

VTrans VT 100 and VT 108 Corridor Management Plan
Stakeholder Meeting
August 24, 2017
Stowe Town Hall

Meeting Summary

The purpose of this meeting was to identify issues and opportunities to improve transportation along the VT-100 / VT-108 corridor and discuss how VTrans, municipalities, Regional Planning Commissions, businesses and other stakeholders can work together to implement ideas.

Kevin Marshia, Chief Engineer, opened the meeting with an overview of the project. Joe Segale, Policy, Planning, and Research Bureau Director described the purpose and objectives of the VT 100-108 Corridor Management Plan. VTrans intends to use corridor management planning in other areas of Vermont. The VT 100-108 corridor is a pilot project that will help guide how other corridor management plans will be conducted. Chris Clow, project manager from Development Review and Permitting Services section gave a presentation about project background and analysis. It is available to view or download at: <http://vtrans.vermont.gov/planning/projects-programs/corridor-management>

Break-Out Group Discussions

The participants broke into four groups to discuss three questions:

1. What information was missing in the presentation?
2. Ideas to improve transportation in the corridor, focused on short-term, quick fixes
3. In what ways could VTrans, the towns, businesses, etc. work together to address these needs?

Each break-out group had unique elements in its discussion but following were some common themes.

The overarching themes were:

- Provide reasonable and reliable travel times along the corridor
- Better access management
- Importance of secondary road network
- Additional outreach to other developers as well as emergency services personnel
- Importance of special events and their effect on the corridor

The result of these discussions is the attached preliminary draft of ideas to improve transportation in the corridor that will be developed into an implementation plan.

Additional Comments and Questions

Please submit any additional comments, corrections or questions to Chris Clow by September 25th, 2017 at Christopher.clow@vermont.gov. Comments may be submitted using the attached questionnaire at the end of this document, in an email, or by mail.

Summary of Break-out Group Discussions

Break-out Group #1

Attendees: Tom Jackman, Eric Vorwald, Richard Westman, John Mandeville, Jason Wulff, Ryan Percy, Shane Walker, Alain Hirsch, Alyssa Johnson, Mila Lonetto

Facilitator: Amy Bell

Notes: Daniel Currier

Missing information

- Travel time & money impacts resulting from congestion on Rte. 100. Roundtrip truck trip Waterbury-Morrisville to retrieve material can take 1.5 hrs – far longer than previous years.
- Include information about truck volumes by roadway segment
- Longer Trend Analysis of vehicle volumes
- Future Traffic Projections
- Commuter vs. Tourist Volumes
- Tourist perspective of Corridor
- Need to include more young people in planning effort
- Need more developers at the table.

Ideas to improve the corridor

- Pedestrian Access to Waterbury State Park
- Traffic Calming in Waterbury Center
- Secondary recreation link (path or trail) paralleling VT-100
- Stowe-Morrisville recreational path
- Need to balance highway capacity vs. livability particularly in village centers
- Continued inclusion of the Agency of Natural Resources in the corridor management process.
- Notable amount of crashes along the curve of VT-100 at Walker Construction in Waterbury. A guardrail at that location is needed.
- Better access for public transit to Waterbury Park and Ride lot
- Signal timing improvements to the traffic signal at Bridge St. and the ATR intersection in Morrisville. The traffic signal is very sensitive to Bridge St. traffic at the expense of ATR traffic. This makes it very difficult to bring a heavy truck to a stop on both approaches of the ATR given the downgrade of the road.
- Gather feedback early and often as projects progress through the process
- Develop the VT-108 Roadway Master Plan and share the vision so everyone can work together
- Improve public outreach on alternate routes to VT-100.
- Conduct an Access Management study to identify preferred access points
- Reevaluate crossing sign needs in Shuttesville Hill area
- Implement Complete Streets to improve bike/ped access – particularly in villages
- Roundabouts in Stowe at VT-100 and Moscow Rd. as well as VT-15 and VT-15A flashing light in downtown Morrisville
- Implement Luce Hill intersection improvement
- Year round GMT Mountain Road shuttle
- Increase transit service along VT-100
- Consider remote parking
- More Park and Rides along the corridor
- Alternate route to get from airport to VT-108

Break-out Group #2

Attendees: David Yacovone, Walter Frame, George Pierce, Bill Minter, Ken Belliveau, Mark Sutton, Amy Morrison

Facilitator: Zoe Neaderland

Notes: Robert Moore

Missing information

- Plans for development, for example at Cider Mill complex, impact of Vail acquisition of mountain in terms of numbers and travel patterns
- What about Zoning
- Hospital not even on map – access for injured people should be a consideration.
- Bring emergency services providers more into discussion
- Provide more analysis, for example of counts by time of day, day of week, change going back further in time, sense of number of people going through corridor by all modes as part of thinking about how many people might need access to emergency services
- Show routes that relate to the corridor for consideration of how they impact it and also as potential truck alternate routes

Ideas to improve the corridor

- Apply access management techniques. Limit curb cuts, control their width, and combine driveways where possible. This should be a coordinated effort of state and municipality so they reinforce each other. Work more closely with towns and developers to improve safety. Consider bikes and pedestrians.
- Clearly define and communicate vision for corridor, then synchronize permitting to enforce it. Approach as a partnership. There needs to be a clear vision and communication of where there is desire to have sections along the corridor oriented to through travel with limited additional curb cuts to be allowed by either VTrans or municipality and where to provide support for good design of additional access in developed/developing areas. It needs enhanced communication among developers, municipalities, RPCs, and state. Permits (i.e. Act 250) are a tool that could be used more effectively.
- Encourage paving commercial driveways within x feet of curb cut to reduce gravel and mud on road shoulder and road to improve safety during rain events and for bicyclists. Get word out to property owners now that the VT 100 repaving project will be done in about a year so now would be a good time to do their end to get a clean join. If enough private entities expressed interest now could add-ons be an offered option?
- Explore if there are more efficient ways to get goods in and out. Does it make economic sense to bring anything more in by air? Could there be a transportation distribution center near airport where big trucks would drop off for distribution by smaller trucks (less impact)? Better signage to help truckers
- Reduce Speeding – Enforcement while also considering design
- Accommodate bicyclists safely. Coordinate to provide top specific bicyclist concerns for corridor to get productive change. Keep at least 1 foot of good paving even in pinch points.

Break-out Group #3

Attendees: Tasha Wallis, Chris Jolly, Heidi Scheuermann, Paul Brown, Rob Apple, Jennifer Davis, Caitrin Maloney, Jane Brown, Ernie Patnoe

Facilitator: Dave Pelletier

Notes: Chris Clow

Missing information

- Make sure to consider the impact of fall foliage season and events. The weekends that bookend Columbus Day weekend are absolute peak for this. Waterbury Center is especially busy with Cider Mill visitors.
- Make sure to consider peak **hours** of special events, not days they will occur.
- Consider opportunities and impacts of the secondary road network paralleling VT100 when planning and preparing for events or expected surges or interruptions in traffic volumes
- Project coordination opportunity for state and local projects in Smugglers Notch (roadway paving and parking area improvements?)
- Project coordination opportunity may exist in Village with VT100 paving and utility work planned by the municipality.
- Stagecoach Road intersection with VT100 is an area of concern for highway safety

Ideas to improve the corridor

- Chicane or some other physical filter to keep large trucks out of Smugglers Notch
- There is a need to allow faster-moving vehicles to pass slower-moving vehicles on Harlow Hill along VT 108.
- Byway corridor plans should be reviewed.
- Take full advantage of Dynamic Message Signs (DMS) to manage traffic demand, especially during peak times and special events. The existing signs on I-89 and VT100 work well and their use would be encouraged as much as possible to manage traffic. There is also an existing DMS on VT 108 that could be used. Lacrosse tournament congestion would be a good use for the signs.
- Consider a pedestrian-activated light in Colbyville near Merchants Bank. There is a need for pedestrian infrastructure in this area and a safe way to cross VT100 along this stretch.
- Make sure traffic signals on VT100 from I-89 are coordinated as best as possible; consider dynamic or custom timing adjustments for peak times or special events. VTtrans has worked on this in the past, however improvements may still be possible.
- Bike path connecting Guptil Road to Park & Ride needs improvement. This as a secondary connection between local roads adjacent to VT100.
- Waterbury Center VT100 could benefit from pedestrian infrastructure and consideration of a center turn lane. There is also a need for sidewalks, a safe crosswalk location, and traffic calming at this location.
- Blush Hill Road and VT-100 – can any of the signal and pedestrian improvements identified in the recent scoping report be incorporated into the paving project?
- Innovative measures such as roundabouts should be encouraged if feasible given the increase in traffic volume especially in Waterbury year round.
- There is one culvert in very poor condition in Waterbury Center. This needs to be prioritized for replacement. Also there should be a plan and funding to then replace the next level of culverts in fair condition before they fail. The Waterbury Selectboard heard that the paving project was not able to address culvert replacement in spite of the needs. There needs to be a commitment to repair and replace fair to poor condition culverts.

- VT-100 and Moscow Road Intersection; make sure to consider the Points North development as part of any intersection solution at VT100/Moscow Rd.
- Consider keeping the stakeholder group engaged through identification of a communications liaison to VTrans among the group. Maintain ongoing communications and identify a liaison to distribute information among the three-town group and be the point of contact with VTrans.
- Consider potential for VT100 turning lane at Morrisville-Stowe airport as airport use increases. Planned development and associated increase in airport use may lead to associated VT100 highway and or intersection needs.
- Sweep shoulders for bicyclists more frequently (possibly twice a year instead of once); summer storms wash driveway material into the roads.
- Increase driveway apron depth/length to avoid materials being washed into roadway during storms. This is a possible design idea that could help mitigate material runoff.

Break-out Group #4

Attendees: Charles Safford, Gary Nolan, Keith Koehler, Chris Loyer, Barb Farr, Deborah Carroll, John Schnee

Facilitator: Joe Segale

Notes: Sommer Bucossi

Missing information

- Airport expansion
- Luce Hill Master Plan coordination. Luce Hill, Moscow Road and extending sidewalks need to be part of the conversation
- Stowe drainage improvements in 2019 should precede Class 1 TH Paving in 2020
- Blush Hill to Stowe St crosswalk based on Colbyville Pedestrian/Bicycle scoping study
- Stowe St Bridge transit issue for P & R pickup. Bridge is town owned and structurally sufficient but functionally deficient and high priority on CVRPC regional transportation needs list.
- Drainage issues near Fairview on RT100. This creates icy conditions in the winter, the Town needs to mark with orange cones
- Ledge fix needed south of the village
- Include Sheriff in future discussions

Ideas to improve the corridor

- Stowe would consider extending class 1 on VT 100 to include the West Hill intersection if VTrans were to design/construct a traffic signal at West Hill.
- Transit expansion including shelters. There is a need for a mass transit conversation from village to mountain road, at this time bus passengers are waiting in snow banks or the road for a bus, preferred bus stations with designated locations, this would create a need for more walking facilities
- Increased communications - Lacrosse Tournament using communication boards (variable message signs) and better coordination with event organizer and RPC.
- Adding a Two Way Left Turn Lane to the corridor. VT 100 is becoming a no left turn corridor.
- Adding signs to invite people to Morrisville
- Adding crosswalks on Mountain Road, Cape Cod Road, and Gables Road as well as discussion around re-aligning the Stowe Bike path so it crosses under VT 108 at the reconstructed bridge just north of Meadow Lane
- Manage Traffic on Mountain road. Hill at Matterhorn/Harlow road, provide weather condition with sign, camera to monitor conditions, improve ability for emergency vehicles to get to Stowe Mountain Resort, widen road on the uphill to go around cars stuck on the hill approach
- West hill ditch - Make the roadway so drivers cannot go around at this location, it is unsafe

- Walkway underpass - Connect the reservoir to Waterbury center using an underpass
- Create formal truck detour – Could West Hill and Moscow roads become a heavy vehicle detour? When it becomes time to rehabilitate or replace the town highway bridges on along these roads, should they be reconstructed to accommodate heavier loads?

Parking Lot

- Coordination of communication with emergency services during road construction on VT 100
- Include public information meetings for VTrans projects
- Time of day needs improvement for future stakeholder meetings. Businesses can't afford a day off.
- Waterbury-Stowe Paving Project – why are lane widths being reduced to accommodate bicyclists?
- Frustration regarding the VT100 paving project and missed opportunities to have bike lanes marked in the shoulders. There may need to be some follow-up regarding design standards and sign policy for such facilities.
- There is a desire to see improvements at the Moscow Road intersection as part of the paving project, though VTrans confirmed directly the pavement project does not include such improvements.

Next Steps

- Prepare Implementation Plan and Review with Stakeholders
- Prepare on-line document
- Schedule Annual Corridor Management Plan Status Meeting

VT 100/108 CORRIDOR COMMENT SHEET

If you have any comments that have not been discussed at the meeting, please fill in the appropriate portions of the sheet and submit it to the contact person located below.

☉ **What information is missing?**

☉ **What ideas do you have to improve transportation in the corridor? (i.e. Short-term quick fixes or Future Needs in 10 years)**

☉ **How can we work together to implement ideas?**

☉ **Is there anything else we should be considering?**

Please Email, Fax, or Send your responses to Chris Clow at the Vermont Agency of Transportation:

Email: christopher.clow@vermont.gov

Phone: (802) 828-0513

Fax: (802) 828-2456

Address: State of Vermont Agency of Transportation
1 National Life Drive – 3rd Floor
Montpelier, VT 05633-5001
Attn: Christopher Clow

*Please be sure to include your name, position, and preferred method of contact:

Name:

Position:

Contact Information: