



## **Milton US7 Corridor Study Public Meeting #2 Notes**

<http://bit.ly/milton-us7>

**DATE:** Thursday, January 29, 2015  
**TIME:** 6:00 PM Open House; 7:00 PM Presentation  
**PLACE:** Milton Municipal Building, 83 Bombardier Road, Milton  
**PRESENT:** Please see end of document

### **Notes from the Open House (6:00-7:00 PM)**

#### **Overall Comments**

- Concern about new traffic signals creating more traffic congestion
- Senior and other housing is being built near the high school
- Potential need for a signal at Barnum and other intersections in addition to Rebecca Lander
- Put 17A on maps
- Congestion is most severe between Main Street and Railroad Street

#### **Strategy #1: Reconfigure Bartlett, Legion, and W. Milton Road Intersections**

- Northbound left turn lane at Bartlett is great for trucks
- Trucks would like to use Legion Road – maybe Legion could be the only intersection
- Close Bartlett, upgrade Legion, roundabout at US7/Legion/Racine
- Focus two-way traffic to West Milton Road and Legion Road and close Bartlett Road access
- Concerned about traffic cut-through on northwest side of Route 7
- Roundabout at Legion Road

#### **Strategy #2 – Convert Existing W. Milton Overpass to One Lane Bridge with Bike/Ped Refuge**

- Delays trucks – competitive disadvantage
- The one-lane bridge on W. Milton Road is a radical idea. Not sure about it; a new pedestrian bridge is preferred

#### **Strategy #3 – Multi-Use Backage Roads to Provide Local Alternatives to Route 7**

- Keep Stacy Street as it is; no connection for cars with Landfill Road. Create more connections for bikes/pedestrians in the area around the high school
- Issue with speeding on Haydenberry Drive – speed studies, traffic calming?
- Don't create more connections for cars around the high school – especially to Stacy Street.

#### **Strategy #4 – Three Lane Roadway between W. Milton Road and Willy's Lane**

#### **Strategy #5 – Create Through Connections and Realign Lamoille Terrace and Barnum Street**

- Investigate short-term options to improve Rebecca Lander on its own; enhanced striping, better separation

## **Strategy #6 – Streetscape Enhancements on Route 7 between Main and Cherry Streets**

Concerned about pedestrian safety in roundabouts

## **Strategy #7 – Close Existing Walking and Cycling Gaps**

Wider shoulders from Forbes Road north to the Diner

### **Notes from the Presentation (7:00 PM)**

Jason Charest of the CCRPC welcomed everyone and thanked those who provided input during the open house. Jason introduced Joe Barr and Andrew Smith of Parsons Brinckerhoff, the study's consultants, who made a presentation featuring the proposed strategies (the presentation is available at: <http://bit.ly/milton-us7>).

### **Study Background**

Joe Barr described the work so far; the Advisory Committee has met twice, there was a public meeting in October, and the project team solicited public input at two community dinners. The study began in June 2014 and will finish in June 2015.

Amy Malinkowski of the Vermont Department of Health briefly described her work with the Health Impact Assessment for this study. She noted that one-third of adults and 75 percent of youth in Chittenden County do not meet physical activity guidelines. National research shows that community design impacts residents' level of physical activity. She asked those in attendance to think about physical activity and design as they contemplate the proposed strategies.

Joe Barr described the concept of Level of Service used by transportation engineers to determine the extent of traffic congestion. There isn't a lot of congestion along Route 7; rather, the difficulty is access to Route 7 from side streets. He also described the analysis for new traffic lights; new signals should be considered at: W. Milton Road, Bombardier Road, Rebecca Lander Drive, and Main Street. Joe briefly reviewed the Vision and Goals for the study (attached to this document).

### **Corridor Issues and Proposed 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 (broad-sides 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.

## **Questions and Comments**

1) Your website is out-of-date; I'm concerned about the lack of transparency in this project. In terms of the objectives, you should add something about preserving existing neighborhoods. For Strategy 3, connecting Route 7 with Ellison/Haydenberry/Lamoille (along the school) would add additional vehicular shortcuts through existing neighborhoods where kids are walking to school. Perhaps we need traffic calming. These vehicles are also bypassing community-owned businesses.

2) Add to your vision something about quality of life in established neighborhoods not being negatively affected by Route 7 traffic mitigation.

3) I suggest phasing or finding less drastic changes along this corridor; you are trying to do a lot at once. A traffic signal with pedestrian phase at the high school would make it much safer for pedestrians. Perhaps road widening too.

4) The street lighting is very inconsistent in this corridor; some commercial driveways are very dark while others are over lit. There should be a lighting plan. I'd like to see more consistency of lighting and building design in town before we start any new work (3 comments about lighting were made).

5) Look to suspend a sidewalk along the W. Milton Bridge. Route 7 operates smoothly; adding signals and crosswalks will affect traffic flow, especially in the future. The limited east-west corridors need to be addressed.

6) Who is funding these improvements? Jason Charest: This study will provide options; funding will need to be further investigated. The Town will have projects "on the shelf" when funding becomes available.

7) Are there any changes proposed for the Old Hannaford/Route 7 site (Cozy Corners)? Jason: The "hourglass" intersection has been endorsed by the Selectboard; they are working with VTrans now.

8) How do corridor studies, scoping studies, and actual construction fit together? Jason: Corridor studies provide strategies while scoping studies are more in-depth and provide detailed design to move to construction as funding becomes available.

### **Next Steps**

Mid-April 2015	Third public meeting (hosted by the Milton Selectboard)
June 2015	Final report available

The meeting was adjourned at 7:50 PM.

### **Study Contacts:**

Jason Charest, Project Manager, CCRPC, 802-846-4490 x32, [jcharest@ccrpcvt.org](mailto:jcharest@ccrpcvt.org)

## Participants

**Advisory Committee:** Bill Dailey (Business), Kym Duchesneau (Recreation Coordinator), Jacob Hemmerick (Planning), Amy Malinkowski (VT Dept. of Health), Mary Jane Stintson (Elementary Principal)

**Other Milton Staff:** Ben Nappi (Recreation)

**Members of the Public:** Gisela Alpert, Peggy Barcher, Horace Clark, Roger Dickinson, Sue Downs, Tim Downs, Barry Genzlinger, Chris Giard, Brian Gorton, Joan Haley, Peter Hayes, Cheryl Hayes, Michael Johnson, Michael Lacroix, Nancy Moizse, Nancy Mongeon, Jeff Morse, Michael Nicols, Sotos Papaseraphim, Tracy Perry, Edward Robinson, Steve Ray, Robert Roy, Denton Schwartz, Annette Schwartz, John Sharrow, Jennifer Stearns, Don Stearns

**CCRPC Staff:** Jason Charest, Eleni Churchill, Lee Krohn

**Consultant Team:** Joe Barr and Andrew Smith, Parsons Brinckerhoff; Diane Meyerhoff, Third Sector Associates

### Milton US7 Corridor Study Public Meeting #2 Evaluation Form January 29, 2015, Milton Municipal Building, 6:00-8:00PM (6 Responses)

#### 1. How did you hear about the Meeting? (check all that apply)

a) Email from Friend/Colleague	2
b) Email from Sponsors	2
c) Email from Other	
d) Flyer	1
e) Postcard	1
f) Front Porch Forum	1
g) Burlington Free Press	1
h) Seven Days	
i) Television	
j) Milton Independent	3
k) Other – Community Dinner	1

#### 2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Open House (6-7:00PM)	1	4	1			
Presentation (7:00PM)	1	3	2			
Physical facilities for this event	1	3	1			
Amount of time allowed for input	2	3				
Overall value of this event to you	1	4				

#### Comments:

- Thank you for allowing us to voice our opinions. Keep website updated.
- Please consider unintended consequences for the changes proposed. Preserve the character of existing neighborhoods.

#### 3. Anything else you'd like to share with us?

- Do you plan on coming to the Community Dinner on 2/12?
  - Please join us on the first Wednesday of each month at MES for Walk to School Days, 8AM, 2/4

## **Milton Route 7 Corridor Study**

**1/23/2014**

### **DRAFT Vision Statement**

The Town of Milton is expected to continue to grow in the decades to come. As this occurs, Route 7 will adapt to changing demands yet continue to serve as the main arterial route through town. The corridor will transform into an inviting, safe, and attractive street for all users of any age and ability. Route 7 will offer convenient multimodal travel options by foot, bicycle, transit, and automobile. Corridor improvements will promote economic development and enhance the quality of life and health of residents and commuters by improving mobility, safety, access, recreational opportunity, and visual character as envisioned in municipal plans.

### **DRAFT Goals**

#### *Balance regional and local transportation needs*

- Improve roadway's ability to accommodate traffic
- Reduce reliance on US 7 for local trips
- Enhance circulation between adjacent commercial and residential areas
- Encourage non-automobile modes for short trips

#### *Improve safety for all users*

- Provide convenient and safe crossing opportunities for pedestrians and bicyclists
- Manage access to and from the corridor to reduce potential for crashes
- Design roadway to discourage speeding

#### *Provide convenient multimodal transportation options*

- Create continuous, safe, and attractive pedestrian facilities
- Establish a safe and connected network for bicyclists of all ages that provides access to community resources
- Improve access to transit services and provide shelters at bus stops

#### *Enhance the quality of life and wellbeing of the community*

- Support economic development consistent with municipal plans
- Improve the visual character of the corridor by creating attractive and inviting public spaces
- Improve public health by encouraging transportation by foot or bike