



**Milton US 7 Corridor Study
Advisory Committee Meeting #3 Notes**

DATE: Monday, December 8, 2014
TIME: 9:00 AM – 11:00 AM
PLACE: Milton Municipal Building Community Room

Members/Alternates Present:

Amy Bell, VTrans
Ed DeMott, Dept. of Health, Burlington
Lori Donna, Milton Planning Comm./ED Comm.
Kym Duchesneau, Milton Recreation Coord.
Amy Malinowski, Dept. of Health, Burlington
Brian Palaia, Milton Town Manager (10AM)
Katherine Sonnick, Milton Planning Director
Mary Jane Stintson, Milton Elementary
Brett Van Noordt, Milton Police Chief

Others Present:

Katelin Brewer-Colie, Local Motion (via phone)
Ann Janda, Town of Milton
Edward Robinson, Landowner

Staff/Consultants Present:

Joe Barr, Parsons Brinckerhoff
Jason Charest, CCRPC
Lee Krohn, CCRPC
Diane Meyerhoff, Third Sector Assoc.
Andrew Smith, Parsons Brinckerhoff

1) Welcome & Introductions: Jason Charest of the CCRPC welcomed the group and introductions were made.

2) Changes to the Agenda: There were none.

3) Updates: Activity to Date (The presentation is available at:
<http://www.ccrpcvt.org/transportation/corridors/milton-us-7-corridor-study/advisory-committee/>)

Joe Barr of Parsons Brinckerhoff reminded the group that Advisory Committee meetings were held in June and September; the first public meeting was held on October 6th. The consultant team has completed the 2035 future conditions and begun a series of draft strategies.

Ed DeMott of the Department of Health provided an overview of the Milton Community Dinner on November 17th. This event was an opportunity for community members to learn about the corridor study and provide input. At least 80 people stopped at the table; staff who participated felt that it was a great opportunity for wider input than stand-alone public meetings. A summary of comments will be provided to the committee. The next dinner, on January 12th, will provide an opportunity to discuss draft strategies with participants.

Amy Malinowski of the Department of Health discussed the Walk/Bike Audit done on November 21st. Volunteers collected data walk/bike data for the corridor (raw data will be sent to committee members):

Walk/Bike Audit Summary Results

Segment	Score (5 low to 30 high)	Comments
1-Forbes Road to Milton Diner	9: Disaster for walking	High speeds, no sidewalks, limited shoulder
2- Milton Diner to Bombardier	9: Disaster for walking	High speeds, no sidewalks, limited shoulder
3 – Bombardier to Barnum	20: OK but needs work	Sidewalk gaps
4 – Barnum to Main Street	17: OK but needs work	High speeds, sight distance at curve

Brett Van Noordt of the Milton Police noted that in the winter spray from the dam creates ice on the bridge and vehicles have a hard time slowing down; this is a safety issue for all modes of transportation. Lori Donna of the Planning Commission suggested a crosswalk at the park. The results of the audit are consistent with what Joe and his team have seen on the corridor; Amy will send pictures of particularly difficult areas to Andrew. The next step for the health assessment is a January focus group to discuss the draft scenarios.

4) Future Condition Assessment

Joe reviewed a series of issues that have come to light so far: concerns about bicycle/pedestrian connectivity with mobile home parks along the corridor and west of I-89, the US 7 Improvements Committee has articulated an aesthetic vision for the corridor, school being in session has a notable impact on all modes, and existing conditions do not meet warrants for additional traffic signals.

Future traffic volume growth shows the following:

- Largest 2015-2035 **percent increase** in traffic volume occurs in the northern part of the corridor with a 38 percent increase in overall daily traffic between Milton Square East and Main Street.
- Largest 2015-2035 **absolute increase** in traffic volume occurs in the southern part of the corridor between Forbes and W. Milton Roads (approx. 4,000 additional vehicles per day).
- Smallest percent and absolute increase in volume occurring between Bombardier Road and Middle Street (Hannaford plaza) with a 23 percent increase or 1,000 additional vehicles.

Joe explained existing and future Level of Service (LOS) and described problem areas. He described the signal warrant analysis for 2035 which shows that future traffic signals should be considered at four intersections: W. Milton Road (PM Peak), Bombardier Road (AM and PM Peak), Rebecca Lander Drive (AM School Peak), and Main Street (PM Peak).

4A) Draft Vision and Goal Statements

Joe offered the following draft vision and goal statements for the committee's consideration. Input and comments should be forwarded to Jason Charest by **Monday, December 22nd**. Amy Malinowski suggested, "Improve safety AND HEALTH" in Goal 2.

Vision: The Town of Milton is expected to grow over the next couple decades. As this occurs, US 7 will adapt to changing demands yet continue to serve the function and necessary performance level of the main arterial route through town. US 7 will transform into an inviting, safe, and attractive street for travel by all users of any age and ability. The corridor will allow for multimodal transportation options including travel by walking, biking, transit and automobile. A combination of strategies that improve mobility, safety, access and visual character will support municipal plans, economic development, and enhance the quality of life for area residents.

Goal 1: Maintain reasonable traffic flow on US 7

Improve roadway geometry and traffic control
Reduce reliance on US 7 for short trips within the corridor
Improve circulation between adjacent land uses

Goal 2: Improve safety for all users

Provide safe crossing opportunities for pedestrians and bicyclists
Manage access to and from the corridor to reduce turning conflicts
Design roadway to moderate travel speeds

Goal 3: Provide convenient multimodal transportation options

Close gaps of existing pedestrian infrastructure and enhance attractiveness of facility
Establish continuous bicycle facilities
Improve transit accessibility and infrastructure

Goal 4: Enhance the quality of life along the corridor

Encourage and support economic development consistent with municipal plans and zoning
Improve the visual character of the corridor
Create attractive and inviting public spaces

4B) Corridor Issues & Possible Strategies

Andy Smith of Parsons Brinckerhoff outlined a series of issues and potential strategies.

Issue 1.1: Legion Road and US7 Intersection

This intersection has a poor safety record with more than five crashes (broadsides most common) and limited sight distance from Legion Road. There are no nearby crosswalks or sidewalks and poor pedestrian connectivity to new multi-family housing and the Milton Diner.

Issue 1.2: Failing level of service (AM & PM Peaks) at W. Milton approach to US7

Awkward design with sight distance issues; no nearby crosswalks or sidewalks; and poor pedestrian connectivity to Birchwood Mobile Home Park.

Strategy 1: Reconfigure Bartlett/Legion/W. Milton Road Intersections

Option A: Realign W. Milton Road approach to make it westbound only. No left turns from US 7 northbound to W. Milton Road. Make Legion Road one-way southbound with no left turns onto US 7 northbound. Add left turn pockets at US7 southbound to Racine Road and US 7 northbound to Bartlett Road. Install crosswalks with HAWK (High-Intensity Activated crossWalk beacon) signal to cross US 7 at Racine Road. Realign Bartlett Road approach to US 7.

Option B: This is similar to Option A except that W. Milton Road remains a two way street and its intersection with US 7 is configured differently to allow for both directions of traffic. Left turns from US 7 northbound to W. Milton Road are still not allowed.

Issue 2: Lack of bike/pedestrian accommodations on W. Milton Road over I-89 Bridge

The bridge has no shoulders and lanes are too narrow for bikes; it is essentially for vehicles only. It is the only bicycle/pedestrian connection between Birchwood Mobile Home Park and the rest of the corridor. The bridge itself is in good structural condition.

Strategy 2: Create one-lane for vehicles with bike/pedestrian refuge, install new sidewalks on north side to provide through linkage to US7, add bollards and fencing to protect walkers and bikers. Bridge traffic would be controlled through yield signs or traffic signals.

Issue 3: Alternatives Needed to US7 for Short Trips to/from Growth Centers

A 31-35 percent increase in traffic is anticipated on US7 between Forbes and Bombardier Roads by 2035. There is a potential for overreliance on US 7 for short trips; some redundancy is needed due to projected household growth along southern section of corridor.

Strategy 3: Build multi-use “backage” roads for short trips to avoid Route 7.

Issue 4: US 7 Streetscape between W. Milton Road and Willys Lane

This section lacks a “townscape” identity due to lack of sidewalks/crosswalks and poor aesthetics.

Strategy 4: Create a three-lane roadway including two through lanes, center turn lane with dedicated turn lanes at major intersections, planted median refuge, crosswalks, and bicycle lanes.

Issue 5: Temporary congestion and poor circulation at high school entrances

Rebecca Lander Dr. has no outlet aside from US 7; however, Lamoille Terrace and Barnum Street have connections to the larger street network.

Strategy 5: Create one or more through roadway connections and realign Lamoille Terrace with Barnum Street.

Issue 6: Excessive Street Width on US7 near Main Street and weak Bike/Pedestrian Connections to Arrowhead Dam

Strategy 6: Streetscape enhancements on US7 between Main and Cherry Streets. This is the northern “gateway” to Milton that would benefit from greenbelts, tree canopy, greater pedestrian buffering from traffic, distinctive sidewalks, bicycle compatible shoulders, mid-block crosswalks, and a mini-roundabout to better manage peak PM movements from Main Street westbound.

Strategy 7: Close walking and biking gaps, including seven additional crosswalks on US 7, eight additional crosswalks, 4,566 linear feet of new sidewalk, and 338 linear feet of expanded shoulder on US 7 southbound at Bombardier Road.

Discussion

Brian Palaia of the Town of Milton asked how many of the recommended strategies require the town to have control of the roadway. Amy Bell of VTrans responded that the town can take over a portion of the highway. Brian asked if the town could “cherry pick” some areas; Amy isn’t sure. Lori Donna asked if the high school could connect to the Shopping Center to circumvent US7. Andrew will add this idea to the map as well as possibly extending Strawberry Lane. Amy Malinowski suggested a gateway south of the Milton Diner. Jason asked if pedestrians use Racine Road to avoid Route 7; the group did not think so. Amy Bell suggested that the final report prioritize the sidewalk and other recommendations to allow the town to phase in projects.

5) Next Steps/Upcoming Meetings

January/February 2015: Public Meeting #2
March 2015 Advisory Committee Meeting #4
April 2015: Public Meeting #3
June 2015: Final report complete

The meeting was adjourned at 10:55 AM.

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