

VT Route 30 Corridor Management Plan

CORRIDOR STAKEHOLDER MEETING

DECEMBER 11, 2018

DAVE PELLETIER, AOT PLANNING COORDINATOR

Agenda



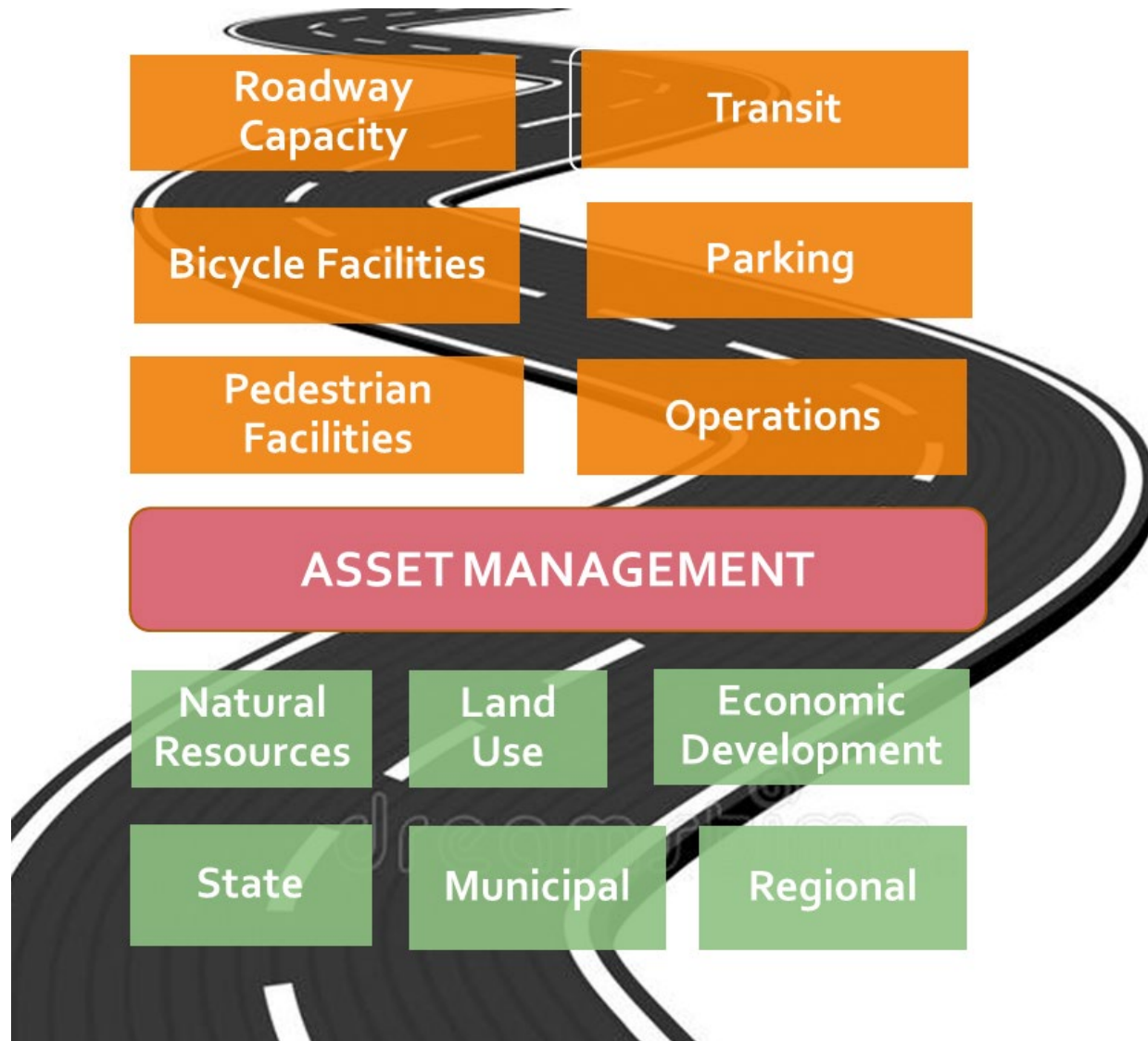
EXPLAIN CORRIDOR
MANAGEMENT STRATEGY



DISCUSS VT 30
CHARACTERISTICS



HEAR YOUR INPUT AND
IDEAS



Corridor Management Objectives

Coordinate & Leverage Asset Management Investments

Identify practical, short term projects

Identify longer term needs

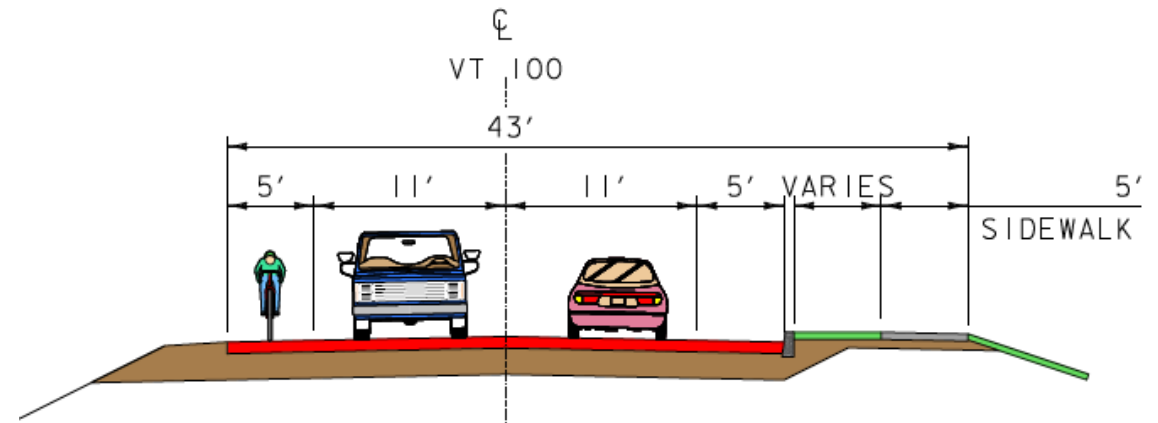
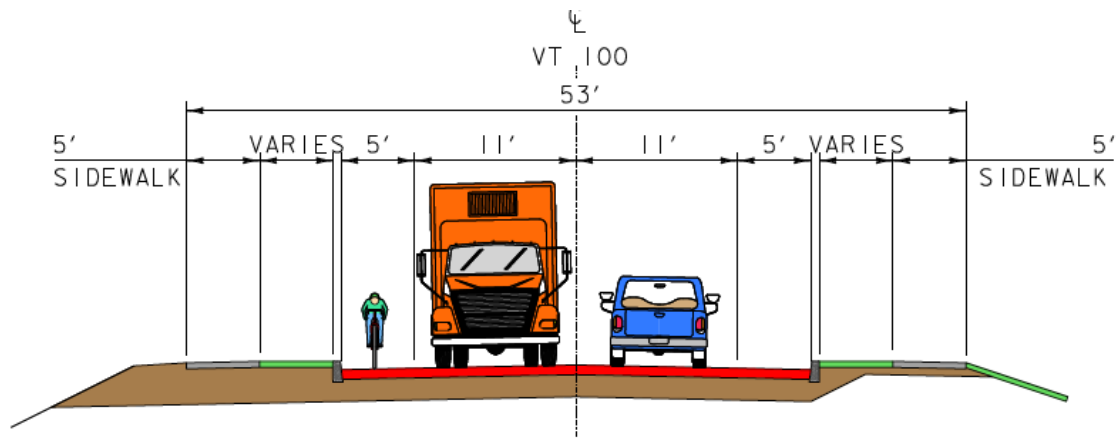
Incorporate local needs in a focused and effective way

Integrate into maintenance, projects and permitting

Annual Status Meetings to monitor progress and changes

Types of recommendations

| Category | Description |
|---|---|
| Asset Management | Maintaining pavement, bridges, culverts, etc. in a state of good repair |
| Maintenance | Drainage, ditching and slope failure repair, guard rail repair |
| Bicycle and Pedestrian | Sidewalks, on-road bike lanes, multi-use paths, pedestrian crossings |
| Operations, Signs and Traveler Information | Optimize Traffic signal timing, shoulder sweeping, static and dynamic signs, special event traffic management |
| Roadway | Intersection upgrades, turn lanes, traffic calming, passing lanes |
| Transit, Parking and Travel Demand Management | Transit Service improvements, bus stop improvements, Park-and-rides and Ski Area parking needs |
| Process | Stakeholder involvement, planning, legislation |

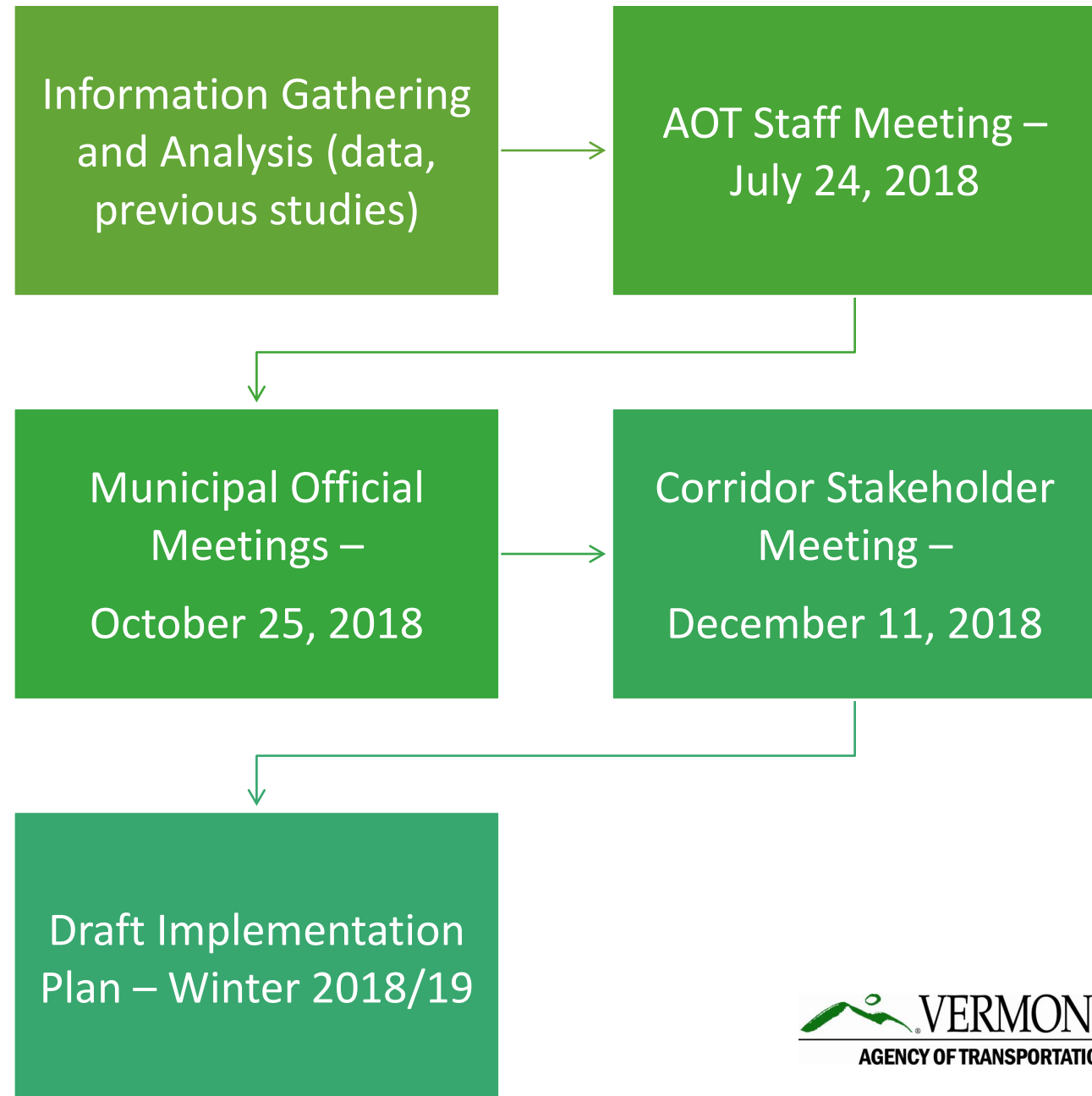


Roadway Design - Villages and other centers of activity

Implementation Plan Example

| VT-100 / VT-108 CORRIDOR MANAGEMENT PLAN | | | | | | | | | | | | | | | | | |
|--|------------|----------------|-----------------------------------|---|---|--------|------------|----------|------------|--------|-------------------------|--|---|--|----------|--|---|
| Ref# | Time Frame | Type | Source | Idea | Purpose/Need | Route | Begin Town | Begin MM | End Town | End MM | Order of Magnitude Cost | Funding Options | Coordination Opportunity | Responsible Entity | Partners | Next Steps | Comments / Status |
| STAKEHOLDER / MUNICIPAL NEEDS | | | | | | | | | | | | | | | | | |
| BICYCLE / PEDESTRIAN | | | | | | | | | | | | | | | | | |
| 75 | LT | Bike-Ped | Mountain Road Village Master Plan | Recreation Path Expansion and rerouting underneath bridge | Pedestrian and bke accessibility along Mountain Rd. | VT108 | Stowe | 1.55 | | | \$750,000 | Bike-Ped Grant, Stowe Capital Project Fund | Coordination of ideas with Municipalite, Vtrans, LCPC, and Stakeholders | Municipality | | Stowe to seek Bike-Ped grant and/or utilize town capital project funds | |
| 96 | ST | Bike-Ped | Morrisville Municipal Meeting | Provide pedestrian crossing with actuated pedestrian heads at the signalized intersection of VT-15/VT-100 | Improve access for pedestrians between development located north and south of VT 15. | VT 100 | Morristown | 6.60 | | | | | | Municipality | | Formal request from Town is pending with TSMO. Did down submit request following proper protocols? | Is project in annual prioritization process |
| OPERATIONS / SIGNS & INFORMATION | | | | | | | | | | | | | | | | | |
| 2 | ST | Operations | Stakeholder Meeting | Sweep shoulders for bicyclists more frequently. Storms wash materials in the roads | Helps keep the shoulder clean and free of debris so cyclists can ride more safely and comfortably | VT 100 | Waterbury | 0.00 | Morristown | 4.50 | | | | VTrans (Municipalities sweep Class 1 portions) | | Continue annual sweeping and spot removal of debris when necessary. | Municipalities sweep Class 1 sections. VTrans sweeps roads once a year in the spring and are prioritized by bicycle corridor priority. There aren't enough resources to do multiple sweepings. However if there is debris on shoulder, Vtrans is capable of spot sweeping on a reactionary basis. Does VTrans sweep VT-108? |
| 110 | ST | Signs/Traveler | Stakeholder | Add signs to invite traffic/people to | Improve traveler information and | VT 100 | Corridor | | | | | | | Morrisville | | Determine | |

Project Timeline



Vermont Route 30

BRATTLEBORO - WINHALL

VT 30 General Characteristics



Population: 18,790
(2010 Census – 6
municipalities +
Newfane Village)



Employment: 12,717
(2017 - VT Dept of
Labor)



Primarily 2-lane road
with 11-12ft lanes
and variable
shoulder width 2-3ft
(west) to 7-8ft (east)



Developed centers in
Newfane,
Townshend, Jamaica,
Rawsonville and
Bondville



Significant tourism
and recreation area



VT 100 Byway
overlap in Jamaica

Destinations and regional facilities

Brattleboro Retreat

Retreat Farm Meadows

West River Valley Trail

Jamaica State Park

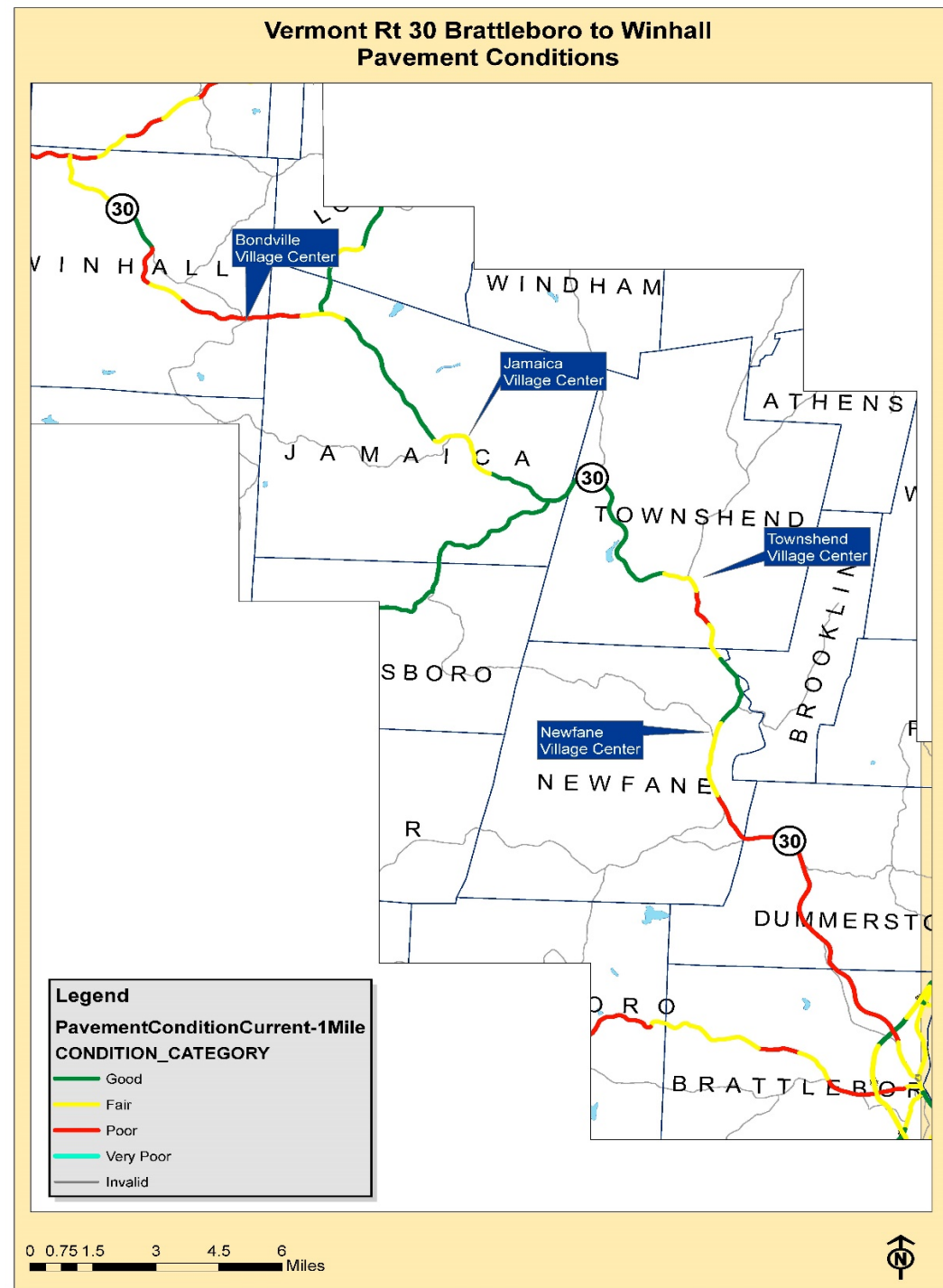
Grace Cottage Hospital

Leland and Gray Union Middle & HS

Ski areas (Stratton, Bromley, Snow)

Green Mountain National Forest

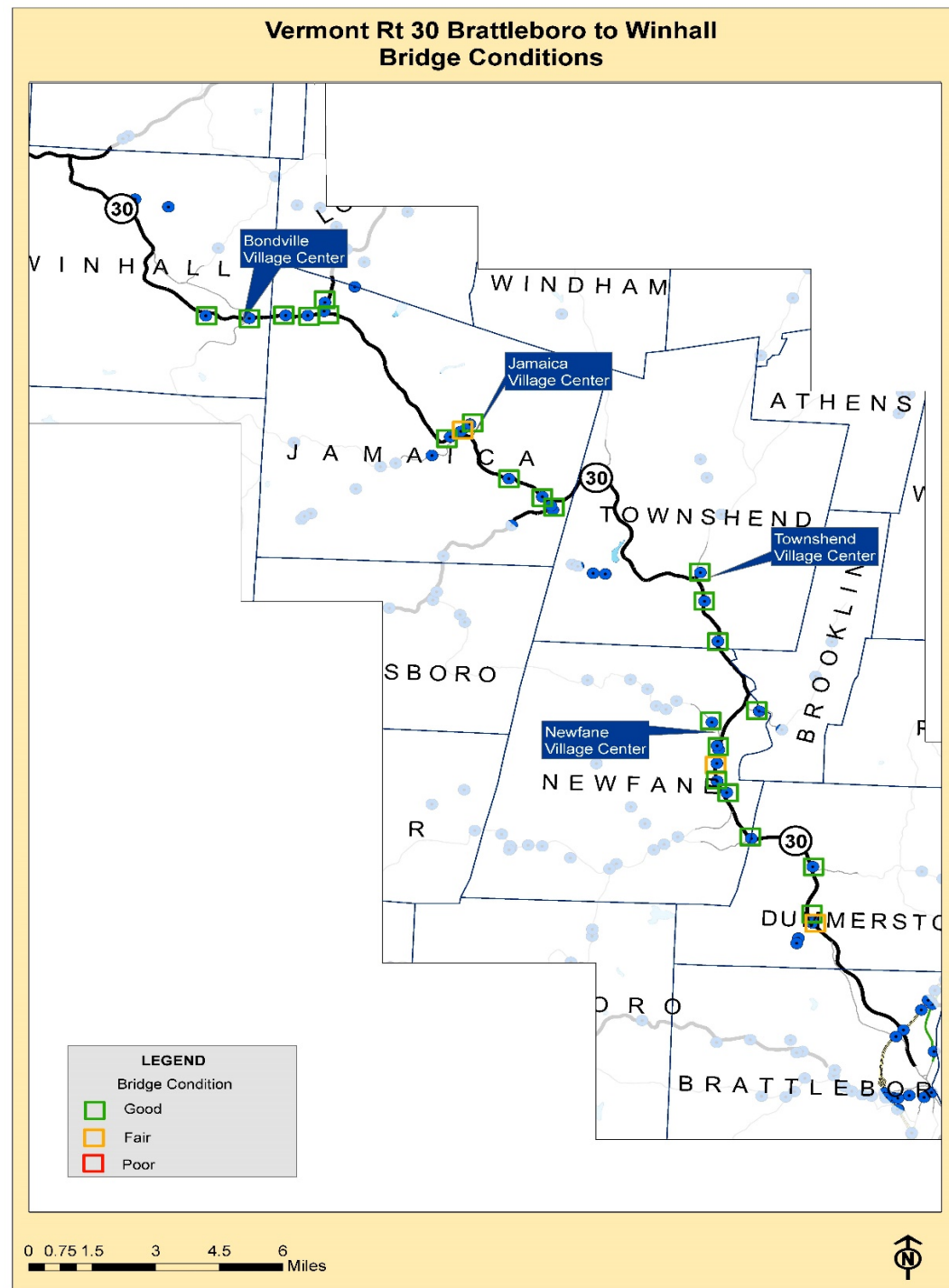
Pavement Conditions



Bridge Conditions

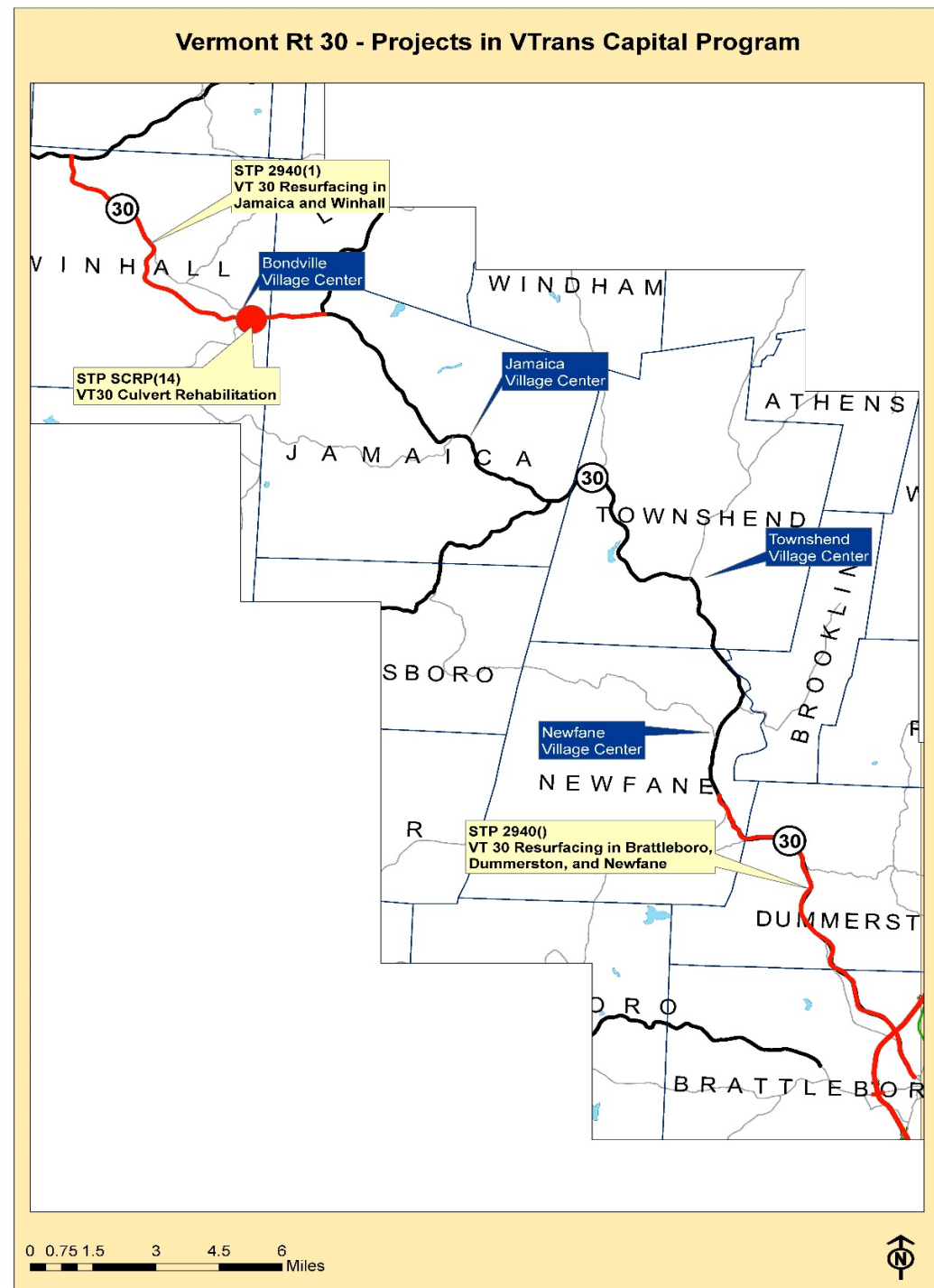
- Only 3 bridges on VT-30 had a FAIR rating; All others were GOOD.
- FAIR ratings attributable to bridge deck conditions.

Bridge #5 Dummerston
Bridge #12 Newfane
Bridge #24 Jamaica



Projects in VTrans Capital Program

- STP 2940(1) Resurfacing in Jamaica and Winhall. Projected Construction: August 2018 – October 2019
- STP SCRP(14) Culvert rehabilitation on VT-30 in Bondville. Projected Construction: August 2019 – March 2020
- STP 2940() VT30 Resurfacing in Brattleboro, Dummerston, and Newfane. Projected Construction: 2022-2023

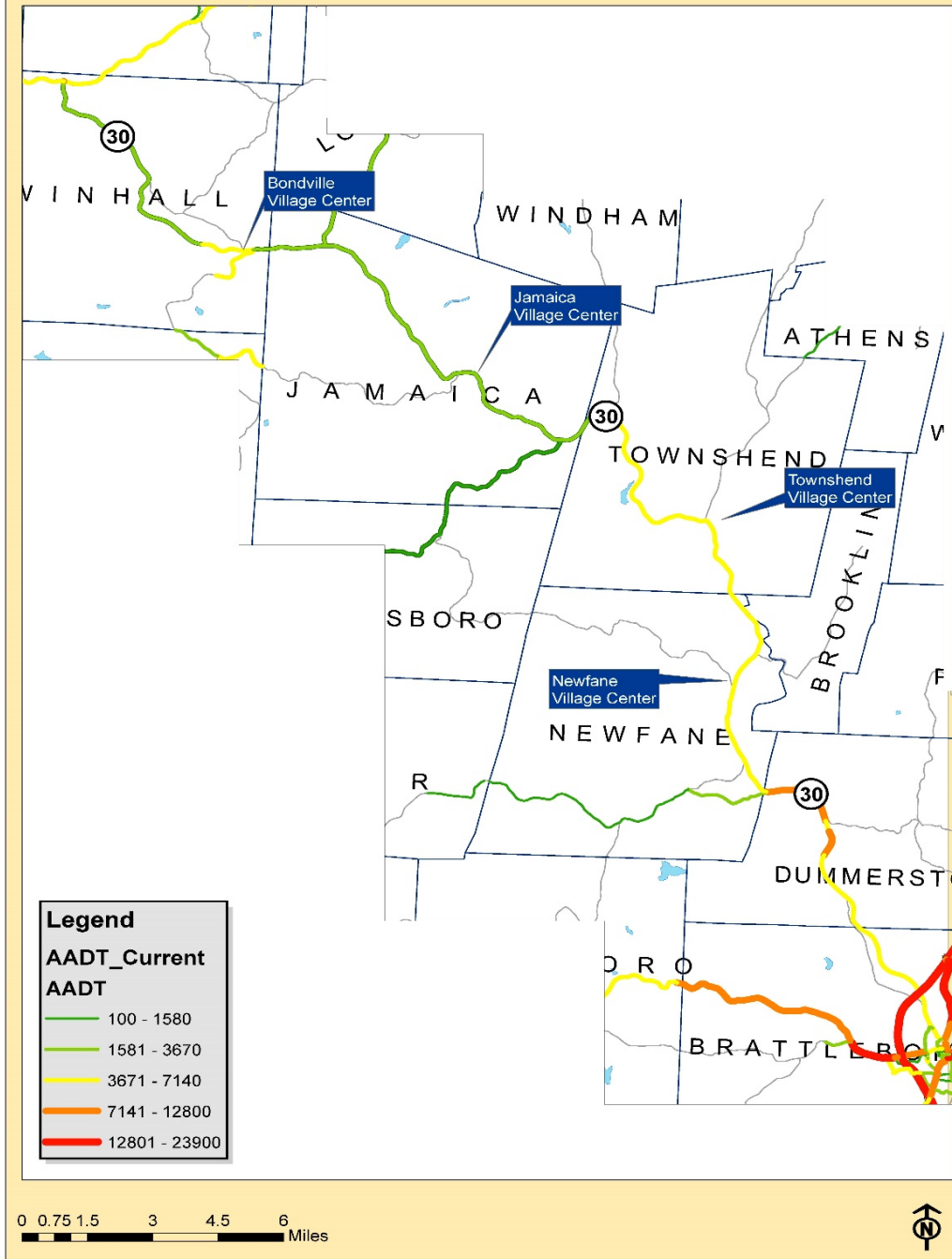


Annual Average Daily Traffic (AADT)

2017 Average Daily Traffic -Stratton Mountain
(Seasonal)

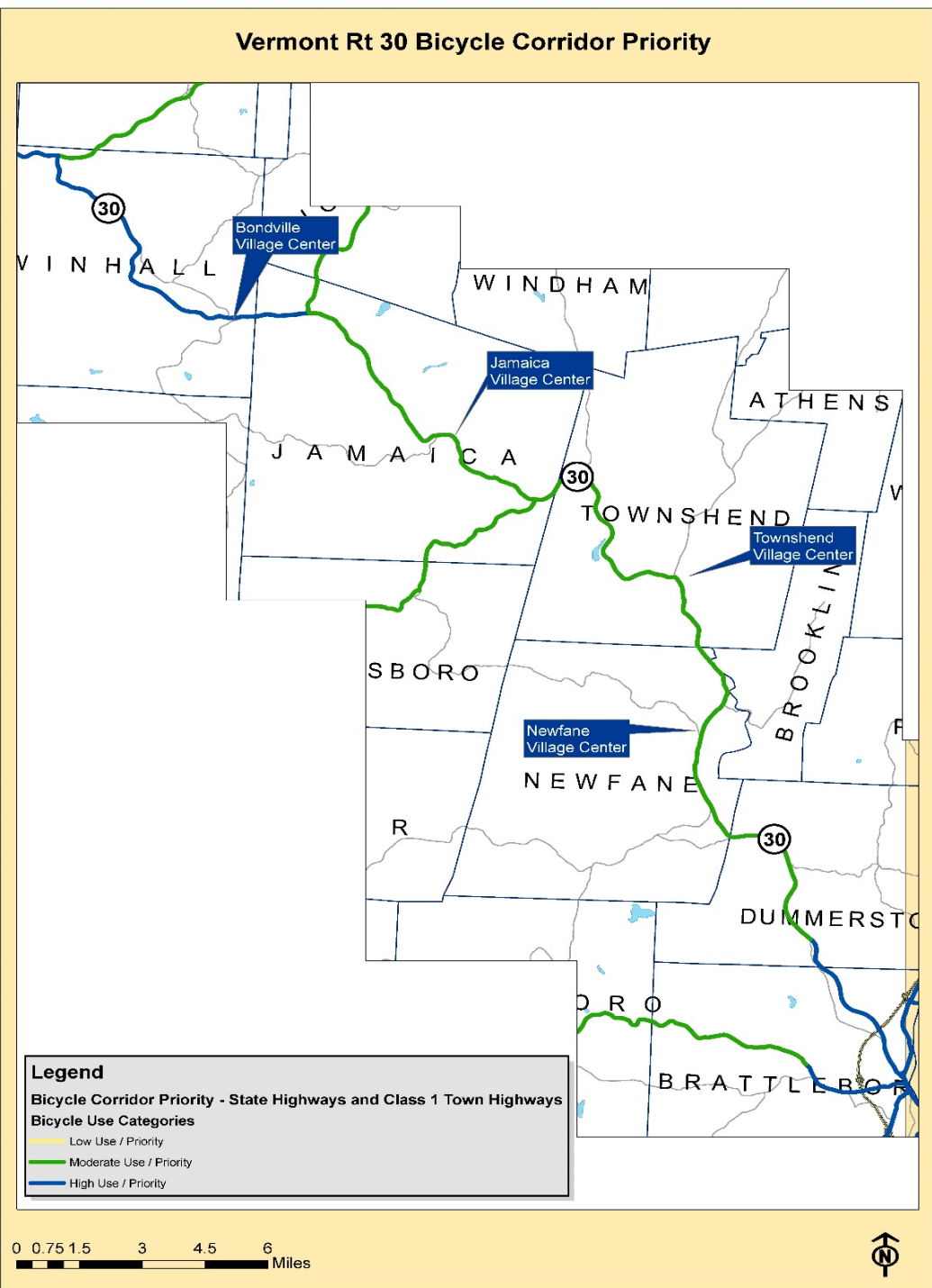


Vermont Rt 30 Brattleboro to Winhall
Annual Average Daily Traffic (AADT)



Bicycle Corridor Priority

Moderate to High use along the corridor with particularly significant cyclist presence in Brattleboro and Winhall.



High Crash Locations

Analysis of crash data:

- 7 High Crash Location segments along the 40-mile corridor
- 1 High Crash Intersection located at VT-30 and VT-11.
- More than half the High Crash Locations are in the village centers



Crash Summary

VT-11 and VT-30 is currently a High Crash Intersection. VTrans is looking into the possibility of merging the existing truck lane on VT-11 into a single lane before the intersection of VT-30.

Most of the crashes in the High Crash Locations were attributable to either wet, snow, or icy conditions on the roads.

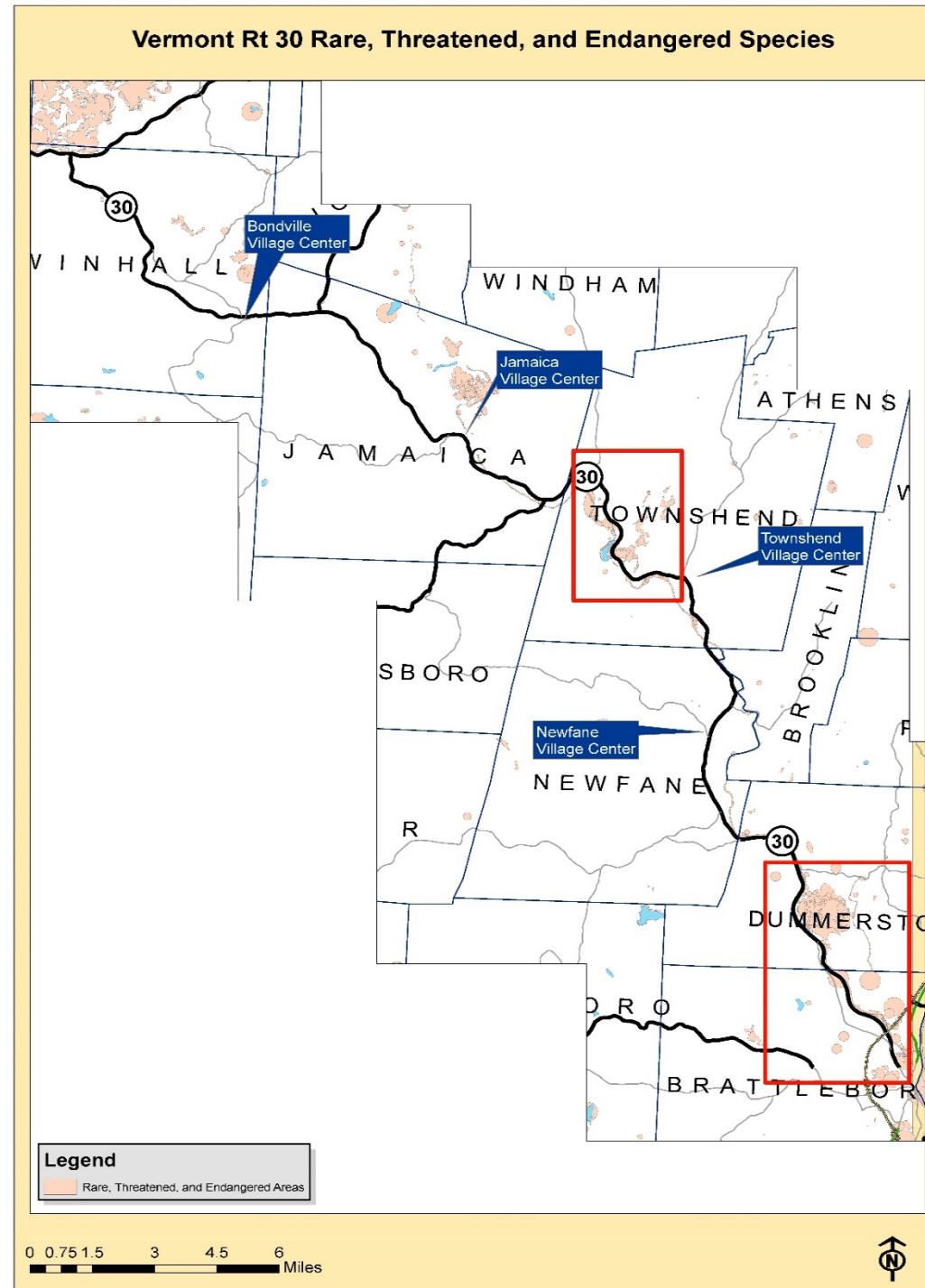
Approximately 51% of the crashes were single vehicle crashes

Approximately 28% of the crashes on VT-30 were due to excess speed and failure to stay in the lane.

Broadside and rear end crashes tended to be dominant in the low speed village areas while the excess speed and failure to stay in lane type crashes are more dominant in the rural high-speed areas.

Approximately 67% of the crashes were property damage only.

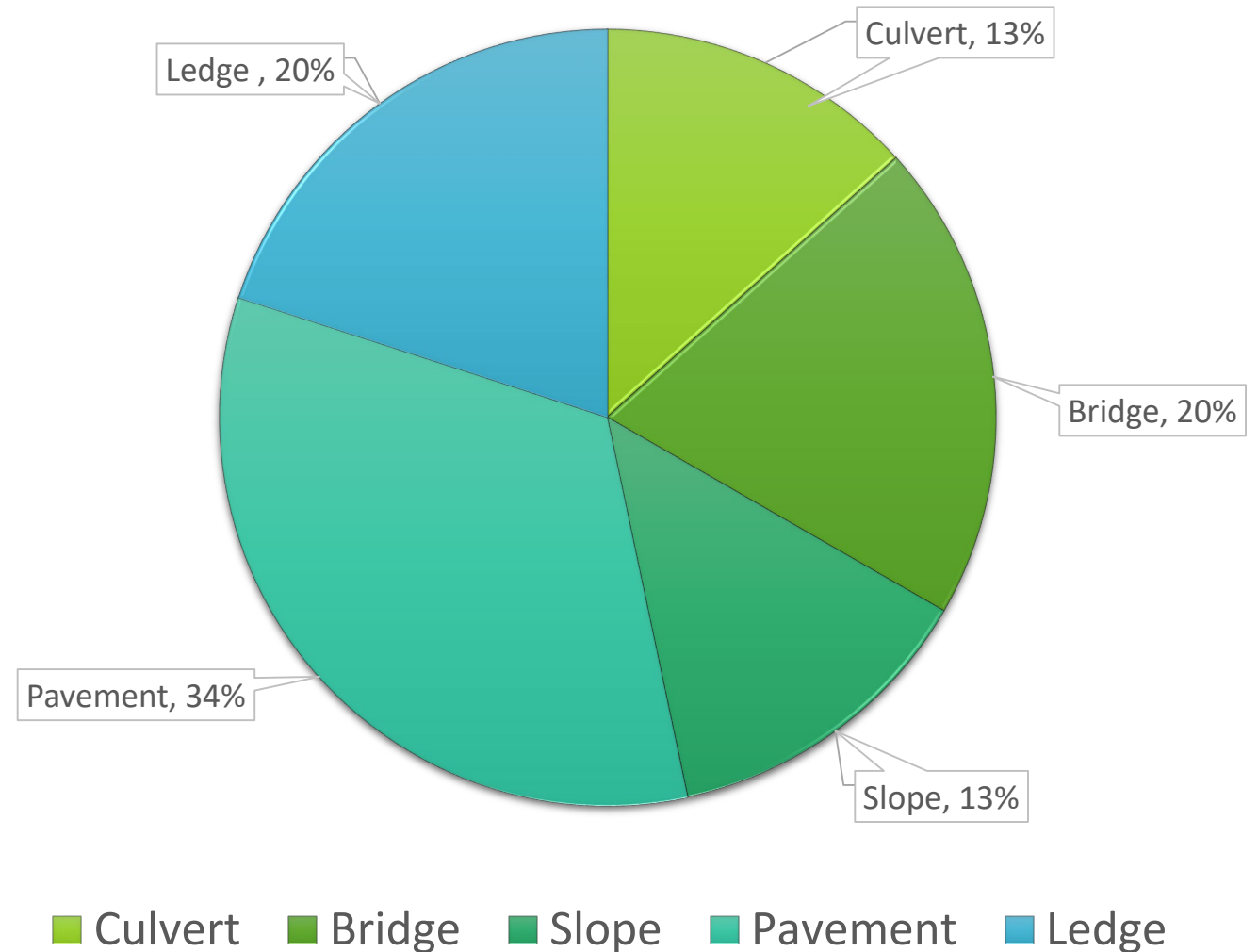
Rare, Threatened, and Endangered Species Areas



Corridor Needs Identified by AOT Maintenance District

Highlights:

- Large slope failure in Brattleboro
- Ledge / rockfall multiple locations
- Dummerston, Newfane, Jamaica, Winhall bridge deck issues
- Pavement deterioration in various locations throughout corridor

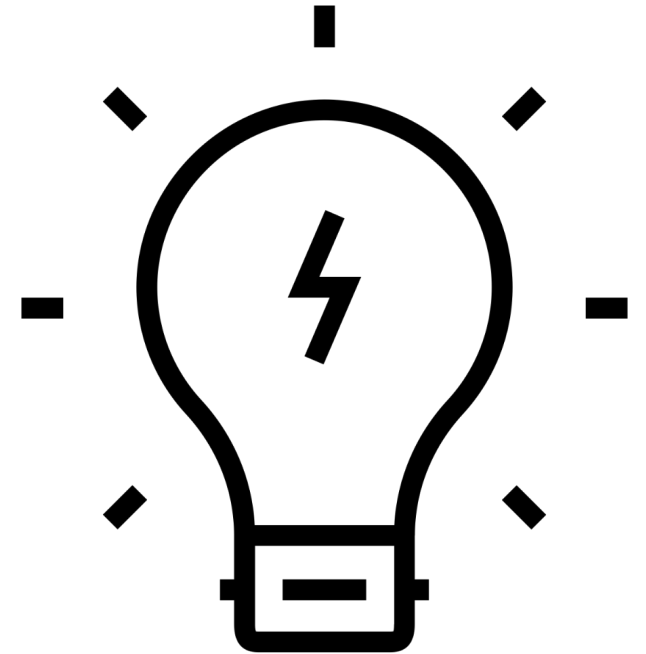


Issues and needs identified in previous regional studies and by AOT staff

- Traffic calming and speed enforcement in and around villages
- Parking issues around Brattleboro Retreat Meadow area
- Parking and pedestrian issues around swimming area at convergence of Rock and West Rivers
- Tourism traffic Friday and Sunday afternoon is heavy especially on western end of corridor
- Vegetation management – poison parsnip, hazard trees, canopy issues
- Slope failures

Discussion

1. What else should we know about this corridor?
2. What ideas do you have to improve transportation in the corridor?
 - Short-term, quick fixes (0-5 years)
 - Longer-term
3. How can we work together to implement ideas?
4. Is there anything else we should be considering?



Thank you

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Corridor Management Webpage:

www.vtrans.vermont.gov/planning/projects-programs/corridor-management