

**Milton Traffic Calming Advisory AD HOC Committee
Cannery Village Clubhouse
Meeting Minutes**

Wednesday, April 28, 2021, 6:30 pm
DRAFT

Attendees: Randi Meredith, Councilwoman (Chairperson)
Susan Fewell, Mary Quigley, Lisa Falzarano, Hunter Willis, George Cardwell, Bonnie Bloomquist (scribe)
Liaison Non-voting members: Derrick Harvey, Chief of Police; Greg Wingo, Public Works Supervisor
Public Participants: Eban Brittingham, John Collier, Greg Hitz, PD Camenisch, Jack Bushy, Brian Reynolds, Mayor Ted Kanakos

ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. Additions or Corrections to the Agenda, None
4. Agenda Approval. PASSED
5. Minutes of March 24, 2021. PASSED
6. Unfinished Business: Discussion and possible vote on the following:
 - a. **AGENDA ITEM: Potential approaches to accomplishing the responsibilities of this Ad-Hoc Committee; comprehensive plan/report, newsletter, survey, research, etc.**
TABLED
 - b. **AGENDA ITEM: Review traffic measures already in place and future plans in motion law enforcement, signage, intersection improvements, others**
Updates/Summary, Councilwoman Meredith:
 1. Streets, Sidewalks, Parks & Rec has a new Chair: Jack Bushey
 2. Randi contacted Jim Meek from *RadarSigns* and confirmed she was interpreting the RadarSign data correctly.
 3. Currently, the only means of mitigating speed and traffic in the Town is via law enforcement; as a result, many questions have been directed to Chief Harvey. Hearing from the Chief at these meetings has increased awareness that speed/traffic mitigation is an unpleasant experience for both the driver and law enforcement.
 - Thank you to the Police Department (PF) for conducting some Traffic Calming Initiatives, special duty assignments for truck and traffic issues, and for working OHS DUI and distracted driver special duties.
 - Traffic Violations Police Department Data: an increase in more violation citations being issued, it is unclear what the violations were (e.g., speeding, abandoned cars):

	Violations	Warnings
Jan	55	53
Feb	48	72
Mar	257	57

- To reduce the burden of traffic-law enforcement being place on our officers, ideas from people who live here include: implementing engineered speed reduction strategies like differentiated materials crosswalks, raised crosswalks, and speed radar feedback signs.
- Public Participation: A request was made of Chief Harvey for a breakdown of where/what the violations were issued for (e.g., hotspots). He reported that this information goes into a State-wide system and that he is unable to provide data (e.g., spreadsheet).
- ACTION ITEM: Chief Harvey will get a general idea from his officers.

c. AGENDA ITEM Intersections; Wharton & Chestnut, Fire Department concerns, other updates

DelDOT technically owns Atlantic Street and has approved a 4-way stop sign; the Town Council must vote and enter an agreement to maintain the signs. Before voting it was requested that the Ad Hoc Committee consult with those who have worked on this issue in the past (e.g., Streets, Sidewalks and Park (SSP) Committee).

The Milton Fire Department Chief provided an overview of the impact to emergency services if a 4-way stop sign is installed at the intersection of Wharton & Chestnut:

Guest/Fire Chief Johnny Hopkins:

- On a personal note: He reported he is uniquely qualified to speak about safety as a life-long resident and having raised his family in Town, currently his son lives in Milton with his family. He reported that he drives down Chestnut likely more than anyone back and forth to the Fire House and is aware of traffic issues and parking along the street.
- Fire House Operations perspective: A 4-way stop sign would create a bottleneck. While he reported there were 3 accidents in 5 years, and many close calls, it is because people ignore/don't pay attention to stop signs. This becomes an enforcement issue but the PD can't be everywhere all the time. Since Firefighters don't live at the firehouse, he shared the difficulty from his personal experience trying to travel to the firehouse after a recent fire where people were trapped.
- His Recommendation: There is no problem at that intersection, alternatives to slow down traffic should be used (e.g., highlighted crosswalks, blinking lights). He acknowledged that traffic and speeding problems do exist at other intersections such at Mulberry & Rt 16 that, in his opinion, require immediate attention.
- Limit parking near the intersection with yellow curbs on Chestnut Street

Conversation opened for public discussion on Wharton & Chestnut considerations:

- Concern from Fire Department representatives was expressed that emergency vehicles will be slowed down traveling to/from the fire station with a 4-way stop sign

- Emergency responders are required to follow traffic laws, including the speed limit, when getting to the fire house
- Authorized Emergency Vehicles can pass through stop signs when the lights and sirens are on
- Chestnut Street is not designated as an emergency vehicle route
- There is not enough room for two-way traffic to get by with side street parking
- The intersection is poorly designed, people often stop on top of the unmarked crosswalk to see up/down Chestnut, a house also obstructs the traffic coming from Chestnut
- Educate people about that intersection; one suggestion was to re-paint the intersection or add rumble strips as they did on Sand Hill Rd and Rt 30
- Rumble strips at a residential intersection would cause excessive noise pollution in a residential area
- People are running stop signs, make the signs at the intersection more visible
- Traffic is “racing the stop sign”
- Lewes & Rehoboth have intersections w/no stop signs, law is that if someone is at a crosswalk a vehicle has to stop.
- All sidewalks run parallel for foot traffic, there is a pedestrian crossing sign at that intersection but not prominent and largely ignored by vehicles.
- The Committee should reassess intersection safety slow-down options and measures beyond a stop sign.
- The residents who have porches next to the street are unable to sit there due to the traffic-safety concerns
- An opinion that more people go down Atlantic from Mulberry than turn on Chestnut.
- What was the traffic data from the radar sign?
- Why not get lights for personal vehicles responding to a call?
- Would encourage more dangerous driving and additional sources of noise
- There are more things the Town can do to enforce existing traffic laws

Councilwoman Meredith reminds the public that they are not to yell at the committee members. We may disagree, but not be disagreeable.

Fire Department Representative Jack Bushey abruptly leaves the meeting accusing the committee members of being biased and unreasonable.

Comments attributed to Individuals:

- PD Camenish, has lived on Chestnut St for 52 years; he has started walking his dogs near the intersection area during morning rush hour; he reported counting the number cars at that intersection were 12-15 w/in 5 minutes
- Councilwoman Meredith reminded participants that the purpose of this Ad Hoc Committee is to identify problems and recommend solutions.
- George Cardwell: DelDOT does not have accurate count for north of Milton.
 - Chestnut is not a major State highway, Chestnut is the lowest level of state road, it is equivalent to a Town Street and carries more traffic than it should
 - 700-900 cars day travel along Rt 16; the number drops to 300 cars approaching the intersection of Chestnut.

- Stop signs are located east/west, but can't always see what's coming on Chestnut. The situation is that Mulberry is not designed for traffic it carries.
- Statistical data is limited, stop signs on Wharton been there for a long time.
- Eban Brittingham:
 - Blind intersections are the issue. Drivers traveling at high speeds create a situation where a dog could send a truck into a house. Chestnut is not well paved and it is narrow and difficult to maneuver given a fast response time.
 - Street parking will need to be kept away from the intersection. If a car is parked it is difficult to see and pass safely through.
- Councilwoman Meredith: Reminder that everyone agrees about the need to keep traffic moving and keep people safe.
- Susan Fewell: DeIDOT reported they can conduct a traffic study in 6-8 weeks
- Lisa Falzarano: While there are a million scenarios and everyone has their stories, we need to come up a solution that will make everyone happy so people can continue safely with their different activities while traveling down Chestnut St.
- Fire Chief Hopkins: Recommends incremental changes, stated he informs the FD Volunteers that even the 25-speed limit is too high.

MOTION TO TABLE: The conservation is still open on what we want to recommend to the Town Council since we're all interested in doing the right thing.

NOTE: *See Appendix 1 - Recommendations for Solutions to Crosswalk Safety Concerns*

d. AGENDA ITEM Large Truck Traffic; issues, impacts, solutions, new Dogfish Head (DFH) directions

Susan Fewell:

- Reported that DeIDOT stated that since DFH utilizes 3rd party contracted trucks these are not considered local delivery trucks (when they do not have other local stops from one town to another), instead they leave the area to other states and technically should be ticketed.
- She can provide documents to support definition of local delivery trucks if needed
- DeIDOT put signs up on Sand Hill Rd that trucks can't travel there
- DFH can put signs up on their own property that trucks must turn one direction
- Chief Harvey reported that GPS directs them into town which has created the issues

ACTION ITEMS:

- Susan to get materials from DeIDOT
- Councilwoman Meredith to present new DFH directions

e. AGENDA ITEM Survey; results, next steps

Overview: Councilwoman Meredith:

206 surveys were returned

- Page 1: How do you travel around town?
Info is shown as a tally of their selections; 158 surveys had at least 1 answer for this question
Of those 157, only 1 person that answered did not select automobile; 48 people did not answer this question
- Page 2: Shows the same info as a percentage of the selections. Correction noted that this should show a percentage of those who answered the question, instead of the percentage of surveys handed in.

- Page 3: 156 surveys had at least 1 answer for this question, 50 surveys did not include an answer for this question

Following pages present same data in different format:

- Page 4: Presents the answers to Questions 1–12 as: Simple majority percentage
- Page 5: Presents the answers to Questions 1–12 as: Semantic Differential Tally
- Page 6: Presents the answers to Questions 1–12 as: Simple Tally of Favorable v. Unfavorable counts
- Page 7: Presents the answers to Questions 1–12 as: Simple Percentage of Favorable v. Unfavorable

Write-In Questions:

- Page 8, Specific Visibility Issues: Where and whose view is obstructed? 46 write-in comments; Mulberry Street called out as visibility issue 25 TIMES
- Page 9: Specific Traffic Concerns
 - We received 412 write-in comments. Write-In Answers in order by greatest number of comments received:
 - Number 1 Concern: Speed — 58 comments
 - Number 2 Concern: Crosswalks — 49 comments
 - Number 3 Concern: Chestnut & Wharton/Atlantic — 34 comments
- Page 10—23, Comment section
 - If a comment had more than one category in it, for example: “Lavinia Road needs either a sidewalk or a bike lane on one side from Wagamons Blvd. to Mulberry Street” then the same comment will appear under “sidewalk” and “bike lane”
 - Every comment related to Speed is on Pg 10 & 11
 - Every comment related to Crosswalks is on Pg 12
 - Reading each comment is worthwhile, these are conversations that we as a committee asked to have with Milton residents
- Page 24: 14 Thank you Notes

Committee Comments:

Susan Fewell: An entire meeting is needed to review the survey

George Cardwell:

- There are lot of significant proposals provided with a lot of ideas related to different concerns.
- Towns considering funds from COVID relief funds, more connection
- Generally, a lot Towns don’t have such a good rate of return
- Include a narrative to explain when survey was sent, who completed, when received

General Recommendations were provided to identify preferences for Pgs 2-7, prefer pg 7

ACTION ITEMS:

Councilwoman Meredith:

- Finalize Survey Documents to distribute
- Draft an email to notify 44 Survey Respondents who left email addresses to let them know the survey results are posted on the Town Website.
 - Suggestions were provided about how to approach those who provided contact information. They will be invited to the special survey meeting
- Assemble the final Advisory Report

- Contact Town Manager to post survey results on town Website
- Write an introduction for the Advisory Report

f. AGENDA ITEM Conduct Walk Audits / Multi-modal Audits; recruitment

- A separate planning meeting will be scheduled to map out zones and area leads.
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ACTION ITEM:

Councilwoman Meredith will invite Town Council members and all members of Town Boards, Commissions and Committees and the Town Manager to join us.

g. AGENDA ITEM Research on traffic management; VisionZero updates, other, Hunter

Vision Zero is a multi-national road traffic safety program. Hunter Willis identified the “big take-away ideas” for adopting the VisionZero Program to slow traffic down:

- better road engineering
- educate public on safety and violations
- provide statistics
- change culture
- identify risks to older population
- increase signage, recommended every quarter mile
- limit speeds on small roads to 15-20MPH
- prioritize around community-gathering areas

Post-meeting update: Bonnie Bloomquist provided the Work Plan from Montgomery County, MD where VisionZero was adopted.

Announcements – Local Area Town Efforts for Traffic Mitigation, Councilwoman Meredith:

- Effective this past Monday, the Town of Seaford has dropped the speed limit to 15mph on many of their streets
- Chief Craft said, “in many cases motorists are not actually exceeding the posted speed limit. However, the narrow streets and parking congestion give the impression of excessive speed. ... if it looks like they are going too fast and they are going too fast for the road conditions, then you have to lower the speed limit.”
- Chief Craft emphasized the intent is not trying to cite people and give people tickets, “We’re hoping that the education and engagement that we are going to do will help eliminate a lot of it.”
- The proposed locations were based on crash/traffic citation summaries and data.

7. Public Participation

- Best overall activity is to slow down speed on primary roads, should not be extending grace for speeding, use physical methods or psychological barriers.
- Continue to look at how other Towns are managing traffic.
- Recommendation to adopt a vision

8. Requests for agenda items to be included for the next meeting.

9. Next meeting, tentatively scheduled for May 19, 2021 @ 6:30pm

Special Meeting, Agenda: Survey-Specific and Walk Audit May 12, 2021 @5:30

Cannery Village Clubhouse, if available.

10. Adjournment.

Appendix I – Recommendations for Solutions to Crosswalk Safety Concerns

As reported on the Milton Fire Station 85 Campaign website, Coastal Delaware's population explosion requires the expansion of services, (most newcomers will be retirees). As our population grows, so is the need to address resultant traffic specific concerns.

The Milton Traffic-Calming Advisory AD HOC Committee 2021 Survey Results received 412 write-in comments about specific concerns. The second greatest number of comments received were about crosswalks, concerns about speed received the most comments.

Raised pedestrian crosswalks (aka Vertical deflection countermeasures) would address many of the crosswalk concerns reflected in the comments. These benefits would:

- reduce speed
- make crosswalks safer through increased pedestrian visibility and reduced vehicle speed
- reduce traffic noise
- reduce in vehicle speed would also make bike travel safer
- reduce the burden on law enforcement officers to enforce the posted speed limit.

Raised pedestrian crosswalks are proven as one of the most effective traffic-calming devices. This is according to research by Rebecca L. Sanders of Arizona State University for the National Cooperative Highway Research Program. <http://www.trb.org/Publications/Blurbs/179827.aspx>

This is a small town, *driver behavior is particularly important*, this means

- Slowing down and respecting that this is a small town
- Being good to your neighbors
- Stop for people to cross the street
- Pay attention to your driving not your phone, there are people everywhere
- We each have a civic duty to keep our town in good repair
- Make it easier for those with the greatest difficulties to travel around town

Background

- Speed is *the* critical factor in the frequency and severity of crashes
- Key part of Seattle's Vision Zero efforts



Facts:

1. A speed hump/raised crosswalk increases emergency response time by ~6 seconds

Table 3.2

Response Time Increases for Six Speed Humps

Vehicle Type	Average Response Time	Average Time Increase (for 6 Speed Humps)	Total Increased Response Time	Percent Differential Increase for Delay
<i>Pumper Truck</i>	4.25 min.	.28 min.	4.53 min.	7%
<i>Ladder Truck</i>	4.25 min.	.37 min.	4.62 min.	9%
<i>EMS (no patient)</i>	4.25 min.	.27 min.	4.52 min.	6%
<i>EMS (with patient)</i>	4.25 min.	.97 min.	5.22 min.	23%

Source: An Analysis of Speed Humps Effects on Response Times, Austin Fire Department, March 1996.

2. Speed humps have been redesigned over the years to address Emergency Response concerns, these revisions include changing the taper at the ends and making the raised surface area a longer length to reduce the jarring & wear and tear on fire trucks suspension.

Authorized emergency vehicles are: Title 21; Chapter 41 § 4106. (e) Authorized emergency vehicles.

- Authorized emergency vehicles within the meaning of this chapter mean vehicles of a fire department, police vehicles, ambulances, vehicles used by a fire chief, deputy fire chief, assistant fire chief, chief engineer or fire police officer of any duly organized fire company in the performance of those duties...

That definition does not include the personal vehicles that firefighters use to get to the fire department.

- Town Code: Section 209-70 Authorized emergency vehicles A. The driver of any authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the condition herein stated.

B. The driver of an authorized emergency vehicle may:

- (1) Park or stand, irrespective of the provisions of this chapter;
- (2) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
- (3) Exceed the speed limit so long as he does not endanger life or property;
- (4) Disregard regulations governing direction of movement or turning in specified directions.

C. The exemptions herein granted to an authorized emergency vehicle shall apply only when such vehicle is making use of audible or visual signals meeting the requirements of this code.

D. The foregoing provision shall not relieve the driver of an authorized emergency vehicle from the duty with due regard for the safety of all persons nor shall such provisions protect the driver from the consequences of his reckless disregard for the safety of others.