

**Milton US 7 Corridor Study  
Advisory Committee Meeting #4 Notes (Final Meeting)**

DATE: Thursday, April 23, 2015  
TIME: 10:00 AM – Noon  
PLACE: Milton Municipal Building Community Room

**Members/Alternates Present:**

Paul Bohne, Acting Milton Town Manager  
Bill Dailey, Landowner  
Ed DeMott, Dept. of Health, Burlington  
Kym Duchesneau, Milton Recreation Coord.  
Jacob Hemmerick, Milton Planner  
Roger Hunt, Milton DPW Director  
Amy Malinowski, Dept. of Health, Burlington  
Julie Rutz, Milton Planning Comm.  
Mary Jane Stintson, Milton Elementary (11AM)

**Others Present:**

Amanda Holland, NWPC  
John Lindsay, Milton Planning Comm./Rec. Comm.  
Edward Robinson, Landowner

**Staff/Consultants Present:**

Jason Charest, CCRPC  
Kristen Clarke, Parsons Brinckerhoff  
Diane Meyerhoff, Third Sector Assoc.  
Andrew Smith, Parsons Brinckerhoff

**1) Changes to the Agenda:** Jason Charest of the CCRPC welcomed the group. There were two changes to the agenda: Amy Malinowski will make a presentation under item 3 and a member of the public is expected to attend; he will be given three minutes to address the committee.

**2) Welcome, Introductions, and Meeting Overview:** Introductions were made. Amy Malinowski of the Department of Health described her work on the Health Impact Assessment (HIA). The HIA is examining the corridor strategies and assessing how Milton residents will be impacted by changes in terms of physical activity, safety, and access. Activities included conducting a focus group, gathering input from community-wide dinners, and completing a bike/walk assessment. The draft will be distributed to the Advisory Committee soon and Amy asked that committee members provide comments.

**3) Revised Corridor Strategies** (The presentation is available at:  
<http://www.ccrpcvt.org/transportation/corridors/milton-us-7-corridor-study/advisory-committee/>)

Kristin Clarke and Andrew Smith of Parsons Brinckerhoff reviewed the proposed corridor strategies:

**Strategy 1: West Milton Traffic and Safety Improvements**

**Strategy 1A:** Re-alignment of Bartlett Road, HAWK (High-Intensity Activated crossWalk beacon) beacon, one-way traffic on W. Milton Road.

**Strategy 1B:** Maintains two-way traffic on W. Milton Road, intersection re-alignment, HAWK beacon, re-alignment of Bartlett Road.

**Strategy 1C:** Reconfigure Bartlett/Legion/W. Milton Road intersection, install a roundabout or signal.

Kristin explained that all traffic volumes were projected to 2035 and the strategies can handle that growth. After discussion of the advantages and disadvantages of the sub-strategies, it was decided to move Strategy 1C forward for further study.

### **Strategy 2: W. Milton Bridge (Over Interstate 89) Pedestrian Safety**

**Strategy 2A:** With striping, create a one-lane bridge with protected shoulder for bicycle/pedestrian access.

**Strategy 2B:** Restriping the bridge to provide on-road shoulder for bicycle/pedestrian access.

**Strategy 2C:** Create a new cantilevered bridge or a dedicated bicycle/pedestrian bridge.

The group discussed the strategies, agreeing there is no perfect solution. Roger Hunt of Milton DPW is concerned about the maintenance issues with the strategies. Strategy 2A was not well-received at public meetings. Truck traffic will be hindered with a one-lane configuration. For now, the committee decided to move all strategies forward.

### **Strategy 3: Backage Roads**

To take pressure off of US7, create a series of backage roads for local traffic. Primarily, this creates a new link from Racine Road to the Municipal Complex and will create several additional connections (for vehicles, bicycles, and pedestrians) with US7. This is a long-term strategy (more than seven years).

### **Strategy 4: Speed Enforcement**

Excessive speed has been identified as an issue, especially at the northern and southern end of the corridor. The recommendation is to work with the Milton police department to identify priority enforcement areas.

### **Strategy 5: Milton High School Connection Improvements**

Improvements at the high school entrances (Rebecca Lander and Lamoille Terrace) include traffic calming, striped crosswalks, and pedestrian actuated signals.

### **Strategy 6: Three Lane Section of Route 7**

Improvements include new mid-corridor cross section with median refuge islands and center turn lane from Bartlett Road to the Milton Square Shopping Center northern entrance (long term strategy).

### **Strategy 7: River and Main Streetscape Enhancements**

Enhancements include mid-block pedestrian crossings, mini roundabout, landscaped buffer, and lighting.

### **Strategy 8: Closing Bicycle/Pedestrian Gaps Throughout the Corridor**

It was noted that the proposed bus pull-offs at Legion Road and Forbes Road should be included on this map and the title changed accordingly to accommodate transit. The pull-off at Legion Road should also be incorporated into Strategy 1.

## **4) Draft Implementation Plan**

The implementation matrix include strategies that can be completed in the near-term (less than 3 years), medium-term (3 to 7 years), or long-term (more than 7 years). Jason asked that committee members send **comments or suggestions to him by Friday, May 1<sup>st</sup>**.

There was discussion of Exit 17A and noting previous studies in this corridor study. (Previous studies can be found at <https://ccrpcvt-public.sharepoint.com/studies-and-reports>) The final corridor study plans to include an arterial Level of Service analysis of Route 7 south to Exit 17.

#### **5) Next Steps: Final Public Meeting**

The final public meeting will be held at the Selectboard meeting on Monday, May 18, 2015. Paul Bohne, Interim Town Manager, will need the presentation and handouts no later than May 12<sup>th</sup>. The Planning Commission will not co-host this meeting. We will ask the Selectboard to provide comments on the draft plan and accept the final plan over the summer.

The meeting was adjourned at 11:55 AM.

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