

1 **Draft Region Wide Recommendations**

2
3 **Regional Planning**

4
5 The Commission strongly encourages the involvement of all 23 member jurisdictions in
6 resolving regional transportation planning issues and the continued participation of the
7 Commission in all state-level forums on transportation planning issues. The
8 Commission further recommends that member municipalities develop plans which
9 address the relationships between their patterns of development and their local
10 transportation system needs.

11
12 This Plan represents the continuing effort towards the analysis of multi-modal
13 approaches to solving transportation problems in the Central Vermont Region. The
14 Commission recommends that this analysis be treated as an ongoing duty of CVRPC and
15 its member communities. For example, the Commission, through its Regional Plan and
16 as supported in the Transportation Plan, encourages future development in the Region
17 to be concentrated in identified growth areas, all of which should have adequate
18 transportation facilities to accommodate transportation system demands.

19
20 The Commission recommends that transportation system improvements be encouraged
21 at locations where they will or can serve growth areas. The Commission further
22 recommends that transportation and commerce links that are vital to the economic
23 health of the region be fostered.

24
25 The Commission encourages the continued development of statewide project priorities
26 through the Regional List of Transportation Projects. The Commission further
27 encourages its member communities to submit project scoping candidates for
28 consideration by the Commission.

29
30 **Project Development**

31
32 The Commission fully supports adherence to the VTRANS Project Development process
33 which includes as an integral component the full consideration of local perspectives and
34 needs in the development of project implementation parameters. The Commission
35 encourages its member communities to monitor the progress of individual project
36 implementation. This monitoring will help maintain local interest in the projects and will
37 potentially help shorten the current extended backlog of programmed projects through the
38 removal of undesired or infeasible projects.

39
40 The VTRANS Project Development process requires full consideration of all environmental
41 issues early in the project planning process. The Commission (through the VTRANS Project
42 Development Process) also suggests that both direct and indirect costs and benefits be
43 considered by VTRANS and any other implementing agency.

44
45 The Commission recommends that the project development process give due consideration
46 to the region's desire for visually attractive and durable infrastructure, for high architectural
47 standards, for retaining design parameters when historic bridges are replaced, for enhancing
48 the built and natural environment, and for any improvements to be contextually appropriate.

49
50 **Corridor Recommendations**

51
52 Details on the need for these recommendations and status of projects and facilities can be found in
53 the various modal sections of the Transportation Element.

1
2 **I-89 Corridor**
3

4 I-89 passes through Williamstown, Berlin, Montpelier, Middlesex, and Waterbury. I-89
5 is functionally classified as an interstate highway. It serves as the primary
6 transportation connection between the Central Vermont Region and Canada, Burlington
7 to the north, and I-91 and New Hampshire to the south. I-89 has been included as part
8 of the **National Highway System** because of its importance in carrying inter-regional and
9 inter-state trips and goods. Within the region, key access points to I-89 are VT 100,
10 VT 100B, VT 12, US 2, VT 62, VT 63, and VT 64.
11

12 **Segment-Level Recommendations**
13

14 **Exit 5 Interchange Area (Route 64)**
15

16 The existing park and ride lot needs to be expanded.
17

18 **Exit 6 Interchange Area (Route 63)**
19

20 A new park and ride lot is being designed at the end of the exit ramps.
21

22 **Exit 7 Interchange Area (Route 62)**
23

24 Bridges 37N and 38S have been identified as functionally deficient. The Berlin park-
25 ride lot off the Route 62 corridor is near or at capacity. It should be expanded, and able
26 to accommodate buses and electric vehicles. There is a High Crash Location Segment.
27

28 **Exit 8 Interchange Area (Montpelier State Highway)**
29

30 Bridge 41 N&S has been identified as functionally deficient.
31

32 **Between Exit 8 (Montpelier State Highway) and Exit 9 (Route 2)**
33

34 Bridge 44 is structurally deficient, and is under design for rehabilitation.
35

36 **Between Exit 9 (Route 2) and Exit 10 (Route 100)**
37

38 There is a High Crash Location Segment at the Middlesex Waterbury Town Line
39

40 **Exit 10 Interchange Area (Route 100)**
41

42 The Waterbury park-ride lot off the Route 100 corridor is near or at capacity, and
43 access by bus is difficult. Additional space in the area needs to be found that is suitable
44 for buses and can accommodate electric vehicles.
45

46 **North of Exit 10 (Route 100)**
47

48 There is a High Crash Location Segment near the Bolton Town Line
49
50
51
52
53

1
2
3 **Route 2 Corridor (Montpelier East)**

4
5 **Corridor-Level Recommendations**

6
7 **Highway System Recommendations**

8
9 Route 2 is functionally classified as a principal arterial. Route 2 is included as part of
10 the National Highway System (NHS) because of its importance in carrying inter-
11 regional and inter-state trips and goods. However, the Regional Transportation Plan
12 recommends that there be flexibility in the design standards applied to NHS corridors
13 through village centers such as those along the Route 2 corridor (e.g., East Montpelier,
14 Plainfield, and Marshfield).

15
16 As an arterial corridor, Route 2 carries not only locally-generated traffic but also traffic
17 originating from intersecting corridors (i.e. RT 12, RT 302, RT 14), and from external
18 through traffic. The land use and development patterns of all these communities
19 contribute to the levels of demand and congestion along this corridor, not just those
20 located where the congestion occurs (e.g., Montpelier). This demand is created by all
21 of these communities, and produce a need for capacity improvements as described
22 below. Sustainable land use development and transportation facility improvements need
23 to be balanced. Access Management, providing turn lanes, shoulder widening are
24 needed to address existing and future congestion problems.

25
26 **Corridor Public Transit System Recommendations**

27
28 Secure funding to restore the City Route service levels at 30 minute headways. US
29 Route 2 Service – Being an important commuter corridor, addition service should
30 be added during peak periods

31
32 **Corridor Pedestrian and Bicycle System**

33
34 There are current plans to construct extensive regional paths called the Central
35 Vermont Regional Path and the Cross Vermont Trail

36
37 **Segment-Level Recommendations**

38
39 **Route 2 from Bailey Avenue to Main Street**

40
41 The intersection of Memorial Drive (Route 2) and Main Street/Northfield Street (Route
42 12) It is recommended that signal timings and coordination with adjacent signals be
43 regularly checked and optimized. A High Crash Location Segment exists from at Main
44 Street/Northfield Street (Route 12). The City of Montpelier and VTrans should monitor
45 accident patterns in this area. The Capital City Welcome and Multimodal Center is
46 under design for Taylor St.

47
48 **Route 2 from Main Street (Route 12) to Route 302**

49
50 The intersection of Route 2 and Route 302 has been converted to a single lane
51 roundabout. If warranted in the future, the roundabout will be able to convert to a two
52 lane roundabout.

1 **Route 2 between Route 302 and the East Montpelier Village Center**
2

3 For the Route 2 roadway to function properly, access points for other arterial and
4 collector streets should not impose delay or safety restrictions. The key access points
5 along this segment are Gallison Hill Road in Montpelier and Towne Hill Road in East
6 Montpelier (both major collectors). Bridge 62 needs joint replacement, fabric drains,
7 drainage hopper / scuppers, membrane, rehabilitation of the back walls and
8 repaving. Bridge 64 is structurally in good condition but the deck does not have a
9 membrane, the pavement repeatedly breaks up indicative of sub-surface concrete
10 deterioration, and the joint is leaking.

11
12 **East Montpelier Village Center**
13

14 The intersection of Route 14 with Route 2 is under design to include traffic signals and
15 turn lanes.

16 There is a High Crash Location Segment within the Village. Sidewalks are under
17 design. Gateways, and traffic calming improvements should be considered for the East
18 Montpelier village center. VTrans is establishing a formal park-ride lot along Route 14
19 near Route 2 in East Montpelier. Buses and electric vehicle charging should be
20 accommodated.

21
22 **Plainfield Village Center**
23

24 There are safety problems through out the Village due to sharp curves, poor lines of
25 sight, narrow shoulders and the lack of sidewalks. The Commission recommends that
26 Route 2 be reconstructed through the Plainfield Village Center to Hollister Hill Road in
27 Marshfield including the intersection with Bridge Street. The reconstruction should also
28 be designed to incorporate safety, traffic calming measures, parking, and to provide
29 gateways to the village center. A signal at the intersection with Main St. is under
30 design. There is a High Crash Location Segment within the Village. Pedestrian system
31 improvements (i.e., sidewalks, crosswalks) are recommended for east and west of the
32 village center in conjunction with improvements to the Route 2 corridor. Sidewalks and
33 a pedestrian bridge are under design to connect the Route 2 to the Lower Village.
34

35 **Segment from Plainfield Village Center to Marshfield Village Center**
36

37 There is a long term project to reconstruct the road to National Highway Standards.
38 There is a High Crash Location Segment extending from Plainfield Village.
39

40 **Marshfield Village Center**
41

42 The Route 2 Bridge 81 in Marshfield over the Winooski River is functionally deficient.
43 A conceptual alignment study recommends sidewalks along Route 2 and the local feeder
44 roads within the Village. Access control at the General Store should be considered to
45 improve safety. The Route 2/Route 215 intersection should be considered for
46 reconfiguration as a “T” intersection or a roundabout. The reconstruction should also
47 be designed to incorporate traffic calming measures and to provide gateways to the
48 village center. A bicycle and pedestrian path should be planned between Cabot Village,
49 Lower Cabot, and Marshfield Village (where it would connect to the Cross Vermont
50 Trail).
51
52
53

1 **Segment east of Marshfield Village Center**

2
3 Two sections of Route 2 in Cabot are under design for reconstruction.

4
5 **Route 2 Corridor (Montpelier West)**

6
7 **Corridor-Level Recommendations**

8
9 **Highway System Recommendations**

10
11 West of Montpelier, Route 2 passes through Middlesex, Moretown, Duxbury, and
12 Waterbury where it is classified as a major collector. Along this section, Route 2
13 serves as an alternate to I-89, primarily for local access and to collect traffic from
14 roadways without direct access to I-89 (e.g., Route 100B, Route 100).

15
16 **Corridor Transit System Recommendations**

17
18 Continue the commuter services along Route 2.

19
20 **Corridor Pedestrian and Bicycle System**

21
22 There are current plans to construct an extensive regional path called the Cross
23 Vermont Trail

24
25 **Segment-Level Recommendations**

26
27 **Montpelier to Middlesex Village**

28
29 Paving is needed on the approach to Middlesex Village

30
31 **Middlesex Village Center**

32
33 Provision of sidewalks should be considered. Measures which provide a gateway to the
34 village center and which "calm" traffic through the village should be considered.

35
36 **Route 2 between Middlesex Village and Waterbury Village**

37
38 Paving is needed.

39
40 **Waterbury Village Center**

41
42 Route 2 in the Waterbury Village Center carries not only locally-generated traffic, but
43 also traffic originating from intersecting corridors (e.g. RT 100, I-89), and from
44 external through traffic. The land use and development patterns of the neighboring
45 communities contribute to the levels of demand and congestion along this corridor, not
46 just those located where the congestion occurs (e.g., Waterbury). The demand created
47 by these communities has produced a need for capacity improvements as described
48 below. In particular development of an alternate route network throughout the village
49 should be seriously considered and pursued. Sustainable land use development and
50 transportation facility improvements need to be balanced.

51
52 The easterly unsignalized intersection of Route 2 and Route 100 in Moretown imposes

1 significant delay for the northbound Route 100 motorists (LOS F, for left turns onto Rt
2 2). The Crossett Brook School Area study, the Waterbury Village Circulation study and
3 the US 2/VT 100 Intersection study all recommended the long term solution was for a
4 roundabout to be installed with pedestrian improvements at the intersection and a safe
5 pedestrian access from Main Street in Waterbury to Crossett Brook Middle School.
6

7 The Waterbury Village Circulation Study assessed traffic circulation through Waterbury
8 Village and recommended developing alternative routes be established to relieve the
9 congestion on Route 2 (Union St., Railroad St., Park Row, and Demeritt Place). North
10 and South Main St. through the Village is in poor condition including pavement, storm
11 drainage, sidewalks, and water & sewer mains. Plans have been developed for
12 reconstructing the street including sidewalks, bulbouts, underground placement of
13 utilities, and other streetscape improvements.
14

15 **Segment from Waterbury Village Center West**

16
17 Bridge 44 is structurally deficient, and a candidate project
18

19 **Route 302 Corridor**

20 **Corridor-Level Recommendations**

21 **Highway System Recommendations**

22
23 The corridor is functionally classified as a principal arterial roadway in Barre City,
24 Berlin, and Montpelier. East of Barre City, the roadway is classified as a minor arterial.
25

26
27 As an arterial corridor, Route 302 carries not only locally-generated traffic but also
28 traffic originating from intersecting corridors (e.g. RT 62, RT 2, RT 14), and from
29 external through traffic. The land use and development patterns of all these
30 communities contribute to the levels of demand and congestion along this corridor, not
31 just those located where the congestion occurs (e.g. Barre City). This demand is
32 created by all of these communities, and produce a need for capacity improvements as
33 described below. Sustainable land use development and transportation facility
34 improvements need to be balanced. Access Management, providing turn lanes, shoulder
35 widening are needed to address existing and future congestion problems.
36
37

38 **Corridor Transit System Recommendations**

39
40 Secure funding to restore the City Route to service levels at 30 minute headways. The
41 "high transit-dependency" areas of Barre City are currently served by the City and
42 Hospital Hill Routes. The primary enhancements to current transit services would be
43 more frequent buses (i.e., shorter headways as mentioned above), greater penetration
44 of the City's residential neighborhoods with transit service, and potentially a downtown
45 shuttle bus. Initiation of a downtown shuttle in Barre City (similar to the Capital
46 Shuttle) should be considered. The shuttle would help relieve traffic congestion in
47 downtown Barre City by providing access to City neighborhoods and to potential remote
48 parking lots.
49

50 **Corridor Pedestrian and Bicycle System Recommendations**

51
52 There are current plans to construct a large regional path called the Central Vermont

1 Regional Path.

2
3 **Segment-Level Recommendations**

4
5 **Route 302 from Route 2 to Vermont Shopping Center in Berlin**

6
7 The intersection of Route 2 and Route 302 has been converted to a single lane
8 roundabout. If warranted in the future, the roundabout will be able to convert to a two
9 lane roundabout. The Barre Montpelier Road Corridor Study, recommended that access
10 management measures such as combining curb cuts and establishing service road
11 connections between businesses. The study also recommended an improved
12 streetscape including sidewalks, street trees, and street lighting. A road diet is
13 recommended. From the Wayside Restaurant to east of Ames Dr. there will be two
14 travel lanes, a center turn lanes, and two bike lanes.

15
16 **Route 302 from Vermont Shopping Center in Berlin to Route 62**

17
18 Bridge 3 in Berlin is structurally deficient, and under design. There is a High Crash
19 Segment in Barre City. A bus stop should be constructed at the Route 302/Ames Dr.
20 intersection, and the signal should include a pedestrian phase, and a sidewalk to the
21 shopping center. The Barre Montpelier Road Corridor Study, recommended access
22 management measures such as combining curb cuts and establishing service road
23 connections between businesses. The study also recommended an improved
24 streetscape including sidewalks, street trees, and street lighting. A road diet is
25 recommended. From the Wayside Restaurant to east of Ames Dr. there will be two
26 travel lanes, a center turn lanes, and two bike lanes.

27
28 **Barre City Center**

29
30 Route 302 are a High Crash Segment between the Route 14 intersections. There are
31 also High Crash Segments around Hill St. The reconstruction of Main St. has recently
32 been completed. This project includes signal upgrades, streetscape, bulbouts, and
33 sidewalk reconstruction. Traffic (including trucks) uses Summer and Elm Streets to
34 bypass the congested Route 302 corridor.
35 Enterprise Alley and Merchants Row which currently provide access to parking areas,
36 could be reconfigured to improve traffic flow and operate as a southern bypass of Main
37 St. The road east of the downtown is in bad shape, and needs to be reconstructed.

38
39
40 **Route 302 from Barre City to East Barre Village**

41
42 The road east of the downtown is in bad shape, and needs to be reconstructed.

43
44 **East Barre Village**

45
46 Within this section of the corridor, there is a High Crash Location at the intersection of
47 Route 302 (Orange Road), Route 110 (Waterman Street), and East Cobble Hill Road in
48 Barre Town.

49
50 **Route 302 from East Barre Village to Orange Village**

51
52 Long term improvements should consider truck climbing lanes.

1 **East of Orange Village**

2
3 Long term improvements should consider truck climbing lanes.

4
5 **Business Route 2 Corridor**

6
7 Business Route 2 is State Street extending from Bailey Avenue to Main Street (Route
8 12), and then Main Street (Business Route 2) to Memorial Drive (Route 2) in downtown
9 Montpelier. The corridor is classified as a minor arterial. Business Route 2 (State
10 Street) carries two travel lanes with on-street parking on both sides of the street with
11 separate turn lanes at a few of the downtown intersections.

12
13 **Transit System Recommendations**

14
15 Secure funding to restore the City Route service levels at 30 minute headways.

16
17 **Pedestrian and Bicycle System**

18
19 Pedestrian and bicycle pathways are critical in this corridor as the site of the region's
20 greatest concentrations of employment and residential areas. There are existing
21 sidewalks and crosswalks through out the corridor with a notable exception being
22 Taylor Street which connects Business Route 2 with a large parking lots. Sections of
23 the Central Vermont Regional Path exist or are under design.

24
25 **Highway System Recommendations**

26
27 There is significant congestion during peak periods throughout this corridor.
28 The signal timings should be checked and optimized regularly. The intersecting streets
29 of Taylor and Gov. Davis Dr. function at LOS F and E respectively. A major
30 contributing factor to these low levels of service is pedestrian movements. Recent
31 studies of traffic volumes at the State Street intersections with Taylor Street and Gov.
32 Davis Dr. indicate traffic signals are warranted. In order to keep Montpelier pedestrian
33 friendly the City will postpone installing signals, but will try adding a turn lane to Taylor
34 Street, and removing one from Main St. The Capital District Master Plan envisioned
35 extending Barre St. to the west. Signalization or a roundabout have been suggested as
36 possible long term improvements to this intersection. The Rialto Bridge # B2-1 has
37 severe concrete abutment spalling and deck problems. It needs extensive rehabilitation
38 to address abutment, deck and curtain wall concrete scaling and deterioration and
39 correct section loss of 6"-8" depth.

40
41 **Route 12 Corridor (South)**

42
43 **Corridor-Level Recommendations**

44
45 In Montpelier, Route 12 is functionally classified as a minor arterial roadway. Outside
46 Montpelier, Route 12 is classified as a major collector.

47
48 **Corridor Transit System Recommendations**

49
50 There are Commuter Services along Route 12.

1 **Segment-Level Recommendations**

2
3 **Route 12 south of Northfield Village Centers**

4
5 The VT 12/VT 64 intersection is a High Crash Location. Lovers Lane, a unpaved short
6 cut between Route 12 and 12A, is extensively and severely potholed from this popular
7 short cut use.
8 Bridge 56 is structurally deficient. Side walks are needed just south of the Route 12A.

9
10 **Northfield Village Centers**

11
12 There is a traffic signal currently operating along this segment of the Route 12 (south)
13 corridor: at Route 12 and Vine Street. The signal is in place because of sight distance
14 restrictions at the intersection and the number of pedestrians crossing the street.
15 There are High Crash Locations throughout Northfield Village. Near the
16 Northfield/Berlin Town Line there is poor line of sight and storm water flows into Route
17 12 from Moody Lane. Bridge 60 is structurally deficient.
18 Northfield Falls needs a sidewalk along Route 12 to the Village. There are some
19 unguarded rail crossings in densely developed areas of Northfield Village that have
20 posed safety hazards.

21
22 **Route 12 from Northfield Village Centers to Riverton Village**

23
24 The road doesn't accommodate bicycles or pedestrians.

25
26 **Riverton Village**

27
28 VTrans Truss Bridge Preservation Plan indicate the Route 12 bridge over the Dog River
29 should be preserved for limited highway use, even if it is functionally deficient. This
30 bridge is potentially eligible to be included in the National Register of Historic Places
31 and Structures. There also is an at-grade rail/highway crossing which needs to be
32 monitored to determine whether upgrading is necessary. There is a High Crash
33 Segment. Throughout Riverton, sidewalk improvements and traffic calming should be
34 considered.

35
36 **Route 12 from Riverton Community Center to Montpelier**

37
38 There is also a High Crash Location Segment at the Route 2 intersection. The City has
39 changed the signal phasing and lane configuration to address the safety problems. In the
40 long-term, Dog River Road might be reconstructed to tie directly into Montpelier State
41 Highway and its I-89 interchange. This would allow traffic between Route 12 and I-89
42 to bypass the congested Northfield Street and its intersection with Route 2. The
43 potential to relocate Route 12 to Montpelier State Highway and Dog River Road from
44 Northfield Street should then be investigated

45
46
47 **Route 12 Corridor (North)**

48
49 **Corridor-Level Recommendations**

50
51 In Montpelier, Route 12 is functionally classified as a minor arterial roadway. Outside
52 Montpelier, Route 12 is classified as a major collector.

1 **Segment-Level Recommendations**

2
3 **Route 12 in Montpelier**

4
5 The traffic signal at Main Street and State Street (Business Route 2) is a High Crash
6 Location Segment. Route 12 has a two-lane cross-section with separate turn lanes at a
7 few of the downtown intersections.

8
9 **Route 12 from Montpelier Business District, through Middlesex, to Worcester**
10 **Village**

11
12 Bridge # 16 is functionally deficient. The Route 12 bridge⁷⁷ is structurally deficient
13 and under construction for replacement.

14
15 **Worcester Village**

16
17 It is recommended that traffic calming measures be implemented and that landscaping
18 along the Route 12 corridor through Worcester Village be improved. The product
19 should be a safer roadway with slower traffic speeds. The potential for acquisition of
20 scenic property along Route 12 should also be pursued. It is recommended that a
21 pathway be established, including a sidewalk in the village and a pathway along Route
22 12 connecting the village and Wrightsville Beach area.

23
24 **Route 12 from Worcester Village Center North**

25
26 VTrans bridge sufficiency ratings indicate the Route 12 bridge # 84 over Hancock
27 Brook in Worcester requires repair or replacement due to functional deficiencies.

28
29 **Route 12A Corridor**

30
31 Route 12A is functionally classified as a major collector. The Roxbury Town Plan has
32 recognized scenic qualities for Route 12A, these qualities should be considered during
33 corridor improvements. In particular, there is concern over the siting of power lines
34 adjacent to the roadway.

35
36 **Route 12A south of Roxbury Village**

37
38 Based on VTrans bridge sufficiency ratings, the Route 12A bridge # 15 in Roxbury
39 over the 3rd Branch of the White River is structurally deficient and under design for
40 replacement. Bridge # 21 in this segment is functionally deficient.

41
42 **Roxbury Village**

43
44 Sidewalks along the Route 12A corridor should be considered through the Roxbury
45 Village.

46
47 **Route 12A from Roxbury Village to Northfield Center**

48
49 Based on VTrans bridge sufficiency ratings, bridges 32, 35, 36, and 47 in Northfield
50 over the Dog River that are functionally deficient. Lovers Lane, a unpaved short cut
51 between Route 12 and 12A, is extensively and severely potholed from this popular short
52 cut use.

1 **Route 14 Corridor (South)**

2
3 **Corridor–Level Recommendations**

4
5 **Highway System Recommendations**

6
7 From Route 63 northward into Barre City, the roadway is functionally classified as a
8 minor arterial roadway to the south of Route 302; south of Barre City in Barre Town
9 and Williamstown, Route 14 is classified as a major collector.

10
11 **Transit System Characteristics, Usage, and Recommendations**

12
13 Create Barre City to Williamstown Service – South Barre and Williamstown are areas
14 that are growing, but have limited service. This service should develop a transfer point
15 with the City Route. Possibly a route could be designed to include Wilson Industrial
16 Park and Rock of Ages Finishing Plant.

17
18 **Segment–Level Recommendations**

19
20 **Route 14 South of Williamstown Village**

21
22 Just south of Chelsea Road, the Route 14 road grade needs to be raised and/or drainage
23 provided through a wetland. During wet seasons, water is at the roadway edge
24 weakening the structure.

25
26 **Williamstown Village Center**

27
28 A Route 14 Bridge 58 south of the Village is functionally deficient. This section of
29 Route 14 needs paving. Key access to the interstate system from Williamstown Village
30 Center and the route 14 corridor is provided by Route 64. However, thru trucks are not
31 recommended to use the corridor thereby creating a circuitous route to/from the town's
32 commercial and industrial centers. There is only a limited supply of pedestrian facilities
33 currently in the village center. Pedestrian walkways could be improved along Route 14
34 and crosswalks provided in the Williamstown village center. Consideration should be
35 given to extend existing sidewalks from Mill Village along Route 14 to the village
36 center, then along Route 64 to the town school complex.

37
38 **Segment between Williamstown Village Center and South Barre**

39
40 Reconstruction of Falls Bridge Road to accommodate heavy trucks should be considered
41 as a potential means of providing alternative access to I-89 from Williamstown village
42 (rather than via Route 64 which is not recommended for trucks year-round) and as an
43 alternate path to the Montpelier area in combination with I-89 (rather than via Route 14
44 into Barre City). The assessment of potential impacts of a Falls Bridge Road
45 improvement should consider the effect of additional traffic on the intersection of Route
46 63 and Miller Road in Barre Town (a section of roadway classified as a High Crash
47 Location). There is a High Crash Location Segment in Barre Town

48
49 **South Barre Community Center**

50
51 The segment in the vicinity of the intersection of Route 14 and Route 63 is a High Crash
52 Location. Left turn lanes and access management were added, and the signal timing

1 changed to add a protected turn phase. Pedestrian improvements were also
2 recommended. The Route 14 and Bridge Street intersection is another area of concern,
3 and is a High Crash Location Segment. Limited sight distance from Bridge Street
4 creates a hazardous location. The intersection is under design to be signalized and turn
5 lanes added to Route 14. The sight distance can be improved at the current
6 intersection if the hill crest to the north is cut down. The absence of pedestrian
7 walkways in the built-up sections of this segment creates a hazardous situation for area
8 pedestrians. Sidewalks/pathways should be improved along Route 14 in Barre Town.

9 10 **Segment between South Barre and Route 302 in Barre City**

11
12 Two traffic signals have been installed at Route 14 and Parkside Terrace, and Route 14,
13 Hill Street, and Ayers Street. The Hill/Ayers Street is a High Crash Location, and
14 should be monitored to determine if the problems have been addressed. Signals and
15 turn lanes are being designed for the Route 14 and Quarry St intersection to address
16 congestion and truck access issues. The Route 14 and Prospect Street intersection is
17 also a High Crash Location. Turn lanes should be added at the intersection. The
18 sections of the sidewalk on Route 14 (South Main Street) from Prospect Street to the
19 City/Town Line needs replacement along the entire westerly side and along portions of
20 the easterly side in the vicinity of Circle Street.

21 22 **Route 14 Corridor (north)**

23 24 **Corridor-Level Recommendations**

25 26 **Highway System Recommendations**

27
28 Within Barre City and Barre Town, the roadway is functionally classified as a principal
29 arterial to the north from Route 302; from East Montpelier, through Calais and
30 Woodbury it is classified as a minor arterial.

31 32 **Segment-Level Recommendations**

33 34 **Barre City Downtown**

35
36 The key intersecting roadways along this segment are Route 302, Summer Street, and
37 Seminary Street. There are High Crash Locations. The absence of pedestrian walkways
38 along several sections of Route 14 in Barre City creates a hazardous situation for area
39 pedestrians. Sidewalks/pathways should be improved along Route 14 in Barre City. To
40 address safety concerns, the Route 14/Merchant St. Intersection is to be realigned.

41 42 **East Montpelier Village Center**

43
44 There are two intersections with safety problems in East Montpelier --- one at the
45 intersection of Route 14 with Route 2 west of the village center and one at the
46 intersection of Route 2, Route 14, and Quaker Hill Road at the village center. There is a
47 High Crash Location between both intersections. A traffic signal and turn lanes are
48 currently under design. The Route 14 bridge over the Winooski River in East
49 Montpelier is under design for replacement due to structural deficiencies.
50 VTrans is establishing a formal park-ride lot along Route 14 near Route 2 in East
51 Montpelier. Buses and electric vehicle charging should be accommodated.

1 **Segment from North Montpelier Village to East Calais Village**

2
3 It is recommended that the intersection of Route 14, Lightning Ridge, and Max Gray
4 Road be regraded and/or relocated to improve sight distance and motorist safety.
5 Bridge 74 is under design.
6

7 **East Calais Village Center**

8
9 The lack of pedestrian walkways in the East Calais village center produces undesirable
10 conflicts between vehicular traffic and pedestrian traffic. Sidewalks and traffic calming
11 should be considered.

12 The Route 14 intersections with Marshfield Road, and Moscow Woods Road should be
13 reconstructed. Bridge 77 is under design. Consideration should be given to
14 establishing a park-ride lot on Route 14 in Calais.
15

16
17 **Segment from Calais Village to South Woodbury Village Center**

18
19 VTrans bridge sufficiency ratings indicate the Route 14 bridge # 82 over Kingsbury
20 Brook is structurally deficient, and under design.
21

22 **South Woodbury Village Center**

23
24 Traffic calming measures should be investigated for the summer camp area and the
25 village center in conjunction with pedestrian system improvements. Limited park-ride
26 lot space may be available at the Woodbury town offices, designation should be
27 considered.
28

29 **Woodbury Village Center**

30
31 Traffic calming measures should be investigated for the village center in conjunction
32 with pedestrian system improvements.
33

34 **Segment north of Woodbury Village Center**

35
36 No needed transportation system improvements have been identified for this segment.
37 Existing roadside picnic areas provided by the VTRANS are well used and should
38 continue to be maintained.
39

40 **Route 17 Corridor**

41
42 **Corridor-Level Recommendations**

43
44 **Highway System Characteristics, Usage, and Recommendations**

45
46 The Route 17 traverses the Green Mountains via the Appalachian Gap and provides the
47 only year-round crossing of the Green Mountain range between I-89 and Middlebury
48 Gap. Route 17 is signed for "no trucks" during the winter months due to its steep
49 grades and potential for road closure in winter storms. Route 17 is functionally
50 classified as a major collector. The Fayston Town Plan has recognized scenic qualities
51 for Route 17, these qualities should be considered during corridor improvements.
52
53

1
2 **Transit System Characteristics, Usage, and Recommendations**
3

4 There is winter bus service from German Flats Rd. to Irasville, and limited service to
5 Mad River Glen.
6

7 **Segment-Level Recommendations**
8

9 **Irasville**
10

11 The principal intersection in Irasville is with Route 100. There are safety problems at
12 the intersection and on the Mill Brook bridge, due to sharp curves, poor lines of sight,
13 steep grades and inadequate bridge width. The Route 17 Bridge 38 over Mill Brook in
14 Waitsfield needs to be replaced because of functional deficiencies in the existing
15 structure. In conjunction with that project, relocation and realignment of the Route 17
16 intersection with Route 100 should be undertaken to improve safety. VTrans has
17 evaluated a roundabout alternative. Waitsfield and Fayston have a difference of position
18 on a solution..
19

20 **Segment between Irasville and German Flats Road**
21

22 This section of Route 17 should be designated as a bicycle route. The road needs
23 paving.
24

25 **West of German Flats Road**
26

27 The road needs paving.
28

29 **Segment West of Mad River Glen**
30

31 The road needs paving.
32

33 **Route 25 Corridor**
34

35 The Route 25 corridor has only a short segment within the Central Vermont Region.
36 Route 25 is classified as a minor arterial. No deficiencies have been identified for this
37 section.
38

39 **Route 62 Corridor**
40

41 **Corridor-Level Recommendations**
42

43 **Highway System Characteristics, Usage, and Recommendations**
44

45 The Route 62 corridor traverses the region starting in Berlin at an interchange with I-
46 89 and ending at Route 302 in Barre City. The corridor is functionally classified as an
47 expressway.
48

49 **Pedestrian and Bicycle System**
50

51 The Town of Berlin has proposed pedestrian improvements around the Mall area, to link
52 residential, employment and shopping areas proposed to be developed with a New
53 Town Center.

1
2 **Segment-Level Recommendations**

3
4 **Route 62 from I-89 to Berlin State Highway**

5
6 Within this segment of the Route 62 corridor, there is a High Crash Location at the
7 intersection of Route 62 with Berlin State Highway and Fisher Road. Signal timing
8 improvements are being made, and a turn lane added at Airport Rd. One of the spot
9 improvements which should be thoroughly considered is the reduction in the Route 62
10 speed limit. Another High Crash Location has been identified at the Route 62 Paine
11 Turnpike intersection. The Town is now planning for a “New Town Center” adjacent to
12 the mall. VT 62 should continue to be monitored, and improvements made to preserve
13 its function. The District 5 Commission will require all existing and new major
14 developments to contribute to traffic congestion improvements. Consideration should
15 made to develop a Transportation Management Association. Pedestrian walkways
16 should be improved/constructed in the vicinity of the Hospital, Berlin Mall, Berlin
17 Corners, and other development nodes along this section of the Route 62 corridor. The
18 Berlin park-ride lot off the Route 62 corridor is near or at capacity. It should be
19 expanded, and able to accommodate buses and electric vehicles.

20
21 **Route 62 from Berlin State Highway to Route 302**

22
23 The uphill merge of Berlin State Highway and Route 62, creates a hazardous situation.
24 Currently VTrans is removing an uphill lane of Route 62. This area is a High Crash
25 Location Segment. The Route 62, Route 302, Route 14 intersection and approaches are
26 High Crash Location Segments.

27
28 **Route 63 Corridor**

29
30 The Route 63 corridor extends from I-89 in Berlin into Barre Town where it terminates
31 at Route 14. The roadway is functionally classified as a minor arterial. The Route
32 63/14 intersection has been upgraded to include turn lanes, signal retiming, and
33 crosswalks. The intersection of Route 63 in Barre Town with Miller Road is considered
34 a High Crash Location. Improvements have been pursued to address the safety
35 problems, but the number of crashes remains the same. Most of the accidents involved
36 crossing/turning traffic from Miller Road in which sight distance was obstructed or
37 there was misjudgment on the speed of oncoming traffic. VTrans has relocated
38 guardrail and sign posts that might be contributing to this problem. They have also
39 realigned the intersection, changed the up hill lane configuration, and are now
40 considering adding warning lights activated by vehicle detectors. The long term
41 solution is to construct a grade separated diamond interchange.
42 VTrans is establishing a formal park-ride lot along Route 63 in Barre Town. Buses and
43 electric vehicle charging should be accommodated.

44
45
46 **Route 64 Corridor**

47
48 **Corridor-Level Recommendations**

49
50 **Highway System Characteristics, Usage, and Recommendations**

51
52 The Route 64 is functionally classified as an major collector. Reconstruction of Falls
53 Bridge Road has the potential means of providing alternative access to I-89 from

1 Williamstown village (rather than via Route 64 which is not recommended for trucks
2 year-round due to steep grades and sharp curves) and as an alternate path to the
3 Montpelier area in combination with I-89 (rather than via Route 14 into Barre City, then
4 the congested Route 302). The assessment of potential impacts of a Falls Bridge Road
5 improvement should consider the effect of additional traffic on the intersection of Route
6 63 and Miller Road in Barre Town (a High Crash Location).

7
8 **Segment-Level Recommendations**

9
10 **Route 64 from Route 12 in Northfield to I-89**

11
12 The Route 64/12 intersection is a High Crash Location Intersection. The
13 Williamstown/Northfield park-ride lot off the Route 64 corridor is near or at capacity.
14 It should be expanded, and or relocated, and be able to accommodate buses and electric
15 vehicles.

16
17 **Williamstown Village Center**

18
19 Within the Village Center, consideration should be given for additional pedestrian
20 pathways, in particular between the Village Center and the High School.

21
22 **Route 100 Corridor (south of Waterbury)**

23
24 **Corridor-Level Recommendations**

25
26 **Highway System Recommendations**

27
28 Route 100 (South) is functionally classified as a minor arterial. The Waitsfield,
29 Moretown, and Duxbury Town Plans have recognized scenic qualities for Route 100,
30 these qualities should be considered during corridor improvements. The land use and
31 development patterns of all the corridor communities contribute to the future levels of
32 demand and congestion along this corridor. This demand produces a need for capacity
33 improvements as described below. Sustainable land use development and
34 transportation facility improvements need to be balanced. Access Management should
35 be applied.

36
37 **Transit System Recommendations**

38
39 Develop a public transit connection between the Mad River Valley, Montpelier,
40 Waterbury, and/or Burlington. Extend Mad Bus - Valley Floor Shuttle to Moretown
41 Village and Harwood Union High School. Year round service has also been suggested.

42
43 **Pedestrian and Bicycle System**

44
45 There are current plans to construct a regional path called the Mad River Path.

46
47 **Segment-Level Recommendations**

48
49 **Segment between Warren Village Center and Waitsfield Village & Irasville Center**

50
51 Bridge 177 is structurally deficient, and under design for replacement.
52
53

1
2 **Waitsfield Village & Irasville Center**
3

4 In conjunction with a Route 17 bridge reconstruction, VTrans has considered designing
5 intersection improvements. A roundabout relocated to the south of the existing
6 intersection has been considered. Sidewalks, crosswalks, traffic calming, and gateways
7 should be provided to facilitate pedestrian movement.
8

9 **Segment from Waitsfield Village Center to South Duxbury**
10

11 The Route 100 bridge # 181 north of Waitsfield Village, and bridge # 186 over
12 Shepard's Brook, are functionally deficient. Consideration should be given to
13 establishing a park-and-ride lot near the intersection of Route 100/100b and in
14 Waitsfield Village.
15

16 **South Duxbury**
17

18 Provision of pedestrian facilities and institution of traffic calming measures should be
19 considered for South Duxbury due to the activity Harwood Union High School
20 generates.
21

22 **Segment from South Duxbury to Route 2**
23

24 The easterly unsignalized intersection of Route 2 and Route 100 in Moretown imposes
25 significant delay for the northbound Route 100 motorists (LOS F, for left turns onto Rt
26 2). The Crossett Brook School Area study, the Waterbury Village Circulation study and
27 the US 2/VT 100 Intersection study all recommended the long term solution was for a
28 roundabout to be installed with pedestrian improvements at the intersection and a safe
29 pedestrian access from Main Street in Waterbury to Crossett Brook Middle School.
30 There is a High Crash Location Segment.
31

32 **Route 100 Corridor (Waterbury)**
33

34 **Corridor-Level Recommendations**
35

36 **Highway System Characteristics, Usage, and Recommendations**
37

38 Route 100 north of Route 2 is functionally classified as a minor arterial.
39

40 The final report for the Vermont Route 100 Access Management Study recommends the
41 following: "access control policies are required along with proper land use planning and
42 growth management. The correction of spot safety problems, primarily at intersections,
43 is recommended for implementation in the short-term. For the intermediate-term,
44 Route 100 should be upgraded with turn lanes and shoulder widening. The long-range
45 improvements include the addition of climbing lanes on Shutesville Hill..." Specific
46 recommendations are described below in their appropriate segments. The Waterbury
47 Town Plan has recognized scenic qualities for Route 100 north of Waterbury Center,
48 these qualities should be considered during corridor improvements.
49
50
51
52

1 **Pedestrian and Bicycle System**
2

3 Waterbury has proposed the Route 100 Corridor Alternate Transportation Path from
4 Waterbury Center to Waterbury Village which will serve as an option to the heavily-
5 trafficked Route 100 and which will eventually connect to the Stowe bike path.
6

7 **Segment-Level Recommendations**
8

9
10 **Waterbury Village**
11

12 The Waterbury Village Circulation Study assessed traffic circulation through Waterbury
13 Village and recommended developing alternative routes be established to relieve the
14 congestion on Route 2 (Union St., Railroad St., Park Row, and Demeritt Place). North
15 and South Main S. through the Village is in poor condition including pavement, storm
16 drainage, sidewalks, and water & sewer mains. Plans have been developed for
17 reconstructing the street including sidewalks, bulbouts, underground placement of
18 utilities, and other streetscape improvements. The Waterbury park-ride lot off the
19 Route 100 corridor is near or at capacity, and access by bus is difficult. Additional
20 space in the area needs to be found that is suitable for buses and can accommodate
21 electric vehicles. The following are recommended specific actions:
22

- 23 • upgrade Route 100 between Blush Hill Road/Stowe Street and Colbyville;
- 24 • streetscaping in Colbyville;
- 25 • pedestrian facilities between Colbyville and the Ben & Jerry's site;
- 26 • installation of traffic signals when warranted at the intersections of Route 100 and
27 Laurel Lane.

28
29 **Segment between Waterbury Village and Waterbury Center**
30

31 The Route 100/Guptil Road intersection currently has congestion problems for Guptil
32 Rd. The following are recommended specific actions:
33

- 34 • widened shoulders between Colbyville and Waterbury Center along Route 100;
- 35 • a new town road (parallel to Route 100) linking Stowe Street and Guptil Road to
36 provide an alternate route network to relieve traffic congestion on Route 100;
- 37 • installation of traffic signals when warranted at the intersection of Route 100 with
38 Guptil Road; and
- 39 • northbound right turn lane at intersection of Route 100 and Guptil Road.
40

41
42 **Waterbury Center**
43

44 The following are recommended specific actions:
45

- 46 • sight distance improvements at Route 100 intersection with Howard Road;
- 47 • reconstruction of Hollow Road approach to Route 100 intersection; and
- 48 • consider one-way streets for Hollow Road and Howard Ave.
49

50 Traffic calming and sidewalks should be considered for Waterbury Center.
51
52
53

1 **Segment between Waterbury Center and Stowe Town Line**

2
3 Truck climbing lanes should be considered on the northbound and southbound
4 approaches to Shutesville Hill.

5
6 **Route 100B Corridor**

7
8 **Corridor–Level Recommendations**

9
10 **Highway System Characteristics, Usage, and Recommendations**

11
12 Route 100B is functionally classified as a major collector. The Moretown Town Plan has
13 recognized scenic qualities for Route 100B on either side of the Village, these qualities
14 should be considered during corridor improvements.

15
16 **Transit System Characteristics, Usage, and Recommendations**

17
18 Extend Mad Bus – Valley Floor Shuttle to Moretown Village and Harwood Union High
19 School. Develop a public transit connection between the Mad River Valley and
20 Montpelier. Year round service has also been suggested.

21
22 **Segment–Level Recommendations**

23 **Route 100B from Route 100 to Moretown Village Center**

24
25
26 The two Route 100B bridges south of the Village are functionally deficient.

27 **Moretown Village Center**

28
29
30 The Mountain Road intersection with Route 100B should be improved to provide
31 sufficient sight distance for all motorists. Provision of sidewalks in the village center
32 and institution of traffic calming measures to slow traffic should be considered.
33 Pedestrian facilities/bike lanes should be established in order to provide a link to
34 Waitsfield and eventually to Harwood Union School in South Duxbury. Consideration
35 should be given to establishing a park-and-ride lot in Moretown Village.

36 **Middlesex Village**

37
38
39 Sidewalks and traffic calming have been identified for the Village.

40
41 **Route 110 Corridor**

42
43 **Corridor–Level Recommendations**

44 **Highway System Characteristics, Usage, and Recommendations**

45
46 Route 110 is functionally classified as a major collector.

47 **Pedestrian and Bicycle System**

48
49
50
51 Washington has proposed the Washington Bicycle and Pedestrian Path which is planned
52 to connect the village area to Carpenter Park (with the potential to eventually connect
53 to the Central Vermont Regional Path).

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Segment-Level Recommendations

Washington Village Center

A bicycle and pedestrian path should be planned to connect the village area to the Palmer Recreation Field (with future consideration to extend to the Central Vermont Regional Path). Sidewalks and traffic calming should be considered.

East Barre Village Center

The intersection of Route 110 (Waterman Street) with Route 302 (Orange Road) and East Cobble Hill Road in Barre Town is a High Crash Location. A roundabout has been constructed. Traffic calming and sidewalks were also recommended. Bridge 21 is a candidate project. A realignment of the Route 110/Old RT 302/ Bianchi St is under design.

Route 214 Corridor

Route 214 is a major collector. No deficiencies have been identified.

Route 232 Corridor

Route 232 is a major collector. No deficiencies have been identified.

Montpelier State Highway

Montpelier State Highway is limited access, no direct development is permitted. Montpelier State Highway is functionally classified as an expressway. It is part of National Highway System as the facility which connects I-89 and Route 2.

There is a traffic signal in operation at the intersection of Montpelier State Highway and National Life Drive. The signal was installed primarily to enable vehicles to safely exit the National Life complex onto the state highway system. The intersection operates well within capacity and does not currently require any improvement.

Montpelier Junction State Highway

Montpelier Junction State Highway is classified as a local road although it is maintained by the state.

Recommendations to improve Dog River Road in Berlin will have a direct impact on Montpelier Junction State Highway. Any improvements to Dog River Road should be accompanied by complementary upgrades to Montpelier Junction State Highway. In the long-term, Dog River Road might be reconstructed to tie directly into Montpelier Junction State Highway, Montpelier State Highway, and the I-89 interchange. This would allow traffic between Route 12 and I-89 to bypass the congested Northfield Street (Route 12) intersection with Route 2. The potential to relocate Route 12 to Montpelier Junction State Highway and Dog River Road from Northfield Street, and

1 other possible alternatives should be investigated.

2

3 **Berlin State Highway**

4

5 Berlin State Highway is partly limited access, no direct development is permitted north
6 of Route 62. Berlin State Highway is functionally classified as a minor arterial. There
7 are two traffic signals currently operating along the Berlin State Highway corridor: (1)
8 at the intersection of Berlin State Highway and Route 302; (2) at the intersection of
9 Berlin State Highway and Route 62. The Route 302 and Berlin State Highway signal has
10 been upgraded including a protected phase for turning movements. This is a High
11 Crash Location at the intersection of Route 62 with Berlin State Highway and Fisher
12 Road. Signal timing improvements are being made, and a turn lane added at Airport Rd.
13 The Town is now planning for a “New Town Center” adjacent to the mall. VT 62/Berlin
14 State Highway should continue to be monitored, and improvements made to preserve its
15 function. The District 5 Commission will require all existing and new major
16 developments to contribute to traffic congestion improvements. Consideration should
17 be made to develop a Transportation Management Association.

18

19 **Berlin State Highway from Route 62 to Route 302**

20

21 The uphill merge of Berlin State Highway and Route 62, creates a hazardous situation.
22 A current study has considered removing an uphill lane of Route 62, building a jug-
23 handle at the Route 62/Fisher Rd. Intersection, or a roundabout. The uphill merge of
24 Berlin State Highway and Route 62, creates a hazardous situation. Currently VTrans is
25 removing an uphill lane of Route 62. This area is a High Crash Location Segment.

26

27 **Middlesex State Highway**

28

29 Middlesex State Highway is functionally classified as a major collector. No deficiencies
30 have been identified.