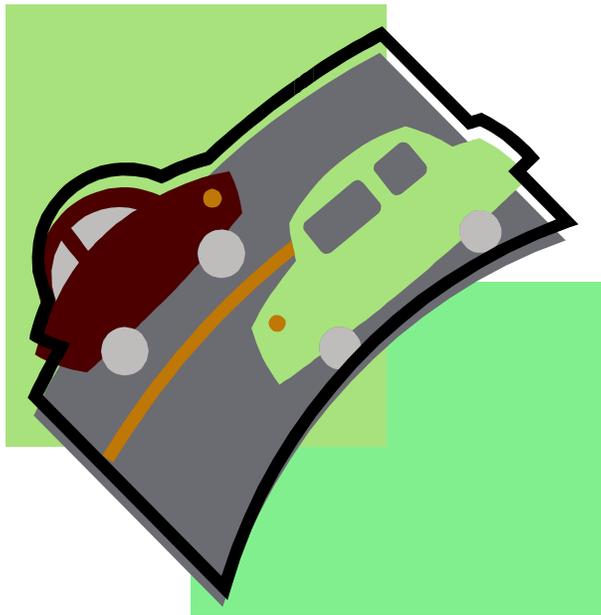


Borough of Danville, PA

Traffic Calming Program Guidelines



Adopted by Borough Council on October 7, 2014

1 INTRODUCTION

Speeding Traffic is a major concern in the Borough of Danville because of its detrimental impacts on the safety and livability of our streets. Neighborhoods where speeding occurs experience unsafe conditions for pedestrians, bicyclists, and other drivers as well as negative environmental impacts such as noise.

The Institute of Traffic Engineers defines traffic calming as, “the combination of mostly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized users.” Essentially, traffic calming is building or retrofitting streets with certain features and characteristics that induce drivers to slow down and pay more attention to their surroundings.

The Streets Committee and Borough Council have developed this document to establish and explain the Borough of Danville’s Traffic Calming Program.

2 WHAT TRAFFIC CALMING IS NOT

Citizen complaints about speeding traffic are often accompanied by requests for new stop signs, traffic signals, turn restrictions, speed limit signs, and the like. These are not traffic calming devices, but rather regulatory traffic controls that are governed by the Pennsylvania Department of Transportation through an approval process that requires documented speed and engineering studies.

When not placed correctly, such regulatory traffic controls can actually make a problem worse. For example, research shows that installing unnecessary stop signs can often result in more collisions and more speeding. Another common traffic-related request involves the lowering of posted speed limits on streets. Again, most research concludes that driver speed is less a function of posted speed limits than it is a function of real or perceived driving conditions.

Unlike the aforementioned regulatory traffic controls that require some form of legal enforcement, traffic calming measures are designed to be self-enforcing. Drivers are slowed down by the physical characteristics of the roadway, not by an artificially imposed speed limit or stop sign.

3 GOALS & OBJECTIVES

The objectives of the Borough’s Traffic Calming Program are as follows:

1. Improve the safety and livability of streets and neighborhoods by using appropriately designed and implemented traffic calming measures to mitigate the impacts of traffic while creating safer streets for motorists, pedestrians, and bicyclists;
2. Maintain a traffic calming selection process guided by objective, needs-driven criteria to ensure that limited Borough resources are utilized in a cost-effective and efficient manner;

3. Implement traffic calming measures that are appropriate and effective for a given situation or street and improve public safety without jeopardizing emergency response needs, creating hazards or nuisances or impeding commercial truck routes;
4. Ensure that any proposed traffic calming installation has public support in the affected neighborhood before it is implemented;
5. Welcome citizen input and involvement in all phases of the program.

4 INITIATION & IMPLEMENTATION PROCESS

To achieve the program objectives, the following process will be followed when considering requests for developing, designing, and implementing traffic calming measures:

1. A Traffic Calming Request will be submitted to the Danville Borough Administration Office by a Borough resident, property owner, or business owner (see Section 5 for more details). If the street is a State or U.S. Route, the contact person noted on the form will be referred to the Pennsylvania Department of Transportation.
2. Administrative Staff will present the Traffic Calming Request to the Borough's Streets Committee for consideration. Residents, property owners, and business owners in the affected neighborhood will be mailed a meeting notice.

If recommended by the Streets Committee, the Danville Borough Police Department will conduct an assessment and recommendation for traffic calming measures based on the request as well as information gathered at the committee meeting.

If not recommended, Administrative Staff will send written correspondence to the contact person noted on the Traffic Calming Request regarding the Streets Committee decision to not conduct an assessment and recommendation for traffic calming measures.

3. When finished, the Police Department assessment and recommendation for traffic calming measures will be presented to the Streets Committee. Residents, property owners, and business owners in the affected neighborhood will be mailed a meeting notice.

The Streets Committee will make a recommendation to Borough Council based on the Police Department assessment and recommendation for traffic calming measures.

4. Based on the Streets Committee's recommendation, Borough Council will decide whether or not the project should proceed as recommended by the committee.

Administrative Staff will send written correspondence to the contact person noted on the Traffic Calming Request regarding Borough Council's decision and a timeframe for implementation, if applicable.

5. The Police Department will conduct an evaluation of the implemented traffic control measures within 12 months of installation and provide a report to the Streets Committee. Residents, property owners, and business owners in the affected area will be mailed a meeting notice.
6. If recommended by the Streets Committee, adjustments to the traffic calming measures will be presented to Borough Council. Residents, property owners, and business owners in the affected area will be mailed a meeting notice.
7. Based on the Streets Committee's recommendation, Borough council will decide whether or not adjustments to the traffic calming measures will be made.
8. The Administration Office will maintain a map depicting the location of all traffic calming measures approved by Borough Council.

5 SUBMISSION OF A TRAFFIC CALMING REQUEST

A Traffic Calming Request must be submitted to the Danville Administration Office located at the Danville Borough Municipal Building, 239 Mill Street, Danville, PA 17821.

One resident, property owner, or business owner must sign the request and serve as the contact person for the request.

The contact person must secure signatures from at least 50% of the residents, property owners, and business owners of a given neighborhood. A neighborhood is defined as all residents, property owners, and business owners that have driveway access to the street being considered for traffic calming measures between the nearest intersecting streets.

A copy of the Traffic Calming Request application is enclosed.

6 ASSESSMENT DETAILS

The Danville Borough Police Department will conduct an assessment to determine whether traffic calming measures are needed to address a Traffic Calming Request according to the process detailed in Section 4. This assessment will obtain and include the following information:

1. Total Volume – Total traffic volume on the study street will be measured for a period of 7 consecutive days.
2. Average Daily Traffic (ADT) – The ADT should exceed 250 vehicles for the street to be considered for traffic calming.
3. Average Speed – When speeding is the primary concern, the average speed should exceed 10 mph over the posted speed limit before traffic calming is considered.
4. Crashes – Crash data on the study street for the most recent three years.

5. Facilities – Location of schools, public facilities such as parks or community centers, and/or commercial uses with pedestrian and/or vehicle access to the study street.
6. Sidewalks – Location of sidewalks along the study street.
7. Adjacent Streets – Determine if the increased traffic or speed on the study street is related to poor traffic conditions on adjacent streets. Adjacent streets that accommodate vehicle weight restrictions, truck or emergency routes, or other variables should be evaluated to determine whether or not they contribute to the increased traffic or speed on the study street. Deficiencies on the adjacent streets should be addressed in conjunction with recommendations for traffic calming on the study street.

If the assessment includes a recommendation for traffic calming measures, cost estimates will be obtained by Administrative Staff along with availability of funding in the current Borough budget and a timeframe for implementation.

Administrative Staff will assist the Police Department by coordinating assessment review with the Streets Department, Fire Department, Emergency Management Agency, and any other necessary Borough departments to secure comments or recommendations to be incorporated into the assessment to be presented to the Streets Committee.

7 POINTS SYSTEM

A points system will be used to determine the score that will be used to consider what type of traffic calming design measures should be incorporated for the project.

Criteria	Points	Basis for Points Assignment
Volume	0 to 30	Average daily traffic – 1 point assigned for every 100 vehicles.
Speed	0 to 30	Average speed – 15 points if the average speed exceeds the posted speed limit by 10 mph. 15 points if the number of vehicles that exceed the posted speed limit by 10 mph is more than 10% of the total volume.
Crashes	0 to 10	1 point for every crash reported within the past 3 years.
Schools	0 to 10	1 point assigned for each school crossing on the study street.
Pedestrian Generators	0 to 10	1 point assigned for each public facility such as parks or community centers and/or commercial uses that generate a significant number of pedestrians on the study street.
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	100	

8 SCORING

The project score will be used to determine the type of traffic calming design measures to be incorporated when making a recommendation to the Streets Committee:

- 0 to 15 Points – No traffic calming measures needed.
- 15 to 40 points – Police Department speed enforcement.
- 40 to 65 Points – Lowering posted speed limit, increased signage, painted crosswalks and/or painted lines to narrow the street corridor.
- 65 to 100 Points – Install curb extensions, raised median islands, speed humps or raised crosswalks. Descriptions and examples of these measures can be found in Chapter 5 of the Pennsylvania Department of Transportation Traffic Calming Handbook.