

Traffic Calming Plan #8 2021



Traffic calming for a community should be addressed through its initial planning, design and construction. However, concerns can arise during or after construction that could be minimized through a preventive approach that is focused on policies, planning and input from all parties.

The guidance listed in this tech sheet supports municipalities considering a traffic calming plan for their community.

Introduction

There are multiple steps involved to ensure a community is prepared to proceed with a traffic calming plan. Following the steps outlined below will help communities avoid conflict and additional costs.

Study and Approval Process

- Before starting, communities and local governments should identify how a traffic calming program would be **funded**. This should include the pre-work of a plan, policy and engineering design through the installation and maintenance of traffic calming measures.
- Once funding has been discussed, it is key to document the **goals and vision** of the community. This can be accomplished by working with members of the community or specific planning organizations to determine the exact project area, street functional classification and land use. Collecting as much data as possible is beneficial.
- Following the collection of data, communities should look to review the data as it relates to the **project ranking system**. The ranking system is a useful tool to help communities determine the importance of each project as it relates to community input and funding. Note, establishing a ranking system requires working with an engineer (a sample ranking system is on the following page).
- Additionally, 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 will be required per the Traffic Calming Handbook.

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| CRITERIA | POINTS | BASIS FOR POINT ASSIGNMENT |
|------------------------------|--------|--|
| Speed | 0-30 | Extent by which 85 th percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph. |
| Volume | 0-25 | Average daily traffic volumes (1 point assigned for every 120 vehicles). |
| Crashes | 0-10 | 1 point for every crash reported within past 3 years. |
| Elementary or Middle Schools | 0-10 | 5 points assigned for each school crossing on the project street. |
| Pedestrian Generators | 0-15 | 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 | 0-10 | 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 | |

* This is a sample of a project ranking system from Pennsylvania's Traffic Calming Handbook.

Traffic Calming Plan Development

- After the study and approval process has ended, communities should hold a **kickoff meeting**. This meeting is key to engaging members of the community. By inviting them to connect with the traffic engineer, they can ask questions and raise their concerns about the project.

Not involving the community from the start will have them feeling disconnected and asking questions long after the traffic calming plan is implemented. Community approval is one of the most important steps in a traffic calming project.

- Once the kickoff meeting is over, a **Neighborhood Traffic Calming Committee (NTCC)** should be formed. This committee is made up of residents who attended the kickoff meeting and will be able to provide insight from the community at large. Also at this time, a **Local Traffic Advisory Committee (LTAC)** should be convened to supervise the development of the traffic calming plan.

Examples of data collected:

- Speed
- Volume
- Adjacent arterial roads
- Crashes
- Parking
- Pedestrian and bicycle activity
- Emergency service routes
- Transit routes
- Locations of schools and parks

* More detailed information can be found in the Pennsylvania's Traffic Calming Handbook.

- At this point, the municipal engineer should start the **plan development** with the assistance of the NTCC and LTAC. The engineer will begin to use data and research to identify the proper traffic calming measures to meet the community's needs.
- Once the engineer has finished the plan development, all parties (NTCC, LTAC and the local government) should meet and finalize the correct **traffic calming measures, design and specific locations** within the community.

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Approval Process

- When consensus has been reached by the local government and the committees, the preliminary and final plans should be shown at a **public meeting**.

The community should be presented with a single plan, with options for specific locations. If necessary, the plan can be modified before it's submitted for approval.

- Following the public meeting, if any changes are needed, they should be made. Otherwise, the traffic calming plan is ready to be submitted for the community's **approval**.
- When the plan is completed, a **community survey** should be conducted. A 70% approval from the community needs to be met. If the survey comes back with less than 70% in support of the plan, modifications to the plan are likely needed (*70% is PennDOT's recommendation).
- Once the community has reached the 70% threshold, the traffic calming plan needs to be officially **approved** by the local government, to include the funding stream. Note, if the plan includes state roads, PennDOT also will need to provide approval.

Installation and Evaluation

These steps outlined below follow the local government's approval and, if necessary, PennDOT's as well.

- The first step toward a permanent traffic plan is the use of a **temporary calming measure**. Temporary steps allow the traffic engineer, NTCC, LTAC and local government the time to review how the design works and the community's reaction to the measure.

When temporary measures are installed, a three- to 12-month test period should be considered, including implementation during the various seasons, if possible.

- After a temporary measure trial is over, the traffic engineer, NTCC, LTAC and local government must come together to decide to make the measure **permanent** or to **review** the



initial plan.

- Following the permanent installation of a traffic calming device, the community needs to conduct **follow-up traffic studies** to assess how the measures are working and if modifications need to be made for the community to be successful and safe.

Traffic Calming Planning Resources with further details and information can be found here:

- [ITE Traffic Calming](#)
- [Federal Highway Administration: Traffic Calming ePrimer](#)
- [Pennsylvania's Traffic Calming Handbook \(Pub. 383\)](#)