

1 **TRAFFIC SAFETY COMMITTEE (TSC)**

2 **August 23, 2017**

3 **MEETING MINUTES**

4 Attendees: Jason Plourde, Chairman  
5 Dave Wheeler, Vice Chairman  
6 Gary Daniels, BOS representative  
7 Tina Philbrick  
8 Rick Riendeau, Director of Public Works Department  
9 Lincoln Daley, Director of Community Development  
10 Chief Mike Viola, Police Chief  
11 Captain Craig Frye

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13 Absent: Gill Archambault  
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16 Chairman Plourde called the meeting to order at 4:07 pm.  
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- 18 1. Approval of Minutes from May 26, 2017: Jason welcomed everyone to the meeting, noting that  
19 there were three voting members present and many helpful department members. He then  
20 asked for a motion to accept the minutes. Gary made the motion with Dave seconding. All  
21 voting members were in favor.  
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- 23 2. Roadway Centerline Markings: Mr. Darchik was invited to this meeting and he and his wife  
24 were present. All were given copies of the draft Roadway Centerline Marking document drawn  
25 up by Ricky and Jason. Mr. Darchik was then given the floor as he had a few comments and  
26 concerns. Mr. Darchik felt that the new plan was much better than the original but he still had  
27 some questions. The first one was addressing what would the cost saving be by just doing the  
28 roads that meet the criteria of the MUTCD? Rick responded that it had not been calculated. Mr.  
29 Darchik asked that under the Guidance portion of the new SOP, it states that the "Center line  
30 markings should also be placed on other traveled ways where an engineering study indicates  
31 such a need"; what criteria would be used to conduct an engineering study? Mr. Darchik  
32 provided an outline of his concerns which will be attached to this document for reference.  
33 Jason asked if he would like his concerns addressed separately or if he would like to present all  
34 at one time. It was decided to answer the questions one at a time. Jason spoke first, and as far  
35 as the engineering study – we have a few licensed Professional Engineers in town; Jason being  
36 one himself. There are many aspects to an engineering study when looking at centerline striping  
37 for roadways that do not meet the MUTCD criteria, such as the vertical and horizontal layout of  
38 a paved roadway, vehicle speeds, and the classification of a roadway. Pedestrian safety should  
39 also be taken into account and the study could look at the availability of pedestrian facilities like

1 wide shoulders and sidewalks. We have to look at all of the pieces together holistically and see  
2 what comes out. Minimum standards are based on the MUTCD. Centerline striping is really all  
3 about safety for all users of the roadway. Rick noted that we don't want to keep doing things in  
4 one way just because they've been done that way for years. We are now coming together and  
5 compiling information to put a SOP and Guidelines in place to address the centerline striping.  
6 Rick feels that this is a step in the right direction for his department, to get a guideline in place  
7 for his workers and for the Selectmen to decide on what criteria they want to present to DPW as  
8 an ordinance or ruling, if they wish to. Gary questioned the use of single line striping / double  
9 line striping. Jason replied that the state and federal guidelines both state not to use a single  
10 yellow line. Gary stated that there are exceptions to that rule. Jason concurred but stated the  
11 ruling was to bring uniformity to all states and we should consider staying consistent with state  
12 and national guidelines. Dave noted to that point of uniformity, he would like to see at a  
13 minimum that the centerline striping on those roads which have state portions within the Town  
14 of Milford; and the striping match the type of lines which the State has painted. Chief Viola  
15 stated that with all the new paving in town, he definitely notices a difference in the marked and  
16 non-marked roads. He would much rather see the striping and feels that it helps in dark areas  
17 with vehicle's headlights. With all the paving being done in surrounding towns, they are still  
18 marking the roads. Mr. Darchik has worked in traffic for 25 years and he does not feel safe  
19 walking on Melendy Road. The Chief felt it was the change in driving, he stated that he has  
20 worked in traffic for the past 25 years and no feels more susceptible than ever before. Captain  
21 Frye felt it was the increase in traffic along with distracted driving.

22 Mr. Darchik felt that with less striping, the cost savings could be used to buy a traffic  
23 counter device to better know the usage of roads in town. The numbers could then be updated  
24 instead of relying on the NRPC for their outdated numbers. Lincoln stated we can usually  
25 partner with the NRPC to use their Traffic Counting device. Rick stated that not much has been  
26 done with NRPC since Bill Parker had left. The Chief asked if NRPC had done the count on Clinton  
27 St. before CVS went in. Rick replied that the engineering company had done the traffic count.  
28 Gary wondered if we pulled our membership to the NRPC if they would then be more receptive  
29 to our request for an update on counts. Rick felt that we should have our own. He felt that we  
30 were broaching roadway areas that had not been looked at before and that we should keep  
31 moving forward. Mr. Darchik noted that he had purchased one while in Nashua for \$700.00. Rick  
32 felt that we need to get a basic guideline for when people ask questions; there would be policies  
33 in place to point to for basic answers. The guidelines would be able to be changed, as the need  
34 arises. He feels that DPW as a whole has taken another step, because of the amount of people  
35 in town. Things have been "the way they are" for a long time. We now have to play catch up to  
36 come in line with the times. The more we set up guidelines, the more answers we have when  
37 people ask questions and the need arises.

38 Gary felt that we should take the state roads off the table and should match the state  
39 markings. Jason felt that we should not rely on the NRPC's traffic counts being done every 20  
40 years and asked Rick if he could get pricing on traffic counting devices. Rick stated that he  
41 already had. Jason thought that this should be presented to the Board of Selectmen as a  
42 purchase that should be made. Gary wondered where the money would come from. Gary also

asked if the traffic counter data could be put into cartograph. Rick asked what he wanted to get out of it. Gary wanted it to store the data. Rick was not sure that it would belong there. Lincoln noted that the NRPC has a quite active and accessible GIS and Graph-it system, which could be used. Gary asked if we could use that even if we were not members. Lincoln asked if we were considering not being members. Jason asked if we are not members does it prevent us from getting any sort of grants or transportation enhancements, etc. Dave noted that the Executive Council just took away the authority of the NRPC for CMAQ and TAP projects. Unelected people were making decisions that elected officials should be in charge of. With some discussion, amendments were made to the document, a copy of which will be attached to this document.

Rick noted that the main roads get striped every year and the side roads get striped alternating years. Gary asked where we stood with all this discussion, as far as recommendations to the BOS. It was felt that this would be a working document and could be updated as needed, with updated traffic counts, etc. Dave asked that we stay within the MUCTD guidelines; that they were guidelines set into practice nationally and by the state. It was decided to move the road listings to the appendix of the document, so that it could be updated and amended. Rick suggested removing the words Standard Operating Procedure and calling the document Roadway Centerline Markings Guideline. All were in agreement to present this updated document to the BOS for adoption and the recommendation for the town to purchase a traffic counter device. The motion was made by Gary and seconded by Dave. All in favor. The Guidelines will be placed on the agenda for the September 11<sup>th</sup> BOS meeting.

Mr. Darchik was pleased that everyone listened to what he had to say. He feels that the Town of Milford is going in the right direction. Jason noted that between Rick, the Police Department and Lincoln; a proactive approach has been taken with issues in the town. Mr. Darchik then brought attention to a few more concerns he had. The speed limit on Emerson Road is different in opposite directions. This is the state portion which the state posted when they redid the intersection. The Police Department enforces it the way it is posted. Nashua Street WB by Shaw's shows Right Lane Ends, but does not have a Merge Sign. Rick will address. The center lane light on Nashua Street WB (at Shaw's) has been out for 2 months. Rick will have it replaced, all crews have been paving. Melendy Road at Ball Hill signage is wrong. This was addressed by the Traffic Safety Committee and the signs were placed due to safety concerns coming down Ball Hill Road. Rick gave Mr. Darchik his business card and asked that he not hesitate to contact his department with any questions or concerns that he may have.

### 3. Committee members' comments on items not on the agenda.

The Swing Bridge is back in the 10 year highway project. There is \$798,000 in state funding to rehabilitate the Swing Bridge, first draft. Will be formalized by the Council around November, then the Governor gets a crack at it, then the house gets a crack at it. Starts with David and ends with Gary so there is a good chance of it staying in there. Dave also informed everyone that the expansion joint repair for 101 bypass (crossing 101A) would be completed soon. There will be meetings on 9/11 of the Executive Council Budget including the Swing Bridge in Merrimack at 7:00PM at the Town Hall and also on 10/18 at the Peterborough Town Hall at 7:00PM.

1 Gary noted that there is still a recycle sign across from the old PD on Elm Street and a  
2 Deaf Child sign on Whitten Road. They both can be removed.

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4 A motion to adjourn at 5:37 PM by Gary, Tina seconded. All were in favor.