
Initial Analysis

SECTION

II

Remington & Vernick’s initial analysis of the project objectives indicated several areas of immediate concern. They are outlined below.

1. *Pedestrian circulation between the central campus area of the University and student housing areas outside of the study area should be investigated.* Specifically, potential pedestrian-vehicular conflicts at Delaware Avenue and College Avenue, and Amstel Avenue.
2. *Uncontrolled student crossing of streets within the central campus area is a cause for concern.* Of special concern was Delaware Avenue, College Avenue, and Academy Street.
3. *Thru-traffic attempting to avoid the congestion of the study area of the University may be utilizing local residential streets as “cut-throughs” or by-pass routes.* Of particular concern is Park Place, which can serve as a connector between Elkton Road (Route 896) and Library Avenue (Route 72), allowing drivers to avoid the congestion of the College and Delaware Avenue intersection. Residential neighborhoods have also expressed concern about Kells Avenue and Ritter Lane.
4. *Traffic speeds are above posted limits on some Old Newark streets.* This impacts the quality of life for residents and the safety of pedestrians and bicyclists.
5. *The impacts of through traffic on study area streets must be evaluated.* Specifically, the effect of the through truck traffic prohibition on Christiana Parkway and heavy truck volumes related to the Chrysler Plant, I-95 toll avoidance and port and Lancaster County destinations must be evaluated. Further study should be conducted.
6. *Enhancing pedestrian/bicycle circulation to community facilities is a goal of this study.* Community facilities, such as the West Park Place Elementary School, Phillips Park, and local shopping areas, should be connected to local residential neighborhoods by safe and convenient sidewalks, with appropriate amenities, such as shade trees and lighting, to encourage their use.

Based on these early observations, our design philosophy guided our recommendations for the Old Newark Study Area. Our philosophy is outlined below:

- ◆ Early and frequent input from the public and clear communication with community officials and staff, especially emergency services, is essential to a successful traffic calming project. Public input is necessary to ensure community understanding of project goals, as well as to inspire excitement and a sense of ownership for the project
- ◆ Traffic calming and streetscaping (which must be maintained by adjacent property owner) must be economically feasible and appropriate. Available resources should be invested efficiently in improvements that will have the greatest impact and are most suitable to local conditions. Newark should be careful to avoid features and improvements that property owners cannot afford to maintain or operate.
- ◆ Low-cost and low-tech approaches to traffic calming, such as appropriate traffic control signs, simple medians, streetscape improvements, etc., should be considered as low budget answers to the traffic problem.
- ◆ Traffic calming and streetscaping must be integrated with respect to the social, historic, and cultural heritage of the community and honor local traditions and customs.