

2.0 VISION AND GOALS

2.1 Vision Statement

The VT 103 corridor is a critical southeast-northwest travel route across south-central Vermont. People and freight move through and within the corridor on a reliable and efficient multi-modal transportation system, village centers thrive, and rural and scenic areas are protected and enhanced.

2.2 Goals and Policies

The following goals have been identified to help achieve the corridor vision:

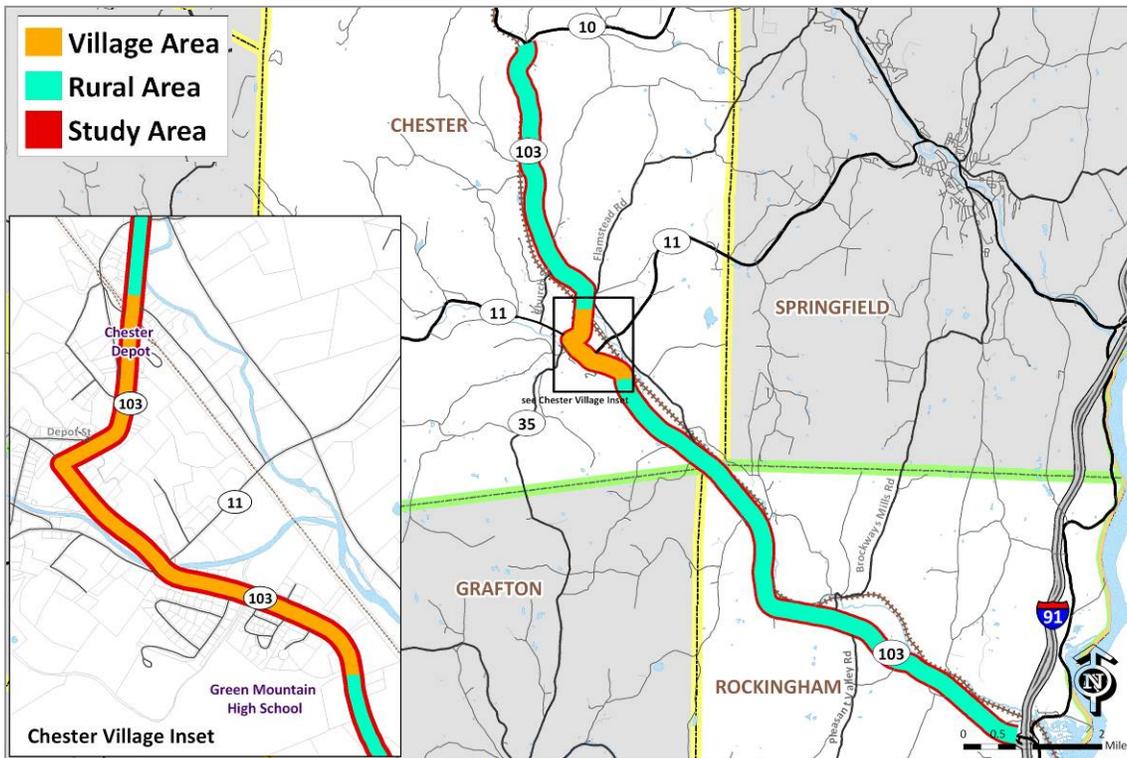
1. Provide an appropriate balance between through vehicle mobility and local access along the corridor.
 - Rural segments of the corridor: preserving mobility is a priority.
 - Maintain overall Level of Service C or better for all signalized and all-way stop controlled intersections along rural sections of VT 103 (see Figure 2)
 - Maintain overall Level of Service D or better for minor approaches to 2-way stop-controlled intersections along rural sections of VT 103
 - Maintain Volume/Capacity (V/C) ratio of 0.7 or less along rural sections of VT 103
 - Village centers and other activity centers: preserving local circulation and access, along with provisions for pedestrians and bicyclists is a priority.
 - Maintain Level of Service D or better for all intersections and approaches within village settings¹ (see map in Figure 2)
 - Maintain Volume/Capacity (V/C) ratio of 0.8 or less along village sections of VT 103
2. Manage congestion caused by peak hour tourist travel.
 - Design roadway improvements for the 30th design hour of traffic² to ensure that projects are not over-designed
 - Address ski area traffic and other tourist-peak travel times with transportation demand management strategies
3. Concentrate commercial and dense residential development within defined growth areas along the corridor and ensure that access to VT 103 in these areas is designed in a coherent manner, with appropriately sized driveways and shared- or consolidated access points and local circulation roads where possible.

¹ The intention is to provide LOS D or better conditions during the typical peak hour, not necessarily during peak tourist periods.

² In areas like the VT 103 corridor where tourist traffic makes up a significant portion of the traffic stream during certain months of the year, there is precedent for using a 50th or even 80th highest hour as a design hour for traffic analysis and design purposes. These decisions should be made on a case-by-case basis in coordination with the Town, Regional Planning Commission, and VTrans.



Figure 2: Map Showing Rural and Village Sections of the Corridor



4. Provide accommodations for continued freight truck movements that do not adversely impact on the form and function of the VT 103 corridor, adjacent businesses, and abutting properties.
5. Shift freight from truck to rail.
 - Participate and support regional and statewide rail initiatives that seek to upgrade the rail system outside of the corridor
 - Upgrade the rail infrastructure in the VT 103 corridor to accommodate enhanced freight rail service.
 - Evaluate the feasibility of an intermodal transfer facility in the corridor and potential locations.
 - Concentrate future industrial areas near the rail road and provide water, sewer and other infrastructure to those areas to attract industries.
6. Establish a strong and coherent connection between existing Town, Regional, and State development approval processes to ensure adequate and objective vetting of development proposals prior to the granting of approval.
7. Strive to achieve full cellular telephone service along the full corridor.
8. Identify innovative funding mechanisms, and utilize private developer contributions for off-site improvements to finance infrastructure improvements along the corridor.
9. Provide a safe and efficient transportation corridor by addressing areas with known safety deficiencies.



- Reduce the number of major crashes (involving a fatality, serious injury, or moderate injury) along the corridor by 5% between 2009 and 2019
 - Address all High Crash Locations within 5 years of identification
 - Maintain passenger vehicle and truck speeds at the posted speed limits
- 1 0 . Improve travel options for pedestrians, cyclists, and transit users.
- 1 1 . Enhance the natural, historic, and scenic attributes of the corridor through donated and purchased scenic easements, consolidated growth patterns, access management, and transferred development rights within sensitive areas.

