

**MIDDLESEX VILLAGE DESIGN PROJECT  
PUBLIC MEETING NOTES  
11/8/05 - 6:30 PM  
MIDDLESEX TOWN HALL**

Following introductions by Selectman Peter Hood and Conservation Commission member and project Steering Committee member Barry Goodman, RSG staff Joe Segale and David Saladino presented an overview of the project and a summary of existing conditions.

The following comments were raised during and after the presentation:

**SAFETY/SPEEDS**

- Several residents felt that traffic was going too fast through the village;
- Would like to see speed limit reduced in village;
- Safety for pedestrians and cyclists is a concern due to the limited sight distances and speed of vehicles. There is no place for pedestrians to walk. The combination of limited sight distance and reducing shoulder widths through the village make it unsafe for cyclists;
- The limited sight distances help improve safety because they force drivers to slow down. Widening and straightening the road will cause drivers to speed thereby reducing safety.

**SIDEWALKS**

- Currently, people walk on shoulders and don't feel safe due to proximity to traffic limited sight distance and speed of vehicles.
- Residents feel that there are pedestrian destinations in the village – but no safe network to access them on-foot;
- Sidewalks will also provide a additional visual cue to drivers that they are in a village setting and should slow down;
- Don't want sidewalks if they encourage people to park on the road/in front yards;
- Most traveled walking route is between Church Street (town hall) and VT 100B (store);
- The south side of US 2 between Camp Meade and VT 100B makes the most sense for a sidewalk;
- It will be important to consider the additional maintenance cost and liability the town takes on by constructing sidewalks;

- One option is to provide shoulders for pedestrians and cyclists. Shoulders would eliminate the need for the Town to plow sidewalks.

### **US 2 - VT 100B INTERSECTION**

- Improve safety and access management at the Middlesex Country Store. Can it be improved so vehicles do not use it for a bypass route around the US 2-VT 100B intersection? Can the VT 100B driveway be closed? Access changes need to consider the types of delivery trucks.
- Parking is confusing at the store - can striping be added? No definition of parking - roadway - sidewalk near the store.
- No safe pedestrian crossing point at the US 2/VT 100B intersection;
- Vehicles traveling north on VT 100B approaching US 2 often can not tell the intersection is approaching. Need warning signs/reflectors for approaching drivers;
- The vertical and horizontal curvature of VT 100B approaching US 2 almost feels like you should just continue onto US 2 west without stopping;

### **LIGHTING**

- The US 2/VT 100B intersection is too dark at night -- needs additional lighting;
- Add additional pedestrian scale lighting - possibly remove some overhead lighting to reduce "hot-spot" lighting effects;

### **MORSE PROPERTY**

- No formal plans for property yet - however, should be considered as a walking destination;
- Town is currently conducting a feasibility study for the municipal buildings. A potential municipal complex adjacent to the Morse property would be a pedestrian attractor.

### **NEXT STEPS**

- Develop conceptual alternatives (November - February)
- Alternatives Analysis (February)
- Boards displaying alternatives for Town Meeting (March)
- Public Meeting #2 (March)
- Conceptual Plans & Cost Estimate (April-May)
- Public Meeting #3 (May)
- Final Report (June)

