



MILTON

Active Transportation Plan

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Adopted by Town of Milton Selectboard on July 6, 2026.

Disclaimer: The preparation of this report this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Acronym List

- › AADT – Average Annual Daily Traffic
- › AASHTO – American Association of State Highway and Transportation Officials
- › ACCD – Agency of Commerce and Community Development
- › AG – Advisory Group
- › ATP – Active Transportation Plan
- › BGS – Department of Buildings and General Services
- › BIL – Bipartisan Infrastructure Law
- › CCRPC – Chittenden County Regional Planning Commission
- › DWS – Detectable Warning Surfaces
- › ECOS – Environment, Community, Opportunity, and Sustainability
- › FHWA – Federal Highway Administration
- › FPR – Department of Forests, Parks, and Recreation
- › GMT – Green Mountain Transit
- › GTFS – General Transit Feed Specification
- › HSIP – Highway Safety Improvement Program
- › LTS – Level of Traffic Stress
- › MPO – Metropolitan Planning Organization
- › MPC – Milton Planning Commission
- › MTP – Metropolitan Transportation Plan
- › MUTCD – Manual on Uniform Traffic Control Devices
- › NACTO – National Association of City Transportation Officials
- › NAE – Neighborhood Access and Equity
- › NEPA – National Environmental Policy Act
- › O&D – Older Adults and Persons with Disabilities Transportation Program
- › PEL – Planning and Environmental Linkages
- › PHB – Pedestrian Hybrid Beacon
- › RCP – Reconnecting Communities Pilot
- › RPC – Regional Planning Commission
- › RTP – Recreational Trails Program
- › RRFB – Rectangular Rapid Flashing Beacon
- › SS4A – Safe Streets and Roads for All
- › SSTA – Special Services Transportation Agency
- › UPWP – Unified Planning Work Program
- › USDOT – United States Department of Transportation
- › VPD – Vehicles Per Day
- › VTrans – Vermont Agency of Transportation

1

Executive Summary

The Town of Milton prepared an Active Transportation Plan (ATP) to define present and future investments in a transportation network that promotes walking, biking, and rolling. Investments in active transportation can improve community safety, health, and longevity of Milton's residents. The comprehensive, data-driven process to identify active transportation investments recommended for Milton are summarized within this section.

Introduction

This chapter sets out the vision and goals of the ATP, shaping the blueprint for establishing, expanding, and enhancing active transportation in Milton. [Chapter 2: Introduction](#)

Existing Conditions

Existing conditions provide the groundwork for understanding Milton's current infrastructure and previous or ongoing investments in active transportation facilities. The chapter highlights the findings from a review of the current facilities and relevant context to inform recommendations in this ATP. [Chapter 3: Existing Conditions](#)

Field Data Collection

A field review of infrastructure was conducted to collect information on the present-day conditions of sidewalk, shared use path, and crosswalk facilities on Milton's network. [Chapter 4: Field Data Collection](#)

Public Engagement

Throughout the planning process for the ATP, Milton provided opportunities for stakeholders and the public to contribute to the ATP. Public input shaped the understanding of community needs and prioritization of improvements. [Chapter 5: Public Engagement](#)

Gap Analysis and Project Identification

A gap analysis identified the corridors and facilities missing from Milton's active transportation network compared to the desired state as articulated by the vision and goals. [Chapter 6: Gap Analysis](#)

Project Prioritization

The existing conditions, gap analysis, and public input informed the selection of projects intended to improve active transportation for Milton and prioritization was based on defined evaluation criteria and GIS scoring. [Chapter 7: Project Prioritization](#)

Implementation Plan

To support the recommendations above, an implementation plan provided guidance to carry the projects identified within the plan forward. [Chapter 8: Implementation Plan](#)

Program and Policy Recommendations

This chapter stepped beyond the infrastructure needs to identify programs and policies that support the goals of the ATP. [Chapter 9: Program and Policy Recommendations](#)

Active Transportation Design Toolkit

To support implementation, an active transportation design toolkit was assembled to provide guidance on right-sizing treatments for Milton's active transportation network and support implementation with an abbreviated resource of best practices. [Chapter 10: Active Transportation Design Toolkit](#)

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Introduction

The Town of Milton's Active Transportation Plan (ATP) is a comprehensive plan detailing the vision, goals, and strategic recommendations designed to advance active transportation across Milton. The vision and goals helped to establish a framework for reviewing and integrating previously identified projects and initiatives with newly defined projects and initiatives to recommend and prioritize for implementation within this plan. The overarching goal of the ATP is to create a blueprint for establishing, expanding, and enhancing active transportation in Milton.

Active Transportation

The term “**active transportation**” refers to any form of human-powered transportation that involves physical activity. This includes walking, cycling, traveling using a mobility aid, or using other non-motorized means such as skateboards, rollerblades, or scooters.

Vision

Milton envisions a **vibrant, sustainable, and inclusive community** where active transportation is seamlessly integrated into **daily life**. By prioritizing walking, biking, rolling, and other active modes of transportation, Milton aims to create a **safe, convenient, and accessible network** that enables people of all ages and abilities to comfortably move about the community year-round. This vision focuses on **strengthening connections** within the **Downtown Core, village areas, and key corridors**, while aligning with the Town's planned growth areas and infrastructure. Through **coordinated planning and targeted investment**, Milton will enhance **connectivity, support public health, and provide reliable transportation** options that reflect community values and long-term goals established in the Town Plan and Unified Development Regulations.

Goals

Safety:

- › **Enhance the safety of pedestrians, bicyclists, and other users through targeted projects, policies, and programs.**
- › Prioritize improvements at high-risk corridors and intersections
- › Implement proven safety treatments, including high-visibility crossings and traffic calming
- › Coordinate with state and regional partners where improvements involve state-managed roadways

Connectivity:

- › **Develop an interconnected active transportation network linking neighborhoods, the Town Core, schools, parks, and other key destinations.**
- › Close existing gaps in sidewalks and shared use paths
- › Improve connections to essential services and community resources
- › Support a coordinated, corridor-based approach to implementation

Access and Inclusivity:

- › **Foster an environment where all community members have equitable access to active transportation options.**
- › Provide safe, accessible infrastructure for users of all ages and abilities
- › Improve access to transportation options that reduce reliance on personal vehicles

- › Focus improvements within areas planned for growth and supported by infrastructure

Health:

- › **Encourage active transportation as a means to enhance public health and overall quality of life.**
- › Promote walking, biking, and other active modes as part of daily routines
- › Support reductions in vehicle trips and associated emissions
- › Integrate improvements with parks, trails, and natural areas where appropriate

Feasibility and Implementation:

- › **Advance projects that are practical, coordinated, and aligned with Town priorities.**
- › Prioritize projects based on community benefit, safety, and feasibility
- › Align improvements with planned roadway projects, development activity, and available funding
- › Coordinate with VTrans, CCRPC, and other partners as needed

Maintenance:

- › **Maintain infrastructure to ensure it remains safe, functional, and accessible over time.**
- › Support regular inspection and maintenance of sidewalks, crossings, and shared use paths
- › Incorporate long-term maintenance into project planning
- › Maintain key routes during winter months where feasible

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Existing Conditions

The Town of Milton has laid the groundwork for a comprehensive active transportation network through strategic planning, policy initiatives, and a dedication to considering pedestrian and bicycle infrastructure in planning and development efforts, including previous corridor studies. This overview of existing conditions highlights these efforts. It includes an assessment of the current state of bicycle and pedestrian facilities, an analysis of crash data pertaining to these modes, an evaluation of roadway conditions, a review of the adequacy of transit stops in supporting walking and cycling, and a summary of related planning initiatives and studies. The Existing Conditions section represents information on the current infrastructure system gathered during a snapshot in time to help inform the transportation needs of the community within this Plan.

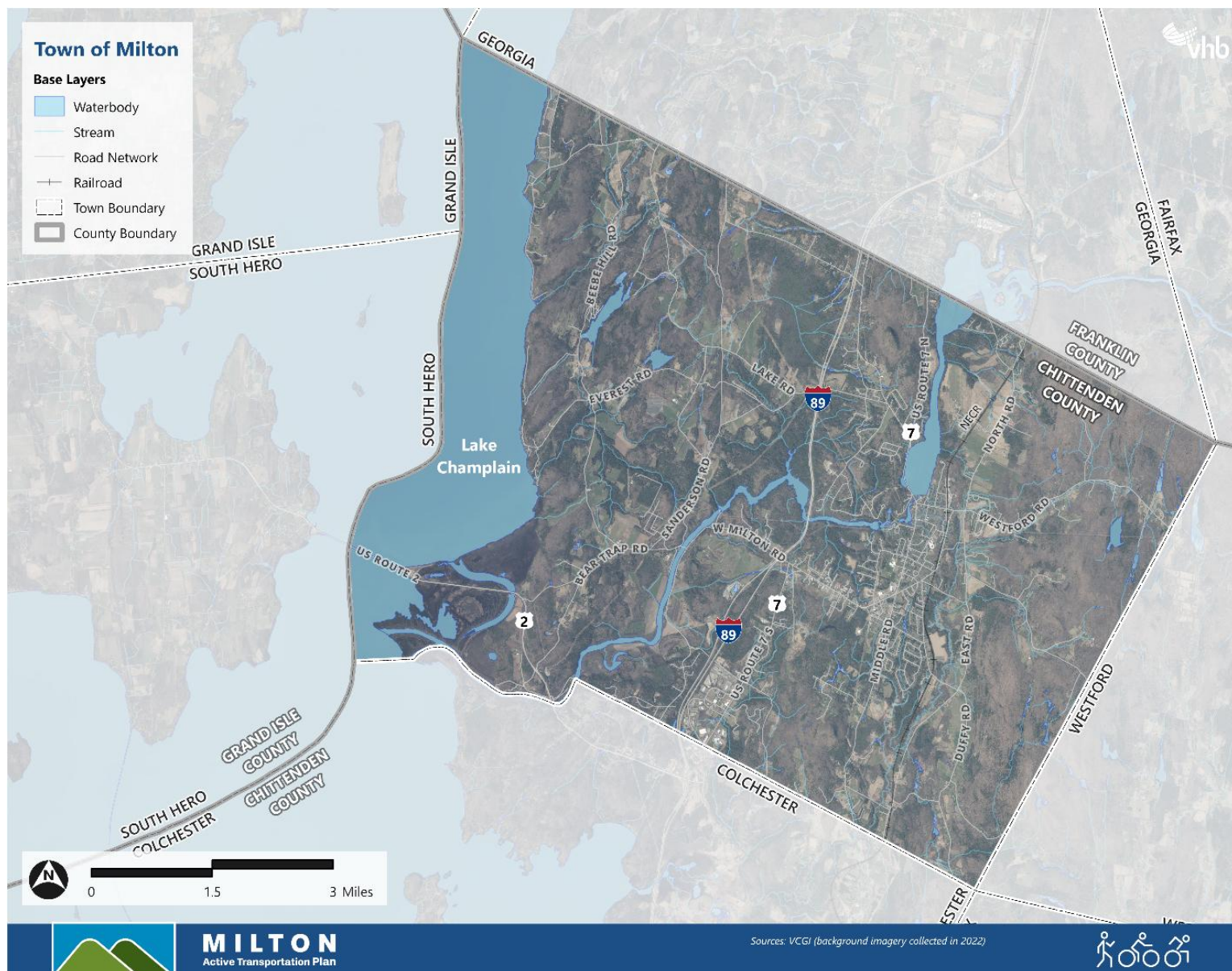
Location

The Town of Milton is located on the eastern shore of Lake Champlain in the northwestern corner of Chittenden County. Milton covers approximately 38,336 acres or 60.9 square miles. It is the northern most town in Chittenden County and is bounded by the towns of Georgia, Westford, and Colchester. The Town of Milton is about 14 miles north of the City of Burlington. A map of the Town can be seen in **Figure 1**.



Photo 1. Sidewalk on the western side of River Street in Milton.

Figure 1 Town of Milton



Roadway Network

Milton's roadway network includes Interstate 89 (I-89), U.S. Route 2 (US 2), and U.S. Route 7 (US 7). The busiest roadways in Milton, I-89 and US 7, serve as north-south connections through town. The portion of I-89 that passes through Milton is 6.6 miles, but there are no exits within the town limits. These roadways serve as crucial components of the regional and statewide transportation network connecting other states and Canada to the north, while in turn connecting nearby communities in closer proximity to Milton. There are several major collectors that are key corridors for connection throughout Milton including Lake Road, Sanderson Road/ Bear Trap Road (US 2), West Milton Road, Main Street, and Middle Road.

Traffic Volumes

Figure 2 shows the 2023 Average Annual Daily Traffic Volumes (AADT) on Milton's most heavily used roadways. In terms of average total daily volumes in vehicles per day (vpd), the highest non-interstate traffic volumes in Milton occur on US 2 (1,100 vpd), US 7 (9,500 vpd), Westford Road (3,500 vpd), Middle Road (2,900 vpd), and West Milton Road (9,700 vpd). The AADT on I-89 in Milton is roughly 11,000 vpd.

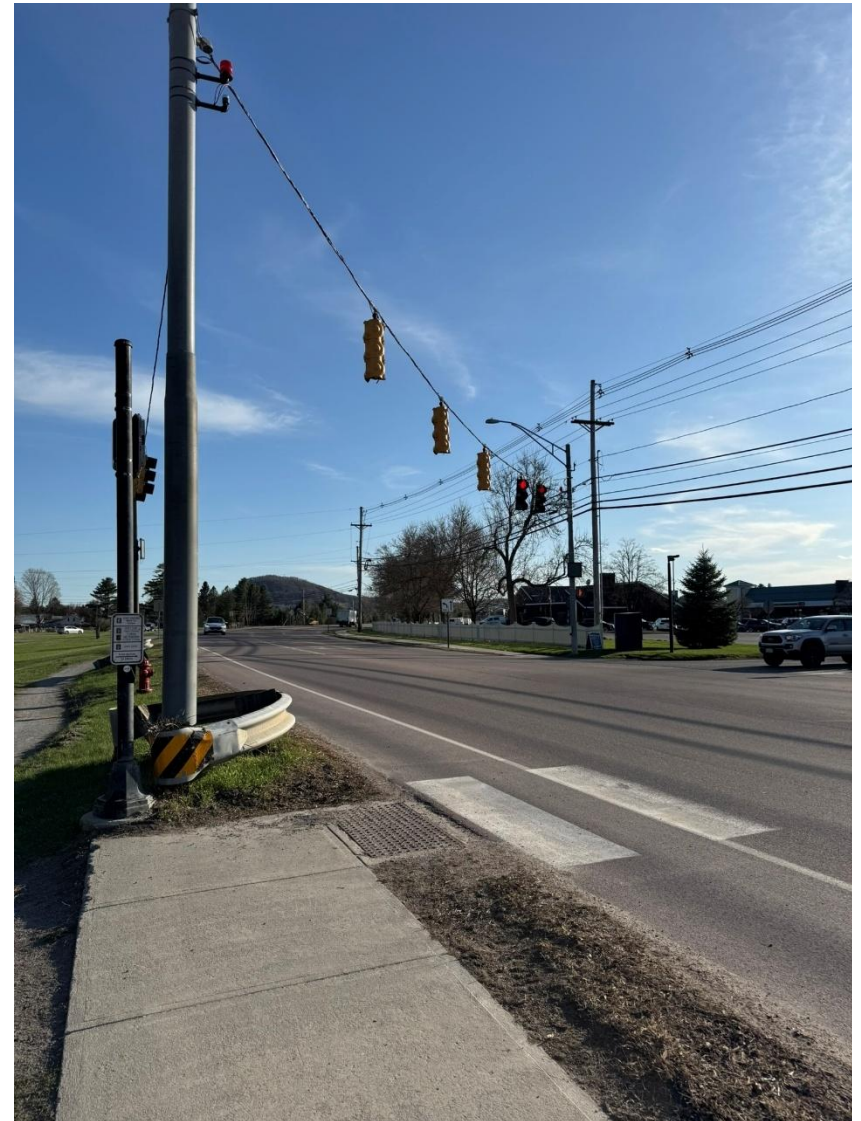


Photo 2. Signalized intersection of US 7 and the Milton Square Shopping Center.



Roadway Functionality and Jurisdiction

The majority of the roadways in Milton are owned and maintained by the Town. Town-managed roads are crucial for supporting the Town's infrastructure, providing traffic management, and offering safe and efficient travel for residents, visitors, and businesses.

In addition to the Town-maintained roads, there is a smaller segment of roads that are privately owned. These privately-owned roads typically serve specific developments or private properties and are not part of the public transportation network managed by the Town. The maintenance and upkeep of these roads are the responsibility of the individual property owners or private entities involved.

The major arterial roads in Milton, which play a significant role in regional connectivity and interstate travel, are managed and maintained by the Vermont Agency of Transportation (VTrans). These key roads include:

- > I-89
- > US 2
- > US 7

Understanding the distribution of roadway ownership and maintenance responsibilities is crucial for the development and implementation of Milton's ATP. This knowledge helps identify which agencies need to be involved in the planning and execution of improvements and future developments, and the maintenance of infrastructure. Collaboration between the Town, private entities, and VTrans ensures that the transportation network remains efficient, safe, accessible, and well-maintained for all users. A map of roadway ownership can be found in **Figure 3**.



Photo 3. Pedestrian crossing and gravel shoulders on Railroad Street.

Environmental Conditions

Milton has a mosaic of protected public lands, flood zones, historic districts, and wetlands that may impact where and how active transportation facilities are built. Due to its proximity to the Lamoille River, the US 7 corridor, Main Street, and several residential roadways in Milton lie within a high-risk flood zone. **Figure 4** depicts a map of the significant wetlands, flood hazard areas, historic districts, and public lands within Milton's boundaries.

Figure 3 Roadway Ownership

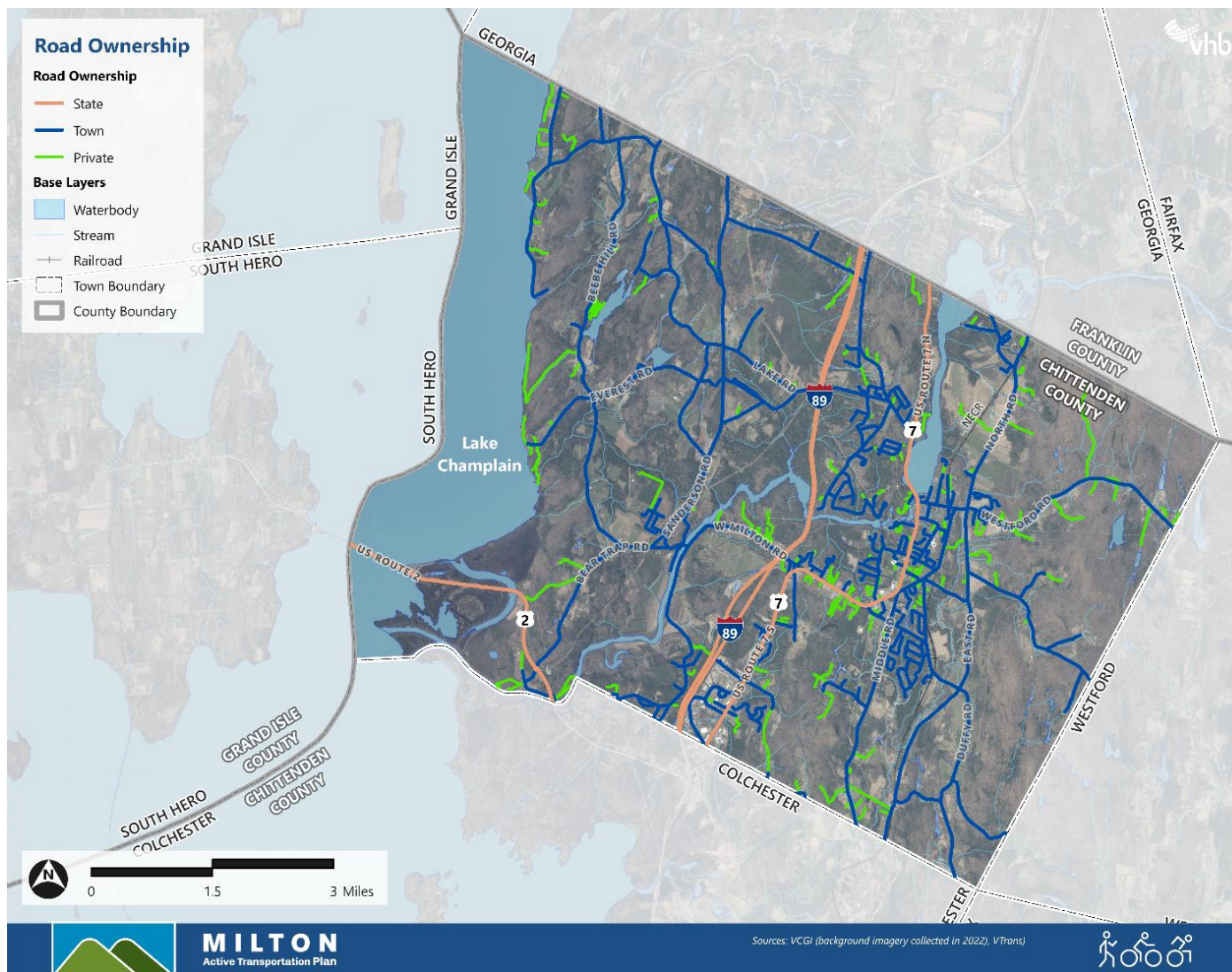
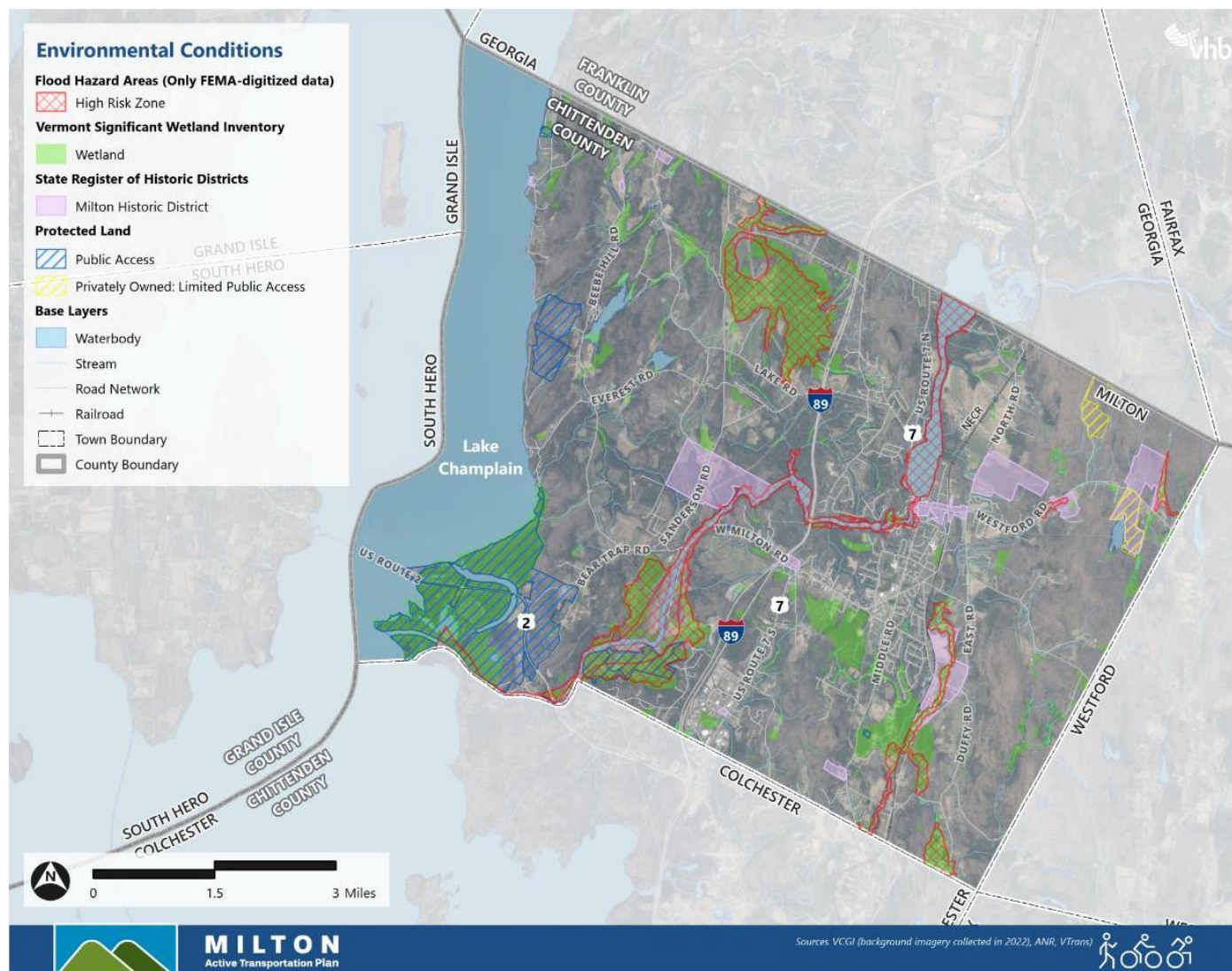


Figure 4 Environmental Conditions



Safety

An important goal of the ATP is to identify areas with frequent and severe crashes and develop strategies and recommendations to aid in safer outcomes for pedestrians, bicyclists, and other community members engaging in active transportation. To this end, the locations and causes of pedestrian and bicyclist-involved crashes were analyzed.

Crash Counts and Locations

Between 2020 and 2024, there were 866 crashes reported in Milton, with 699 resulting in property damage, 160 resulting in some level of injury, and 7 resulting in a fatality. Of the total crashes, 6 involved a pedestrian and 5 involved a bicyclist. There was 1 fatal crash involving pedestrians and there were 0 involving bicyclists. The fatal pedestrian crash occurred at night, in dry conditions, on US 7. **Table 1** shows a breakdown of pedestrian and bicyclist-involved crashes by location. **Figure 5** depicts the heat map of crashes and the locations of pedestrian and bicyclist involved crashes.

Table 1 Pedestrian and Bicyclist Crash Locations

TYPE	US 7	MAIN STREET	WEST MILTON ROAD	MIDDLE ROAD
Pedestrian	4	0	2	0
Bicyclist	3	1	0	1

Source: VTrans Crash Query Tool

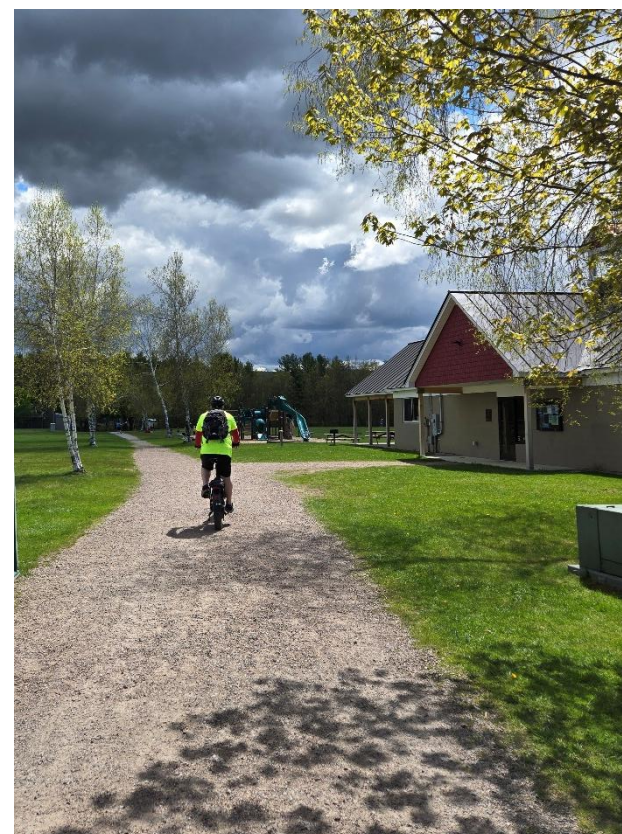
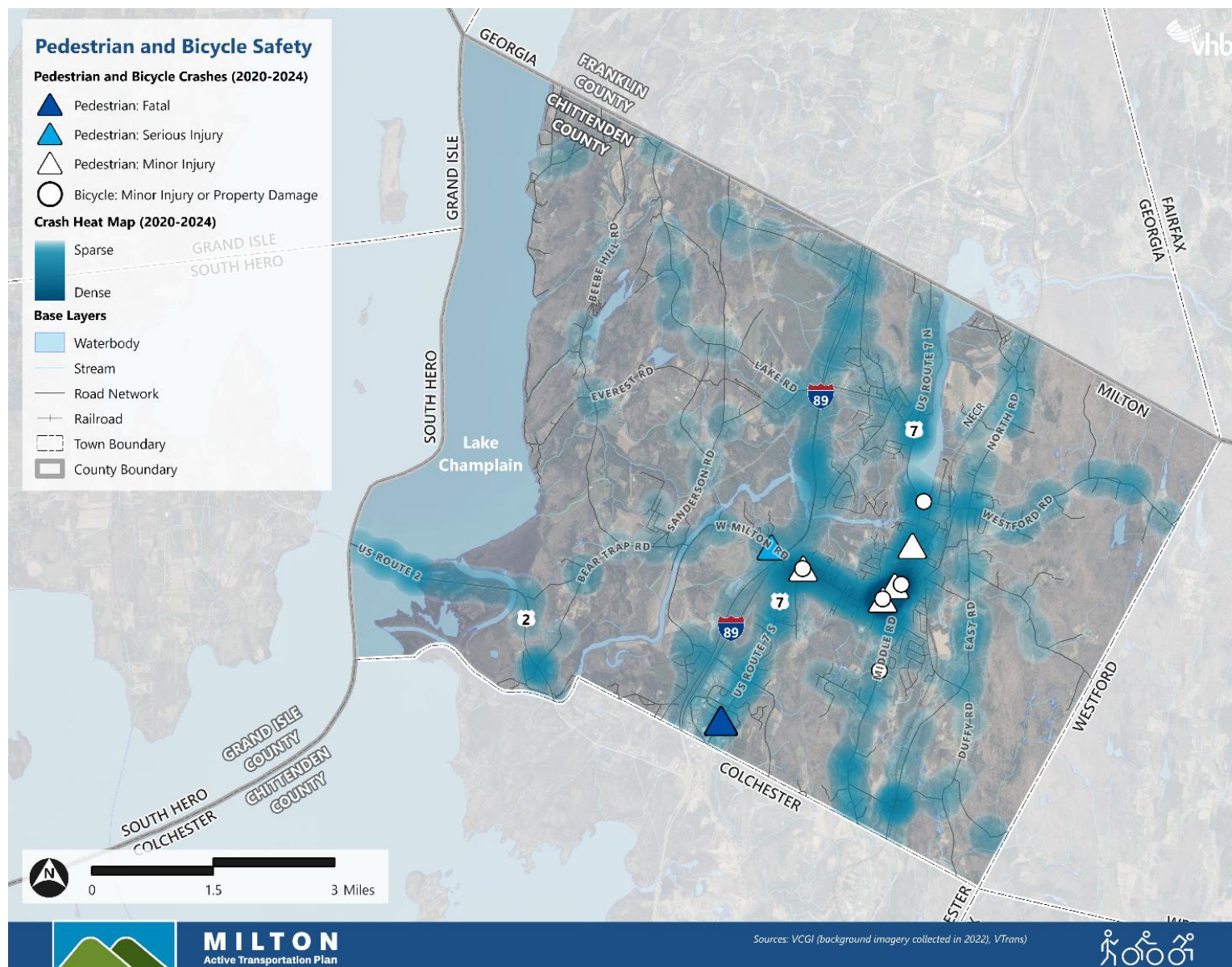


Photo 4: Milton Bombardier Park West

Figure 5 Pedestrian and Bicycle Crashes from 2020 to 2024



Transit

In Milton, there are no regular local bus routes providing transit services within the town. However, the Green Mountain Transit (GMT) Route #96, known as the Franklin County Commuter, operates Monday through Friday, connecting St. Albans to Burlington with stops in Milton. This route generally offers five scheduled stops in Milton on each inbound and outbound journey throughout the day. It also serves destinations north into St. Albans. GMT has undergone adjustment to the services around the state that may result in changes to the schedule and frequency. Refer to the GMT website for up-to-date services.

Additionally, the Chittenden County Older Adults and Persons with Disabilities (O&D) Transportation Program is available to Milton residents who are aged 60 or older and individuals with disabilities. This program is also open to the general public. In Chittenden County, GMT collaborates with the Special Services Transportation Agency (SSTA) Dial-A-Ride to offer this service, providing affordable transportation for medical appointments, grocery shopping, and social visits. Ride requests must be submitted at least 48 hours prior to the trip.

The Green Mountain Transit Bus Buddy Program, currently in its training phase, aims to assist riders in gaining confidence and improving their bus-riding skills. Bus Buddies, who are volunteers, accompany riders to help them navigate GMT's transit system more effectively.

Vermont Translines provides bus services from the Colchester Park and Ride at I-89 Exit 17, located just south of Milton's southern boundary. This service connects to various destinations within Vermont as well as key transportation hubs in New York, including the Rensselaer, NY Amtrak Station, the Albany, NY Greyhound Terminal, and the Albany International Airport in Colonie, NY.

Destinations

Milton offers an array of recreational, commercial, and community opportunities. Notable destinations include the Milton Artists' Guild, Sand Bar State Park, and Sharp Park, attracting both locals and visitors alike. With thirteen sector categories ranging from Arts and Entertainment to Health and Medical, Milton is home to a business, service, and amenity environment that serves varied needs and promotes economic activity. The sector categories represented in Milton include:

- › Arts, Media, Music & Entertainment
- › Automotive & Transportation
- › Beauty & Personal Care
- › Business & Professional Services
- › Clothing & Accessories
- › Construction, Contractors & Real Estate
- › Education, Outreach & Childcare
- › Food, Farms, Dining & Drinks
- › Health & Medical
- › Home, Tech, Garden & Pet
- › Hospitality
- › Industry, Manufacturing, Storage & Warehousing
- › Recreation, Athletics & Fitness

Despite Milton having pivotal community touchpoints, such as schools and municipal buildings, the largest employers for Chittenden County are headquartered in nearby Burlington, where institutions like the

University of Vermont Medical Center and the University of Vermont are located.

Community points of interest and public services that have particular significance in their intersection with the active transportation are highlighted below. These include recreation destinations, schools, transit connections, and public buildings and essential services.

Recreation Destinations

- › Bombardier Park
- › Eagle Mountain
- › Lamoille River Walk
- › Milton Town Forest
- › River Street Park
- › Sand Bar State Park
- › Trails at Arrowhead Golf Course
- › Vermont Fish & Wildlife Fishing Access Areas

Schools

- › Milton Elementary/Middle School
- › Milton High School

Transit Hubs

- › Milton Town Office Park and Ride
- › Colchester Park and Ride (just south of town line)
- › GMT Public Transit Stops

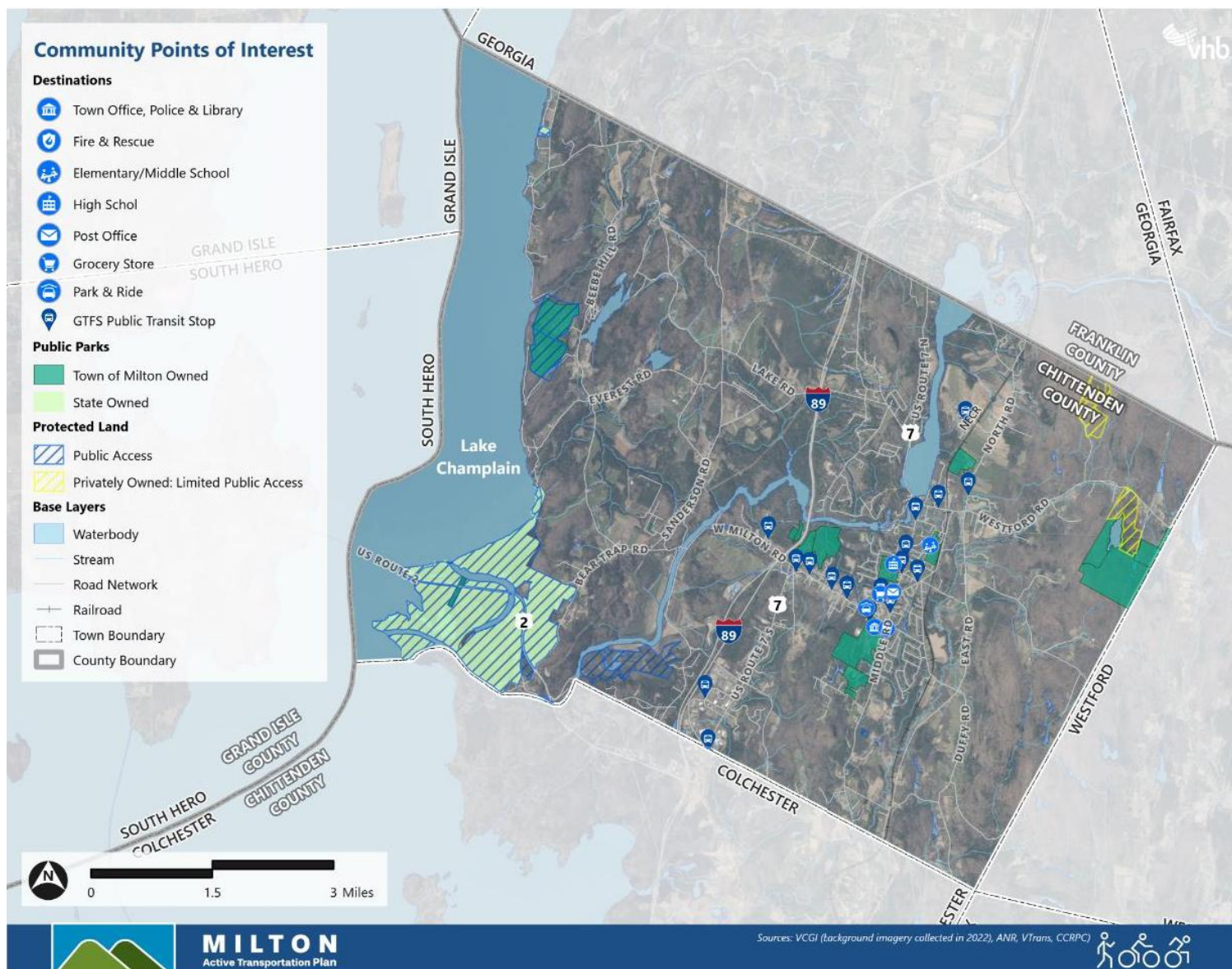
The public buildings and essential services include the Milton Municipal Building, Police Department, Public Library, Fire Department, Rescue Service, the United States Post Office, grocery stores, and transit hubs. The community points of interest within Milton are

depicted in **Figure 6**. The GMT stop and route information in **Figure 6** is sourced from general transit feed specification (GTFS) data.



Photo 5. Entrance to the Town of Milton Community Park.

Figure 6 Community Points of Interest



Land Use

The updated Milton Town Plan outlines the planning areas that share common existing characteristics and future development objectives. These areas are intended to guide appropriate future growth, with specific local ordinances detailing the permitted uses and densities.

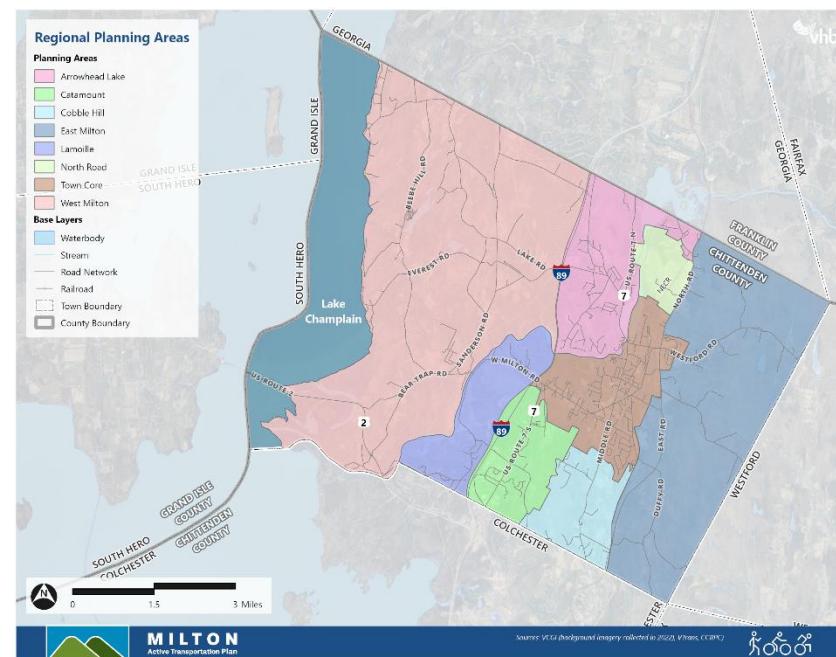
Figure 7 highlights the planning areas designated for the Town of Milton.

Planning Areas

- › Arrowhead Lake
- › Catamount
- › Cobble Hill
- › East Milton
- › Lamoille
- › North Road
- › Town Core
- › West Milton

It is important to note that during this plan's development, the new Act 181 Regional Future Land Use Maps were simultaneously developed. Once finalized and approved, the Regional Future Land Use maps should be considered in active transportation network planning to incorporate land use context in decision-making.

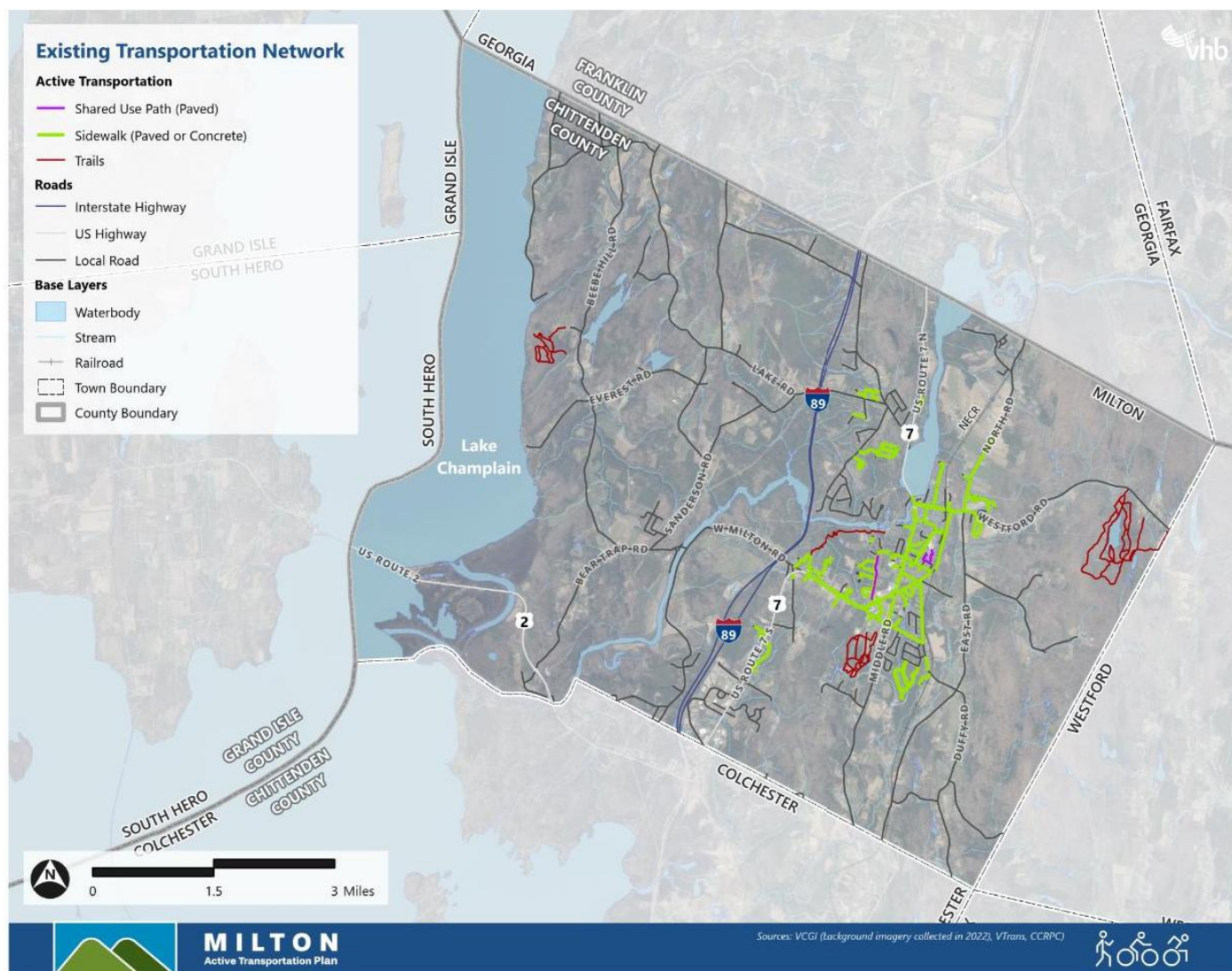
Figure 7 Planning Areas



Existing Active Transportation Network

Milton's current active transportation network features approximately 0.9 miles of shared use paths and 26.6 miles of sidewalks. There are presently no bike lanes in Milton. **Figure 8** illustrates the current network, indicating that while most active transportation facilities are located in the downtown core, there are several trails scattered across the town boundary, such as the Eagle Mountain Trail and the Milton Town Forest.

Figure 8 Town of Milton's Existing Active Transportation Network



Existing Downtown Core Active Transportation Network

Examining the detailed view in **Figure 9**, the downtown core contains the highest concentration of shared use paths, sidewalks, and trails in Milton, but several key gaps limit overall network function. Notable discontinuities include the lack of connection between Bombardier Road and the Bombardier Park West trail network, gaps along Kendra Drive and Railroad Street, and incomplete sidewalk coverage along US 7.

At the intersection of River Street (US 7) and Cherry Street, the absence of a crossing creates a significant barrier, despite sidewalks existing on both sides of the corridor. The condition of the sidewalk along Cherry Street further limits access from nearby residential areas and Milton Middle School to the primary corridor.

These discontinuities limit network connectivity and create safety and access challenges for users attempting complete trips to local destinations. As identified in the Town Plan, the Downtown Core is a priority area for reinvestment and connectivity, and these gaps represent key barriers to achieving a functional, walkable network.

Like many other communities, Milton has sidewalks and paths accompanying new developments, which can result in facilities that terminate at parcel boundaries leaving network gaps. Milton's Unified Development Regulations (UDR) require sites to provide pedestrian facilities along property frontage and for internal circulation; however, these requirements do not consistently ensure connections to the broader network. As a result, facilities are often constructed incrementally as part of development, leading to gaps between parcels and limiting overall system connectivity.

Bicycle access within the Downtown Core is limited, with few dedicated facilities beyond select local streets. Along US 7, the lack of separation from vehicular traffic creates safety challenges for users and limits its

function as a multimodal corridor. These conditions reinforce the need for targeted improvements to support safe and connected travel within the core.

Many of these gaps present opportunities for near-term improvements due to their limited scale and location within existing rights-of-way, while others, particularly along US 7, require coordination with VTrans and represent more complex, longer-term investments. These conditions directly inform the prioritization framework by highlighting the importance of connectivity, safety, and feasibility.

Planned or Funded Active Transportation Projects

Planned or already funded active transportation projects in Milton were reviewed as part of the assessment of existing conditions. These projects, listed in **Table 2**, were used in the project identification process. The projects are listed as described in previous planning and potential relevance or synergies were considered as part of this plan's project identification process, described in the Gap Analysis and Project Identification chapter. Projects that were identified in review and have already been implemented are noted as such and not carried forward to the project identification process.



Photo 6. Gravel path along US 7, approaching Middle Road.

Figure 9 Town of Milton's Existing Active Transportation Network in the Downtown Core

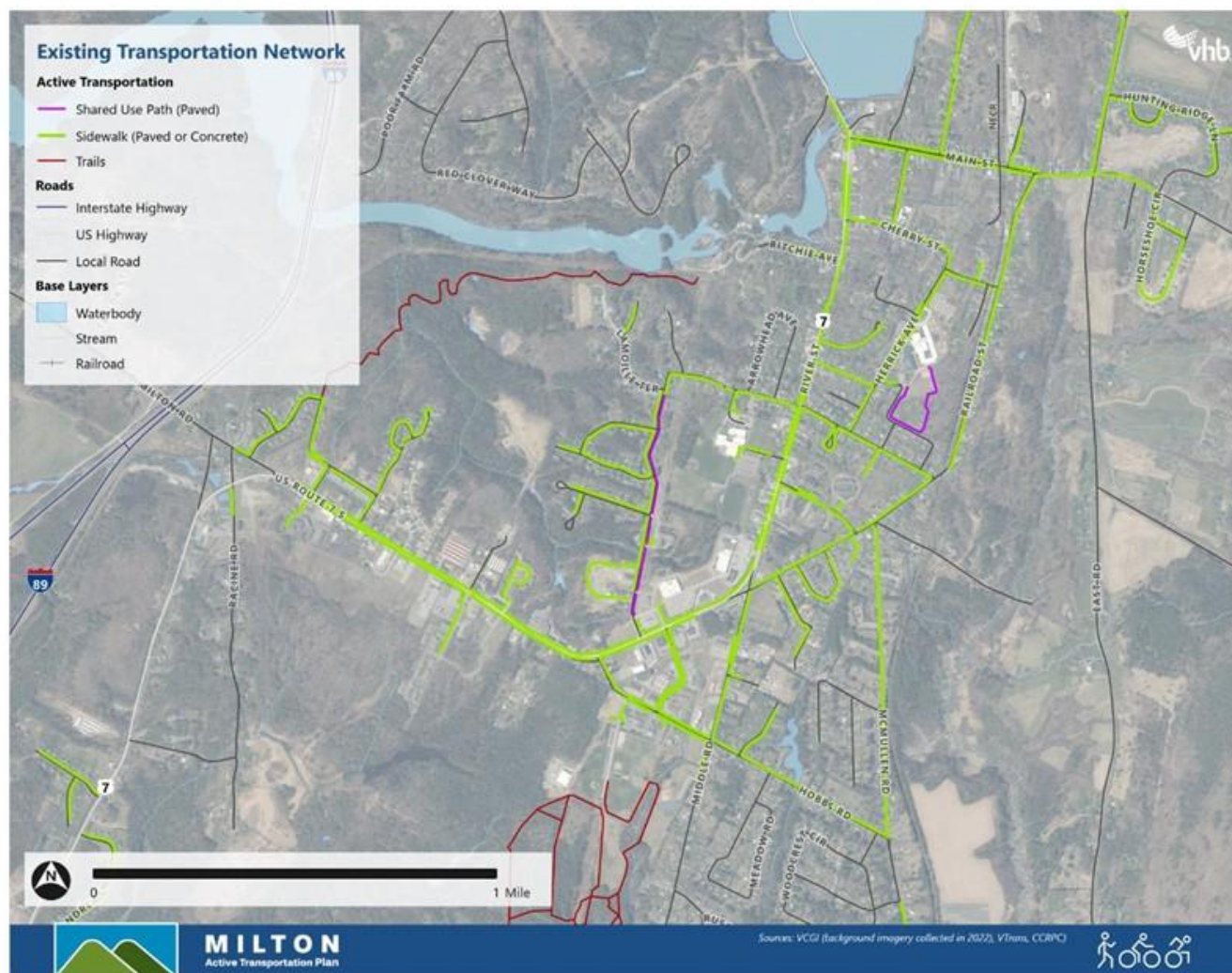


Table 2 Ongoing and Planned Projects

Project	Description	Category
Main Street Sidewalk Connection	Design and construct a sidewalk between Railroad Street and East Road on Main Street.	<i>Implemented</i> Corridor or Network Improvements
US 7 South Bicycle Network	Design and construct a bike network along US 7 South.	Corridor or Network Improvements
Main Street Bicycle Network	Design and construct a bike network from US 7 to Westford Road.	Corridor or Network Improvements
Westford Road Bicycle Network	Design and construct a bike network along Westford Road.	Corridor or Network Improvements
West Milton Road Sidewalk	Design and construct a sidewalk on W Milton Road and US 7 from Nancy Drive to Owen Court.	Corridor or Network Improvements
Downtown Core Sidewalks and Crosswalks	Design and construct sidewalks and crosswalks throughout the Downtown Core.	Corridor or Network Improvements
Bombardier Road Shared Use Path	Construct a shared use path connecting Bombardier Park West to US 7 and Railroad Street.	Corridor or Network Improvements
River Street Sidewalk Upgrade	Upgrade sidewalk from Milton Square Shopping Center to Railroad Street.	Corridor or Network Improvements
Railroad Street / US 7 Sidewalk	Construct sidewalk between Centre Drive and Middle Road.	Corridor or Network Improvements
High School to River Street Connection	Sidewalk between Cherry Street and Mackey Street to improve access between Milton High School and River Street Park.	Corridor or Network Improvements
East Road Path	Construct pedestrian path from town limits to Main Street.	Corridor or Network Improvements
US 7 Realignment at Landfill Lane and Boysenberry Drive	Realign turn lanes at Landfill Lane and Boysenberry Drive and relocate crosswalk to be in line with Boysenberry Drive.	<i>Implemented</i> Intersection or Crossing Improvement
River Street Improvements	High visibility crosswalk and RRFB or PHB at Milton High School.	<i>Implemented</i> Intersection or Crossing Improvements
Middle Road/Railroad Street/River Street	High visibility crosswalk and PHB at the intersection.	Intersection or Crossing Improvements
Milton Square Crossing	High visibility crosswalk at shopping center.	Intersection or Crossing Improvements

Project	Description	Category
River Street / Barnum Street Crossing	High visibility crosswalk.	Intersection or Crossing Improvements
River Street / Cherry Street Crossing	High visibility crosswalk and RRFB or PHB.	Intersection or Crossing Improvements
US 7 / Main Street Crossing	High visibility crosswalk.	Intersection or Crossing Improvements
Main Street / Sawmill Road Crossing	High visibility crosswalk.	Intersection or Crossing Improvements
Main Street / North Road Crossing	High visibility crosswalk.	Intersection or Crossing Improvements
Railroad Street / Barnum Street Crossing	High visibility crosswalk.	Intersection or Crossing Improvements
Main Street Railroad Crossing Study	Evaluate and implement pedestrian safety devices.	Intersection or Crossing Improvements
Railroad Street Railroad Crossing Study	Evaluate ¹ and implement pedestrian safety devices at Railroad Street rail crossing near Barnum Street.	Intersection or Crossing Improvements
North Road Traffic Calming	Study and implement traffic calming measures.	Safety Studies and Traffic Calming

¹ Railroad Street – Milton, VT = Railroad Crossing Scoping Study (2016)

Review of Previous Plans and Studies

The purpose of this section is to provide insights on active transportation goals at the regional, town, and project levels, which will help shape the vision and goals of this plan. It summarizes the past efforts of Milton, in collaboration with partners including the Chittenden County Regional Planning Commission (CCRPC) and VTrans, to develop opportunities for and promote active transportation.

Milton 2026-2034 Town Plan

Active transportation in Milton is guided by the adopted Town Plan, which integrates transportation with land use, economic development, housing, and community systems. While Chapter 6 establishes the primary framework for transportation infrastructure, related policies across multiple chapters reinforce the role of walkability, connectivity, and coordinated investment. The following summarizes how these chapters collectively support active transportation:

Infrastructure, Transportation & Municipal Systems (Ch. 6)

- › **Focus:** Transportation systems and infrastructure
- › **Relevance to Active Transportation:** Establishes the primary framework for pedestrian, bicycle, and multimodal transportation, including sidewalks, shared use paths, and corridor safety improvements.

Land Use & Development (Ch. 10)

- › **Focus:** Growth patterns and infrastructure
- › **Relevance to Active Transportation:** Directs growth to areas with existing or planned infrastructure, reinforcing compact development patterns that depend on connected pedestrian and multimodal systems.

Economic Development (Ch. 2)

- › **Focus:** Town Core and corridor investment
- › **Relevance to Active Transportation:** Mobility and walkability support business activity, workforce access, and long-term economic vitality.

Housing & Community Stability (Ch. 3)

- › **Focus:** Housing access and cost burden
- › **Relevance to Active Transportation:** Walkable, connected areas reduce transportation costs and improve access to daily needs.

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Parks, Recreation & Community Facilities (Ch. 5)

- › **Focus:** Trails and community assets
- › **Relevance to Active Transportation:** Multi-use paths and trails function as both recreation and transportation infrastructure.

Implementation Framework

- › **Focus:** Capital planning and coordination
- › **Relevance to Active Transportation:** Investments are prioritized in the Town Core and growth areas to align infrastructure with long-term planning and funding.

Town of Milton Comprehensive Plan

In 2023, the Milton Planning Commission (MPC) amended the 2018 Comprehensive Plan for the Town of Milton. This updated plan acts as a guide for shaping the community to align with the residents' vision

for the future. The plan outlines several goals related to active transportation, including:

Goal 7.4. Continue to expand the sidewalk network within and adjacent to the Town Core.

Goal 7.6. Pursue multi-use recreation paths in Milton.

Goal 7.7. Consider a multi-use recreation bridge across the Lamoille River to connect residents north of the river (Poor Farm Road area) to the Town Core.

Goal 7.9. Enhance pedestrian friendly environments incorporating streetlights, street trees, signage and public spaces and develop guidelines for these streetscape elements

Goal 7.10. Potential locations for a multi-modal transit facility in the downtown area should be investigated to include bus, taxi, automobile, bicycle and pedestrian facilities.

The transportation goals in the Town Plan align with the State Planning Goals found in 24 VSA §4302 which are "to provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicycles".

I-89 Bolton and Milton Interchanges Assessment

In 2022, the CCRPC re-evaluated two interchange concepts initially developed in the 1980s. This document outlines the necessary steps to update these concepts to comply with current AASHTO and VTrans geometric design standards, as well as with the environmental requirements stipulated by the National Environmental Policy Act (NEPA) and Vermont's Act 250. The study recommends conducting a Planning and Environmental Linkages (PEL) study as the next step. Note that this report does not significantly address active transportation considerations.

Exit 17 Scoping Study

In 2013, the CCRPC included the Exit 17 Scoping Study in its Unified Planning Work Program (UPWP). The study examined options for I-89 Exit 17 to alleviate congestion, enhance safety, and improve bicycle conditions. The area of focus is in Colchester near the Milton border. In 2014, the Colchester Selectboard endorsed the Loop Ramp Alternative (option 2), which is more favorable for local and regional bicycle travel due to its narrower travel width and fewer vehicular lanes. The preferred alternative was carried forward through design and, at the time of this writing, is being constructed.

Milton Pedestrian and Bicycle Scoping Study

In 2015, the CCRPC conducted the Milton Pedestrian and Bicycle Scoping Study to assess the feasibility of adding sidewalks and shared use paths at four proposed locations:

- › A gap between two existing asphalt shared use paths on Ellison Street and Haydenberry Drive.
- › A segment between the existing asphalt shared use path on Ellison Street and the front entrance to Milton High School.
- › A lack of sidewalks on Brandy Lane, which connects Milton High School to Lamoille Terrace.
- › A lack of sidewalks and safety concerns on Upper Main Street between Railroad Street and the intersection of East and North Roads.

The report presented existing conditions data, conceptual design alternatives aligning with the goals set in Milton's 2013 Comprehensive Plan, and selection of preferred alternatives. The Milton Selectboard selected preferred design alternatives for each project area to enhance walking and bicycling infrastructure in the community.

Railroad Crossing Scoping Study

In 2016, the CCRPC in collaboration with the Town of Milton and VTrans, performed a scoping study to analyze and evaluate the feasibility of connecting a gap in the sidewalk on Railroad Street extending across the existing railroad crossing. The preferred alternative selected by the Milton Selectboard features pedestrian and bicycle facilities on the east side of Railroad Street connecting the existing east side sidewalk through the railroad crossing. Additional improvements in the preferred alternative include:

- › Providing ADA-compliant ramps and crosswalk pavement markings across Railroad Street south of the Barnum Street intersection.
- › Providing pedestrian warning signage and rectangular rapid flashing beacons on both sides of the road in both directions for the proposed crossing of Railroad Street.
- › Replacing the railroad signal pedestal with a pedestrian gate arm and signal on the east side.
- › Providing a curb extension and sidewalk segment on the southwest corner of Barnum Street.
- › Reconstructing two driveway aprons to accommodate the sidewalk north of the existing railroad tracks.

Town of Milton 2024 Fiscal Year Capital Improvement Plan

The Town of Milton's 2024 Fiscal Year Capital Improvement Plan lists out the budget for transportation-related capital improvement projects slated to happen between 2024 and 2028. Relevant items include \$200,000 allocated to a Multi-Purpose Recreation Facility Study, and \$633,800 allocated to a Trails and Pathways Project (formerly Bombardier Park/Perimeter Path).

CCRPC 2025-2028 Fiscal Year Transportation Improvement Plan

The CCRPC's 2025 Fiscal Year Transportation Improvement Plan lists out the transportation projects budgeted to be constructed over the next four years from 2025 to 2028. Projects relevant to this study include \$10.5M for the intersection of US 7, Middle Road, and Railroad Street reconfiguration with new traffic signals including pedestrian signals, \$50,000 for US 7 reconstruction concrete slab removal, and \$75,000 for scope refinements to improvements on US 7 near West Milton Road.

Milton on the Move

In 2022, the Vermont Council on Rural Development completed the Milton on the Move Report and Action Plan. This project relied heavily on input from the Milton community to identify and prioritize goals, foster local leadership, access resources, and develop actionable plans. Task forces were formed to address the top three goals, which are not relevant to this study. However, the community also identified three other key opportunities: improving transportation, enhancing and expanding pedestrian and bicycle infrastructure to make Milton safer and more enjoyable for walkers and cyclists, and boosting outdoor recreation. This includes potentially developing new trails, connecting existing ones, and creating maps or brochures to highlight these pathways.

Town of Milton Recreation Master Plan Update

In 2020, the Milton Selectboard adopted the Milton Recreation Master Plan, developed by the SE Group for the Milton Recreation Department. This plan aims to enhance health, wellbeing, and overall livability, thereby increasing the quality of life in the town. By doing so, it is also expected to attract and retain residents, which will ultimately boost economic development.

The plan specifically recommends the creation of an Active Transportation Plan that comprehensively addresses walking, biking, and trail connectivity in Milton. Key recommendations of the plan include:

- › Establishing a Bike path Task Force to identify and build key corridors for bicycle and pedestrian paths.
- › Prioritizing the development of new trails and pathways that improve the connectivity of parks and other recreational assets.

US 7 Milton Corridor Study

In 2016, the US 7 Milton Corridor Study was conducted by the CCRPC in association with the Town of Milton. It assessed conditions along a four-segment section of Route 7 in central Milton, determined a community-led set of vision and goals for the corridor, and recommended and prioritized strategies. Goals related to the Milton Active Transportation plan were to:

- › Provide more travel options and encourage non-automobile modes for short trips
- › Provide convenient and safe crossing opportunities for pedestrians and bicyclists
- › 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
- › Improve public health by encouraging transportation by foot or bicycle

Milton Hourglass Project

Originally scheduled for construction in 2015, the Hourglass Project is now expected to begin in 2026. The project aims to realign the

intersection of Railroad Street, Middle Road, and US 7 to both enhance economic development and improve safety. Property acquisitions for the necessary right-of-way are currently in progress, following a decade-long wait for funding from VTrans.

CCRPC Regional Active Transportation Plan

The CCRPC developed the Active Transportation Plan Update in 2022, evolving a legacy of bicycle and pedestrian planning for the region and building on plans from 1993, 2008, and 2017. The plan aimed to serve as the active transportation component of the region's long range planning effort, the Metropolitan Transportation Plan (MTP). Regional network analysis and public engagement helped to inform plan recommendations and project prioritization. In addition, focused assessment in Milton and South Burlington identified pedestrian network recommendations for linear improvements including facilities or traffic calming as well as spot improvements including enhanced crossing treatments.

Milton Downtown Core Master Plan

Building on the efforts of Milton on the Move and the recommendations from the plan to form a task force with the mission "to develop and implement a plan to create a central, livable, walkable, and accessible downtown area for Milton," the Milton Downtown Core Master Plan process engaged the public to help mold the vision and set a plan in motion for the downtown core that addressed design elements including roadways, pedestrian circulation, green space, and building clusters to establish a more vibrant experience within the Town's center. Recommendations from the plan identified a phased approach to the build out of the plan's vision starting with implementation of the hourglass project and phasing in redevelopment including realignment of Centre Drive and Bombardier Corner, connectors between Middle Road and Centre Drive, and mixed use

infill development including mixed housing types and underutilized parcel build outs.



Photo 7. Milton Downtown Core Master Plan

Milton Streetscape Project

In 2016, LandWorks and DuBois & King collaborated with the Town of Milton through Milton's 4D Project to develop conceptual plans from the Dam to the Milton Diner. The final plans proposed pedestrian and bicycle enhancements at five study areas along Main Street. Enhancements in the project area included additional crosswalks, sidewalks, bus shelters, bike lanes, gateway treatments, wayfinding kiosks and green/recreation spaces. As part of the Streetscape Project, a sidewalk with a verge has since been added to the north side of US 7, stretching from Nancy Drive to Haydenberry Road.

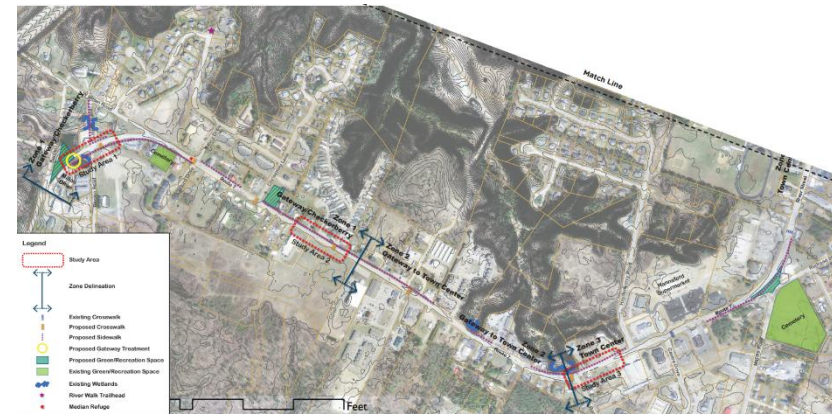


Photo 8. Milton Streetscape Project Proposed Plan

Checkerberry Sidewalk Infill Scoping Study

In 2025, Hoyle, Tanner & Associates, Inc collaborated with the Town of Milton and CCRPC to conduct a scoping study that investigated the potential sidewalk options to improve pedestrian connectivity for a segment of roadway along US 7 and West Milton Road between Nancy Drive and Field Ridge Drive. There is existing sidewalk that ends at Nancy Drive and the corner of West Milton Road and Field Ridge Drive. The study evaluated three sidewalk alternatives and selected a preferred alternative of concrete sidewalk (5-feet) that avoided impacts with utilities but had potential ROW impacts. The total estimated cost of construction is \$216,000 for this stretch of sidewalk.

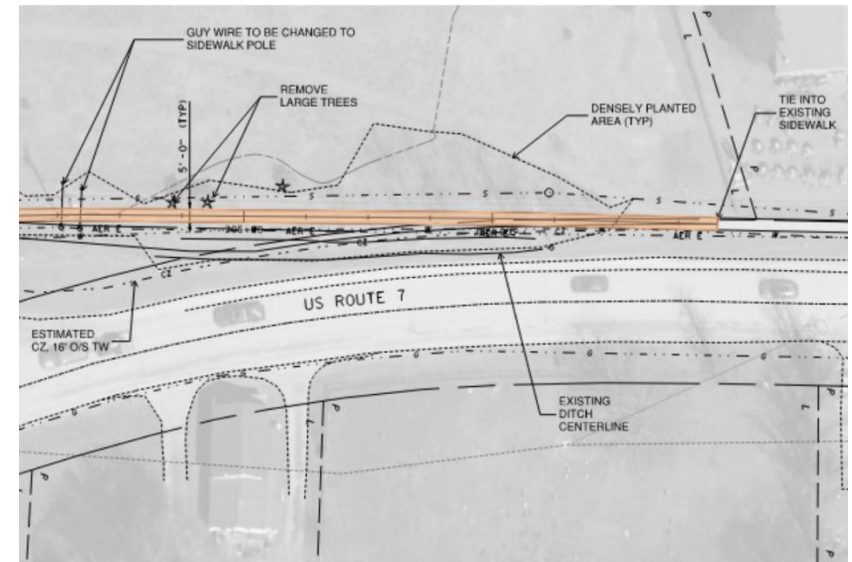


Photo 9: The preferred alternative from the Checkerberry Sidewalk Scoping Study.

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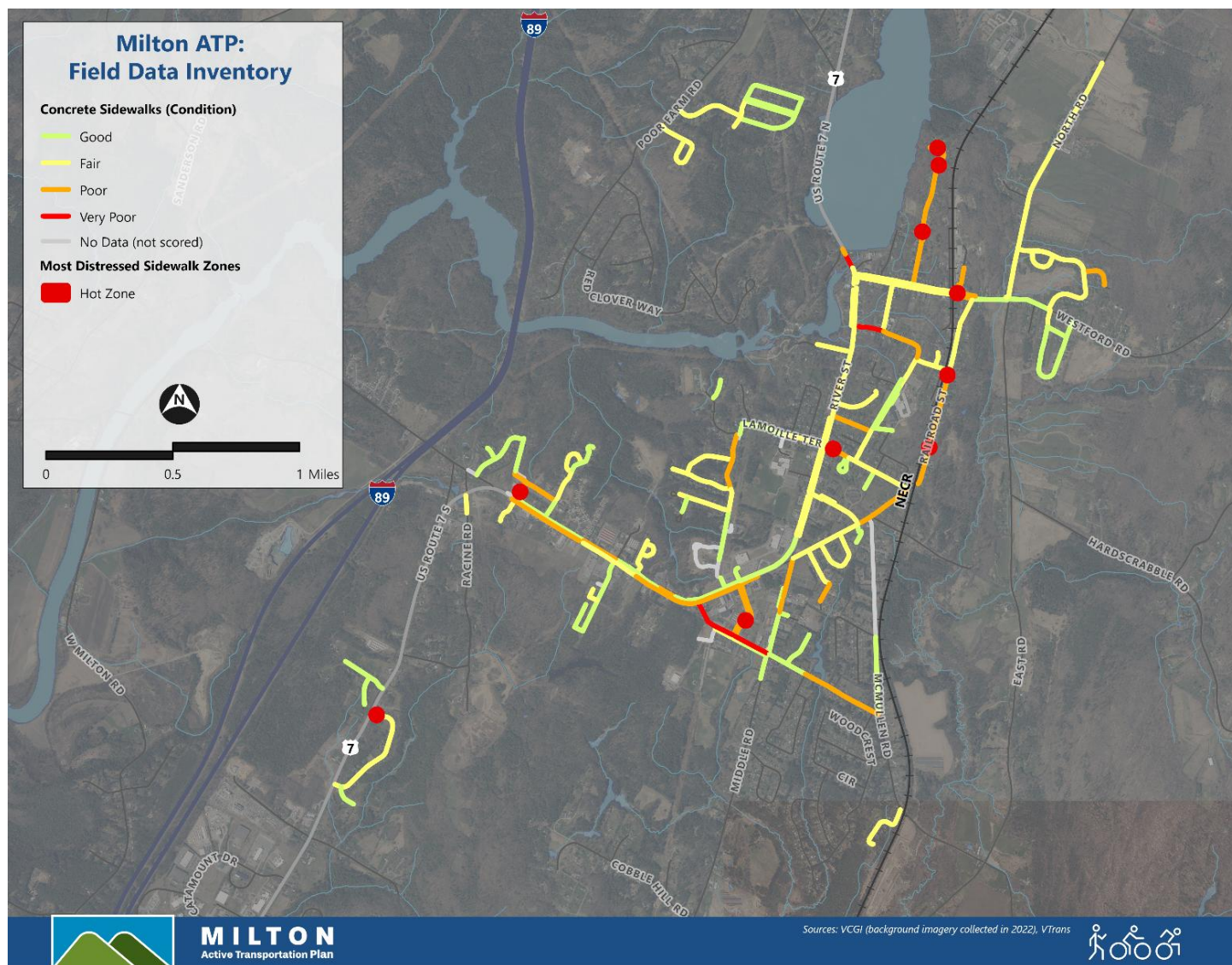
Field Data Collection

The project team collaborated to conduct field inventories of active transportation assets in Milton, including concrete sidewalks, asphalt sidewalks, crosswalks, and crosswalk landings. This chapter documents the field data collection methods and results of this assessment. The process evaluated infrastructure condition and identified barriers and deficiencies requiring repair or intervention. The findings guide the project and strategy recommendations in the ATP to achieve and maintain a minimum standard of accessibility and connectivity. The data collected have been incorporated into the ATP to inform the gap analysis, project list, and maintenance and policy recommendations.

Concrete Sidewalks

The CCRPC conducted the field inventory of concrete sidewalks. Their assessment covered most concrete sidewalk segments in Milton at a slab-by-slab scale, evaluating physical condition and the presence or lack of recommended design elements. From this data, a Distress Score Index (average condition of all slabs within a segment), Average Distress Score (average condition of only the distressed slabs within a segment), and Hot Zones (100-foot buffers around the ten most distressed slabs, including additional distressed slabs within those areas) were generated. **Figure 10** illustrates these findings with sidewalk segments symbolized by their Distress Score Index and Hot Zones shown by red circular markers.

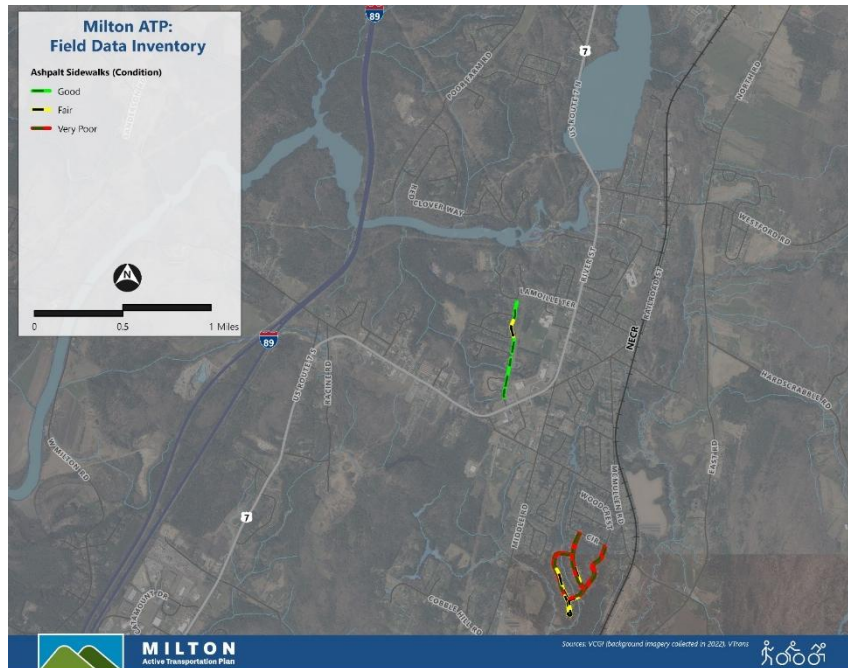
Figure 10 Concrete Sidewalk (Condition)



Asphalt Sidewalk or Shared Use Path

VHB conducted the field inventory of asphalt sidewalks (or shared use paths) for the two known areas of asphalt sidewalk segments shown in **Figure 11** below and detailed on the following pages. Asphalt sidewalk condition was evaluated in the field for 500-foot segments and rated as good, fair, poor or very poor based on surface condition and the presence of hazards including vegetation overgrowth, cracking and heaving.

Figure 11 Asphalt Sidewalk (Condition)



Asphalt Shared Use Path Focus Area 1: Haydenberry Drive and Ellison Street

The 0.6-mile section of asphalt sidewalk along Haydenberry Drive and Ellison Street was found to be in mostly good condition. A representative photo of the typical path condition observed can be found in Photo 10. Most notably, there is an approximate 80-foot gap in the path near the intersection of Strawberry Lane and Haydenberry Drive as shown in Photo 11.



Photo 10: Typical paved sidewalk condition on Stacy Street



Photo 11: Paved asphalt sidewalk gap at Strawberry Lane

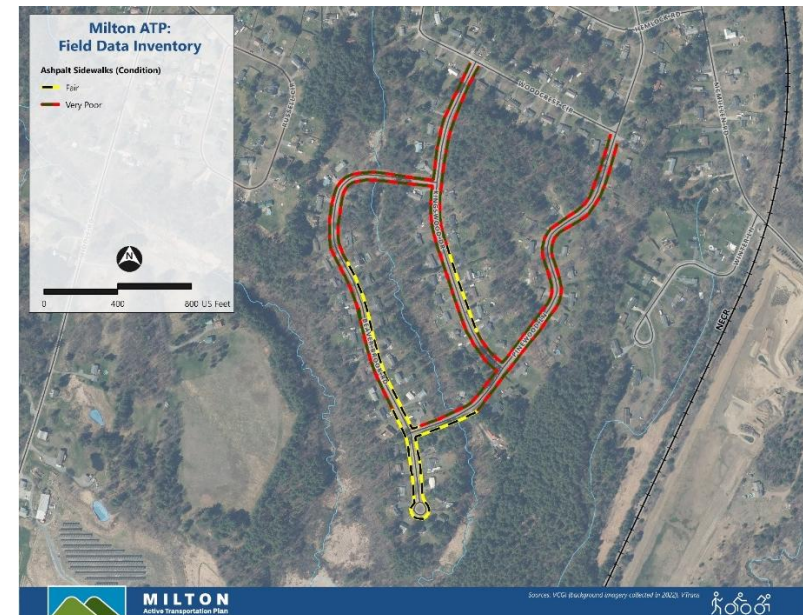
Asphalt Sidewalk Focus Area 2: Kingswood Drive, Beaver Brook Road, Pinewood Lane

Shown in **Figure 12**, this focus area's asphalt sidewalks located along Kingswood Drive, Beaver Brook Road and Pinewood Lane were found to be in consistently very poor condition, with significant surface deterioration and vegetation overgrowth, as documented on the following pages. The degree of hazards present with this sidewalk network indicate the need for more frequent asset inventories to inform maintenance for Milton's active transportation facilities and ensure the facilities remain safe and usable. This issue was addressed further in the gap analysis and program recommendations.



Photo 12: Typical vegetation overgrowth observed (very poor condition)

Figure 12 Focus Area 2 Paved Sidewalk Network Condition



Crosswalk and Crosswalk Landings

All crossing locations along and across US 7, as well as those near public schools, and most crossings across public roads were inventoried. **Figure 13** displays the overall condition of these locations, and the following text describes the methodology used to collect and interpret the crossing data.

Data collection assessed the presence and condition of safety and accessibility elements, listed below.

- **Detectable warning surfaces** (DWS) provide a tactile response to allow people who are blind or have low vision to use the sidewalk network safely. A lack of DWS present is an accessibility concern, and DWS in poor condition can create unsafe conditions.
- **Ledging and transition** conditions can create tripping hazards. These tripping hazards are more notable at crosswalk landings due to the increased chance of a user falling into an active roadway.
- **Obstructed entrances** can present an accessibility issue, as well as a safety issue. An obstructed entrance can result in users needing to find a different crossing or choosing an unsafe behavior.
- **Signage and markings** are important components of visibility at a crossing. Worn markings and lack of visible signage make it more difficult to determine if a crossing is present, which results in motorists not properly scanning the area or yielding appropriately.
- **Crossing length** is a safety concern due to the exposure of pedestrians. While using a crossing facility, users are exposed to motor vehicle traffic, and the longer the exposure, the higher the probability of an incident. Longer crossings also tend to be due to the presence of additional lanes or excess width, which can present a visibility concern as vehicles block view of crossing pedestrians.

Crossing and Landings - Findings

Common issues noted across the network included worn pavement markings, missing detectable warning surfaces (or truncated domes),

ledging at roadway-to-landing transitions, and sediment buildup on landings. Where crossing signs were present, conditions were generally good or fair and MUTCD compliant.

Access management concerns were identified along US 7 at commercial driveways and parking lot access points, where many commercial curb cut crossings exceeded 30 feet in width. Notable examples include a 270-foot open span at Rene's Gas Station and a 135-foot span at the Little "A" Store. These observed deficiencies highlight US 7 crossings as a priority area to be considered and appropriate treatments recommended in the Milton ATP.

Sightline deficiencies were also observed in a few crossing locations including the US 7/Main Street crossing, where the western landing is obscured from southbound drivers by a building, and the Railroad Street/Main Street crossing, where a hedge blocks sightlines to the western landing for northbound vehicles.

Summary of Findings & Intended Use

This field data collection effort identified several key deficiencies in the active transportation network, including the Strawberry Lane asphalt sidewalk gap, a fully deteriorated asphalt sidewalk network in the Kingswood Drive, Beaver Brook Road, Pinewood Lane neighborhood, clusters of deficient concrete sidewalk segments, and crossing safety concerns along US 7 related to access management and missing or deficient design elements. These findings, along with the complete data assembly, were carried forward, informing the gap analysis, project list, and the development of maintenance strategies and policy recommendations within the Plan.

5

Public Engagement

Over the course of the planning effort, the project team followed a broad public engagement process to understand the active transportation needs of the Town of Milton. The outreach was comprised of in-person engagement hosted at already-scheduled community events and complemented by targeted meetings and online tools. Together, these methods were designed to reach a wide cross-section of residents, workers, families, and community partners, and to gather both detailed technical feedback and everyday lived experience. Engagement activities included an Advisory Group that met at key milestones, two public meetings held in conjunction with major Town events, a series of pop-up events at popular community destinations, and an online public survey that collected input from more than 120 respondents.

Advisory Group

The Advisory Group (AG) for the ATP played a pivotal role in the development of the Plan through shaping the Vision and Goals and project recommendations.

The group convened at critical junctures throughout the planning process, and the meetings between the AG and project team served as a collaborative platform where stakeholders from various committees and organizations could share insights, concerns, and community priorities. The AG's diverse perspectives made for a comprehensive and inclusive ATP by addressing the needs of various user groups such as pedestrians, cyclists, and recreational needs through connecting the project team to communities that may not have been reached otherwise. Their input was instrumental in identifying key priorities, developing actionable solutions, and ensuring that the final plan reflects the collective goals of the entire community.

The Milton ATP AG was made up of the following individuals:

- › Tony Micklus | Planning Commission Chair
- › William Pikul | Conservation Commission Chair
- › Kary Towne | Arrowhead Senior Center Volunteer
- › Benjamin Gilbert | Milton Family Community Center
- › Michael Bierwirth | Milton High School Athletic Director
- › Melissa Needham | Vermont Department of Health
- › Jack Evans | Local Motion
- › Hannah Luman | Milton Recreation Director

Advisory Group Meeting #1 – March 10, 2025

The first Advisory Group meeting served as a kickoff for the Active Transportation Plan. Members and the project team introduced themselves, reviewed the project scope, discussed what active

transportation means, and identified the overarching goals of an ATP. The project team also walked through the project schedule and key milestones. In addition, the group reviewed existing conditions in town, including current bicycle and pedestrian infrastructure, five years of crash history, traffic volumes (AADT), and major community origins and destinations.

Advisory Group Meeting #2 – September 11, 2025

The project team presented the vision, goals, and an overview of recent outreach including public meetings, an online survey, Milton Family Community Center events, the Milton Farmers Market, the Bombardier Park Trails Grand Opening, and the upcoming Touch a Truck engagement. The team shared key survey findings from more than 120 respondents, as well as results from field inventories of sidewalks and crossings that highlighted common deficiencies and identified bike, shared use path, and pedestrian gaps along priority corridors. Draft evaluation criteria for prioritizing projects, including connectivity, safety, community growth, accessibility, feasibility and targeted spending, and community voices, were discussed and ranked, with particular emphasis on connectivity and accessibility. The discussion also covered priority gaps and dangerous intersections, recognizing that limited historic investment can make needs less visible, and noted how current funding opportunities such as the Transportation Alternatives Program and bike and pedestrian program could help advance ready projects. The meeting concluded with an overview of next steps, contact information, and a reminder about the upcoming Touch a Truck engagement.

Public Meetings

Early in the process, the project team committed to “meeting people where they are” by integrating Active Transportation Plan outreach into existing community events. Both public meetings for the plan were

held in conjunction with previously scheduled town activities. Each engagement included interactive display boards and multiple ways for community members to share input.

Public Meeting #1 – April 26, 2025

The first public meeting was hosted at the Town of Milton’s Community Room as a public workshop. This workshop provided a unique opportunity for community members to engage with four efforts that were underway in the Town. This included the Milton Town Plan Update, Checkerberry Sidewalk Scoping Study, Act 181 Study, and the ATP.



Photo 13. Public Meeting #1

Public Meeting #2 – September 13, 2025

The second public meeting took place at the newly opened Don Turner Jr. Public Works Facility in conjunction with the Touch a Truck event. This setting allowed the project team to engage a wide range of community members at a family-friendly event focused on transportation and maintenance, where attendees could see utility and construction vehicles up close. The project team gathered valuable

feedback and added numerous new data points to the engagement map board and short-response board, further refining the understanding of local walking, biking, and rolling needs.



Photo 14: Touch A Truck Event

Pop Up Events

In addition to the public meetings, the project team also hosted a series of pop up engagement events to reach community members in their everyday settings. Team members staffed interactive tables at the Milton Family Community Center, the Milton Farmers Market, and the opening of the new Bombardier Park mountain bike trails, where they spoke with residents, collected comments about walking, biking, and rolling, and invited people to add locations of concerns and opportunities to engagement maps. These pop up events helped broaden participation beyond traditional meetings and brought in perspectives from families, older adults, and people who regularly use local parks, trails, and community services.

Pop Up Event Dates and Locations

- › Milton Community Center- June 26, 2025
- › Milton Farmers Market- July 21, 2025
- › Bombardier Park Trails Opening- August 19, 2025



Photo 15: Pop Up Event at Milton Family Community Center



Photo 16: Pop Up Event at Milton Farmers Market



Photo 17: Pop Up Event at Bombardier Trails Opening

Public Survey

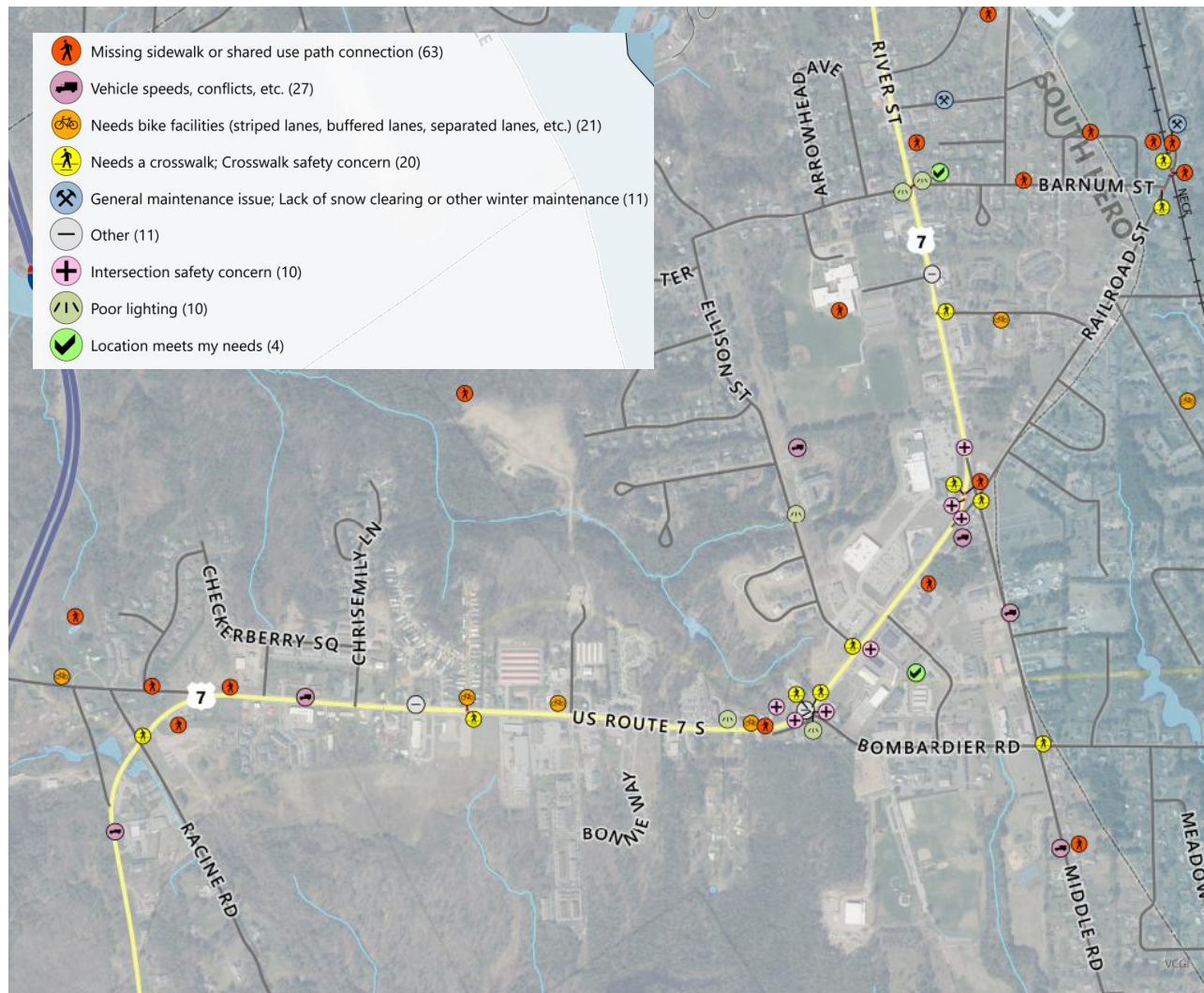
An online community survey was conducted to understand how people travel in Milton, how often they walk, bike, and roll, and what barriers they experience. The survey received 120 complete responses. Almost all respondents reported that they live in Milton, and many also shop, recreate, or work in town. Most respondents spend the majority of their time in and around the Town Core, Arrowhead Lake, West Milton, and East Milton, indicating that these areas are the primary focus for everyday trips and experiences.

Travel behavior is dominated by driving, with nearly all respondents using a car for most daily trips. Walking several times per week was common, and a smaller group reported biking at least weekly, primarily for recreation and social trips with some shopping and school trips. Only a small number of respondents indicated that they regularly ride an e-bike. Most respondents do not use a mobility aid, though a limited number reported using canes, wheelchairs, or motorized scooters and highlighted specific accessibility needs.

When asked to rate challenges to walking, the most frequently identified challenges were vehicle speeds and vehicle volumes, limited or no separation from traffic, and sidewalk gaps or a lack of sidewalks on key routes. For biking, the highest-rated challenges were a lack of bike lanes and shared use paths, high traffic speeds, and concerns about safety and comfort when sharing narrow roads with vehicles. These topics drew the largest share of “large challenge” responses across the survey. Open-ended comments reinforced these themes and emphasized narrow roads that feel unsafe for people walking, driver behavior that feels hostile to cyclists, pavement in poor condition on some marked bike routes, parked vehicles blocking sidewalks, and overgrown roadside vegetation that reduces usable space. Locations on the network associated with specific comments from the survey are depicted in **Figure 14** and zoomed in on the downtown core in **Figure 15**.



Figure 15 Public Input Downtown Core



6

Gap Analysis and Project Identification

A “gap” represents a break in the continuity, safety, or usability of Milton’s active transportation network. A gap may also be defined as the discrepancy between the existing condition and the desired condition that reflects the goals of the ATP and aligns with the Town Plan. For the purposes of this plan, the gap analysis identifies where there are missing or incomplete pedestrian and bicycle facilities, unsafe crossings, limited accessibility, and discontinuities between neighborhoods, destinations, and the Town Core. Gaps identified in the analysis are used to inform potential active transportation projects, programs, or policies. This process defines where improvements are needed, forming the foundation for subsequent project identification and prioritization.

Gap Analysis Process

The gap analysis established where the current state of the active transportation network does not meet Milton’s desired condition as outlined in the goals of the ATP and Town Plan. The gap analysis was informed by inputs described above, including:

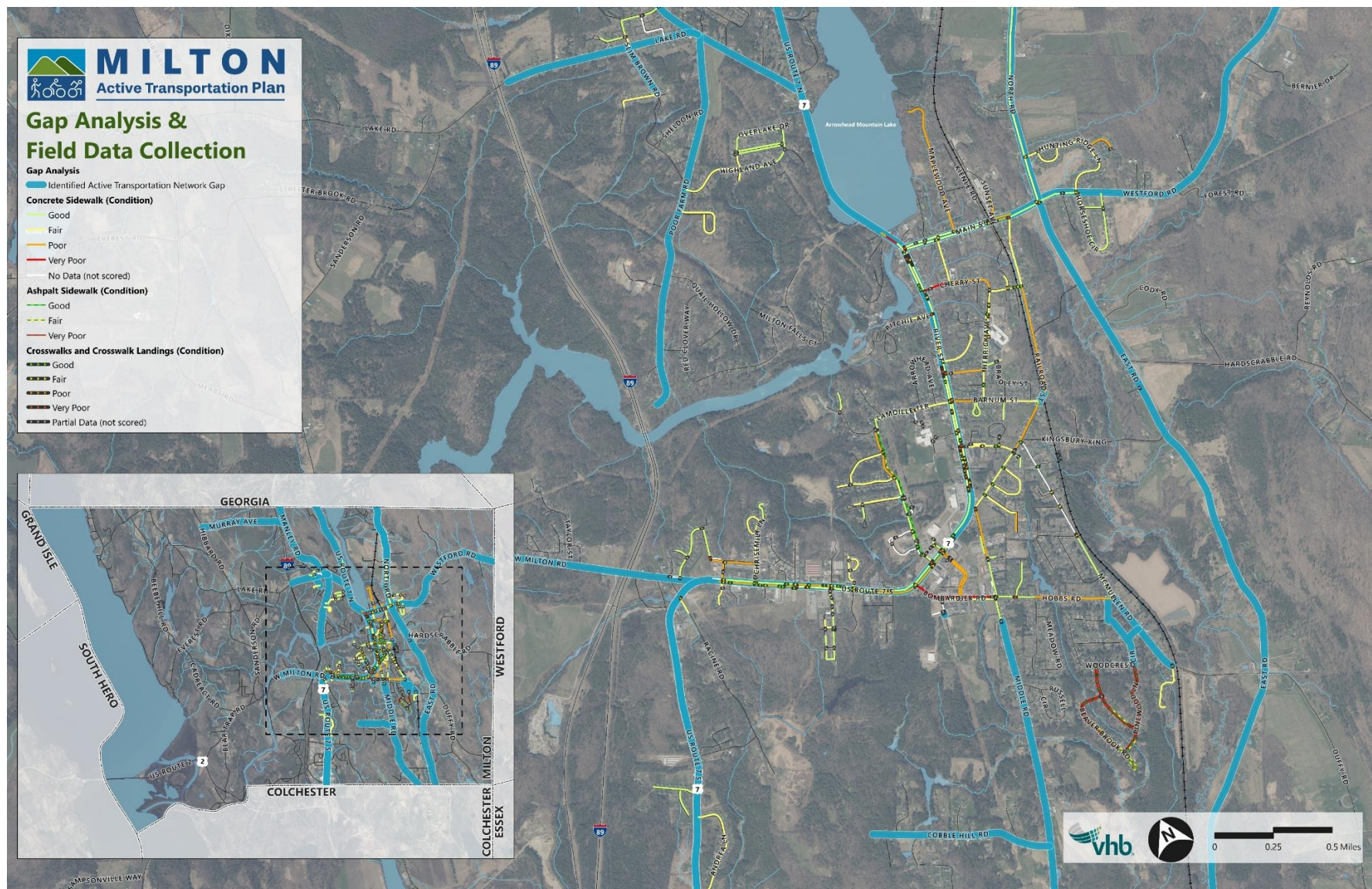
- › Roadway and network characteristics
- › Field data collection of sidewalk, path, and crossing conditions
- › Land use and community destinations
- › Crash history and use patterns
- › Relevant previous plans and studies
- › Ongoing or planned transportation projects
- › Public input and identified community needs

This information helped identify needs when compared to the desired state of active transportation facilities. The gap analysis focused on questions like:

- › What are Milton’s long-term, documented transportation goals?
- › How did previous efforts to develop active transportation facilities materialize?
- › Where are key origins and destinations for active transportation users in Milton?
- › Where is the safety of active transportation users most threatened?

The gap analysis used the existing conditions and the desired state of Milton’s active transportation facilities to identify physical gaps in infrastructure and functional gaps in the network, such as barriers to access, incomplete connections, or locations where facilities do not support safe or convenient travel. **Figure 16** depicts the gap analysis and field data collection, visualizing the conditions of Milton’s active transportation facilities in support of identifying active transportation network gaps.

Figure 16 Gap Analysis & Field Data Collection Map



Gap and Needs Identification

The corridors and locations presented below represent areas where gaps in the active transportation network have been identified. These gaps are organized by facility type and corridor function, reflecting where improvements may enhance connectivity, safety, accessibility, and overall network performance.

Gaps identified in the analysis do not necessarily correspond directly with implementable projects. In many cases, addressing gaps may require:

- › further study or design
- › coordination with state agencies or private landowners
- › integration with planned or ongoing projects
- › phased or incremental improvements over time.

The locations identified in the gap analysis describe priority areas, which inform, but do not solely determine, projects identified and prioritized in the subsequent chapters.

CCRPC ATP Priority Corridors

These projects are identified in the CCRPC Active Transportation Plan as priority corridors to construct active transportation facilities. There are three project locations identified in the CCRPC ATP Priority Corridor to include in the gap analysis.

1. **US 7 Corridor** - CCRPC ATP Bike Facility
2. **Main Street / Westford Road (US 7 to the eastern Town Line)** - CCRPC ATP Bike Priority Corridor
3. **East Road / North Road** - CCRPC ATP Side Path

Bike and Shared Use Path Gaps

The Bike and Shared Use Path Gap locations identify four opportunities to invest in a bicycle or shared facility on parts of the Milton active transportation network where there interest and need exist.

4. **Murry Avenue** - No Bicycle or Pedestrian Facility
5. **Manley Road (Town Line to the eastern Town Line)** - No Bicycle or Pedestrian Facility
6. **Middle Road** - No Bicycle or Pedestrian Facility on a Central Corridor
7. **Haydenberry Drive** - Gap in the Network for a Shared Use Path

Pedestrian Gaps

There are eleven opportunities identified in the gap analysis to address public interest and documented need for pedestrian facilities.

8. **US 7 Corridor** - General Connectivity Gap
9. **West Milton Road** - Missing Sidewalk Connections
10. **North Road** - Missing Sidewalk, Housing Density
11. **Poor Farm Road** - Missing Sidewalk, Housing Density
12. **Cobble Hill Road** - Connect Neighborhood, Pedestrian Need
13. **Lake Road** - Connect Residents, Pedestrian Need
14. **McMullen Road** - Connect Sidewalks
15. **Hemlock Road and Woodcrest Circle** - Connect Sidewalks
16. **Park Place** - Network Sidewalk Gap
17. **Slim Brown Road** - Network Sidewalk Gap
18. **Railroad Street** - Network Sidewalk Gap

Project Identification

By identifying these priority locations in the gap analysis, the foundation was set to begin to shape recommendations for projects, policies, and programs that may address these gaps in the near- and long-term.

7

Project Prioritization

Building on the gap analysis, this chapter presents a framework for evaluating and sequencing potential active transportation improvements across Milton. Applying this framework establishes the recommended – but not required – order of advancement for those improvements and describes the evaluation methodology used to rank them. The resulting prioritized project lists are intended to guide implementation sequencing in support of Milton’s efforts to advance a safer, more connected, and more accessible active transportation network.

Each project was evaluated using a comprehensive set of metrics, designed to reflect Milton’s priorities, applied consistently across identified projects, and supported by GIS-based analysis and available data.

Evaluation Criteria

The evaluation criteria and weighting used in the prioritization process were derived from the plan’s vision and goals and refined through community input. The categories of scoring considerations and their assigned weights were iterated through engagement touchpoints where the public had opportunities to identify and influence the factors they considered most important in prioritizing improvements to the system.

The resulting six major scoring categories are shown below. Their definitions, measurement methods, and assigned weights are provided in **Table 3** and **Table 4** on the following pages.

- **Connectivity & Feasibility**
- **Community Growth**
- **Accessibility**
- **Safety**
- **Community Voices**
- **Targeted Spending & Implementation**

Table 3 Project Evaluation Criteria Overview

Criteria	Definitions	Measurement	Weight
Connectivity/ Feasibility	Develop an interconnected, townwide active transportation network linking residential neighborhoods, essential services, employment centers, schools, recreational areas, transit hubs and other key community resources.	Addresses a network gap, connects residents with community destinations	22.5%
Community Growth	- Build an environment where all community members have access to active transportation options. - Encourage active transportation as a means to enhance public health by creating opportunities for physical activity.	- Improves mobility for residents in affordable housing, group quarters, or mobile home communities - Creates opportunities for physical activity	20.0%
Accessibility	- Increase usability of active transportation facilities for individuals of all abilities. - Provide opportunities for transportation options that do not require reliance on personal vehicles.	- Expands / improves ADA infrastructure - Improves access to public transportation	20.0%
Safety	Enhance the safety of pedestrians, cyclists, and other active transportation users through the implementation of targeted projects, policies, and programs.	Crash history, roadway classification, traffic volume, speed, other safety concern	15.0%
Community Voices	Incorporate input from the community and consider previously planned or identified projects, efforts or problems.	Supported by Milton public input, Plans and active community efforts	15.0%
Targeted Spending/ Implementation	- Dedicate funding for inspection, maintenance plans and projects to keep active transportation infrastructure in good condition. - Prioritize projects that can be implemented with minimal engineering challenges, limited funding, and sustainably maintained.	- Repairs / maintenance for existing deficient infrastructure - Complexity and cost relative to scale	7.5%

Table 4 **Project Evaluation Metrics**

Criteria		Evaluation Metrics	Maximum Score
Connectivity/ Feasibility	A.	Score reflects degree to which the project addresses an active transportation network gap.	27
	B.	Score reflects degree of improved connectivity to community destinations the project facilitates.	
	C.	Score reflects degree active transportation mobility is improved for residents based on the project's proximity to residential areas.	
Community Growth	A.	Score reflects degree of improvement for active transportation mobility that the project facilitates for residents in affordable housing, group quarters, or mobile home communities.	24
	B.	Score reflects project potential to create opportunities for physical activity through active transportation by connecting to a recreation destination or as a facility that is suitable for recreational use.	
Accessibility	A.	Score reflects the degree of physical barrier removal and/or improvement in ADA compliance the project offers.	24
	B.	Score reflects degree to which the project improves access to public transit.	
Safety	A.	Score reflects if a safety concern is addressed by the project and the respective significance of the safety concern.	18
	B.	Score reflects presence and severity of crash history involving all vehicle types in project proximity.	
	C.	Score reflects presence and severity of crash history involving vulnerable road users in project proximity.	
	D.	Score uses AOT roadway classification to prioritize active transportation improvements on higher-volume roadways with lower existing accessibility resources.	
Community Voices	A.	Score reflects alignment with public input including ATP engagement and past plans and studies.	18
	B.	Score reflects project development stage, with higher scores for projects already in design or construction.	
Targeted Spending/ Implementation	A.	Score reflects degree to which the project addresses a presently deficient infrastructure condition.	9
	B.	Score reflects anticipated project complexity and challenges to implementation relative to project scale, prioritizing projects that will be easier to implement.	
	C.	Score reflects cost of project and anticipated funding source, prioritizing projects that can be implemented with existing funding sources.	

GIS Based Scoring

The project team used a GIS-based spatial analysis as the foundation for evaluating projects against the established criteria. This approach applied a consistent method across all projects and allowed the team to integrate a broad range of inputs, including existing data such as vehicular traffic volumes, roadway crash history, and other relevant metrics, along with project-specific information and field observations.

These inputs (an illustrative example is shown in **Figure 17**) provided a quantitative basis for scoring and served as a visual tool to help the team identify relationships and concentrations of need that may not have been otherwise evident. Directly incorporating data such as crash history and traffic volumes tied project scores to real-world thresholds which are commonly used to inform active transportation design decisions.

In addition to quantitative inputs, the evaluation incorporated institutional knowledge and engineering judgment from the project team, Milton Public Works, Milton Planning and Zoning, and the CCRPC.

Understanding Prioritization

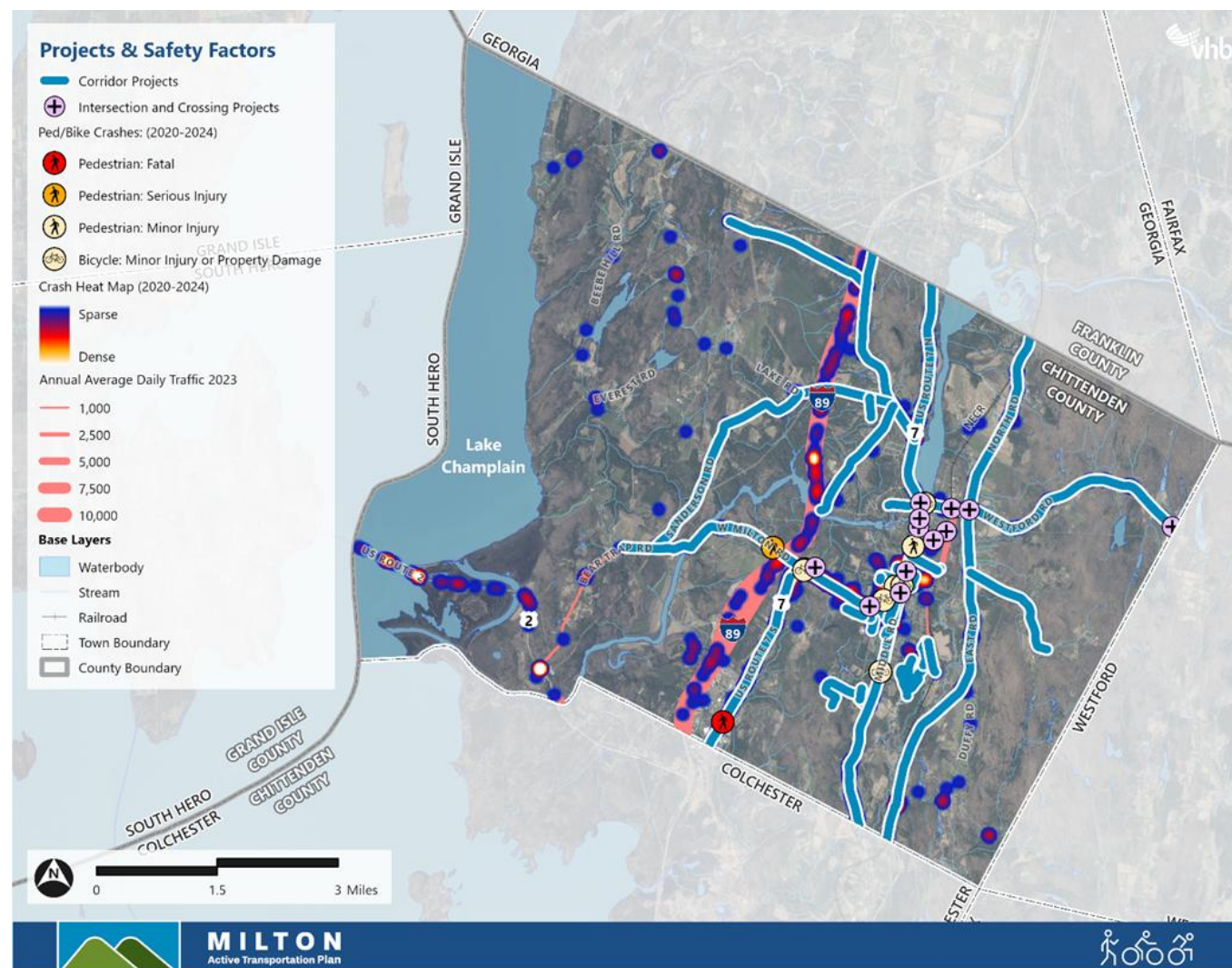
The analysis used several quantitative and qualitative measures to score active transportation projects based on the degree to which a project addresses Milton's transportation network needs according to the evaluation criteria. Project scores provide a consistent, data-informed basis for comparing potential improvements; however, scores alone do not determine implementation and timing. This framework supports decision-making while maintaining flexibility to respond to implementation conditions and opportunities. Recommended implementation, presented in subsequent chapters, reflects evaluation scores alongside feasibility, coordination requirements, alignment with existing plans, and funding opportunities.

It is important to note that the prioritized projects vary in level of definition and readiness, including:

- › Near-term improvements that can be advanced with limited complexity
- › Corridor-level projects requiring additional design and coordination
- › Projects dependent on external partners, including private developers or VTrans
- › Incremental or phased improvements implemented over time or as part of larger initiatives
- › Projects that are already initiated or anticipated to move ahead imminently

As such, the prioritization score alone does not provide a full picture of potential implementation, but rather provides clarity on the degree to which a project may be expected to serve the goals of this ATP.

Figure 17 Example GIS Scoring Inputs (Safety Factors)



Prioritized Project List

The prioritized project lists and mapped projects are provided in the following pages. In total, the recommendations include:

39 Corridor & Network Connection Projects

10 Crossing Projects

3 Intersection Projects

Consistent with the plan vision, many of the highest-ranked projects focus on improving mobility within the downtown core, where projects in the vicinity of higher activity levels and destination density resulted in high evaluation scores and greatest anticipated community benefit.

Other projects present opportunities to address network gaps identified in the gap analysis, including missing connections between neighborhoods and the core network and discontinuities within the core itself. These improvements would enhance access from higher-density residential areas and connect residents to essential services, schools, employment, and transit.

In addition to reinforcing the central corridor, the project list includes improvements that would extend connections outward from Milton's downtown along key corridors and link to residential areas and community destinations such as the Milton Town Forest. These projects are intended to expand the active transportation network more broadly across Milton and establish a framework for connectivity beyond the downtown area.

Prioritized Corridor & Network Projects

The top projects for corridors are highlighted below and the full list of projects can be found in **Table 5** and seen in **Figure 18**.

US 7 Shared Use Path

Provide a 10 ft shared use path along US 7 through Milton's Downtown Core.

River Street Park Connection

Design and construct a sidewalk on the west side of US 7 (River Street) between Cherry Street and Mackey Street to connect the Milton High School to the River Street Park. Address access management to protect sidewalk and define driveway access where needed.

West Milton Road Sidewalk Connection

Design and construct a sidewalk on West Milton Road and US 7 from Nancy Drive to Clark Falls Road. Align with/implement findings of Checkerberry Sidewalk Infill Scoping Study.

Milton High School Grounds Path

Implement recommendations from the 2015 Milton Pedestrian and Bicycle Scoping Study for construction of the High School Grounds Path. This project is recommended to be supported by prospective development currently in the application process on the parcel between the high school and Haydenberry Drive, which could contribute to implementation.

US 7 and Railroad Street Sidewalk Connection

Design and construct a sidewalk between existing sidewalk just east of Centre Drive to Whisper Lane on Railroad Street and US 7. Align with the Hourglass design and prioritize if the Hourglass project is delayed.

Downtown Core Master Plan: Shared Use Path

Design and construct the Downtown Core Master Plan shared use path from Bombardier Road at the trail network of Bombardier Park West to US 7 and Railroad Street.

Figure 18 Prioritized Corridor Projects

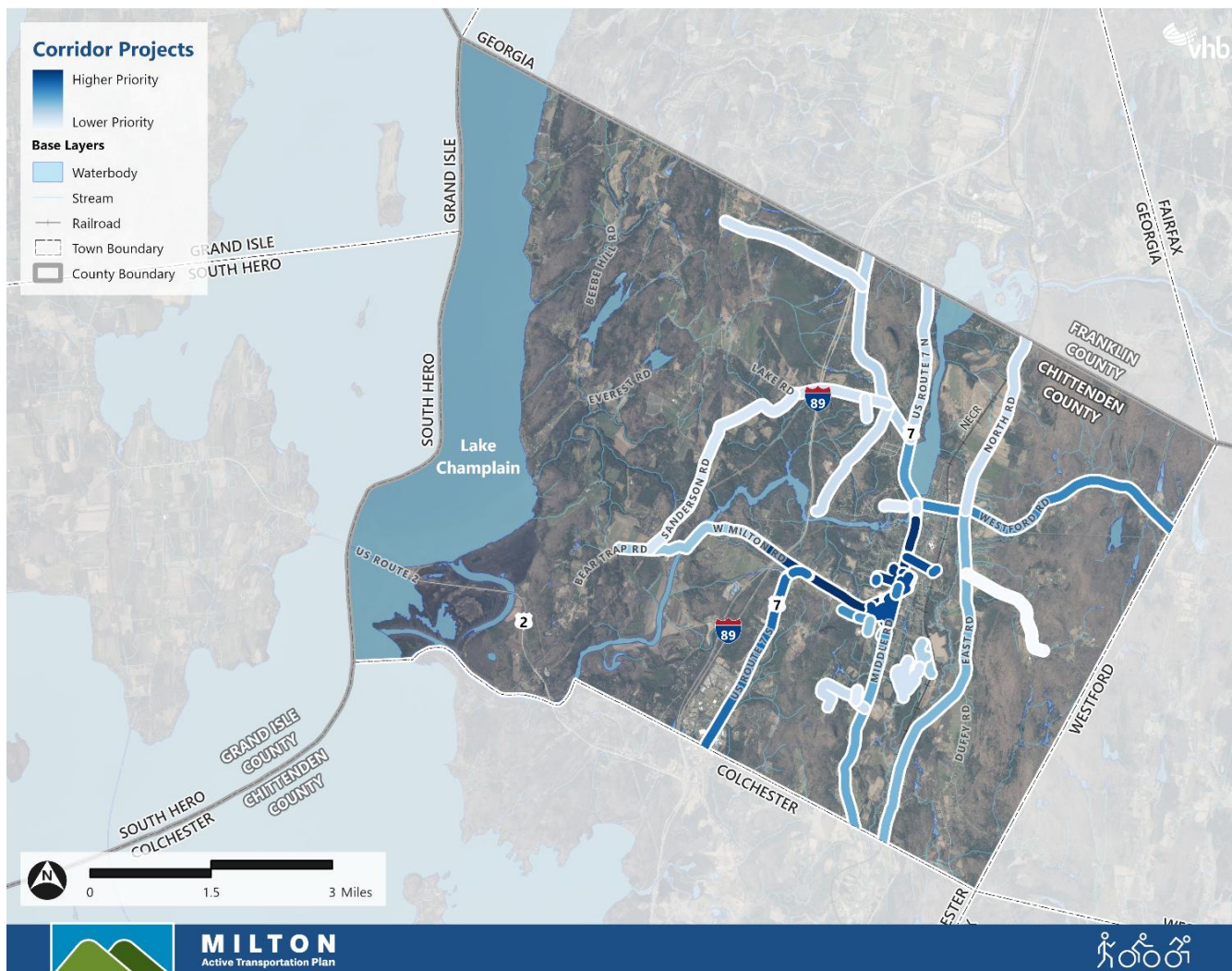


Table 5 **Prioritized Corridor & Network Projects**

Project	Description	Prioritization Score
US 7 Shared Use Path	Provide a 10 ft shared use path along US 7 through Milton's Downtown Core.	105
River Street Park Connection	Design and construct a sidewalk on the west side of US 7 (River Street) between Cherry Street and Mackey Street to connect the Milton High School to the River Street Park. Address access management to protect sidewalk and define driveway access where needed.	104
West Milton Road Sidewalk Connection	Design and construct a sidewalk on West Milton Road and US 7 from Nancy Drive to Clark Falls Road. Align with/implement findings of Checkerberry Sidewalk Infill Scoping Study.	103
Milton High School Grounds Path	Implement recommendations from the 2015 Milton Pedestrian and Bicycle Scoping Study for construction of the High School Grounds Path. This project is recommended to be supported by prospective development currently in the application process on the parcel between the high school and Haydenberry Drive, which could contribute to implementation.	102
US 7 and Railroad Street Sidewalk Connection	Design and construct a sidewalk between existing sidewalk just east of Centre Drive to Whisper Lane on Railroad Street and US 7. Align with the Hourglass design and prioritize if Hourglass project is delayed.	102
Downtown Core Master Plan: Shared Use Path	Design and construct the Downtown Core Master Plan shared use path from Bombardier Road at the trail network of Bombardier Park West to US 7 and Railroad Street.	101
Downtown Core Master Plan: Sidewalks and Crosswalks	Design and construct sidewalks and crosswalks throughout Milton's Downtown Core as identified in the Downtown Core Master Plan. Align with designs from Hourglass project.	99
Barnum Street North Side Sidewalk	Construct a sidewalk on the north side of Barnum Street.	99
Haydenberry Drive Shared Use Path Connection	Implement recommendations from 2015 Milton Pedestrian and Bicycle Scoping Study to complete the Haydenberry Drive shared use path gap. This project is recommended to be supported by prospective development currently in the application process on the parcel between the high school and Haydenberry Drive, which could contribute to implementation.	92
US 7 South Milton Scoping	Scoping Study to explore treatments for US 7 South of Bartlett Road to Town Line to improve bicycle and pedestrian connectivity. With parcels between I-89 and US 7 being developed opportunities should be explored to leverage private development support.	92
US 7 Sidewalk Connection to Racine Road	Construct a sidewalk on US 7 between Racine Road to connect to existing sidewalk near Clifford Drive.	91
Railroad Street Sidewalk and Crossing at Barnum	Construct 400 feet of concrete sidewalk aligned with preferred alternative from Railroad Street - Railroad Crossing Scoping Study along with a high visibility crosswalk at the intersection of Railroad Street and Barnum Street.	91

Project	Description	Prioritization Score
Upgrade the Sidewalk along River Street	Upgrade the sidewalk along east side of US 7 and River Street from Milton Square Shopping Center intersection to Railroad Street. Align with the Hourglass project design or prioritize if Hourglass project is delayed.	88
Main Street/ Westford Road	Consider shared use path from US 7 to Town Line connecting to Milton Town Forrest. Interim planning could include a speed study and STOP warrant analysis at E / N Rd and Main Street.	86
Bombardier Park East sidewalk	Project supports implementation of sidewalk connection from Middle Road at Tennis Court to Bombardier Park East.	84
Boardwalk Path: Dogwood Circle to Lainey Avenue	Project supports implementation of Boardwalk Way connection from Dogwood Circle to Lainey Avenue to incorporate bicycle and pedestrian facility.	84
Middle Road Sidewalk Connection to Russell Circle	Construct a sidewalk on Middle Road between Tennis Court (Bombardier East) and Russell Circle. The project should include a direct connection to the Perimeter Path.	83
Boardwalk Path: Park Place to Dogwood Circle	Project supports implementation of Boardwalk Way multi-use path which is permitted and under construction.	82
US 7 Multi-Use Path	Consider a feasibility/ scoping study to explore connection opportunities along US 7 between Main Street and Lake Road.	81
Middle Road	Identify potential bike and/or pedestrian connections along Middle Road from Russel Drive to Town Line.	77
East Road Pedestrian Path	Explore potential bike or pedestrian connections along East Road between the Town Line and Main Street on East Road. Consider a phased approach starting with the connection to Hardscrabble Road.	74
Park Place Sidewalk Connection	Construct sidewalk to connect the existing sidewalk that terminates at the Library into Bombardier Park. This connection is scheduled to be constructed by a private developer in 2026 as a condition of approval.	72
West Milton Road Bike/Pedestrian Connection	Scoping Study to explore improved bicycle and pedestrian connectivity treatments for West Milton Road, Bear Trap Road from Cadence Road to Owen Court.	70
McMullen Road Sidewalk Connection	Construct a sidewalk on McMullen Road between Hobbs Road and Winter Lane.	69
Hemlock Road Neighborhood Connection	Construct a sidewalk along Griswold / Woodcrest between Hobbs Road and Pinewood Lane; construct a sidewalk along Hemlock Road between McMullen Road and Woodcrest Circle (east).	66
Manley Road Bike-Ped Connection	Identify potential bike and/or pedestrian connections along Manley Road, Lake Road from Town Line to US 7.	65
US 7 North Milton Scoping	Scoping Study to explore treatments for US 7 North of Lake Road to Town Line to improve bicycle and pedestrian connectivity.	64

Project	Description	Prioritization Score
North Road Traffic Calming	Conduct a study to determine traffic calming measures along North Road from Main Street to the Town Line.	61
Cobble Hill Road	Identify potential bike and/or pedestrian connections along Cobble Hill Road from Middle Road to provide connection to Sharp Park. Portions of Cobble Hill Road are privately owned, and implementation will require evaluation of existing or potential easements. Coordinate with Lela Mae Place connection project.	61
Poor Farm Road Sidewalk	Identify potential bike and/or pedestrian connections along Lake Road to end of road. Consider a phased approach, starting with connections to Highland Avenue or Deer Run.	61
Access Management for US 7 River Street Businesses	Implement access management improvements along US 7 south of Main Street. A private developer plans to reduce curb cuts and replace the sidewalk on the west side of US 7 just south of Main Street within the project limits, and the project supports this effort. Similar access management improvements will still be required on the east side within the project limits.	61
Murray Avenue Bike-Ped Connection	Identify potential bike and/or pedestrian improvements along Murray Avenue between Manley and Hibbard Road.	59
Lake Road	Identify potential bike and/or pedestrian connections along Lake Road from Sanderson Road to Manley Road.	59
Asphalt Sidewalk Replacement	Rehabilitate or replace the existing asphalt sidewalks in the Kingswood Drive neighborhood.	58
Sanderson Road	Identify potential bike and/or pedestrian connections along Sanderson Road from Lake Road to Bear Trap Road.	57
Slim Brown Road Bike/Pedestrian Connection	Provide sidewalk connection on Slim Brown Road from Lake Road to Miller Court.	57
Path connection between Milton Falls Court and Eddy Place	Path connection through the woods from Milton Falls Court to Eddy Place.	55
Lela Mae Place Bike/Pedestrian Connection	Evaluate connecting Cobble Hill Road to the planned Bombardier Park Trail System along Lela Mae Place through a side path or sidewalk, supporting the overall vision of linking Bombardier Park to Sharp Park. Coordination with adjacent landowners, Fellowship of the Wheel organization, and the Cobble Hill Road project also identified in the Milton Active Transportation Plan are recommended.	55
Hardscrabble Road	Identify potential improvements for bike and/or pedestrian connections along Hardscrabble Road from East Road to Devino Road.	48

Prioritized Intersection and Crossing Projects

The top projects for intersection and crossing locations are highlighted below and the full list can be found in **Table 6** and seen in **Figure 19**.

Crosswalk improvements at US 7 and Bombardier Rd

Provide improvements to the crossing safety at US 7 / Bombardier Road including enhanced lighting.

Downtown Core Master Plan: Middle, Railroad and US 7 High Visibility Crossing

Implement a high visibility crosswalk and add a PHB at the intersection of Middle Road, Railroad Street, and River Street. Only if Hourglass project does not proceed.

Crosswalk on River Street

Install high-visibility crossing of US 7 (River Street) from River Street Park to Cherry Street with pedestrian actuated RRFBs.

Address Sightlines at Milton Town Forest

Improve sightlines at the entrance and exit to the Town Forest through targeted vegetation management and clear zone maintenance. Evaluate installation of advance warning and wayfinding signage to increase driver awareness of turning movements and pedestrian activity. Consider parking overflow mitigation measures to prevent diminished sight distance at the access point. Assess feasibility of improvements to the Town Forest Carriage Barn access.

US 7 and Main High Visibility Crossing

Implement a high visibility crosswalk at the intersection of US 7 and Main Street.

High-Visibility Crossing of US 7 and Villemare Lane

Construct a high visibility crossing of US 7 at Villemare Lane. Correct ledging and other issues present at the crossing of Villemare Lane at this location.

Figure 19 Prioritized Intersection and Crossing Projects

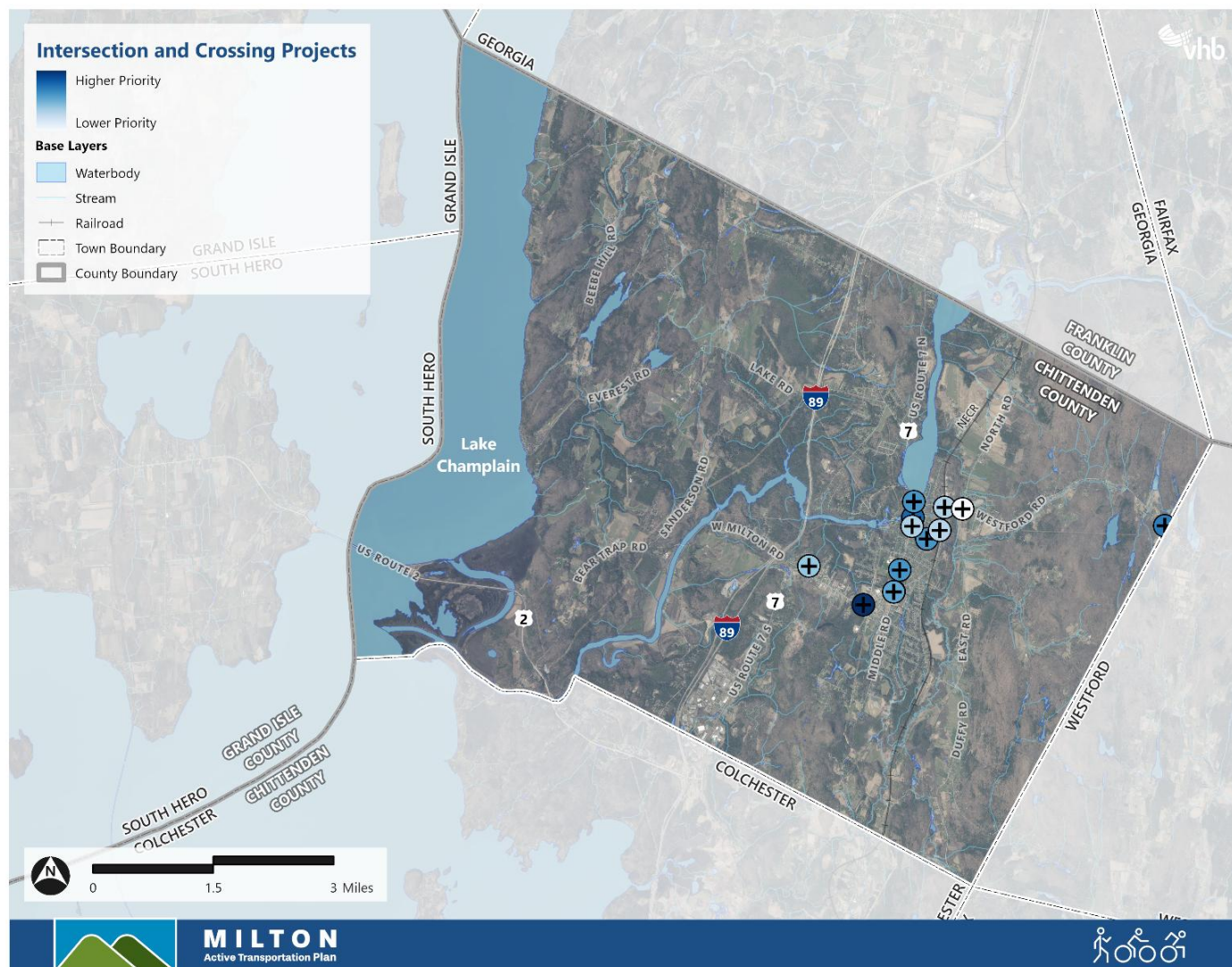


Table 6 **Prioritized Intersection and Crossing Projects**

Project	Description	Score
Crosswalk improvements at US 7 and Bombardier Rd	Provide improvements to the crossing safety at US 7 / Bombardier Road including enhanced lighting.	102
Downtown Core Master Plan: Middle, Railroad and US 7 High Visibility Crossing	Implement a high visibility crosswalk and add a PHB at the intersection of Middle Road, Railroad Street, and River Street. Only if Hourglass project does not proceed.	101
Crosswalk on River Street	Install high-visibility crossing of US 7 (River Street) from River Street Park to Cherry Street with pedestrian actuated RRFBs.	93
Address Sightlines at Milton Town Forest	Improve sightlines at the entrance and exit to the Town Forest through targeted vegetation management and clear zone maintenance. Evaluate installation of advance warning and wayfinding signage to increase driver awareness of turning movements and pedestrian activity. Consider parking overflow mitigation measures to prevent diminished sight distance at the access point. Assess feasibility of improvements to the Town Forest Carriage Barn access.	90
US 7 and Main High Visibility Crossing	Implement a high visibility crosswalk at the intersection of US 7 and Main Street.	86
High-Visibility Crossing of US 7 and Villemare Lane	Construct a high visibility crossing of US 7 at Villemare Lane. Correct ledging and other issues present at the crossing of Villemare Lane at this location.	86
Crossing Improvements at Milton Elementary School	Restripe, install detectable warning surfaces, and repair transitions at the crossing of the bus drop-off entry. Evaluate implementation of a raised curb section to reduce crossing distance.	86
Downtown Core Master Plan: Milton Hourglass Project	Realignment of Railroad Street and Middle Road.	83
Checkerberry Square Crossing Realignment	Shift and realign the existing midblock crossing on Checkerberry Square Road from the curve east towards Nancy Drive.	77
Incomplete Crossing Rectification	Correct missing landing at sidewalk crossings at Ritchie Avenue and River Street. Recommended to be incorporated with US 7 repaving.	74
Main Street Railroad Crossing Improvements	Complete sidewalk connection between Kienle Road and Sunset Drive, including railroad crossing. Upgrade existing pedestrian railroad crossing on south side of Main Street to improve safety.	74
Incomplete Crossing Rectification	Correct missing landing at sidewalk crossings at Aurora Lane and Cherry Street.	73
Main Street and East Road Intersection Control	Evaluate the existing 2-way stop intersection for conversion to 4-way stop intersection and analyze the curb radii for possible reduction.	61

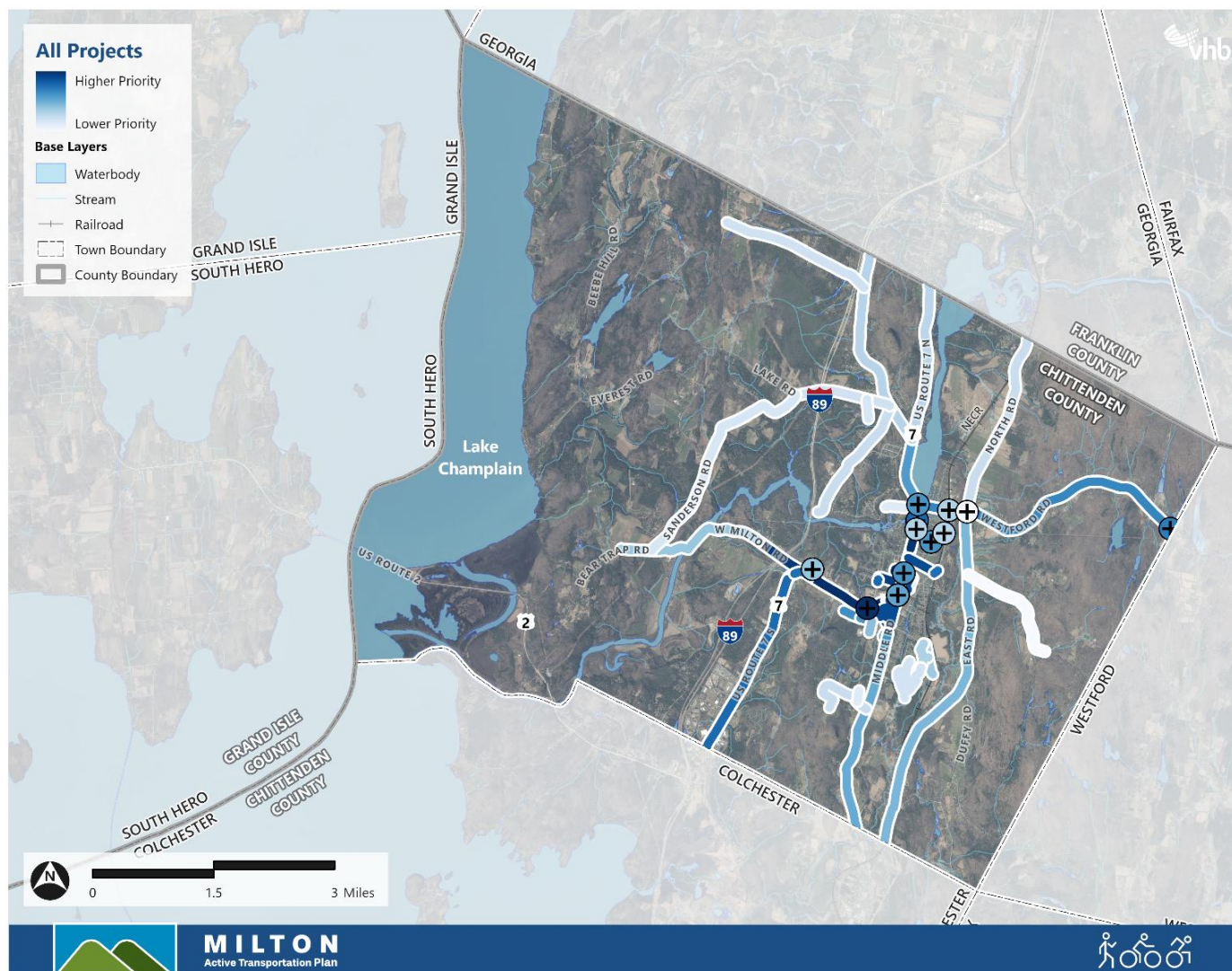
Recommended Active Transportation Network

The prioritized project list is intended to support advancing Milton's active transportation network through targeted corridor, network, intersection, and crossing improvements. Emphasis is placed on strengthening the downtown core, improving conditions along US 7 as the primary corridor, and extending connections to surrounding neighborhoods and key destinations.

Grounded in community input and technical analysis, the list provides a clear roadmap to support phased implementation, with the aim of safer, more connected, and more accessible mobility options throughout Milton.

The full map of prioritized projects can be found in **Figure 20**.

Figure 20 All Prioritized Projects



8

Implementation Plan

This Active Transportation Plan aims to accomplish the vision and goals identified in this process: to create a vibrant, sustainable, and inclusive community where active transportation is integrated as a priority for the Town and as an aspect of residents' daily lives. The previous chapters outlined the process to identify a prioritized list of projects based on evaluation criteria. This chapter highlights the possible pathways available to transform these recommendations into a reality.

Implementation Strategy

The implementation strategy translates the prioritized infrastructure into actionable projects or processes. Key steps for the implementation strategy include detailed planning, secured funding, and set timelines for project execution. These elements are detailed below, and support active transportation through a combination of tactics including policy, public education, and incentivization.

Key Elements of Implementation

Project Prioritization: The ATP includes the gap analysis and project prioritization tables to prioritize corridor, network, crossing, and intersection projects based on criteria such as accessibility, connectivity, safety, public input, targeted spending, and feasibility. High priority projects include the US 7 Sidewalk Connection to Racine Road and similar upgrades along River Street / US 7.

Funding Sources: Funding for ATP projects uses a combination of local, state, and federal funds to support the long-term investments needed to build out a complete active transportation network. Transportation funding will be crucial in supporting active transportation projects. Additional funding sources are identified in **Table 7**.

Design and Engineering: The projects identified in the implementation plan will work in coordination with programs and policies identified in subsequent chapters. For instance, adopting a Complete Streets policy or other design policies to set minimum acceptable treatments for new infrastructure projects will be crucial to providing guidance for project implementation. This includes setting standards or establishing ordinances for facility types.

Public Engagement and Education: Continuing to offer regular updates, workshops, and surveys are mechanisms to encourage public feedback and foster public support for the active transportation network implementation. Further outlined in the subsequent chapter, programs such as these help to build momentum in the

implementation of projects and maintain community support for the goals outlined in the ATP.

Policy Implementation: Projects that support broader policy initiatives can provide significant purpose for the implementation of improvements. Working in conjunction with the programs and policies recommended in the subsequent chapter, adopting policies like those that work toward zero traffic fatalities and serious injuries or implement traffic calming measures in high-risk areas can have meaningful impact for the community. Additionally, regular monitoring and evaluation of project, program, and policy implementation can support tracking progress as Milton pursues a more active network.

Project Development Process

The projects identified in this Plan are expected to differ widely in their stage of development as well as their scope, cost, and complexity. There is no single approach that works for every recommendation. Some smaller projects can be completed by Town staff using existing resources, for example, adding bicycle lane striping or making pedestrian accessibility improvements. Larger infrastructure projects, such as the US 7 Shared Use Path or the River Street Park Connection, will need to follow a more prescriptive project development process to be completed over time.

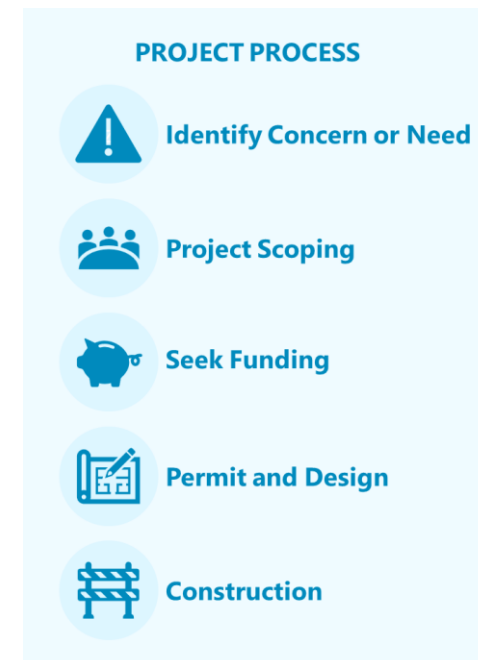
Typically, a project from inception follows this sequence:

Identify Concerns → Project Scoping → Seek Funding → Permitting & Design → Construction

The project scoping phase is particularly important, as it provides an opportunity to gather public and community input, building consensus on project priorities and design while vetting potential impacts. This engagement ensures that a project reflects the needs and values of Milton residents and helps identify concerns early in the process before significant resources are committed.

However, this order is not always rigid. Sometimes later phases of the development process begin earlier, or multiple phases need to happen simultaneously to maintain momentum. Additionally, many smaller, short-term recommendations can bypass this process and be completed using local funds and capacity.

To maintain steady progress on recommendations in this Plan, the Town should track local funding for smaller projects while partnering with regional and state agencies to advance larger projects.



Funding Opportunities

Funding for projects is a crucial component to advancing the recommendations within the Plan. There are a multitude of funding resources that have been reviewed for this implementation plan as described in **Table 7** and connected to projects as potential viable funding options within the implementation plan in **Table 8**.

Table 7 Funding Opportunities

Grant Program	Implementing Entity	Description	Funding Priority	Project Type	Eligible Applicants
Vermont Placemaking Projects	American Association of Retired Persons (AARP)	Funding for small projects that will employ temporary or semi-permanent changes to enhance the livability of the community for people of all ages and abilities.	General (Livability)	Implementation	Statewide, regional, and local government entities, and non-profits
Community Development Program Planning Grants	Agency of Commerce and Community Development (ACCD)	Federal grants for community development planning, downtown planning studies, and project development to benefit people with low to moderate incomes and/or eliminate "slums and blight".	Downtown Districts (Planning)	Planning	Municipalities on behalf of organizations and private owners
Municipal Planning Grant Program	Agency of Commerce and Community Development (ACCD)	State grants for a wide range of municipal planning projects, including land use plans and bylaws and designated downtown, village, and neighborhood planning.	General	Planning	Municipalities with adopted plans confirmed by their regional planning commission.
Better Places	Agency of Commerce and Community Development (ACCD)	Non-competitive community matching grant program empowering Vermonters to create inclusive and vibrant public places.	Public Spaces / Parks / Natural Areas	Implementation	Vermont municipalities with designated downtowns, village centers, new town centers, or neighborhood developments.
Recreational Trails Grant Program	Vermont Forest, Parks, and Recreation (FPR)	Matching state 80/20 grants for the maintenance, restoration, design, and construction of recreational trails. Both motorized and non-motorized trail projects may qualify for RTP funds.	Shared Use Paths / Recreation Trails	Construction / Maintenance	Municipalities, nonprofits, and other governmental entities.

Grant Program	Implementing Entity	Description	Funding Priority	Project Type	Eligible Applicants
Recreational Facilities Grants Program	Building and General Services	State matching 50/50 grants for the development and creation of community recreational opportunities.	Recreational Facilities / Parks / Natural Areas	Planning / Design / Construction	Municipalities and non-profits.
Regional Economic Development Grant Program	Building and General Services (BGS)	Matching state grants to stimulate the creation and development or retention of economic development of individual or regional Vermont communities.	Facilities / Job Creation	Planning / Design / Construction	Municipalities and non-profits.
Catalyst Program	Northern Borders Regional Commission	A federal/state partnership that invests in economic and community development projects in Vermont.	Underinvested Communities (Economic Development)	Construction / Rehabilitation	Local governments, states, MPOs/RPCs, and others.
CCRPC's Unified Planning Work Program (UPWP)	Chittenden County Regional Planning Commission (CCRPC)	The UPWP is a federally mandated program serving as the annual work plan for the MPO supporting local and regional transportation planning projects.	General (Transportation)	Planning	Chittenden County municipalities
Infrastructure for Rebuilding America (INFRA)	United States Department of Transportation (USDOT)	INFRA Grants—also known as Nationally Significant Multimodal Freight & Highway Projects—are awarded for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movements of freight and people in and across urban and rural areas.	State or US Highways	Construction	Local governments, states, MPOs/RPCs, and others.
Better Utilizing Investments to Leverage Development (BUILD)	United States Department of Transportation (USDOT)	The BUILD grant program provides planning or construction funding for impactful surface transportation infrastructure projects focused on improving safety, quality of life, mobility and community connectivity, and economic competitiveness.	50% Rural, 50% Urban	Planning / Construction	Local governments, states, MPOs/RPCs, and others.

Grant Program	Implementing Entity	Description	Funding Priority	Project Type	Eligible Applicants
Reconnecting Communities & Neighborhood Program	United States Department of Transportation (USDOT)	The Reconnecting Communities Pilot (RCP) Program and Neighborhood Access and Equity (NAE) Program are combined funding opportunities focused on prioritizing disadvantaged communities, restoring connectivity, and improving access, equity, mobility, or economic development. Grants are available for capital construction, planning, and regional partnerships.	Disadvantaged Communities	Planning / Design / Construction	States, Local Governments, MPOs, Non-Profits
Safe Streets and Road for All (SS4A) ²	United States Department of Transportation (USDOT)	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program. This program provides funds for regional local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.	Roadway Safety	Planning / Design / Construction	Local agencies such as counties, cities, towns, transit agencies, MPOs, RPCs, Tribal governments and others.
Vermont Community Foundation Grants	VT Community Foundation	Grants to improve environmental sustainability, cultural heritage, social justice, historic preservation, and vitality of Vermont communities.	General (Sustainability & Vitality)		Municipalities, non-profits, grant availability varies by area
Transportation Alternatives Program	Vermont Agency of Transportation (VTrans)	State matching grants for the construction, planning, and design of bike and pedestrian facilities (on or off road), sidewalks, bicycle infrastructure, lighting, and others. Stormwater mitigation is prioritized.	Bicycle & Pedestrian / Stormwater	Planning / Design / Construction	Municipalities, transit agencies, school districts, and regional planning commissions.
Bicycle and Pedestrian Program Grants	Vermont Agency of Transportation	State matching grants for the scoping, design, and construction of bike and	Bicycle & Pedestrian	Planning / Design /	Municipalities, transit agencies,

² The CCRPC Regional Safety Action Plan identified seven locations on the High Injury Network (HIN) in the Town of Milton. Proposed projects at these locations (on East Road, US 2, and US 7) are eligible for SS4A Implementation Funding for the 2026 grant cycle. Additional information on recommended safety countermeasures for these locations and potential funding resources are available on the CCRPC [Regional Safety Action Plan](#) page.

Grant Program	Implementing Entity	Description	Funding Priority	Project Type	Eligible Applicants
	(VTrans)	pedestrian facilities, sidewalks, bicycle lanes, crosswalks, shared use paths, and lighting.		Construction	school districts, and regional planning commissions.
Small Scale Local Highway Safety Improvement Program (HSIP)	Vermont Agency of Transportation (VTrans)	Safety grant funding with no local match to support small, standalone, eligible safety projects on local roads.	Safety	Design / Construction	Vermont Towns, Cities, incorporated Villages

Implementation Plan

The implementation plan builds on the prioritized project list, summarized in **Table 8**, to provide the Town of Milton with a roadmap to advance the active transportation projects identified in Chapter 7. This plan combines the prioritized project list with likely timelines, next steps, relative costs, and potential funding sources.

Table 8 is sorted by timeframe and priority. Although this provides a framework for project sequencing based on anticipated time frames for project next steps and the degree to which the project helps support the goals of the ATP, this implementation plan is intended to be flexible and adaptable. The plan presented may be expected to adapt to meet the evolving needs of the community, project feasibility, development opportunities, project bundling or synergies, funding opportunities, and other changing factors.

Time Frames

The implementation plan identified three timeframes for project implementation:

- › Short-Term – 0 to 5 years
- › Medium-Term – 6 to 10 years
- › Long-Term – 11+ years

The timeframe represents the anticipated timeframe for completion of the next identified step (in the “Next Step” column), and not the total completion of a project. Decisions to prioritize projects beyond the criteria from this effort should be sensitive to community needs among other considerations.

Planning Level Cost Estimates

There is also a planning level cost estimate that contains a range of costs, represented using \$ symbols, as follows:

- › Low-Cost, \$ – Less than \$50,000
- › Medium-Cost, \$\$ – \$50,000 to \$200,000
- › High-Cost, \$\$\$ – \$200,000 to \$1,000,000
- › High-Cost+, \$\$\$\$ – More than \$1,000,000

Like the timeframe column, the planning level cost estimate is intended to represent expected costs for the identified next step in the project development process. This implementation plan is intended to provide a step-by-step guide to position the Town toward moving these critical active transportation projects to the next identified steps.

Table 8 Implementation Plan

Priority	Project Name	Project Description	Type	Category	Project Location ³	Timeframe	Next Steps	Planning Level Cost Estimates (of next step)	Funding Options
6	Crosswalk improvements at US 7 and Bombardier Rd	Provide improvements to the crossing safety at US 7 / Bombardier Road including enhanced lighting.	Crossing	Intersection & Crossing Projects	*US 7 and Bombardier Rd	Short-Term	Evaluation/ Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT); CCRPC UPWP
8	Downtown Core Master Plan: Middle, Railroad and US 7 High Visibility Crossing	Implement a high visibility crosswalk and add a PHB at the intersection of Middle Road, Railroad Street, and River Street. Only if Hourglass project does not proceed.	Crossing	Intersection & Crossing Projects	*Middle Road/Railroad Street/River Street intersection	Short-Term	Design	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
11	Crosswalk on River Street	Install high-visibility crossing of US 7 (River Street) from River Street Park to Cherry Street with pedestrian actuated RRFBs.	Crossing	Intersection & Crossing Projects	*River Street near Cherry Road	Short-Term	Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
12	Haydenberry Drive Shared Use Path Connection	Implement recommendations from 2015 Milton Pedestrian and Bicycle Scoping Study to complete the Haydenberry Drive shared use path gap. This project is recommended to be supported by prospective development currently in the application process on the parcel between the high school and Haydenberry Drive, which could contribute to implementation.	Corridor	Connection Project	Haydenberry Drive	Short-Term	Design/ Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
15	Railroad Street Sidewalk and Crossing at Barnum Street	Construct 400 feet of concrete sidewalk aligned with preferred alternative from Railroad Street - Railroad Crossing Scoping Study along with a high visibility crosswalk at the intersection of Railroad Street and Barnum Street.	Corridor	Connection Project	Railroad Street and Railroad Crossing near Barnum Street	Short-Term	Design/ Construction	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT); Better Places (ACCD)
16	Address sightlines at Milton Town Forest	Improve sightlines at the entrance and exit to the Town Forest through targeted vegetation management and clear zone maintenance. Evaluate installation of advance warning and wayfinding signage to increase driver awareness of turning movements and pedestrian activity. Consider parking overflow mitigation measures to prevent diminished sight distance at the access point.	Intersection	Intersection & Crossing Projects	West Milton Road and Town Forest	Short-Term	Design	\$	CCRPC UPWP; Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Small Scale Local HSIP (VTrans)
17	Upgrade the Sidewalk along River Street	Upgrade the sidewalk along east side of US 7 and River Street from Milton Square Shopping Center intersection to Railroad Street. Align with the Hourglass project design or prioritize if Hourglass project is delayed.	Corridor	Connection Project	*Milton Square Shopping Center to Railroad Street	Short-Term	Design/ Construction	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
19	US 7 and Main Street High Visibility Crossing	Implement a high visibility crosswalk at the intersection of US 7 and Main Street.	Crossing	Intersection & Crossing Projects	*US 7 and Main Street	Short-Term	Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
21	Crossing Improvements at Milton Elementary School	Restripe, install detectable warning surfaces, and repair transitions at the crossing of the bus drop-off entry. Evaluate implementation of a raised curb section to reduce crossing distance.	Crossing	Intersection & Crossing Projects	Milton Elementary School	Short-Term	Design/ Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT); Recreational Facilities Grants Program (BGS)
22	Bombardier Park East sidewalk	Project supports implementation of sidewalk connection from Middle Road at Tennis Court to Bombardier Park East.	Corridor	Connection Project	Tennis Court from Middle Road to Bombardier Park East	Short-Term	Construction	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation

³ Project Locations marked with an asterisk (*) are eligible for SS4A Implementation funding through the CCRPC Regional Safety Action Plan. See the previous footnote for additional information.

Priority	Project Name	Project Description	Type	Category	Project Location ³	Timeframe	Next Steps	Planning Level Cost Estimates (of next step)	Funding Options
									Grants
24	Downtown Core Master Plan: Milton Hourglass Project	Realignment of Railroad Street and Middle Road.	Intersection	Intersection & Crossing Projects	*Middle Road/Railroad Street/River Street intersection	Short-Term	Construction	\$\$\$\$	Transportation Alternatives Program (VTrans); Bicycle and Pedestrian Program Grants (VTrans); INFRA (USDOT); SS4A (USDOT)
26	Boardwalk Path: Park Place to Dogwood Circle	Project supports implementation of Boardwalk Way shared use path which is permitted and under construction.	Corridor	Connection Project	Park Place to Dogwood Circle	Short-Term	Construction	\$	Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
29	Checkerberry Square Crossing Realignment	Shift and realign the existing midblock crossing on Checkerberry Square Road from the curve east towards Nancy Drive.	Crossing	Intersection & Crossing Projects	Checkerberry Square and Nancy Drive	Short-Term	Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
31	Incomplete Crossing Improvements	Correct missing landing at sidewalk crossings at Ritchie Avenue and River Street. Recommended to be incorporated with US 7 repaving	Crossing	Intersection & Crossing Projects	Ritchie Avenue and River Street	Short-Term	Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
33	Incomplete Crossing Improvements	Correct missing landing at sidewalk crossings at Aurora Lane and Cherry Street.	Crossing	Intersection & Crossing Projects	Aurora Lane and Cherry Street	Short-Term	Construction	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
46	Lake Road	Identify potential bike and/or pedestrian connections along Lake Road from Sanderson Road to Manley Road.	Corridor	Rural Corridor Project	Lake Road from Sanderson Road to US 7	Short-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
47	Asphalt Sidewalk Replacement	Replace the existing asphalt sidewalks in the Kingswood Drive neighborhood.	Corridor	Neighborhood Project	Kingswood Drive, Beaver Brook Road	Short-Term	Design/ Construction	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); Vermont Placemaking Projects (AARP); Vermont Community Foundation Grants
1	US 7 Shared Use Path	Provide a 10 ft shared use path along US 7 through Milton's Downtown Core.	Corridor	Corridor Project	*US 7 Through Milton's Downtown	Medium-Term	Scoping	\$\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); CCRPC UPWP; INFRA (USDOT); BUILD (USDOT); SS4A (USDOT)
2	River Street Park Connection	Design and construct a sidewalk on the west side of US 7 (River Street) between Cherry Street and Mackey Street to connect the Milton High School to the River Street Park. Address access management to protect sidewalk and define driveway access where needed.	Corridor	Connection Project	*Between Cherry Street and Mackey Street on River Street	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
3	West Milton Road Sidewalk Connection	Design and construct a sidewalk on West Milton Road and US 7 from Nancy Drive to Clark Falls Road. Align with/implement findings of Checkerberry Sidewalk Infill Scoping Study.	Corridor	Connection Project	West Milton Road	Medium-Term	Design/ Scoping	\$\$\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
4	Milton High School Grounds Path	Implement recommendations from the 2015 Milton Pedestrian and Bicycle Scoping Study for construction of the High School Grounds Path. This project is recommended to be supported by prospective development currently in the application process on the parcel between the high school and Haydenberry Drive, which could contribute to implementation.	Corridor	Connection Project	South and east side of High School property	Medium-Term	Design/ Construction	\$\$\$	Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
5	US 7 and Railroad Street Sidewalk Connection	Design and construct a sidewalk between existing sidewalk just east of Centre Drive to Whisper Lane on Railroad Street and US 7. Align with the Hourglass design and prioritize if Hourglass project is delayed.	Corridor	Connection Project	*Centre Drive to Whisper Lane on Railroad Street and US 7	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
7	Downtown Core Master Plan: Shared Use Path	Design and construct the Downtown Core Master Plan shared use path from Bombardier Road at the trail network of Bombardier	Corridor	Corridor Project	*Downtown Core	Medium-Term	Design/ Construction	\$\$\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives

Priority	Project Name	Project Description	Type	Category	Project Location ³	Timeframe	Next Steps	Planning Level Cost Estimates (of next step)	Funding Options
		Park West to US 7 and Railroad Street.							Program (VTrans); Recreational Trails Grant Program (FPR); Better Places (ACCD); SS4A (USDOT)
9	Barnum Street North Side Sidewalk	Construct a sidewalk on the north side of Barnum Street.	Corridor	Corridor Project	Barnum Street end to end	Medium-Term	Design	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); Vermont Community Foundation Grants
10	Downtown Core Master Plan: Sidewalks and Crosswalks	Design and construct sidewalks and crosswalks throughout Milton’s Downtown Core as identified in the Downtown Core Master Plan. Align with designs from Hourglass project.	Corridor	Connection Projects	*Downtown Core	Medium-Term	Design/ Construction	\$\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT); Better Places (ACCD); Vermont Community Foundation Grants
20	High-Visibility Crossing of US 7 and Villemaire Lane	Construct a high visibility crossing of US 7 at Villemaire Lane. Correct ledging and other issues present at the crossing of Villemaire Lane at this location.	Crossing	Intersection & Crossing Projects	*US 7 and Villemaire Lane	Medium-Term	Design	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
23	Boardwalk Path: Dogwood Circle to Lainey Avenue	Project supports implementation of Boardwalk Way connection from Dogwood Circle to Lainey Avenue to incorporate bicycle and pedestrian facility.	Corridor	Connection Project	Dogwood Circle to Lainey Avenue	Medium-Term	Design	\$\$	Recreational Trails Grant Program (FPR); Bicycle and Pedestrian Program Grants (VTrans); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
25	Middle Road Sidewalk Connection to Russell Circle	Construct a sidewalk on Middle Road between Tennis Court (Bombardier East) and Russell Circle. The project should include a direct connection to the Perimeter Path.	Corridor	Connection Project	Middle Road between Tennis Court and Russell Circle	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); Recreational Trails Grant Program (FPR); CCRPC UPWP
27	US 7 Multi-Use Path	Consider a feasibility/ scoping study to explore connection opportunities along US 7 between Main Street and Lake Road.	Corridor	Corridor Project	*US 7 Causeway	Medium-term	Feasibility/ Scoping	\$\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); Recreational Trails Grant Program (FPR); SS4A (USDOT)
32	Main Street Railroad Crossing Improvements	Complete sidewalk connection between Kienle Road and Sunset Drive, including railroad crossing. Upgrade existing pedestrian railroad crossing on south side of Main Street to improve safety.	Crossing	Intersection & Crossing Projects	Main Street Railroad Crossing	Medium-Term	Scoping	\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); CCRPC UPWP; SS4A (USDOT)
34	Park Place Sidewalk Connection	Construct sidewalk to connect the existing sidewalk that terminates at the Library into Bombardier Park. This connection is scheduled to be constructed by a private developer in 2026 as a condition of approval.	Corridor	Connection Project	Park Place at Bombardier Park	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
36	McMullen Road Sidewalk Connection	Construct a sidewalk on McMullen Road between Hobbs Road and Winter Lane.	Corridor	Corridor Project	McMullen Road between Hobbs Road and Winter Lane	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); CCRPC UPWP
37	Hemlock Road Neighborhood Connection	Construct a sidewalk along Griswold / Woodcrest between Hobbs Road and Pinewood Lane; construct a sidewalk along Hemlock Road between McMullen Road and Woodcrest Circle (east).	Corridor	Neighborhood Project	Hemlock Road and McMullen Road and Kingsworth Drive and Woodcrest Circle	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); Vermont Placemaking Projects (AARP); Vermont Community Foundation Grants
40	North Road Traffic Calming	Conduct a study to determine traffic calming measures along North Road from Main Street to the Town Line.	Corridor	Corridor Project	Along North Road from Main Street to the Town Line	Medium-Term	Scoping	\$\$	CCRPC UPWP; SS4A (USDOT); Bicycle and Pedestrian Program Grants (VTrans)

Priority	Project Name	Project Description	Type	Category	Project Location ³	Timeframe	Next Steps	Planning Level Cost Estimates (of next step)	Funding Options
42	Poor Farm Road Sidewalk	Identify potential bike and/or pedestrian connections along Lake Road to end of road. Consider a phased approach, starting with connections to Highland Avenue or Deer Run.	Corridor	Rural Corridor Project	Poor Farm Road from Lake Road	Medium-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
43	Access Management for US 7 River Street Businesses	Implement access management improvements along US 7 south of Main Street. A private developer plans to reduce curb cuts and replace the sidewalk on the west side of US 7 just south of Main Street within the project limits, and the project supports this effort. Similar access management improvements will still be required on the east side within the project limits.	Corridor	Corridor Project	*US 7 from Main Street south 400'	Medium-term	Scoping	\$\$	Transportation Alternatives Program (VTrans); Bicycle and Pedestrian Program Grants (VTrans); CCRPC UPWP; SS4A (USDOT)
44	Main Street and East Road Intersection Control	Evaluate the existing 2-way stop intersection for conversion to 4-way stop intersection and analyze the curb radii for possible reduction.	Intersection	Intersection & Crossing Projects	*Main Street and East Road	Medium-Term	Evaluation / Construction	\$	SS4A (USDOT); CCRPC UPWP; Transportation Alternatives Program (VTrans)
49	Slim Brown Road Bike/Pedestrian Connection	Provide sidewalk connection on Slim Brown Road from Lake Road to Miller Court.	Corridor	Connection Project	Slim Brown Road from Lake Street to Miller Court	Medium-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); CCRPC UPWP
51	Lela Mae Place Bike/Pedestrian Connection	Evaluate connecting Cobble Hill Road to the planned Bombardier Park Trail System along Lela Mae Place through a side path or sidewalk, supporting the overall vision of linking Bombardier Park to Sharp Park. Coordination with adjacent landowners, Fellowship of the Wheel organization, and the Cobble Hill Road project also identified in the Milton Active Transportation Plan is recommended.	Corridor	Connection Project	Lela Mae Place end to end	Medium-Term	Scoping	\$	CCRPC UPWP; Recreational Trails Grant Program (FPR); Bicycle and Pedestrian Program Grants (VTrans); Vermont Community Foundation Grants
13	US 7 South Milton Scoping	Scoping Study to explore treatments for US 7 South of Bartlett Road to Town Line to improve bicycle and pedestrian connectivity. With parcels between I-89 and US 7 being developed opportunities should be explored to leverage private development support.	Corridor	Corridor Project	*US 7 North of Lake Road to Town Line	Long-Term	Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
14	US 7 Sidewalk Connection to Racine Road	Construct a sidewalk on US 7 between Racine Road to connect to existing sidewalk near Clifford Drive.	Corridor	Connection Project	*US 7 between Racine Road and West Milton Road	Long-Term	Scoping	\$\$	Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); CCRPC UPWP; SS4A (USDOT)
18	Main Street/ Westford Road	Consider shared use path from US 7 to Town Line connecting to Milton Town Forrest. Interim planning could include a speed study and STOP warrant analysis at E / N Rd and Main St	Corridor	Corridor Project	Main Street, Westford Road from US 7 to Town Line	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Transportation Alternatives Program (VTrans); SS4A (USDOT)
28	Middle Road	Identify potential bike and/or pedestrian connections along Middle Road from Russel Drive to Town Line.	Corridor	Rural Corridor Project	Middle Road from Bombardier Park to Town Line	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
30	East Road Pedestrian Path	Explore potential bike or pedestrian connections along East Road between the Town Line and Main Street. Consider a phased approach starting with the connection to Hardscrabble Road.	Corridor	Corridor Project	*Between the Town Line and Main Street on East Road	Long-Term	Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
35	West Milton Road Bike/Pedestrian Connection	Scoping Study to explore improved bicycle and pedestrian connectivity treatments for West Milton Road, Bear Trap Road from Cadence Road to Owen Court.	Corridor	Corridor Project	West Milton Road, Bear Trap Road From Cadence Road to Owen Court	Long-Term	Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
38	Manley Road Bike-Ped Connection	Identify potential bike and/or pedestrian connections along Manley Road, Lake Road from Town Line to US 7. There may be constraints to consider including a culvert that may limit the width of potential treatments.	Corridor	Rural Corridor Project	Manley Road from Georgia town line to US 7	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
39	US 7 North Milton Scoping	Scoping Study to explore treatments for US 7 North of Lake Road to Town Line to improve bicycle and	Corridor	Corridor Project	*US 7 South of Barlett Road to Town Line	Long-Term	Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Transportation

Priority	Project Name	Project Description	Type	Category	Project Location ³	Timeframe	Next Steps	Planning Level Cost Estimates (of next step)	Funding Options
		pedestrian connectivity.							Alternatives Program (VTrans); SS4A (USDOT)
41	Cobble Hill Road	Identify potential bike and/or pedestrian connections along Cobble Hill Road from Middle Road to provide connection to Sharp Park. Portions of Cobble Hill Road are privately owned, and implementation will require evaluation of existing or potential easements. Coordinate with Lela Mae Place connection project.	Corridor	Rural Corridor Project	Cobble Hill Road to Sharp Park	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Recreational Trails Grant Program (FPR); Bicycle and Pedestrian Program Grants (VTrans); Vermont Community Foundation Grants
45	Murray Avenue Bike-Ped Connection	Identify potential bike and/or pedestrian improvements along Murray Avenue between Manley and Hibbard Road.	Corridor	Rural Corridor Project	Murray Road between Manley and Hibbard Road.	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
48	Sanderson Road	Identify potential bike and/or pedestrian connections along Sanderson Road from Lake Road to Bear Trap Road.	Corridor	Rural Corridor Project	Sanderson Road from Lake Road to Bear Trap Road	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)
50	Path connection between Milton Falls Court and Eddy Place	Path connection through the woods from Milton Falls Court to Eddy Place.	Corridor	Connection Project	Milton Falls Court to Eddy Place	Long-Term	Scoping	\$\$	Recreational Trails Grant Program (FPR); Bicycle and Pedestrian Program Grants (VTrans); Recreational Facilities Grants Program (BGS); Better Places (ACCD); Vermont Community Foundation Grants
52	Hardscrabble Road	Identify potential improvements for bike and/or pedestrian connections along Hardscrabble Road from East Road to Devino Road.	Corridor	Rural Corridor Project	Hardscrabble Road from East Road to Town Line	Long-Term	Feasibility/ Scoping	\$\$	CCRPC UPWP; Bicycle and Pedestrian Program Grants (VTrans); Recreational Trails Grant Program (FPR)

Figure 21 Full Prioritized Project Map

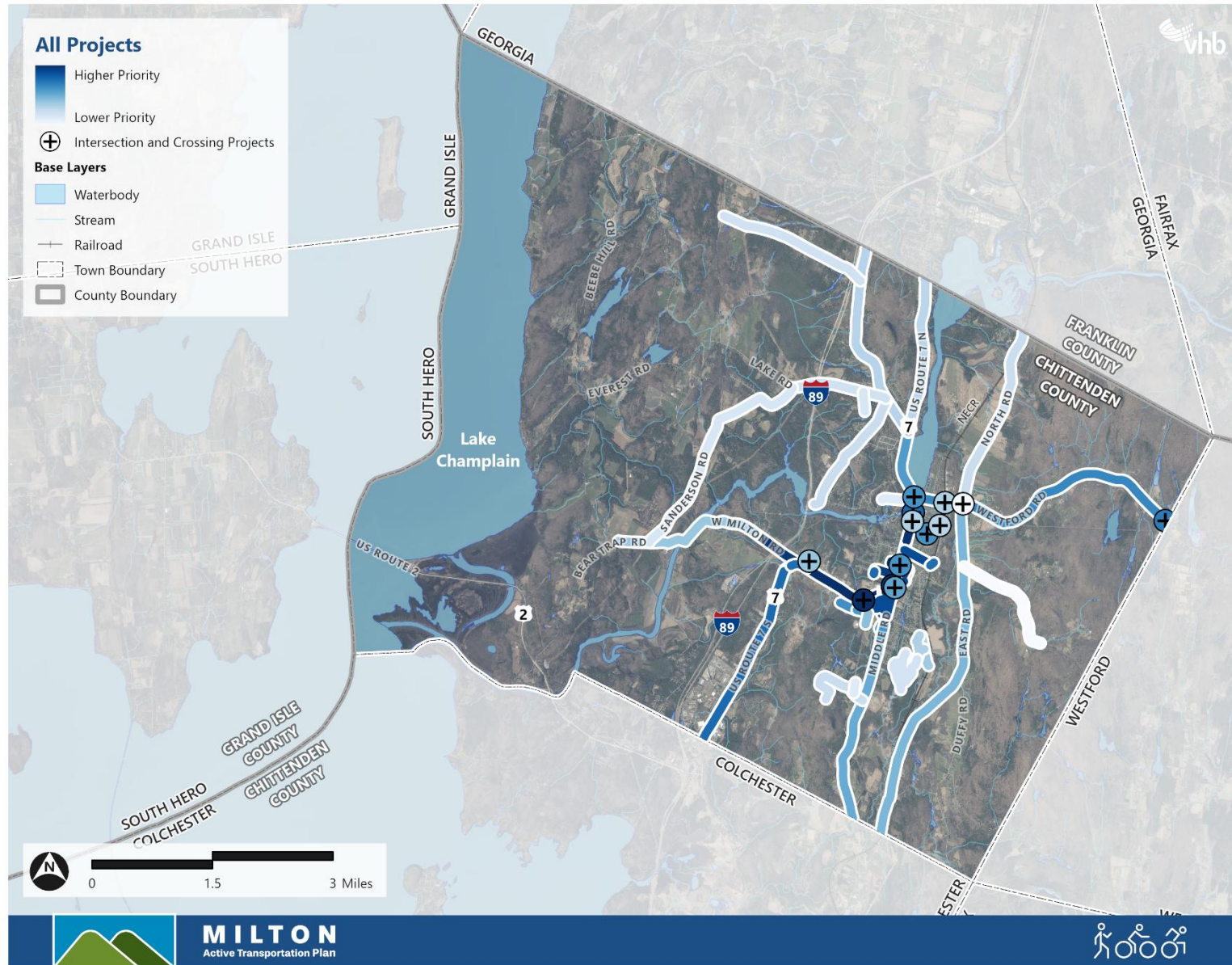


Figure 22 Full Prioritized Corridor & Network Projects Map – Numbered by Priority

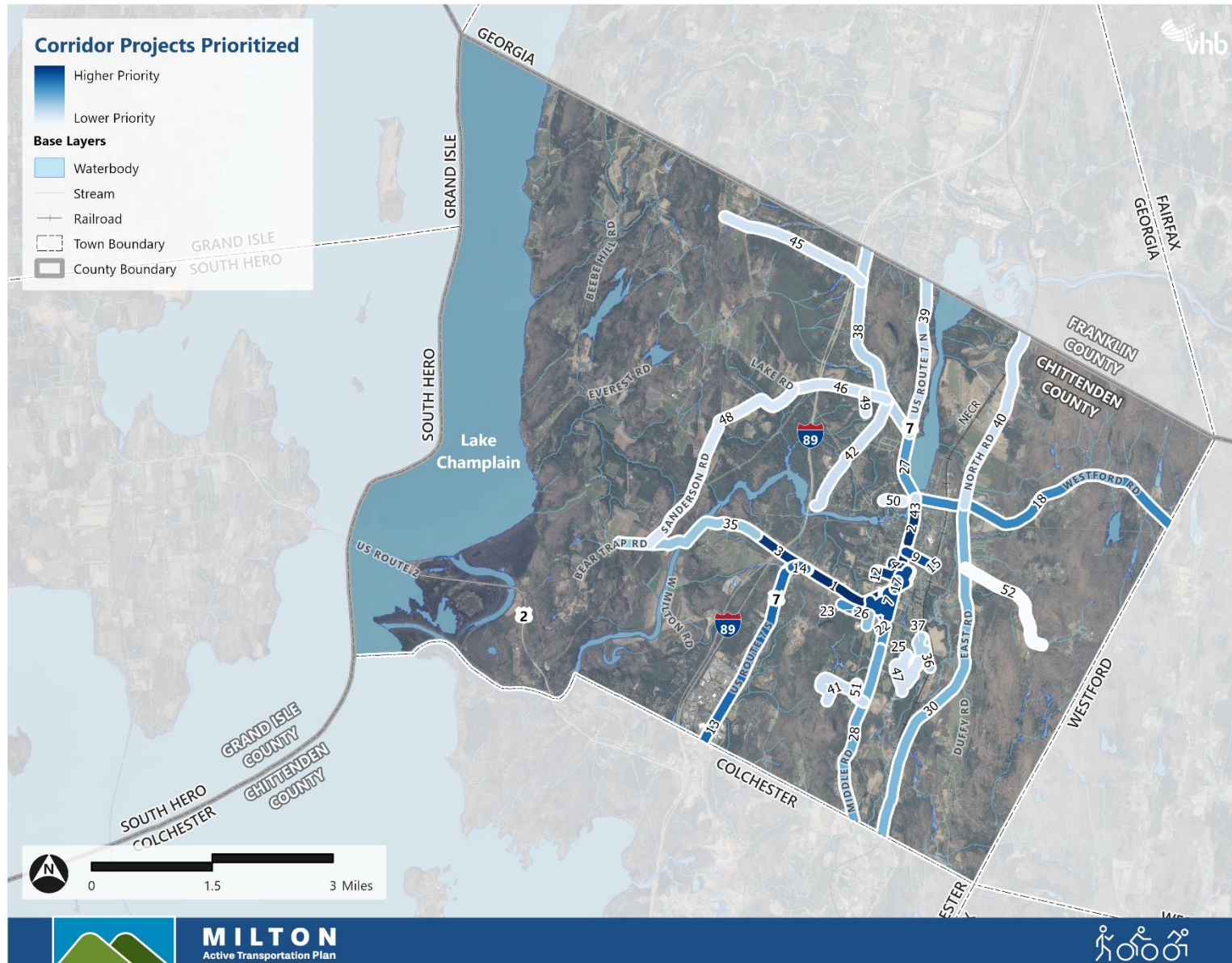
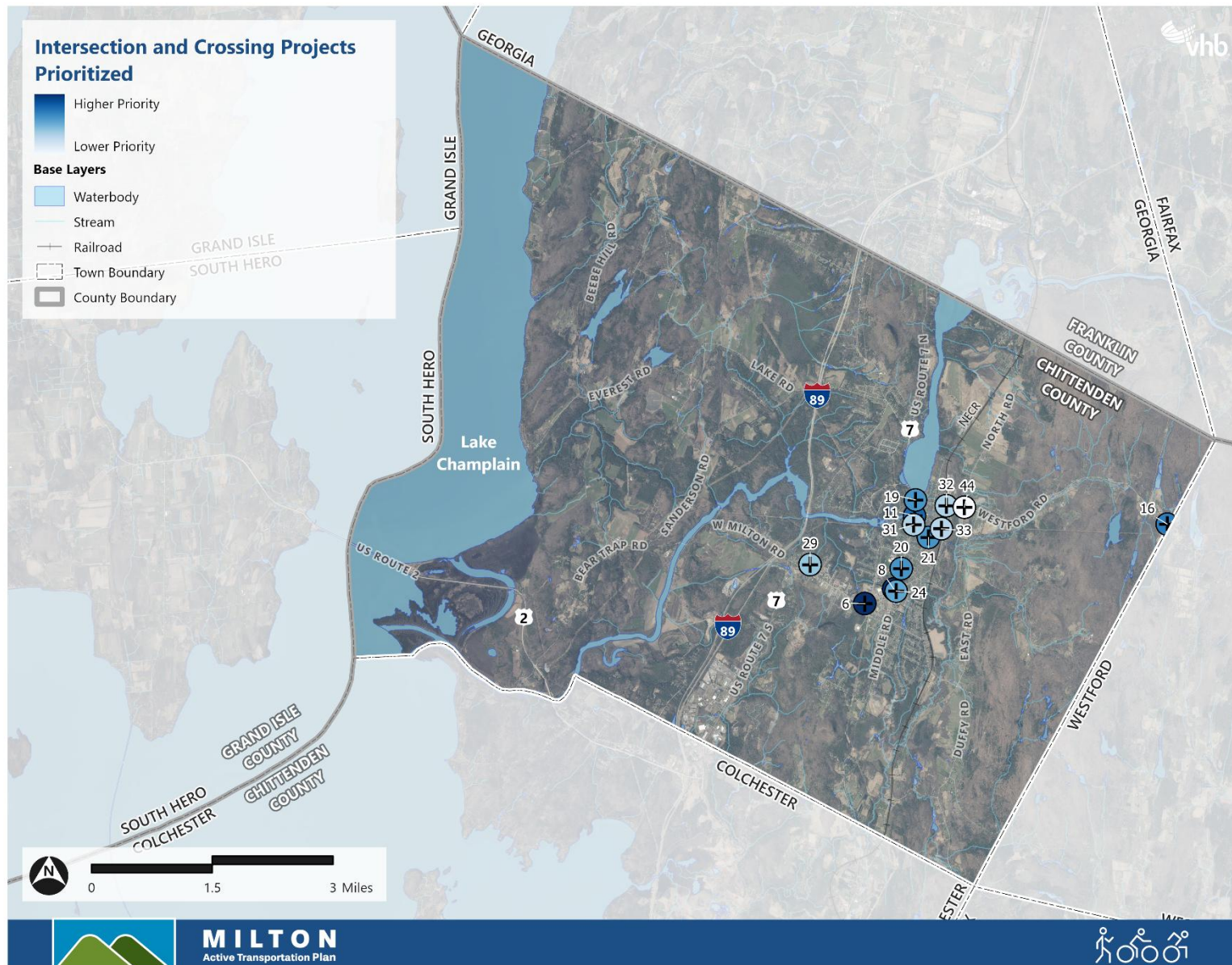


Figure 23 Full Prioritized Intersection & Crossing Projects Map – Numbered by Priority



9

Program and Policy Recommendations

Active transportation planning requires more than just infrastructure to encourage mode options across the built network. Established programs and policies support continuous investments in active transportation education, infrastructure, and safety accommodations by codifying the consideration of active transportation in the regular maintenance, development, and evaluation of roadways and infrastructure in Milton.

The public engagement and field data collection efforts throughout the planning process of the Milton ATP informed a list of programs and policies that encourage walking and biking in Milton, obligate the

consideration of bicycle and pedestrian facilities in infrastructure development, and promote safety in active transportation modes. This process evaluated the public and stakeholder interests, reviewed best practices for active transportation programs and policies for communities with similar contexts to Milton, and identified companion efforts in regional and local partners to inform the recommended programs and policies.

The following section documents the recommended programs and policies in nine categories and identifies the lead, partners, and descriptions for each of the recommendations to assist in implementation.

Education & Encouragement

The Education & Encouragement categories of programs and policies address information gaps between the public and the benefits or best practices of implementing active transportation in Milton. Education campaigns and social incentives for walking, biking, and rolling support public willingness to choose non-motorized modes of transportation in Milton. The following seven recommendations in **Table 9** suggest programmatic and policy opportunities to increase awareness, skills, and motivation for active transportation participation in Milton.

Table 9 Program and Policy Recommendations – Education & Encouragement

	Program and Policy Recommendation	Description	Category	Leadership	Partnership
1	Walk, Bike & Roll Safety Education	Implement comprehensive safety education programs for all forms of active transportation. Leverage materials from Local Motion to include e-bike safety.	Education	School District	Local Motion, CATMA, GO! Vermont, SRTS, Businesses, Community Organizations
2	Walk, Bike & Roll Public Awareness Campaigns	Develop campaigns to educate the public on the benefits of active transportation and safety practices. Build on the Bicycle Safety awareness and safety tips from Milton Police. Leverage materials from Local Motion to include e-bike safety and e-moto awareness.	Education	Recreation and Parks Department, Public Safety	Local Media, Community Organizations (Age Well, 4-H, Girls on the Run, Community Center)
3	Driver Education Workshops & Campaigns	Offer workshops to drivers focusing on sharing the road safely with pedestrians and cyclists. Amplify the <i>DriveWell Vermont</i> message on Share the Road with their media toolkit.	Education	Public Safety, DMV	Local Driving Schools, Community Organizations, DriveWell Vermont, Local Motion
4	Bicycle Skills Courses	Provide free or low-cost bicycle handling and safety courses for all age groups.	Education	Recreation and Parks Department, Recreation Commission	Local Motion, School District
5	Walk-to-Shop Programs	Encourage local businesses to provide incentives for customers who walk, bike, or use other active transport methods. Host Walk to Shop tabling at community events like the Farmers Market.	Encouragement	Walk to Shop, Economic Development Commission	Local Businesses, Community Organizations, Vermont Clean Communities, Milton Family Community Center, Nonprofits
6	Walk & Bike Events	Organize town-wide challenges and events to encourage more walking and biking. Reinvigorate "A walker's guide to Milton" with updated routes and incentives like raffles.	Encouragement	Recreation and Parks Department	Schools, Local Motion, CCRPC, VT Department of Health, Community Organizations, GO! Vermont

	Program and Policy Recommendation	Description	Category	Leadership	Partnership
7	Employer Incentive Programs	Partner with businesses to create incentive programs for employees who use active transportation.	Encouragement	Economic Development Commission, Planning Commission	Local Businesses, CATMA

Engineering & Evaluation

The program and policy recommendations in **Table 10** address best practices in encouraging investments in active transportation infrastructure and the routine evaluation of active transportation infrastructure use. Formal policies and ordinances that require transportation infrastructure projects to consider active transportation facilities in their final construction plans promote active transportation infrastructure development. Over time, these requirements yield a more comprehensive transportation network because new developments are required to include bicycle and pedestrian facilities.

Routine, or annual, evaluation of bicycle and pedestrian facility use in Milton provides data for the town to utilize when making decisions in where to invest in active transportation infrastructure development, the types of active transportation infrastructure that residents are most responsive to, and where the pedestrian and bicyclist generators and destinations are in Milton. The following program and policy recommendations intend to encourage infrastructure development, understand active transportation trends, and assign leaders to champion the recommendations.

Table 10 Program and Policy Recommendations – Engineering & Evaluation

	Program and Policy Recommendation	Description	Category	Leadership	Partnership
8	Traffic Calming Policy	Adopt traffic calming policies.	Engineering	Public Works Department	CCRPC, Traffic Engineering Consultants
9	Complete Streets Policy	Adopt policies or ordinances that support complete streets. Include guidance on pedestrian and bicycle supportive amenities such as benches, lighting, and street trees.	Engineering	Town Selectboard, Planning Commission	Public Works Department, Community Organizations
10	Bicycle Parking Policies and Standards	Establish policies and standards for bike parking in public and private developments.	Engineering	Public Works Department, Planning & Zoning	Local Motion, CCRPC
11	Bicycle and Pedestrian Facilities Policy and Standards	Update ordinance to require new developments to implement bike and pedestrian connections. Review Unified Development Regulations to incorporate	Engineering	Planning & Zoning, Development Review Board	Developers, Public Works

Program and Policy Recommendation		Description	Category	Leadership	Partnership
		pedestrian and bicycle supportive amenities such as benches, lighting, and street trees in districts as appropriate.			
12	Annual Mobility Reporting	Publish an annual report evaluating the progress on active transportation initiatives.	Evaluation	Planning Commission, Public Works Department	Local Motion
13	Facility User Surveys	Conduct regular surveys of pedestrians, cyclists, and transit users to assess satisfaction and areas for improvement.	Evaluation	Local Motion, CCRPC	Recreation and Parks, Public Works Department, GMT
14	Traffic and Pedestrian Counts	Implement regular monitoring and counting of vehicle, bicyclist, and pedestrian traffic to inform planning.	Evaluation	Public Works Department	CCRPC, Traffic Engineering Firms

Maintenance & Safety

Table 11 highlights the recommended programs and policies in the maintenance and safety categories of improvements. Maintenance policies and programs increase both the longevity and reliability of active transportation facilities. When the conditions of the active transportation facilities are reliable, roadway users are more likely to consider an active mode of transportation. There are two recommendations within these topic areas that combine Maintenance with two other categories of improvements (inclusivity and safety), which demonstrates how a program and policy recommendation can address more than one need in active transportation investments. Safety policies and programs improve roadway users' perceptions of safety and comfort when they choose active transportation over vehicles and cue motorists to when and how to share the roadway with active transportation users.

Table 11 Program and Policy Recommendations – Maintenance & Safety

Program and Policy Recommendation		Description	Category	Leadership	Partnership
15	Annual Maintenance Fund for Active Transportation Facilities	Create a new budget line item for maintaining and improving existing walking and biking facilities.	Maintenance	Public Works, Town Selectboard	NA
16	Maintenance and Problem Identification	Conduct an annual assessment of pedestrian and bicyclist facilities to identify maintenance needs, safety issues, or other improvement opportunities on the network.	Maintenance	Public Works	CCRPC, Contractors and Equipment if needed
17	Accessibility Improvement	Formalize accessibility considerations in sidewalk, crossing, and transportation service	Maintenance, Inclusivity	Public Works	CCRPC, Contractors and Equipment if needed

Program and Policy Recommendation		Description	Category	Leadership	Partnership
		improvements. Use the infrastructure inventories to support prioritizing these in an ADA transition plan. Then, implement the plan as a part of annual maintenance.			
18	Snow and Ice Control Policy	Continue implementing and evaluating winter operations with updates to the recently adopted Winter Operations Guidelines, as needed, to clearly communicate snow removal and ice control for the sidewalk and path network.	Maintenance, Safety	Public Works, Maintenance Staff	Contractors and Equipment if needed
19	Sidewalk Use Policy	Update town ordinances to explicitly allow bicycles on sidewalks.	Safety	Town Selectboard	NA
20	Daylight Policy	Implement strategies to improve visibility at intersections, such as removing parking spots near crosswalks. Consider implementing a setback standard ordinance.	Safety	Planning Commission, Public Works, Town Selectboard	Local Businesses, Residents
21	RRFBs and Mid-block Crossing Policy	Create a town policy for RRFBs at midblock crossings.	Safety	Planning Commission, Public Works, Town Selectboard	NA
22	Safe Routes to School Expansion	Increase support for programs that make it safer for students to walk and bike to school.	Safety	School District, CCRPC	PTAs, Local Motion, Public Works, Recreation and Parks
23	"20 is Plenty" Policy	Reduce neighborhood speed limits to a maximum of 20 mph.	Safety	Town Selectboard	Public Safety

Additional Categories of Recommendations

The three recommendations in **Table 12** highlight opportunities to invest in active transportation in singular categories including fund allocation, inclusivity, and mobility.

Table 12 Program and Policy Recommendations – Additional Categories

Program and Policy Recommendation		Description	Category	Leadership	Partnership
24	"Penny for Parks and Paths" Campaign	Create a program to increase funding allocation for pedestrian and bicycle infrastructure improvements and park investments.	Fund Allocation	Town Selectboard, Planning Commission, Recreation Commission, Public Works	Community Organizations, Residents

	Program and Policy Recommendation	Description	Category	Leadership	Partnership
25	Community Feedback Panels	Establish panels composed of community members from diverse backgrounds to provide input on transportation projects.	Inclusivity	Town Selectboard, Planning & Zoning Department, Public Works	Local Motion
26	Connections with Public Transit	Work with SSTA and GMT to expand transit resources to Milton.	Mobility	Green Mountain Transit, Special Services Transportation Association	GO! Vermont

10

Active Transportation Design Toolkit

To make recommended improvements a reality, it is important to know what design resources are available and to have a “toolkit” at the ready. The following chapter identifies the most relevant national guidance and standards to provide an easy-to-follow toolkit for design solutions for the recommendations made within this ATP.

Guidance Documents and Standards

State/National Standards & Guidance

At the state level, VTrans has a library of relevant resources for active transportation projects. Their Bicycle & Pedestrian Design Resources⁴ page includes several state-specific resources and standards such as the Engineering Instructions, Policies, and Standard Drawings. Additionally, the library of resource documents—which are not necessarily standards—is vast, including great resources such as

“Design Guidance on Use of Detectable Warning Surfaces at Driveways” and the VTrans Demonstration Projects Guide.

As with the need to align with state guidance and standards, it is important to note that all design improvements should align with relevant national guidance and standards. The intention of the following toolkit is not to take the place of any standards, but rather to provide guidance and show effective real-world examples of the elements identified in the toolkit while meeting the needs of the local context. Practitioners should always review designs to be sure they are compliant with relevant national standards such as the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices, 11th Edition (2023); the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 5th Edition (2024); and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition (2021). There are also several relevant national guidance documents that prove useful in the pursuit of planning and designing active transportation facilities, such as the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the FHWA Bikeway Facility Selection Guide, the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, and the FHWA Small Town and Rural Multimodal Networks guide.

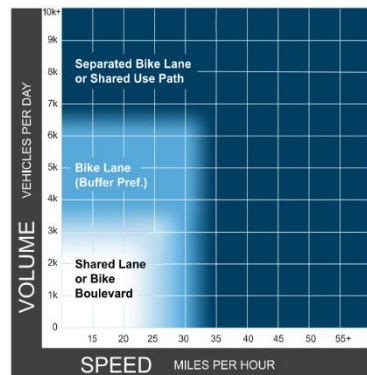
⁴ [Vermont Agency of Transportation Bicycle and Pedestrian Design Resources](#)

Facility Selection Tools

When selecting appropriate bikeways for specific locations, both traffic volume and traffic speed are key considerations. The Bicycle Facility Selection Chart shown in the image below combines these factors to identify suitable treatments for various roadways, considering different design users. Research shows that lower protection and separation on roads with higher speeds and volumes deter bicycle use.

These charts are informed by Level of Traffic Stress (LTS) Analysis, which was also applied in the ATP to assess comfort levels for different cycling user types. Referring to the LTS methodology helps to understand how various bicycle facilities influence user comfort and safety. Establishing low stress, connected bicycle networks can reduce crash risk and promote cycling among a wider range of people.

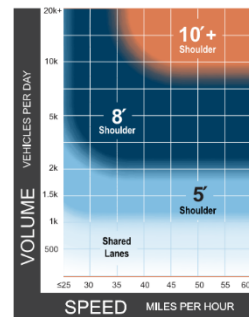
For further information on bicycle user types and selecting appropriate bicycle facilities, refer to the FHWA Bikeway Selection Guide (2019).



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT. See Section 9.9 for more information on advisory bike lanes.
- 3 See Section 4.5 for a discussion of alternatives if the preferred bikeway type is not feasible.

Photo 18. Preferred bikeway type for urban core, urban, suburban, and rural town contexts (Source: AASHTO)



Notes

- 1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the Green Book (see Chapter 4 Reference: AASHTO, 2018).
- 2 Where rumble strips are located within the shoulder, a smooth and clear rideable surface for bicyclists should meet or exceed the widths described in Section 12.4.3.
- 3 A separated shared use pathway is a suitable alternative to providing paved shoulders.
- 4 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 5 If the percentage of heavy vehicles is greater than 10 percent, consider providing a wider shoulder or a separated pathway.

Photo 19. Preferred paved shoulder widths for rural roadways to accommodate bicyclists (Source: AASHTO)



Photo 20: US 7 in Milton, VT.

Active Transportation Design Treatment Toolkit

This “toolkit” is intended to assist practitioners and staff in creating an active transportation system that is “right sized” to meet the needs of all users. The examples of active transportation design treatments below are not intended to be limiting but to offer ideas to be considered when upgrading existing or adding new bicycle infrastructure. Note that the examples presented in the Bicycle Facilities Toolkit should not be considered a substitute for more thorough evaluation by staff and/or design consultants. They may require further analysis and engineering judgement based on local conditions and community concerns and are intended to complement other state and national design manuals. The active transportation treatments include:

Bicycle Facilities



Photo 21: Bicycle Boulevard Signage
(Source: NACTO)

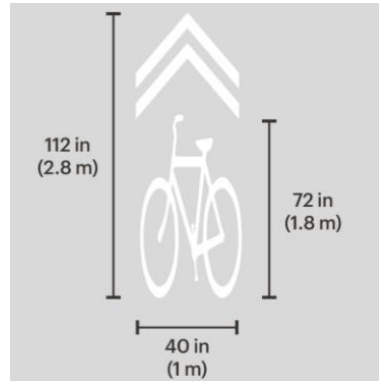


Photo 22: Shared Lane Marking or "Sharrows" (Source: NACTO)



Photo 23: Buffered Bike Lane in Tampa, FL (Source: VHB)

Neighborhood Greenways / Bike Boulevards

Neighborhood Greenways (also known as Bike Boulevards) are roads characterized by low traffic volumes and reduced vehicle speeds, specifically designed to prioritize cycling and improve the walking environment. These streets are intended to provide safer corridors for pedestrians and cyclists of all ages and abilities. This is achieved through the implementation of various traffic calming measures and place-making techniques.

Sharrows

Shared lane markings (also known as "sharrows") are in-lane pavement markings to cue motorists and bicyclists that they are sharing the travel lane. These markings also define that bicyclists are intended to ride in the center of the travel lane, which improves the visibility of bicyclists for motorists in the travel lane and in potential on-street parking spaces. Sharrows are best applied on roadways with low traffic volumes and reduced vehicle speeds. These facilities are more effective when paired with vertical elements such as "Bikes May Use Full Lane" and "Shared Roadway" signage.

Conventional / Buffered Bike Lanes

Buffered and Conventional Bicycle Lanes (min. width of 5 feet, preferred width of 6+ feet) designate specific areas for bicycling and often form part of street reconfiguration projects aimed at enhancing safety and comfort for all users. Bicycle lanes are particularly useful on streets with frequent passing events that make mixing with traffic uncomfortable, provided curbside activity and heavy vehicle conflicts are minimal. Buffered bike lanes (buffer min. width of 2 feet, preferred width of 3+ feet) consistently offer higher comfort than conventional lanes, and streets with space for buffered lanes can often accommodate protected lanes as well.



Photo 24: Riverside Avenue shared use path in Burlington with green paint at intersections with driveways (Source: VHB)

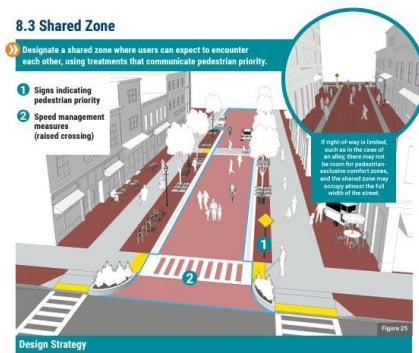


Photo 25: Shared Street Visual from FHWA Guide (Source: FHWA)

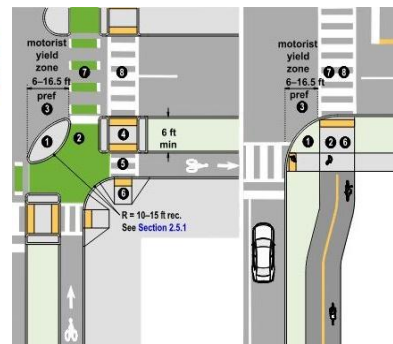


Photo 26: AASHTO Bike Guide Visual of a Protected Intersection (Source: AASHTO)

Separated Bike Lanes

Separated Bike Lanes, also known as Protected Bike Lanes or Cycle Tracks, incorporate horizontal separation (buffers) and vertical elements (e.g., flex posts, parked cars, or curbs) to shield cyclists from motor traffic. This combination of lateral buffers and vertical barriers significantly reduces the stress of on-street bicycling, with the robustness of protection scaling according to the traffic stress of adjacent roads.

Shared Use Paths

Shared Use Paths (constrained width of 8-feet, min. width of 10-feet) have historically been the backbone of an “All Ages & Abilities” network in many cities. Shared use paths offer continuous routes, although they often don't lead directly to destinations. High pedestrian traffic, driveways, inconveniently placed bollards, sharp turns, and crossings can reduce bicycling comfort, necessitating lengthy efforts to address these issues. Where volumes of pedestrians or cyclists are high, separation is ideal; however, shared use paths are still beneficial when space is constrained.

Shared Streets

Low-Speed Shared Streets are designed so bicyclists can comfortably use the entire roadway, with a focus on very low operating speeds—typically not exceeding 10 mph—for all users. To ensure comfort, the number of people walking and biking should significantly outnumber vehicles. Potential issues arise from interactions between bicyclists and pedestrians, who can be present anywhere across the street. For safety, materials and street edges must be suitable for bicycling, with care taken to avoid hazardous seams or low mountable curbs that could cause falls.

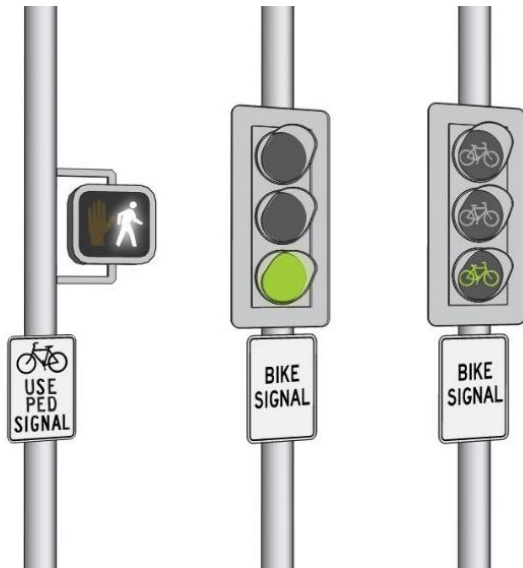


Photo 27: AASHTO Bike Guide Visual of Signal Face Options (Source: AASHTO)

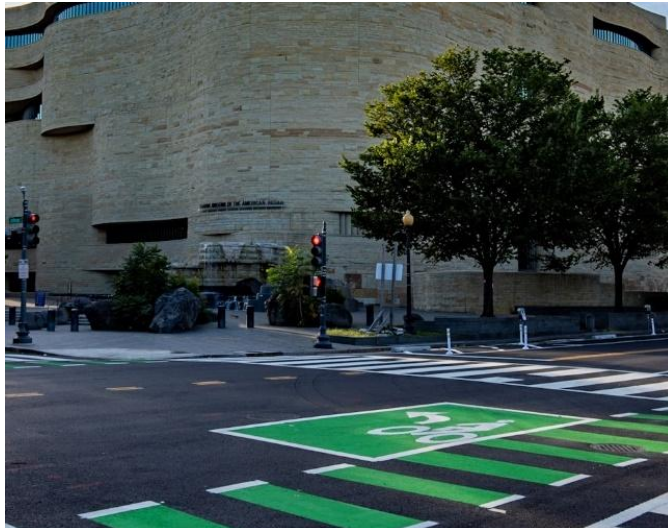


Photo 28: Two-Stage Turn Box in Washington, DC (Source: VHB)

Protected Intersections

Protected Intersections are a relatively new concept. The intent of this alternative intersection type is in the name - To "protect" bicyclists up to, and through, the intersection. This intersection treatment seeks to set bicyclists back to improve their visibility for turning motorists, while also incorporating treatments such as curb extensions or smaller curb radii to slow driver turns across the bike facility. These intersections also provide benefits for pedestrians by offering opportunities to shorten crosswalk lengths. As always, winter and general maintenance are key items to evaluate when considering protected intersections.

Traffic Signals / Separate Phasing for Bicyclists

Bicycle signal faces and/or separate traffic signal phasing for bicyclists is another key tool for mitigating conflicts between modes at intersections. If physical space constrains other mitigation options such as turn hardening or construction a protected intersection, bicycle signals are another option to provide separation between modes. Several guidance documents – most recently, the 5th Edition of the AASHTO Bike Guide, published in late 2024 – provide guidance on when, where, and how to install these signals and phase them accordingly.

Two-Stage Turn Boxes

Two-Stage Turn Boxes provide turning bicyclists an exclusive space to queue, ahead of motor vehicle traffic, to turn onto cross streets. The treatment is a part of the MUTCD and latest AASHTO Bike Guide, making it federally approved. Both documents provide the necessary design guidance and standards for the implementation of two-stage turn boxes.

Pedestrian Facilities



Photo 29: Raised Crosswalk (Source: Road Safety Toolkit)



Photo 30: Curb Extension along Market Street (Source: City of South Burlington)

Raised Crosswalks

Raised crosswalks, also known as speed tables with a marked pedestrian crossing, provide both a pedestrian crossing and traffic calming countermeasure. Painted chevrons on the approach ramp serve as a visual signal prompting drivers to reduce speed, similar a speed hump. Raised crosswalks have been proven to significantly reduce driver speed which improves yielding behavior. Less expensive construction options are available for raised crosswalks, such as providing an open channel along curb to not interrupt stormwater flow (see Photo 29).

Curb Extensions / Bump Outs

Curb extensions are growing in popularity due in large part to their effectiveness and improved general comfort for pedestrians. This “tool” in the toolkit enhances the visibility of pedestrians waiting to cross the road and shortens the crossing distance. They also serve to calm traffic by creating a visual “pinch point” and reducing the turning radius for vehicles. As seen in this application along Market Street (Photo 29), they often “daylight” on-street parallel parking lanes.

Median Refuge Islands

Median refuge islands offer a safe space for pedestrians in the middle of a roadway, which is particularly important for streets with multiple lanes. These islands allow pedestrians to wait safely between traffic directions, eliminating the need for traffic to stop in both directions for crossing. The FHWA's Proven Safety Countermeasures report indicates that they reduce pedestrian-related crosswalk crashes by 56%.



Photo 31: Existing RRFB on Main Street (VT 11) in Springfield, VT (Source: VHB)



Photo 32: Pedestrian Signal (Source: FHWA)



Photo 33: Pedestrian Hybrid Beacon (PHB) (Source: FHWA)

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated warning signals positioned at unsignalized intersections or mid-block crossings. RRFBs have proven to be an extremely effective countermeasure to improve pedestrian safety (and as a result are quite popular!). FHWA completed research that suggested RRFBs can reduce crashes up to 47% and increase motorist yielding rates up to 98%. These countermeasures are prevalent in the Cities of Burlington and South Burlington.

Pedestrian Hybrid Beacon

PHBs, formerly known as HAWK (High intensity Activated Crosswalk) signals, are traffic control devices designed to help pedestrians safely cross higher-speed / higher-volume roadways at midblock locations. While not a standard traffic signal, they provide warning lights, and solid red signal indications when actuated to stop motor vehicles and allow for pedestrians to cross. There is a guidance in the MUTCD as to when and where to seek to install this treatment, based on driver speeds and volumes, as well as actual or anticipated volume of crossing pedestrians.

Exclusive Pedestrian Phase

An exclusive pedestrian phase, also known as a "pedestrian scramble" or "Barnes' Dance," is an effective strategy to enhance pedestrian safety at signalized intersections. This approach incorporates an additional phase dedicated solely to pedestrian traffic. During this phase, all vehicular movements are halted, allowing pedestrians to cross any leg of the intersection and even diagonally if desired. This configuration significantly reduces the potential for conflicts between right-turning vehicles and pedestrians. However, it does result in reduced vehicular capacity and longer cycle lengths, leading to increased delays for all users

