

DAVID T. AICHELE

Mayor

Lauren Hauck

Council President

JOHN D. ROCHAT

Borough Manager



BOROUGH OF MILLERSVILLE

100 Municipal Drive
Millersville, PA 17551

www.millersvilleborough.org

COMMITTEE MEETING MINUTES

COMMITTEE: Public Works and Public Welfare Advisory Committee

PLACE: Municipal Office

DATE: 07-21-2022 **TIME:** 6:00 PM **CHAIRPERSON:** Linda Bellile

MEMBERS PRESENT: Chris Hubbs, Maggie Weidinger, Lauren Hauck

OTHERS PRESENT: Andy Boxleitner, Lieutenant Margevich, Phyllis Giberson, and Citizens

CALL TO ORDER 6:00

COUNCIL ACTION ITEMS

Discussion of Petition for Speed Humps Along Pilgrim Drive

A petition was submitted to the Borough on July 13, 2022.

- Quaker Hills Drive is not a state road, but must meet PennDOT regulations.
- Although the posted speed limit is 25 MPH, there is an enforcement tolerance of 10 MPH and the enforcement limit is 36 MPH and up.
- There are no sidewalks making walking and activities closer to vehicles without a buffer zone.

After the result of an in-depth discussion, it was determined the issue is perception of speeding in addition to a substantial increase in traffic volume on Pilgrim Drive. To add speed humps or stop signs requires studies (PennDOT) and the costs are either prohibitive for Millersville Borough or not viable for controlling speed*.

- Two traffic studies have been completed; One on December 03 through December 28, 2018 (25 days) and a most recent from May 9 through May 27, 2022 (18 days). Both studies were recorded by a radar device that has no recording bias 24/7, and was purchased in 2018 to address this specific issue.
- In the 2018 traffic study the percentage above the speeding limit was 2.0% and in 2022 it was 0.5%. Both studies were determined Enforcement Rating: LOW; i.e., 0.5% means 45 cars in the May 2022 study.
- Volume was up substantially since the first study 2018 study was completed with 7,913 vehicles compared to 2022 with 10,389 vehicles.

Many ideas were offered to correct the speed issue before arriving at the conclusion it is a volume issue. Southern Village has been completed and more than likely Pilgrim Drive is being used by them to shortcut their commute. Students use Pilgrim Drive, but in this location the volume of student drivers is not an issue. We all are tax payers and have the same right to drive on public streets of our choosing. It is understood that children should be playing in parks or yards and not streets.

ADDITIONAL DISCUSSION POINTS:

- Installing sidewalks as a deterrent with use of Bulb Outs, but the result would be the homeowners would become responsible for upkeep of the sidewalks, and it would be an extremely expensive project for a non-speeding issue. This was not considered a viable option.
- Any Speed Humps and Tables would be difficult for snow removal.
- Putting up art for visual interest might slow down drivers.
- Discussion of Speed Tables costing between \$10,000 and \$15,000 each to install. They are noisy for people living near them.**

No Motion Made. It was determined that a copy of the Minutes would be provided to citizens.

*PennDOT: Because a stop sign is used to assign right of way at an intersection, **it is not an effective means to control speeding**. Research shows that where stop signs are installed as "deterrents" or "speed breakers," there are high incidences of intentional violations resulting in accidents.

****Speed tables are longer than speed humps and flat-topped**, with a height of 3–3.5 inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25–45 mph, depending on the spacing. Speed tables may be used on collector streets and/or transit and emergency response routes.

UNFINISHED BUSINESS

ADJOURNMENT

Motion, Weidinger, second Chris Hubbs
vote 7:02 PM