



## 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.

## 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

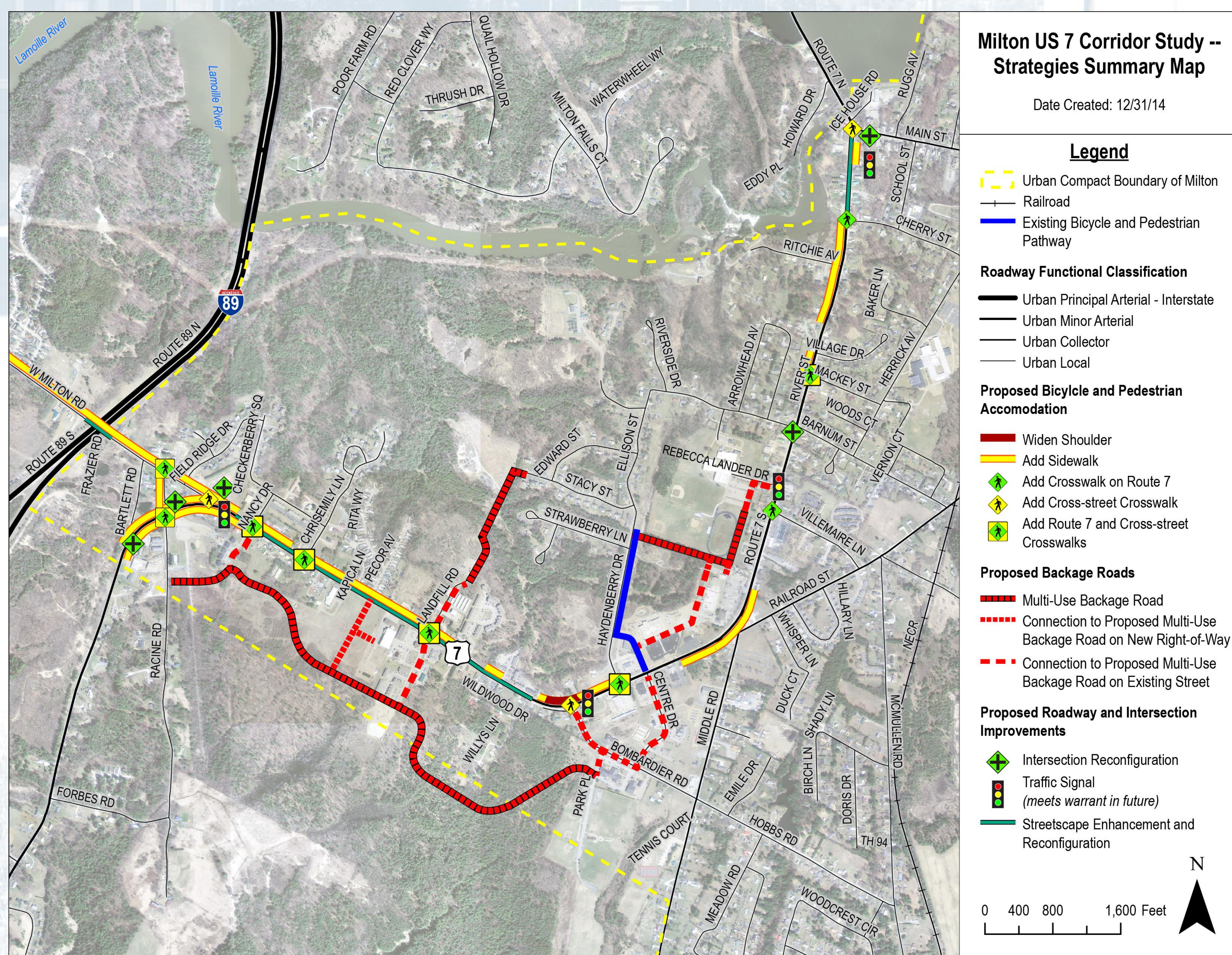
### Provide convenient multimodal transportation options

- 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

## Corridor Strategies Summary Map





Issue #1 – Route 7 at Legion Road Safety and Congestion at W. Milton Road Approach to Route 7

Issue Summary:

Safety

- 8 crashes in 4 years (2008-2012) at W. Milton Road
- Broadsides crashes the most common type
- Limited sight distance

Pedestrian

- Lack of sidewalks and crosswalks
- Poor connections to Milton Diner
- Given low rating for walkability and cyclability

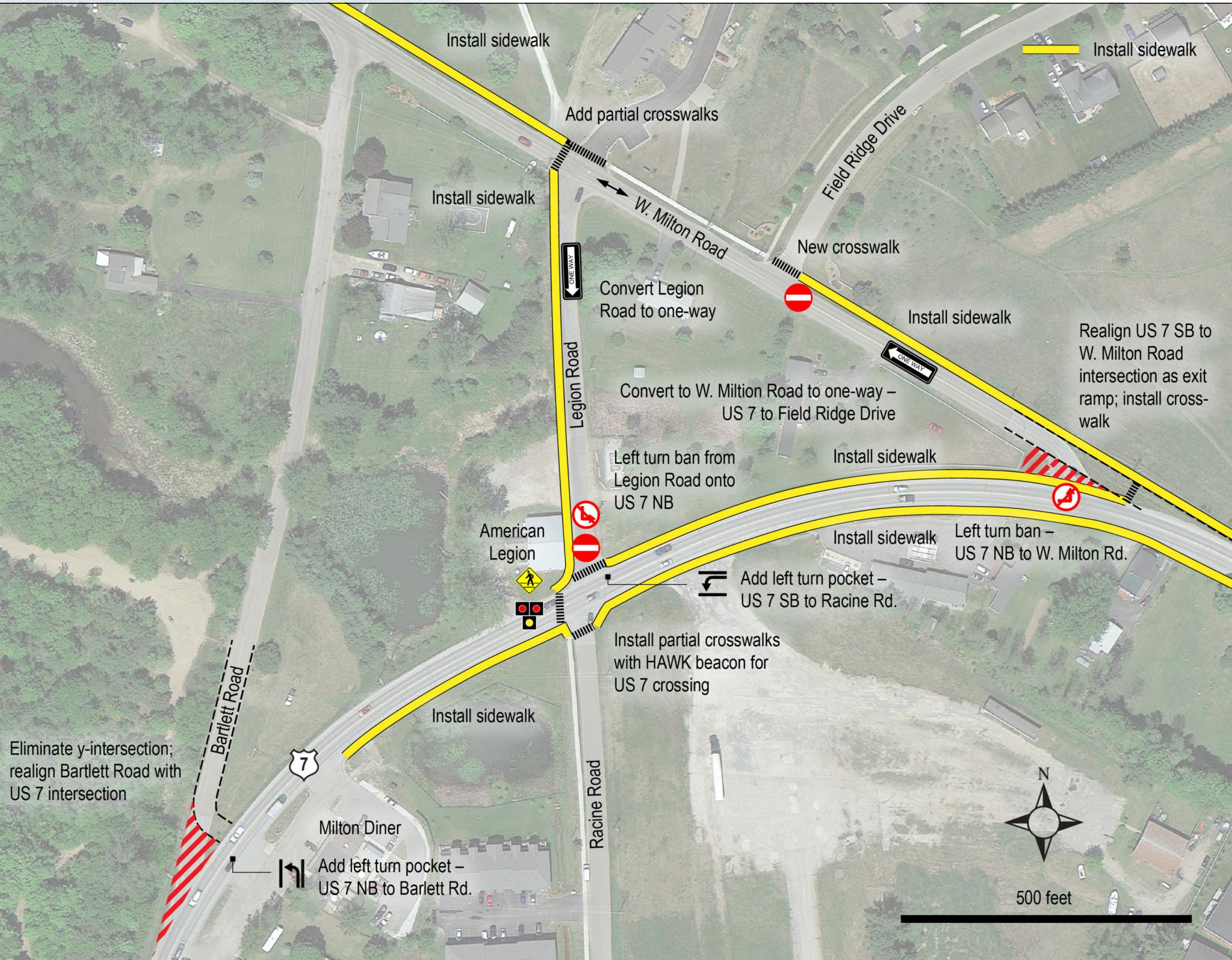
Traffic

- Long wait times to turn from W. Milton Road to Route 7 during AM and PM peak hours (LOS F)

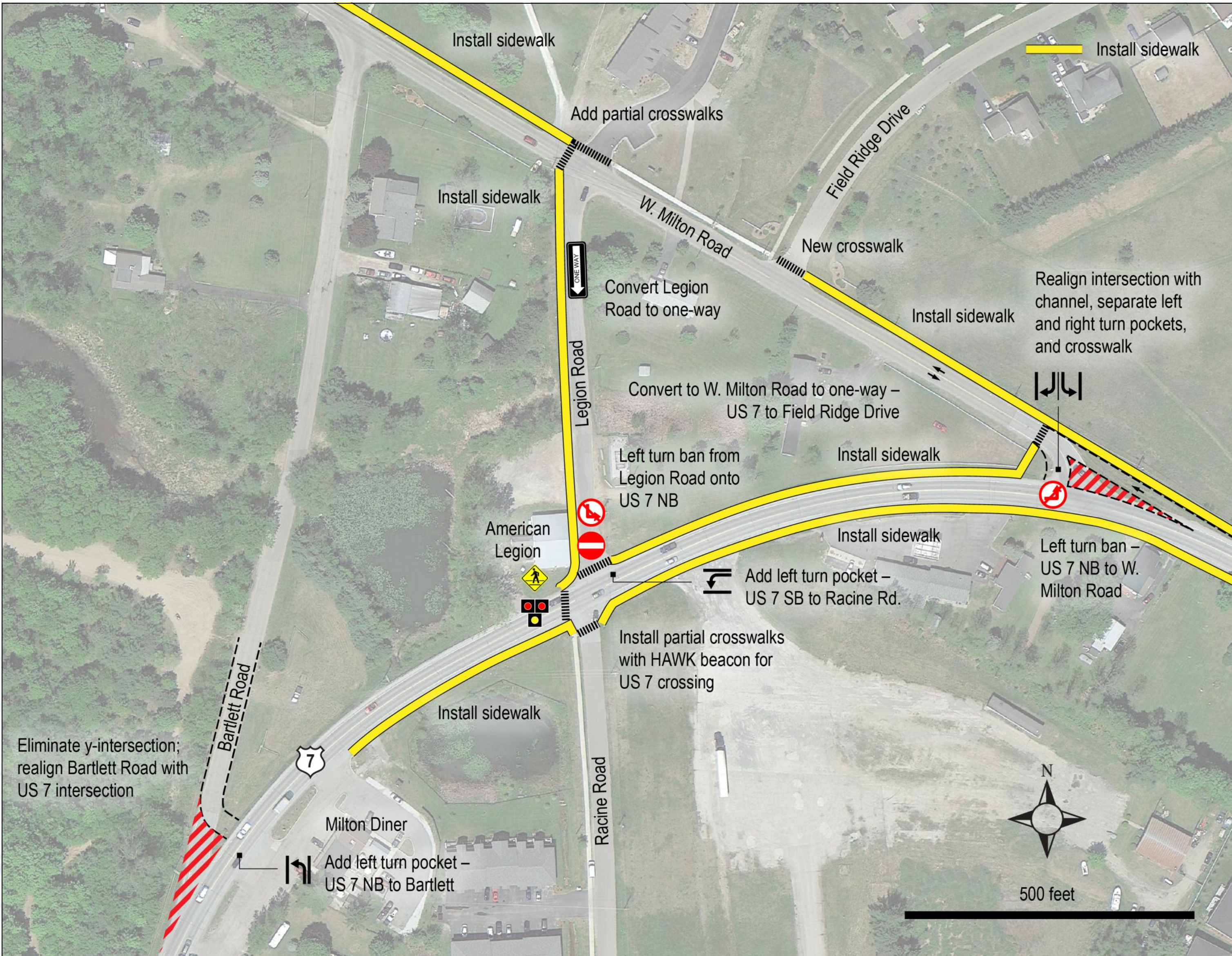


Strategy #1 – Reconfigure Bartlett, Legion, and W. Milton Road Intersections

*Option A:* Convert W. Milton Road to one-way westbound between Route 7 and Field Ridge Drive and convert Legion Road to one-way southbound



*Option B:* Realign W. Milton Road intersection with separate entrance and exit to and from Route 7 and convert Legion Road to one-way southbound





## Issue #2 – Lack of Bike/Ped Accommodation on W. Milton Road over I-89 Bridge

### Issue Summary:

#### Safety

- No shoulders or sidewalks
- No accommodation for cyclists and pedestrians
- Bridge itself in good structural condition

#### Pedestrian

- Essentially car and truck only
- Only bicycle and pedestrian connection between Birchwood Mobile Home Park and Route 7

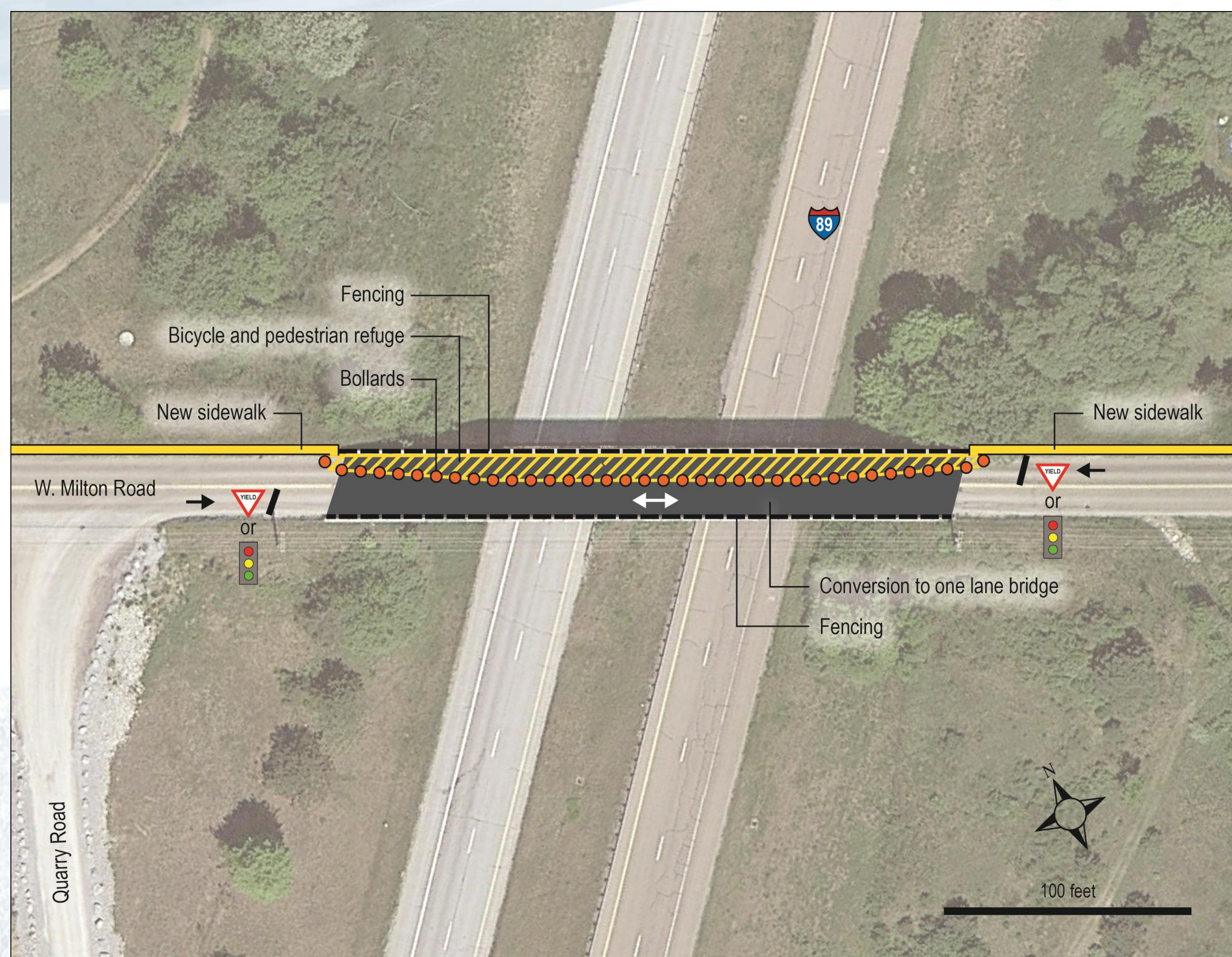
#### Traffic

- Bridge has low traffic volume; between 1,400 and 2,500 vehicles per day (Source: CCRPC)



Source: Google Earth Pro Streetview

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





Issue #3 – Alternatives Needed to Route 7 for Short Trips to/from Growth Areas

Issue Summary:

Traffic

- Significant growth in traffic volume on Route 7 between Forbes Road and Bombardier Road by 2035; 35% increase projected
- By 2035, the highest traffic volume will occur between W. Milton Road and Bartlett Road; 16,000 vehicles per day as compared to 12,000 currently

- Lack of alternative routes to Route 7 for short trips
- Household growth in southern portion of corridor will place greater traffic demands on Route 7 intersections



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

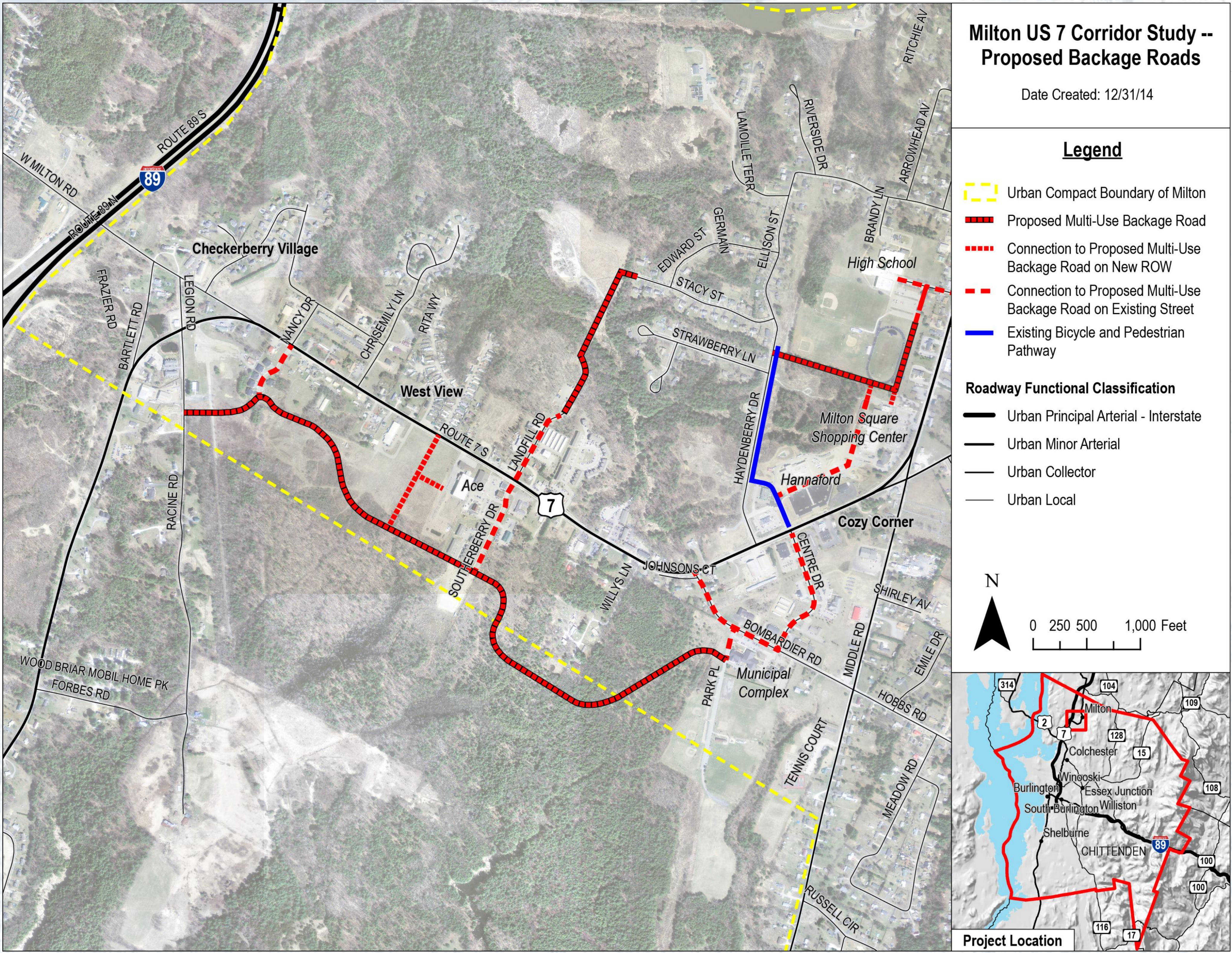
5' Shoulder Option (57' Right of Way)



6' Bike Lane Option (57' Right of Way)



\*A backage road is intended to provide additional local access to adjacent land uses without building a full bypass route that may attract additional through traffic





Issue #4 – Lack of Townscape Identity on Route 7 between E. Milton Road and Willy’s Lane

Issue Summary:

Pedestrian

- Limited sidewalks and no crosswalks
- Sidewalks on Route 7 that end suddenly

Streetscape

- Wide right-of-way is out of proportion with low building heights
- Utility pole clutter

- Poor delineation between street and private property
- Limited tree canopy



View looking south on Route 7 opposite Sears

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

Cross Section with Median Refuge Islands and Center Turn Lane (view looking west)



Planted median refuge island alternates with turn lanes to enable access to/from side streets



Roadway with median refuge island and bike lanes  
Source: Complete Streets

Three Lane Roadway Features:

- One lane in each direction for through traffic
- Center turn lane with dedicated turn lanes at major intersections
- Planted median refuge, full or partial, with crosswalks
- Bicycle lanes (or bicycle shoulders)



## Issue #5 – Temporary Congestion at High School Entrances

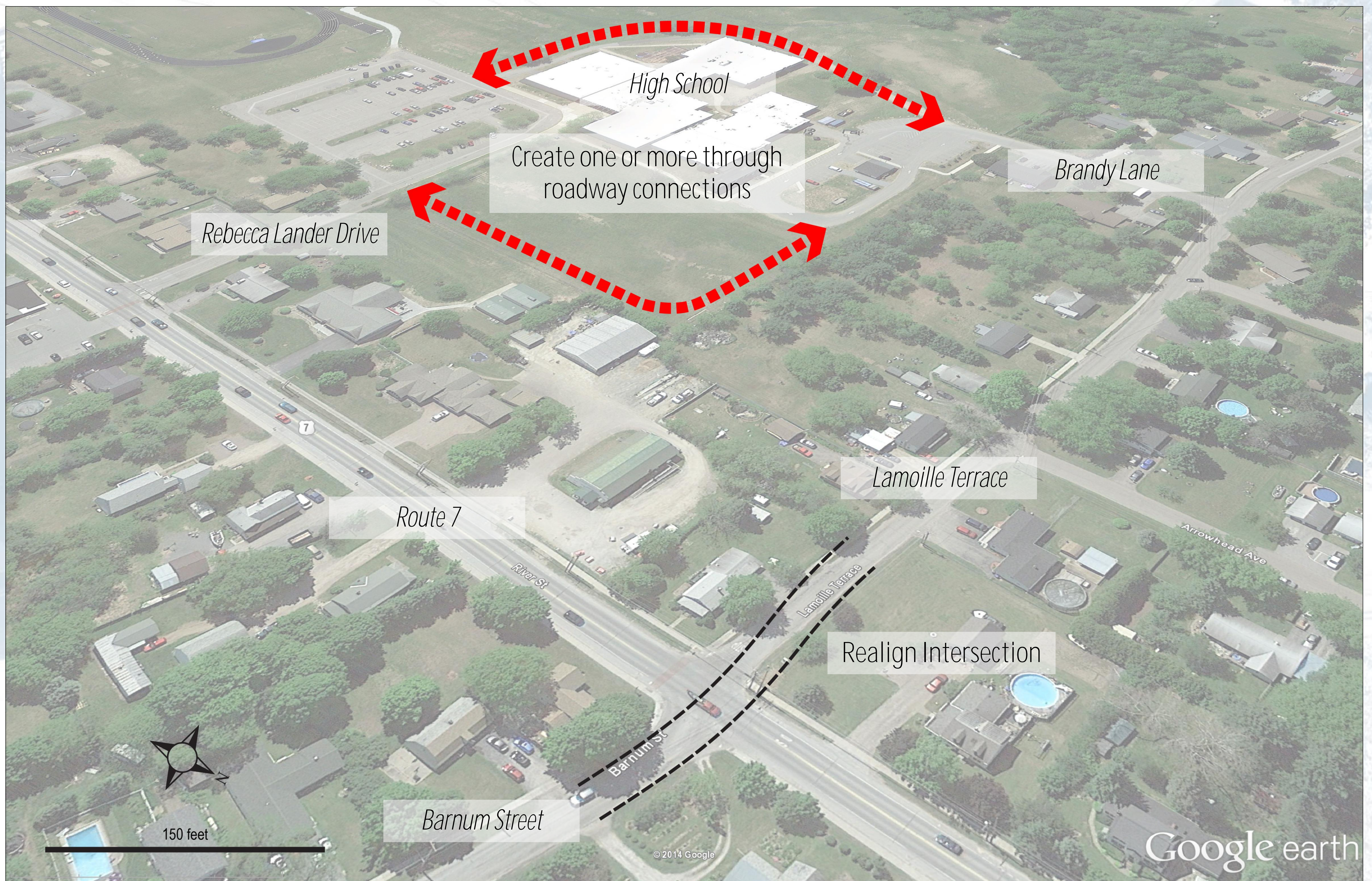
### Issue Summary:

#### Traffic

- Barnum Street and Lamoille Terrace do not line up, which creates conflicts for left turning traffic
- Temporary congestion and poor circulation cited at high school entrances at the start and end of the school day
- Rebecca Lander Drive has no outlet aside from Route 7

- There is an opportunity for Lamoille Terrace and Barnum Street to have connections to the larger street network

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





Issue #6 – Excess Street Width along Route 7 near Main Street and Poor Bike/Ped Connections to Dam

Issue Summary:

Pedestrian:

- Crosswalk(s) needed on Route 7 near town park/picnic area
- Poor connections to the dam

Streetscape

- Streetscape design and aesthetic issues on northbound side take away from village atmosphere

- Existing northbound shoulder is 20' wide
- Sidewalks between Main and Cherry Streets lack curbs in many locations
- Northbound side frontage is dominated by parking and driveways
- No lighting on northbound side of Route 7
- Aesthetic Improvements Committee has recommended burying utility lines and enhancing pedestrian connections to the dam



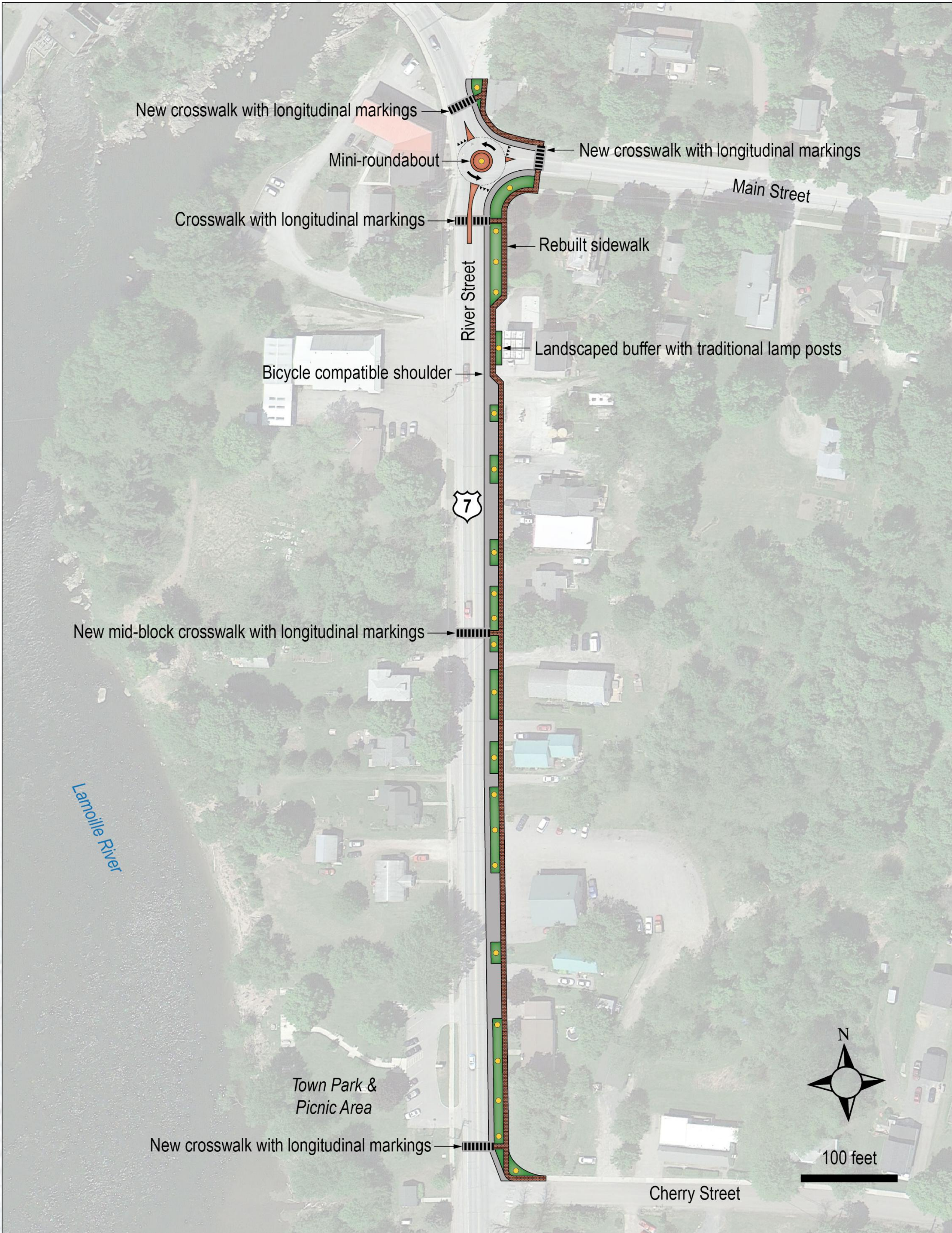
Strategy #6 – Streetscape Enhancements on Route 7 between Main and Cherry Streets

Cross-Section of Reconfigured Route 7 at Main Street with Planted Buffers and Traditional Lighting (view looking south)



Mini-Roundabout Example in Manchester

Concept for Streetscape Enhancements and Mini-Roundabout on Route 7 Northbound



Example of greenbelt buffering on Route 4 in Woodstock





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

### Recommendation Summary:

#### Pedestrian:

- Seven (7) new crosswalks recommended for Route 7
- Eight (8) new cross-street crosswalks recommended
- 4,500 feet of new sidewalk recommended over the long term
- 328 feet of expanded shoulder on Route 7 southbound at Bombardier Road recommended for greater cyclability

