

Newark Traffic Calming

Proposed Revisions to Project Initiation and Selection Process

1. Initiation by Community

Submit *Traffic Calming Request Form*. Form may be submitted by any resident or property owner. Form will include:

- a. Contact information
- b. Description of transportation problem(s)
- c. Description of potential solutions (optional)
- d. Demonstration of community support – support needed from a minimum of four households on the effected street, with names and contact information

2. Traffic Committee Reviews Request

Traffic Committee will review request to determine the Study Area. Area will extend to the nearest traffic control device in either direction along the street under consideration for traffic calming or as recommended by the Traffic Committee. A traffic control device is defined as any sign, signal, marking, or other device used to regulate, warn, or guide traffic, such as stop signs, yield signs, or traffic signals.

City staff will also conduct analysis of traffic volume, speed and crashes to determine whether the street meets the eligibility criteria. Streets must meet at least two of the following three criteria:

Roadway Classification	Volume <i>Average daily traffic</i>	Speed <i>MPH above 85th percentile speed</i>	Crashes <i>Average from previous 3 years</i>
Arterial	Work with DelDOT to initiate DelDOT Traffic Calming Process		
Collector	4000 or more	10 mph above posted speed	More than 6/year
Local	2000 or more	5 mph above posted speed	More than 3/year

Traffic Committee will also review preliminary alternatives to address traffic calming. Increase enforcement, community education, improved signage or use of traffic control devices may be options for use instead of or in addition to traffic calming.

3. Letter and Survey Sent to Stakeholders in Study Area

City staff will prepare and send a letter to stakeholders—residents, renters, and property owners—within the Study Area. Letter should describe traffic calming process and provide results of the speed, volume and crash analysis. Survey will ask stakeholders whether they object to a Traffic Calming Study being done for the Study Area. Only one response should be submitted for each household. To advance to the Conceptual Design process at least 50 percent of Stakeholders must respond; 51 percent of respondents must approve moving forward with the process.

Survey should also ask if the Stakeholder would be willing to participate in developing the Conceptual Design.

4. Conceptual Design Development Process

The Traffic Committee will set up a committee made up of City employees and residents of the study area to determine safety and transportation concerns and the best solutions for resolving these concerns. Preferred approach should consider cost effectiveness, maintenance issues, emergency response issues, and available budget. DeIDOT would be involved in any traffic calming committee for State maintained roads.

5. Conceptual Design Approval Process

Once a Conceptual Design is developed by the committee, City staff mail Stakeholders in the Study Area a letter and ballot. Letter with describe proposed traffic calming measures, along with expected impacts. For approval, 50 percent of the ballots must be returned (maximum one per household), with at least 67 percent responding in favor of the Conceptual Design.