected area and will be determined by the Township Engineer, taking into consideration the natural, constructed, and traffic boundaries of an area.

Minimum petition requirements may be discussed and explained with inquiring parties via the telephone. A preliminary field review by the Township Engineer may be required and a meeting with the inquiring parties may also occur if needed. Petition forms, informational brochures and maps detailing the generally affected area boundaries shall be provided to the inquiring party.

2. Informational Presentation

The Township Engineer will provide information on the boundaries of the generally affected neighborhood, minimum petition requirements, petition forms, and any informational brochures to residents wishing to pursue traffic calming in their area. Notification of the public meeting will be made by regular United States Postal Service mail. Meeting notice should be accomplished at least 20 days before the public meeting date.

3. Petition

Property owners will notify the Township should they request a petition. The Commissioner in the ward will act as the liaison that serves as the main contact person between the Township and the property owners of the neighborhood. The representative Commissioner will, among other duties, coordinate with the Township Engineer on the development of the traffic calming plan, help contact property owners adjacent to potential traffic calming feature locations, distribute appropriate information to neighbors as needed, be available to answer questions from area residents about traffic calming, help organize the public meeting, and present the proposed traffic calming plan to their neighbors.

In order for a neighborhood to proceed with the traffic calming program, a petition shall be submitted to the Township signed by property owners from a minimum of 50% of the total number of generally affected properties within the neighborhood boundaries determined by the Township Engineer. In the event there are multiple owners of a property, only one property owner shall be counted for that parcel. The purpose of obtaining signatures from owners of a minimum of 50% of the generally affected properties is to verify there are a significant number of residents interested in traffic calming before proceeding through the remainder of the traffic calming program. Signatures from generally affected property owners within the neighborhood boundary are required so that representatives from multiple streets within the neighborhood may be included. Although only specifically affected property owners may vote on the final traffic calming plan, all generally affected property owners should remain informed during the development process and be provided opportunities for input.

4. Traffic Studies

After the petition has been received, the Township Engineer will schedule traffic studies on the critical roadways to determine average 85th percentile speeds and average daily traffic volumes. A review of the crash history will also be performed for a period of three years. The Township Engineer will analyze the traffic data and evaluate it based upon the criteria and point system detailed in *Appendix A*.

Points will be totaled per street. In areas involving multiple roadways, the neighborhood will be prioritized based on the street with the highest single point value. After this analysis, petitioning neighborhood areas which score less than 2.5 points minimum from the combined ranking scale for crash history, traffic volumes, and vehicle speeds will be not eligible for the construction of traffic calming features through this program. Petitioning neighborhood areas that score 2.5 points or more will be eligible for the construction of the enhanced traffic calming features through this program and may proceed with the remaining steps described herein. If initial traffic studies show that there are other

potentially impacted roads in the area, additional traffic studies on those roads may need to be conducted.

Petitioning neighborhood areas which score less than the minimum 2.5 points who wish to re-petition at a later time shall wait a minimum of **one (1)** year from the date the previous petition was received by the Township before submitting a new petition for the same area, unless the Township Engineer determines a change in traffic conditions has significantly impacted the neighborhood area since the previous petition was reviewed. Such significant changes may include new construction, roadway improvements, changes in land use, or similar changes creating regional impacts. Petitioning neighborhood areas that score less than the minimum 2.5 points may pursue alternative education methods to increase awareness of traffic concerns within the neighborhood as described in this Policy.

5. Develop Plan

The Township Engineer will develop a proposed traffic calming plan. For a particular roadway section, traffic calming features may be most effective if applied in a series. The locations will be determined by the Township Engineer and will depend on several factors, including but not limited to adequate spacing between features, driveways connections to road right-of-ways, intersecting side streets, horizontal or vertical curvature of the roadway, and drainage. Selection of locations must also take into consideration existing infrastructure such as fire hydrants, drainage inlets, utility boxes, manholes, poles, etc.

The property owners will be informed of where traffic calming features are proposed to be located and how the locations were determined. Input from the representative Township Commissioner will also be sought during the decision-making process, and he or she will help contact area residents during the review of alternative traffic calming feature locations. They will also help field questions from residents. Field reviews or meetings may occur as needed.

Where applicable, the Township Engineer will coordinate development of the traffic calming plan with representative of PennDOT and adjacent municipalities. If required, additional traffic studies will be completed to assess the impact of constructing traffic calming measures and to obtain any required permits.

6. Public Meeting

All generally affected property owners within the neighborhood area being considered for traffic calming will be given notice of a public hearing so that their views and opinions may be expressed regarding the proposed traffic calming plan for their neighborhood. The notice will include the purpose of the public meeting, identify the representative Commissioner involved and a description of the proposed traffic calming plan for the neighborhood.

Notification of the public meeting will be published or placed on the Township webpage. Copies of information brochures describing the traffic calming program may be available to the representative Commissioner and/or Homeowners Association for distribution to affected residents in the area.

On occasion, signs advertising the public meeting may be posted and news releases may be provided to local media. Any other advertisements initiated and paid for by neighborhood residents must be approved in advance by the Township. Meeting notice should be accomplished at least 20 days before the public meeting date.

The Township Engineer will conduct the public meeting and will:

- Briefly present background information on traffic calming in general and the Township's traffic calming program and process
- Review the boundaries of the generally affected area and identify specifically affected properties
- Review results of the traffic studies from the affected area and other applicable data as needed
- Explain the further steps required to implement the plan

The representative Commissioner will:

- Review the neighborhood concerns which initiated the traffic calming process and any other the background information as needed
- Help present the proposed traffic calming plan developed for the affected area

At the public information meeting, official minutes may be taken if deemed necessary by the Township Manager. The Township Engineer will receive and record any concerns of the residents in the generally affected area. After the public meeting, the Township Engineer will consider any concerns brought up at the meeting and investigate any issues necessary before the neighborhood traffic calming plan is finalized.

7. Vote

A notice which describes in detail the finalized proposed traffic calming plan will be mailed 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 Engineer. 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
- summary of data which support implementation of traffic calming
- description of boundaries of the generally affected area
- identification of specifically affected properties
- estimated cost of the traffic calming plan and funding sources
- timeline for implementation of traffic calming plan

- notice that a minimum of 50% of the specifically affected properties must return a vote and that of those returned, at least 60% must vote in favor of the project for it to go forward
- an official voting ballot form for specifically affected properties eligible to vote to be returned to Township, and the voting deadline.

All notices and voting ballots will be mailed by the Township through regular United States Postal Service to the mailing address on record for the property owner. In order for the proposed traffic calming plan to be implemented, at least 50% of the properties in the specifically affected area must return a vote and at least 60% of the votes returned from the specifically affected properties must be in favor of the proposal. 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 Manager directly, and another official ballot will be prepared by the Township 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. 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 representative Commissioner 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 representative Commissioner 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 representative Commissioner with 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. A one-time extension of an additional 30 days may be granted according to the following criteria: If, at the time of the original voting deadline, at least 50% of the votes from specifically affected properties have been returned and 45% of the votes returned are in favor of the traffic calming plan, a one-time extension may be requested by the representative

Commissioner in order to obtain the required minimum 50% return and 60% majority. The extension must be requested by the representative Commissioner with the Township within five (5) calendar days from the expiration of the voting period. If an extension is granted, the additional 30 days will be measured from the previous voting deadline.

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 will be verified. If at least 50% of the specifically affected properties have returned ballots and 60% of those returned are in favor of the traffic calming plan, the neighborhood traffic calming project will be implemented and scheduled for construction. After the conclusion of the voting period, the Township Manager will notify the representative Commissioner and/or applicable Homeowner's Associations of the final voting result. It will be the responsibility of the representative Commissioner 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 Manager will provide any available information to the representative Commissioner 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, unless the Township Engineer 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.

8. Construction

If the vote results in favor of traffic calming, the locations of the traffic calming features will be forwarded to the Township Manager and placed in the Township capital budget for funding. If there are multiple neighborhoods that have voted for traffic calming, a waiting list may be developed by the Township Manager until such time as the features can be constructed.

During the initial stages of construction, necessary temporary signs or other warning devices may be installed as needed to alert drivers to an upcoming traffic calming project or that traffic calming features have been installed in a neighborhood.

PRIORITIZATION

A point system shall be used for evaluating and prioritizing traffic calming requests. The point system criteria are based on traffic volume studies, 85th percentile vehicular speeds, and historical crash report data. The point total or rank received will determine the priority for the allocation of funding and scheduling construction of traffic calming projects. A minimum of 2.5 points, with at least 0.5 points from each the speed and volume criteria, is required for a traffic calming petition to be considered for traffic calming. Petitioning neighborhood areas which score less than 2.5 points or do not meet the

minimum threshold for speed and/or volume will not be eligible for traffic calming through this program unless group of property owners provide full funding for a proposed traffic calming project (see “Funding Section”, below).

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 received 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. It is anticipated that the streamlined process described within this Traffic Calming Policy will greatly reduce the time it takes to schedule construction of an approved traffic calming plan and relying on the prioritization list to schedule projects if a waiting list develops should rarely be necessary.

FUNDING

The Township supports the Traffic Calming Program on an on-going basis by allocating funds annually through the budgetary process. Developers may also contribute funding on a voluntary basis to a specific project in an effort to address community concern. For a development or redevelopment project that impacts an adjacent residential roadway in a neighborhood that has petitioned for traffic calming, the developer may install one or more traffic calming features, such as an enhanced speed table feature, mini-traffic circle or other during the construction of the project. If it is not feasible for a developer to install traffic calming as part of their project, the developer may donate funds to the Township that will be reserved for use when the Township installs traffic calming in the adjacent affected neighborhood area. Any contributions to the traffic calming program by developers will be on a voluntary basis.

In cases where a group of property owners within a neighborhood wish to provide full funding for traffic calming, the proposed traffic calming project shall be coordinated with and approved by the Township Engineer. Although the timeline for implementation may be reduced, the proposed traffic calming project shall be subject to the same petitioning and voting procedures and policy guidelines described under this Traffic Calming Policy. An engineering permit will be required for the group of property owners to proceed with hiring a contractor on their own to construct the traffic calming project.

OTHER TRAFFIC CALMING PROGRAM ISSUES

CONTINUAL MONITORING

After the construction of each neighborhood traffic calming plan is complete, follow-up traffic studies will be performed to continuously monitor the project for effectiveness and any remaining traffic problems for a period of **one (1)** year. A summary report of the results in each neighborhood may be compiled for informational purposes and copies distributed by the Township as appropriate.

REMOVAL OF TRAFFIC CALMING FEATURES

The property owners of an area in which traffic calming has been implemented may request the removal of the traffic calming features. A petition to remove the traffic calming features may be considered by the Township, subject to the following conditions:

- The traffic calming features have been in place for at least **three (3)** years;
- A request for the removal of the traffic calming features must be signed by at least 50% of the generally affected property owners within the same neighborhood boundaries used for the petition initiating the original traffic calming process;
- A 60% majority vote from the specifically affected property owners is required for the removal, with a minimum of 50% of the votes returned (same voting requirements as above for installation); and
- The removal of one or more traffic calming features may not make the remaining overall traffic calming plan less effective, unless the entire traffic calming project is being petitioned to be removed.

If the Township Engineer has determined that specific traffic calming features are no longer fulfilling their intended purpose or that a traffic calming feature installed under these guidelines has become a hazard, the Township Manager may arrange their immediate removal or work with the specifically affected property owners to develop alternate traffic calming plans.

RECONSIDERATION OF TRAFFIC CALMING PETITIONS

Should a neighborhood fail to achieve the required voting majority within the specified voting period, the area shall not be considered for traffic calming for at least **three (3)** years from the date the voting period expires. A new petition will be required after the three-year waiting period to initiate the traffic calming process again. The Township may allow the area to submit a new petition prior to this three-year waiting period if it is determined that significant change has taken place affecting traffic conditions in the area. Such significant change may include, but not be limited to, new development, roadway modifications, and changes in land use or similar changes creating clearly defined neighborhood impacts.

GENERAL DEVELOPMENT CONSIDERATIONS

In an effort to encourage motorists to slow down and drive responsibly, traffic calming purposely introduces additional self-enforcing physical features in the design of the roadway to effectively change the design speed. Traffic calming features are generally implemented retroactively and traditional design standards may require interpretation and modification. A set of guidelines and policies to follow, engineering judgement and coordination with neighborhood property owners are key elements in the development of traffic calming plans.

Traffic calming measures are design features, intended to modify the character of the roadway. They are not traffic control devices, and therefore State or Federal specifications, warrants or regulations may not apply.

EMERGENCY SERVICES

Studies show traffic calming features may cause delay in emergency response times to residences in neighborhood areas where traffic calming projects have been installed. Property owners participating in the Traffic Calming Program will be provided information regarding the potential delay of emergency services due to traffic calming features. However, traffic calming features and reduced vehicular speeds may also reduce the number of incidents requiring emergency services, due to the increased safety on the roadways within a traffic calmed area.

Traffic calming is not permitted on roads designated as “Arterials”. Traffic calming is limited to features that do not include vertical deflection on roadways designated as “Collectors” and “Primary Access for Emergency Services”. The Fire Chief and Township Manager determines those roads designated as “Primary Access Routes for Emergency Services”. The Police Department, Fire Chief and Township Manager will participate in the planning process and will be notified when and where the construction of traffic calming features occurs.

SIDEWALKS

In areas without sidewalks, the Township may recommend that residents pursue the installation of a sidewalk; or if the Township determines that sidewalks are necessary for pedestrian safety, the Township will install sidewalks and the costs thereof shall be assessed against the abutting properties. If approved, construction of both traffic calming and sidewalk installation projects may be coordinated together to provide for the efficient use of resources. However, funding for sidewalks is not provided through the Traffic Calming Program and must therefore be pursued by a separate special assessment and petition process or other funding source.

LIGHTING

Street lighting installations shall not be required with the installations of traffic calming features in neighborhoods. Adequate signing and pavement markings will be installed with each feature that will be reflective at night to sufficiently warn and guide a motorists traveling over a traffic calming feature.

If area property owners desire to request street lighting in areas where traffic calming is proposed to be installed and no street lighting exists, they may request the installation of street lighting separately. Street lighting installations will not be required in conjunction with this Traffic Calming Policy.

SUMMARY

The Traffic Calming Policy allows the Township and property owners in Aston Township to work together to develop neighborhood traffic calming plans. It also provides a fair and balanced prioritization process, a streamlined procedure for the development of traffic calming plans, a reduction in the number of required public meetings, and reduced costs.

This Traffic Calming Policy shall serve as the supporting guidelines for Aston Township Traffic Calming Program. It supports Aston Township 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 neighborhood 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.

Vehicular Travel Speeds:

85th Percentile Speeds on an average weekday

0.5	26 to 28 mph
1	29 to 30 mph
1.5	31 to 33 mph
2	34 to 35 mph
2.5	36 to 37 mph
3	38 mph or greater

POINTS	85th % SPEED
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Motor Vehicle Traffic Volumes:

Average Daily Traffic (ADT) over 24-hours on average weekday

POINTS	ADT VOLUME
0.5	100 to 250 vehicles per day
1	251 to 500 vpd
1.5	501 to 1000 vpd
2	1001 vpd or greater

Crash Report History:

Review of reported traffic crashes over a three year period. Crashes reported at intersections of the boundary area for a neighborhood receive half weight. Reportable crashes (as defined by PENNDOT) will receive double weight.

POINTS	AVG. CRASHES ANNUALLY
1	0.51 to 1.00
2	1.01 to 1.25
3	1.26 to 1.50
4	1.51 to 2.00
5	2.01 to 2.50
6	2.51 or greater

APPENDIX B
SAMPLE TRAFFIC CALMING FEATURES
MINI TRAFFIC CIRCLES/ ROUNDABOUTS



MEDIANS



ROADWAY NARROWING

Curb Bump Out



Median and Bike Lane



Chicanes



SPEED TABLE / RAISED CROSSWALK

Raised Crosswalk



Speed Table



SEMI-DIVERTER

Right-In / Right-Out Traffic Island



Partial Road Closure



Diagonal Diverter



TEXTURED CROSSWALK

Textured Crosswalk – Brick Pavers



Inlaid Pavement Markings



Stamped Asphalt

