



GEORGETOWN TRAFFIC CALMING STUDY

CINDER WAY AND MULBERRY STREET



FEBRUARY 2024

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Introduction

The Georgetown Traffic Calming Study Report will document previously accomplished studies, assess present conditions, identify potential improvement options, and provide recommendations to address traffic and pedestrian safety concerns within The Village of Cinderberry. The study area, as shown in Figure 1, will focus on two key roadways through The Village of Cinderberry, 1) Mulberry St from Old Laurel Rd to Cinder Way and 2) Cinder Way from Mulberry St to Wagamon Ave.



Figure 1: Traffic Calming Study Area

After conducting field assessments and traffic counts, design concepts were developed to reduce vehicular speeds on the two road segments. Those concepts were presented at a public workshop and feedback was used to develop final recommendations for the Town to consider.

Purpose and Need

The purpose of this study is to develop options for traffic calming along Cinder Way from Wagamon Avenue to Mulberry Street and along Mulberry Street from Cinder Way to Old Laurel Road. The DelDOT Traffic Calming Design Manual defines traffic calming as “involving changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.”¹

This study will address safety concerns that have been raised by residents along these roadways. Traffic volumes, vehicular speeds, and wide-open roadways contribute to these safety concerns. Residents have expressed concerns that Cinder Way and Mulberry Street are being used as a cut-through to avoid the Georgetown Circle.

¹ Delaware Traffic Calming Design Manual, 2012 Edition, DelDOT - https://nacto.org/wp-content/uploads/2015/04/DE-Traffic-Calming-Manual_2012.pdf

The US Department of Transportation (USDOT) suggests that road diets are one common approach to traffic calming. Road diets can involve reducing the width of vehicular travel lanes and reallocating that space for other uses such as bicycle lanes, parking, or stormwater management facilities. According to the USDOT, “traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity.”² This study seeks to identify a range of potential recommendations that will address these concerns and propose design concepts for consideration.

Existing Roadway Conditions

The existing conditions of the key roads and intersections are detailed below along with observations noted during field visits conducted in July 2023. Roadway classification information was obtained from DeIDOT Gateway.

Cinder Way

Cinder Way is a two-direction roadway with no lane pavement markings. It is classified as a local road with a posted speed limit of 25 MPH. On-street parking is allowed on both sides of the roadway. The roadway is approximately 32 feet wide from edge of pavement to edge of pavement.

Key roadway intersections with Cinder Way are detailed below:

Bayberry Street – Bayberry St intersects with Cinder Way and the entrance to the community’s club house. Bayberry St and the entrance to the club house are stop-controlled. There are no painted stop bars at this intersection. Bayberry St is classified as a local road with a posted speed limit of 25 MPH. There is sidewalk present on the south side of Bayberry St which connects Cinder Way to intersection of Mulberry St and Bayberry St. There is also a sidewalk along the southeast corner of the intersection in front of the club house. There is a crosswalk that crosses Cinder Way on the south leg of the intersection.



Figure 2 Cinder Way and Bayberry Street

² Traffic Calming to Slow Vehicle Speeds, 2019, USDOT - <https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds>

Elderberry Street – This is a three-legged intersection where Elderberry St is stop-controlled. There is no painted stop bar at the stop sign on Elderberry St. Elderberry St is classified as a local road with a posted speed limit of 25 MPH. There is a sidewalk and a pedestrian connection on the southeast corner of the intersection. There are no crosswalks at this intersection.



Figure 3 Cinder Way and Elderberry Street

Boisenberry Lane – This is a three legged all-way stop controlled intersection. There are painted stop bars on all three legs of the intersection. Boisenberry Ln is classified as a local road with a posted speed limit of 25 MPH. There are no sidewalks or crosswalks at this intersection. During a field visit, it was noted that the existing stop sign was posted lower than MUTCD standard of seven feet from the bottom of the sign to the near edge of the travel way, and because of this lower height, visibility of the stop sign was lowered due to other signs and tree branches blocking the sign while traveling north on Cinder Way.



Figure 4 Cinder Way and Boisenberry Lane



Figure 5 Height of Stop Sign along Cinder Way at the intersection of Boisenberry Ln. Per MUTCD, the bottom of the Stop Sign must be at least seven feet above the near edge of the travel way, and the secondary sign may be one foot less in height.

Sweet Gum Court – This is a three-legged intersection where Sweet Gum Ct is stop-controlled. There is no painted stop bar at the stop sign on Sweet Gum Ct. Sweet Gum Ct is classified as a local road with a posted speed limit of 25 MPH. There are no sidewalks or crosswalks at this intersection.



Figure 6 Cinder Way and Sweet Gum Court

Wagamon Avenue – Cinder Way ends at Wagamon Avenue, and there is a stop sign for traffic turning right or left onto Wagamon Avenue. There is no stop bar painted at the stop sign on Cinder Way. Wagamon Ave is classified as a local road with a posted speed limit of 25 MPH. There are no sidewalks or crosswalks at this intersection.



Figure 7 Cinder Way and Wagamon Avenue

Mulberry Street

Mulberry St is a two-direction roadway with no lane pavement markings. It is classified as a local road with a posted speed limit of 25 MPH. On-street parking is allowed on both sides of the roadway. There are sidewalks along the north

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Cinder Way and Mulberry Street

side of Mulberry St from Old Laurel Rd to Cinder Way. The roadway is approximately 32 feet wide from edge of pavement to edge of pavement.



Figure 8 Mulberry St looking west from the intersection of Mulberry St and Cinder Way



Figure 9 Mulberry St looking east from intersection of Mulberry St and Bayberry St / Frankenberry St

Key roadway intersections with Mulberry Street are detailed below:

Bayberry Street / Frankenberry Street – This is an all-way stop controlled intersection. Bayberry St and Frankenberry St are classified as local roads with posted speed limits of 25 MPH. Bayberry St runs north of Mulberry St and Frankenberry St runs south of Mulberry St. There are no crosswalks at this intersection. During a field visit, it was noted that existing stop signs were posted lower than Manual on Uniform Traffic Control Devices (MUTCD) standard of seven feet from the bottom of the sign to the top of the curb.



Source: Bing Aerial Imagery, Microsoft 2023

Figure 10 Mulberry Street and Bayberry Street/Frankenberry Drive

Cinder Way – This is a three-legged intersection where Mulberry St is stop-controlled. Cinder Way is further detailed below. There is a sidewalk on the east side of the intersection along Cinder Way. There is an existing sidewalk along Mulberry St that terminates at the northwest corner of the intersection. There is a gap in the sidewalk system along Cinder Way between Bayberry St and Mulberry St., and a fire hydrant in the sidewalk at the corner of Mulberry St and Cinder Way. There are no crosswalks.



Source: Bing Aerial Imagery, Microsoft 2023

Figure 11 Mulberry Street and Cinder Way



Figure 12 Fire hydrant in sidewalk at NW corner of Cinder Way and Mulberry St

Traffic Volumes

Rossi hired Tri-State Traffic Data, Inc. to perform traffic counts on Cinder Way and Mulberry St within the study area. Tri-State performed these counts from November 7 through November 15, 2023. The week that counts were performed encompassed the Veterans Day Holiday. Government offices were closed on Friday, November 10 in observance of the holiday, and Indian River School District was closed to students on November 9 and 10. Sussex Academy of Arts and Sciences was closed on November 10. It should be noted that these closures may have affected travel patterns these days.

Cinder Way

Cinder Way also saw higher volumes Monday through Thursday than it did Friday through Sunday. Likewise, about 57 percent of the traffic was going eastbound, while 43 percent of the traffic was going westbound. The AM weekday peak was at 7:00 am and the PM peak was at 3:00 pm. During the days that traffic counts were performed, three bicycles were counted on Cinder Way.

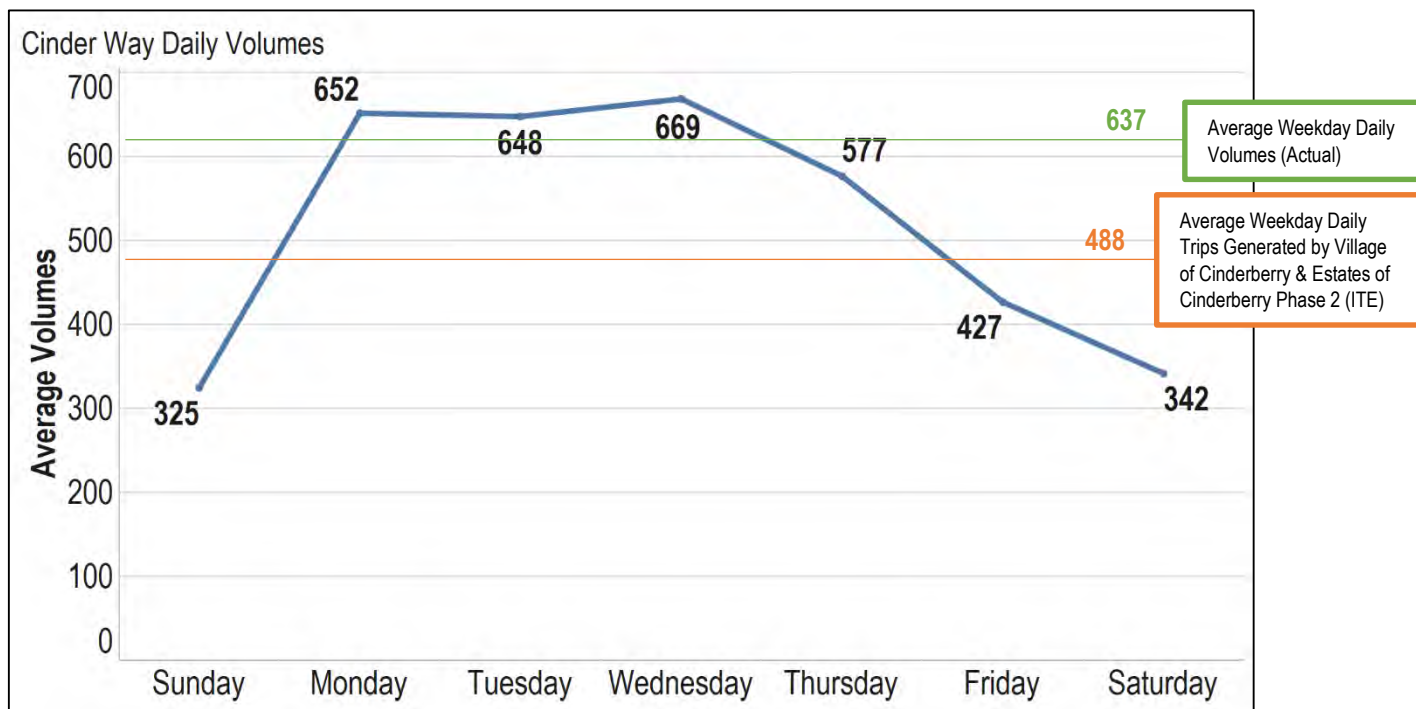


Figure 13: Cinder Way Daily Volumes

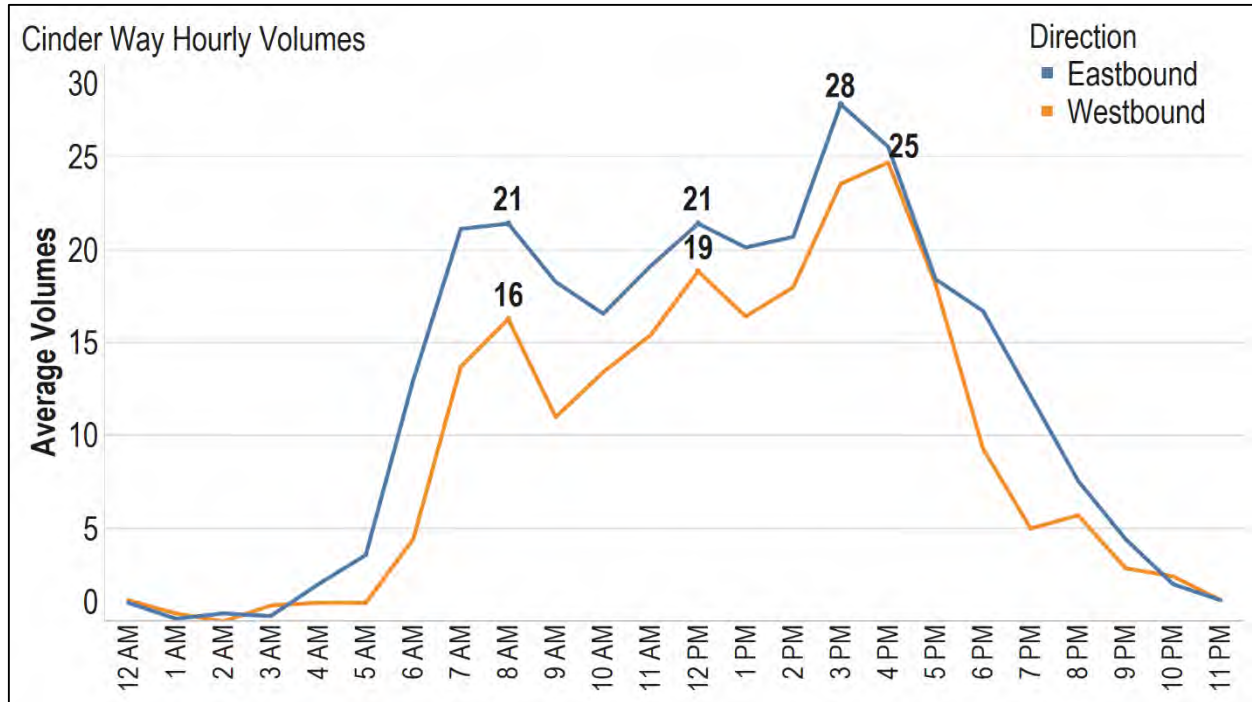
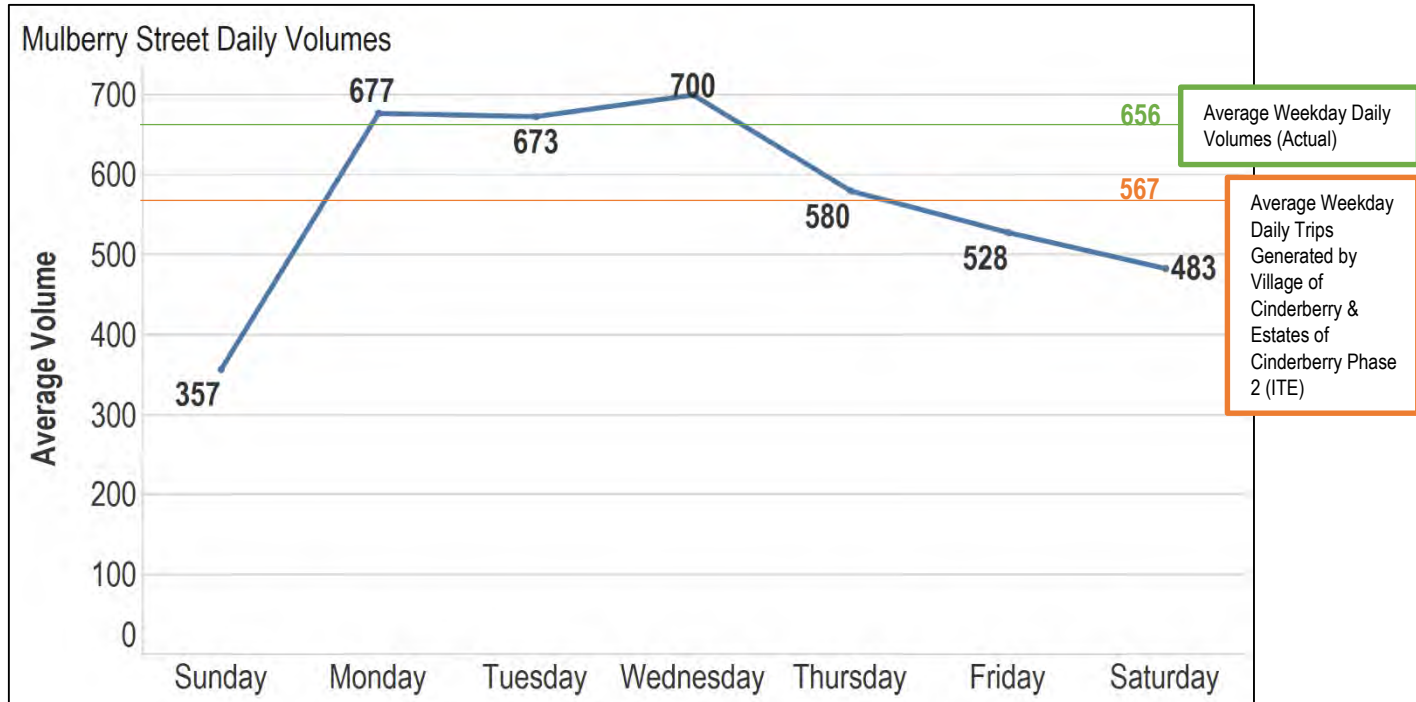


Figure 14: Cinder Way Hourly Volumes

Mulberry Street

Mulberry St displayed higher traffic volumes Monday through Thursday than Friday through Sunday. Sunday had the lowest traffic volume of the week at 357 total trips. The highest number of trips was on Wednesday, with 700 total trips. About 57 percent of the vehicles on Mulberry St were travelling southbound, and 43 percent were traveling northbound during the time that counts were performed. On weekdays, about 56 percent of vehicles were traveling southbound and 44 percent were traveling northbound. The southbound peak was at 3:00 p.m. with about 33 vehicles, with that volume sustained through the 4:00 hour. The AM peak for southbound traffic was between 7:00 am and 8:00 am with about 19 vehicles. The northbound peaks were at 8:00 am with 25 vehicles, and at 3:00 pm with about 22 vehicles. Pedestrian counts were not performed for the roadways. During the days that traffic counts were performed, ten bicycle trips were counted on Mulberry Street, four traveling northbound and six traveling southbound.

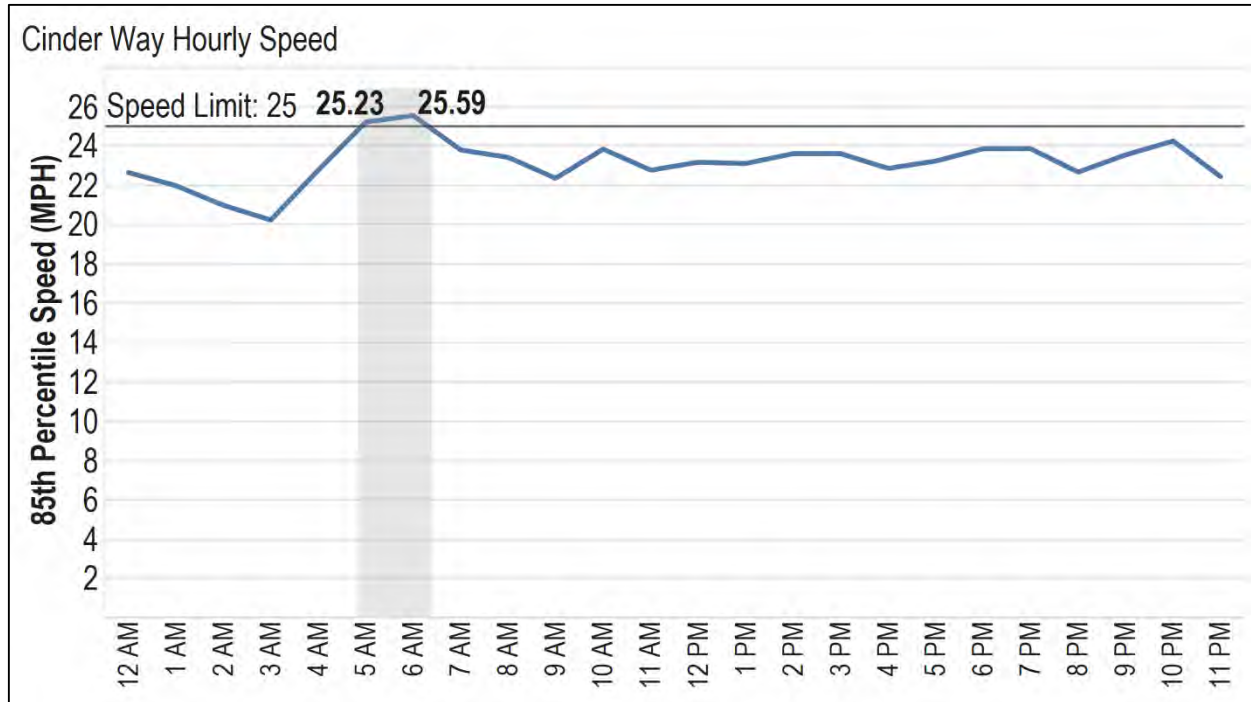


Speed Data

Speed data were also collected as part of the traffic counts. The data collected does not indicate excessive speeds within the study area. Cinder Way and Mulberry Street have posted speeds of 25 mph, and the mean speed collected for each road was less than the posted speed.

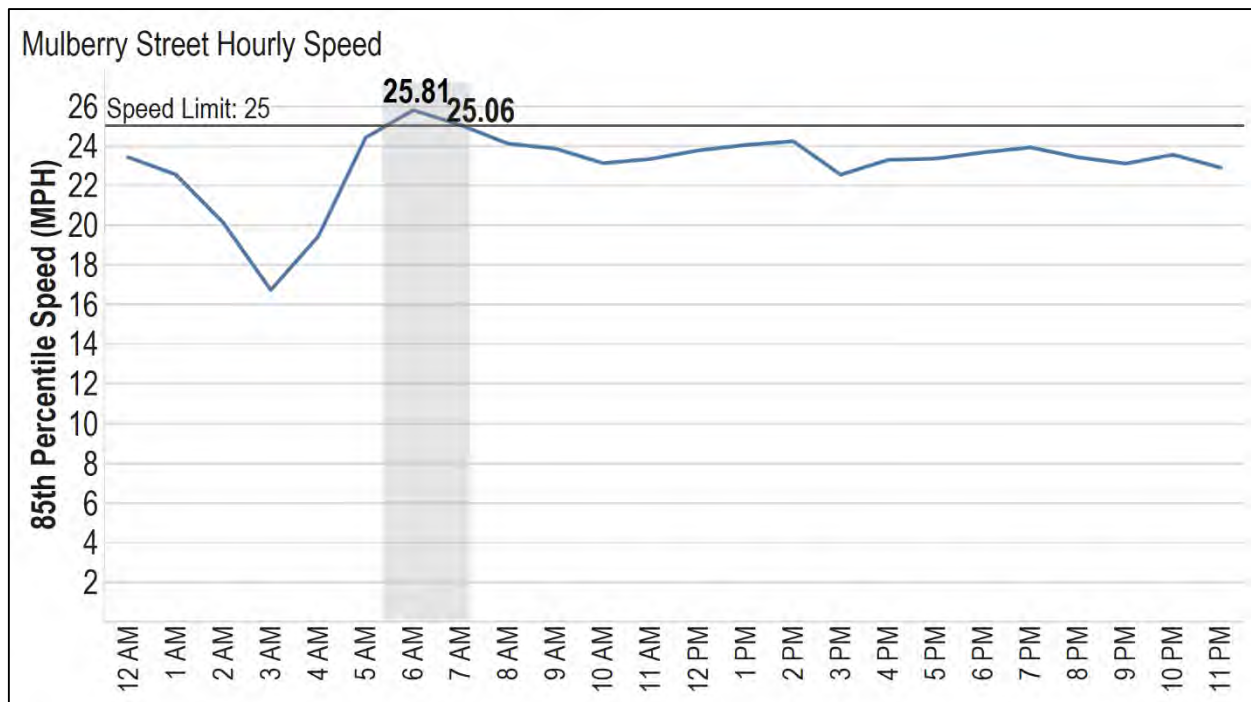
Cinder Way

On Cinder Way the 85th percentile speed for eastbound traffic was 24 mph. Ten percent of vehicles traveling eastbound exceeded the posted speed of 25 mph. The mean speed during the study was 19 mph. For vehicles traveling westbound, the 85th percentile speed was 23 mph, with 6.2 percent of vehicles exceeding the posted speed and a mean speed of 19 mph.



Mulberry Street

On Mulberry Street the 85th percentile speed for northbound traffic was 24 mph. Nine percent of vehicles traveling northbound exceeded the posted speed of 25 mph. The mean speed during the study was 20 mph. For vehicles traveling southbound, the 85th percentile speed was also 24 mph, with 8.9 percent of vehicles exceeding the posted speed and a mean speed of 20 mph.



Crash Data

Crash data for a three-year period from October 30, 2020 through October 30, 2023, was provided by DeIDOT for the two study roadways. The crash data is summarized below.

Cinder Way

No crashes were reported along Cinder Way from Mulberry St to Wagamon Ave during the three-year period.

Mulberry Street

During the three-year period, one (1) crash was reported along Mulberry St from Old Laurel Rd to Cinder Way. The crash occurred at the intersection of Mulberry St and Old Laurel Rd which is just outside of our study area. The single crash was classified as a personal injury crash, there were no fatalities.

The reported crash was an angle crash. The crash occurred on a weekday during daylight hours with clear and dry weather conditions. The primary contributing factor of this crash was failure to yield right of way.

Concepts

Concepts were developed for each roadway along with cost estimates in consultation with the Town. Under Town guidance, at least one option was designed to include vertical traffic calming options, other options provided visual cues to guide drivers. Rossi developed cost estimates based on DeIDOT methodology for the concepts developed. These cost estimates are high-level conservative estimates based on the conceptual drawings for the purpose of comparing concepts. Actual costs may vary based upon final construction drawings, timing of advertising the work, and whether work is completed using in-house crews or contractors and whether prevailing wage rates apply.

Cinder Way

Concept 1 includes the use of chicanes to reduce travel lanes down to a minimum of 10 feet and create a curve in the travel lane. The chicanes would be concrete and include chevron signs to indicate direction of travel. This concept includes painted center line and edge line markings.

The estimated cost of Concept 1 is \$155,000.

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Cinder Way and Mulberry Street



Figure 15: Cinder Way Concept 1

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Cinder Way and Mulberry Street

Concept 2 includes the use of chicanes to reduce travel lanes down to a minimum of 10 feet and create a curve in the travel lane. The chicanes would be concrete and include chevron signs to indicate direction of travel. This concept includes painted center line and edge line markings. A new stop bar is proposed at the intersection of Cinder Way and Wagamon Ave. It is also proposed to refresh any existing stop bars and crosswalks within the limits of the concept.

The estimated cost of Concept 2 is \$155,000.



Figure 16: Cinder Way Concept 2

Georgetown Traffic Calming Study
Cinder Way and Mulberry Street

Concept 3 includes the use of a splitter/channelizing island in the middle of the travel way to separate travel lanes and reduce travel lanes to a minimum of 10 feet wide. This concept also includes painted center line markings.

The estimated cost of Concept 3 is \$75,000.



Figure 17: Cinder Way Concept 3

Georgetown Traffic Calming Study
Cinder Way and Mulberry Street

Concept 4 maintains the existing pavement width and provides two 10-foot-wide travel lanes and a shoulder by use of painted center line and edge line markings. A new stop bar is proposed at the intersection of Cinder Way and Wagamon Ave. It also proposes to refresh any existing stop bars and crosswalks within the limits of the concept.

The estimated cost of Concept 4 is \$50,000.



Figure 18: Cinder Way Concept 4

Mulberry Street

Concept 1 reduces the pavement width of Mulberry St from 32 feet to 30 feet by introducing a 5-foot-wide sidewalk along the south side of Mulberry St. The proposed sidewalk along Mulberry St pushes the existing curb line out by 2 feet. In addition to the sidewalk, new pedestrian curb ramps are proposed on the northwest and southwest corner of the intersection of Mulberry St and Cinder Way, as well as on the northwest, northeast, and southeast corners of the intersection of Mulberry St and Frankenberry Dr. New crosswalks are proposed along Mulberry St on the westbound and northbound legs of the intersection of Mulberry St and Frankenberry Dr and on the eastbound leg of the intersection of Mulberry St and Cinder Way. It is also proposed to refresh any existing stop bars and crosswalks within the limits of the concept. In addition, a 5-foot-wide sidewalk is proposed to connect the existing sidewalk along Cinder Way from Mulberry St to Bayberry St. This sidewalk will also bump out 2 feet at the corner of Mulberry St and Cinder Way.

The estimated cost is \$500,000.



Figure 19: Mulberry St Concept 1

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Cinder Way and Mulberry Street

Concept 2 maintains the existing pavement width and includes a painted center line down Mulberry St. It is also proposed to refresh any existing stop bars and crosswalks within the limits of the concept. In addition, a 5-foot-wide sidewalk is proposed to connect the existing sidewalk along Cinder Way from Mulberry St to Bayberry St. This sidewalk will also bump out 2 feet at the corner of Mulberry St and Cinder Way.

The estimated cost is \$190,000.



Figure 20: Mulberry St Concept 2

Concept 3 maintains the existing pavement width and includes a painted center line down Mulberry St. It is also proposed to refresh any existing stop bars and crosswalks within the limits of the concept.

The estimated cost is \$95,000.



Figure 21: Mulberry Street Concept 3

Recommendations

Public Outreach

On January 24, 2024, the Town held a public meeting in the Village of Cinderberry community clubhouse to allow residents to review the concepts and provide feedback. Notice of the meeting was shared with the two homeowners' associations involved, who then distributed it to their membership.

Seventy-four individuals attended the workshop. Attendees had the opportunity to engage with Rossi Group staff and the Town Manager and review poster boards detailing the data collected as well as the proposed concepts.

Participant feedback was collected in two ways. Attendees were invited to attach stickers to the posterboard to indicate their most preferred (green sticker) and least preferred (red sticker) concepts. Participants were also invited to fill out comment cards and ask questions. Sixty-four individuals completed comment cards at the workshop. Additional public comments were accepted through February 1, 2024 and three individuals contributed

Based on public response, the most favorable options included lane striping and the addition of speed feedback signs.

- Cinder Way concept 4 (lane striping) received a favorable response, as did the added option for Cinder Way (speed feedback signs), and Mulberry Street concept 3, featuring the addition of a center line.

Georgetown Traffic Calming Study Cinder Way and Mulberry Street

- The least favorable options included Cinder Way concepts 1 & 2, the addition of chicanes, and Mulberry Street concept 1, narrowing the road and adding a sidewalk.
- Six comments indicated an interest in speed tables, three mentioned lower speed limits, and two suggested the use of speed cameras and stop sign cameras.

Participant feedback data and additional information about the feedback collection process is detailed in Appendix B.

Other Considerations

Technology and Policy Recommendations

Speed Feedback Signs can be added to any of the concepts mentioned. The signs include a speed-measuring device and a message sign that displays feedback to drivers. It can display the driver's actual speed, a message such as SLOW DOWN, or activate a warning device. Each Speed Feedback Sign costs approximately \$3,000 in 2024. If speed feedback signs are added, the Town will have the ability to generate reports from the signs to include vehicle volume and speeds. Access to this data would be subject to an annual subscription.

House Substitute 1 for House Bill 94 was signed by the Governor on June 30, 2023. This act allows for the use of electronic speed monitoring systems, or speed cameras, in municipalities under certain circumstances. Speed cameras will only be approved for use in a residential district if several conditions are met. The first condition requires that a Delaware Department of Transportation (DeIDOT) approved speed study be conducted. The use of speed cameras in a residential district will only be approved if the speed study finds that the 85th percentile speed on the road is 5 miles per hour greater than the posted speed limit. As part of the traffic counts collected in November 2023, Tristate Traffic Data, Inc. collected speed data on Cinder Way and Mulberry Street. Based on the data collected, the 85th percentile speed was no more than 1 mile per hour greater than the posted speed limit of 25 miles per hour. Therefore, Cinder Way and Mulberry Street do not meet the conditions necessary to have speed cameras installed.

Speed Tables and Speed Humps

Speed tables and speed humps are vertical traffic calming measures intended to cause drivers discomfort if they exceed the speed limit. Speed humps are elongated mounds installed across the travel lanes. According to DeIDOT's Traffic Calming Manual, their installation is limited to local roads and subdivision streets with a 25 MPH maximum speed. Speed tables are similar to speed humps; however, contain a wide level surface at their peak. In accordance with DeIDOT's Traffic Calming Manual, they may be installed in roadways with a speed limit up to 35 MPH. Both mechanisms have been shown to decrease 85th percentile speeds by 7 to 8 MPH³. The resulting speed reduction is universal, therefore emergency vehicles would be subject to the same traffic calming measures. ITE reports that there is an approximate delay of 3 to 5 seconds for fire trucks and up to 10 seconds for an ambulance with a patient in it. Coordination with local police, fire, or emergency response departments and local schools would be necessary before constructing new speed tables or humps.

³ DeIDOT Traffic Calming Manual - <https://regulations.delaware.gov/register/august2012/proposed/DETCM.pdf>

Area Wide Speed Limit

City-wide speed limit reductions have been shown as an effective traffic calming measure. Cities such as Boston, MA⁴, Seattle, WA⁵ and Portland, OR⁶, have implemented speed limit reductions, all of which resulted in a decline in excessive vehicular speeding. The study conducted in Portland, OR, resulted in a wide range of speed changes after reducing the speed limit from 25 MPH to 20 MPH. Of the 58 locations evaluated, one experienced a 29.5% reduction in speed while another exhibited a 4.4% increase in speed. While there was an overall reduction in vehicular speed following implementation, the study shows there are other factors influencing speed. In these locations area-wide speed limits were reduced as a matter of policy. These studies do not evaluate the effectiveness of lowering speed limits in small areas, such as this project study area.

Traffic Calming Policy

Adopting a townwide traffic calming policy would help the town identify necessary steps to take when processing requests or addressing constituent concerns related to speeding and traffic. The policy would guide town staff and Council with a consistent process that responds to constituent concerns.

Preferred Alternatives

Based on the feedback provided, Rossi Group recommends that the Town of Georgetown move forward to consider implementing Concept 4 (lane striping) along Cinder Way with speed feedback signs and Concept 3 (lane striping) along Mulberry Street, with the addition of crosswalks at all four legs of the intersection with Frankenberry Drive and Bayberry Street. As a neighborhood traffic calming measure, striping is positioned to reduce travel lane widths, making drivers feel more restricted and thereby prompting them to lower their speeds. Striping is a low-cost alternative to vertical and/or horizontal traffic calming features that can be implemented quickly and without impact on emergency service vehicles or snowplows.

Rossi Group has provided full concept drawings for the preferred alternatives in Appendix A.

⁴ [Lowering the speed limit from 30 mph to 25 mph in Boston: effects on vehicle speeds](https://pubmed.ncbi.nlm.nih.gov/30636698/) - <https://pubmed.ncbi.nlm.nih.gov/30636698/>

⁵ [SDOT: Speed Limit Case Studies](https://www.seattle.gov/Documents/Departments/SDOT/VisionZero/SpeedLimit_CaseStudies_Report.pdf) - https://www.seattle.gov/Documents/Departments/SDOT/VisionZero/SpeedLimit_CaseStudies_Report.pdf

⁶ [Effect of Residential Street Speed Limit Reduction on Driving Speeds in Portland, Oregon](https://findingspress.org/) - [Effect of Residential Street Speed Limit Reduction on Driving Speeds in Portland, Oregon | Published in Findings \(findingspress.org\)](https://findingspress.org/)



R4-7



BAYBERRY ST

ELDERBERRY ST

CINDER WAY







BOISEMBERRY ST

SWEET GUM CT

CINDER WAY

WAGAMON AVE

LEGEND

-  CENTER LINE (PROPOSED)
-  WHITE PAVEMENT MARKINGS (PROPOSED)
-  SIDEWALK (EXISTING)
-  CURB (EXISTING)
-  STOP SIGN (EXISTING)
-  EDGE OF ROADWAY

GEORGETOWN TRAFFIC SIGNALS
 CINDER WAY - PREFERRED
 BY HOWELL MCGRAW HILL



Rossi

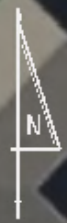


BAYBERRY ST










MULBERRY ST

FRANKENBERRY DR

CINDER WAY



LEGEND

-  PEDESTRIAN RAMP (PROPOSED)
-  CURB (PROPOSED)
-  WHITE PAVEMENT MARKINGS (PROPOSED)
-  CENTER LINE (PROPOSED)
-  SIDEWALK (EXISTING)
-  CURB (EXISTING)
-  PEDESTRIAN RAMP (EXISTING)
-  STOP SIGN (EXISTING)
-  EDGE OF ROADWAY





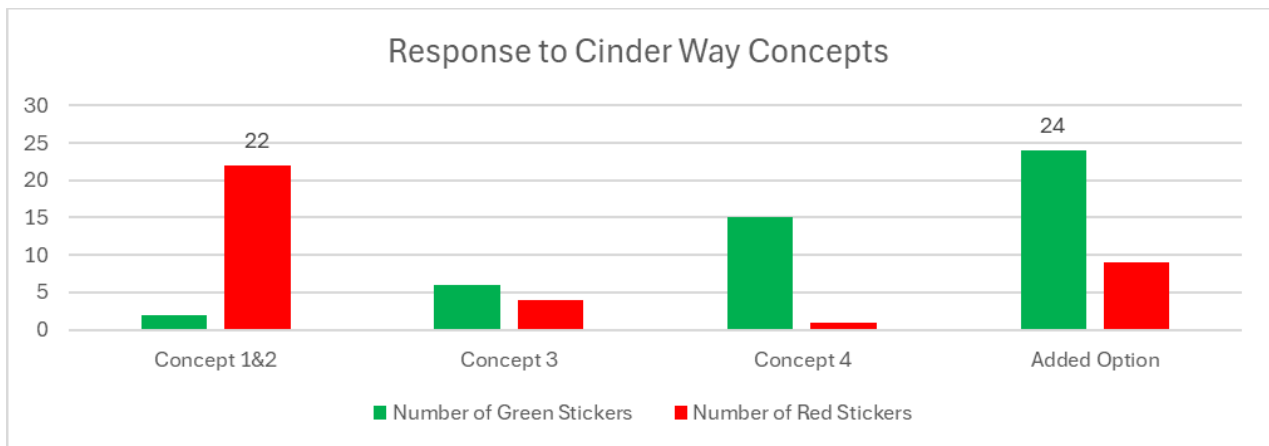
Appendix B- Public Feedback

Seventy-four individuals attended the workshop. Fifty-four signed in as residents of the Village of Cinderberry, fourteen as residents of Cinderberry Estates, and six were unknown or other.

Attendees were invited to attach green stickers to the posterboard to indicate their most preferred concepts, and red stickers to indicate their least preferred concepts. Staff then counted the colored stickers. The most favorable options were the added option for Cinder Way, speed feedback signs, and Mulberry Street concept 3, the center line. The least favorable options included Cinder Way concepts 1 & 2, the addition of chicanes, and Mulberry Street concept 1, narrowing the road and adding a sidewalk.

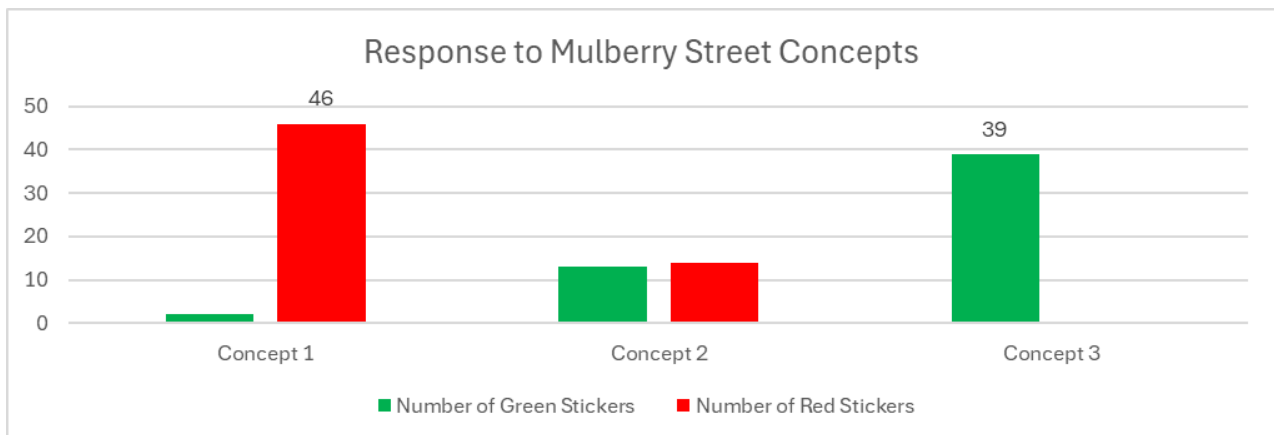
Response to Cinder Way Concepts:

	Concept 1&2	Concept 3	Concept 4	Added Option
Number of Green Stickers	2	6	15	24
Number of Red Stickers	22	4	1	9



Response to Mulberry Street Concepts:

	Concept 1	Concept 2	Concept 3
Number of Green Stickers	2	13	39
Number of Red Stickers	46	14	0



Traffic Calming Concepts Cinder Way

Place one green dot next to an option IF you are strongly in favor of it.
Place one red dot next to an option IF you are strongly opposed to it.

Concept 1

- Checkered concrete curb (round bump outs) are laid to reduce speeds.
- Includes a yellow painted center line and lane line markings.
- Travel lane minimum width of 33 feet.
- New stop bar at Cinder Way and Waggoner Ave.
- All existing pavement markings will be re-painted.

Concept 2

- Includes a yellow painted center line and lane line markings.
- Travel lane minimum width of 33 feet.
- New stop bar at Cinder Way and Waggoner Ave.
- All existing pavement markings will be re-painted.

Concepts 1 & 2

- Includes a yellow painted center line and lane line markings.
- Travel lane minimum width of 33 feet.
- New stop bar at Cinder Way and Waggoner Ave.
- All existing pavement markings will be re-painted.

Cost Estimate
Concept 1 - \$155,000*
Concept 2 - \$155,000*

Concept 3

- Includes a split/commingling zone that separates travel lanes.
- Split/commingling islands are concrete curb islands in the middle of the travel way.
- Travel lane minimum width of 30 feet.
- Includes painted-center line markings.

Cost Estimate
\$75,000*

Concept 4

- Includes yellow painted centerline and lane line markings.
- Travel lane minimum width of 30 feet.
- New stop bar at Cinder Way and Waggoner Ave.
- All existing pavement markings will be re-painted.

Cost Estimate
\$50,000*

Added Option

- Install 1 or 2 speed feedback signs on Cinder Way (westbound and/or southbound) (see Speed Sign Court).
- Be added option to the concepts.
- The signs include a speed measuring device and a message that allows feedback to drivers.
- Can display the driver's actual speed, a message such as SLOW DOWN, or activate a warning device.

Cost Estimate
\$3,000*

*Cost estimates are high-level planning estimates and do not include ROW or utilities.

Traffic Calming Concepts Mulberry Street

Place one green dot next to an option IF you are strongly in favor of it.
Place one red dot next to an option IF you are strongly opposed to it.

Concept 1

- Maintain existing pavement width of 30 feet.
- Add 5-foot wide sidewalk.
- Add pedestrian connections and crosswalks.
- All stop bars and crosswalks are re-painted.
- Add 5-foot wide sidewalk along Cinder Way from Mulberry St to Babberly St.

Cost Estimate
\$500,000*

Concept 2

- Maintain existing pavement width of 32 feet.
- Add center line.
- All stop bars and crosswalks are re-painted.
- Add 5-foot wide sidewalk along Cinder Way from Mulberry St to Babberly St.

Cost Estimate
\$190,000*

Concept 3

- Maintain existing pavement width of 32 feet.
- Add center line.
- All stop bars and crosswalks are re-painted.
- Add pedestrian connections at Mulberry St.

Cost Estimate
\$95,000*

*Cost estimates are high-level planning estimates and do not include ROW or utilities.

Participants were also invited to fill out comment cards and 64 individuals chose to do so. Public comments were accepted through February 1, 2024 and three individuals provided additional feedback. Fifty-four respondents are residents of the Village of Cinderberry and 14 are residents of Cinderberry Estates. One respondent was not a resident of either community. Not all respondents chose to answer every question.

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Cinder Way and Mulberry Street

Please describe your role relating to the project:

- Resident of Village of Cinderberry
- Resident of Cinderberry Estates
- Other (please describe): _____

Please rate your level of concern regarding the following (one indicating the least concern and five indicating the most concern) for **Cinder Way**:

Speeding 1 2 3 4 5

Traffic Volume 1 2 3 4 5

Other Concerns: _____

Please rate your level of concern regarding the following (one indicating the least concern and five indicating the most concern) for **Mulberry Street**:

Speeding 1 2 3 4 5

Traffic Volume 1 2 3 4 5

Other Concerns: _____

Town of Georgetown Traffic Calming Study
Cinder Way and Mulberry Street

Please rank the concepts presented for **Cinder Way** in order of preference, with one being the most preferred:

- ____ Concept 1 (chicane west of Boisenberry Ln) ____ Concept 2 (chicane east of Sweet Gum Ct)
- ____ Concept 3 (splitter island) ____ Concept 4 (lane striping)
- ____ Added Option (speed feedback sign)

Please rank the concepts presented for **Mulberry St** in order of preference, with one being the most preferred:

- ____ Concept 1 (sidewalk on west side of road)
- ____ Concept 2 (center line on Mulberry St/sidewalk on Cinder Way)
- ____ Concept 3 (center line only)

Please share any additional comments: _____

Thank you!



Respondents were asked to rate their level of concern regarding both speeding and traffic volume on Cinder Way and Mulberry Street, with one indicating the least concern and five indicating the most concern. The average level of concern regarding speeding was 4 out of 5, while the average level of concern regarding traffic volume was 3 out of 5 for both Cinder Way and Mulberry Street.

Ratings for Cinder Way:

Rating	# of responses	
	Speeding	Traffic Volume
1	7	9
2	6	5
3	8	13
4	8	10
5	34	19

Ratings Mulberry Street:

Rating	# of responses	
	Speeding	Traffic Volume
1	10	9
2	6	6
3	6	10
4	10	11
5	33	19

Respondents were asked to rank the concepts presented in order of preference, with one being the most preferred. The most favorable options for Cinder Way were concept 4 (lane striping) and the added option of speed feedback signs, which 31 people ranked as a top 2 choice. For Mulberry Street, the most favorable option was concept 3, the addition of a center line, which 38 people ranked as their top choice.

Preference Ranking for Cinder Way:

Ranking	Concept 1 (chicane west of Boisenberry Ln)	Concept 2 (chicane east of Sweet Gum Ct)	Concept 3 (splitter island)	Concept 4 (lane striping)	Added Option (speed feedback sign)
1	4	4	8	19	25
2	4	2	7	12	6
3	3	7	7	2	1
4	8	6	4	2	3
5	4	4	2	3	7

Preference Ranking for Mulberry Street:

Ranking	Concept 1 (sidewalk on west side of road)	Concept 2 (center line on Mulberry St/sidewalk on Cinder Way)	Concept 3 (center line only)
1	6	12	38
2	5	15	7
3	16	2	6

Other Concerns for Cinder Way:

- 25 miles an hour is too fast!
- A protected area (eg. sidewalk) for walkers
- Car loitering on side streets
- Crossing safely and condition of sidewalk
- Lower speed limit
- No big trucks
- No sidewalks
- Non-compliance with stop signs
- People ignore stop signs

- Running stop signs
- Running the stop sign at Wagamon and Garden Street intersection
- Speeding and stop signs.
- Stop Signs are ignored too often, slowing down is not stopping!
- Through traffic speeding, not local.
- People walking dogs at night without a light, wearing dark clothing not facing traffic. Need another speed bump on the west end of Cinder Way. Running the stop sign.
- Needs white center line

Other Concerns for Mulberry Street:

- Crossing from one side of Mulberry to Club House - condition of sidewalks
- Failing to stop at stop signs

- Lower speed limit
- No big or construction trucks

- No sidewalks
- Not stopping or gliding through stop signs
- People ignore stop signs
- Running stop signs
- Stop signs are ignored at all 3 signs, slowing down is not stopping!
- Needs Speed Bumps
- Motorists running the stop sign. Walking/running not facing traffic.

Additional Comments:

- 1. Speed bumps on Wagamon are very effective, even during busiest hours. 2. Consider stop signs on westbound Cinder Way at Mulberry
- Add crosswalk at south end of Mulberry to Community Center. More Police coverage during peak hours + late evenings. Speed bumps are needed! Middle of Mulberry and in front of the Cinderberry Community Center on Cinderway
- Add speed bumps and crosswalk stop signs
- Cut through from Front St through to Mulberry, Like to see something on that end as well- Front - Wagamon - Cinder Way - Mulberry
- Do not reduce width of our streets.
- Do not reduce width of our streets.
- Don't really see the need for traffic calming. Folks doing speed limit.
- Don't reduce the width of our streets.
- Find a way to reduce traffic and stop people from running stop signs

- Get police presence, hand out tickets for speeding and not stopping at stop signs.
- I think more police presence and giving tickets to speeder.
- I travel 15-20mph through Villages of Cinderberry and feel that I'm flying. 25mph is too fast
- Lower speed limit, more police presence, and speed limit signage in addition to concepts presented needed. Thank you for the posters and interactive community opportunities. Lines for walkers and bikers.
- Most concerned about speeding!
- Mulberry Street Concept 1 four-way crosswalk without sidewalk - would be good just for safety - cars don't yield to pedestrians
- Must include Bayberry
- Need a camera
- Need sidewalks on Cinder Way! I feel all of these alone should be done but am not hopeful any would work.
- No large truck. How can speeding be reduced?
- None of the concepts presented are going to make any difference. Maybe a feedback session before you started would have been good. Not sure what you used to assess speed through these roads because your stats are way off.
- None of this addressed our main and in our opinion is speed and volume least
- Not convinced these problems are worth changes suggested.
- Pedestrian Right of Way. Sign in crosswalk of Cinder Way @ Bayberry
- Prefer no wider sidewalk taking away land that is green
- Reduce speed, more police presence, no big trucks
- Sidewalks are necessary
- Speed bumps at all stop signs
- Speed feedback signs will not have any impact.
- Speeding on Cinder Way and Mulberry. More speed bumps to slow traffic.
- Thank you for doing this.
- Thank you for your time and efforts studying the area.
- The only thing that will work is a stop sign with a camera. The tickets will pay for this. Stop the big trucks from coming through. We need more police presence.
- There are too many people walking Cinder Way and Mulberry to Rt 113
- Ways to enforce stop signs?
- Need Speed Bumps
- Our HOAs can do a better job educating residents about pedestrian safety laws (although that doesn't change/impact those who walk, run & bike through from outside the community).
- Other than painting lines on streets which I would do forthwith, wait until bypass south of town is operational as this may solve Cinderberry traffic problems.