

Addison County Regional Planning Commission

14 Seminary Street

Middlebury, VT 05753

www.acrpc.org

Phone: 802.388.3141

Fax: 802.388.0038

Bridport pg. 1 of 1

Addison County Regional Planning Commission Transportation Advisory Committee (TAC) FY 2020 TRANSPORTATION PLANNING STUDY REQUEST FORM

The Transportation Advisory Committee (TAC) of the Addison County Regional Planning Commission (ACRPC) is preparing to submit its FY 2020 (Oct. 1, 2019 – September 30, 2020) 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 on behalf of our member municipalities, a consortium of municipalities, or a regional organization.

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 21, 2019. Please be prepared, at the TAC's request, to have a representative make a short presentation at that TAC meeting. Thank you for taking the time to help us develop our priorities for future transportation studies and projects.

Description of Problem: The traffic on Route 22A in Bridport continues to be traveling at or above the posted speeds. There are accidents each year with death resulting. There is poor ingress and egress such as TH45, TH39 and VT Route 22A also VT Route 1125 and 22A at Pratts store. The intersection of the Bridport School drive and 22A is also a concern the speed limit should be lower.

Description of Planning Study: A study needs to be done as to the vehicular speed, on VT Route 22a as well as improve the line of sight at the before mentioned intersections.

Expected Benefits of Planning Study: Calming traffic will save lives and personal injury will be less.

(Use additional blank sheets if necessary)

Amount Requested: 20,000.00 (Note: We have \$40,000 available and usually fund 2-3 projects)

Please sign & return this Request Form by **Friday, August 2nd, 2019** to your TAC delegate or to:

Mike Winslow
Transportation Planner
Addison County Regional Planning Commission
14 Seminary St.
Middlebury, Vermont 05753
mwinslow@acrpc.org

(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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Bristol pg. 1 of 5

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Description of Problem: VT Route 116/17 is a major transportation corridor to and from New York and I-87. The 0.345 mile stretch of Stoney Hill Road between Lovers Lane and Airport Road/Mount Abe High School is a steep, winding, paved Class 1 highway with +/- 4-foot shoulder and stone-lined ditch on the uphill (south) side, which is the only connection from the growing Lovers Lane residential/mixed-use neighborhood with the western edge of the Village and is treacherous for pedestrians, joggers, and bicyclists.

Description of Planning Study: A scoping study to determine the feasibility, potential alignment, constraints, and estimated costs of designing and constructing a 5-foot wide pedestrian/alternative transportation facility on the south side of this stretch of Stoney Hill Road (Route 116/17) and crosswalk to Airport Road.

Expected Benefits of Planning Study: It would determine the feasibility of constructing a sidewalk (or other form of alternative transportation facility), potential costs, and a path (no pun intended) toward implementation.

(Use additional blank sheets if necessary)

Amount Requested: \$20,000 (Note: We have \$40,000 available and usually fund 2-3 projects)

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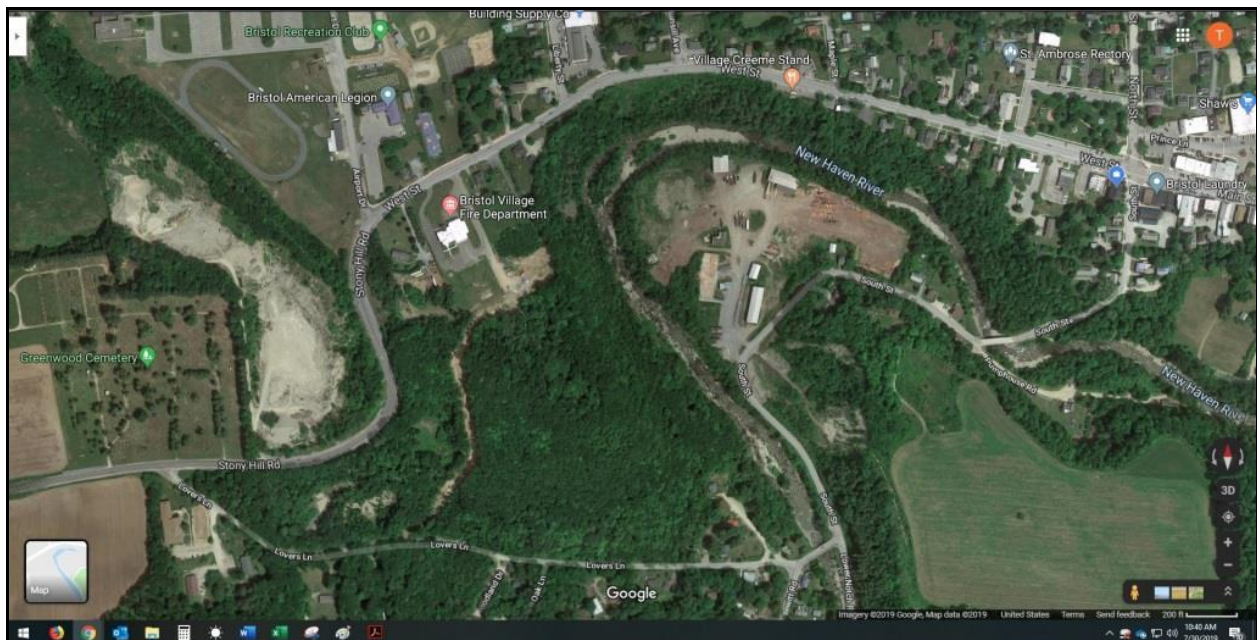








Airport Road is at the left, which provides access to the Mount Abe Union High School, Bristol Rec Field, American Legion, Bristol Hub Teen Center, and other public facilities. The Fire Station is at the right.



BRISTOL TRAIL NETWORK

a project of the Bristol Recreation Club, Inc.

Bristol pg. 5 of 5

July 24, 2019

Valerie Capels
Town Administrator
Town of Bristol
1 South Street
P.O. Box 249
Bristol, VT 05443

Dear Ms. Capels,

On behalf of the Bristol Recreation Club and Bristol Trail Network, I am happy to write in support of the Town of Bristol's application for transportation planning funding from the Addison County Regional Planning Commission's Transportation Advisory Committee.

The entrance to Bristol from the South and West via Stoney Hill is incredibly unsafe for pedestrians and bicycles, and yet it is the primary point of entry from those directions. A broad sidewalk from Lovers Lane to Airport Road would improve safety for people biking, walking and running for recreation and would also create a critical link to the village for residents along Lovers Lane.

A transportation plan study would be incredibly valuable in determining the feasibility of creating a safer means for pedestrians and bicyclists to get into the village from the South and West via Rt 116 and Rt 17. We look forward to seeing options laid out by such a study and identifying how our community can improve safe recreation and access to the village (and our trail network).

Thank you for your positive consideration of the Town of Bristol's funding request.

Sincerely,



Porter Knight
Vice President, Bristol Recreation Club
Coordinator, Bristol Trail Network

Addison County Regional Planning Commission

Transportation Advisory Committee (TAC)

FY 2020 TRANSPORTATION PLANNING

STUDY REQUEST FORM

(Addendum)

Description of Problem: TH1, South Lincoln Road totals just over 1 mile. About 20%, +/- 1,120 ft involves a very dangerous blind curve. The curve lies adjacent to the New Haven River and important wildlife and beaver habitat preserved by the Town of Lincoln as part of the Vermont River Conservancy (Rood River Corridor Easement). The town owns property on both the east and west sides of the road. Until very recently the property, including a badly deteriorated house, subject to a "life estate" agreement with the previous owner, made it impossible to change the road alignment to improve safety and alleviate repetitive flood damage. The town is now released from the "life-estate" agreement. Rehabilitation of this section of South Lincoln Road is part of a larger road multi-year rehabilitation project currently underway. The town wishes to include this change in road alignment as an important element that requires some professional engineering consultant services.

Description of Planning Study: Delineation of wetlands followed by development of a basic survey and contour map from existing data sources, develop conceptual roadway alignments analysis of test pits dug in potential alignments, identify necessary easements (none expected) and estimate the overall wetland impacts and provide an engineer's estimate of probable construction costs.

Expected Benefits of Planning Study: Improve roadway safety for motor vehicles, bicycles and pedestrian. Improved safe access for viewing the conservation area and opportunity for future town development of adjacent forests and fields east of South Lincoln Road, conserved in 2000 by the town.

Amount Requested: \$15,000 (Based on professional engineer's budget estimate)

Transportation Planning Study Request

Submitted by the Town of Panton Planning Commission

Description of Problem:

With a steady increase in traffic and multiple uses of the main route through the town of Panton, a route which includes Lake Street, Pease Road, Jersey Street and Panton Road, there is a distinct need, identified in the Town Plan, to study the traffic safety, traffic calming and existing conditions along this stretch of the local and regional road network. The recent “Vermont 22A Truck Study” Study identified, in the plan presented on page 14, an ADT of 4100 on Panton Road outside of Vergennes, which puts it at the 3rd busiest route in terms of traffic in the study area, behind the 2 main state highways, 22A and Route 7, and with 1000 more vehicles per day than state Route 17, with an identified ADT of 3100. This is significant, and has led to traffic conflicts, traffic safety issues, and concerns with regard to capacities for accommodating 1) commuter traffic from New York, 2) local uses for residents for walking and biking, 3) ongoing uses given that a portion of this route is on the Lake Champlain Bikeway, and 4) an increase in farm machinery and related truck traffic. The entire length of this route is devoid of any road shoulders which creates safety and use challenges for bicyclists, as well as forcing walkers to actually walk in the travel lanes. This route is also used several times a year for state-wide bicycle races and events.

Description of the Planning Study:

The planning study requested would respond directly to several goals and objectives in the current *Panton Town Plan* – particularly those outlined on page 50 of the Transportation Section. The planning study would focus on 4 specific areas:

- 1) Identifying potential traffic safety and signage improvements and enhancements based on a review of existing conditions;
- 2) Developing and reviewing options for traffic calming designs along each segment of roadway identified;
- 3) Exploring ways to improve bicycle and pedestrian use and safety along key sections of the route; and
- 4) Evaluating the options for adding shoulders or redesign of the roadway network to better accommodate bicycle and pedestrian traffic and to reduce traffic conflicts.

Note that while we do not envision this activity to constitute a Conceptual Alignment Analysis, we do see this as a potential next step that might follow from this initial work. Panton has never had a transportation planning study so this would be a long overdue opportunity to address what we see as a growing concern and need.

Transportation Planning Study Request

Submitted by the Town of Panton Planning Commission

Page 2

Expected Benefits:

The expected benefits from this planning project would be to provide the Town with guidance and specific information as to the future management and enhancement of the route and its 4 identified segments. We would envision that the study, prepared by a transportation planner/traffic engineer working with the Planning Commission, Road Commissioner and Selectboard, would provide a series of recommendations for traffic management, traffic calming and traffic safety measures. Additionally, it would be beneficial to the town to have a sense of feasibility and cost for shoulder widening and bicycle use improvements. Panton has invested in a small park at Panton 4 Corners designed to serve bicyclists and would like to explore ways in which to better serve and accommodate the growing use of our roadways by local residents and visitors. With very little economic development or business activity in the town, bicycling and summer visitors generate revenues for local B&Bs and Air B&Bs which have emerged over the last 10 years as a new economic opportunity for Panton.

Finally, this study would provide the town with a series of potential small projects or changes that could be implemented over time to address the identified issues and opportunities that would potentially emerge from the analysis. It would be the intent of the Planning Commission to work closely with the selected consultant to add value to the effort and to provide assistance as necessary or appropriate in the inventory and analysis phase of the planning effort.

Requested amount: \$10,000.

**Addison County Regional Planning Commission
Transportation Advisory Committee (TAC)
FY 2020 Transportation Planning Study Request Form**

Middlebury page 1 of 1

Description of problem:

Middlebury's Route 7 commercial district in the vicinity of Hannaford Plaza is a shopping/services destination important to all of Addison County. The Town of Middlebury seeks to perform traffic/intersection studies at two critical intersections within this commercial district: Rte. 7 @ Boardman St. (next to G. Stone Motors) and Rte. 7 @ Middle Rd. (leading to the Middle School). Anecdotal information indicates that these intersections have congestion and safety issues. Future commercial development served by these intersections will only continue to add to the congestion issue. This analysis will allow us to scope future upgrades to (town roads) Middle Rd. and Boardman St. and also help us anticipate if (VTrans) upgrades are needed on Rte. 7. This information is not available in the recently updated regional transportation plan or local transportation plans, so we are requesting a TAC grant to gather supplemental data about these intersections.

The recent Tractor Supply project, which could not obtain Act 250 approval without installing a left-hand turn lane on Route 7, raised questions for us about how many other intersections on Rte. 7 are in need of significant upgrades. The turn lane serving Tractor Supply (and the rest of Foote St.) was completed by the developer for \$200,000 but most investors, but that intersection upgrade would have killed most projects. Most developers, particularly locally-owned businesses, cannot afford an additional project cost of that scale. As a result, if we want to continue to see development in this corridor we need to be proactive about analyzing these intersections and, if needed, nominate candidate projects to the TAC for inclusion on TIP (VTrans project list).

Description of planning study:

Two limited traffic/intersection studies will collect and analyze baseline traffic data including: current and projected trips, level of service, and right-hand/left-hand turn movements. The analysis will produce recommendations for scoping appropriate intersection improvements. To the extent the budget allows, concept plans with estimates of cost for the proposed solutions will be developed.

Expected benefits of planning study:

Will allow us to scope future intersection upgrades, allowing us to identify funding sources. Helps us plan ahead to alleviate and avoid safety and congestion issues. Will ensure that we can continue to support future development in this commercial center. Supports smart growth principles by consolidating development in a growth center.

- Boardman St. intersection serves approx. 9 small businesses and a residential development.
- Middle Rd. intersection serves Lodge at Otter Creek, South Ridge and South Village subdivisions, MUMS, and 4-5 small businesses as well as Hannaford Plaza (rear entrance).

Amount requested: \$30,000 or partial funding as available

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Salisbury pg. 1 of 6

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Description of Problem: Intersection of Lake Dunmore Road (RTE 53) and Upper Plains Road is a two way stop sign controlled intersection. A petition was forwarded to the Salisbury Select Board at the 2019 Town Meeting requesting a four way stop at this location. This intersection was inspected in 2018 by both the Addison County Sheriff's Department who indicated that due to the line of sight a four way stop would be appropriate. A subsequent request, based on the MUTCD Section 2B.07 wherein line of sight is obstructed allows for a multi-way stop intersection, was made to the ACRPC (TAC) and an opinion was made by that there is limited corner sight distance by VTRANS. Citizens opposed to this intersection being made a four way stop submitted a petition that the intersection remain a two way stop. Board requested that an engineering study be made as to the appropriateness of the four way relative to both safety and the liability of the town.

Description of Planning Study:

Engineering review of above intersection as relates to line of sight as identified above and in the attached correspondence from VTRANS with a determination if a four way stop would be appropriate and necessary relevant to both safety and town liability.

Request made by the Town of Salisbury Selectboard.

Expected Benefits of Planning Study: Determination if four way stop is necessary/required.

(Use additional blank sheets if necessary)

Amount Requested: \$5,000 (not to exceed) (Note: We have \$40,000 available and usually fund 2-3 projects)

Please sign & return this Request Form by **Friday, August 2nd, 2019** to your TAC delegate or to:

Mike Winslow
Transportation Planner
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(PLEASE SEE REVERSE)

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Salisbury	Shoreham	Starksboro	Vergennes	Waltham	Weybridge	Whiting



Salisbury pg 2 of 6

Salisbury Intersection Safety Improvements

Tom Scanlon [tscanlon@aol.com]

Sent: Thursday, April 26, 2018 5:20 PM

To: pvaczy@myfairpoint.net; missouri88@hotmail.com; vermontadvisor@gmail.com; obrbri@myfairpoint.net; town.clerk@comcast.net; Salisburyroads2@gmail.com

Cc: Tom Scanlon

From: Joe.Kelly@vermont.gov
To: jdonabed@acrpc.org
Cc: TScanlon@aol.com
Sent: 4/26/2018 2:31:35 PM Eastern Standard Time
Subject: FW: Salisbury Intersection Safety Improvements

Good Thursday afternoon Josh –

I was able to conduct a short field review of the intersection on Tuesday and offer the following observations and recommendations:

- The Manual on Uniform Traffic Control Devices (MUTCD) is law in the State of Vermont for all roadways open to the public including town highways. It is the go-to document for the installation of traffic control devices. “Shall” and “should” conditions are requirements that need to be met.
- “Section 2B.07 Multi-Way Stop Applications” in the MUTCD outlines the warrants to install a multi-way stop. Fortunately none of them are “Shall” conditions.
- By themselves, the latest traffic counts on file (2015) do not meet warrants for a multi-way stop. They are quite low and favor Lake Dunmore Rd (SNR 53) with higher volumes compared to the Upper Plains Rd approaches.
- Crash data alone does not appear to meet warrants according to the MUTCD. In the last 5 year period there have been a handful of crashes in the general area but no reported crashes were identified at the intersection.
- Measured stopping sight distance (SSD) for south bound motorists on Lake Dunmore Rd is 205 FT, meeting the requirement for the current signed regulatory speed posting of 25 mph. It is acknowledged that the intersection is warned via a crossroads advance warning sign and 25 mph advisory speed plaque for south bound Lake Dunmore Rd traffic.
- Heading south on Upper Plains Rd, stopped at the intersection and looking to the right does have very limited (165 FT) corner sight distance (CSD). CSD could be increased by working with the property owner to cut vegetation between their building face and the edge of roadway.
- **Under “Option” in Section 2B.07 of the MUTCD states: “Other criteria that may be considered in an engineering study include:”...“C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop”. This condition does allow for the installation of a multi-way stop intersection.**
- Please note that if/when an all-way stop is installed at the intersection, habitual users may have a difficult time adjusting to the change.
 - Consider installing 30” x 30” Stop Ahead symbol advance warning signs (W3-1) for all approaches.
 - 30”x30” “STOP” (R1-1) and “ALL WAY” supplemental signs (R1-3P) will need to

Salisbury page 3 of 6

be installed on each approach.

- The south bound crossroads/25 mph advisory sign assembly on Lake Dunmore Rd can be removed and replaced with the new W3-1 sign assembly.
- Consider installing retroreflective white 24" wide stop bars for each approach to increase conspicuity of the new condition.
- 2" wide red retroreflective strips can also be added to the stop sign posts for added conspicuity.
- All speed limit signs should be 24"x30" to conform with the conventional size in the MUTCD.
- The existing "Reduce Speed Ahead" sign (south bound on Lake Dunmore Rd) is an outdated and is no longer endorsed by the MUTCD. It should be removed and discarded. Recommend installation of a 36"x36" speed reduction advance warning sign (W3-5) in its place.
- To aid in conspicuity of the lower speed limit, the lead sign (Speed Limit 25 mph) could be upsized to 30"x36" or gate-posted (installed on both sides of the roadway). The speed limit signs in each direction at a speed transition point should be directly across from each other.

Please let me know if you wish to discuss this site or any other section of roadway in greater detail,
J.

"Quality is free"

Joseph A. Kelly

SW Regional Traffic Safety Investigator
VTrans, Highway Division
Maintenance & Operations Bureau
Technical Services Section
2178 Airport Road
Barre, VT 05641

802-279-8821 (cell)

joe.kelly@vermont.gov

From: Josh Donabedian [<mailto:jdonabed@acrpc.org>]

Sent: Monday, April 23, 2018 12:21 PM

To: Kelly, Joe <Joe.Kelly@vermont.gov>

Cc: TScanlon@aol.com

Subject: Salisbury Intersection Safety Improvements

Hi Joe,

The Town of Salisbury is considering some safety improvements at one of its dangerous intersections and I thought it might be a good idea to have you weigh in. Some background info:

- It is the intersection between Upper Plains Road and Lake Dunmore Road (Route 53) off the northwest corner of Lake Dunmore.
- It is currently a 2-way stop with both stop signs at both approaches on Upper Plains Road.
- The speed limit on Upper Plains Road is 35 MPH and there is a "Stop Ahead" sign

Salisbury page 4 of 6

- approaching the intersection in the southbound direction only.
- The speed limit on Lake Dunmore Road is 25 MPH through the intersection and there are advanced warning intersection signs posted in both directions.
 - Conditions are most hazardous for vehicles entering the intersection heading southbound on Upper Plains Road, as the sightline to the west (looking to the right from the vehicle perspective) is almost entirely obstructed by a house on the corner.
 - The Town is considering installing stop signs to make it a 4-way stop and "Stop Ahead" advance warning signs in all directions.

Tom Scanlon (Cc'd), who is a Salisbury Selectboard member and delegate to ACRPC's Transportation Advisory Committee, asked me take a look and in my opinion the safety improvements appear warranted and seem unobjectionable, but I thought it would be good to also get a formal official analysis from you. Do you have some time to take a look at the intersection and chat with Tom about the issue and the Town's ideas? Google Street View lets you take a pretty good look from all directions, so a site visit may not even be needed, but I am happy to coordinate that if you think it is best.

Let us know what you think and thanks so much for the help!

Best,

Josh

Josh Donabedian Transportation Planner



Addison County

Regional Planning Commission

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jdonabed@acrpc.org

Salisbury, VT

Intersection of Vt Rte 53 (Lake Dunmore Road) and Upper Plains Road
Rte 53 is east/west w/no traffic control
Upper Plains Road is north/south stop signs in both directions

Salisbury page 5 of 6



Google Earth

© 2018 Google
© 2019 Google



10 ft

Salisbury Vermont

Upper Plains Road north/south w/stop signs
Rte 53 Lake Dunmore Road east/west no traffic control

Legend

Salisbury page 6 of 6



100 ft