

Welcome to the

S. Walnut Street Traffic Calming &
Bike/Pedestrian Improvement Project

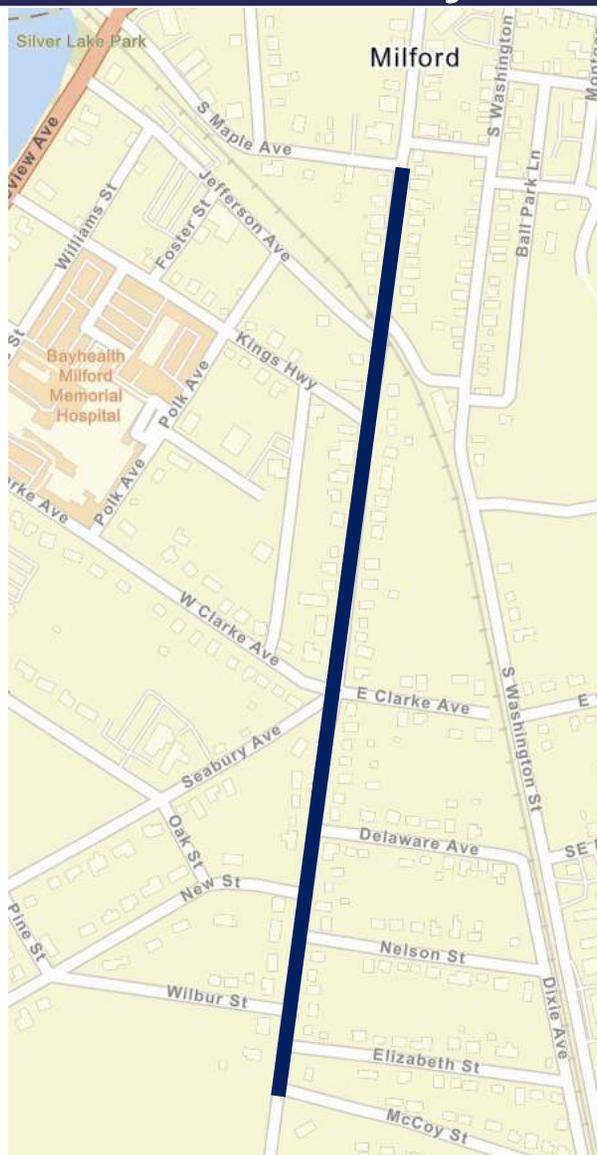
Public Workshop

December 15, 2022

S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Study Area

S. Walnut Street
between McCoy Street
and S. Maple Avenue



S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Project Goals

- Improve bicycle and pedestrian connectivity along S. Walnut St
 - New shared use path
 - Complete gaps in existing sidewalks
- Reduce traffic speeds and provide traffic calming
- Improve pedestrian crossing at Seabury Avenue and W. Clarke Ave
- Improve S. Walnut Street intersection configuration with Railroad

S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Traffic Calming Study

- Current posted speed: 25 mph
- Analyzed speed data from September 11, 2022 through September 19, 2022
 - Average speed: 27 mph
 - 85th percentile speed: 31 mph
- 62.6% of all recorded vehicles were traveling at speeds greater than the posted speed limit
- Half of all crashes occurred at two main intersections:
 - S. Walnut Street and McCoy Street
 - S. Walnut Street and Seabury Avenue/Clarke Avenue

S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Crash Data



S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Speed Study Evaluation

Milford S. Walnut Street Speed and Safety Evaluation							
	Type	Name	Potential Effectiveness for Speed Reduction (FHWA PSCI)	Potential for Crash Reduction (-) /Increase (+) (FHWA PSCI)	Potential Crash Reduction (-) /Increase (+) (HSM)	Considered? Why/why not?	Rank
Road Segment Treatment							
1	Vertical	Speed Humps	-6 mph	-40% to -48% (All Severities, All Crashes)	1. Treated Road = -40% (Injury Crashes, All Crash Types) 2. Adjacent Roads = -5% (Injury Crashes, All Crash Types)	No, speed humps are not preferred due to issues with emergency vehicles etc.	1
2	Vertical	Speed Table	-4 mph	-36% to -64% (All Severities, All Crashes)		No, speeds tables are not preferred due to issues with emergency vehicles etc.	2
Intersections Treatment							
3	Horizontal	Modern Roundabouts	-4 mph to -8 mph		-78% (All Severities, All Crash Types)	No, due to right of way constraints	1
4	Horizontal	Realigned Intersections				Yes, intersection improvements at S. Walnut/Seabury and S. Walnut and the R/R were recommended to assist in improving driver clarity	2
Road Segment Treatment							
5	Horizontal	Chicanes	-9 mph			No, roadway width that could be utilized for chicanes was utilized to add the shared use path	1
6	Horizontal	Lateral Shifts	Less than Chicanes			Yes, S. Walnut Street is recommended for a lateral shift between Delaware Ave and Clarke Ave	2
Road Segment Treatment: Road Width Reduction							
7	Width Reduction	Median Islands (Raised)	-3 mph	-39% (All Crashes) -44% (Fatal and Injury Crashes)	-39% (Injury Crashes, All Crash Types)	No, roadway width was narrowed to fit a new shared use path leaving no additional space for a median island	1
8	Width Reduction	Striping/Lane Markings	Reduction possible	Potential for less severe crash types	Potential for less severe crash types	Yes, lane widths were narrowed to 11' and shoulders/parking areas were reduced or eliminated	
Road Segment Treatment: Dynamic Signing							
9	Dynamic Signing	Radar Speed Signs	-2 mph to -5 mph		-46% (All Severities, All Crashes)	Potentially, coordinating with City of Milford	1

S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Comparison of Option 1 and Option 2

Bicycle Infrastructure Improvements	Adds a shared use path on southbound side of S. Walnut Street	Adds a shared use path on southbound side of S. Walnut Street
Pedestrian Infrastructure Improvements	In addition to a shared use path on southbound side of S. Walnut Street; this project completes missing sidewalk gaps on the northbound side of S. Walnut Street	In addition to a shared use path on southbound side of S. Walnut Street; this project completes missing sidewalk gaps on the northbound side of S. Walnut Street
Right of Way Impacts	Minimal to none	May require temporary construction easements and permanent easements
Parking Impacts	Removes all existing parking along S. Walnut Street	Reduces overall number of parking spaces along S. Walnut Street
Utility Impacts	No	Yes
Added Green Space	Areas where existing sidewalk is replaced with the shared use path will have some additional green space	A 3' grass buffer has been added through the project limits
Grass Buffer	No	Yes
Traffic Calming Measures	Yes: Realigned / Reconfigured Intersections, Lateral Shift of S. Walnut Street, Lane Width Reduction, and Striping / Lane Markings	Yes: Realigned / Reconfigured Intersections, Lateral Shift of S. Walnut Street, Lane Width Reduction, and Striping / Lane Markings

S. Walnut Street Traffic Calming & Bike/Pedestrian Improvement Project

Thank you for attending our workshop.
For future information please contact:

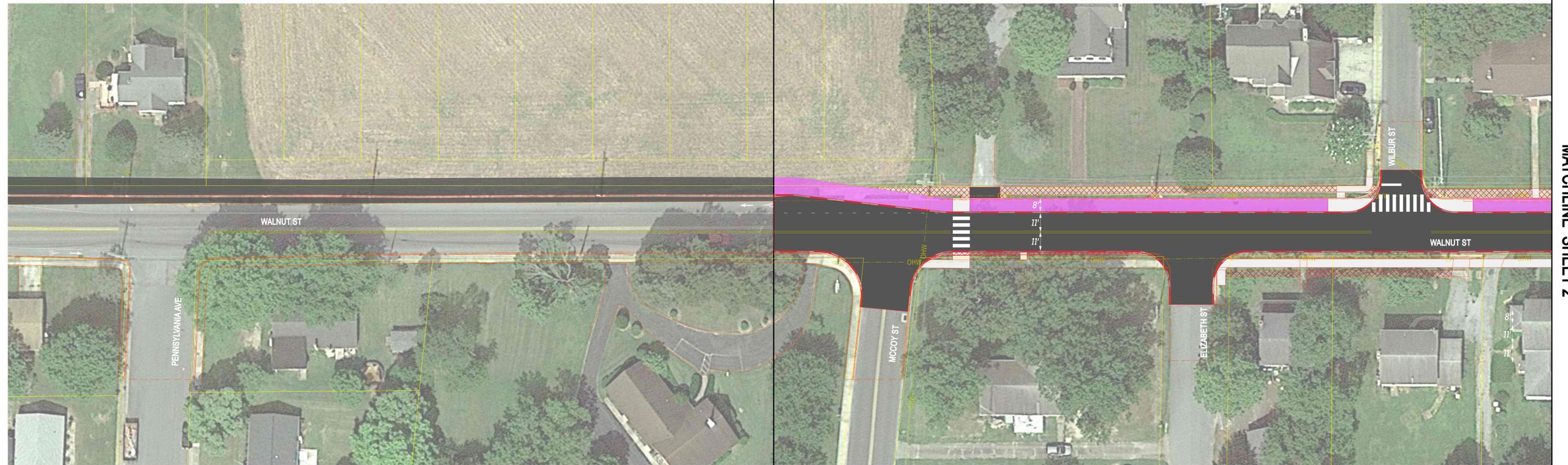
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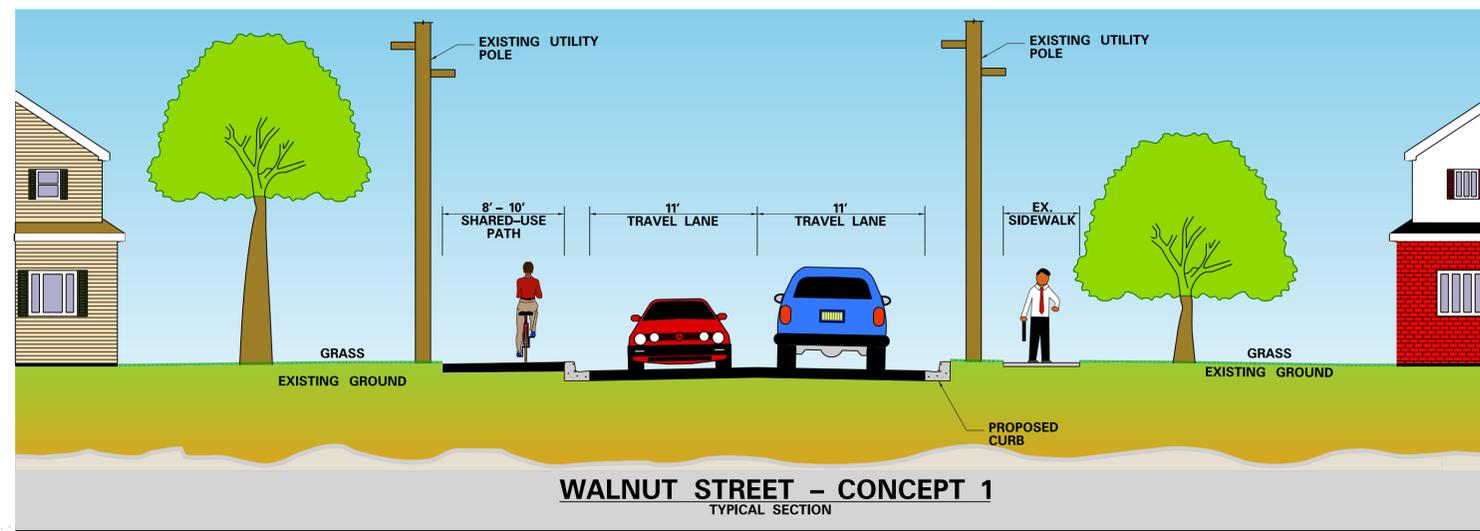
**Sonia Marichic-Goudy
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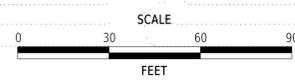
← SIMPSONS CROSSING CONCEPT 1 →



MATCHLINE SHEET 2

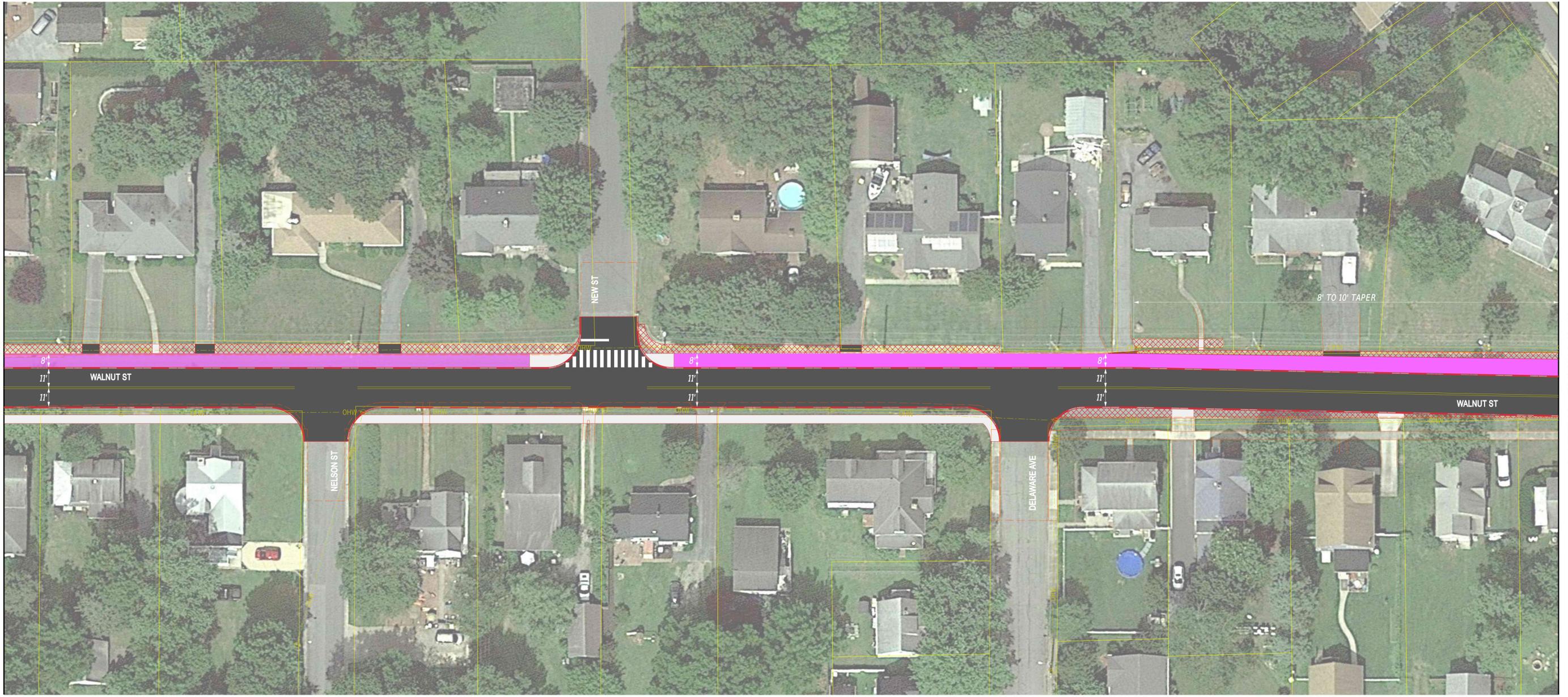


LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULT-USE PATH
	PROPOSED MULT-USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED GRASS



WALNUT STREET
MILFORD, DE
CONCEPT PLAN

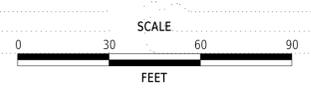
Option 1



MATCHLINE SHEET 1

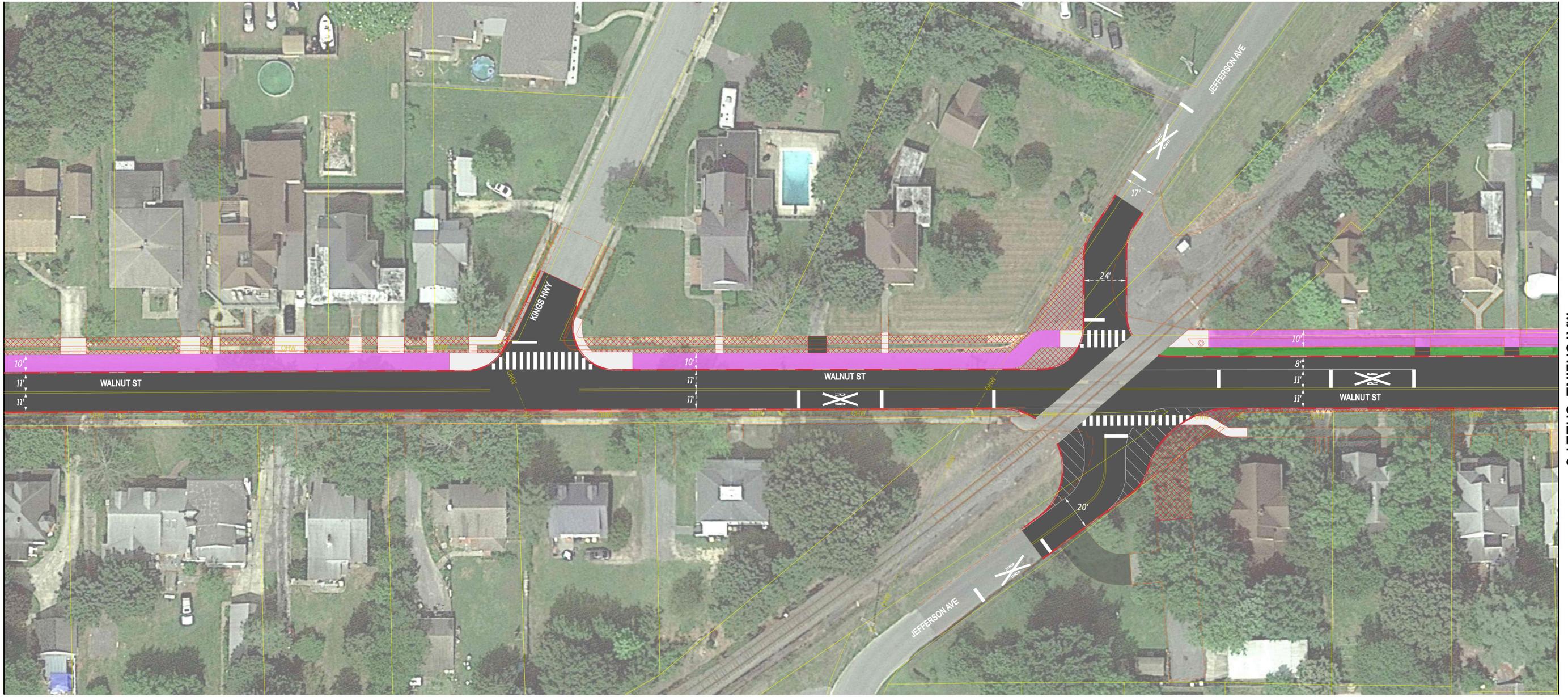
MATCHLINE SHEET 3

LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULTI-USE PATH
	PROPOSED MULTI-USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED GRASS



WALNUT STREET
MILFORD, DE
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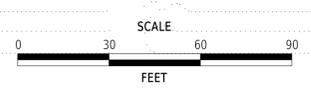
Option 1



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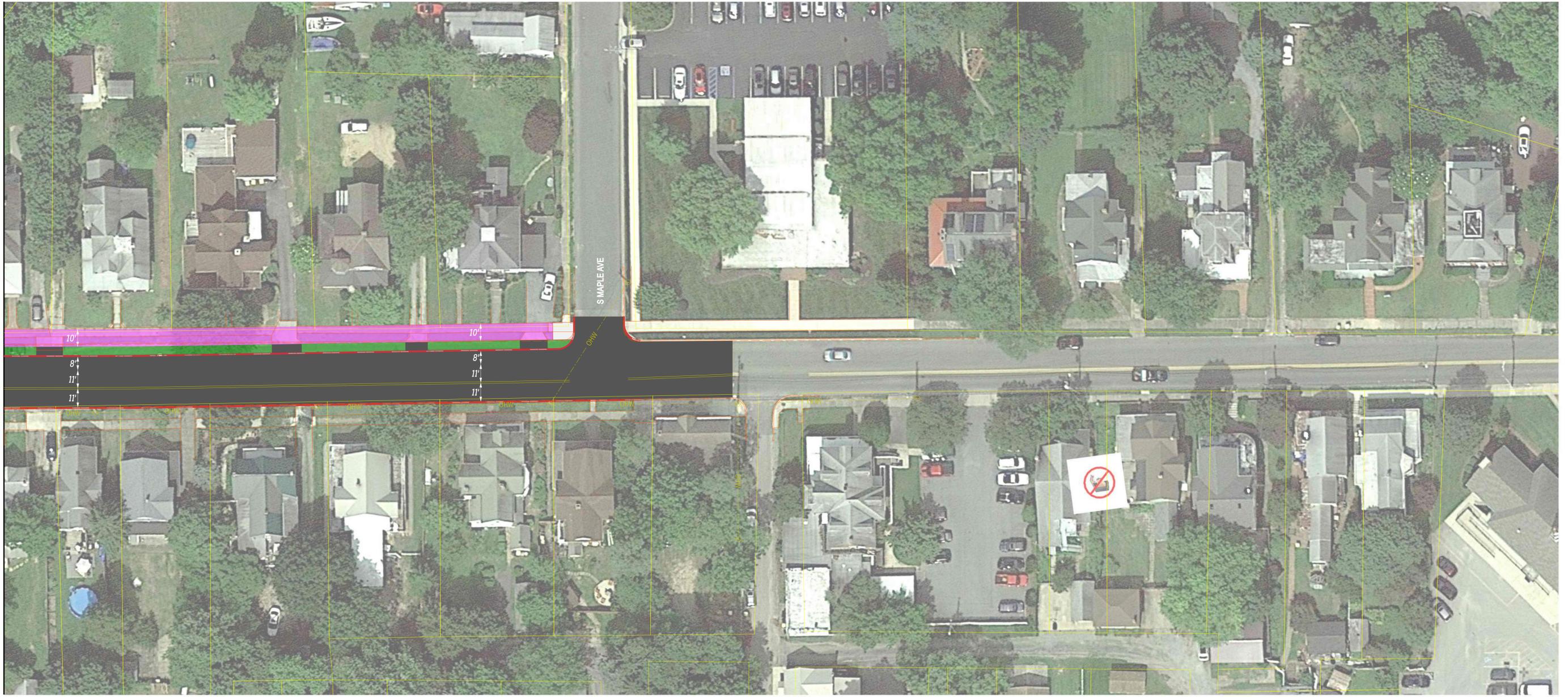
MATCHLINE SHEET 5

LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULT-USE PATH
	PROPOSED MULT-USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED GRASS



WALNUT STREET
MILFORD, DE
CONCEPT PLAN

Option 1



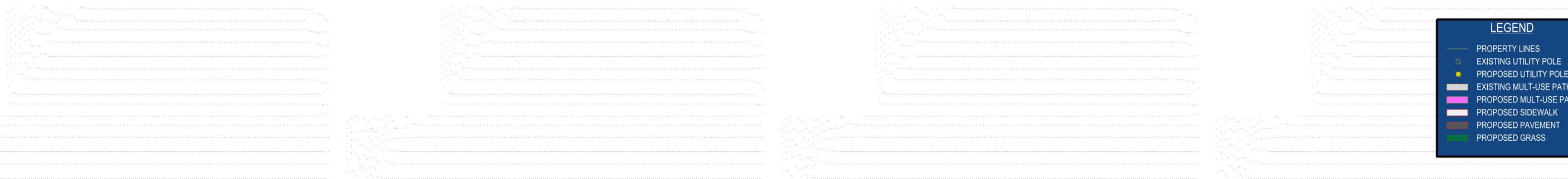
MATCHLINE SHEET 4

10'
8'
11'
11'

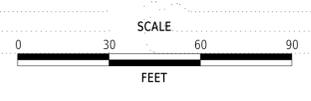
S MAPLE AVE

DNV

DNV



LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULTI-USE PATH
	PROPOSED MULTI-USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED GRASS



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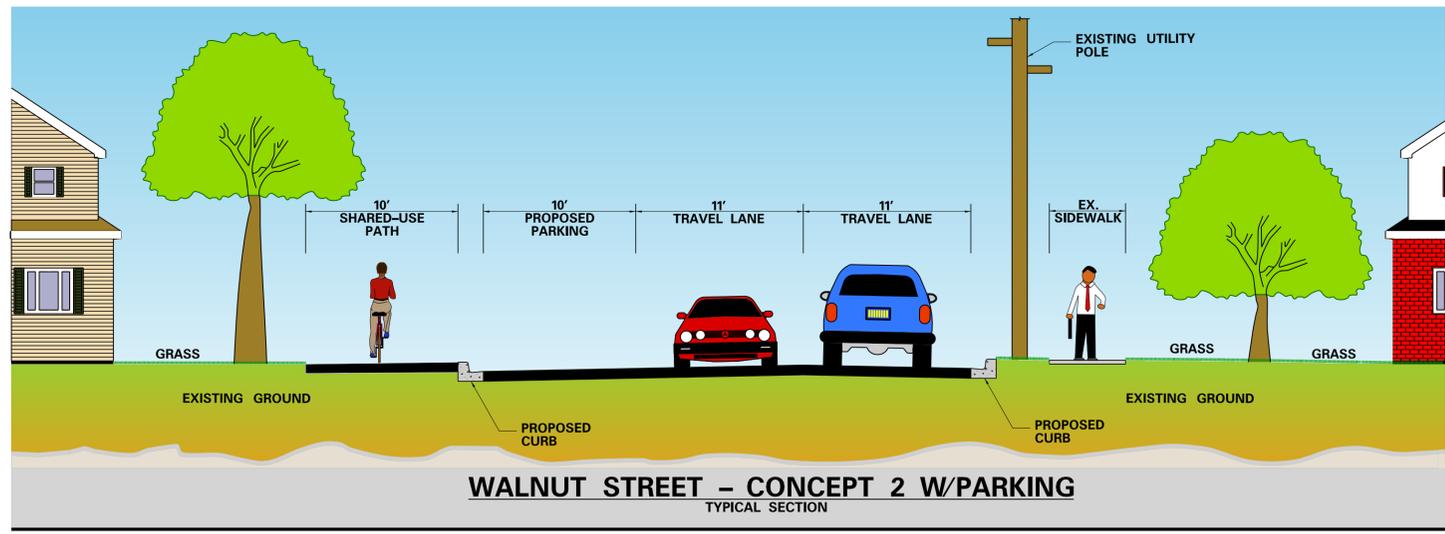
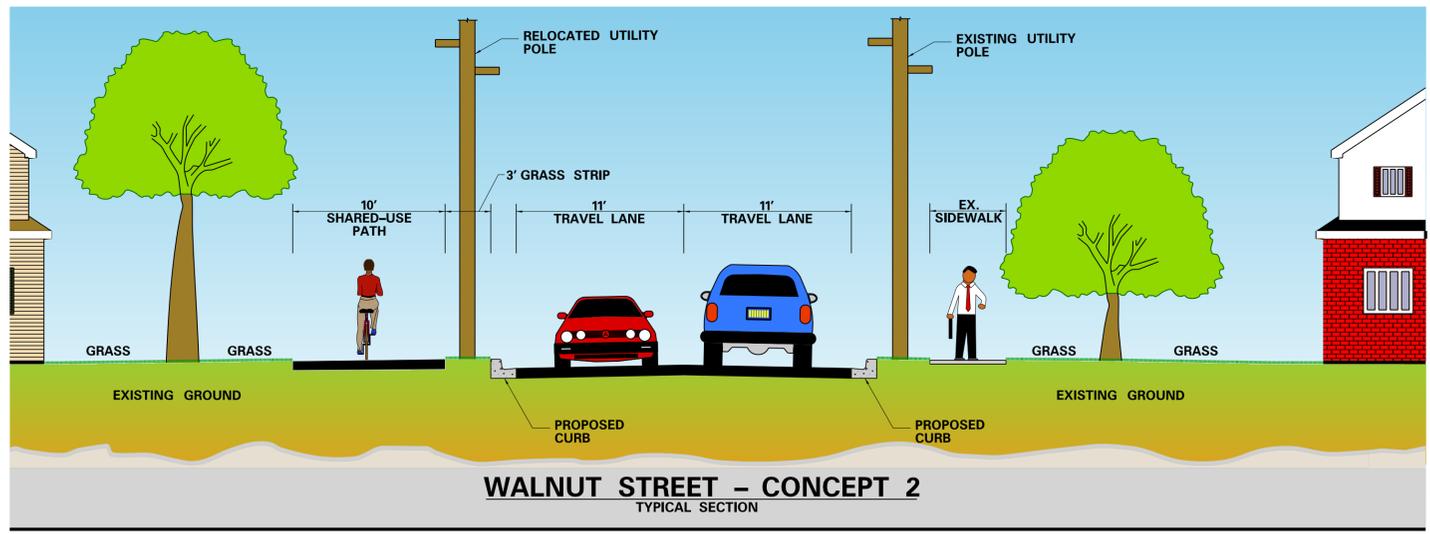
Option 1



← SIMPSONS CROSSING CONCEPT 2 →

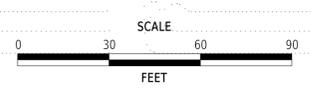


MATCHLINE SHEET 2



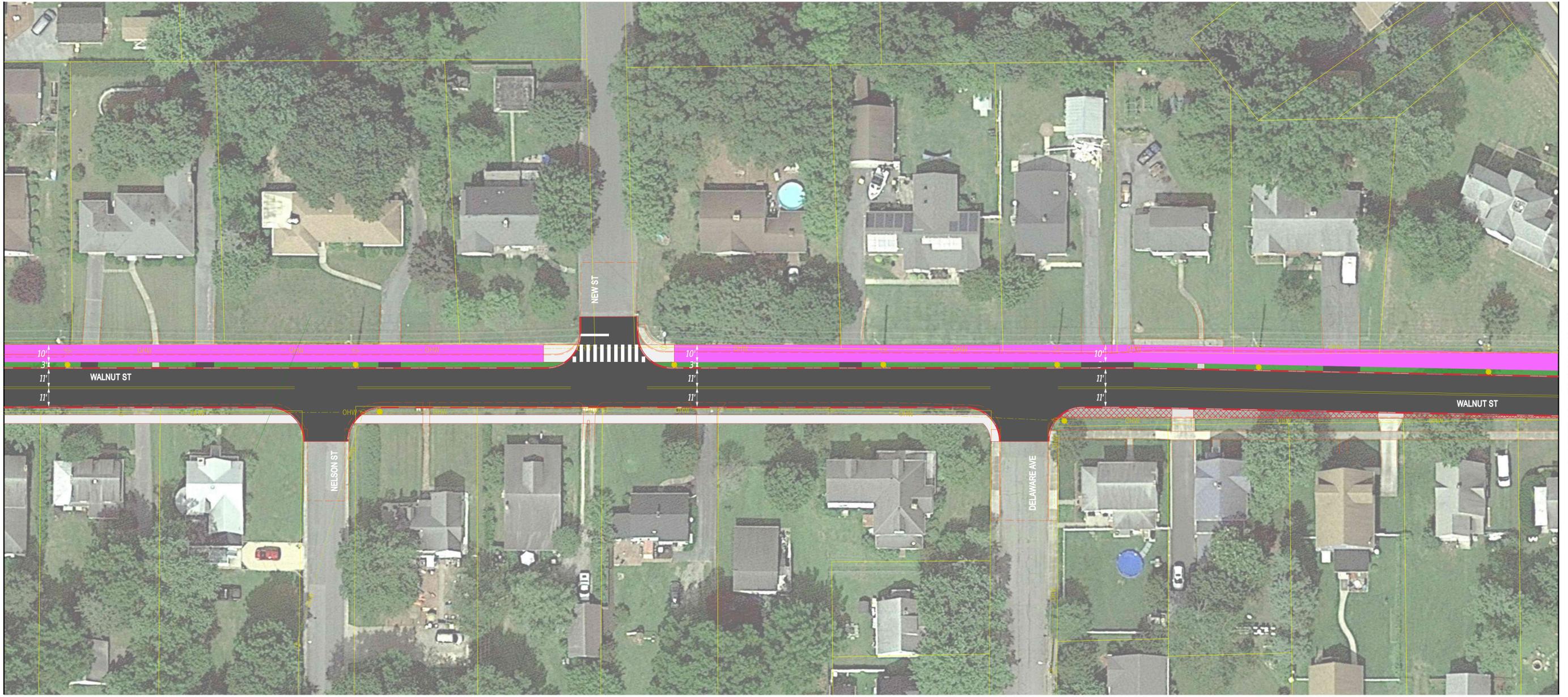
LEGEND

- PROPERTY LINES
- ⊗ EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- EXISTING MULT-USE PATH
- PROPOSED MULT-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT
- PROPOSED GRASS



WALNUT STREET
MILFORD, DE
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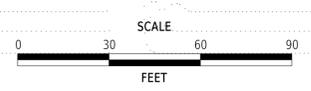
Option 2



MATCHLINE SHEET 1

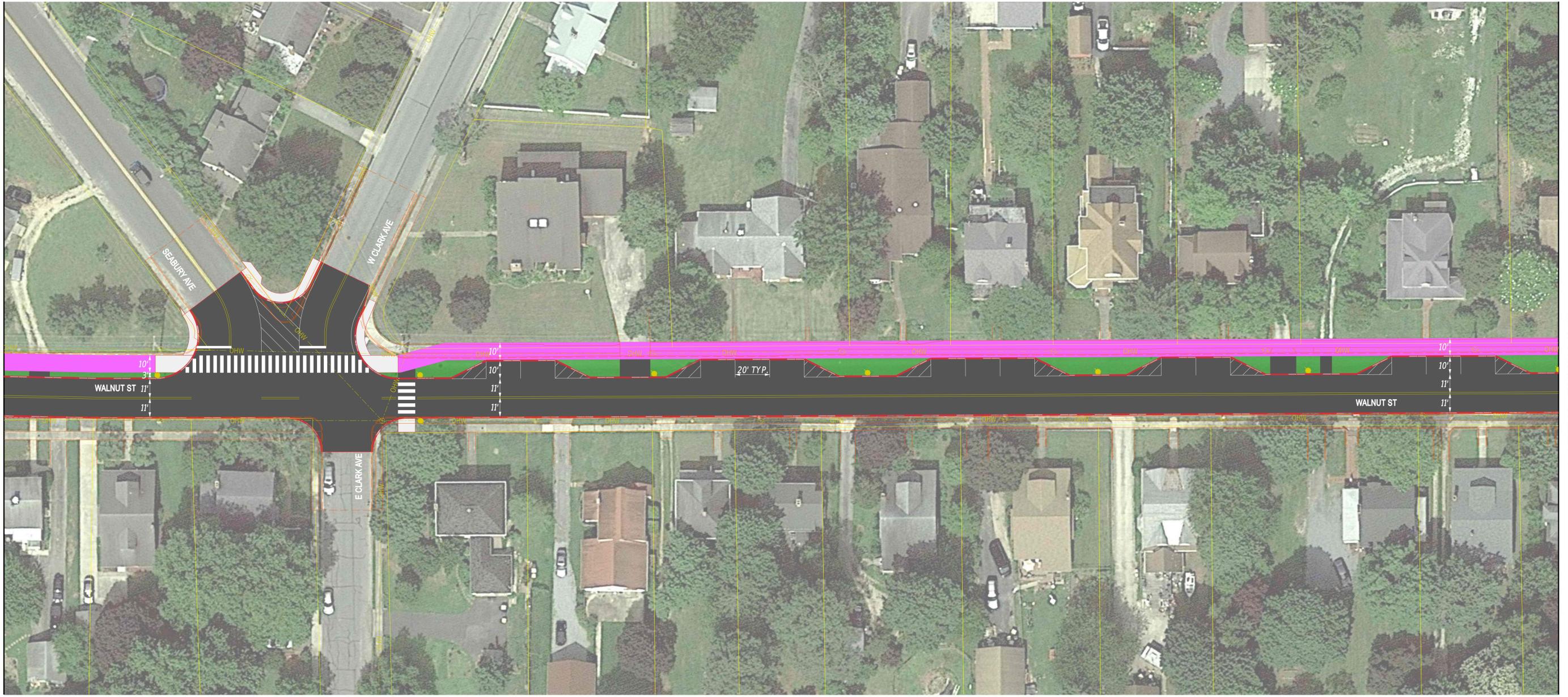
MATCHLINE SHEET 3

LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULT-USE PATH
	PROPOSED MULT-USE PATH
	PROPOSED SIDEWALK
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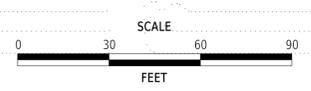
Option 2



MATCHLINE SHEET 2

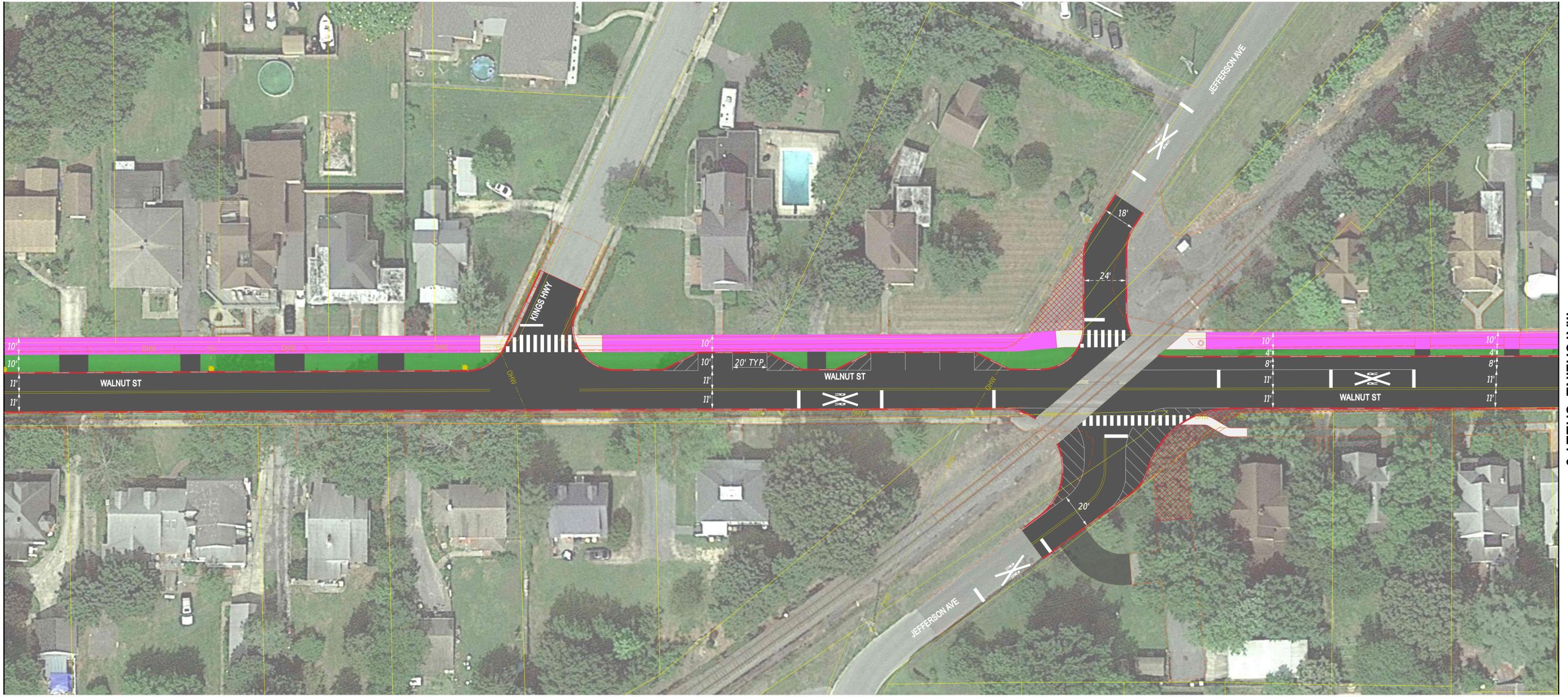
MATCHLINE SHEET 4

LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULT-USE PATH
	PROPOSED MULT-USE PATH
	PROPOSED SIDEWALK
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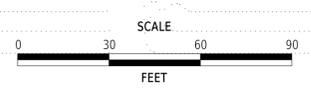
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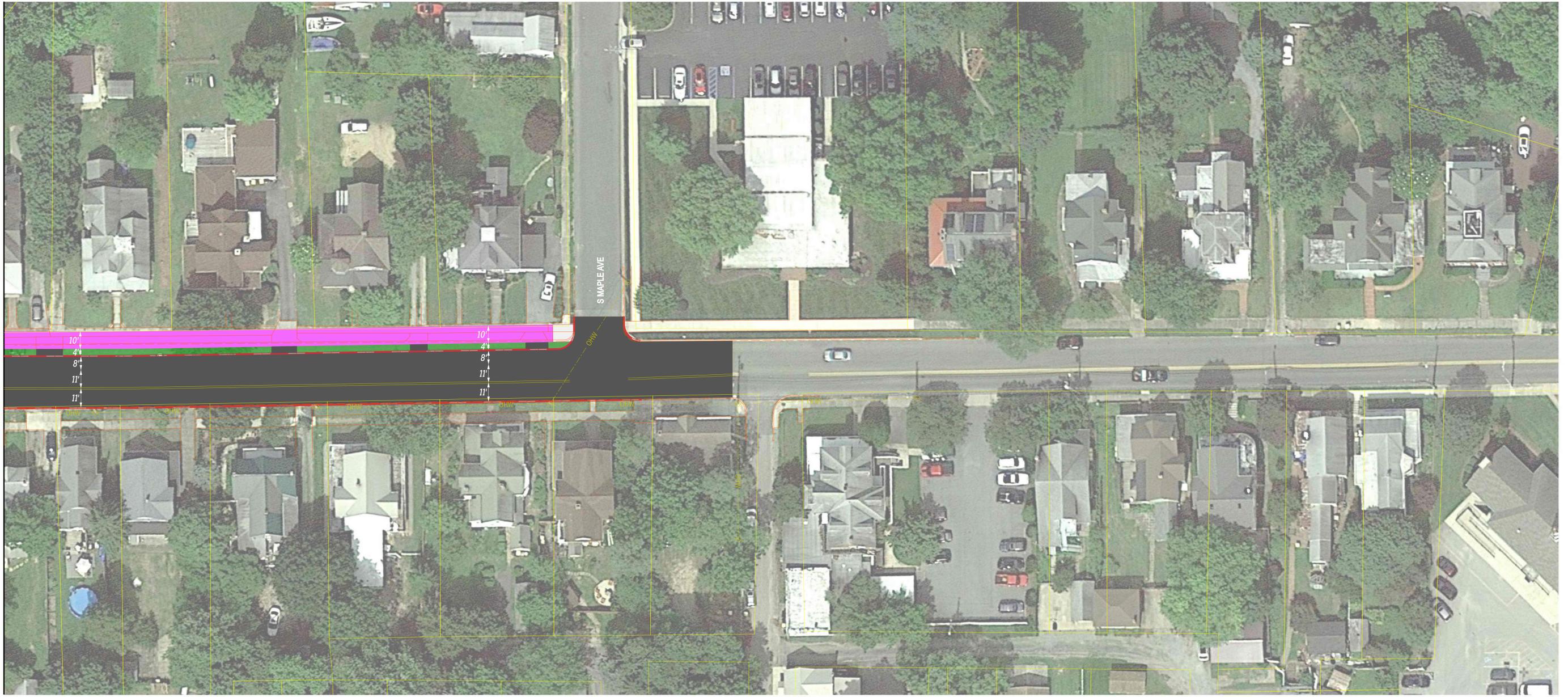
MATCHLINE SHEET 5

LEGEND	
	PROPERTY LINES
	EXISTING UTILITY POLE
	PROPOSED UTILITY POLE
	EXISTING MULT-USE PATH
	PROPOSED MULT-USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT
	PROPOSED GRASS

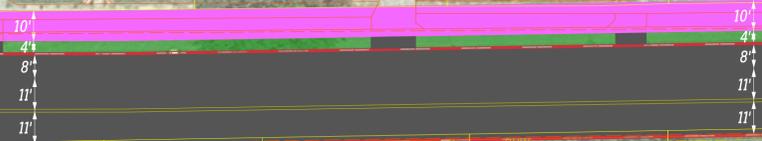


WALNUT STREET
MILFORD, DE
CONCEPT PLAN

Option 2

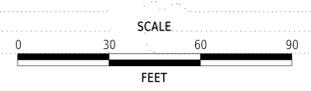


MATCHLINE SHEET 4



LEGEND

- PROPERTY LINES
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- EXISTING MULT-USE PATH
- PROPOSED MULT-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT
- PROPOSED GRASS



WALNUT STREET
MILFORD, DE
CONCEPT PLAN

Option 2



Scale: 1" = 120'
(40"x30")

December 2022

LEGEND

- PROPERTY LINES
- EXISTING MULTI-USE PATH / PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED MULTI-USE PATH / PAVEMENT
- PROPOSED GRASS
- CONCEPT MULTI-USE PATH
- CONCEPT SIDEWALK
- CONCEPT PAVEMENT



← SIMPSONS CROSSING CONCEPT →

MILFORD PONDS
SIMPSONS CROSSING

WALNUT ST

MILFORD PARTNERS

CROSSING AVE

WALNUT ST

PENNSYLVANIA AVE

MCCOY ST

ELIZABETH ST

WILBUR ST

FLYING GESE DR

WALNUT ST