



**Corridor
Planning**
VERMONT AGENCY OF TRANSPORTATION

Public Feedback Summary

Route 7 (Milton – Georgia) Corridor Plan 2022

In May and early June of 2022, VTrans asked for public feedback to inform the Route 7 (Milton – Georgia) Corridor Plan which focuses on Route 7 between exits 17 and 18. This Corridor Plan builds upon information collected for the [Milton Corridor Study 2016](#) and [Georgia South Village Master Plan 2019](#).

Feedback for the 2022 Corridor Plan was collected in three ways:

- Survey distributed both online and on paper
- Public Comment Tool (a survey combined with mapping capabilities)
- Emails and phone calls

Feedback was sought help to prioritize and identify some needs/ concerns along the corridor for consideration in future projects, including a future concrete slab removal project that is expected to be constructed in 5-7 years.

More information about the project, including a video introduction can be found on the project website - <https://vtrans.vermont.gov/corridor/us7-Milton-Georgia>

How did we get the word out?

VTrans staff developed a broad range of connections within the focus communities to help distribute information about the project, including that they were seeking feedback.

What types of groups did we reach out to?

- Town staff
- Town Selectboards
- Regional Planning Commissions (RPCs)
- Friends of Northern Lake Champlain
- Milton Recreation
- Milton Family Center
- Local contacts with connections with older Vermonters
- And more!

How did we reach out?

- Mass email
- Newsletters (eg RPC, Friends of Northern Lake Champlain)
- Social media – Facebook, twitter, etc
- Front Porch Forum (eg Milton, Georgia)
- Newspapers – Milton Independent, St Albans Messenger, The Islander
- Paper copies of survey in some locations
- And more!

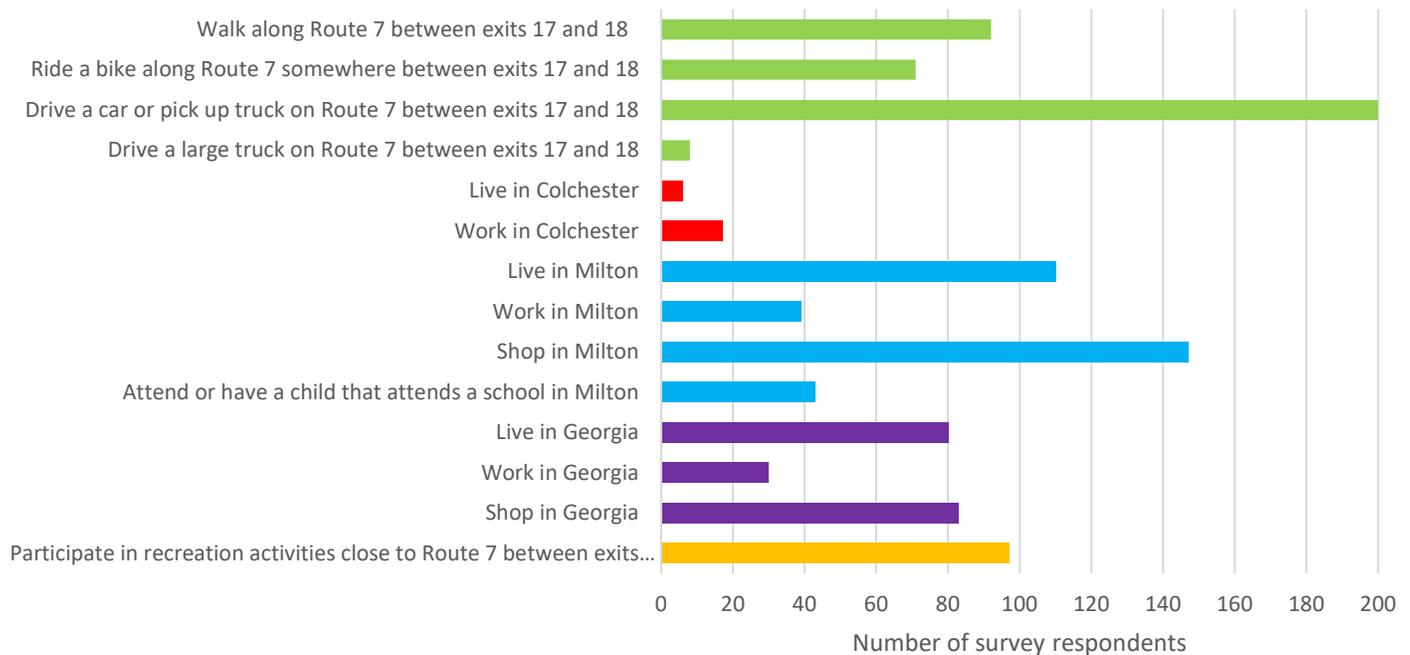
As part of this process we gathered email addresses for those interested in project updates – with over 50 people added to the contact list for the project list.

Who did we hear from? And how is the corridor being used?

We heard from 218 people via survey which is a very good response rate. We also had a handful of responses via the Public Comment Tool and emails.

For those who answered the survey we know these characteristics:

- Most people drive a car or pick up truck along the corridor (94%) but there were also good numbers of people who walk (43%) or bicycle (33%)
- Most respondents either lived, worked or shopped in Milton, followed by Georgia.
- In addition to main activities along the corridor (live, work, shop, recreation, attend school), respondents wrote in other activities such as visit friends, medical, health care, church and library.



What did we hear?

This document primarily summarizes the results from the survey. As relevant, responses from the Public Comment Tool and emails have also been included – although given they were often location specific, those results are being directed straight into the Corridor Plan interactive map in June/ July.

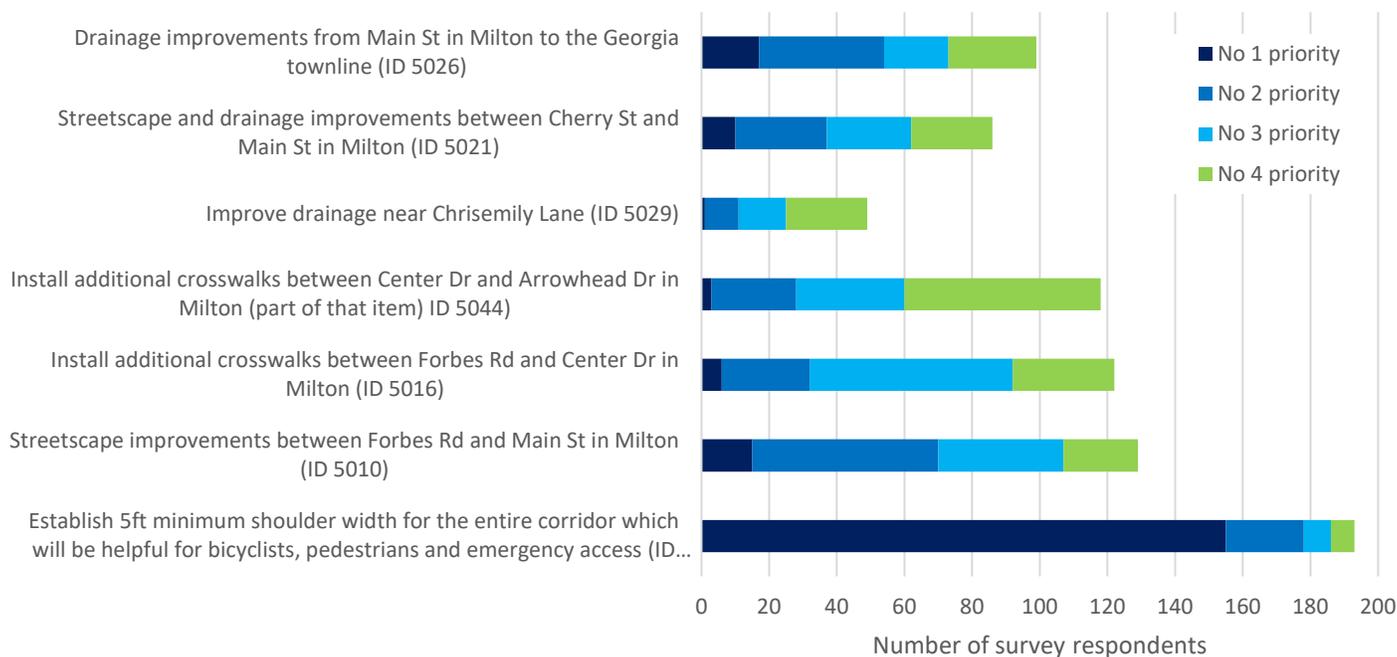
The Public Comment Tool can be used to view existing needs and concerns which are being considered for the Corridor Plan, as well as comments submitted by partners and the general public using the tool. Visit <https://vtrans.vermont.gov/corridor/us7-Milton-Georgia> for a link to the tool and a video explaining how to use it.

Priorities for improvements that could be made alongside the paving project

When the slab removal project is carried out, there may be opportunities to make relatively small improvements along the roadway at the same time. Several needs were identified in the previous studies ([Milton Corridor Study 2016](#) and [Georgia South Village Master Plan 2019](#)), but not all can be considered as part of the slab removal project.

Survey respondents were asked to rank their top 4 needs for consideration in the slab removal project or as part of a project which may be synchronized alongside it¹.

The table below shows that the highest priority by far was to establish 5ft minimum shoulder width for the entire corridor – 76% of respondents said it was their first priority with 95% of people having it in their top 4 priority. The second priority was streetscape improvements between Forbes Rd and Main St in Milton – 39% of respondents had it as their first or second priority. Additional crosswalks in Milton were the third priority. Priorities after that were unclear.



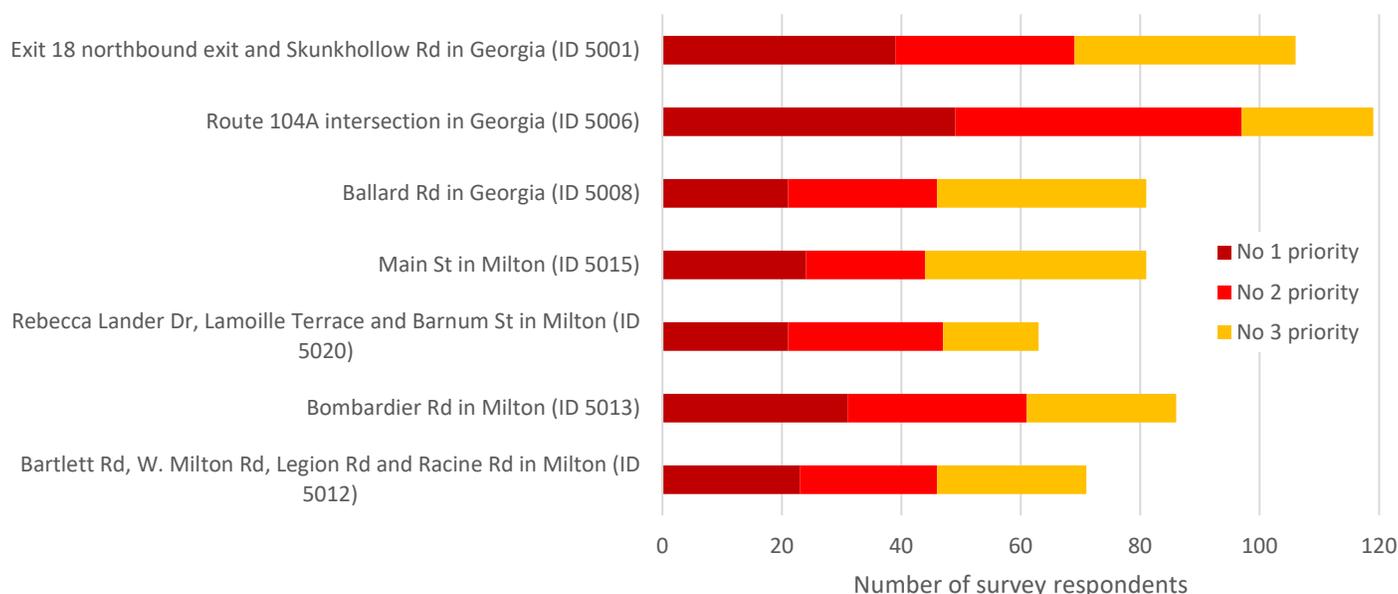
¹ Please note that some of the efforts below would require other partners to fund the work – for example notable streetscape improvements often fall within Town jurisdiction.

Intersection improvement prioritization

In previous studies several intersections have been identified as having potential needs for left turn lanes, safety improvements, installation of roundabouts and/or traffic signals. Making changes to any intersections would likely require allocation of significant funds and programming a project² – and as such would be prioritized against other potential projects from across Vermont. Two intersections already have programmed projects which are moving forward – [Route 2 intersection in Chimney Corners](#) and [Cozy Corner in Milton \(Hourglass project\)](#).

Survey respondents were asked to rank their top 3 projects for consideration as future intersection projects.

The table below shows that the highest priority intersection was Route 104A in Georgia (27% of respondents said it was their first priority, while 65% of people had it as one of their top 3). Second priority was Exit 18 northbound exit and Skunkhollow Road in Georgia (22% first priority, 60% in top 3). Third priority was Bombardier Road in Milton (19% as first priority, 47% in top 3).



² Before the projects could progress any improvements would have to be “warranted” and developed in accordance with the MUTCD and other appropriate engineering standards. The MUTCD defines the standards used by VTrans to install and maintain traffic control devices, and has been adopted as law in Vermont

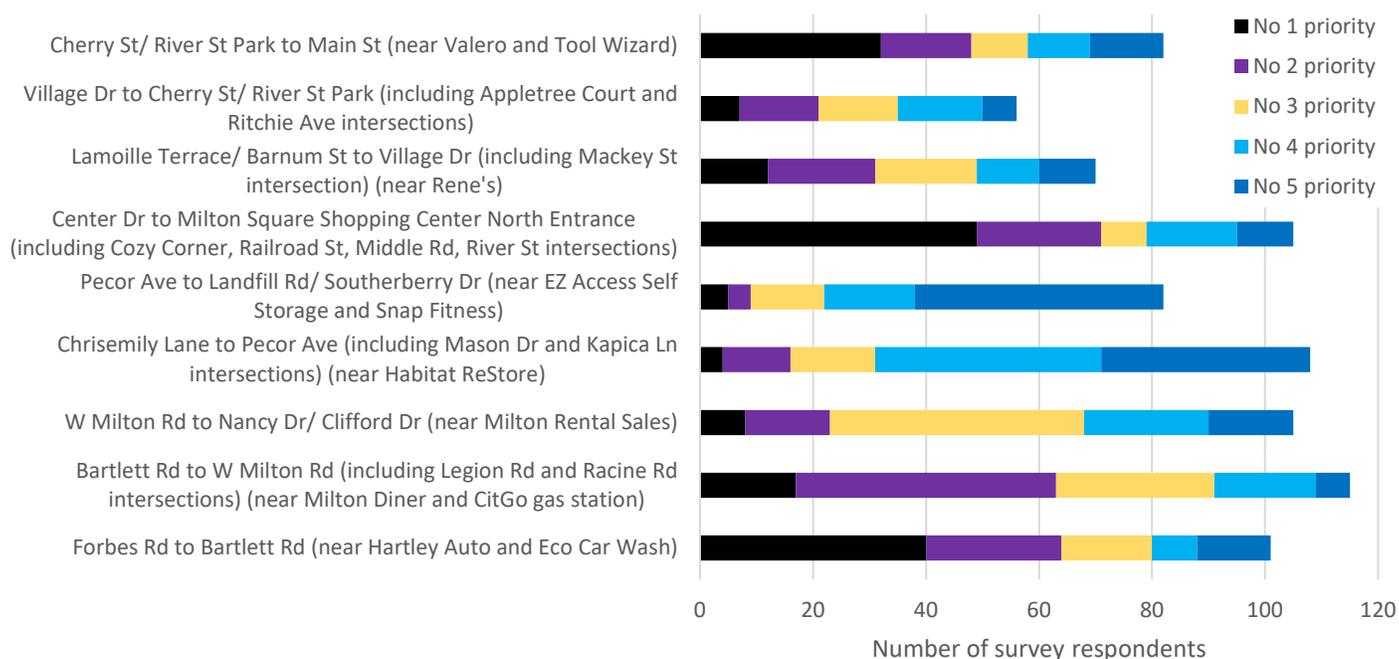
Crosswalk prioritization

A significant item raised in the Milton Corridor Study (2016) was increasing the number of crosswalks in Milton – particularly between Forbes Rd and Arrowhead Lake where there are very few. Several new crosswalks, some with signals or flashing beacons, have been installed in the last few years.

Survey respondents were asked to rank their top 5 locations to evaluate installing crosswalks in other parts of Milton.

The table below shows that the highest priority area for a new crosswalk is between Center Drive and Milton Square Shopping Center North Entrance (30% of respondents said it was their first priority, 80% said in their top 5). The next priorities are less clear, but the following intersections are higher ranked:

- Forbes Rd to Bartlett Road (30% said 1st choice, 77% in their top 5)
- Cherry St/ River St Park to Main St (20% said 1st choice, 52% in their top 5)
- Bartlett Rd to W. Milton Rd (only 12% said 1st choice, but 80% had it in their top 5)
- Chrisemily Lane to Pecor Ave (only 3% said 1st choice, but 75% had it in their top 5)
- W Milton Road to Nancy Drive/ Clifford Drive (only 6% said 1st choice, but 74% had it in their top 5)



Survey respondents were also asked if there were other locations along the corridor where they would like a new crosswalk to be considered. The following were the most popular additional locations:

- Between Georgia Market and Ballard Road in Georgia South Village (14 responses)
- Near Lake Road/ Frey Deli (12 responses)
- Route 104A in Georgia South Village (7 responses)

Bicycle needs

Survey respondents were asked if there were connections and spaces they would like for bicycle travel. The Arrowhead Lake section of the corridor was the most popular area where bicycle facilities were wanted (24 respondents plus many others who included in longer sections of roadway) which was often paired with the roadway just north near the Lake Road intersection (15 respondents plus many others who included in longer sections of roadway). 14 respondents wanted improvements made for the entire corridor.

Some of the popular origins and destinations mentioned within the responses included Milton schools, Arrowhead Lake, Lake Road, Milton Diner/ Barlett/ W Milton Road, and town/ village centers in both Milton and Georgia.

While most responses focuses on origins and destinations, a few types of improvements were mentioned – wider shoulders, bike lanes, bike paths and cutting back vegetation more regularly along the roadway.

Other needs

Through survey responses, the Public Comment Tool and emails, there were several themes to the additional comments:

- Sidewalks and crosswalks
- Intersection improvements
- Lighting needs
- Interstate exit needs, including a new exit
- Speed and traffic calming
- Bicycle facilities
- Road condition and guardrails

A few topics had only a handful of comments but should be considered, including transit, charging stations, and Arrowhead Lake.

Instead of listing comments related to specific locations in this quick summary, they will all be reviewed on a location-specific basis alongside feedback already collected from VTrans staff and partners about specific locations. They will be put straight into the Corridor Plan interactive map in June/ July.



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For future updates on this project, please visit

<https://vtrans.vermont.gov/corridor/us7-Milton-Georgia>

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