

Concerns of Milford Community Fire Department as they Relate to Roadway Ordinances and Conditions in the City of Milford.

WIDTH OF STREETS WHICH HAVE ON STREET PARKING

- * Apparatus have maximum traveling width of 9' 4" including mirrors.
- * Apparatus must be able to maneuver through parked vehicles and allow room to pass stopped vehicles traveling in the same and opposite directions.
- * Breaks in parked cars and/or driveways are the only option for vehicles yielding to apparatus throughout much of the City.
- * Vehicles that exceed the width of standard passenger cars and trucks such as vehicles with dual rear wheels, extended mirrors, and trailers greatly reduce the available traveling lane width.
- * Operational width of apparatus for personnel to open doors is 14'.
 - * Personnel must have room to open doors to exit vehicle, access equipment, and operate apparatus.
- * Operational width of aerial apparatus is 18' 4".
 - * Aerial apparatus require outriggers to be deployed to operate.
- * Measured width of Mound Avenue in between two cars is 16'.

Recommendations

- * Eliminate parking on the East side of Mound Avenue (Fire Hydrant Side).
- * Eliminate all parking on Oak Street and Hickory Street.

Many locations do not allow for fire apparatus to turn in/on to streets due to parking, or require timely delays due to using alternate routes or multi-point turns.

- * Minimum apparatus inner curb clearance is R24' 8".
- * Maximum apparatus outer vehicle clearance is R42' 2".
- * Removing one or two parking spaces in many locations near intersections will allow apparatus to turn in one continuous motion allowing the quickest possible response time.
- * Re-evaluating current no parking zones and enforcing the distance from intersections to parked vehicles will also allow apparatus to turn in one single motion. This is especially true at intersections with traffic control devices where vehicles may be stopped and/or queued with limited space to safely yield to approaching emergency vehicles.

Recommendations

- * Revise Ordinance to state no parking within 30' of the stop bars at intersections in both directions.
- * Eliminate parking spaces that do not allow 30' clearance.
- * Eliminate parking spaces that are directly across from intersections.
- * Paint/Repaint yellow on curbs to reinforce no parking zones.
- * Revise Ordinance to state 10' for Fire Hydrants and Fire Department Connections.

Passable widths of alleys

- * Many alleys overgrown and/or obstructed.
- * Obstructions inhibit the ability to travel, position, and operate apparatus.
- * Obstructions cause damage to apparatus.
- * Recommend minimum cleared width of 10' and height of 12'.

Other Conditions of Concern

Trees and Basketball Hoops obstructing streets

- * Many locations of trees hanging low over streets.
- * Many locations with basketball hoops protruding in to lane of travel and parking.
- * Low hanging trees and basketball hoops limit the ability to travel, position, and operate apparatus.
- * Low hanging trees and basketball hoops cause damage to apparatus.

Recommendations

- * Establish a minimum clearance of 13' for clearance of trees.
- * Prohibit basketball hoops from protruding past the edge of the curb or street.

<u>Location</u>	<u>Problem</u>
Mound Avenue	Parking on both sides of street limit street to one direction of travel Emergency apparatus frequently encounter difficulty in passing vehicles Tree growth over roadway is causing damage to apparatus
Oak Street	Parking at any location on Oak Street limits emergency apparatus from being able to pass through Parking near intersections of streets and alleys prohibit apparatus from turning on to Oak Street
Garfield Avenue	Parking spots on Garfield Avenue at Main Street North-East of 25 Main Street limits apparatus turning on to Garfield Avenue
Elm Street	Parking on Elm Street from Water Street to approximately 206 Elm Street limits/prohibits apparatus turning in to the alley behind the 200 Block of Main Street. Future plans for parking area at Water Street and Elm Street would limit this even more
Locust Street	Parking spots on Locust Street West of Main Street near the intersection in both directions prohibit apparatus from turning on to Locust Street
Beech Street	The first parking spots in both directions from the intersections of Beech Street and High Street and Beech Street and Maple Street limit/prohibit turning of apparatus on to Beech Street
Maple Street	The first parking spots in both directions from the intersections of Maple Street and Lila Avenue and Maple Street and Main Street limit/prohibit turning of apparatus on to Maple Street Parking spot directly across from Beech Street on Maple Street and the parking spot to the North that spot limit apparatus from turning from Beech Street to Maple Street and from Maple Street to Beech Street. These spots also interfere with the Fire Department Connection for Milford First United Methodist
Chateau Place	Parking on main road limits/prohibits emergency apparatus from accessing buildings and parking areas
Elizabeth Street	Parking at near Lila Avenue intersection prohibits emergency apparatus from turning on to Elizabeth Street from Lila Avenue
Forest Avenue	Parking on Forest Avenue near intersections limits emergency apparatus from being able to pass vehicles and make turns in one continuous motion
Mohawk Trail	Parking near intersection of Mohawk Trail and Osage Trail limits apparatus from passing vehicles
Susan Circle	Parking near intersection of Susan Circle and Robbie Ridge and Susan Circle and the rear entrance to Falcon Crest Apartments limits/prohibits turning of emergency apparatus
Kenny Court	Parking on Kenny Court between Robbie Ridge and the drive to 11 Robbie Ridge prohibits apparatus from turning on to Kenny Court from Robbie Ridge
Apple Lane	Parking and basketball poles in the "S" turn limits/prohibits apparatus from passing vehicles and turning