

Addison County Regional Planning Commission

14 Seminary Street

Middlebury, VT 05753

www.acrpc.org

Phone: 802.388.3141

Fax: 802.388.0038

Addison County Regional Planning Commission Transportation Advisory Committee (TAC) FY 2015 TRANSPORTATION PLANNING STUDY REQUEST FORM

The Transportation Advisory Committee (TAC) of the Addison County Regional Planning Commission (ACRPC) is preparing to submit its FY 2014-2015 Transportation Planning Initiative (TPI) Workplan and Budget. The TPI is designed to foster greater involvement in the transportation planning process by local citizens and officials. Each year, the ACRPC sets aside a portion of the annual TPI funding received to hire consultants to perform various transportation studies in the county.

Do you have a transportation or traffic-related problem affecting your community? The TAC is requesting a list of transportation planning studies to fund in Addison County. (Note: these funds **cannot** be used for construction projects.) The TAC will evaluate all requests at their meeting to be held on August 20, 2014. Applicants chosen for further consideration will be asked to submit a proposal and make a presentation on the project at the TAC meeting to be held on September 17, 2014. Thank you for taking the time to help us develop our priorities for future transportation studies and projects.

Description of Problem: See page 3

Description of Planning Study: See page 4

Expected Benefits of Planning Study: See page 5

(Use additional blank sheets if necessary)

Please sign & return this Request Form by **Friday, August 13, 2014** to your TAC delegate or to:

Daryl Benoit
Transportation Planner
Addison County Regional Planning Commission
14 Seminary St.
Middlebury, Vermont 05753

(PLEASE SEE REVERSE)

Addison	Bridport	Bristol	Cornwall	Ferrisburgh	Goshen	Leicester
Lincoln	Middlebury	Monkton	New Haven	Orwell	Panton	Ripton
Salisbury	Shoreham	Starksboro	Vergennes	Waltham	Weybridge	Whiting



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Below are some examples of transportation planning studies that have recently been funded:

- Ferrisburgh traffic calming study
- Monkton Ridge Village realignment study
- Ripton safety assessment for a town highway short bridge
- Middlebury Exchange Street Corridor Study
- Addison County Field Days Access Study
- Bristol Airport Road/Main Street Intersection Study
- Middlebury/Route 7 Corridor Management Plan
- Downtown Bristol Traffic Flow, Parking and Bicycle, Pedestrian Access Study
- Sidewalk Alignment Feasibility Study in the Town of New Haven
- Evaluation of US RT 7/Exchange St./Happy Valley Rd. Intersection in Middlebury
- Vergennes VT 22A/Panton Rd Intersection Study
- VT 125 Realignment Cost/Benefit Study
- Lincoln Village Bike/Ped Study
- Starksboro Village Complete Streets Study
- Bristol Village/Rockydale Bicycle & Pedestrian Safety Study

****NOTE: A Feasibility Study or Conceptual Alignment Analysis (CAA) for a town bicycle path, multi-use path, recreational path or sidewalk will qualify as a transportation planning study**

The City of Vergennes (Municipality of / Agency / Organization, etc.) is interested in applying for funding under the Addison County Regional Planning Commission TAC grant program.

Signature of Agency, Organizational, or Municipal Official

City Mayor

July 13, 2014

Position / Title

Date

wdbentonappraisers@gmail.com

802-877-2815

Contact Information (Telephone / E-Mail)

In the case that a municipality is applying for this grant, or the proposal lies entirely within one municipality, the applicant hereby represents that the Selectboard of the Town or City of Vergennes supports this proposal.

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FY 2015 Transportation Planning Study Request – Supplemental

Description of Problem: The City of Vergennes desires a scoping study for identifying, developing and evaluating Complete Street concepts for Main Street in Vergennes. Main Street, also known as VT22A, is the classic Vermont situation where a major truck route passes through a designated historic downtown district that strives to be a place where the community lives, works and plays. Main Street is a Class 1 town highway owned and maintained by the City and it services a wide range of users. The following are some important factors:

1. Over 10,000 vehicles per day and over 700 trucks per day use Main Street. Many carry fuel, an explosive and hazardous waste.
2. Over 60 businesses, including restaurants, retail shops and commercial services, exist along this area of Main Street.
3. Over 2200 people live within a half mile of Main Street, and some school children use Main Street to access school.
4. Main Street is part of the regional Lake Champlain Bikeway, serves over 10 biking events each year, and as a popular biking destination, hosts numerous bike tours.
5. VTTrans recorded speeds of passing motorists during peak travel times at three locations along Main Street. At all of these locations, the posted speed limit is 30 miles per hour. A combined total of 116,799 speeds were recorded at the three locations and 22% of all motorists exceeded the posted speed limit by over 5 mph.
6. A total of 11 crashes were reported in which automobiles have struck bicyclists and pedestrians on Route 22A/Main Street in Vergennes since 1992. (VTTrans Highway Research Unit, 2011).
7. There are two signalized intersections along Main Street with no pedestrian signals.
8. There are currently nine marked crosswalks along Main Street; three are at a signalized intersection. Many have limited visibility, signage and/or deteriorated markings.
9. There are some gaps in the existing sidewalk network.

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10. There are no bicycle signage, lanes, or pavement markings on Main Street beyond the Lake Champlain bikeway route signs.
11. Drive in diagonal parking along Main Street requires vehicles with limited sight to back into traffic and cross the path of Main Street bicyclists.
12. Existing lane widths along Main Street vary from 12 to 20 feet wide and there are no edge lines designating a shoulder or edge of the travel lane.
13. The pavement, which is underlaid by concrete, is rutted and deteriorated in places
14. There are some ADA compliance challenges with the existing sidewalk system.
15. Street lighting levels are suspected to be substandard.

The Governor signed Vermont's Complete Streets bill (H.198, Act 34) into law, effective July 1, 2011. State, town and city streets, roads and highways should safely accommodate all transportation system users, regardless of age, ability, or what mode of transportation they prefer – walking, biking, driving, or use of transit. The purpose of the Complete Streets bill is to ensure that the needs of all transportation system users are considered in all state and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance. The policy applies when new roads are being constructed, and when paved roads are being reconstructed, rehabilitated, or otherwise maintained.

As a Class 1 town highway, Main Street in Vergennes is in the Vermont Agency of Transportation resurfacing program. It was resurfaced about 10 years ago and is likely to be done within five years and will need to include consideration of all modes of transportation. This scoping process will provide a basis for improvements that could be pursued separately or in conjunction with the VTrans resurfacing program.

Description of the Planning Study: The scoping study will identify the issues and needs of all the users of Main Street. The outcome of the process will be:

1. An identification, evaluation, feasibility and prioritization of improvements.
2. An assessment of improvement, constraints, challenges and costs.
3. A public involvement process to insure local input and support.
4. An implementation plan with potential funding sources.

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5. A strong basis to pursue funding for design and construction.

As a result of community discussions, meetings and studies conducted over the years there is a good basis to identify needs and potential improvements. Possible improvements include traffic calming treatments, such as radar feedback signs, textured crosswalks or pavements, raised islands, or narrower travel lanes. Additional improvements to consider include: addressing gaps in the existing sidewalk network, pedestrian signals at intersections, safety treatments at crosswalks, improved street lighting, bike lanes or shared lanes, and revisions to parking to improve safety. Many of these improvements are not expected to have private property, utility or environmental impacts and can be readily implemented.

The limits of the study along Main Street will be from Panton Road to Monkton Road. † is requested \$15,000 be provided for this study.

Expected benefits of the Planning Study: The goal of this study is to identify what improvements are feasible, readily implementable and have public support. This will position the City to successfully pursue funding sources for the design and construction of the improvements. The expected benefits of the improvements are to create an environment where all users can safely coexist, our community is healthier and our downtown thrives.

Vergennes has recently completed a Community Visit Program with the Vermont Council on Rural Development. One result was the formation of a transportation task force that is focused on improving transportation for all users and parking in Vergennes. The task force is comprised of 10 active members that meet regularly to discuss and advance transportation interests such as pedestrian safety and accessibility, biking, parking and traffic calming. One action item the task force has taken on is to develop Main Street into a more "Complete Street." This planning study will be supported by the task force and set the framework for moving ahead to the design and implementation of community supported improvements.

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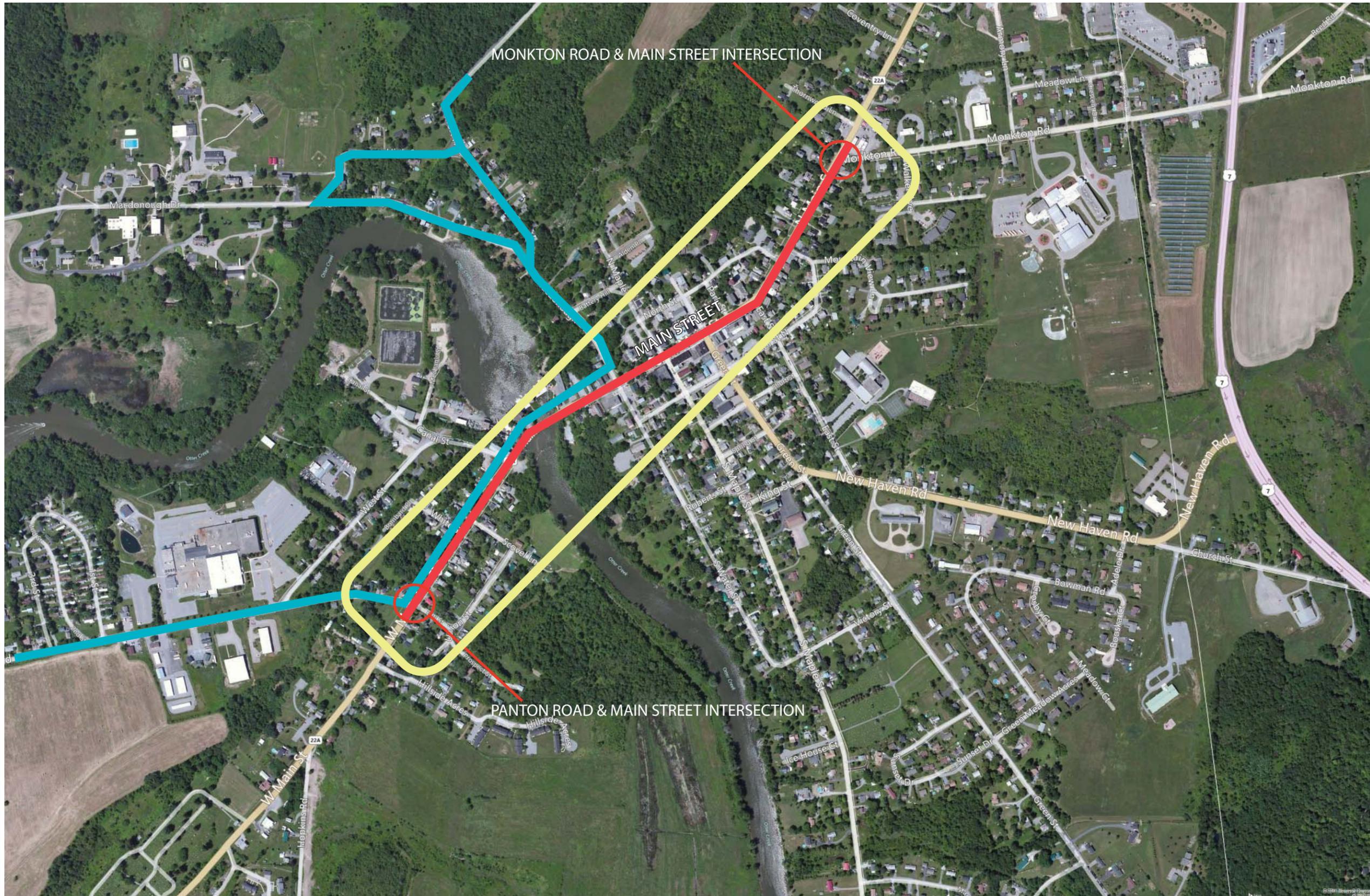
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LEGEND

-  = STREET SECTION TO BE ADDRESSED (APPROX. 4150 FT.)
-  = EXTENTS OF STREET SECTION FOR CONSIDERATION
-  = GENERAL AREA OF INTEREST
-  = THE CHAMPLAIN BIKEWAY

1: 7,336
1in = 611 ft.
1cm = 73 meters



1,223.0 0 612.00 1,223.0 Feet

DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. ANR and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

NOTES

Map created using ANR's Natural Resources Atlas

THIS MAP IS NOT TO BE USED FOR NAVIGATION