

# VT100/108 Corridor Management Plan

MAY 15, 2018 STAKEHOLDER MEETING SUMMARY  
VERMONT AGENCY OF TRANSPORTATION

## Introduction

This report summarizes the meeting of VT100/108 Corridor Stakeholders that took place on May 15, 2018 at the Akeley Municipal Building in Stowe. It also provides results of the prioritization exercise conducted at that meeting and a brief discussion of the next steps in the VT100/108 corridor planning process. A list of meeting attendees and the feedback from the exit survey are included as attachments to this summary.

## Meeting Summary

Joe Segale, Director of the Policy, Planning & Research Bureau at Vermont Agency of Transportation (AOT) opened the meeting by welcoming everybody. He reviewed the agenda, explaining the purpose of the meeting was to solicit feedback on the Draft VT100/108 Corridor Implementation Plan. This is the first corridor management plan AOT is developing under the new paradigm of producing lean, asset management-based, corridor plans. These plans are intended to identify and take advantage of state project coordination opportunities while incorporating local stakeholder needs in a focused and effective manner. Joe added the emphasis is on practical projects that are possible to implement in a 5-year time frame. Longer-term needs are also identified with the understanding that they will require more time and resources for development.

## Draft Corridor Implementation Plan

Joe presented an overview of the draft Corridor Implementation Plan which is in a table format and has three major sections:

- The Stakeholder/Municipal Needs are the items that were identified at the August 2017 stakeholder meeting as well as meetings with the municipalities and Regional Planning Commissions. These needs are further organized by the following project types:
  - Bicycle / Pedestrian
  - Operations / Signs and Information
  - Roadway / Network
  - Transit/Traffic Demand Management / Parking
  - Process
  - Asset Management
- Projects in AOT Capital Program lists the projects that are included in the latest AOT Capital Program. These projects are in various evaluation, design, permitting, right-of-way acquisition and construction phases.
- AOT District Maintenance Needs lists the items that AOT maintenance and operation personnel have identified along the corridor and reported as needing further attention.

### Proposed Roadway Cross Section Design

In addition to the table described above, an important component of implementing the plan is proposed roadway cross-sections. A roadway cross-section shows the widths of travel lanes, shoulders and on-road bike facilities, and identifies where sidewalks, green strips and separated paths may be provided. The proposed cross-sections will guide the designs of future roadway and bridge projects for segments based on the areas they pass through. Proposed cross-sections vary for different segments of the corridor. Recommended lane and shoulder widths are based on traffic volume and posted speed as provided in the “Vermont State Standards for Construction, Reconstruction, and Rehabilitation”.

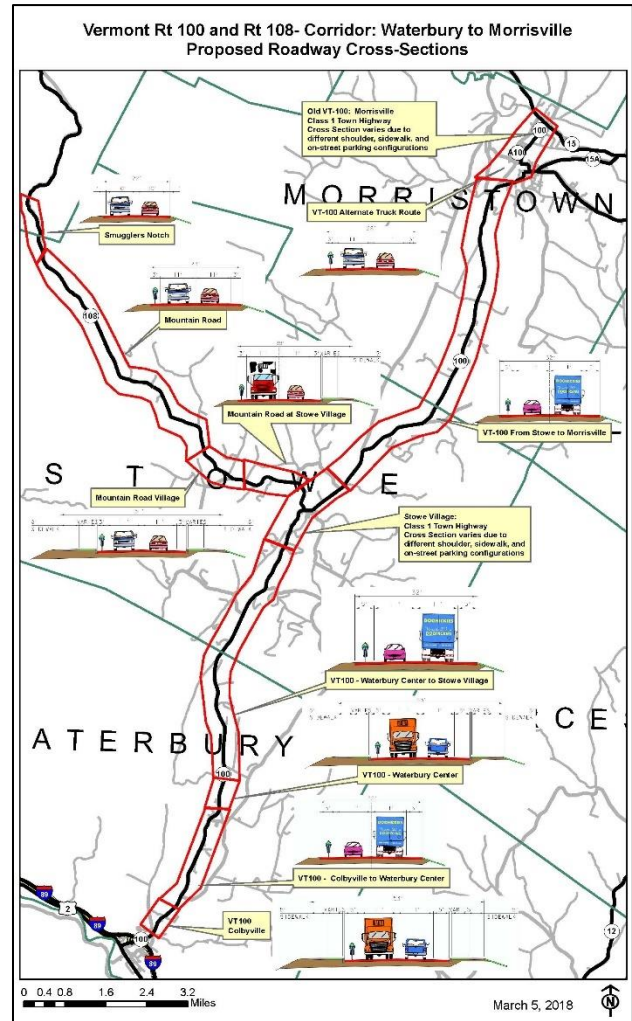
### Putting it all Together

Joe explained that the corridor management plan will include a “harmonization” process intended to identify coordination opportunities between existing projects, future asset management improvements, and stakeholder needs. Joe then opened the meeting up to questions.

Jane Brown, speaking on behalf of the Waterbury Select Board, expressed interest in coordinating the VT100/108 corridor plan recommendations with a sidewalk scoping effort that has just wrapped up for Colbyville. There was discussion of coordination and how to proceed with feasibility analysis of the nearby Stowe Street bridge and possibility to apply for a Better Connections grant to create a masterplan for that area.

Susan Bulmer of ANR-Forests, Parks, and Recreation spoke as Regional Manager whose area includes Smugglers’ Notch Scenic Byway. She suggested review of the cross-sections to better align with efforts for the byway. This could be done by starting the narrower cross-section at the gateway. The purpose would be to integrate with efforts to reduce informal parking along the roadway. There were concerns about safely accommodating the many bike riders. This discussion will be followed up by VTrans, ANR, and LCPC.

Jon Hanson of Walker Construction and Stowe Town Manager Charles Safford discussed the proposed roundabout for the intersection of VT100 and Moscow Road. Ken Robie of AOT clarified that it is a recommendation of the feasibility study, separate from the current VT100 repaving project. He added it was a good example reflecting the challenge for AOT of incorporating newly requested projects while also maintaining existing assets. AOT is in the process of updating its project selection and prioritization process (VPSP2), which will provide a path for these types of project to compete for funding with similar



needs across the state. The new project selection and prioritization process is expected to be implemented in calendar year 2020.

Barbara Farr, Waterbury Transportation Liaison, was asked to provide an update on the current repaving project on the lower portion of VT100 between the interstate and Stowe. Barb described some of the challenges with maintaining traffic on this important link to the interstate, including managing the impacts of heavy rain events and resulting erosion of the scarified pavement surface and gravel sections. The project itself includes removing the old concrete slabs from underneath the bituminous asphalt surface, replacing appropriate subbase and drainage, and replacement of new blacktop. Any concerns about the project may be directed to her office.

### Prioritization Exercise

After general discussion, Joe called attention to the display boards at the sides and rear of the room. Each board addressed a specific type of corridor improvement idea or need developed through the stakeholder outreach process. Ideas and needs were grouped by the following categories: Bicycle & Pedestrian, Operations/Signs & Information, Roadway/Network, Transit/Travel Demand Management(TDM)/Parking, Asset Management, and Process. Meeting participants were each given ten (10) “\$” stickers to apply to the needs and ideas they saw as highest priority. Each sticker was meant to represent one dollar. Participant were instructed to apply no more than three \$ stickers to any one idea or need. The intent of the exercise was to get a general sense of priority among all the identified stakeholder and municipal needs. Although the results won’t necessarily determine a specific project development priority, they will inform the implementation process.



Municipal staff from Waterbury and Stowe discuss project priorities for the VT100 & 108 corridors.

### Summary of Results

Idea / Need	Type	# Votes
Pavement - maintain pavement in good condition with a smooth surface.	Asset Management	16
Roundabout in Stowe at VT-100 and Moscow Rd.	Roadway / Network	14
Construct sidewalk extending from VT-100 into Waterbury Center State Park. Possibly connect the reservoir to Waterbury center using an underpass beneath VT-100.	Bike / Ped	12
Bridges - maintain bridges in good condition without weight restrictions or lane closures and designed to be resilient to floods.	Asset Management	11

Vermont Agency of Transportation

Culverts - maintain culverts in good physical condition and sized to be resilient to floods.	Asset Management	11
Consider Remote Parking to meet the needs of Ski Area parking and Smugglers' Notch visitors.	Transit / TDM / Parking	10
Optimize the timing and coordination of the cluster of traffic signals at the interstate exit, Blush Hill, and Shaw's. Consider more traffic detectors for efficiency.	Operations / Signs & Information	9
Improve access to public transit to Waterbury Park and Ride Lot.	Roadway / Network	9
Recreation Path Expansion and rerouting underneath Mountain Road bridge (#00003).	Bike / Ped	7
Define and communicate an access management vision for the corridor then synchronize municipal and state permitting to enforce it.	Process	7
Construct 6ft sidewalk and landscaped tree belt along the north side of VT-108 to Cottage Club Road.	Bike / Ped	6
Sidewalks - maintain sidewalks in good condition with a smooth, even surface and in compliance with ADA accessibility requirements.	Asset Management	5
Provide a recreation Link, Path, or Trail Paralleling VT-100. Would link Morristown to Waterbury including access to Waterbury Park-and-Ride as well as Hope Davey and Dac Rowe Playing Fields.	Bike / Ped	4
Provide a crosswalk on VT-108 near Stowe Mountain Resort as well as parking and pedestrian protection/crossings along VT-108 towards Smugglers Notch and Long Trail crossings.	Bike / Ped	4
Consider a right turn lane and possibly left turn lane entering Waterbury Center State Park.	Roadway / Network	4
Realign Luce Hill Rd and construct signalized intersection at the intersection with VT-108.	Roadway / Network	4
Provide a passing Lane or widened shoulder on VT-108 by Harlow Hill.	Roadway / Network	4
Sweep shoulders for bicyclists more frequently. Storms wash materials in the roads.	Operations / Signs & Information	3
Add signs to invite traffic/people to Morrisville.	Operations / Signs & Information	3
Reevaluate wildlife crossing sign needs in Shutesville Hill area.	Roadway / Network	3
Route 100 is becoming a new left-turn corridor. Consider adding a two way left turn lane (TWLTL) so left-turning traffic does not block through traffic.	Roadway / Network	3
Provide control mechanism to have large trucks, buses, RVs reverse direction, preventing from trying to travel over Smugglers' Notch.	Roadway / Network	3

## Vermont Agency of Transportation

Provide more Park and Rides along the VT100 Corridor.	Transit / TDM / Parking	3
The GMT Mountain Road Shuttle should provide year-round service and increase the ride frequency of the shuttle service in winter to reduce wait times.	Transit / TDM / Parking	3
Provide and enhance Bus Shelters at designated stops for Mountain Road Shuttle.	Transit / TDM / Parking	3
Increase Transit Service Along VT100.	Transit / TDM / Parking	3
Multi-use paths - maintain paths in good conditions with a smooth, even surface and sufficient width.	Asset Management	3
Shoulders should be marked with bike lane designations in village centers and roadway segments between villages.	Bike / Ped	2
Coordinate traffic signal and pedestrian improvements and VT-100 / Blush Hill into paving project.	Bike / Ped	2
Pedestrian Activated Light in Colbyville by Merchant's Bank.	Bike / Ped	2
Deploy Dynamic Message Signs across the corridor to manage traffic demand (like signs on VT100 and I-89).	Operations / Signs & Information	2
Coordinate and collaborate on traffic management for special events and other incidents (both planned and unplanned). Establish a system to identify when traffic management is necessary and partnership between AOT, municipalities, and event organizers.	Operations / Signs & Information	2
Vehicles passing on shoulder of northbound VT100 at West Hill Rd. Incorporate preventive safety.	Operations / Signs & Information	2
Consider a new local road paralleling VT100 from Lincoln St. to Guptil Rd.	Roadway / Network	2
Waterbury Center needs sidewalks and safe crosswalk locations as well as the possibility of a two way left turn lane to keep corridor traffic moving.	Roadway / Network	2
Provide a weather condition sign display on the hill at Matterhorn/Harlow Rd. Have a camera monitoring conditions.	Operations / Signs & Information	1
Replace the gate used to close for VT108 with a more aesthetically pleasing design.	Operations / Signs & Information	1
Better manage utility work along VT100, avoid peak traffic periods.	Operations / Signs & Information	1
Keep at least one foot of good shoulder paving, even in pinch points.	Roadway / Network	1
Improve public awareness on alternate routes to VT100.	Process	1

Obtain feedback early and often as projects progress through the corridor management process.	Process	1
Educate Users of All Ages on Transportation Options.	Process	1

## Conclusion & Next Steps

AOT will convene municipal and RPC staff, and AOT district personnel in approximately a year to discuss progress in the previous year, and revisit priorities. Needs identified in the corridor plan will also eventually be considered in the updated project selection and prioritization process when it is operational in approximately two years. An exit survey was conducted at the end of the May 15<sup>th</sup> meeting to assess stakeholder impressions of this corridor planning process. The results of the survey were generally positive and are attached to this meeting summary. AOT will use the feedback to improve the corridor planning process.

## Attachments

- A - May 15, 2018 Corridor Stakeholder Meeting Attendee List
- B - Exit Survey Results

Attachment A

May 15, 2018 VT100/108 Corridor Stakeholder Meeting

**Stakeholder attendees:**

Rob Apple, Spruce Peak Realty  
Jane Brown, Waterbury Selectboard  
Susan Bulmer, ANR-FPR  
Dan Currier, CVRPC  
Barbara Farr, Waterbury Transportation Liaison  
Jon Hanson, Walker Construction  
Mila Lonetto, Stowe Planning Commission  
Steve Lotspeich, Town of Waterbury  
Chris Loyer, GMT  
Rob Moore, LCPC  
Jamie Neuman, Cold Hollow Cider Mill  
Charles Safford, Town of Stowe  
Eric Vorwald, CVRPC  
Jeff Wilse – Stowe Mountain Resorts / Vail  
Bonnie Waninger, CVRPC  
Tom Jackman, Town of Stowe  
Keith Koehler, MSI, Inc.

**AOT Staff:**

Joe Segale, Policy, Planning & Research Bureau  
Chris Clow, Development Review & Permitting Services  
Ken Robie, Highway Division, Project Delivery Bureau  
Jim Cota, Northwest Maintenance District  
Dave Pelletier, Policy & Planning  
Zoe Neaderland, Policy & Planning



Attachment B

## VT100/108 Corridor Management Plan Exit Survey response summary

### **Question 1: How would you rate this corridor planning process in comparison to similar efforts?**

(1=was not good use of time; 10=was an exciting process and I want to continue to participate in implementing the results)

Of 15 responses the mean rating was 8.5 with a low of 7 and high of 10.

### **Question 2: What did you find most productive?**

- Engaging with new stakeholders on project planning and identification.
- Responses to the original stakeholder meeting suggestions.
- Dialogue about prioritization of projects.
- Identifying the issues in the corridor and identifying and prioritizing projects.
- Hearing the intent is for the plan to be a living document.
- Overall was productive.
- Good presentations and opportunities to provide feedback.
- Variety of input.
- Posters.
- Stakeholder engagement and feedback was incorporated into the plan.
- Storyboards and priority exercise.
- Gathering input from involved constituents.
- The fact that they had the meeting and kept a good list of items from previous meetings.
- Options and alternative ideas.
- Q&A, prioritization project exercise.
- Review and think about priorities.

### **Question 3: What do you recommend be done differently in future corridor management planning processes?**

- Tour the corridor by bus to highlight important areas.
- This process seems to be going well.
- Look more closely at the impact of future development on critical intersections and other transportation facilities.
- Shorter start to finish timeframe.
- Some projects were described differently in the meeting (on the boards) than in the project/needs list.
- Add on VTransparency.
- This process is a big improvement but a summary email after meetings for the group would be great.
- Establish website earlier.
- More review of the considered items.
- It was a good process as is.

**Question 4: What is your advice on balancing use of interactive electronic communication (e.g. e-mail, web calls, story maps, crowdsourcing) with in-person meetings?**

(1=more in person interaction; 10=hold one in-person meeting, but focus on full use of interactive electronic communication)

Of 14 responses the mean rating was 5.5 with a range between 2 and 8.

Further thoughts on this question?

- We have such a strong digital community that it is important to use all the technology we can to reach out to communities.
- Biannual meetings with e-communication.
- The in-person meetings are productive when well planned and executed. Excellent meeting today. Good cross-section of stakeholders.
- Good as-is.
- In-person meetings hold my attention better as in-office distractions happen regularly.
- Great effort!
- Combination is good.