

VT 30 Corridor Management Plan
Corridor Stakeholder Meeting
Grace Cottage Hospital
December 11, 2018¹

Attendees:

Joel Bluming, Town of Jamaica, WRC and SEVT Board member
Marie Caduto, VT Agency of Natural Resources – Department of Environmental Conservation
Andy Snelling, Townshend Planning Commission
Sue Fillion, Brattleboro Planning Department
Jeffrey Cavagnino, Stratton Mountain Resort
Chris Campany, Windham Regional Commission
Representative Emily Long, Windham-5 House District
Andrea Seaton, Grace Cottage Hospital
Crystal Mansfield, Grace Cottage Hospital
Representative Kelly Pajala, Windham-Bennington-Windsor
Mark Pickering, VT Agency of Transportation Maintenance District 2 Project Supervisor
Katherine Cummings, RN, Brattleboro Memorial Hospital
Representative Laura Sibilgia, Windham-Bennington / Brattleboro Development Credit Corp.
Dave Pelletier, VT Agency of Transportation, Planning Coordinator
Chris Clow, VT Agency of Transportation, Traffic Engineer

Meeting Notes:

- Points of interest along the corridor that should be added are the Townshend State Forest Park and the Ball Mountain Dam.
- Lack of public transit is an issue. Folks cannot get to the Methadone clinic along US-5 in Brattleboro due to a lack of transport. It's understood that VT 30 is what is being studied but this concern is for the residents along VT 30 who do not have the transportation to get to the clinic.
- Burr and Burton Academy may present potential ridership for public transit along the corridor.
- Transit along VT 30 in general is very important. Attendees expressed desire for a fixed route public transit service along VT 30. Stratton Mountain Resort is looking into a

¹ Input was received after the meeting from ANR staff regarding river-related issues and wildlife habitat. These items are included in this summary. Also submitted after the meeting and included in this summary was the suggestion of installing centerline rumble strips (CLRS) along the length of the corridor as a safety measure.

shuttle service, along the western segment of VT 30 between the mountain and employee housing in Manchester.

- VT 30 has the potential to be a bicycle recreation destination area if the corridor was made safe for biking. The beginning of the corridor is along the river which has beautiful views.
- Newfane village pays for traffic enforcement. They sometimes cannot find available troopers.
- There was support for dynamic striping at village entrances. It seemed to have a positive effect when it was done in the past. Also, investigate the use of electronic radar signs.
- Could the dynamic striping be implemented during the Winhall repaving project?
- If traffic calming is done for the villages, should be consistent throughout the corridor so the message or pattern of calming is the same to the drivers.
- Large trucks such as wide-load trucks with modular homes and tandem logging trucks are too big for the route. They will easily cross over the double yellow in curves. Some of this traffic was caused by construction detours.
- Crosswalks in Newfane are needed crossing VT 30. If VT 30 in Newfane gets reclaimed (pavement project) in the future, consider widening the shoulders for bicycles or create room for pedestrians.
- Rock River swimming area – currently no crosswalk and more efficient parking is needed on AOT parking area as well as access management. A crosswalk has been requested previously though denied due to the lack of connecting sidewalks and a posted speed limit of 50mph. Previous AOT improvements to delineate and sign the area were perceived as having a positive effect. Needs further study.
- Retreat Farm has Rapid Rectangular Flashing Beacons for safety, and they have been well-received.
- Install center lane rumble strips along the length of the corridor; there have been numerous head-on collisions, some fatal, along this road.
- Commuter rail service extending to Greenfield, MA could be connected to from the north, providing direct NYC access via rail.

- There are a lot of near misses at the intersection with Iron Bridge Road in Dummerston. Review for safety.
- There are ice jams that form in the lower West River due to dams. Tree plantings along the banks are encouraged where possible. Once mature, they impede ice chunks from eventually ending up in the road.
- Jamaica – the junction of West River and Ball Mountain Brook is a resiliency issue. Nearby bridges need to be sized / upsized appropriately.
- The Jamaica State Park Bridge is in bad condition and needs attention.
- Retreat Meadows boat access– runoff from the road and the gravel pull off gully into the river leaving sediment plumes in the meadows, this is in the ROW, parcel ownership unknown. Fish and Wildlife is believed to be looking into the area for solutions.
- Ice jams back up for over a mile upstream of the meadows in bad years and car-sized blocks of ice can reach the road – larger vegetation on the banks would help the water quality as well as help keep ice off the road.
- Many of the cross-culverts under VT 30 are undersized.
- There is a large sediment plume at the outlet of Stickney Brook.
- Smith Brook culvert retrofit for AOP @ 42.966, -72.6554.
- Suggest buffer enhancement @ 43.01384, -72.65100.
- Suggest buffer enhancement along Winhall River.
- Culvert replacement VT 30 culvert just east of Lower Taylor Rd (PID# 5488 from Winhall RCP @ 43.1465, -72.8957)

Numerous locations were identified by Agency of Natural Resource and AOT staff biologists as being wildlife habitat corridors. These include:

- Brattleboro Bridge 4
- Dummerston MM 1.2 – MM 1.5 including Bridge 5 (could be improved for wildlife passage)

- Dummerston MM4.4- MM 5.0 Including Bridge 7 (Which would need significant improvement to be functional for wildlife) as well as Bridge #9 (which currently includes a shelf likely functional to wildlife)
- Newfane MM 5-5.2
- Townsend Bridge 21 could be improved to be functional for wildlife
- Townsend MM4.1-MM5
- Townsend Bridge 22 (not sure if currently functional but could be improved for wildlife passage)
- Jamaica mm 4.1-4.6
- Jamaica Bridge 37 could be improved for wildlife passage
- Jamaica mm8.0-8.3
- Winhall mm2.7-2.8
- Winhall mm3.2-3.4
- Winhall mm3.7-3.8
- Winhall Bridge 47 could be improved for wildlife passage
- Winhall MM 5.8-6.3
- Winhall mm 6.9 to intersection with Route 11(MM7.4)