

SOUTH WHITEHALL TOWNSHIP
Lehigh County, Pennsylvania

TRAFFIC CALMING POLICY

Adopted June 2023

CONTACT

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An aerial photograph showing a mix of rural and suburban areas. The top half features large, irregularly shaped fields in shades of yellow and brown, some with small structures or ponds. The bottom half shows a more densely populated area with a grid of streets, smaller buildings, and green spaces. A semi-transparent white box with a dark red header is centered over the image, containing text.

EXECUTIVE SUMMARY

The South Whitehall Township Traffic Calming Program allows the Township staff and concerned property owners to work together in developing safer neighborhoods. It also provides a fair and balanced prioritization process, a participative procedure for the development of traffic calming plans, adequate public notice and public meeting requirements, and a method to encourage and promote the involvement of area residents in decisions affecting the quality of life in their communities.

This Traffic Calming Policy establishes the supporting guidelines and standards for the South Whitehall Township Traffic Calming Program. It supports South Whitehall Township's public safety, transportation, planning, environmental, economic, and social goals, objectives, and principles.

The South Whitehall Township Traffic Calming Program reflects the commitment of the Board of Commissioners to address a wide range of community public safety and transportation mobility goals and objectives.

Traffic calming is a combination of mainly physical measures designed to reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized users of public streets.

Purpose, Goals and Objectives

South Whitehall Township's Traffic Calming Program addresses neighborhood traffic concerns, such as excessive speed and cut-through traffic, in residential areas of the Township. The purpose is to reduce the speed and/or volume of traffic on local streets while continuing to promote connected neighborhoods. The Township's Traffic Calming Program, working in cooperation with neighborhoods, seeks to provide a safe environment for pedestrians/bicyclists, preserve the residential character of neighborhoods, and improve the overall quality of life.

Traffic calming goals:

- Create safe and attractive streets;
- Reduce the negative effects of motor vehicles on the environment (i.e., noise, pollution, and safety concerns);
- Increase the quality of life in the Township;
- Promote safe and pleasant conditions for motorists, pedestrians, and cyclists; and
- Maximize the efficiency of the local roadway network.

Traffic calming objectives:

- Achieving safe, slow speeds for motor vehicles;
- Reducing cut-through motor vehicle traffic;
- Improving the safety and the perception of safety for non-motorized users of local streets;
- Reducing and redirecting the need for police enforcement;
- Reducing crash frequency and severity; and
- Increasing access for all modes of transportation.

Planning Criteria and Standards

All traffic calming projects must adhere to the following planning criteria and standards:

- The 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;
- Traffic calming must improve the safety of the street for all roadway users, including pedestrians and bicyclists; and
- Traffic calming techniques must not unduly hamper access by emergency services organizations, such as police, fire and rescue.

Applicability

Township residents are often very concerned about traffic problems, real or perceived, in their neighborhoods. 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, pedestrian/bicycle safety, and other issues. Because the character of residential neighborhoods is a Township-wide concern and traffic calming programs affect daily living patterns of area residents and may involve public safety issues, the generally affected area shall be informed and involved in the development of any plan which involves major change or the expenditure of significant funds. All residents in a neighborhood area shall be provided opportunities to offer their opinions on proposed traffic calming plans.

Eligible Streets

A street will be considered for installation of traffic calming features, provided that the street meets all of the following criteria.

- The street is located in an area zoned residential.
- The street is classified as a collector or local road and no more than 2 travel lanes.
- The posted speed limit is 30-mph or less.
- The street is at least 800 feet in length and the road grade is 8% or less.
- The street has an average daily traffic (adt) volume of 1000 vehicles per day (vpd) for local roads and 2,000 vpd for collector roads or the peak hour volume exceeds 100 vehicles.
- Two thirds of the street must front on residences, parks, and/or schools.
- The minimum 85th percentile speeds are 22 mph on a 15-mph street, 32-mph on a 25-mph street and 37-mph on a 30-mph street.
- Excessive vehicle speeds indicated by 10% of vehicles are travelling over 10 mph over the posted speed limit.
- The street is not an alley.
- The street is not part of a public transportation route, or the transit provider(s) agrees to the change.
- The street is not part of a designated emergency access route.
- The street is owned and maintained by the Township.

Streets that are owned and maintained by a homeowners' association or by a developer shall be eligible for traffic calming features, provided that the full cost and expense of installation and maintenance is funded by the association or developer. The association and/or developer shall be required to obtain the consent of the Township prior to installation of any traffic calming features. All such features shall comply with the standards for traffic calming published by the Pennsylvania Department of Transportation, "Pennsylvania's Traffic Calming Handbook", publication No. 383 (most current edition).

Location Guidelines

- Any traffic calming feature shall be visible to oncoming traffic.
- Traffic calming shall take into account existing utilities, drainage features and bicycle facilities.
- Where possible, features shall be located to minimize impacts to on-street parking.
- Features should be placed near streetlights where feasible.

Americans with Disabilities Act

Traffic calming measures must be designed to accommodate all people in the community. To accomplish this goal, features that are implemented to improve pedestrian safety, or have an effect on pedestrian travel, must be designed to meet the requirements of the federal Americans with Disabilities Act.

Traffic Calming Features

Elements of Traffic Calming

The selection of traffic calming features shall be based on:

1. The feature's 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 various categories.

Vertical Deflection - refers to traffic calming measures that create a change in the height of the roadway.

Horizontal Deflection- hinders the driver's ability to drive in a straight line by creating a horizontal shift in the roadway and/or narrows the width of the travel lane.

Physical Obstruction - refers to features that prevent particular vehicle movements.

Landscaping - refers to the installation of trees, bushes, shrubbery and/or other plant materials as part of a Traffic Calming Plan. The Township will maintain a list of acceptable plantings to be used and determine which types of plantings would be best suited for the adjacent neighborhood area.

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 including traffic brochures, increased enforcement by the Police Department, and the use of mobile speed-alert signs.

Specific Traffic Calming Features

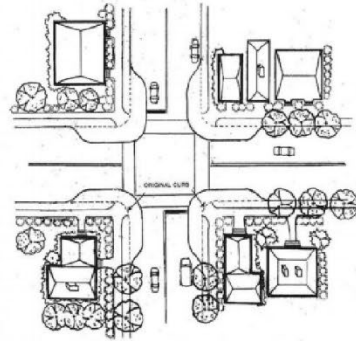
A selection of the traffic calming features that may be considered by the Township are described briefly on the following pages. The features described are adapted from the PennDOT Pub383 and are not a complete representation of all available traffic calming measures. All designs from PennDOT Pub383, including those not represented in these pages, may be considered and are subject to the approval of the Township.

Horizontal Deflection

Curb Extensions / Bulb-Outs

Description:

Curb extensions, sometimes referred to as bulb-outs, are areas of expanded curbing.



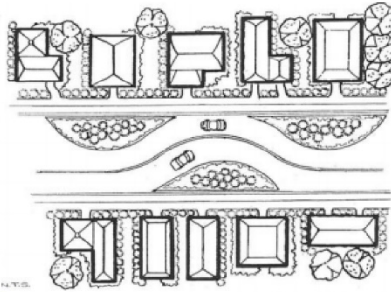
- Volume Reduction: ○
- Speed Reduction: ◐
- Conflict Reduction: ◐
- Emergency Response: ○

Cost Estimate: \$7,000 to \$10,000
(\$4,000 mid-block)

Chicanes

Description:

A chicane is a series of three curb extensions staggered on alternating sides of the street, at a mid-block location, which forces vehicles to negotiate the narrowed roadway in a snake-like fashion.



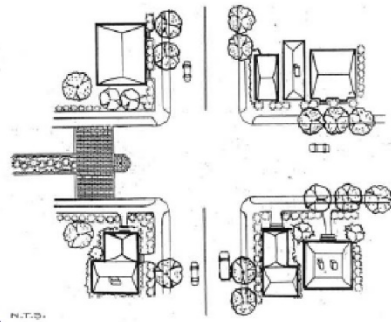
- Volume Reduction: ◐
- Speed Reduction: ◐
- Conflict Reduction: ○
- Emergency Response: ◐

Cost Estimate: \$6,000 to \$14,000
(\$1,000 temporary)

Gateways

Description:

Gateways are special entrance treatments that provide identity to a neighborhood by using a combination of physical and textural changes.



- Volume Reduction: ○
- Speed Reduction: ◐
- Conflict Reduction: ○
- Emergency Response: ○

Cost Estimate: \$5,000 to \$10,000

○ - Minimal or no effect

◐ - Moderate effect

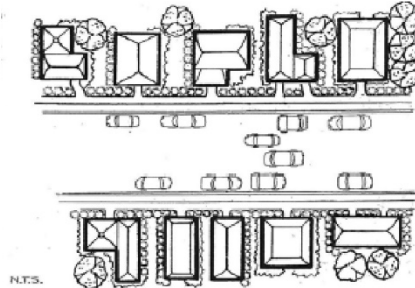
● - Significant effect

Horizontal Deflection (continued)

On-street Parking

Description:

Parking on one or both sides of the roadway which has the effect of reducing the roadway width. By law, on-street parking is permitted unless otherwise prohibited.



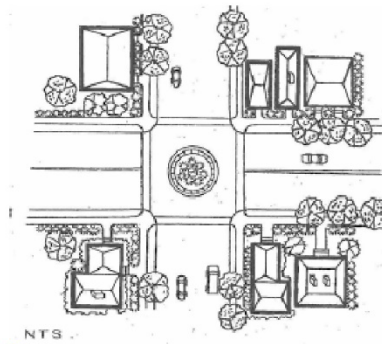
- Volume Reduction: ○
- Speed Reduction: ◐
- Conflict Reduction: ○
- Emergency Response: ◐

Cost Estimate: up \$5,000

Traffic Circles

Description:

Traffic circles are raised islands located in the center of an unsignalized intersection. All traffic must negotiate the circle and circulate in a counterclockwise direction. When yield signs are used on each approach, traffic must yield to vehicles within the circle.



- Volume Reduction: ◐
- Speed Reduction: ◐
- Conflict Reduction: ●
- Emergency Response: ●

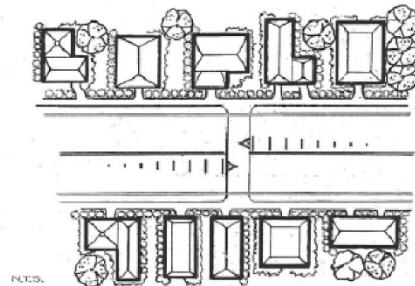
Cost Estimate: \$3,000 to \$8,000

Vertical Deflection

Speed Hump

Description:

A speed hump is a raised surface on the roadway that is typically 3 to 4 inches in height, and 12 to 20 feet in length. Speed humps are by far the most popular traffic calming measure in the United States, likely because they are effective in reducing speeds at minimal cost.



- Volume Reduction: ◐
- Speed Reduction: ●
- Conflict Reduction: ◐
- Emergency Response: ●

Cost Estimate: \$1,500 to \$3,500

○ - Minimal or no effect

◐ - Moderate effect

● - Significant effect

Vertical Deflection (continued)

Speed Cushions / Speed Pillows

Description:

Speed cushions, also known as speed pillows, are modified speed humps installed across the roadway width with spaces between each cushion to permit wider axle emergency vehicles to pass without slowing down.



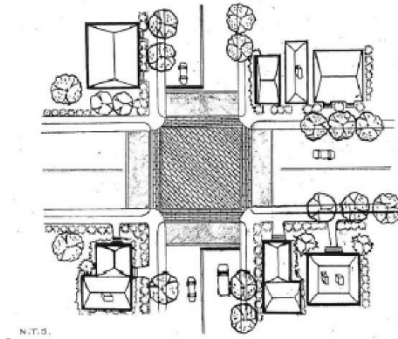
- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

Cost Estimate: \$1,500 to \$3,500

Raised Intersection

Description:

Intersections, including crosswalks, which are raised 3 to 6 inches above street level. Long ramps are included on all approaches.



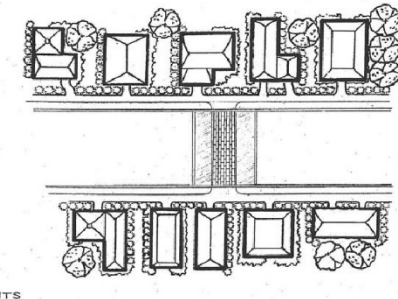
- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

Cost Estimate: \$15,000 to \$60,000

Raised Crosswalks

Description:

Raised crosswalks are marked and elevated pedestrian areas that are an extension of the sidewalk at mid-block locations or intersections. Raised crosswalks are typically 3 to 6 inches above street level. In many jurisdictions, raised crosswalks are level with the curb, about 6 inches above the street. They often have the same profile as the Seminole County speed hump.



- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

Cost Estimate: \$2,000 to \$10,000

- Minimal or no effect

- Moderate effect

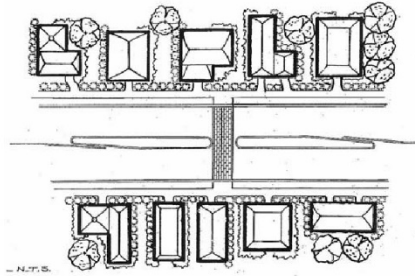
- Significant effect

Vertical Deflection (continued)

Raised Median Islands/Pedestrian Refuges

Description:

Median islands are narrow islands between travel lanes that can be designed with breaks in landscaping and curbing for pedestrians.



- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

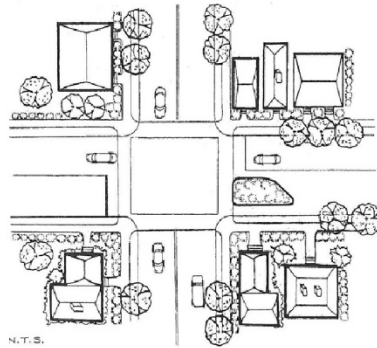
Cost Estimate: \$5,000 to \$15,000

Physical Obstruction

Semi-Diverters

Description:

Sometimes referred to as half closures or partial diverters, semi-diverters prevent travel in one direction on a street by blocking half the street with a physical barrier. Semi-diverters, normally 16 to 23 feet in length, create a one-way roadway at the point of construction while twoway traffic is maintained on the remaining portions of the roadway.



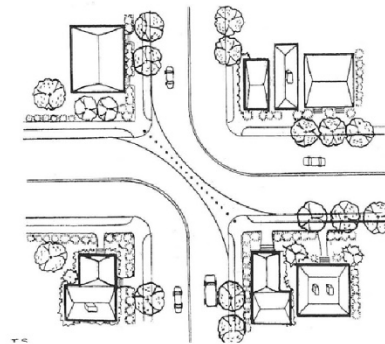
- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

Cost Estimate: \$3,000 to \$20,000

Diagonal Diverters

Description:

A diagonal diverter is a physical barrier placed diagonally across a four-way intersection to create two unconnected intersections.



- Volume Reduction:
- Speed Reduction:
- Conflict Reduction:
- Emergency Response:

Cost Estimate: \$7,500 to \$20,000

- Minimal or no effect

- Moderate effect

- Significant effect

Pedestrian Safety Enhancement Devices

Rectangular Rapid Flashing Beacons (RRFB)

RRFBs are pedestrian actuated visibility enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled marked crosswalks. The device uses two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.



(FHWA Rectangular Rapid-Flashing Beacon (RRFB) Safe Transportation for Every Pedestrian Countermeasure Tech Sheet)

Intersection Control Beacons

An intersection control beacon is a flashing beacon used only at an intersection to control two or more directions of travel.

Landscaping

The landscaping installed with traffic calming features shall be approved by the Township Shade Tree Commission and be compatible with the adjacent area. Existing adjacent irrigation systems shall be adjusted as needed as part of the construction of the traffic calming features. Sight distance requirements shall be considered in the selection of landscaping.

Maintenance

A neighborhood association, a group of property owners, a property owner, or a developer who funds the installation of traffic calming features shall be responsible for any maintenance, irrigation and watering required for landscaping associated with traffic calming features. The Township may require a maintenance agreement to be executed by the responsible party. If the responsible party fails to maintain the landscaping or irrigation or to pay any required charges, the Township may remove the landscaping or other features.

A property owner who opts to plant landscaping in the roadway right-of-way, other than the landscaping approved and installed by the Township, may do so subject to Township consent and requires a ROW Permit.

Signage

Standard signing and pavement markings shall be in accordance with the most recent editions of Federally adopted Manual of Uniform Traffic Control Devices (MUTCD), PennDOT Publication 236- Handbook of Approved Signs, and approved by the Township.

Township staff will review each neighborhood traffic calming plan for signage needs and will require a signage plan accordingly.

Implementation

Process

The following pages describe the process to implement traffic calming measures within the Township, from initial inquiry through to final approval.

1. Inquiry

Upon initial contact made by a resident or property owner inquiring about traffic calming in their neighborhood, the Township staff will discuss the program procedures and application requirements.

Once a Traffic Calming Inquiry Application is received, a preliminary screening will take place. This will include visual inspections by Township staff. Should visual inspections determine that an issue exists, preliminary traffic data will be collected. This will further determine if the roadway meets the eligibility requirements of the Traffic Calming Policy. If the roadway does not meet eligibility requirements, possible alternatives will be discussed with the applicants.

If the roadway meets eligibility requirements, staff will then determine the affected neighborhood area boundary lines. 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 enlarged to include the adjacent properties along the parallel local roadway. This affected neighborhood will be determined by Township staff taking into consideration the natural, constructed, and traffic boundaries of an area.

2. Informal Presentation

If requested by 10% or more of the specifically property owners within the affected neighborhood area, staff will schedule a preliminary meeting to present background information on traffic calming and explain the Township's traffic calming policy. This will be an open public meeting.

Staff will provide information on the boundaries of the affected neighborhood area, minimum application requirements, forms, and any informational items to residents wishing to pursue traffic calming in their neighborhoods.

**3.
Application
Submission
&
Neighborhood
Group
Formation**

After the staff reviews and accepts the application a neighborhood group shall be formed of residents in the affected neighborhood area.

The neighborhood group shall include not less than four (4) and not more than six (6) property owners who live in the neighborhood.

The group will, among other duties, coordinate with Township staff 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, and present the proposed traffic calming plan to their neighbors.

In order for a neighborhood to proceed with a traffic calming program, an application shall be prepared by the neighborhood group, distributed to affected properties, and submitted to the Township. The goal of the application is to determine community interest and it must be signed by property owners from a minimum of 50% of the total number of generally affected properties within the neighborhood boundaries.

**4.
Traffic
Studies**

After the application has been received and the committee has been formed, Township staff will schedule traffic studies on the critical roadways to determine average speed and/or 85th percentile speed and average daily and/or peak hour traffic volumes. A review of the crash history will also be performed for a period of three (3) years. Township staff will analyze the traffic data and evaluate it to determine eligibility.

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.

**5.
Develop
Consensus
Plan**

A neighborhood traffic calming plan shall be developed by the Township staff in coordination with the neighborhood group.

Input from the neighborhood group will be sought during the decision-making process, and the group 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 group meetings may occur as needed.

If required, additional traffic studies will be completed to assess the impact of constructing traffic calming measures and to obtain any required permits. The Township may also propose the implementation of temporary improvements (tactical urbanism) in order to test recommended permanent improvements, test alternatives, and provide a period of time for residents to become accustomed to the improvement(s).

6. Neighborhood Meeting

One public information meeting shall be held with all generally affected residents to disseminate information on the proposed traffic calming plan and receive input, after which the neighborhood traffic calming plan may be finalized.

All affected residents within the neighborhood area being considered for traffic calming will be mailed notice of a public meeting so that their views and opinions may be expressed regarding the proposed traffic calming plan for their neighborhood.

In addition, the residents and/or homeowners association initiating the request for traffic calming may produce and distribute flyers at their own cost. The meeting notice should be mailed at least 20 days before the public meeting date. Township staff and the neighborhood committee will mutually conduct the public meeting.

Township staff will:

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

The neighborhood group will:

- Review the neighborhood concerns which initiated the traffic calming process and any other background information as needed; and
 - Help present the proposed traffic calming plan developed for the affected area.
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At the public information meeting, official minutes may be taken, if deemed necessary by the Township staff. After the public meeting, Township staff and the committee will consider any concerns brought up at the meeting and investigate any issues before the neighborhood traffic calming plan is finalized.

7. Approval

If the result of the neighborhood meeting is favorable, the traffic calming plan shall be reviewed by the Public Safety Commission for a recommendation to the Board of Commissioners and, if approved by the Commissioners, placed on traffic calming project list for installation once funding and schedule allows.

The Board of Commissioners may approve, modify, condition, or deny any proposal for traffic calming features. The implementation of traffic calming plans shall be prioritized and ranked in accordance with the criteria set forth in Appendix A. A waiting list may be developed by the Township staff until such time as the plan features can be constructed.

The Township may also propose the implementation of temporary improvements (tactical urbanism) in order to test recommended permanent improvements, test alternatives, and provide a period of time for residents to become accustomed to the improvement(s). All temporary traffic calming measures must follow appropriate PennDOT and national standards.

During the initial stages of construction, necessary temporary signs and other warning devices may be installed, as needed, to alert drivers to an upcoming traffic calming project or to call attention to traffic calming features that 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 volumes, 85th percentile vehicular speeds, historical crash report data, the number of school crossings and pedestrian generators, and the availability of pedestrian facilities. The point total or rank received will determine the priority for the allocation of funding and scheduling of construction for traffic calming projects.

Pursuant to Appendix A, a minimum score of 25 points, with at least 10 points from each of the speed and volume criteria, is required for a traffic calming application to be considered.

Neighborhood areas, which score less than 25 points or do not meet the minimum threshold for speed and/or volume, will not be eligible for traffic calming through this program, unless the neighborhood area homeowners' association or a group of property owners provide full funding for a proposed traffic calming project (see "Funding Section", below).

Neighborhood areas that score less than the minimum 25 points may pursue alternative education methods and enforcement by the Police Department to increase awareness of traffic concerns within the neighborhood.

A priority list for the purposes of allocating funds for traffic calming projects and scheduling such projects for construction shall be maintained by the Township. The list shall show the order of neighborhoods to receive traffic calming.

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 its traffic calming plan and has a higher point total than another neighborhood that has completed its plan, 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.

Temporary Traffic Calming Features

After a traffic calming plan has been reviewed by the neighborhood, the Township and PennDOT (when state highways are involved), traffic calming features can be installed on a temporary basis if desired and/or needed. Temporary features provide an opportunity to review the plan design in the field without a costly removal expense if the plan does not satisfy the original goals.

Traffic calming features that are installed on a temporary basis must resemble permanent features as much as possible and shall be marked, signed, and lit as if the features are permanent. Such temporary features shall also be designed using crash-worthy devices to reduce or eliminate safety hazards.

A three (3) to twelve (12) month test period should be considered when temporary features are installed. Following the temporary installation period, modifications may be made to the neighborhood traffic calming plan prior to formal Commission approval.

Funding

The Township intends to support the Traffic Calming Program on an on-going basis however, there is no guarantee that funds will be budgeted in any given year. 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 applied for traffic calming, the developer may install one or more traffic calming features during the construction of the project. If it is not feasible for a developer to install traffic calming as part of a project, the developer may donate funds to the Township which will be reserved for use when the Township installs traffic calming in that neighborhood. Any contributions to the Traffic Calming Program by developers will be on a voluntary basis.

In cases where a homeowners' association or group of property owners within a neighborhood wish to provide full funding for traffic calming, the proposed traffic calming plan shall be coordinated with and approved by the Township. Although the timeline for implementation may be reduced, the proposed traffic calming plan shall be subject to the same application procedures and policy guidelines described under this Traffic Calming Policy. The written consent of the Township and conformance with PennDOT and Township rules, regulations, and guidelines will be required for a homeowners' association or group of property owners to proceed with construction of a 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 may be performed to continuously monitor the project for safety and effectiveness and to identify any remaining traffic problems. A summary report of the results in each neighborhood may be compiled for informational purposes, and copies may be distributed to the neighborhood committee and/or liaison, 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 request 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 application initiating the original traffic calming process;
- The removal request clearly identifies the feature(s) to be removed and the rationale for removal. The Township may find that the removal of one or more traffic calming features may not make the remaining overall traffic calming plan less effective.

If the Township determines 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 staff may arrange immediate removal or work with the specifically affected property owners to develop alternate traffic calming plans.

Reconsideration of Traffic Calming Applications

Pursuant to Appendix A, a minimum score of 25 points, with at least 10 points from each of the speed and volume criteria, is required for a traffic calming application to be considered.

Neighborhood areas, which score less than 25 points or do not meet the minimum threshold for speed and/or volume, will not be eligible for traffic calming through this program, unless the

neighborhood area homeowners' association or a group of property owners provide full funding for a proposed traffic calming project (see "Funding Section", above). In addition, any such neighborhood may not request reconsideration for three (3) years from the date the original request was received by the Township, unless staff determines a change in traffic conditions has significantly impacted the neighborhood. Such significant changes may include new construction, roadway improvements, changes in land use, or similar changes creating regional 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 a roadway to effectively change the design speed. Traffic calming features are generally implemented retroactively, and traditional design standards may require interpretation and modification. The adoption of proper guidelines and policies that are consistent with sound engineering practices and judgment, and the participation and involvement of neighborhood property owners are key elements in the development of traffic calming plans.

Emergency Services

Studies show that traffic calming features may cause delays in emergency response times to residences located in neighborhood areas where traffic calming projects have been installed. However, traffic calming features and reduced vehicular speeds may also reduce the number of incidents requiring emergency services.

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 "Primary Accesses for Emergency Services". The Fire Marshal's Office will determine those roads designated as "Primary Access Routes for Emergency Services". The Police Department and Fire Marshal's Office will participate in the planning process and will be provided copies of all proposed traffic calming plans for review and comment during the plan design phase and prior to the public meeting at which the plan is presented.

Sidewalks

The Township may recommend that neighborhood residents pursue the installation of sidewalks, where applicable, to enhance pedestrian safety. 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 in accordance with state law. If approved, construction of both traffic calming and sidewalk installation projects may be coordinated to provide for the efficient use of resources.

Lighting

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

If a neighborhood committee and/or area property owners desire to request street lighting in areas where traffic calming is proposed, they may request the installation of streetlights separately.

Drainage

The installation of traffic calming features may change the drainage patterns of the roadways. The Township staff will review the drainage characteristics of roadways when determining which features are most appropriate.

Snow Removal

Traffic calming features may have an effect on the removal of snow and ice. Features shall be clearly identified, and equipment operators shall be made aware of the types of features that are installed. This will improve the snow removal operation and help prevent damage to the snow removal equipment and the traffic calming features.

APPENDIX A: RANKING SYSTEM

The following are criteria to be used for the evaluation of traffic data in neighborhoods applying for traffic calming. Each roadway will be analyzed individually within the applying neighborhood area according to the below criteria. The highest point value received on an individual roadway segment within the applying neighborhood area for traffic calming will be the point total assigned to the neighborhood application for the purposes of ranking and prioritizing.

PROJECT RANKING SYSTEM

CRITERIA	POINTS	BASIS FOR POINT ASSIGNMENT
Speed	0-30	Extent by which 85th percentile speeds exceed posted speed limit; 2 points assigned for every 1mph
Volume	0-25	Average daily traffic volumes (1 point assigned for every 120 vehicles)
Crashes	0-10	1 point for every crash reported within the 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 (i.e. parks, libraries) 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



APPLICATION FOR TRAFFIC CALMING STUDY

DATE: _____

The undersigned property owners hereby submit this application to South Whitehall Township to consider the installation of traffic calming devices to mitigate speeding problems and/or cut-through traffic on:

Street Name: _____

Block Number: _____

Cross Streets: _____

Other: _____

This action is deemed necessary to provide a reasonable quality of life on our street and alleviate problems the residents have faced in regard to excessive speeds and/or volumes of traffic. By signing this application, Applicationers hereby acknowledge that they have a basic understanding as to the effect of traffic calming devices as follows:

1. Traffic calming devices may require reduction of on-street parking.
2. In some cases, access to areas may be reduced to lower the volume of cut-through traffic.
3. In advance of each area, warning signs and support posts will be installed in the public right-of-way [typically six (6) inches behind the sidewalk.] The signs may be located within view of some property owners' residences.
4. Traffic calming devices may delay emergency services vehicles.

The Traffic Calming Policy of South Whitehall Township, which contains complete information on application requirements, may be obtained by contacting the Township Community Development Office at 610.398.0401.

Therefore, the undersigned applicationers respectfully request of the Township of South Whitehall to schedule our street for a traffic calming study.

Contact Person

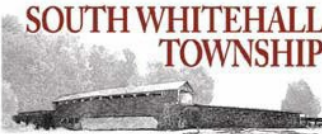
Name: _____

Address: _____

Phone: _____

Email: _____

Signature: _____



Affected Residents

Name: _____
Address: _____
Phone: _____
Email: _____
Signature: _____

Name: _____
Address: _____
Phone: _____
Email: _____
Signature: _____

Name: _____
Address: _____
Phone: _____
Email: _____
Signature: _____

Name: _____
Address: _____
Phone: _____
Email: _____
Signature: _____

** Make multiple copies as needed*



APPLICATION FOR TRAFFIC CALMING INFORMAL MEETING

DATE: _____

The undersigned property owners of:

Street Name: _____

Block Number: _____

Cross Streets: _____

Other: _____

Hereby request that South Whitehall Township schedule an informational meeting regarding the Township's Traffic Calming Program.

The residents are desirous of restoring a reasonable quality of life by alleviating problems the residents have faced in regard to excessive speeds and/or volumes of traffic. By signing this application, residents hereby acknowledge that the meeting is for the purpose of discussing the Traffic Calming Program, so that they have a basic understanding as to the effect of traffic calming devices.

Therefore, the undersigned residents respectfully request of the South Whitehall Township to schedule a preliminary meeting to learn more about the Township's Traffic Calming Program.

Contact Person

Name: _____

Address: _____

Phone: _____

Email: _____

Signature: _____