



Plymouth Township
Montgomery County, Pennsylvania

Traffic Calming Policy

Adopted: July 14, 2025

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PLYMOUTH TOWNSHIP TRAFFIC CALMING POLICY

INTRODUCTION

This Traffic Calming Policy integrates the work of various subject matter experts from the Township's Police, Public Works, Emergency Services, Administration and Engineering departments to review, assess and provide recommendations to address neighborhood traffic concerns. This Policy reflects the commitment of Plymouth Township to address a wide range of community goals and objectives, which include transportation mobility, efficiency and safety. While our community strives to be more sustainable and livable, a comprehensive Traffic Calming Program will help harmonize transportation mobility with other community values.

This Traffic Calming Policy identifies the procedure that will be followed when Township residents inquire about Traffic Calming on their street or in their neighborhood. This policy in no way limits the Township's authority to erect traffic control devices in accordance with Section 6122 of the PA Motor Vehicle Code.

Although this policy does not address or affect speeding on Non-Township Roads, particularly state roadways, the Township supports and encourages legislation at the state level to allow local municipalities to enforce speeding on state-owned roadways using Traffic Calming devices and other measures and enforcement techniques such as radar. This will help residential Property Owners along state thoroughfares deal with such issues as excessive speeds within the neighborhoods abutting or near state roads, site distance issues and excessive traffic volume that might make it difficult to get out of private residential driveways.

PURPOSE AND GOALS

Plymouth Township's Traffic Calming Policy is designed to address traffic concerns in residential areas of the Township, such as speeding, high volume, cut-through traffic and pedestrian safety. The main goal of the Township's Traffic Calming Program is to work in cooperation with neighborhoods to preserve the residential and commercial character of the Township's neighborhoods and improve the overall quality of life within them.

The Traffic Calming Program incorporates the following goals:

- Create safe and attractive streets;
- Reduce the negative effects of motor vehicles on pedestrians and the environment; and
- Increase the quality of life in the Township.

Traffic Calming goals should be developed with specific objectives planned on an area-wide basis. These Traffic Calming goals are achieved by including the following objectives:

- Achieve safe, slow speeds for motor vehicles;

- Reduce Transient Traffic;
- Improve the safety and the perception of safety on the street;
- Reduce and redirect the need for traffic police enforcement; and
- Reduce crash frequency and severity.

The Township’s Traffic Calming goals and objectives are achieved by meeting minimum criteria in established principles and planning concepts to ensure proper implementation. The Traffic Calming principles are therefore achieved by adopting the following:

- Traffic Calming and development process must be community-based and supported;
- Traffic-calmed streets should incorporate a degree of self-enforcement of motor vehicle speeds through the design of physical features;
- Traffic Calming should directly affect driver behavior; and
- Traffic Calming must improve the safety of the street for all roadway users, including pedestrians and bicyclists.

DEFINITIONS

“85th Percentile Speed” shall mean that speed at which 85 percent of the free-flowing vehicles are traveling, or below.

“Arterial Road” shall mean a roadway of considerable continuity that provides connectivity between boroughs, larger villages, and other traffic generators which generate substantial volumes of traffic where average trip lengths are usually seven miles or greater. Arterial Roads within Plymouth Township are not eligible for Traffic Calming features through the Traffic Calming Policy described herein. Traffic Calming features may be constructed on an Arterial Road as part of a Township sponsored streetscape or similar enhancement project.

Purpose of arterial roads

- Deliver traffic from collector roads to highways or expressways
- Connect urban hubs
- Provide access to commercial and cultural resources

Characteristics of arterial roads

- Usually have multiple lanes
- Often have limited access or restrictions on private access
- Intersections are usually at-grade and use traffic signals
- Many major roads are arterial roads, making them significant urban places

“Collector Road” shall mean a road that provides connections with local roads, arterials and the state highway system network and may serve as a traffic corridor connecting villages, small boroughs, and other areas on an intra-county or township basis. Many trips are destined to such

points originate in widely diffused locations and a highway in this classification is considered as a collector. Traffic volumes and trip lengths vary greatly depending upon size and distance between locations.

Characteristics of Collector Roads

- **Capacity:** Collector roads have low to moderate capacity.
 - **Speed:** Collector roads typically have speed limits between 35 and 55 miles per hour.
 - **Access:** Collector roads provide access to residential properties.
 - **Traffic:** Collector roads balance mobility with land access.
-
- There may be major and minor collector roads, with major collector roads being wider and busier.
 - Collector roads may be shorter than 3/4 of a mile in urban areas.
 - Collector roads may have a single lane with a painted centerline

“Generally Affected” shall mean all properties within a neighborhood area, the boundaries of which are determined by Township staff, petitioning for Traffic Calming including those adjacent to roads on which Traffic Calming features may not be located.

“Local Road” shall mean a roadway with relatively low traffic volumes that serves short trips at low speeds. For purposes of this program, Local Roads are typically residential roadways and include all roads not classified as Non-Township Roads, Arterial Roads, or Collector Roads.

“Non-Township Road” shall mean a roadway not owned by Plymouth Township regardless of whether the Township maintains the roadway. Ownership may be by a private entity such as a Homeowners’ or Condominium Association;

“Primary Access Route for Emergency Services” shall mean those state-owned roadways, determined by the Fire Marshal and the Township Manager that serve as primary access into neighborhood areas requiring their services. For purposes of the Traffic Calming Program, “Primary Access Routes for Emergency Services” shall not be eligible for Traffic Calming features that include vertical deflections such as speed humps and speed tables. These routes shall be shown on a map maintained by the Township Engineer.

“Property Owner” shall mean the person(s) or agency that possesses title to a parcel of land, as determined by the Township. Renters or residents other than the Property Owner are not included.

“Public Transportation Route” shall mean roadways where mass transportation providers, such as SEPTA, have established generally fixed routes to connect large numbers of people to many destinations throughout the region.

“Specifically Affected” shall mean properties adjacent to roadways within a neighborhood area, as determined by Township staff, petitioning for Traffic Calming that are directly affected by traffic problems and the installation of Traffic Calming features. A Specifically Affected property must have at least one side or portion of the parcel abutting the roadway on which Traffic Calming features are being considered.

“Traffic Calming” shall mean the combination of mainly physical features that reduce the negative effects of motor vehicle traffic use, alter driver behavior and improve conditions for non-motorized street users. While Traffic Calming features are not traffic control devices but rather physical parts of a roadway’s design characteristics, appropriate signing and pavement markings often supplement the physical features.

“Transient Traffic” shall mean non-local vehicular traffic using neighborhood streets as a short-cut to other areas or to by-pass an alternate route on a main Collector Road and/or Arterial Road; also referred to as “cut-through” traffic.

APPLICABILITY

Township residents are often very concerned about traffic problems, real or perceived, in their neighborhood. 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, safety, or other issues. Because the character of residential neighborhoods is a Township-wide concern, and because Traffic Calming Programs affect daily living patterns of area residents and may involve public safety issues, the Generally Affected area (the whole neighborhood) should be informed and involved in the development of any plan which involves a major change or expenditure of public funds. All residents in a neighborhood area are provided opportunities to offer their opinions on proposed Traffic Calming Plans. A minimum number of Specifically Affected properties must then formally agree by voting on the proposed Traffic Calming Plan in order for it to be implemented. Specifically Affected residents are eligible for the formal vote because they live directly along the roads most affected by traffic problems and Traffic Calming.

ELIGIBLE STREETS

A street will be considered for the 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 block is at least 300 feet in length and the road grade is eight percent or less.
- Parts of streets where a majority of the properties are residences, parks, and/or schools.
- The 85th Percentile Speed is in excess of 10 mph over the posted speed limit (for streets where speeding is a concern) for the preceding three-month time period.
- The street is owned and maintained by the Township.
- The street is not an alley.

LOCATION GUIDELINES

The minimum distance from an intersection to a Traffic Calming device shall range from 100 feet for unsignalized intersections to 200 feet for signalized intersections. Any Traffic Calming feature shall be visible to oncoming traffic for at least the minimum safe stopping sight distance based on the 85th Percentile Speed. Traffic Calming shall take into account existing drainage features and bicycle facilities. Where possible, features shall be located to minimize the impacts to on-street parking. The following shall apply where feasible: features should be placed near street lights for improved nighttime visibility of the feature and required signage should be placed on property lines as opposed to directly in front of a residence.

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 should be based on:

1. The features potential to address traffic problems on affected roadways;
2. The type of roadway;
3. Types of uses on or adjacent to affected roadways; and
4. 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 categories:

- **Vertical deflection** – refers to Traffic Calming measures that create a change in the height of the roadway. When designed properly, vehicles must proceed slowly over these measures in order to avoid unpleasant bumping sensations. As with horizontal deflection measures, vertical deflection measures are mainly used to reduce vehicle speeds, with only minor effects on traffic volumes. Vertical deflection measures can also be used to improve the safety of pedestrian crossings. Vertical deflection measures are typically seen as “speed humps” or “speed cushions.” Vertical deflection shall not be placed on Public Transportation Routes and/or Primary Access Routes for Emergency Services.
- **Horizontal deflection** – refers to two types of Traffic Calming measures. The first type hinders the driver’s ability to drive in a straight line by creating a horizontal shift in the roadway. This shift forces drivers to slow their vehicles in order to safely navigate the

measure. The second type of horizontal deflection measure is designed to narrow the width of the travel lane. Doing so reduces the usable surface of the roadway causing drivers to slow their vehicles to maintain an acceptable level of comfort. Although horizontal deflection measures are mainly used to address speed concerns, applications that narrow the travel lane can improve pedestrian safety by reducing the width of the crossing. Horizontal deflection measures may also have the secondary effect of reducing volumes; however, the effects will typically be minor.

- **Physical Obstruction** – refers to features that prevent particular vehicle movements, thereby discouraging or eliminating cut-through traffic. The overall traffic volume reduction depends upon the nature of the Traffic Calming feature and the number of movements obstructed.
- **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. The installation of landscaping in conjunction with the raised curbing will prevent drivers from driving around the Traffic Calming features and help reinforce the narrowed pavement width, also narrowing the driver’s field of vision and encouraging them to reduce travel speeds. The curbing also helps protect the landscaping.
- **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. These alternative education tools include, but may not be limited to: neighborhood awareness brochures on traffic issues, such as speeding and its impacts, prepared and approved by the Township, and distributed by area residents; increased neighborhood enforcement by the Police Department; and the use of a mobile speed-alert sign posted by the Police at problem locations to advise motorists of the speed at which they are traveling.

SPECIFIC TRAFFIC CALMING FEATURES

Traffic Calming features that may be considered by the Township are described briefly below. All designs are subject to the approval of the Township.

- **Medians:** Elongated, curbed median islands constructed approximately midway in a roadway segment to separate driving lanes and reduce lane widths.

- **Entrance Way Features:** Treatments that provide landscaping at the entrances to the neighborhood to help give identity and remind drivers to maintain slow speeds throughout the residential area. Also referred to as “gateway features”.
- **Roadway Narrowing:** Reduction in pavement width of a roadway section while maintaining two-way traffic. Landscaping planted in conjunction with the narrowing reinforces the impression of limited pavement area and narrows field of vision.
- **Speed Cushions:** Modified speed humps installed across the roadway with spaces between each cushion to permit wider axle emergency vehicles to pass without slowing down. Speed cushions generally are approximately three inches high, six feet wide and seven feet in length.
- **Semi-diverter:** A partial (“directional”) closure of a roadway created by physically blocking half the street. Creates a narrowed roadway section, which is designated for one-way traffic.
- **Textured Crosswalks:** The use of paver bricks or other materials to demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area.
- **Intersection Redesign:** Consists of several different possible designs based on the specific needs and unique characteristics of the location. May involve eliminating excess pavement areas, creating horizontal deflections on approaches or realigning intersection to 90-degrees.
- **Rumble Strips:** a series of depressions or raised areas in pavement placed such that it changes the noise a vehicles tires make on the surface to warn drivers about speed restrictions or the edge of a road or driving lane.
- **Pavement Markings:** the use of various painted stripes or graphics to attract drivers’ attention to help reduce speed. They may be used as horizontal deflection or to provide information to drivers about reduced speed, sharp curves, or other information.

SIGNAGE

Standard signing and pavement markings shall be in accordance with the Federally-adopted Manual of Uniform Traffic Control Devices (MUTCD) and PennDOT regulations. Signage shall include a yellow warning sign at each feature. In the event a series of features are installed without intersecting side street conflicts, one advance warning sign may be used to warn motorists of the series. Minimal additional signage and/or pavement markings, such as white edge line striping and raised pavement markers (small reflector buttons) may also be necessary.

Township staff will review each neighborhood Traffic Calming Plan for signage needs and will develop a signage plan accordingly. In an effort to reduce the number of overall warning and

regulatory signs in neighborhoods, the existing and proposed signs will be reviewed to determine if existing signs can be removed. When a new sign is required, the location of the sign will be reviewed to determine a location that least impacts the neighborhood while satisfying the sign placement requirements.

IMPLEMENTATION PROCESS

Overview

The following steps are followed throughout the Traffic Calming Program:

1. ***Petition / Traffic Studies / Plan:*** Proposals for Traffic Calming initiatives can be submitted by Township residents, members of the Plymouth Township Council, or Township staff, and can also be proactively developed by the police department. Residents inquiring about Traffic Calming in their neighborhood will be required to complete petitions, forms, and other documents available on the Township website (www.Plymouthtownship.org/trafficalming) or at the Plymouth Township Municipal Building, that are required to begin the process of assessing the suitability of a particular Local Road(s) for Traffic Calming. If 70 percent of the Specifically Affected Property Owners sign a petition, the Police Department will initiate a Traffic Study which will include but is not limited to: crash history, traffic speed and volume, geographic location and significant geometric conditions of subjected roadway (*70 % approval of affected households and businesses is consistent with recommendations from the Pennsylvania Department of Transportation Traffic Calming Handbook*). Based on the results of the Traffic Study, a neighborhood Traffic Calming Plan may be developed by Township staff and consultants, when appropriate, for consideration by Council.
2. ***Implementation:*** If the Plymouth Township Council approves the Traffic Calming Plan by a Resolution of the Board, depending on the scope of the project, the approved Traffic Calming Plan is placed on a schedule for the installation of the Traffic Calming features. An approved Traffic Calming Plan is not a guarantee of implementation, as implementation of a Traffic Calming Plan depends on priority, order of approval, and availability of funding.

Detailed Explanation

1. ***Inquiry/Petition:*** Upon initial contact made by a resident or Property Owner inquiring about Traffic Calming in their neighborhood, Township staff will discuss the program procedures and petition requirements with the resident. Information and forms will be shared. The Property Owner(s) will be required to submit a Traffic Calming Inquiry Form to initiate the process. Alternatively, this Traffic Calming Inquiry form may also be obtained on the Township website, www.plymouthtownship.org/trafficalming, or from the Township Administration Building or Police Department. Typically, a resident will have concerns with traffic problems on one specific roadway section. However, if the implementation of Traffic Calming features on one roadway section may transfer the problems to an adjacent Local Road, the affected neighborhood area shall be addressed as a whole. This affected

neighborhood area is called the Generally Affected area and will be determined by Township staff and/or representatives, taking into consideration the natural, constructed, and traffic boundaries of an area. The Generally Affected area will be determined based on proximity to the proposed Traffic Calming feature, likelihood of traffic diverting onto adjacent roadways as a result of the proposed Traffic Calming feature, and roadways where residents will be impacted by the feature. Township representatives will discuss with the inquiring parties minimum petition requirements, as well as the boundaries of the Generally Affected area and the Specifically Affected area. A preliminary field review may be required and a meeting with the inquiring parties may also occur if needed. Township representatives will provide inquiring parties with official petition forms, informational brochures and maps detailing the Generally Affected area boundaries. If the Property Owners wish to proceed with formal petitioning for Traffic Calming, the petition will have to represent a minimum of 70 percent of the Specifically Affected Property Owners.

The purpose of obtaining signatures from owners of a minimum of 70 percent of the Generally Affected properties is to verify there are a significant number of residents interested in Traffic Calming before proceeding through the remainder of the Traffic Calming Program. Signatures from Generally Affected Property Owners within the neighborhood boundary are required so that representatives from multiple streets within the neighborhood may be included. Although only Specifically Affected Property Owners may vote on the final Traffic Calming Plan, all Generally Affected Property Owners should remain informed during the development process and be provided opportunities for input.

2. **Traffic Studies/ Plan Development:** After the petition has been received, Township staff and/or consultants will perform traffic studies on the critical roadways to determine 85th Percentile Speeds and average daily traffic volumes. A review of the crash history will also be performed for a period of three years. Only the roadways with an 85th Percentile Speed that exceeds the speed limit by more than 10 mph for the preceding three-month time period will be considered for Traffic Calming measures. Township staff and/or consultants will analyze the traffic data and any other safety factors to make recommendations with respect to the suitability of Traffic Calming features to improve pedestrian and vehicular safety goals.
3. **Develop Plan:** Township staff and/or consultants will develop a proposed Traffic Calming Plan. For a particular roadway section, Traffic Calming features may be most effective if applied in a series. The locations will be determined through the Traffic Calming Study and will depend on several factors, including but not limited to adequate spacing between features, driveway connections to road rights-of-way, intersecting side streets, horizontal or vertical curvature of the roadway, and drainage. Selection of locations must also take into consideration existing infrastructure such as fire hydrants, drainage inlets, utility boxes, manholes, poles, etc.

Where applicable, Township staff and/or consultants will coordinate development of the Traffic Calming Plan with representatives of PennDOT and adjacent municipalities. If required, additional traffic studies will be completed to assess the impact of constructing Traffic Calming measures and to obtain any required permits.

4. **Public Input:** All Generally Affected Property Owners within the neighborhood area being considered for Traffic Calming will be provided an opportunity to review and provide input on the proposed Traffic Calming Plan for their neighborhood at a public Council meeting. All Generally Affected Property Owners will be notified in writing by both written correspondence sent via U.S. mail, and where available, via electronic mail no less than 10 days prior to the meeting date. The notice will include the purpose of the public meeting and a description of the proposed Traffic Calming Plan for the neighborhood. The meeting may occur in person or via a generally available web conferencing platform, provided it is available for participants via telephone.

All Township residents are welcome to attend public meetings of Council and provide their opinion. A Traffic Calming Plan presentation will provide the following information:

- Brief presentation on Traffic Calming in general and the Township’s Traffic Calming Program and process.
- Review of neighborhood concerns which initiated the Traffic Calming process and any other background information as needed.
- Review of the boundaries of the Generally Affected area and identification of Specifically Affected properties.
- Review results of the traffic studies from the affected area and other applicable data as needed.
- Presentation of the proposed Traffic Calming Plan for the affected area.
- Explanation of the steps required to implement the plan.

5. **Implementation**

If the Plymouth Township Council approves implementation of the Traffic Calming Plan by a Resolution of the Board, the neighborhood Traffic Calming Plan is placed on a schedule for the installation of the Traffic Calming features. The Traffic Calming Plan will progress as funding allows. If there are multiple neighborhoods that have voted for Traffic Calming, a waiting list may be developed by Township staff until such time as the features can be constructed. An approved Traffic Calming Plan is not a guarantee of implementation, as implementation of a Traffic Calming Plan depends on priority, order of approval, and availability of funding.

Immediately following implementation of the Traffic Calming measures, necessary temporary signs or other warning devices may be installed, as needed, to alert drivers to an upcoming Traffic Calming project or that Traffic Calming features have been installed in a neighborhood.

FUNDING AND PRIORITIZATION

The Township supports the Traffic Calming Program on an ongoing basis by allocating funds into a *Traffic Calming Fund*, when available, through the budgetary process. Project implementation, and potential removal of traffic calming devices, is dependent on the availability of funding in said *Traffic Calming Fund*. A successful vote does not guarantee the installation of a Traffic Calming measure.

A priority list for the purposes of distributing funds for Traffic Calming projects and scheduling them for construction shall be maintained by the Township. Future petitions received will be ranked according to severity based on the results of Traffic Calming Plans.

Each year, the priority list will be readdressed to re-rank those petitions that have been waiting for one or more years. One additional point will be added to the point total of those petitions waiting more than one year from the date the voting period expired. If a neighborhood petition waits a second year or more, it will receive an additional point that next year the prioritization list is readdressed.

It is anticipated that multiple neighborhoods may develop proposed Traffic Calming Plans through the Traffic Calming Program simultaneously and can be scheduled for implementation on an ongoing basis. Therefore, 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 their Traffic Calming Plans but has a higher point total than another neighborhood that has completed its plan and voting process, 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 Township-wide. It is anticipated that the streamlined process described within this Traffic Calming Policy will greatly reduce the time it takes to schedule the construction of an approved Traffic Calming Plan and relying on the prioritization list to schedule projects if a waiting list develops should rarely be necessary.

A Traffic Calming Program account may be designated by the Plymouth Township Council. Developers of new and/or expanding projects may contribute funding on a voluntary basis to address community concerns. For a development or redevelopment project that impacts an adjacent residential roadway in a neighborhood that has petitioned for Traffic Calming, the developer may install one or more Traffic Calming features, such as an enhanced speed hump feature, mini-traffic circle or other appropriate feature during the construction of the project. If it

is not feasible for a developer to install Traffic Calming as part of their project, the developer may donate funds to the Township that will be reserved for use when the Township installs Traffic Calming in the adjacent affected neighborhood area.

OTHER TRAFFIC CALMING PROGRAM ISSUES

CONTINUAL MONITORING

After the implementation of each neighborhood Traffic Calming Plan is complete, follow-up traffic studies will be performed to continuously monitor the project for effectiveness and any remaining traffic problems for a period of one year.

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 petition to remove the Traffic Calming features may be considered by Council, subject to the following conditions:

- The Traffic Calming features have been in place for at least three years;
- A request for the removal of the Traffic Calming features must be signed by at least 70 percent of the Generally Affected Property Owners within the same neighborhood boundaries used for the petition initiating the original Traffic Calming process;
- A 70 percent majority vote from the Specifically Affected Property Owners is required for the removal; and
- The removal of one or more Traffic Calming features may not make the remaining overall Traffic Calming Plan less effective, unless the entire Traffic Calming Project is being petitioned for removal.

If review by Township staff and/or consultants has determined 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, it may recommend that Council consider immediate removal or work with the Specifically Affected Property Owners to develop alternate Traffic Calming Plans.

RECONSIDERATION OF TRAFFIC CALMING PETITIONS

Should the Traffic Calming Study determine that an area does not qualify for Traffic Calming, petitions for a Traffic Calming Study will not be considered for at least one year from the date a Traffic Calming Study was completed and a decision not to implement Traffic Calming features was made. A new petition will be required after the one-year waiting period to initiate the Traffic Calming process again. The Township may allow the area to submit a new petition prior to this one-year waiting period if it is determined that significant change has taken place affecting traffic

conditions in the area. Such significant change may include, but not be limited to, new development, roadway modifications, and changes in land use or similar changes creating clearly defined neighborhood impacts.

EMERGENCY SERVICES ROUTES

Studies show Traffic Calming features may cause delay in emergency response times to residences in neighborhood areas where Traffic Calming projects have been installed. The potential for these delays will be evaluated and noted in the Traffic Calming Study. However, Traffic Calming features and reduced vehicular speeds may also reduce the number of incidents requiring emergency services, due to the increased safety on the roadways within a traffic calmed area.

Traffic Calming is only permitted on roads designated as “Local Roads.” Traffic Calming may be permitted on roadways designated as “Collector Roads,” and “Primary Access for Emergency Services;” however, Traffic Calming features shall be limited to features that do not include vertical deflection.

Traffic Calming Inquiry Form

- Implementation Request -



Plymouth Township

Traffic Calming Inquiry Form

- *Implementation Request* -

We appreciate our residents and thank you for your ongoing commitment to making Plymouth Township a safe and welcoming community. One growing concern we've heard from many of you involves quality-of-life traffic issues in our neighborhoods and surrounding roads.

To help address these concerns, the Township has established a **Traffic Calming Policy**, which provides a formal process for residents to request traffic studies and potential solutions. Here's how it works:

1. **Initiate a Request**

A resident completes a *Traffic Calming Inquiry Form - Implementation Request* to request a traffic study for a specific street and concern.

2. **Gather Community Support**

After meeting with the Township, the applicant must collect signatures from at least **70% of Specifically Affected Property Owners**—those who live directly along the impacted roadway and would be affected by any proposed changes. Only these property owners may vote on the final traffic calming plan.

3. **Addressing Broader Impacts**

If proposed traffic changes could shift the issue to nearby streets, the Township will identify a broader **Affected Area**, which includes **Generally Affected Property Owners**. In such cases, the applicant must also collect signatures from at least **70% of these residents** to demonstrate widespread support for moving forward.

4. **Conduct a Traffic Study**

The Plymouth Township Police Department (PTPD) will conduct a traffic study using existing and/or newly collected data to evaluate the concern.

5. **Review Findings**

The PTPD will summarize its findings and submit them to the Public Works Director, who will then provide recommendations to the Township Manager and Council.

6. **Council Review and Recommendations**

If the data confirms a valid concern, the Township Council will consult with the traffic engineer, PTPD, and Public Works Department to explore solutions. The applicant will be kept informed of the findings and any proposed recommendations.

7. **Next Steps for Implementation**

If the proposed solution involves physical traffic calming measures or other significant changes, the Township will work with the applicant on the next steps, which could include a petition process for final approval and installation.



PLYMOUTH TOWNSHIP

Traffic Calming Application

Implementation Request

FOR INTERNAL USE ONLY

Application #: 1 - 2 0 [] [] - [] [] [] []

Date Received: ____ / ____ / ____

SECTION I : APPLICANT INFORMATION

Primary Contact Name: _____

Address: _____

Phone: (____) ____ - _____ Email: _____

I am the legal property owner *(Requests must be submitted by property owners. Renters may contact their landlord to initiate a request.)*

SECTION II : TRAFFIC CONCERNS

Street(s) Affected (To include cross streets and/or specific blocks):

Specific Concerns: Speeding STOP Sign/Traffic Signal Pedestrian Safety Cyclist Safety

Other (Please Specify): _____

Describe the reason for implementation request:

SECTION III : ACKNOWLEDGEMENTS

I understand that the Township will determine the 'Generally Affected' and 'Specifically Affected' areas.

I understand that a traffic study or review will only be performed after petition requirements are met.

I understand that implementation is dependent on funding availability and prioritization.

I understand that this request does not guarantee immediate action.

I understand that 'Non-Township Roads', 'Primary Access Routes for Emergency Services', and 'Public Transportation Routes' may not be eligible for some Traffic Calming Features.

SIGNATURE: _____

Signature

Printed Name

Date

SECTION IV : SUBMIT APPLICATION & NEXT STEPS

Please return completed application to:

TrafficCalming@PlymouthTownship.org

- OR -

Plymouth Township Public Works Director
700 Belvoir Road, Plymouth Meeting, PA 19462

A representative from the Township will contact the applicant to schedule an initial meeting to review preliminary findings, determine Specifically and Generally Affected Property owners, and discuss next steps.

For help or questions, please call 610.233.0566

Traffic Calming Inquiry Form

- Removal Request -



Plymouth Township

Traffic Calming Inquiry Form

- Removal Request -

We appreciate our residents and thank you for your ongoing commitment to making Plymouth Township a safe and welcoming community. One growing concern we've heard from many of you involves quality-of-life traffic issues in our neighborhoods and surrounding roads.

To help address these concerns, the Township has established a **Traffic Calming Policy**, which provides a formal process for residents to request traffic studies and potential solutions. Here's how it works:

1. **Initiate a Request**

A resident completes a *Traffic Calming Inquiry Form – Removal Request* to request a traffic study for a specific street and concern.

2. **Gather Community Support**

After meeting with the Township, the applicant must collect signatures from at least **70% of Specifically Affected Property Owners**—those who live directly along the impacted roadway and would be affected by the removal of any proposed changes. Only these property owners may vote on the final traffic calming plan.

3. **Addressing Broader Impacts**

If proposed traffic changes could shift the issue to nearby streets, the Township will identify a broader **Affected Area**, which includes **Generally Affected Property Owners**. In such cases, the applicant must also collect signatures from at least **70% of these residents** to demonstrate widespread support for moving forward.

4. **Conduct a Traffic Study**

The Plymouth Township Police Department (PTPD) will conduct a traffic study using existing and/or newly collected data to evaluate the concern.

5. **Review Findings**

The PTPD will summarize its findings and submit them to the Public Works Director, who will then provide recommendations to the Township Manager and Council.

6. **Council Review and Recommendations**

If the data confirms a valid concern, the Township Council will consult with the traffic engineer, PTPD, and Public Works Department to explore solutions. The applicant will be kept informed of the findings and any proposed recommendations.

7. **Next Steps for Removal**

If the proposed solution involves the removal of physical traffic calming measures, the Township will work with the applicant on the next steps, which could include a petition process for final approval and removal.



Plymouth Township

Traffic Calming Inquiry Form

- Removal Request -

STEP 1:

SECTION I: APPLICANT INFORMATION

Primary Contact Name: _____

Address: _____

Phone: _____

Email: _____

I am the legal property owner *(Requests must be submitted by property owners. Renters may contact their landlord to initiate a request.)*

SECTION II: TRAFFIC CONCERNS (Traffic Calming features must have been in place for at least 3 years)

Street(s) Affected (To include cross streets and/or specific blocks):

Which of the following concern(s) was the original implementation request designed to address:

- Speeding
 STOP Sign/Traffic Signal
 Pedestrian Safety
 Cyclist Safety
 Other (Please Specify) _____

Describe the reason for removal request:

SECTION III: ACKNOWLEDGEMENTS

- I understand that the Township will determine the 'Generally Affected' and 'Specifically Affected' areas.
 I understand that a traffic study or review will only be performed after petition requirements are met.
 I understand that approval by Plymouth Township Council is required before any action is taken.
 I understand that removal is dependent on funding availability and prioritization.
 I understand that this request does not guarantee immediate action.



Plymouth Township

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STEP 2:

SECTION IV: TOWNSHIP MEETING

- The Township will contact the Applicant to schedule an initial meeting to determine **Specifically** Affected Property Owners
- If deemed appropriate, the Township may additionally identify the need to include **Generally** Affected Property Owners

SECTION V: PETITION SUBMISSION:

- After meeting with the Township, the Applicant must attach a petition with signatures representing at least 70% of **Specifically** Affected Property Owners.
- Upon further determination by the Township, the Applicant may also need to obtain signatures from a minimum of 70% of the **Generally** Affected Property Owners.

SUBMISSION

Return the completed form and petition to:

*Plymouth Township Public Works Director
700 Belvoir Road, Plymouth Meeting, PA 19462*

- OR -

Scan completed form and petition(s) as a PDF and email to: trafficcalming@plymouthtownship.org

For help or questions, please call 610-233-0566

APPLICATION REVIEW

(To be completed by Plymouth Township)

Date Received: _____

Received By: _____

