

Appendix H Public Work Sessions

Route 22A Corridor Study Begins with Local Meetings.

The Town of West Haven, in cooperation with neighboring towns and the Rutland Regional Planning Commission, is undertaking a study of Route 22A to plan for its future, with the help of Broadreach Planning & Design (BRPD) and Stantec. The study will:

- Check current safety conditions,
- Look at future development potentials,
- Consider the influences of environmental and cultural resources, and
- Generally consider how the Route 22A corridor will look, feel, and perform into the future.

The result of the study will be a plan that outlines where and what types of roadway improvements should be considered now or in the next few years to address existing safety issues. The plan will also make additional recommendations on how the overall scenic rural character of Route 22A can be maintained into the future without sacrificing mobility for local communities or the region.

This study extends along Route 22 from the Fairhaven, Vermont/New York state line in the south to the intersection of VT Route 73 and Route 22A in Orwell in the north. While the study is looking at the regional nature of Route 22A, it will also address the concerns of the communities along its route. To help the BRPD Study Team better understand the issues that are of concern to those living in West Haven, the team will be meeting with the West Haven Selectboard and the community on June 8, at 7:30 PM to discuss the goals of the project in more detail. They also hope to hear from the Selectboard and anyone else that is interested in attending the meeting about local concern, special situations, or possible future problems along Route 22A that the Study Team should examine.

If you are interested in the current or future condition of Route 22A, or have questions on the corridor or the work, you are invited to join the BRPD Study Team and the West Haven Selectboard on June 8. If you have initial questions on the project, email Jim Donovan, the project manager for this study, at bikeped@gmavt.net.

Route 22A Corridor Study

Public Work Session #1 – West Haven
June 8, 2010 – 7:30 PM
Town of West Haven Community Center

BROADREACH

Planning & Design

PO Box 321
Charlotte, Vermont 05445
802-425-5061

Meeting Notes

Attendees: West Haven Selectboard, Jim Donovan, Susan Schreibman

Susan and Jim described the purpose of the study and the purpose of this particular meeting. Jim then began asking for more detailed information on existing conditions within West Haven; the Selectboard provided the following comments:

- There are no particular areas that are noted as wildlife crossings on Route 22A that they know about, but we should check with the Nature Conservancy.
- There are two agricultural crossings of Route 22A in West Haven, one near the bottom of Long Hill and the second north of the speedway.
- There is one additional commercial activity, and upholstery shop, in the first house on the east side of Route 22A south of the intersection with Main Road.
- There are several additional locally important historical properties close the Route 22A intersection with Main Road.
- The entrances and exits to the speedway are of special concern.
- There are very few people using Route 22A for bicycling.
- There are good views looking east at the ridges on the portion of Route 22A in West Haven north of Long Hill.
- Police don't look at speeds unless they are over 60 MPH.
- The road changes character at the bottom of Long Hill in West Haven, but the change is not always respected by drivers.
- There is a dip in the road north of the bottom of Long Hill that obscures oncoming traffic; motorists trying to pass vehicles are often surprised by oncoming traffic.
- The road surface has track dips that tend to control the movement of trucks.
- People heading north from West Haven avoid Route 22A and often use Stage Road.
- There have been almost no new access points onto Route 22A in the past 25 years or more.
- The passing lane actually makes things worse now because there is a race at the top to get to the head of the line as the road returns to one lane.
- There is an old turn-off on the west side of Route 22A on the passing lane portion of the roadway.
- The Town is keeping the option open for adding more commercial land uses along Route 22A close to the intersection with Main Road.

The Attendees discussed their ideas of what Route 22A would be like in the future with the following comments; Route 22A should:

- Provide access for residents to other places north and south;
- Provide local transportation to farms;
- Provide access to existing or new business; and
- Have wider shoulders to match those at the south and north ends of the road.

Route 22A Corridor Study Begins with Local Meetings.

The Town of Benson, in cooperation with neighboring towns and the Rutland Regional Planning Commission, is undertaking a study of Route 22A to plan for its future, with the help of Broadreach Planning & Design (BRPD) and Stantec. The study will:

- Check current safety conditions,
- Look at future development potentials,
- Consider the influences of environmental and cultural resources, and
- Generally consider how the Route 22A corridor will look, feel, and perform into the future.

The result of the study will be a plan that outlines where and what types of roadway improvements should be considered now or in the next few years to address existing safety issues. The plan will also make additional recommendations on how the overall scenic rural character of Route 22A can be maintained into the future without sacrificing mobility for local communities or the region.

This study extends along Route 22 from the Fairhaven, Vermont/New York state line in the south to the intersection of VT Route 73 and Route 22A in Orwell in the north. While the study is looking at the regional nature of Route 22A, it will also address the concerns of the communities along its route. To help the BRPD Study Team better understand the issues that are of concern to those living in Benson, the team will be meeting with the Benson Selectboard and the community on June 9, at 7:30 PM to discuss the goals of the project in more detail. They also hope to hear from the Selectboard and anyone else that is interested in attending the meeting about local concern, special situations, or possible future problems along Route 22A that the Study Team should examine.

If you are interested in the current or future condition of Route 22A, or have questions on the corridor or the work, you are invited to join the BRPD Study Team and the Benson Selectboard on June 9. If you have initial questions on the project, email Jim Donovan, the project manager for this study, at bikeped@gmavt.net.

Route 22A Corridor Study

Public Work Session #1 – Benson
June 9, 2010 – 7:00 PM
Town of Benson Community Center

BROADREACH

Planning & Design

PO Box 321
Charlotte, Vermont 05445
802-425-5061

Meeting Notes

Susan began the meeting solo by describing the purpose of the study and the purpose of this particular meeting. She then began a general discussion of issues related to Route 22A. Jim joined the meeting at about 7:15 and continued the general discussion. Jim then began asking for more detailed information on existing conditions within Benson, which solicited additional comments. Comments made by the attendees include (unless otherwise noted, all comments relate to the portion of the Route 22A Study Area in Benson):

- The base of the roadway is on clay and provides no support for the heavy trucks that travel the road.
- The road is very narrow throughout Benson, with minimal shoulders, paved or unpaved.
- There is no place to pull disabled vehicles off the road.
- The police rarely patrol this portion of Route 22A and there is no place for them to pull vehicles to the side of the road if they did try to stop someone for speeding.
- Stopping vehicles to give tickets on this portions of Route 22A is hazardous to both the police and the vehicles traveling on Route 22A due to the narrow shoulders.
- Route 22A should be restricted to local truck traffic only; through truck vehicles should use the interstate to the west of Route 7 to the east.
- The new ditches VTrans is digging along a portion of Route 22A in Benson are making things worse because it is removing the side supports that keep the roadway in place; water is beginning to puddle in the new ditches.
- There are three direct agricultural crossings of Route 22A in Benson.
- Short term enforcement efforts of existing speed limits and passing restriction would be a good short term improvement.
- There is a high crash location near Tyler Farm and another near Trinity Farm.
- All of Tyler Farm is listed on the National Register.
- Route 22A is threatening to drive.
- In Benson, Route 22A is visually appealing.
- Lots of tractor trailer accidents between Tyler and Lusier farms.
- There doesn't seem to be any roadside mowing on Route 22A.
- There is a lack of maintenance on Route 22A in Benson and other towns.
- There is little noted bicycle use of Route 22A in Benson; the road is bicycle unfriendly due to the speed of vehicles and lack of shoulders
- The road pavement sucks you to the right and it sags at the edges.
- Drivers hydroplane on Route 22A when it's wet.
- Trucks caravan on the road at night

The Attendees discussed their ideas of what Route 22A would be like in the future with the following comments; Route 22A should:

- Provide access for residents to other places north and south;
- Provide local transportation to farms and businesses along it;

- Provide transportation for through traffic passing to other locations;
- Provide safe passage for children to and from school;
- Have wider shoulders to match those at the south and north ends of the road;
- Include passing lanes on steep grades;
- Have turn-off areas along the roadway; and
- Be part of larger transportation system on the west side of Vermont that includes re-established rail service.

DRAFT

Route 22A Corridor Study Begins with Local Meetings.

The Town of Orwell, in cooperation with neighboring towns and the Rutland Regional Planning Commission, is undertaking a study of Route 22A to plan for its future, with the help of Broadreach Planning & Design (BRPD) and Stantec. The study will:

- Check current safety conditions,
- Look at future development potentials,
- Consider the influences of environmental and cultural resources, and
- Generally consider how the Route 22A corridor will look, feel, and perform into the future.

The result of the study will be a plan that outlines where and what types of roadway improvements should be considered now or in the next few years to address existing safety issues. The plan will also make additional recommendations on how the overall scenic rural character of Route 22A can be maintained into the future without sacrificing mobility for local communities or the region.

This study extends along Route 22 from the Fairhaven, Vermont/New York state line in the south to the intersection of VT Route 73 and Route 22A in Orwell in the north. While the study is looking at the regional nature of Route 22A, it will also address the concerns of the communities along its route. To help the BRPD Study Team better understand the issues that are of concern to those living in Orwell, the team will be meeting with the Orwell Selectboard and the community on June 14, at 7:00 PM to discuss the goals of the project in more detail. They also hope to hear from the Selectboard and anyone else that is interested in attending the meeting about local concern, special situations, or possible future problems along Route 22A that the Study Team should examine.

If you are interested in the current or future condition of Route 22A, or have questions on the corridor or the work, you are invited to join the BRPD Study Team and the Orwell Selectboard on June 14. If you have initial questions on the project, email Jim Donovan, the project manager for this study, at bikeped@gmavt.net.

Route 22A Corridor Study

Public Work Session #1 – Orwell
June 14, 2010 – 7:00 PM
Town of Orwell Town Offices

BROADREACH

Planning & Design

PO Box 321
Charlotte, Vermont 05445
802-425-5061

Meeting Notes

Attendees: Orwell Selectboard, Jim Donovan, Rich Keane, 10 Attendees

Jim described the purpose of the study and the purpose of this particular meeting. Jim then began asking for more detailed information on existing conditions within West Haven, which solicited the following comments (unless otherwise noted, all comments relate to the portion of the Route 22A Study Area in Orwell):

- There should be a permanent radar machine.
- Just north of the Town line in Rowell is a high crash area; the road is not pitched right there.
- The base of the road is substandard, which is why it continually fails.
- There is new ditching along the side of the road in the north part of town; it is now creating new puddles in the ditches.
- There is nothing holding the base in so it shifts outward as heavy trucks go over the road.
- The clay soil is a problem; there was nothing put in the base of the road to bind it together.
- There are probably more trucks on Route 22A than on Route 7.
- Long distance truckers use Route 22A.
- People travel Route 22A like it was an interstate; it's considered a 65 mph road.
- There are no areas with particularly high concentrations of noticeable wildlife crossings.
- There are two agricultural crossings of Route 22A, as noted on the existing condition map.
- There are four working farms within the Study Area.
- Commercial activity directly on Route 22A is very limited.
- The Old Stone House on Route 22A has historical significance.
- Trucks have gone into the pasture or hit the utility pole along Route 22A in the farm pasture of the farm south of the intersection with Cook Road.
- Bicyclist do use the portion of Route 22A marked as part of the Champlain Bikeway between Route 73 and Cooks Road. Some bicyclist venture further south on Route 22A but not many; more bicyclists cross Route 22A at the Route 73 intersection.
- There are noticeable long views to the south just south of the farm on the west side of Route 22A south of Cooks Road.
- There are good views to the east on Route 22A near the Old Stone House.
- The view to the southwest just past the pottery is great; many people stop there to take a picture. (There is no good place to pull off the road there.)
- There is a short line of site to the north at both the Route 73 and Cooks Road intersections, due to the dip in Route 22A to the north of each intersection; grass growing along the side of the road, especially at the Route 73, intersection makes it worse.
- The roadway is very narrow for the amount and type of traffic that it carries.

The Attendees discussed their ideas of what Route 22A would be like in the future with the following comments; Route 22A should:

- Provide access for residents to other places north and south;
- Provide local transportation to farms and businesses along it;
- Provide transportation for through traffic passing to other locations;

- Provide safe passage for children to and from school;
- Have wider shoulders to match those at the south and north ends of the road;
- Include passing lanes on steep grades;
- Have turn-off areas along the roadway; and
- Be part of larger transportation system on the west side of Vermont that includes re-established rail service.

DRAFT

ROUTE 22A CORRIDOR STUDY BEGINS WITH LOCAL MEETINGS

The Town of Fair Haven, in cooperation with neighboring towns and the Rutland Regional Planning Commission, is undertaking a study of Route 22A to plan for its future, with the help of Broadreach Planning & Design (BRPD) and Stantec. To help the BRPD Study Team better understand the issues that are of concern to those living in Fair Haven, the team will be meeting with the Fair Haven Selectboard and the community on June 15, at 7:00 PM to discuss the goals of the project in more detail. They also hope to hear from the Selectboard and anyone else that is interested in attending the meeting about local concern, special situations, or possible future problems along Route 22A that the Study Team should examine.

The Route 22 Corridor Management study will:

- Check current safety conditions,
- Look at future development potentials,
- Consider the influences of environmental and cultural resources, and
- Generally consider how the Route 22A corridor will look, feel, and perform into the future.

The result of the study will be a plan that outlines where and what types of roadway improvements should be considered now or in the next few years to address existing safety issues. The plan will also make additional recommendations on how future development can be accommodated and the overall scenic rural character of Route 22A can be maintained into the future without sacrificing mobility for local communities or the region.

This study extends along Route 22 from the Fair Haven, Vermont/New York state line in the south to the intersection of VT Route 73 and Route 22A in Orwell in the north. While the study is looking at the regional nature of Route 22A, it will also address the concerns of the communities along its route.

If you are interested in the current or future condition of Route 22A, or have questions on the corridor or the work, you are invited to join the BRPD Study Team and the Fair Haven Selectboard on June 15. If you have initial questions on the project, email Jim Donovan, the project manager for this study, at bikeped@gmavt.net.

Route 22A Corridor Study

Public Work Session #1 – Fair Haven
June 15, 2010 – 6:30 PM
Town of Fair Haven Town Office

BROADREACH
Planning & Design

PO Box 321
Charlotte, Vermont 05445
802-425-5061

Meeting Notes

Susan and Jim described the purpose of the study and the purpose of this particular meeting. Jim then began asking for more detailed information on existing conditions within Fair Haven, but the discussion tended to ramble and included the following comments:

- Route 22A is not just about what the towns want; it serves the entire State.
- We should consider Route 22A as a necessity.
- There is an area with problems north of Morrisey Corners.
- There is a biomass plant planned for Exit 1 on Route 4 which could change traffic on Route 22A.
- There are wildlife crossings on the road in the entire town, outside of the Village core.
- There are 80,000 lbs trucks riding on a road that is only build to carry 24,000 lbs trucks.
- The sight distance heading east on Route 4A as it intersects with Route 22A north of the railroad tracks is very bad due to the angle of the intersection and the slope of Route 22A to the south.
- Products go by truck these days and many of these trucks are driven by our neighbors.
- The road has been neglected by everyone so that it now has ruts that induce trucks to from side to side on the road; everyone know it but no one does anything about it.
- All this road needs is simple, common, ordinary improvements - just go do it - don't do a study; it has been studied and planned but nothing happens.
- Route 22A should not be considered as a Byway.
- There are a lot of trucks on the road, traveling in caravans, at night.
- Provide more shoulders from Fairhaven north, or at least provide a few passing lanes.
- There are people using bicycles on Route 22A throughout the Town and many bicyclists head south from West Haven to Fair Haven.
- The railroad at the top of the hill is a problem; both sight distances on the railroad and the grading adjacent to the railroad are issues.
- The road south of the railroad crossing is falling apart.
- The description of the roads in Fair Haven Village are wrong in the report.
- There are no direct agricultural crossings on the road in Fair Haven.
- The existing sidewalks are used throughout the Village area.
- The Town wants to keep all of the parking it has on Route 22A and even add more if it is possible.
- Police don't look at speeds unless they are over 60 MPH.
- The road surface has track dips that tend to control the movement of trucks.
- The issues on Route 22A are not related to capacity.

The Attendees discussed their ideas of what Route 22A would be like in the future with the following comments; Route 22A should:

- Provide adequate access for trucks,
- Have an adequate base,
- Receive as much attention as Route 7,
- Should have adequate shoulders, and
- Provide access to more development, particularly commercial in and near the village.

Route 22A Corridor Study

Orwell, Benson, West Haven & Fair Haven, &
Rutland & Addison County Regional Planning Commissions
are jointly sponsoring a final public work session on the draft final
Route 22A Corridor Study

WEDNESDAY

June 8, 2011 – 7 PM

Benson Community Building

**Come hear about and comment on the final
recommendations for the future of
Route 22A**

For more information on this or earlier work sessions, you can email
Jim Donovan, project leader for Broadreach Planning & Design, at
bikeped@gmavt.net.



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Route 22A Corridor Study Finalized with Local Meeting.

The Towns of Orwell, Benson, West Haven and Fair Haven in cooperation with the Rutland and Addison County Regional Planning Commissions, have been undertaking a study of Route 22A to plan for its future, with the help of Broadreach Planning & Design (BRPD) and Stantec. The study has been undertaken to:

- Check current safety conditions on Route 22A,
- Look at future development potentials along Route 22A,
- Consider the influences of environmental and cultural resources on the roadway, and
- Generally consider how the Route 22A corridor will look, feel, and perform into the future.

This study extends along Route 22 from the Fairhaven, Vermont/New York state line in the south to the intersection of VT Route 73 and Route 22A in Orwell in the north.

The result of the study will be a plan that outlines where and what types of roadway improvements should be considered now or in the next few years to address existing safety issues along Route 22A in the study area. The plan will also make additional recommendations on how the overall scenic rural character of, wildlife corridors across and adjacent land uses along Route 22A can be managed and maintained into the future without sacrificing mobility for the local communities or the region. While the study is looking at the regional nature of Route 22A, it is also addressing the concerns of the communities along its route.

The Study Committee, with representatives from each of the Towns and the two planning commissions, is going to hold a third public work session for the Study in Benson on June 8 at 7 PM. BRPD will present the plan's draft findings and recommendations for one last round of comments and discussion with the public before finalization.

This third work session will help the BRPD Study Team finalize the report. BRPD held two earlier rounds of public work sessions in the last few months in each of the four towns, focusing first on existing conditions and public concerns and then on possible alternate recommendations.

If you are interested in the current or future condition of Route 22A or want to see what the draft of the final report says, you are invited to join the BRPD Study Team and the Study Committee on June 8. If you have immediate questions on the project, email Jim Donovan, the project manager at BRPD for this study, at bikeped@gmavt.net.

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Stantec