



# ACRPC

*update*

april 2004

## commission calen-

APRIL	5	7:00 p.m. Natural Resources Comm. Location: ACRPC Office
	14	7:30 p.m. ACRPC Full Commission Meeting Location: Kirk Alumni, Middlebury Coll.
	19	7:00 p.m. Utilities, Facilities & Services Comm. Location: ACRPC Office Agenda: Education
	28	7:00 p.m. ACRPC Executive Board Meeting Location: ACRPC Office
MAY	3	7:00 p.m. Natural Resources Comm. Location: ACRPC Office
	12	7:30 p.m. ACRPC Annual Meeting Location: TBA
	17	7:00 p.m. Utilities, Facilities & Services Comm. Location: ACRPC Office Agenda: Education
	19	7:00 p.m. Transportation Advisory Comm. Location: ACRPC Office
	26	7:00 p.m. ACRPC Executive Board Meeting Location: ACRPC Office

## And the Survey Says ...

Community surveys were sent out to residents and property owners in the towns of Bridport and Salisbury last month to gather public input for their town plans. 155 surveys were returned from Bridport and 135 from Salisbury. Some of the results of those surveys are presented below. The complete survey results will be posted on the ACRPC website, [www.acrpc.org](http://www.acrpc.org).

Bridport residents were asked, "If 20 new homes were to be built in Bridport during the next several years where would you like to see them constructed? (Rate the following locations with 1 being the most preferred and 5 being least preferred.)"

- a. The homes should be built in or near Bridport's village center. 28% of respondents gave this their highest preference and 11% gave it their lowest preference.
- b. The homes should be built in four or five smaller subdivisions throughout the town on the least agriculturally viable land. 21% highest preference and 1% lowest preference.
- c. The homes should not be grouped together, but built throughout the town in lots that front on existing roads. 35% highest preference and 8% lowest preference.
- d. The homes should be built on one or two larger subdivisions accessed by a private road, out of sight from most existing roads and homes. 6% highest preference and 13% lowest preference.
- e. The homes should be built on or with access to the lake. 1% highest preference and 41% lowest preference.

Salisbury residents were asked a similar question, "If 20 new homes were to be built in Salisbury during the next several years, where would you like to see them constructed? Please rate the following locations with 1 being most preferred and 5 being least preferred."

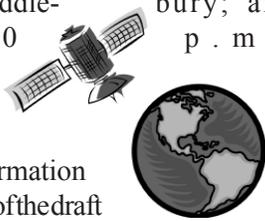
- a. Village. 22% highest preference and 15% lowest preference.
- b. Lake Area. 7% highest preference and 46% lowest preference.
- c. West of Route 7. 32% highest preference and 12% lowest preference.
- d. Northeast of Route 7. 26% highest preference and 6% lowest preference.
- e. Route 7 Corridor. 18% highest preference and 11% lowest preference.

Meetings are open to the public.  
Minutes are available on-line at [www.acrpc.org](http://www.acrpc.org).  
For further information, contact ACRPC at 388-3141.

## State Telecom Plan

A draft of the Vermont Telecommunications Plan has been released for public comment.

The Department of Public Service will be holding public hearings on the plan at the following times and locations: April 13, 7-10 p.m., Burlington Memorial Auditorium Annex; April 19, 6-10 p.m. at Vermont Interactive Television sites including Middlebury; and April 21, 7-10 p.m., Rutland City Hall.



For more information or to get a copy of the draft plan contact Lisa Nisen at the Department of Public Service (802) 828-4086 or [lisa.nisen@state.vt.us](mailto:lisa.nisen@state.vt.us). Copies of the plan are also available online at [www.thinkvermont.com/telecomplan](http://www.thinkvermont.com/telecomplan).

## ACRPC to Hold Hearings on Plan Amendments

The Addison County Regional Planning Commission has completed several updates to the Regional Plan and is initiating the process to adopt those amendments and then readopt the entire plan.

Three sections of the plan have been amended. The Economy section of the plan has been completely revised. The Introduction has been updated to reflect the work of the commission since 2002. The Consistency section has undergone slight editing to reflect changes to the Economy section of the plan to keep the plan internally consistent.

State statute outlines the process for amendment or adoption of a regional plan. Two public hearings are required. The first hearing is scheduled for 7:30 p.m., prior to the Full Commission meeting on April 14. The second will be at 7:00 p.m. prior to the Executive Board meeting on April 28.

A vote is tentatively scheduled for the Annual Meeting in May pending any comments received at the hearings. The plan or amendments must be adopted by not less than a 60

percent vote of the commissioners representing municipalities, of which there are 38. At least one representative from a majority of the region's 21 municipalities must vote in favor. A vote to readopt would extend the life of the plan through 2009.

If it is approved, the plan is then immediately submitted to the municipal legislative bodies of the region. The plan or amendment takes effect within 35 days of adoption unless a majority of the region's municipal legislative bodies veto it.

The draft plan sections were distributed at March's meeting and a copy was mailed to each municipality last month. The plan sections are also available for review at the ACRPC office or online at [www.acrpc.org](http://www.acrpc.org) (click on the regional plan link).

Please feel free to contact either Brandy Saxton ([bsaxton@sover.net](mailto:bsaxton@sover.net)) or Adam Lougee ([alougee@sover.net](mailto:alougee@sover.net)) with any questions or concerns (388-3141).

## Preliminary Access Management Categories Available for Review

The Addison County Regional Planning Commission, in consultation with the Vermont Agency of Transportation (VTrans), has assigned preliminary Access Management categories to all state and Class 1 town highways in the Addison Region.

The classification system and the standards for each access category are intended to protect and promote public safety of the traveling public, provide for the mobility of people and goods by preserving a reasonable level of service (LOS), and preserve the functional integrity of the state highway system by protecting the public investment in the existing highway infrastructure.

The categories were determined using VTrans' Access Management Program Guidelines. The existing and future conditions of the roadway were evaluated. The highway segments were classified according to the following six categories:

**Category 1** - These highways have the ca-

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capacity for high speed and high volume traffic movements over long distances in an efficient and safe manner, including interstate, interregional, inter-city and in large urban areas, and intra-city travel.

**Category 2** - These highways have the capacity for high speed and high volume traffic movements in an efficient and safe manner, providing for interstate, inter-regional, and inter-city travel needs and some intra-city travel needs. Category 2 is the highest category that permits any at-grade intersections. These highways are "limited" or "controlled" access highways.

**Category 3** - These highways have the capacity for medium to high speeds or medium to high volume traffic movements over medium and long distances in an efficient and safe manner, providing for interregional, inter-city and intra-city travel needs.

**Category 4** - These highways have the capacity for moderate travel speeds and moderate traffic volumes over medium and short travel distances providing inter-city, intra-city, and intra-community travel needs.

**Category 5** - Category 5 shall be assigned only to roadways that are designated as

frontage or service roads where there is no intended purpose of providing for long distance or high volume traffic movements. Access needs will take priority over through traffic movements without compromising the public health, welfare, or safety.

**Category 6** - These highways have the capacity for moderate to low travel speeds and moderate to high traffic volumes over medium to short travel distances providing inter-city, intra-city, and intra-community travel needs.

Maps showing these preliminary segment classifications along with a copy of the Access Management Program Guidelines will be distributed to the municipalities in the coming weeks for your review and comment. Representatives from VTrans will be present at a future TAC meeting to review the categories as proposed and to answer questions. Comments will be solicited for two months following this review meeting. The ACRPC and VTrans will be available to meet with the municipalities as needed to discuss any possible modifications to the assigned categories.