

# Chapter 4 – Transportation

## Goals, Policies, and Recommendations: Transportation

### Goals

1. Our Region's transportation systems ~~'s true costs are~~ follow context-sensitive designs with climate resiliency features, and are sustainably funded, constructed, and maintained. including costs to remediate impacts.
2. The Region's transportation infrastructure is adequately funded, well-designed, well-constructed, and well-maintained.
3. The Region's transportation system follows context-sensitive design, maintaining and enhancing the character of our downtowns, villages, hamlets, and rural areas.
4. Housing growth is largely located in areas served by transit services or within walking or biking distance to jobs and services.
5. All dense residential areas have transportation options beyond a single occupancy vehicle.
6. The Region's transportation and infrastructure are resilient to natural hazards.
7. Transportation development activities avoid adverse impacts to biodiversity and ecosystems (i.e., roadway extensions avoid encroaching on conservation and resource areas) while minimizing greenhouse gas emissions and water pollution.
- ~~8.2.~~ 9.3. The Region's transportation system ~~promotes~~ facilitates a strong regional economy.
- ~~9.3.~~ 10.4. Accessible and ~~diverse~~ public transportation options are diverse, available, and are available and easy to utilized throughout in the Region. ~~throughout the Region.~~
- ~~10.4.~~ 11. Single-occupancy vehicle-dependency is reduced.
- ~~11.~~ 12. There are increased rail (passenger and freight) services in the Region.
- ~~12.~~ The Region has a safe and broad network for pedestrians and bicyclists.

### Policies

1. Future rTowns and the State must ~~oad and parking projects should prioritize improving existing infrastructure over building new ones, in addition to adding build roads to withstand or avoid future flooding.~~ flood resilient features (i.e. using permeable materials).
2. Development that encourages strip development and sprawl are not consistent with this Plan.
3. Public transportation should serve high density development to reduce single-occupancy vehicles.

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

4. ~~New development shall not significantly degrade the roadway level of service (LOS) of the functionality of existing transportation system to D or worse and infrastructure, and should encourage multimodal transportation.~~
- 5.4. ~~New dDevelopment that generates daily a substantial amount of truck traffic that generates a substantial amount of truck traffic is only appropriate in Rural Areas shall only locate along paved roads that are immediately adjacent to Regional Growth Areas (as defined by this Plan), and only if existing infrastructure is sufficient to maintain traffic safety and rural character.~~
- 6.5. ~~High density development, including residential subdivisions or multi-family housing, shall not result in a degradation of the roadway level of service (LOS) to D or worse in Rural Areas. If the impact is LOS C or better, a traffic study may be required to mitigate impacts.~~
7. ~~Transportation projects in Rural Areas should not focus on expanding or adding additional roads. Instead, the focus should be on improving existing infrastructure for safety and flood resiliency.~~
8. ~~Commercial uses that generate a substantial amount of truck traffic, such as trucking terminals and manufacturing, are appropriate in those Interchange Areas that are not located within the Regional Center, consistent with more detailed use descriptions in the Land Use chapter.~~
9. ~~Commercial development that requires trucking should be located adjacent to major roads to reduce the need for additional investments in transportation infrastructure and to reduce the potential for vehicle and multi-modal conflicts.~~
10. ~~Commercial development that requires trucking should be located adjacent to major roads to reduce the need for additional investments in transportation infrastructure and to reduce the potential for vehicle and multi-modal conflicts.~~
- 11.6. ~~Public and private transportation infrastructure investments in Interchange Areas shall not enable encourage development that will have the effect of eroding the economic vitality and quality of life of the Regional Growth Area.~~
- 12.7. ~~New dDevelopment in Interchange Areas and Regional Growth Areas subject to Act 250 shall be designed to connect utilize internal roads and walkways with adjacent lots to minimize circulation systems that are conducive to multi-modal forms of transportation and shall be designed to share access points, reducing the potential for vehicle conflicts with main highways and maximize services that can be accessed from the same parking areas.~~
- 13.8. ~~Large-scale developments that have “substantial regional impact,” whether they are located within the TRORC Region or in a neighboring region, shall include transportation impact studies for each phase of development and shall mitigate any impacts identified as part of their permit.~~

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

- ~~14. New housing developments that trigger Act 250 must minimize reliance on single-occupancy vehicles as the sole means to access jobs and services by locating close enough to these areas, along transit routes, or through provisions that increase carpooling or additional transit.~~
- ~~15.9.~~ Multi-unit housing developers creating more than 25 units in a single project shall be required in Act 250 to make reasonable provisions for sidewalks where a sidewalks system is present or likely, and coordinate with public transit agencies on possible stops during site design for prior to construction to seek input on potential transit service access.
- ~~16. Multi-unit housing development proposals alongside that trigger Act 250 will include sidewalks, or their proportional cost of such, connecting the development to the main road when sidewalks are present, and distances are such that walking is a viable option.~~
- ~~17. Transportation development must be planned to minimize reduction of the resource value of forests and farmlands by using cluster development and ensuring that new community planning economizes on the costs of roads, utilities, and land usage.~~
- ~~18.10.~~ Major highways should minimize barriers to movement of wildlife, terrestrial or aquatic, especially in high priority wildlife crossings (as mapped by the Vermont Agency of Natural Resources), through more wildlife-friendly culverts, bridges, railings, and signage designed to avoid collisions.
- ~~19. Efforts to reduce total vehicle miles traveled and vehicle emissions are encouraged.~~
- ~~20. Future road and parking development shall not adversely affect flooding and reducing flood flows from existing pavement and gravel roads are encouraged.~~
- ~~21. Public access to noncommercial outdoor recreational opportunities, such as lakes and hiking trails, should be provided and protected wherever appropriate.~~
- ~~22. Transportation facilities should be developed and maintained in a manner that supports the tourism economy, while maintaining and enhancing the character of the Region's communities and protecting important natural and historic features of the Vermont landscape.~~
- ~~23.11.~~ Developments subject to Act 250 shall demonstrate that they have taken or will take reasonable steps to incorporate parking spots with electric vehicle charging stations in parking spots.
- ~~24.12.~~ Traffic calming projects are encouraged in for private development, and for town and state roads that are located within Regional Growth Areas, and any place where and/or have speed ing related safety concerns exist alongside active pedestrian and biking activity with vehicles. are encouraged.
- ~~25. More public transportation services should be provided for a greater percentage of the Region, with a particular focus on the needs of transit-dependent populations.~~

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

- ~~26.13.~~ Increased accessible paratransit and demand-response transit services (~~door-to-door or curb-to-curb~~) for elders and persons with disabilities are strongly encouraged.
- ~~27.~~ Opportunities for multi-modal transportation should be expanded within our downtowns, villages, and hamlets, with an emphasis on promoting safety and health.
- ~~28.14.~~ The number and design size of park and rides ~~lots~~ should ~~should be increased to better support regional public transportation needs when practical.~~
- ~~29.15.~~ Strategies ~~Employers are encouraged to allow telecommuting and teleconferencing~~ reducing total vehicle miles travelled are encouraged such as employers allowing telecommuting and teleconferencing options.
- ~~30.~~ Transportation infrastructure investments within Regional and Town Centers should improve circulation for vehicles and expand opportunities for pedestrian traffic. ~~Development that negatively impacts pedestrian travel is not appropriate in these areas.~~
- ~~31.16.~~ Town cConstruction projects ~~should~~ shall consider impro ~~accommodate~~ vements for bicyclists and pedestrians ~~s~~ by improving pavement and bike lane conditions such as adding to be central to the project purpose ~~street~~ , rather than an “enhancement.” ~~Accommodation for pedestrians includes not only the sidewalk surface but also amenities to make walking feel safer and more comfortable, including trees, signage, pavement plantings, benches, and lighting.~~
- ~~32.~~ Opportunities should be expanded for pedestrian transportation within our villages and hamlets, with emphasis on promoting safety and health.
- ~~33.~~ Pavement conditions should be improved on state routes to improve cycling conditions.
- ~~34.~~ TRORC supports efforts to improve existing rail infrastructure to broaden rail services by working with the Vermont Agency of Transportation to prioritize service lines.
- ~~35.~~ TRORC supports the implementation of the Northern New England Intercity Rail Initiative final recommendations for a Boston/New Haven to Montreal passenger rail service.
- ~~36.17.~~ TRORC ~~will~~ supports improved rail service along the I-91 corridor and will assist the State in improving service.
- ~~18.~~ Downtown parking areas should be increased.

### Recommendations

- ~~1.~~ TRORC ~~will assist towns to develop capital improvement plans that address paved and gravel road maintenance costs.~~
- ~~2.1.~~ \_\_\_\_\_ Towns should identify dead-end Class 3 town roads that serve few structures and consider reclassification to Class 4 to reduce town expenses.

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

- ~~3.~~ Towns should identify any local bridges that are redundant and can be abandoned or removed, or that need not be rebuilt if destroyed.
- ~~4.~~ TRORC will support regional coordination efforts by transit providers to achieve cost efficiencies if services are not negatively affected.
- ~~5.~~ TRORC will continue to review and participate in Act 250 permit proceedings.
- ~~6.~~ TRORC will work with towns and the Vermont Agency of Transportation to achieve context-sensitive solutions that enhance historic, scenic, and agricultural properties of roadways.
- ~~7.~~ TRORC shall support efforts to develop context-sensitive municipal parking facilities in Regional Growth Areas.
- ~~8.~~ TRORC will encourage communities to develop land use regulations that promote reduced density in Rural Areas consistent with state planning law.
- ~~9.~~ TRORC will work with housing providers and developers to ensure that new multi-family housing, assisted living facilities, and health and human service facilities be near services in village and regional growth centers and along public transit stops.
- ~~10.2.~~ TRORC will work with towns during plan and bylaw revisions to further connect connect housing needs to transportation systems efficiency.
- ~~11.~~ The Vermont Agency of Transportation and TRORC's Transportation Advisory Committee will work to reduce wildlife crossing collisions through wildlife-friendly culverts, bridges, railings, and signage designed to avoid collisions.
- ~~12.3.~~ TRORC will work with local highway departments as requested to assist with compliance with the Municipal Roads General Permit to minimize stormwater runoff, minimize road/river conflicts, and minimize roadway erosion.
- ~~13.4.~~ TRORC will assist the towns in owns minimizing should minimize the use of impervious surfaces for parking through shared parking, reduced parking requirements when supported by data, or phased parking development when demand arises.
- ~~14.~~ The Vermont Agency of Transportation, FEMA, ANR, the Vermont Department of Public Safety, and others involved in flood recovery should address wildlife and aquatic passage needs in new construction and upgrades of bridges and culverts when feasible.
- ~~15.~~ TRORC will continue to assist towns with their efforts to improve public access to outdoor recreational opportunities, while ensuring consistency with local and regional land use plans.
- ~~16.5.~~ TRORC will continue to ensure that regional transportation planning activities are integrated with land use planning and economic development planning efforts.
- ~~17.6.~~ TRORC will offer support to towns in capital budgeting for transportation facilities and related equipment.

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

- ~~18.7.~~ TRORC will continue to work with towns to identify and address road safety risks through the Vermont Agency of Transportation’s ~~Systemic Local Roads Safety Program~~ Strategic Highway Safety Plan, and through town requested Road Safety Audits. ~~Focus on roads that have development proposals and/or are expected to support increased development. If the State declares a road or intersection a high accident location, then conduct a road safety audit and advocate for those improvements to be implemented.~~
19. ~~TRORC will continue conducting speed studies as requested by towns.~~
20. ~~TRORC will work with towns to promote traffic calming, such as conducting speed studies when requested including development of road standards that promote traffic calming in private development.~~
- ~~21.8.~~ TRORC will work with towns and Vermont Agency of Transportation to identify poor pavement conditions for improvement. ~~TRORC will continue collaborating with Vermont Agency of Transportation on paving projects, and district leveling prioritization.~~
22. ~~TRORC will offer town support as needed as liaisons for Vermont Agency of Transportation projects.~~
23. ~~VTrans should take over Route 132 as a state highway.~~
24. ~~TRORC will advocate for increased funding for more robust transit services.~~
25. ~~TRORC will continue coordinating with agencies in providing transportation services for the elderly and people with disabilities.~~
26. ~~TRORC will support the development of the Upper Valley U.S. Route 4 commuter bus service.~~
- ~~27.9.~~ TRORC shall assist interested communities with studies and planning designed to improve multi-modal networks in Regional and Town Centers, such as the development of the Upper Valley U.S. Route 4 commuter bus service.
- ~~28.10.~~ TRORC will assist public transit providers in assessing unmet transit needs and developing strategies to meet those needs. Strategies could include, but are not limited to, improving coordination between providers to identify and address underutilized capacity of existing services.
29. ~~TRORC will advocate for and support providers in continuing to adopt technologies that help reduce costs, improve efficiency, and enhance service quality.~~
30. ~~TRORC will support regional efforts to disseminate public information about available transit options.~~
- ~~31.11.~~ The Transportation Advisory Committee (TAC) shall continue to identify park and rides and those in need of state investments and improvements, ~~including the lot at the Hartford I 89/I 91 interchange (CMG PARK(12)SC).~~

## CHAPTER 4– GOALS, POLICIES, AND RECOMMENDATIONS

- ~~32.12.~~ ~~Towns should apply to the Municipal Park and Ride Program and expand the regional park and ride network.~~ TRORC will work with towns and the Vermont Agency of Transportation to implement pedestrian and bicycle accommodations (including transit connectivity) in all its planning, engineering, and construction related activities. This may include the development of free-standing Bicycle and Pedestrian Plans.
- ~~33.13.~~ TRORC will work with towns to support land use regulations (i.e. ~~that~~ increasing the density and mixed-use development pattern) that improves walking and bicycling conditions.
- ~~34.~~ ~~TRORC will cooperate with private and public initiatives that seek to market walking and bicycling in towns and the Region.~~
- ~~35.14.~~ TRORC will continue to support municipal planning for safe routes to school, especially within densely settled villages or town centers.
- ~~36.~~ ~~TRORC will advocate that commercial and other development projects invest in transportation infrastructure and services to increase use of alternative modes such as bicycling, walking, or transit, or provide necessary rights-of-way to allow later investment in those facilities.~~
- ~~37.~~ ~~TRORC will support efforts to incorporate electric vehicle charging infrastructure into formal park and ride lots and other appropriate locations, as practicable~~