Selection of Traffic Calming Measures

SECTION

VI

As indicated in *Section III*, working with the local community is a major goal of the City's traffic calming program. The most cost-effective and conservative traffic calming approach can then be selected from the available alternatives to resolve an identified traffic problem. The alternatives available are listed in *Section VI* of this study report.

Upon preliminary selection of a traffic calming solution and before commencement of engineering design, 75% of the affected property owners must approve the selected traffic calming measure. A traffic calming initiative will not proceed to the design phase until neighborhood support and authorization is obtained by the City.

To formulate this decision-making process, it is important to understand the relative effectiveness of the various traffic calming measures. The following is an estimate of the effect the traffic calming measures may have, based on information collected by the Institute of Transportation Engineers (ITE).

Traffic Calming Device	% Reduction in Speed	% Reduction in Volume	% Reduction in Collisions
22-foot Speed Tables	-18%	-12%	-45%
Raised Intersections	-1%	---	---
Traffic Circles	-11%	-5%	-73%
Cartway Narrowing	-4%	-10%	---
Half Closures	-19%	-42%	---
Diagonal Diverters	-0%	-35%	----

Following is a general guideline regarding the applicability of traffic calming measures. Local conditions and engineering judgement may require flexibility in application of these guidelines (DelDOT, 1999).

Traffic Calming Measure	Collector Street	Local Street	Restrictions
Volume Control Measures			
Half Closures Diagonal Diverters Median Barriers Forced Turn Islands	No	500 – 5000 vpd >/= 25% non-local traffic	
Vertical Speed Control Measures			
Speed Tables Raised Crosswalks Raised Intersections	</= 10,000 vpd posted speed limit </= 35 mph	</= 10,000 vpd posted speed limit </= 35 mph	Not on primary emergency routes
Horizontal Speed Control Measures			
Mini-Traffic Circles	Entering daily </= 5000 vpd posted speed limit </=35 mph	Engineering daily </=5000 vpd posted speed limit </= 35 mph	Grade: </=10% Not on primary business/emergency routes
Roundabouts	Entering daily </= 20,000 vpd posted speed limit </= 45 mph	No	Grade: </= 6%
Two-Lane Chicanes Realigned Intersections	Entering daily </= 5000 vpd posted speed limit </=35 mph	Entering daily </= 5000 vpd posted speed limit </=35 mph	
Narrowings			
Neckdowns Two-Lane Chokers Center Islands	Entering daily </= 20,000 vpd posted speed limit </= 45 mph		