

TRAFFIC MANAGEMENT PLAN

DRAFT REPORT

COLLEGEVILLE BOROUGH

MONTGOMERY COUNTY, PENNSYLVANIA

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EXECUTIVE SUMMARY

During the past ten years the Borough of Collegeville has experienced traffic growth due to its increased popularity as touristic, cultural, and shopping destination as well as increased development in neighboring municipalities. The Borough residents value their quality to life and wish to preserve it by balancing the needs of both vehicular and pedestrian travelers. In response to these issues and concerns, in April 2002 the Borough commissioned a study to prepare a transportation management plan. The purpose of the plan is to establish a long-term strategy to balance the mobility, safety, and economic needs of the Borough. This report is the product of that study. This transportation management addresses the following issues:

- Specific Neighborhood Concerns
- Traffic Calming Implementation Process, and
- Traffic Calming Toolbox

This report identifies specific issues and solutions, but most importantly established an objective process that the Borough officials can use to identify, solve, and prioritize future traffic issues.

The remainder of this document presents the study methodology and results.

Step 1 - Gateway Issues

There are other transportation projects that have the potential of changing the travel dynamic in and around the borough. These projects are:

- Main Street Beautification and Revitalization Project
- Route 29 Roadway Improvement Project / Roadway Realignment

The Route 29 project has the potential to improve traffic flow into and out of the borough by reducing congestion currently experienced at its intersections with Main Street. The Main Street Beautification and Revitalization Project has a goal of keeping traffic moving throughout the corridor at a slow rate of speed, thereby creating a safer condition for pedestrians, bicycles, and parked vehicles. As part of this project, the Borough intends to create a Borough Gateway and beautify the corridor with grass medians, curb extensions, additional on-street parking, and textured crosswalks.

Step 2 - Local Issues

As part of the Borough's undertaking of the Transportation Management Plan, select locations within the Borough were identified to address transportation issues.

There were six locations that the Borough expressed concerns regarding transportation issues. These locations are:

1. East Ninth Avenue
2. Clahor Avenue East
3. Park Avenue
4. Freeland Drive
5. Eighth Avenue
6. Third Avenue

This report presents a solution set for each of these locations.

Step 3 - Implementation Process

A traffic calming implementation process must be established to address transportation concerns and that provides a long-term strategy to address transportation concerns raised in the future. This is a process that includes public input and involvement in identifying the solution set as well as the final selection to be implemented. PennDOT recommends that the following steps be followed in the traffic calming process:

1. Traffic Calming Study Request
2. Traffic Calming Plan Development
3. Approval Process
4. Installation and Evaluation

Step 4 - Priorities

There are two levels of prioritization for improvements discussed in this document and for the Borough in general. Improvements that are not in the direct control of the Borough and that have regional impact (Main Street Project, Route 29 Project, etc.) would be considered long-range and while they may have a high priority, the lead-time is longer than traffic calming improvements. Therefore, the longer lead-time improvements should be in process along with the shorter-term improvements.

A hierarchy was established after a review of the literature and PennDOT policies. This hierarchy to prioritize improvements would be used in the event that there are insufficient resources to accomplish all requests. Each location would be analyzed to establish the level of speed, volume, crashes, schools, pedestrian generators, or pedestrian facilities at the location. The priority for implementation of traffic calming improvements are presented in order below:

- | | |
|------------|--------------------------|
| 1. Speed | 4. Schools |
| 2. Volume | 5. Pedestrian Generators |
| 3. Crashes | 6. Pedestrian Facilities |

Step 5 - Funding Sources

Sources of funding for traffic calming implementation could include the federal program for congestion management and air quality (CMAQ) or the PennDOT 12-year plan through the transportation improvement program (TIP). Streetscape projects could be funded through community block grant monies, borough funding, or corporate sponsorship (depending upon the application).

INTRODUCTION

In recent years Collegeville Borough has experienced an increase in traffic volumes and growth through tremendous land development along U.S. 422 corridor in Montgomery County. The Borough residents and officials have expressed concern that this growth, if not managed appropriately, could be detrimental to the character of the Borough and distort the balance between residential and commercial interests. In response to these concerns, the Borough commissioned this Transportation Management Plan study. The study includes a number of tasks designed to address neighborhood-specific issues as well as to identify a process with which transportation issues can be addressed in the future.

This report documents the existing situation, addresses neighborhood-specific issues, and establishes a process to study and implement traffic calming solutions in residential neighborhoods.

EXISTING SCENARIO

To our knowledge, there have been practically no studies conducted prior to this study to address traffic or parking issues within the Borough. However, the need to mitigate congestion at the Route 29 dog-leg has resulted in a study and redesign of these two intersections, but construction has not even begun at the time of this report. In addition, there has been a preliminary study of Main Street by the Montgomery County Planning Commission to calm traffic, beautify the corridor, and increase parking along Main Street. At this time, Gilmore & Associates, Inc. is conducting preliminary engineering in an effort to design the concept developed by the County as well as determine alternatives based upon PennDOT criteria.

LOCAL ISSUES

Prior to the Borough's undertaking of the Transportation Management Plan, no formal process was initiated to identify and address transportation issues concerning citizens in the Borough. While all future transportation issues will be addressed through the formal Traffic Calming Implementation Process, analysis and results for the current locations are presented below.

Six locations were requested to be studied as part of this Transportation Management Plan to determine whether they were deficient in some manner. The locations are listed below:

- | | |
|-----------------------|-------------------|
| 1. East Ninth Avenue | 4. Freeland Drive |
| 2. Clahor Avenue East | 5. Eighth Avenue |
| 3. Park Avenue | 6. Third Avenue |

Each location is described below with one or more possible improvement alternatives and a recommended course of action.

EAST NINTH AVENUE

East Ninth Avenue is a local roadway within the Borough which begins at its intersection with First Avenue (S.R. 0029) and intersects with Main Street (S.R. 4031) at the western end of the Borough. The Borough is aware of the cut-through traffic experienced on this roadway which is directly related to avoiding the congestion at the intersection of Main Street & Route 29. The Borough is also aware of the speeding experienced along this roadway due to its close proximity to Ursinus College. The road is posted at a speed limit of 25 miles per hour (MPH).

Exhibit 1 summarizes E. Ninth Avenue speed and volume data collected as part of this study in 2002.

Exhibit 1 – East Ninth Avenue Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
East Ninth Avenue	1,561	40 MPH	25 MPH

Due to the amount of cut-through traffic and speeding perceived on this roadway, the most widely used measure would be to construct series of speed humps along this section of roadway. Speed humps have been found to both reduce speed and moderately reduce cut-through traffic on roadways. The disadvantage of the speed hump is the noise it generates when vehicles travel over them, some reduction in emergency vehicle response time, and maintenance of the roadway (snow plowing, etc.).

CLAHOR AVENUE

Clahor Avenue is designated as a local roadway that begins at its intersection with Locust Street and ends at its intersection with Park Avenue. The Borough is aware of the speeding currently experienced along this roadway as well as some cut-through traffic trying to avoid the congestion of Main Street (a parallel roadway).

Exhibit 2 summarizes Clahor Avenue East speed and volume data collected as part of this study in 2002.

Exhibit 2 – Clahor Avenue Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
Clahor Ave. East	2,397	40 MPH	25 MPH

Due to the fact that this leg of Clahor Avenue is almost exclusively residential in nature, it may not be reasonable to physically obstruct vehicles from utilizing the roadway. However, speed humps or speed tables are typically utilized to reduce speed and cut-through on this type of local roadway. Speed humps are typically utilized in a series separated by a distance of 250 to 600 feet. Speed humps generally are not utilized if the roadway is part of an emergency response route. Apart from speed humps, a series of traffic circles may be considered at intersections along this wider roadway. Due to the fact that vehicles

have to negotiate turns and avoid curbing adjacent to the circle, they may be effective. However, circles are more expensive to erect, more expensive to maintain, and additional provisions may need to be met for ice and snow removal.

PARK AVENUE

Park Avenue is designated as a local roadway that begins at its intersection with Collegville Avenue(S.R. 0029) and ends at its intersection with West Fifth Avenue. The Borough is aware of the speeding currently experienced along this roadway as well as some cut-through traffic trying to avoid the congestion of Main Street to access Route 29.

Exhibit 3 summarizes Park Avenue speed and volume data collected as part of this study in 2002.

Exhibit 3 – Park Avenue Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
Park Avenue	5,384	38 MPH	25 MPH

Due to the fact that there is more than 3,500 ADT (Average Daily Traffic) on Park Avenue, only speed tables are considered to be appropriate. The basic difference between a speed hump and a speed table is that a speed table has a 10’ minimum flat “plateau” in between the 6-foot ramps.

FREELAND DRIVE

Freeland Drive is designated as a local roadway that begins at its intersection with Collegville Avenue(S.R. 0029) and ends at its intersection with itself north of Derr Drive. The Borough is aware of the speeding currently experienced along this roadway.

Exhibit 4 summarizes Freeland Avenue speed and volume data collected as part of this study in 2002.

Exhibit 4 – Freeland Drive Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
Freeland Drive	843	30 MPH	25 MPH

Due to the fact that this is a purely residential development and that there are no perceived cut-through traffic, speed humps are generally utilized in series to reduce speeds.

EIGHTH AVENUE

Eighth Avenue is designated as a local roadway that begins at its intersection with Main Street (S.R. 4031) and ends at its intersection with Clahor Avenue. The Borough is aware of the speeding currently experienced along this roadway.

Exhibit 5 summarizes Eighth Avenue speed and volume data collected as part of this study in 2002.

Exhibit 5 – Eighth Avenue Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
Eighth Avenue	1,335	30 MPH	25 MPH

Due to the fact that this is a purely residential development and that there are no perceived cut-through traffic, speed humps are generally utilized in series to reduce speeds.

THIRD AVENUE

Third Avenue is designated as a local roadway that begins at its intersection with Main Street (S.R. 4031) and ends at its intersection with Park Avenue. The Borough is aware of the speeding currently experienced along this roadway.

Exhibit 6 summarizes Third Avenue speed, volume, and crash data collected as part of this study in 2002.

Exhibit 6 – Third Avenue Traffic Data Summary

<i>Roadway</i>	<i>24-hour Volume</i>	<i>85th Percentile Speed</i>	<i>Posted Speed Limit</i>
Third Avenue	3,226	30 MPH	25 MPH

Due to the fact that this roadway is utilized by residential and commercial traffic, with some perceived cut-through traffic, speed humps or speed tables are generally utilized in series to reduce speeds. However, due to the width of the roadway, the striping of on-street parking in lieu of wide lanes could also be created in conjunction with curb extensions to reduce speeds.

TRAFFIC CALMING IMPLEMENTATION PROCESS

The Institute of Transportation Engineers (ITE) had defined Traffic Calming as the 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. Basically, it is a form of traffic planning that seeks to equalize the use of streets between automobiles, pedestrians, and bicyclists through the use of devices and techniques that reduce traffic volume and speed in neighborhoods while maintaining maximum mobility and access.

The following presents step-by-step objective process to implement traffic calming measures.

Depending upon the degree of severity of the problem, the causation, location, and other issues, this process could be shortened.

Step 1 - Submittal of Request for Study along with Supporting Data

- A. The resident or neighborhood group formally submits a request to the Borough for a traffic calming study at a particular location within the Borough. A form should be completed which provides the borough with basic information regarding the problem and the individuals perception of an agreeable solution.
- B. After the request for study has been reviewed, the Borough should gather preliminary information such as the project area, street classification, and land use to determine if the project warrants further study and evaluation.
- C. After the required studies have been completed for a potential project, the project should be compared with other pending projects using an established "Project Ranking System." Projects for which funding is available can proceed through the remaining steps of the study and approval process. If money is not available to fund all of the projects, the lower ranked projects will need to be put on hold until additional funding is identified.
- D. To demonstrate local government support for traffic calming projects on State Routes, or for projects on local roads which are anticipated to have a major effect on State Routes, the Borough should pass a resolution approving further study. If the traffic calming project is on a State Route, this resolution must then be reviewed by PennDOT to determine if the conditions warrant further study.

Step 2 - Traffic Calming Plan Development

- A. The first step in the development of the traffic-calming plan is to hold a "kick-off" meeting. The Borough Engineer should conduct this meeting. All households and businesses that will be affected by the installation of the traffic calming measure(s) should be invited to this meeting. The meeting

representatives from the Borough, emergency service departments (fire, police, and rescue), public works departments, local schools, and transit agencies (if applicable) should be invited to attend. It is important that all of these agencies be included in the development of the traffic calming plan to ensure that the project addresses all the needs and concerns of the community.

- B. A Neighborhood Traffic Calming Committee (NTCC) should be developed from the residents that attended the initial meeting(s). This committee will help provide focus to the plan development process by providing a link between the neighborhood and the Borough.
- C. The Borough Engineer, with assistance from the NTCC, will gather more extensive data that can be used to further define the traffic problem affecting the neighborhood. In addition, the data may help identify appropriate solutions or define which traffic calming measures are appropriate for the particular application. Although the NTCC can assist in this endeavor, the Borough Engineer must perform the traffic data collection and analysis.
- D. Once the additional data collection has been analyzed, the Borough Engineer will present the findings of the data analysis to the NTCC. The Borough Engineer will describe which traffic calming measures are best able to address the problems identified, and discuss neighborhood opinions about traffic calming. Through this and subsequent meetings, the Borough and the NTCC should work toward a consensus on the most appropriate traffic calming measures, their design, and specific locations.

Step 3 - Approval Process

- A. Once the Borough and the NTCC have reached consensus, the traffic calming plans should be presented at an open house or public meeting. The community should typically be presented with a single plan, with options for specific locations. Then, if necessary, plans may be modified before they are submitted to the community for approval.
- B. Following public review, any necessary modifications are made to the traffic calming plan. Additional public meetings can be held if the changes are very substantial. Otherwise, the plan is ready for community approval.
- C. Once the traffic calming plan is completed, a second neighborhood survey should be conducted. A 70% approval threshold should be used to indicate continued community support for the traffic-calming project. If less than 70% is obtained, additional modifications to the plan may be needed.
- D. After 70% community approval is obtained, the traffic calming plan must be officially approved by the Borough. At this point, the funding source should be clearly identified and money set aside for implementation and

maintenance. If the project involves a State Route, or if State, Federal, or Liquid Fuels funds are requested, PennDOT approval is also required. This approval will include the issuance of a highway occupancy permit (HOP). When a State Route is involved, a legal agreement between PennDOT and the Borough identifying the installation and maintenance responsibilities must be established.

Step 4 - Installation and Evaluation

- A. Temporary measures should be considered if traffic flow may be severely affected by the installation of traffic calming measures. After installation, traffic patterns and community approval may not be as expected. Temporary measures provide an opportunity to review the design in the field without a major removal expense if the project does not satisfy the original goals. When temporary measures are installed, a three to twelve month test period should be considered. In most cases, a three to six month test period is sufficient.
- B. Following the temporary installation period, the NTCC, the Borough, and PennDOT (when necessary) must decide whether to install the measure on a permanent basis. At this point, it must also be decided whether it is necessary to modify the original traffic-calming plan.
- C. Whether the measure is installed permanently at the onset or after a temporary installation, follow-up studies should be conducted. Traffic data gathered after a permanent installation may aid the decision making process on measures in other parts of the Borough, and can be used to justify additional traffic calming expenditures. In the event that resistance develops to the measure in question, follow-up studies may explain why.
- D. The removal of traffic calming measures should only be considered after they have been in place and monitored for six months to one year, and then only with the support of the neighborhood, unless a safety problem has developed. If a safety problem develops, the Borough should take steps to modify the traffic calming measure or remove it. PennDOT may also remove a traffic calming measure installed on a State Route if a safety problem has developed. If PennDOT removes a measure from a State Route due to a safety concerns caused by improper installation or maintenance, the cost for removal must be reimbursed by the municipality.

PRIORITIES

Certainly the issues raised as part of this Transportation Management Plan Study are all of equally high priority to the community. Therefore, it was necessary to use established criteria to rank the issues at hand and prioritize further action. The ranking system shown below establishes the order in which projects will be completed.

Exhibit 7 – Project Raking System

<i>Criteria</i>	<i>Points</i>	<i>Basis for Point Assignment</i>
Speed	0 to 30	Extent by which 85th percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph
Volume	0 to 25	Average daily traffic volumes (1 point assigned for every 120 vehicles)
Crashes	0 to 10	1 point assigned for every crash reported within the past 3 years
Schools	0 to 10	5 points assigned for each school crossing on the project street
Pedestrian Generators	0 to 15	5 points generated 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 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 Possible	100	

The local issues identified have been prioritized according to the project ranking system and are shown below.

<i>Location</i>	<i>Speed</i>	<i>Volume</i>	<i>Crashes*</i>	<i>Schools</i>	<i>Generators</i>	<i>Facilities</i>	<i>Points</i>
Park Avenue	26	45	0	0	0	5	71
East Ninth Ave.	30	13	0	0	0	10	53
Clahor Avenue	30	17	0	0	0	5	52
Third Avenue	10	27	0	0	0	5	42
Eighth Avenue	10	11	0	0	0	5	26
Freeland Drive	10	7	0	0	0	0	17

* Police Chief Bucher has indicated that no accidents have occurred in these areas which could be directly attributed to speeding.

FUNDING SOURCES

Sources of funding for traffic calming implementation could include the federal program for Congestion Management and Air Quality (CMAQ), Transportation Equity Act (TEA 21) or the PennDOT 12-year plan through the Transportation Improvement Program (TIP). Streetscape projects could be funded through Community Development Block Grant (CDBG) monies, Department of Conservation and Natural Resources (DCNR) “Growing Greener” grant program, Borough funding, or corporate sponsorship (depending upon the application).

The most common application of CMAQ funding has been for the installation of closed-loop traffic signal systems to facilitate efficient traffic flow, thereby reducing air emissions from “mobile sources.” Since the federal Clean Air Act is the underlying source of environmental air quality standards, the basis for CMAQ funding is at the federal level. The program is administered at the regional planning level, which in the case of Collegeville Borough is the Delaware Valley Regional Planning Commission.

PennDOT’s Twelve Year Plan and TIP provide funding for a variety of projects and are based in part upon the inclusion of a candidate project in local and county comprehensive plans. TEA 21 grant applications were accepted for the first time in the fall of 1999 for projects such as multi-use trails and modifications to bridges to accommodate bicycle and pedestrians. Additional opportunities to apply for funds under TEA 21 will occur in the future.

The Borough may utilize CDBG funds for infrastructure improvements (e.g. Reconstruction of Roadways). CDBG funds must be utilized in specific areas of the Borough that meet the eligibility criteria for threshold income levels etc. The grants are administered through the County office for Community Development.

Recently, DCNR has announced that grants were awarded for the improvement of community gateways as green areas. This is especially noteworthy in light of the permitting requirements executed by the Borough as part of the Main Street project which will have a gateway with landscaped medians.

The Borough may also negotiate streetscape improvements as part of various land development projects. By working within the context of the Borough’s Comprehensive plan and its vision for the continued revitalization and enhancement of the Borough’s historic character, the Borough has the potential to realize streetscape improvements in an incremental manner but fitting a coordinated plan resulting in a cohesive and thematic streetscape that helps define the Borough core and entrances.

We recommend that to the extent that the goals and objectives of the traffic management and traffic calming plans can be realized through grant-based funds, that these grants be pursued. For example, the Borough should apply for grants annually as the government is continually looking for projects to fund. Newer programs such as TEA 21 and possibly Growing Greener appear to be more suited to traffic management and traffic calming projects.

APPENDIX A - TRAFFIC CALMING TOOLBOX

There are numerous traffic-calming measures that could be used to improve safety, reduce speeding, and minimize cut-through traffic. The traffic calming measures presented in Exhibit A.1 have been selected to comprise the basic toolbox for Collegeville Borough.

Exhibit A.1 - Traffic Calming Toolbox

	<i>Volume Reduction</i>	<i>Speed Reduction</i>	<i>Conflict Reduction</i>	<i>Emergency Response</i>
Horizontal Deflection				
Bulb-out / Curb Extension	λ	σ	σ	λ
Chicane	σ	σ	λ	σ
Gateway	λ	λ	λ	λ
On-Street Parking	λ	σ	λ	σ
Raised Median Island / Pedestrian Refuge	λ	σ	σ	λ
Traffic Circle	σ	σ	v	v
Vertical Deflection				
Textured Crosswalk	λ	λ	λ	λ
Speed Hump	σ	v	σ	v
Raised Crosswalk	σ	v	σ	v
Raised Intersection	λ	σ	σ	v
Physical Obstruction				
Semi-Diverter	v	σ	σ	σ
Diagonal Diverter	v	σ	σ	σ
Right-in / Right-out Island	σ	λ	σ	σ
Raised Median Through Intersection	v	λ	σ	v
Street Closure	v	σ	v	v
Signing and Pavement Markings				
Speed Limit Signing	λ	σ	λ	λ
Multi-Way Stop Control	λ	σ	σ	σ
Turn Prohibitions	σ	λ	σ	λ
One-Way Streets	v	λ	σ	σ
Commercial Vehicle Prohibitions	σ	σ	λ	λ
Roadway narrowing with edge lines	λ	σ	λ	λ
Transverse Markings	λ	σ	λ	λ

λ Minimal or no effect

σ Moderate Effect
 v Significant Effect

Below is a description of each of the traffic calming measures in the toolbox.

Horizontal Deflection	
Curb Extension / bulb-out	Areas of expanded curbing that extend across a parking lane and may narrow a travel lane
Chicane	Series of 3 bulb-outs, staggered at mid-block locations on alternating sides of the street
Gateway	Entrance treatment, typically using physical and textural changes, that provides identity to an area
On-Street Parking	Provision of on-street parking that reduces roadway width
Raised median island / pedestrian refuge	Narrow islands, at mid-block or intersections, between travel lanes with breaks in landscaping and curbing for pedestrians
Traffic Circle	Raised island in the center of an intersection that requires vehicles to travel counterclockwise around the circle
Vertical Deflection	
Textured Crosswalk	Use of pavers or other materials to demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area
Speed Hump	Raised humps in the roadway, typically 3 inches high with a 12 or 22-foot travel length
Raised Crosswalk	Marked pedestrian crossings elevated 3 to 6 inches above street grade at intersections or mid-block
Raised Intersection	Intersections, including crosswalks, raised 3 to 6 inches above street grade
Physical Obstruction	
Semi-Diverter	Directional closure created by physically blocking half the street
Diagonal Diverter	Physical barrier placed diagonally across a four-way intersection to create two unconnected intersections
Right-in / right-out island	The use of raised islands to prevent left turns and through movements, to and from side streets, at intersections with major streets
Raised Median Through Intersection	Median barrier through an intersection that discourages through traffic in a residential area by restricting movements
Street Closure	The use of a cul-de-sac to close a roadway by extending a physical barrier across the entire width, obstructing all traffic movements

APPENDIX B – TRAFFIC CALMING STUDY GUIDELINES

The purpose of the Traffic Calming Study is to identify the cause of the symptoms identified by citizens. This engineering/planning study is devised to establish measurable deficiencies to which real solutions can be implemented and improvements in safety, reduction in speed, and reduction in volume can be realized, as appropriate.

As such, the following general guidelines will apply to the conduct of the study.

1. Accident data will be retrieved for the location for the previous three years.
2. Traffic counts will be conducted for a seven-day period, while school is in session, during a non-holiday week.
3. Speed data may be collected using automatic traffic recorders or radar device.
4. Observations will be made to determine sight distance (safe stopping sight distance, stopping sight distance, sight distance) as defined in the AASHTO Green Book.
5. Observations will also be made to determine the surrounding land use, availability of sidewalks, proximity to schools and recreational areas.

Engineering analyses will be conducted using the data collected for the appropriate time periods. These analyses will be completed within the context of the overall transportation and pedestrian scenario.

APPENDIX C- TRAFFIC CALMING REQUEST/PROBLEM REPORT

***Traffic Calming Request/Problem Report
Collegeville Borough***

Name: _____ Daytime Phone: _____

Address: _____ Today's Date: _____

Location of Concern: _____

What is/are your specific concern(s)? (Check one or more) _____

- Accidents
- Vehicular Speed
- Traffic Volume

- Other _____

Comments: _____

What have you observed at this location in relation to your concern?

Thank you for taking the time to complete this Traffic Calming Request/Problem Report form. After completing the form, fold it for mailing (address appears on the other side of this form). Don't forget first class postage. Once we receive the form, we will contact you.

FOR OFFICIAL USE ONLY

Date received: _____ Tracking Number: _____

Field investigation:

Accidents:

Neighborhood contacted (date):

Traffic study begun (date):

Alternative solutions (date & alternatives):