

RESOLUTION NO. 2015-05

**A RESOLUTION OF THE TOWNSHIP OF FERGUSON, CENTRE COUNTY, PENNSYLVANIA
ADOPTING A TRAFFIC CALMING POLICY.**

WHEREAS, the Township of Ferguson has seen significant development in the past three decades resulting in the construction of a network of various classifications of streets and roads and,

WHEREAS, the Board of Supervisors of Ferguson Township have received numerous requests from citizens to address both the volume and speed of traffic on the roads and streets of the Township and,

WHEREAS, a traffic calming policy establishing the procedure and process to consider and implement traffic calming measures has been prepared by the Township Public Works Department – Engineering Section staff consistent with state and nationally accepted standards, said policy attached hereto as Exhibit "A".

NOW THEREFORE, the Ferguson Township Board of Supervisor adopt a Traffic Calming Policy attached hereto as Exhibit "A".

RESOLVED this 2nd day of February, 2015.

TOWNSHIP OF FERGUSON

By: 

Richard J. Mascolo, Chairman
Board of Supervisors

[S E A L]

ATTEST:

By: 

Mark A. Kunkle, Secretary

FERGUSON TOWNSHIP, CENTRE COUNTY, PA
TRAFFIC CALMING POLICY

The following policy has been approved by the Ferguson Township Board of Supervisors on _____ by resolution _____ and hereinafter shall be used for all requests for traffic calming in Ferguson Township, Centre County, Pennsylvania. This policy may be modified as necessary by action of the Board of Supervisors. The policy applies to public streets of Ferguson Township and does not apply to private streets.

Background: The principles of traffic calming have been used in communities since the 1970s, being more popular in Europe and Canada in the early years and gaining popularity in the United States in later years. Traffic calming measures are typically limited for use on local streets. Traffic calming techniques may be applied to new streets as part of a separate complete street design or policy. This policy does not apply to safety improvement projects or streetscape projects.

Since traffic calming measures have a cost associated with their study, installation, and future maintenance; and since the potential to create controversy exists; their installation should occur after the use of **education, enforcement, and engineering** fail to obtain the desired outcome. These 3 processes, however, only address speeding concerns, not high traffic volumes.

Educational programs include campaigns to remind speeding drivers of the negative effects of their actions. Programs may use email, newsletters, grass roots efforts, door hangers, and speed display boards. Usually programs target a specific neighborhood or homeowner association to provide information on speeding fines, bike and pedestrian safety tips, and information on collected speed data.

Enforcement includes a greater police presence. In some instances a greater police presence may not be practical or may not achieve the desired outcome of reducing speeds on a given street due to state mandated excessiveness thresholds for speeding,

the necessary sight and clocking distances for currently approved speed timing devices, and the availability of officers.

Engineering efforts may include the use of signs and pavement markings to alter driver behavior, and traffic studies to determine if transportation operational deficiencies are contributing to the identified traffic concerns. Engineering efforts include traffic studies in advance of traffic calming.

These 3 processes

Definitions:

Traffic Calming - As defined by Pennsylvania's Traffic Calming Handbook (Pub 383) prepared by the Pennsylvania Department of Transportation; traffic calming is the use of a combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Some examples of traffic calming include bulb-outs, chicanes, speed humps or tables, diverters, and street closures. Traffic calming measures are used to address speeding and high traffic volumes on neighborhood streets. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, and improve the quality of life within the neighborhood.

Residential Access Street – A street that provides access to abutting properties and is designed to carry no more traffic than is generated on the street itself (as further defined in Chapter 27 Zoning).

Residential Subcollector Street – A street that provides access to abutting properties and which also may conduct traffic from residential access streets that abut it (as further defined in Chapter 27 Zoning).

Collector Street – A street that provides more emphasis on land access than arterial streets, and provides continuity between communities (as further defined in Chapter 27 Zoning).

Arterial Street – A street that provides linkages to cities and towns , carries a significant composition of travel, carries a high volume of traffic (as further defined in Chapter 27 Zoning).

Request and Screening Process:

Request from Resident:

Any property owner or resident or tenant or municipal official of Ferguson Township may submit a formal request for a traffic calming study to the Board of Supervisors. The request shall be submitted in writing identifying the applicant's name, address, and contact information, the street of concern, and the type of traffic problem perceived on the street of concern. The request must also contain signatures of at least 10 residents who support the request. The Board, at its sole discretion, may forward the request to the Public Works Director for action, or deny the request.

Compare Street to Classification Criteria:

The Public Works Director will compare the street classification of the roadway identified in the formal request to the classification eligibility criteria. If the street classification does not meet the classification eligibility criteria, the Public Works Director shall reject the request and send a letter to the applicant noting the reason for the rejection. The Board of Supervisors shall be notified of the results at their next regular meeting.

Subject to meeting certain criteria as defined further in this policy;

residential access streets are eligible for speed and volume control,

residential subcollector streets are eligible for speed and volume control,

collector streets are eligible for speed control but not volume control,

arterial streets with a posted speed limit of 35mph or less are eligible for speed control but not volume control,

arterial streets with a posted speed limit greater than 35mph are not eligible for volume control and are not eligible for speed control.

If the street does meet the classification eligibility criteria, the Public Works Director, in consultation with the Township Engineer, shall identify a study area for the traffic calming request

Define Study Area:

The study area will be drawn to encompass all residential and commercial properties whose driveways directly access the subject street segment as well as all residential and commercial properties whose driveways and streets cross and utilize the subject roadway as a primary route to enter/exit their property. The study area may also include neighboring streets that could be impacted by potential traffic calming devices.

Collect Data within Study Area:

The Public Works Director shall request the Township Engineer or consultant traffic engineer to collect supporting traffic data, as deemed appropriate, within the study area. Data collection will include, but is not limited to, average daily traffic volumes and 85th percentile speeds along the street of concern. The exact locations and times of the data collection effort will be determined by the Township Engineer or consultant traffic engineer.

Volume and Speed Criteria:

To be eligible for consideration for traffic calming, the following criteria must be met:

For volume control, the traffic volume on the street of concern must be greater than 1,000 vehicles per day.

For speed control, the 85th percentile speed on the street of concern must be greater than 10 mph over the posted speed limit.

The Public Works Director shall compare the traffic data collected in the study area to the pre-established thresholds for the traffic calming program. If the traffic volume and speed data collected along the street of concern meet the pre-established criteria, the Public Works Director shall prepare an initial traffic calming plan. Otherwise, the Public Works Director shall discontinue the study and send a letter to the applicant noting the reason for the rejection. The Board of Supervisors shall be notified of the results at their next regular meeting.

Traffic Calming Plan Development

Prepare Initial Plan:

If the pre-determined criteria for traffic calming are met, the Public Works Director, support staff and/or traffic engineering consultant will then evaluate different traffic calming measures to address the problems within the study area based on the particular criterion that was met. An initial plan shall be prepared to identify suggested traffic calming measures and their approximate placement. Alternate plans may be developed. The initial plan development shall consider limitations in the placement and effectiveness of devices. There are design criteria that need to be considered prior to locating and designing traffic calming measures. Some factors that may affect calming measures are:

- Snow removal
- Emergency response delays and access issues
- Additional noise
- Increase in accidents
- Reduction of on-street parking
- Effectiveness
- Geometric Design

Current standard practices as suggested by the Institute of Transportation Engineers (ITE), Federal Highway Administration (FHWA), and the Pennsylvania Department of Transportation (PaDOT) shall be considered while preparing the plan. Prior to

completing the initial plan, input shall be solicited from the emergency service providers, Centre Area Transportation Authority (CATA), and the State College Area School District (SCASD) Transportation Department.

Conduct Public Meeting:

A public meeting will be held to review and critique the suggested calming measures and potential alternative traffic calming plans developed for the subject street. This meeting shall include a presentation of the data collected and process completed to date. The Public Works Director, and the traffic engineering consultant if applicable, will preside at this meeting. The format of the meeting will depend upon the size of the study area and what is deemed the most beneficial format to solicit input from the property owners. A meeting notice will be mailed to all property owners within the study area. No voting occurs at the meeting.

Based upon the input and comments received at the public meeting, the suggested calming devices, location, and alternates shall be refined into a recommended plan.

Petition Neighborhood on Recommended Plan:

The recommended plan will be presented by petition to all property owners within the study area to gain support. One petition will be mailed to each parcel. The petition will include a reduced copy of the recommended plan with a narrative description and include a post card with return postage pre-paid. 30 days will be provided for property owners to respond to the petition.

The Public Works Director shall have the results summarized.

A minimum of 50% of the property owners must respond in order for the petition to be valid. If less than 50% respond, the Public Works Director shall reject the request and send a letter to the applicant noting the reason for the rejection. The Board of Supervisors shall be notified of the results at their next regular meeting.

If 70% or greater of the petitions returned indicate that they concur with the recommended plan, the Public Works Director shall present the recommended plan to the Board of Supervisors, and continue with plan development.

If less than 70% of the petitions returned indicate that they concur with the recommended plan, the Public Works Director shall reject the request and send a letter to the applicant noting the reason for the rejection. The Board of Supervisors shall be notified of the results at their next regular meeting.

Approval Process

Public Meeting:

The Board of Supervisors shall hold a public meeting to present the recommended plan. A notice of the public meeting shall be mailed to all property owners within the study area and be advertised following with requirements of other public meetings. Based on feedback from the public meeting, the Board of Supervisors will either approve or deny installation of the traffic calming devices. The Board of Supervisors may also modify the recommended plan based upon public input prior to approval.

Develop Construction Plans:

If the Board of Supervisors approves the installation, the Public Works Director shall oversee the completion of engineering plans and the preparation of a cost estimate for the work.

Upon completion of the design, and if funding is available for the recommended plan, the Board of Supervisors will direct the Public Works Director to install and evaluate the traffic calming devices, otherwise, the recommended plan may become a future project when funds are available.

Installation and Evaluation

Consider Temporary Devices:

Consideration shall be given to installing temporary devices to determine the effectiveness of the recommended plan. Factors to consider in evaluating the use of temporary devices include the type of device, location in the neighborhood, aesthetics, cost, and noise.

Monitor Devices:

After the devices have been in place for a reasonable period (approximately 6 months), supporting data will be collected to document the effects on speed and/or volume. The devices should also be monitored for maintenance and safety issues. If not proven effective or maintenance issues arise, the recommended traffic-calming plan may be modified and presented to the Board of Supervisors for consideration, or the devices may be removed and the project abandoned by the Board of Supervisors.

If unforeseen safety issues arise, the recommended traffic-calming devices may be immediately altered or removed by the Public Works Director.

Traffic Calming Policy and Procedure Recommended Approach

