

Top Take-aways from the Town of Erie's NSMP "Peer Review Research" and "Traffic Calming Tools"

1. Many communities establish Goals as a part of their Policies and Procedures. Good goal themes identified in the Peer Research...we just need to know if there are any "Erie specific" changes.
2. You'll need to decide if you want the application process to be a part of the "screening process" for potential projects. Is it enough to just have a neighbor submit an application or do you want them to do some work in the neighborhood to show support beforehand (i.e. petition process)? NOTE: This might be influenced by how you frame your "Goals" for the program. Most Peer programs require some level of signature/petition process.
3. You'll need to decide what constitutes a "speeding problem" worthy of city resources in the program and if that is codified in your qualification process, or your prioritization process or both. Common qualification and prioritization criteria are associated with speeding data, traffic volumes and speed related crashes. Other less common multi-modal factors were identified as well. NOTE: There is a relationship between how the program is resourced, how easy it is to qualify for mitigation and whether you need a prioritization process.
4. After you've decided what you want to accomplish with your program and how it will be resourced, you can then decide what traffic calming tools are appropriate to be used in your program. Some are effective at speed reduction while others focus on shifting traffic off of a residential street and over to others (street closures, diverters, road diets, etc...).
5. There is a tendency to want to do a lot of public processes with these types of projects. However, the downside of this is that too much of your resources can go into the process and evaluation rather than the construction of mitigation. Try to balance your community's need for process with the limited resources available to focus more on construction than planning.
6. Leverage internal coordination heavily. Consider street maintenance and capital projects in the timing and prioritization of speed management projects. This will stretch your resources for all programs further.
7. Policies need to consider and protect emergency response. There must be a balance between meeting the other goals of the program and providing good emergency response to the community.