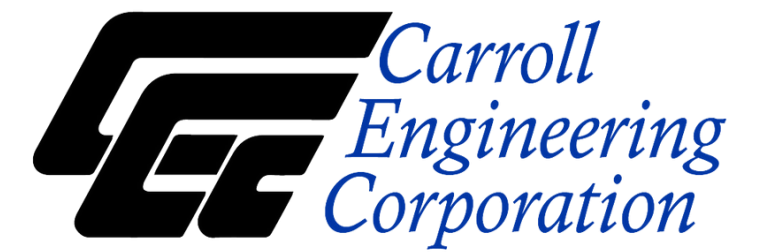


TRAFFIC CALMING OVERVIEW
PLYMOUTH TOWNSHIP, MONTGOMERY COUNTY
TOWNHALL MEETING



April 30, 2025

PETER O'HALLORAN, PE, PTOE

TRAFFIC & TRANSPORTATION ENGINEERING DEPARTMENT MANAGER

- **24 years of experience as a traffic and transportation Engineer**
- **Design Experience:**
 - **Signal Design**
 - **Signing & Pavement Marking**
 - **ADA, Sidewalk and Roadway**
- **Study Experience:**
 - **Traffic Studies**
 - **Parking Studies**
 - **Safety Studies**



TRAFFIC CALMING OVERVIEW

Intended Purpose

The Institute of Transportation Engineers defines traffic calming as the following:
The combination of mainly physical features that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

The primary objective of Traffic calming measures are to address:

- Speeding
- High cut-through traffic volumes



TRAFFIC CALMING OVERVIEW

When is Traffic Calming appropriate?

Traffic calming measures are typically the final step in the process referred to as the “three E’s” (Education, Enforcement, & Engineering). They are most appropriate on the following roadway types:

- Local residential streets
- Collector streets with predominantly residential land uses
- Arterial roads with downtown districts or commercial areas (with posted speeds of 40mph or less)



TRAFFIC CALMING OVERVIEW

The information provided in this presentation is primarily sourced from:

Pennsylvania's Traffic Calming Handbook

by the Pennsylvania Department of Transportation, dated July 2012.

This handbook is also known as PennDOT Publication 383.

Pennsylvania's Traffic Calming Handbook

Pennsylvania Department of Transportation

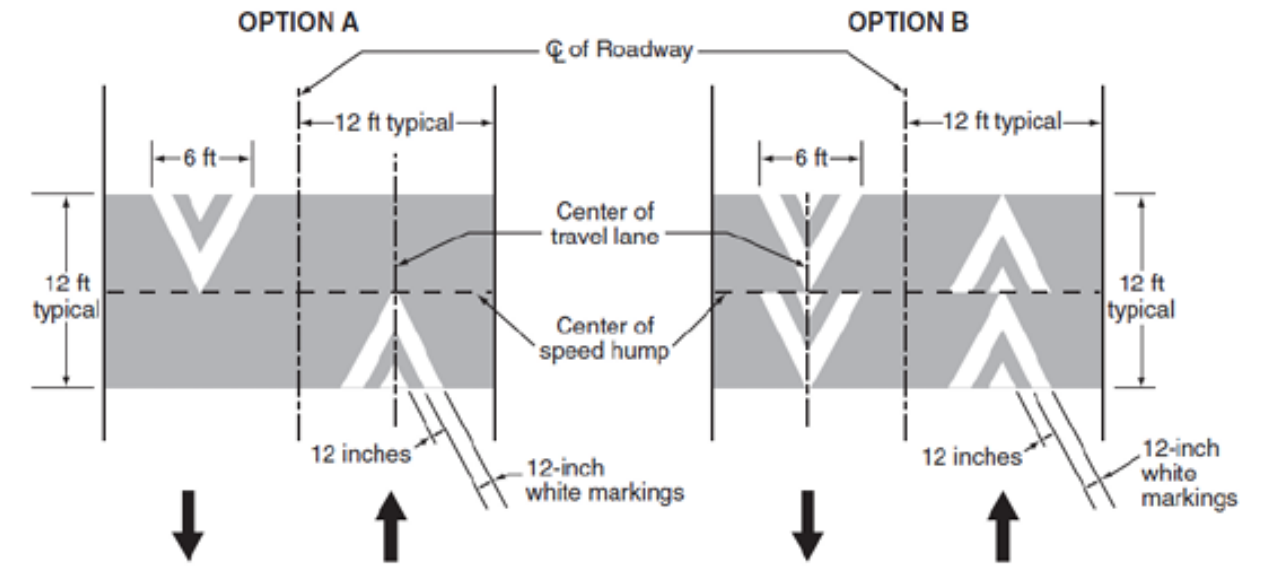
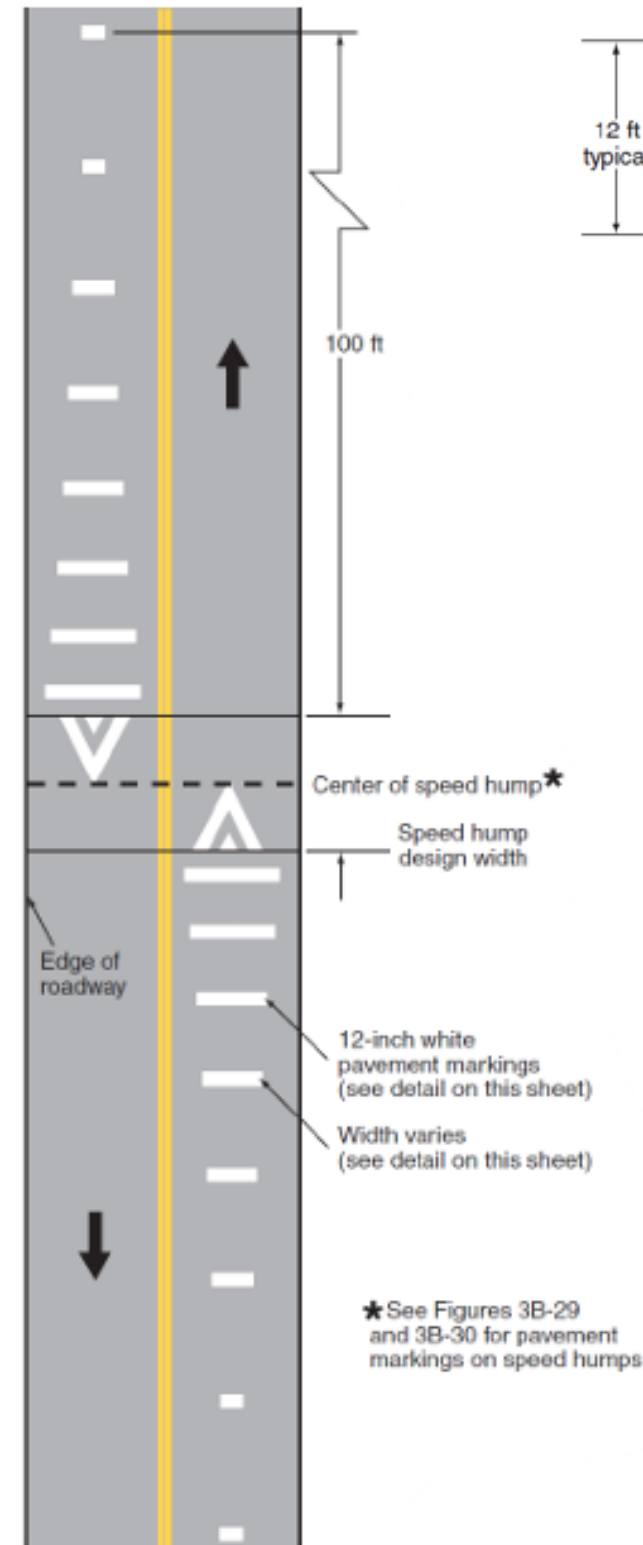
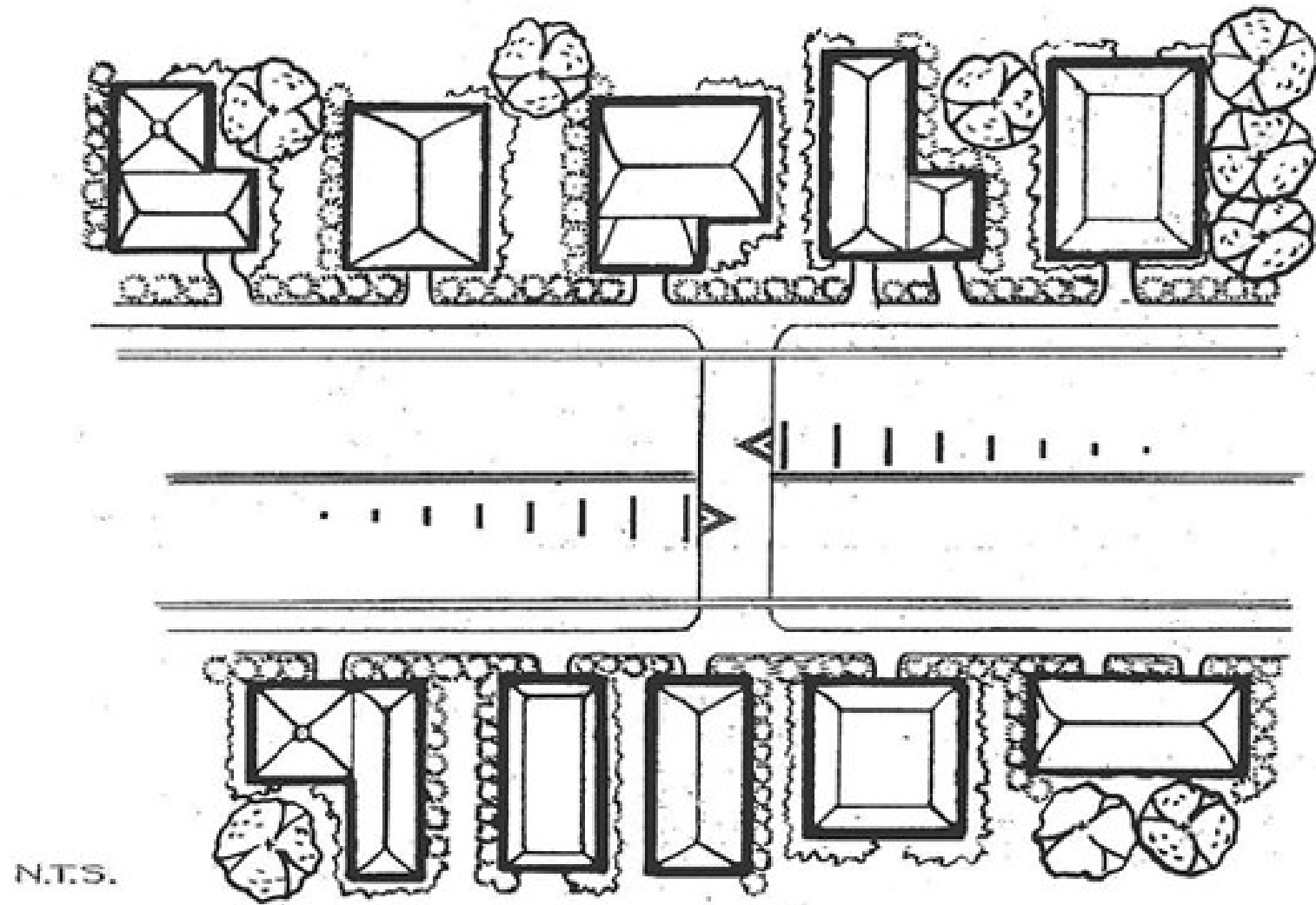


Pub 383 (7-12)



TRAFFIC CALMING OVERVIEW

Vertical Deflection – Speed Hump



W17-1

W13-1P



TRAFFIC CALMING OVERVIEW

Vertical Deflection – Speed Cushion

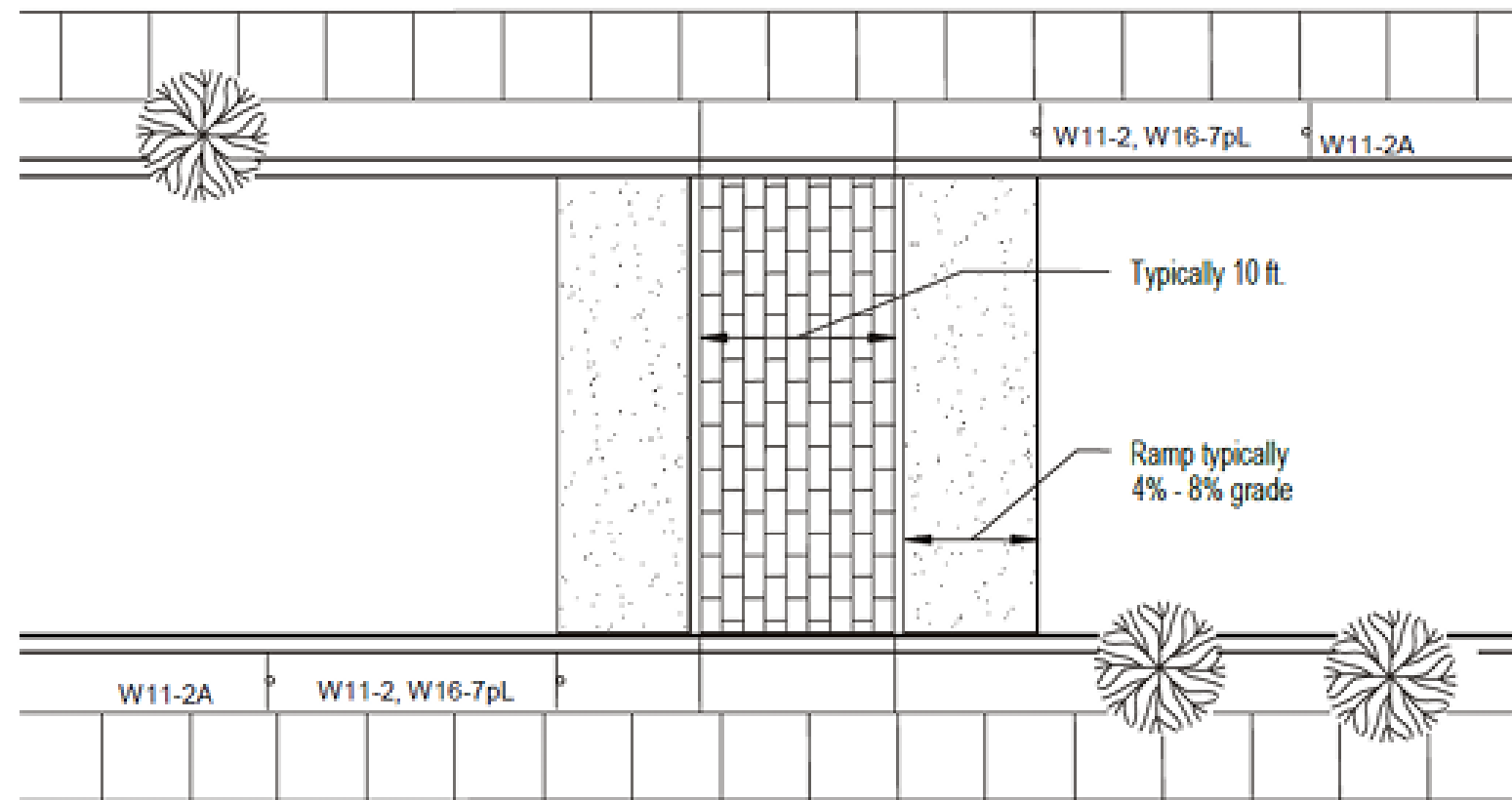


TRAFFIC CALMING OVERVIEW

Vertical Deflection – Raised Crosswalk/Intersection

Raised Crosswalk

For typical profile, see drawings of Seminole County speed table or the Gwinnett County speed table in the "Speed Humps" section.



W16-7P

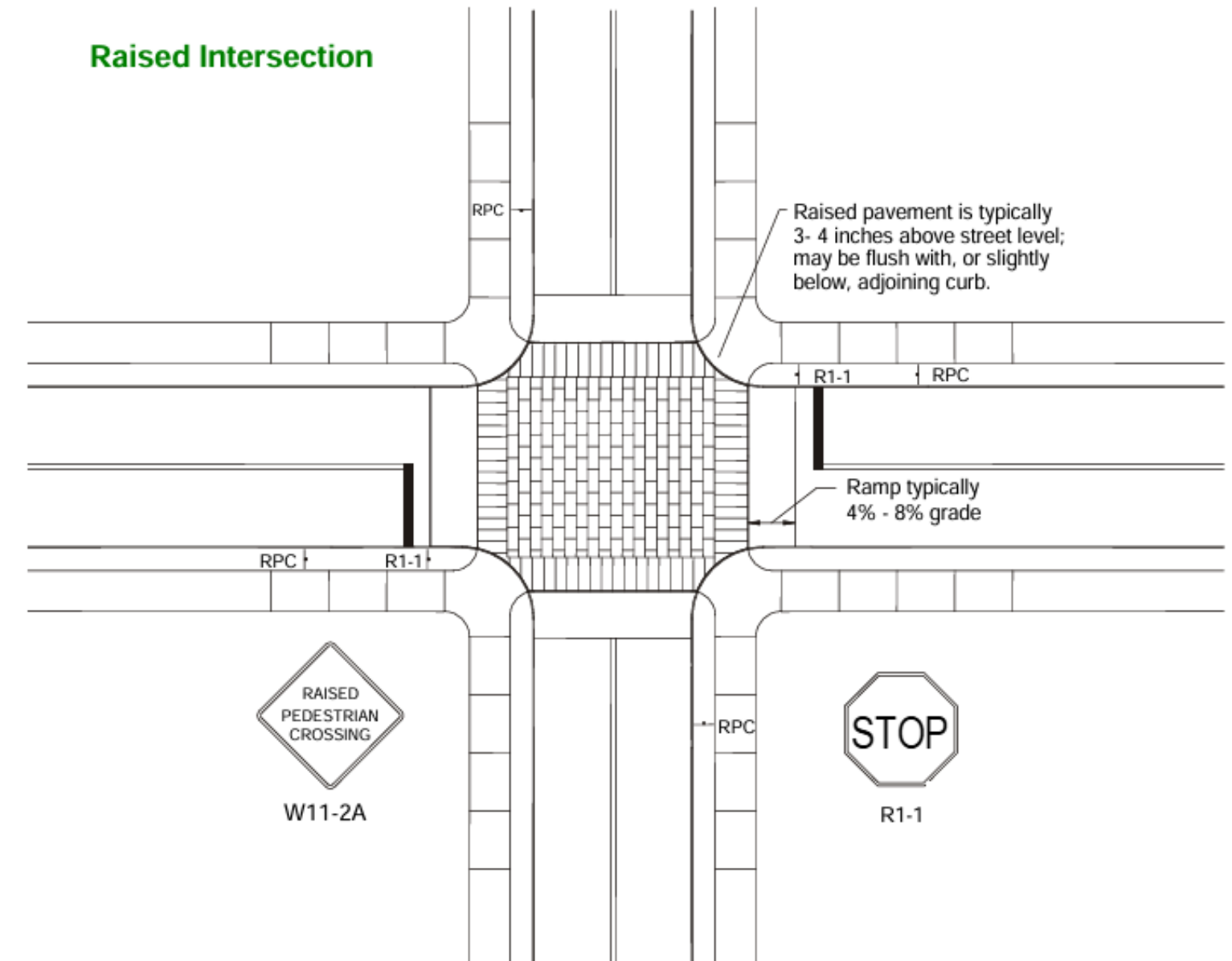


W11-2



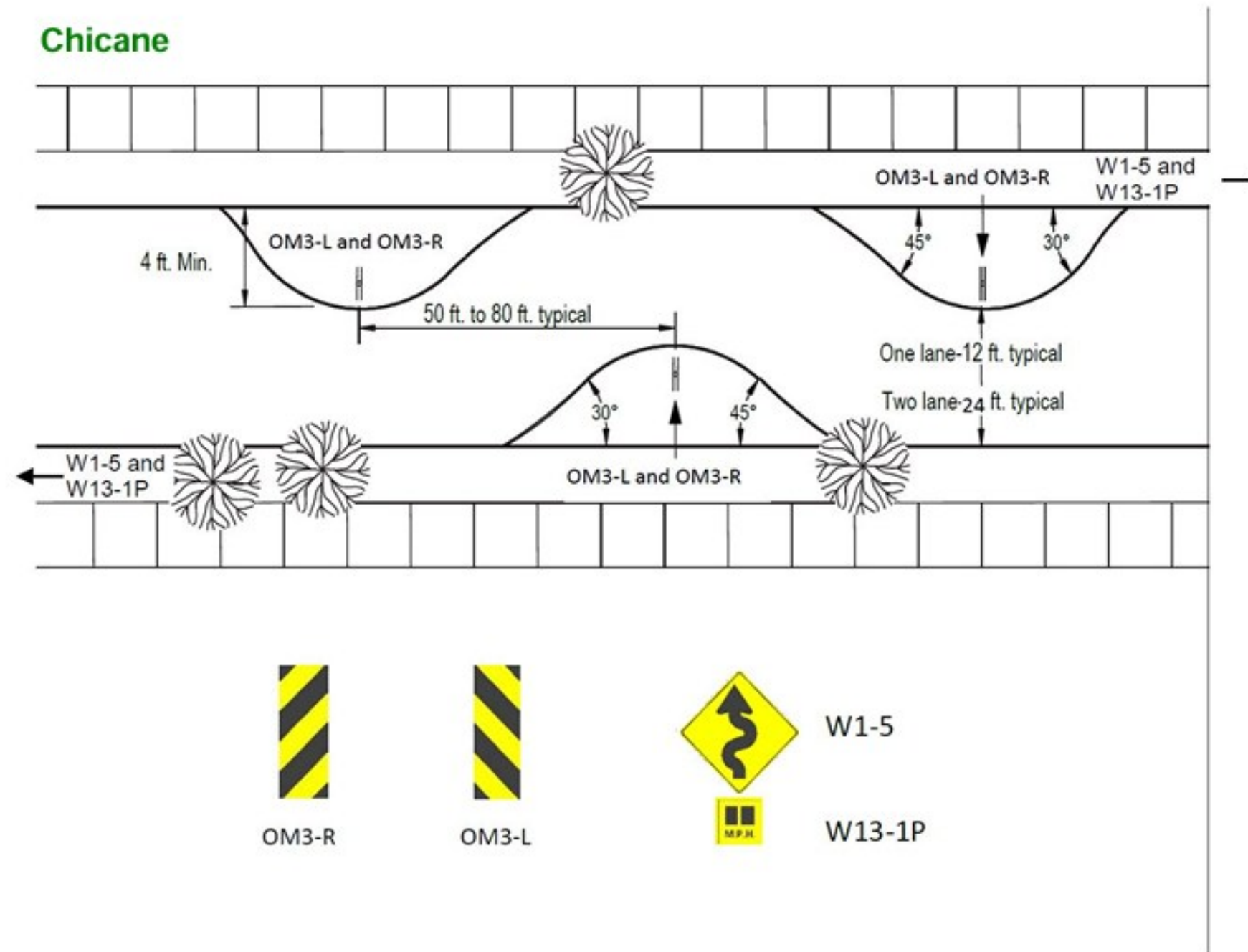
W11-2A

Raised Intersection



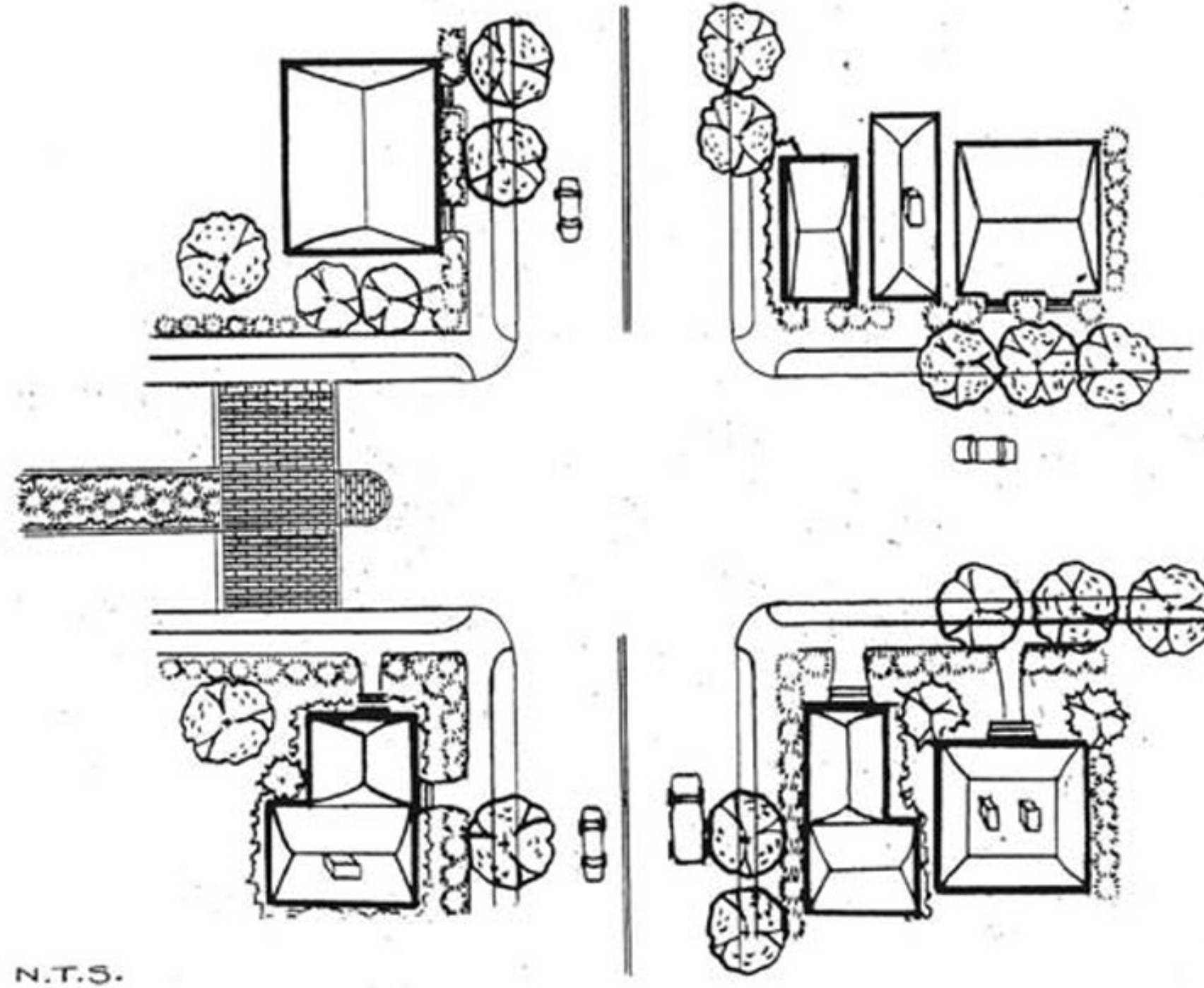
TRAFFIC CALMING OVERVIEW

Horizontal Deflection – Chicane



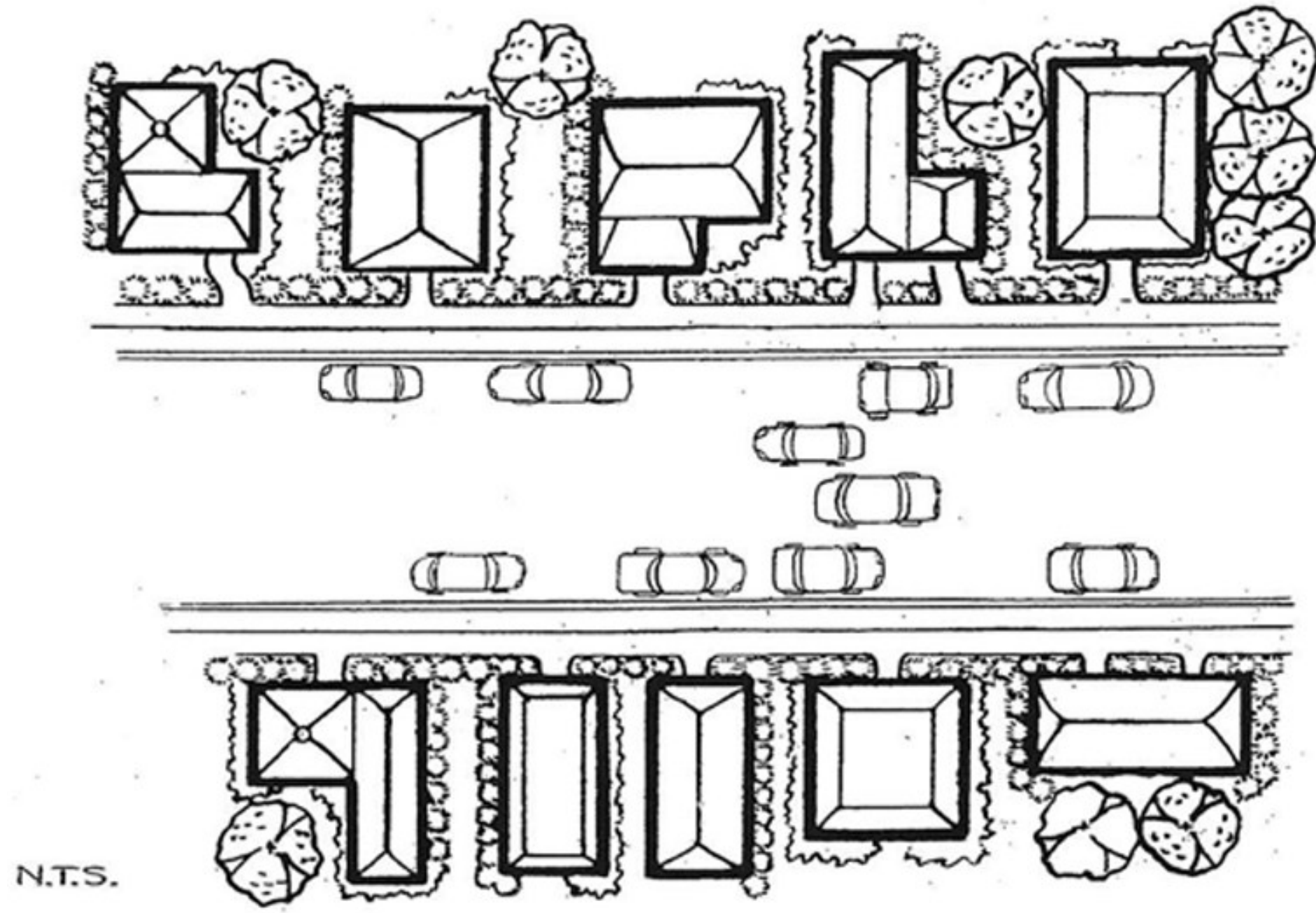
TRAFFIC CALMING OVERVIEW

Horizontal Deflection – Gateway



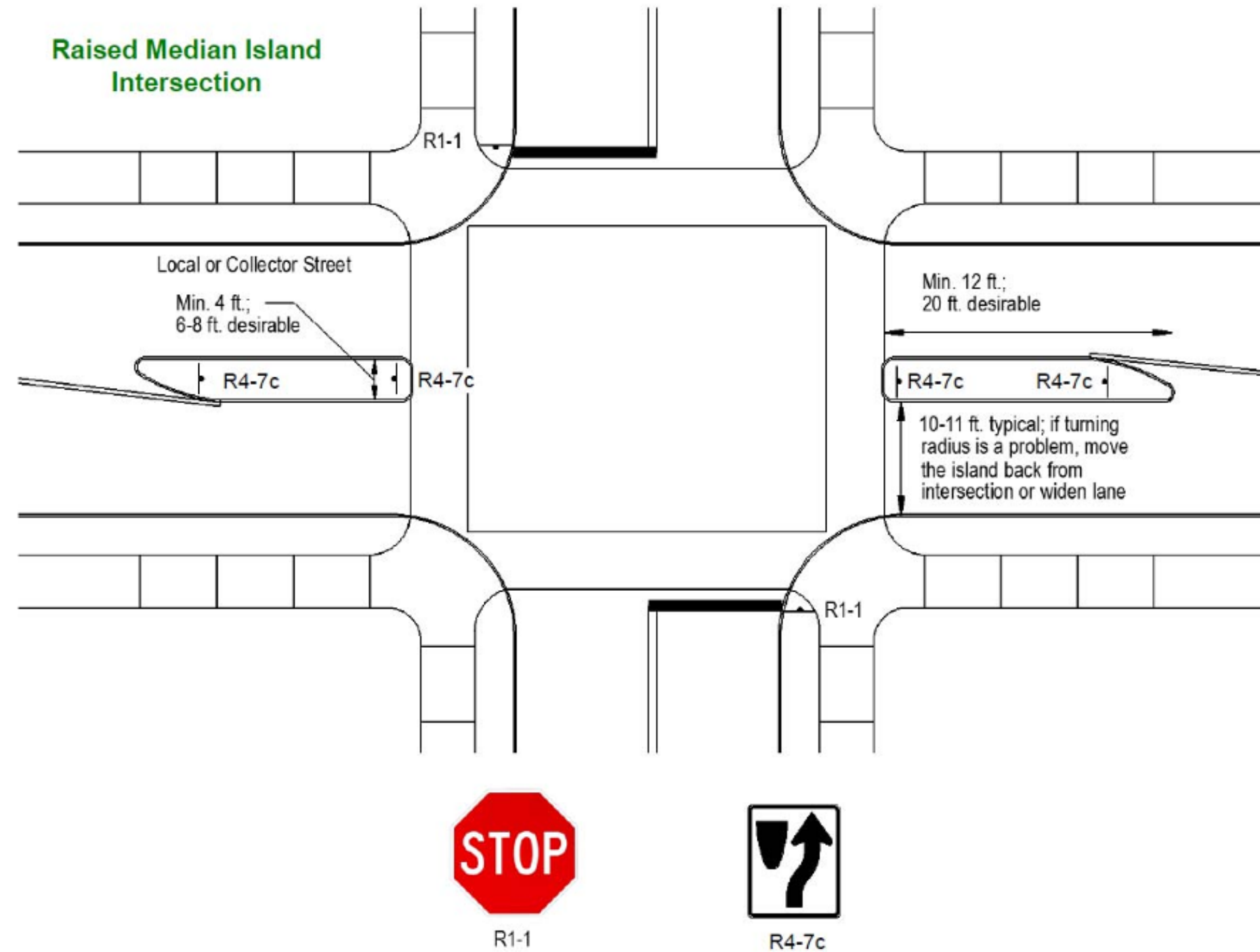
TRAFFIC CALMING OVERVIEW

Horizontal Deflection – On-Street Parking



TRAFFIC CALMING OVERVIEW

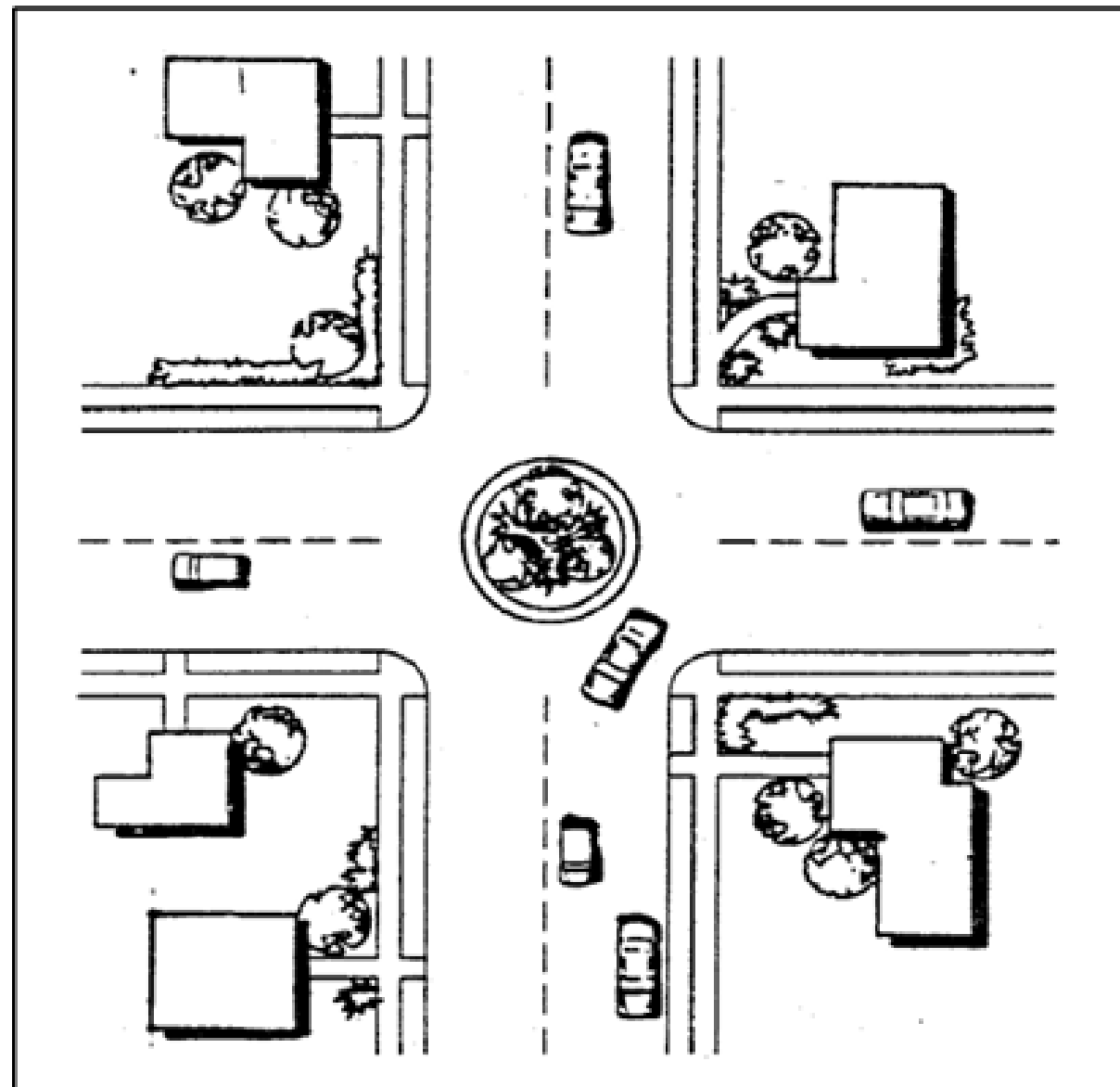
Horizontal Deflection – Raised Median Island/Pedestrian Refuge



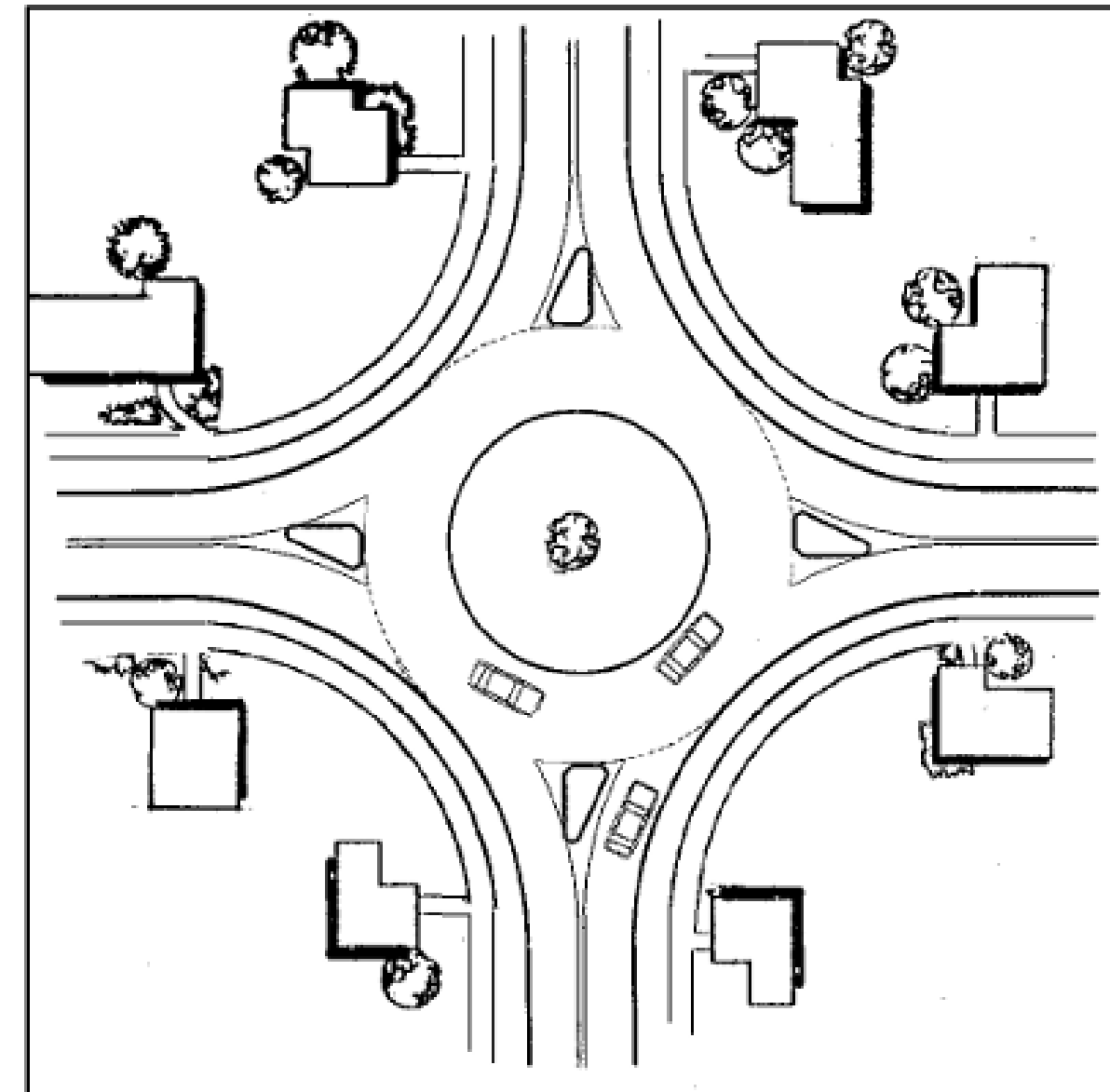
TRAFFIC CALMING OVERVIEW

Horizontal Deflection – Traffic Circles

Traffic Circle

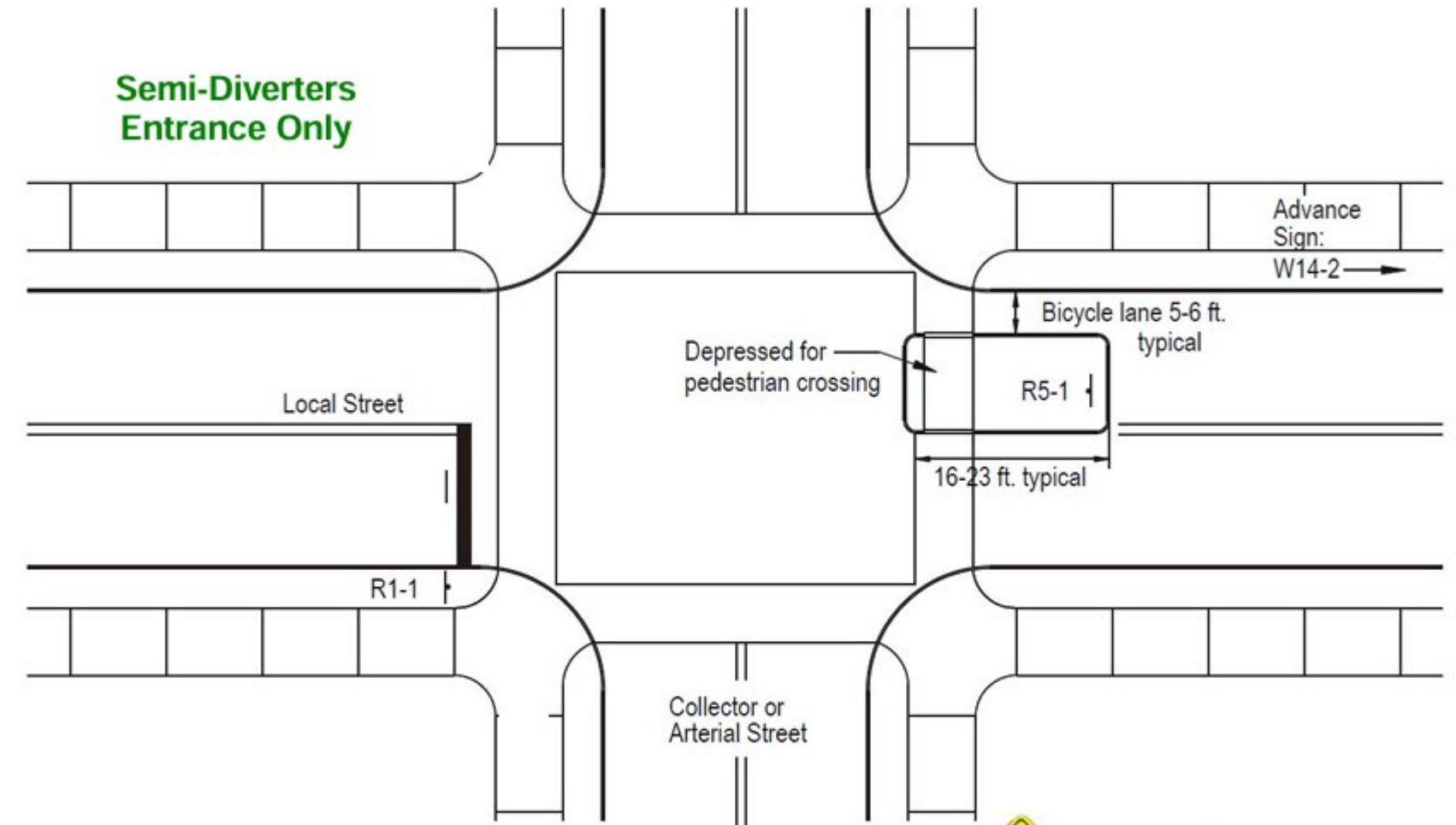
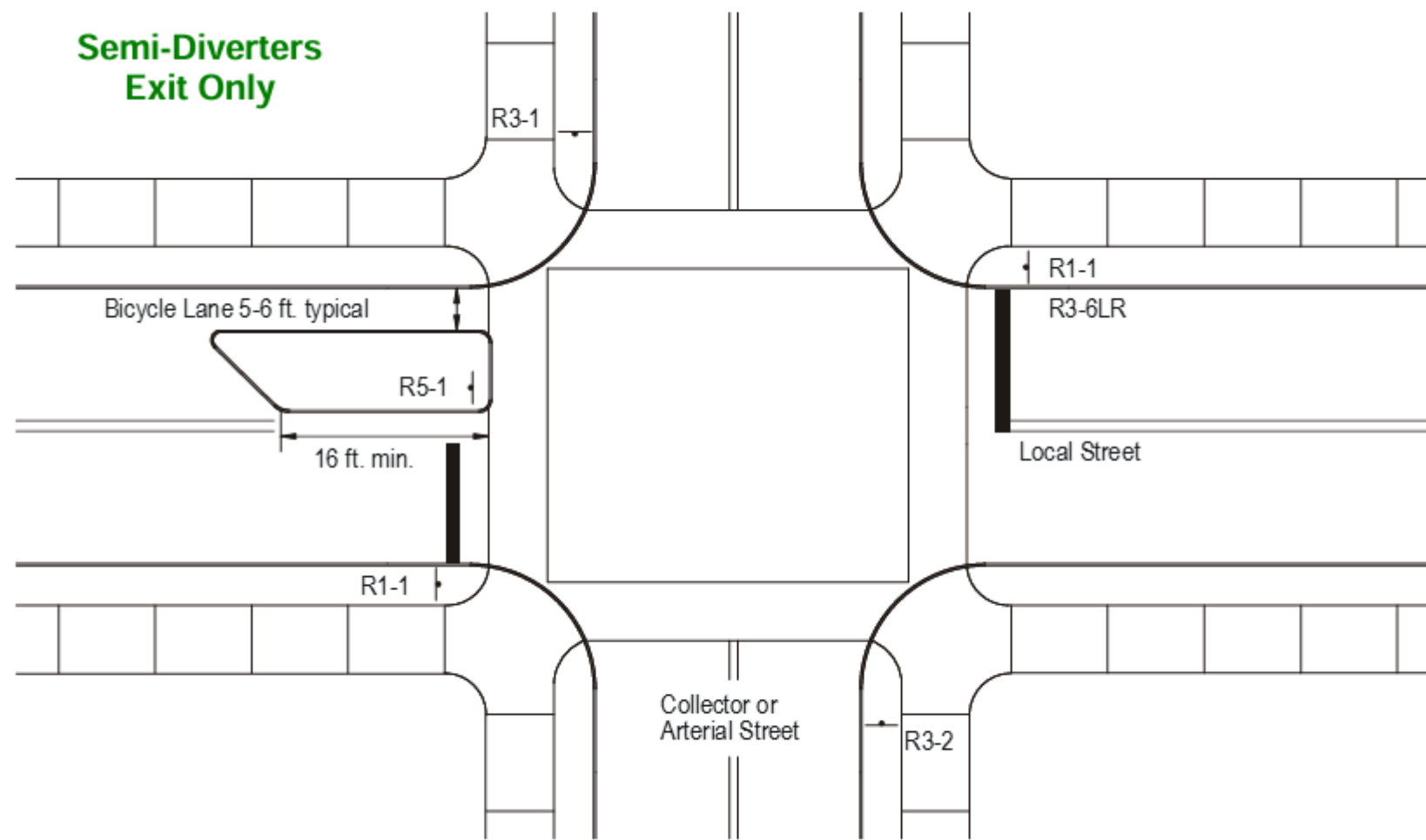


Roundabout



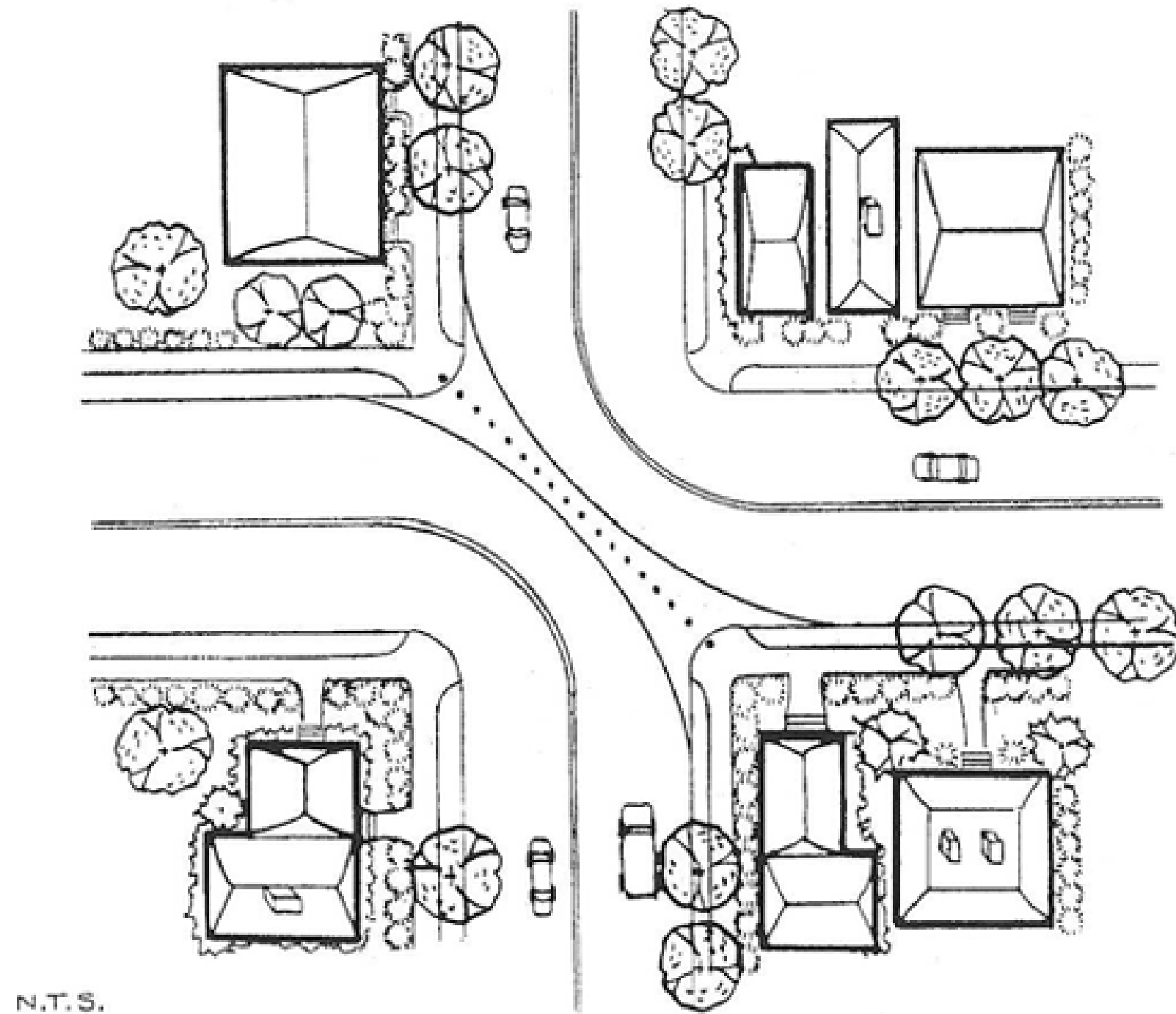
TRAFFIC CALMING OVERVIEW

Physical Obstruction – Semi-Diverters



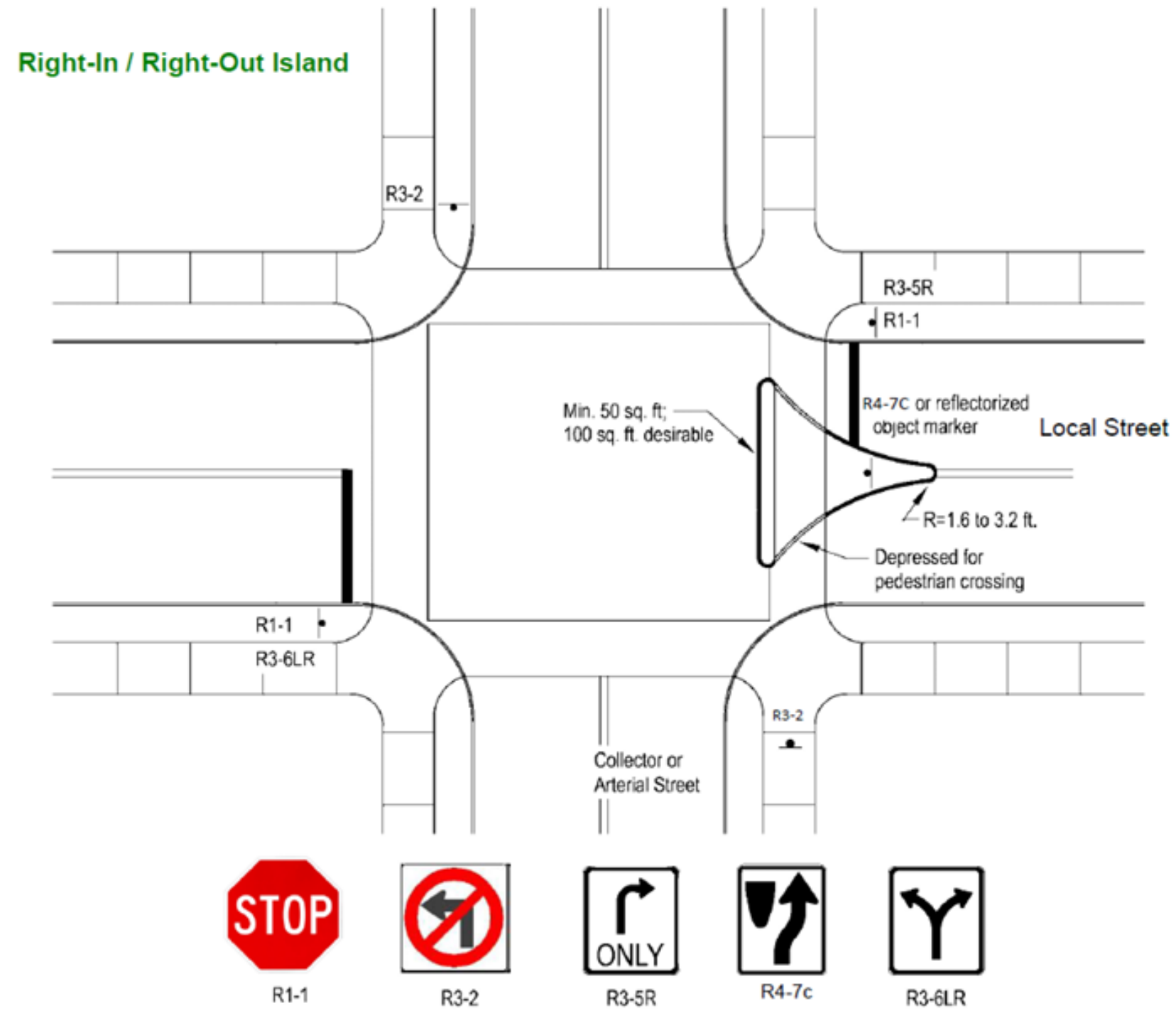
TRAFFIC CALMING OVERVIEW

Physical Obstruction – Diagonal Diverter



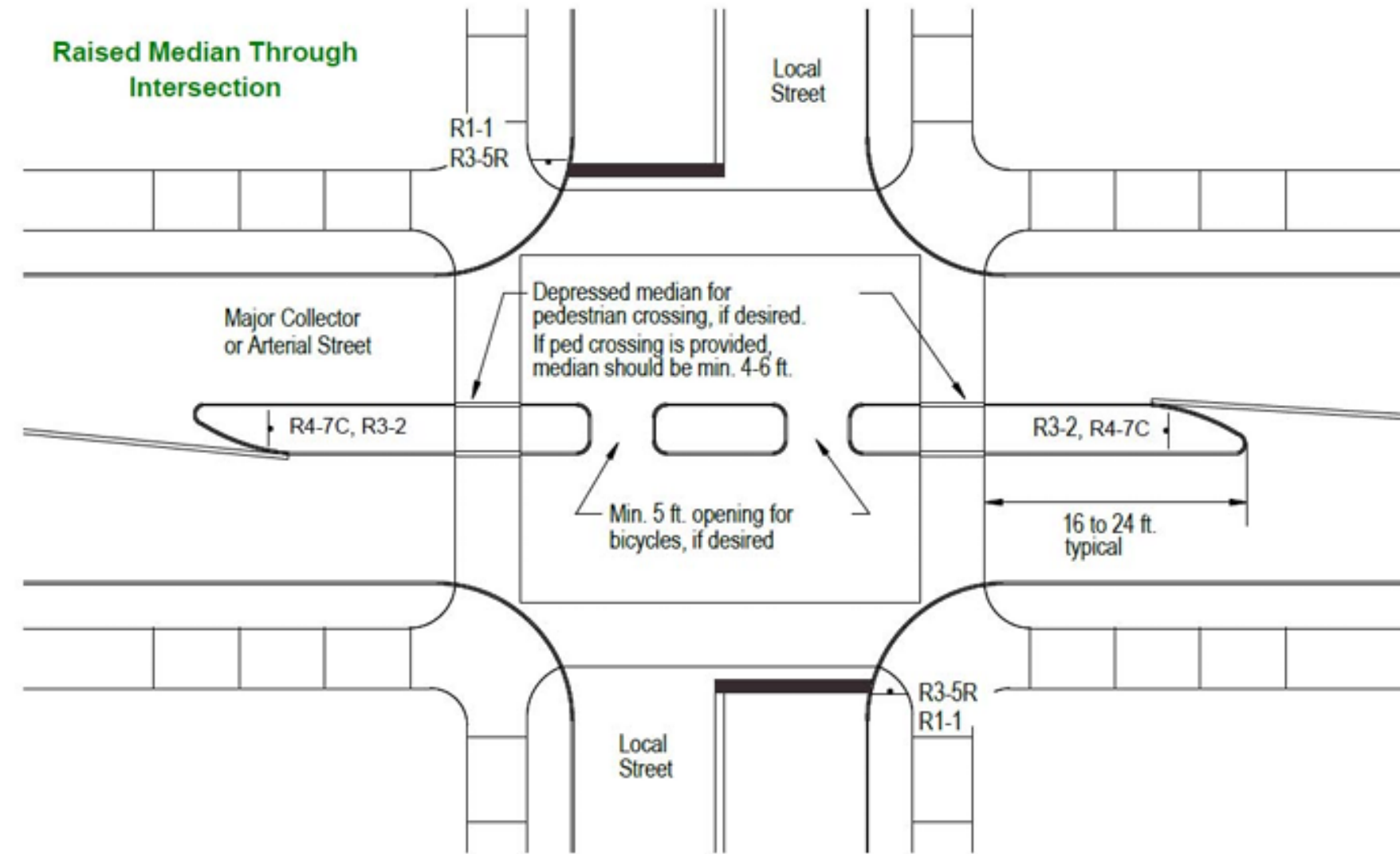
TRAFFIC CALMING OVERVIEW

Physical Obstruction – Right-In/Right-Out Island



TRAFFIC CALMING OVERVIEW

Physical Obstruction – Raised Median Through Intersection



R1-1



R4-7C



R3-5R



R3-2



TRAFFIC CALMING OVERVIEW

Traffic Calming Enhancements – Landscaping



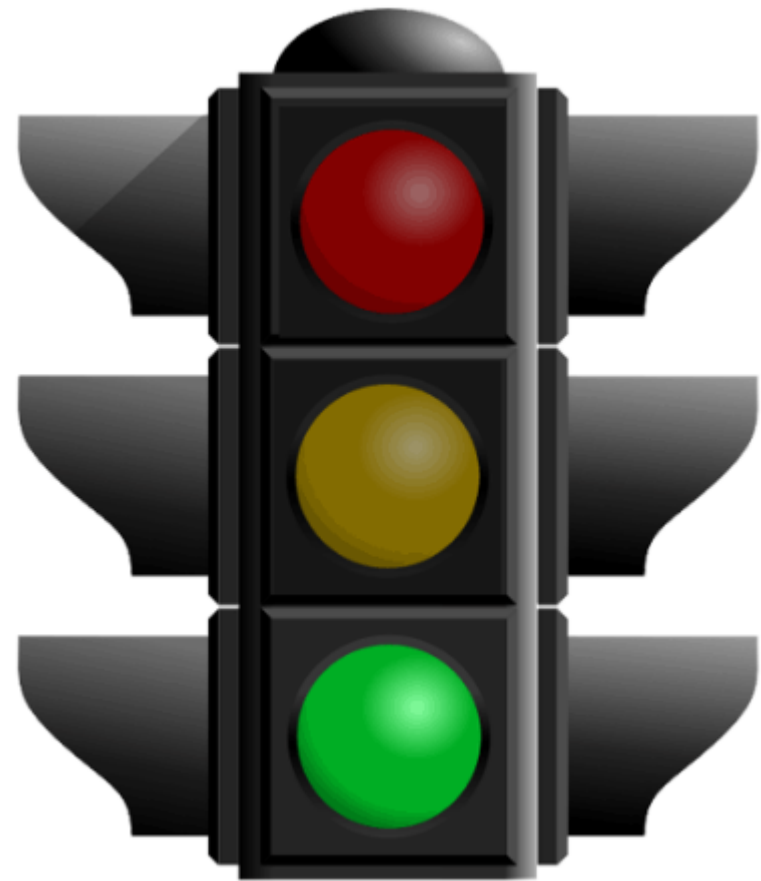
TRAFFIC CALMING OVERVIEW

Traffic Calming Enhancements – Texture & Color



TRAFFIC CALMING OVERVIEW

Intersection Control



TRAFFIC CALMING OVERVIEW

THANK YOU!

Please hold all questions until after the presentation by Chief Myrsiades

