

# MEETING MEMO

**Date:** Wednesday, September 23, 2015 at 6:00pm

**Location:** Middlebury Town Hall

**Re:** Meeting Notes for Middlebury Traffic Calming Study Public Involvement Meeting

**Attendance:** 28 (not including Lucy, Kathleen and Josh)

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- Opening remarks from Kathleen and Lucy
- Lucy gives agenda/roadmap of meeting and PowerPoint presentation
- Comments:

## ***South Street***

- General
  - Concerned about people speeding up beginning at Midd athletic fields (Porter Field Road) and between hospital
  - Near Chipman Park, a green sign (green man? green creature?) was very effective in slowing people down as they approached her house; others echo the sentiment that this was very helpful; a second sidewalk would have made it even moreso
  - Width is nice for bikers on the road, but also dangerous due to the high speeds; references UK lane width reduction option (chokers) that would be good for this road and the emergency vehicles that travel it
  - Speeds are much faster following the paving beginning at Porter Field Road and south
    - 2012 was when last study was done, which was before the paving
- Parking
  - Only President's house and Fletcher house need parking and when town has big events—roughly 5 times a year; so can definitely live with a few less parking spaces;
  - can't park at night during winter anyways;
  - important point is that South St is lined with families with small children—children playing in general, but also need to cross safely for school busses
    - Question to Kathleen regarding funding; Kathleen to look into it
- Bicycle Traffic
  - Chief believes there should be a separate lane for bikes instead of sharing the road
  - A lot of people, especially children and younger kids, use sidewalks quite a bit
  - Laura Asermily (Midd Selectboard)-strong advocate of bike lanes; also wonders about effectiveness of rotating speed register signs
    - Laura to provide Lucy with travel plans, sidewalk maps, etc
      - Laura's email: lasermily@yahoo.com
- Police Chief: traffic data on South Street
  - Not engineered as a 25 mph road, which contributes to perpetual speeding issues on this road as long as it remains that way
  - 85% speed is right around 34/35
  - Suggest bump outs and islands in the past, but expensive at the time and weren't able to do anything with the suggestions
  - Enforcement only has limited impact
  - If you build permanent things in the road to slow traffic down they will indeed slow down

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- Has always been a believer of traffic calming because it works
- Open minded and willing to try anything; thinks paint is a good option in many contexts because it is cheap and if it doesn't work not much is lost; also likes narrowing lanes because people generally drive between the lines
- Teena—Middlebury Regional Emergency
  - In complete agreement that speed needs to be lowered on South Street, but deeply concerned about how it is going to be done
  - Can safely drive speed limit for about 40% of calls
  - Thinks advisory bike path option is best because it allows emergency vehicles to go straight up the road
  - Humps just wouldn't work because of obvious reasons of injured people in ambulances

### ***Seymour Street***

- Through traffic and truck traffic from Exchange Street creates the problem
- Speeding in the straight area near the bridge is what the Chief is most concerned about; housing with a lot of kids near the bridge, a lot of bike and pedestrian activity
- Section between Congregational Church and RxR underpass also of concern, as well as the area underneath the underpass itself
- DPW marked a very wide curb coming right out from beneath underpass heading north; Chief finds that paint/lines to be effective, because people will generally drive between the lines

### ***Halladay Road***

- Biggest problem is that it is being used as a faster route as opposed to Rte 7;
- Halladay & 3 mile bridge road intersection—a lot of speed coming into that corner; would help to slow the left turn from 3 mile onto Halladay;
- a lot of bicyclists, pedestrians, dog walkers; anything that can be done to narrow the road to make it safer and slower;
- early AM and evening PM commuter hours are when the real speeding issues are taking place
- No place other than pavement for all bike/ped/dog walkers/etc.; thinks the two dotted lines (like in Hanover) could be an effective approach;
- Some sentiment that speed bumps would not be a good tool for this road
  - The Jericho example might be good for this road, but would need several of them given the length of the road
- Potential conflict between south and northbound traffic on the hill if you narrow the road at this area given blind spots when traveling in certain directions and areas of the road
- Chief: May-July (36 days) speed study, 85% speed was 41; the dips/dives/curves line of sight and other features of the road makes it nearly impossible to do speed enforcement safely and practically