



Access Management Plans for Two Vermont Corridors: Methods Applied and Lesson Learned

Prepared for:

7th Conference on Access Management

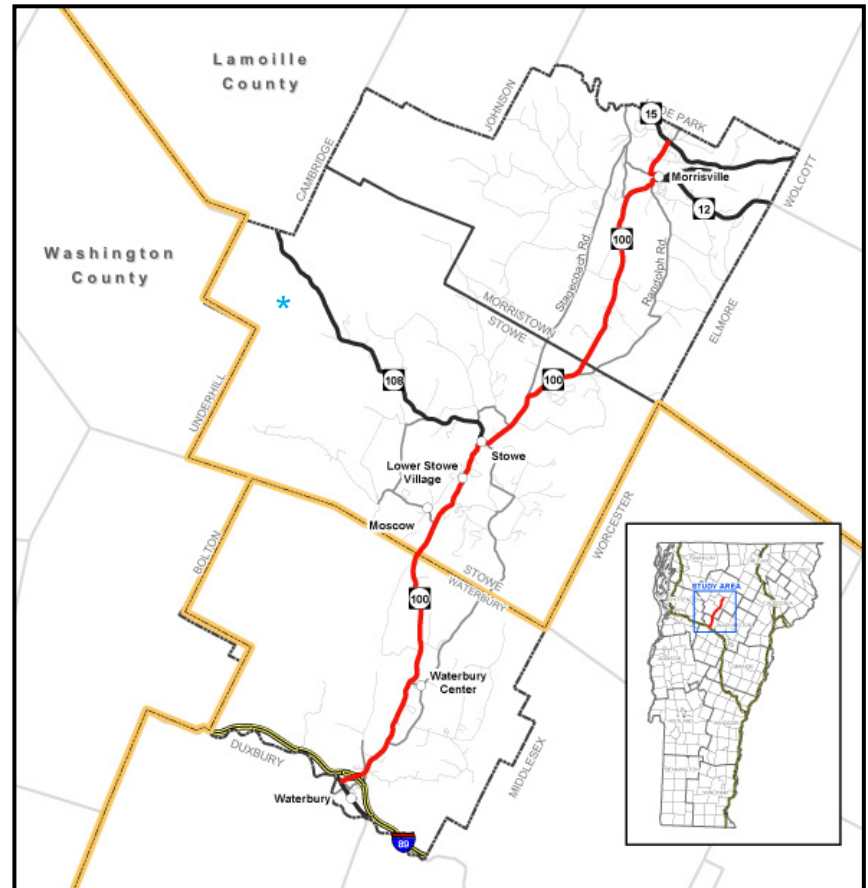
August 2006

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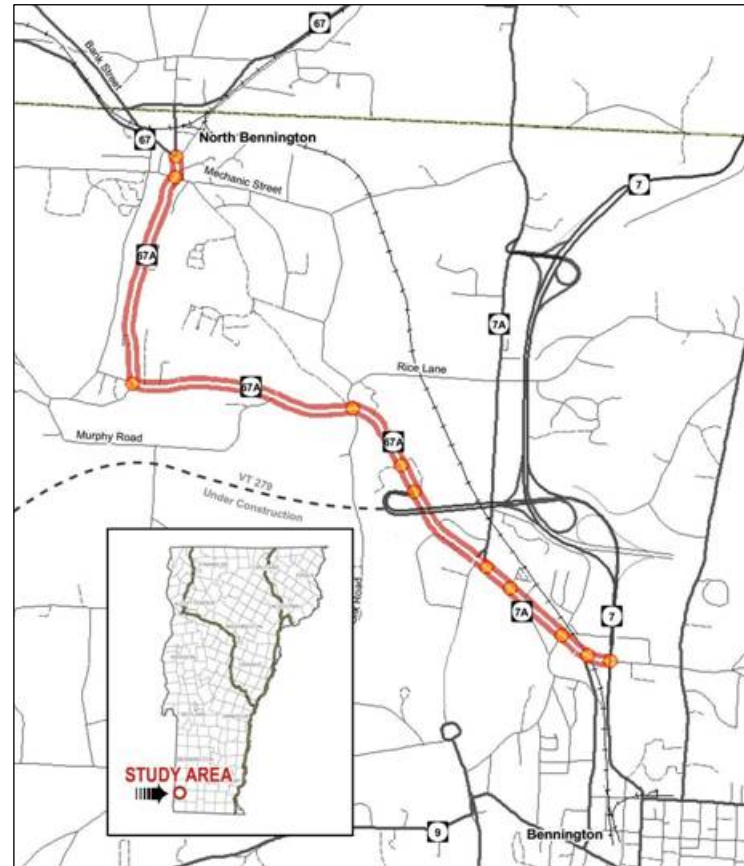
Presentation

- Study Areas Overview
- Methods
- Planning and Land Use Recommendations
- Public Outreach
- Recommendations and Lesson Learned

Waterbury – Stowe – Morristown VT 100



Bennington – VT 67A/7A Corridor

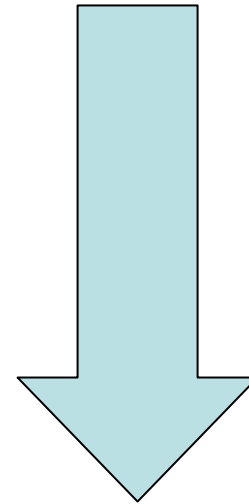


Methods Based on Access Management Principles

- Provide specialized road network
- Provide efficient transitions between roadway classes

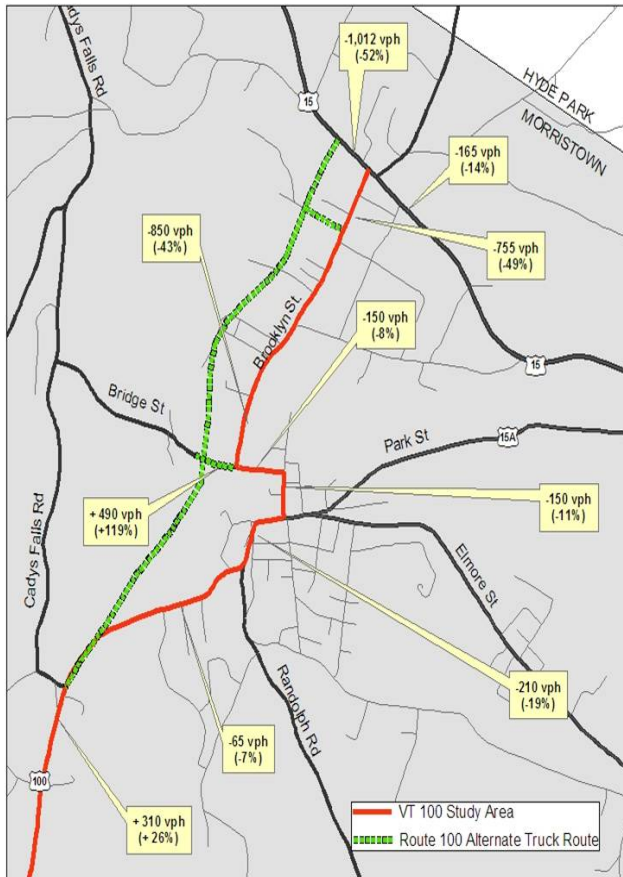
- Limit direct access to higher class/speed roads
- Limit or separate the number of conflict points
- Separate turning and through traffic

System-wide
(Functional Class)

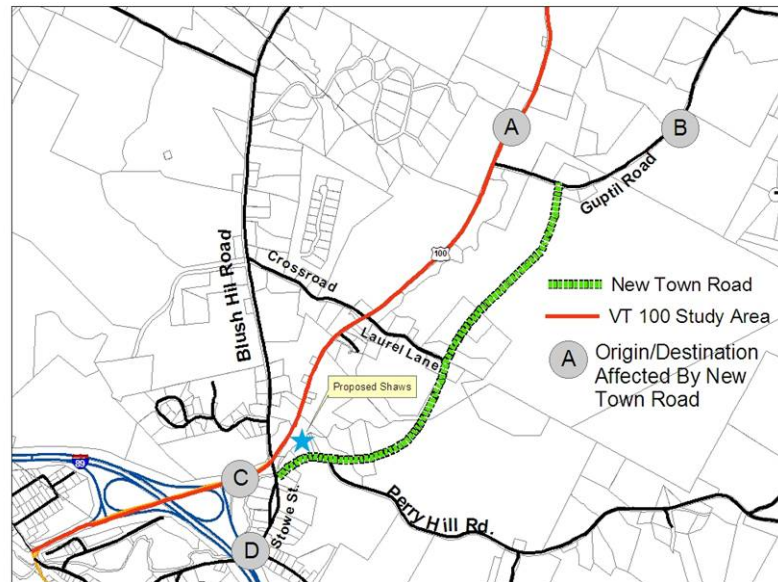


Location Specific
*(Access Management Category
& Design Guidelines)*

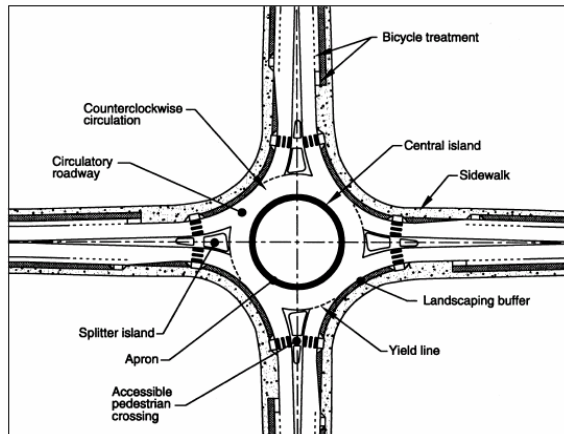
Specialized Highway Network



VT 100 Access Management Plan

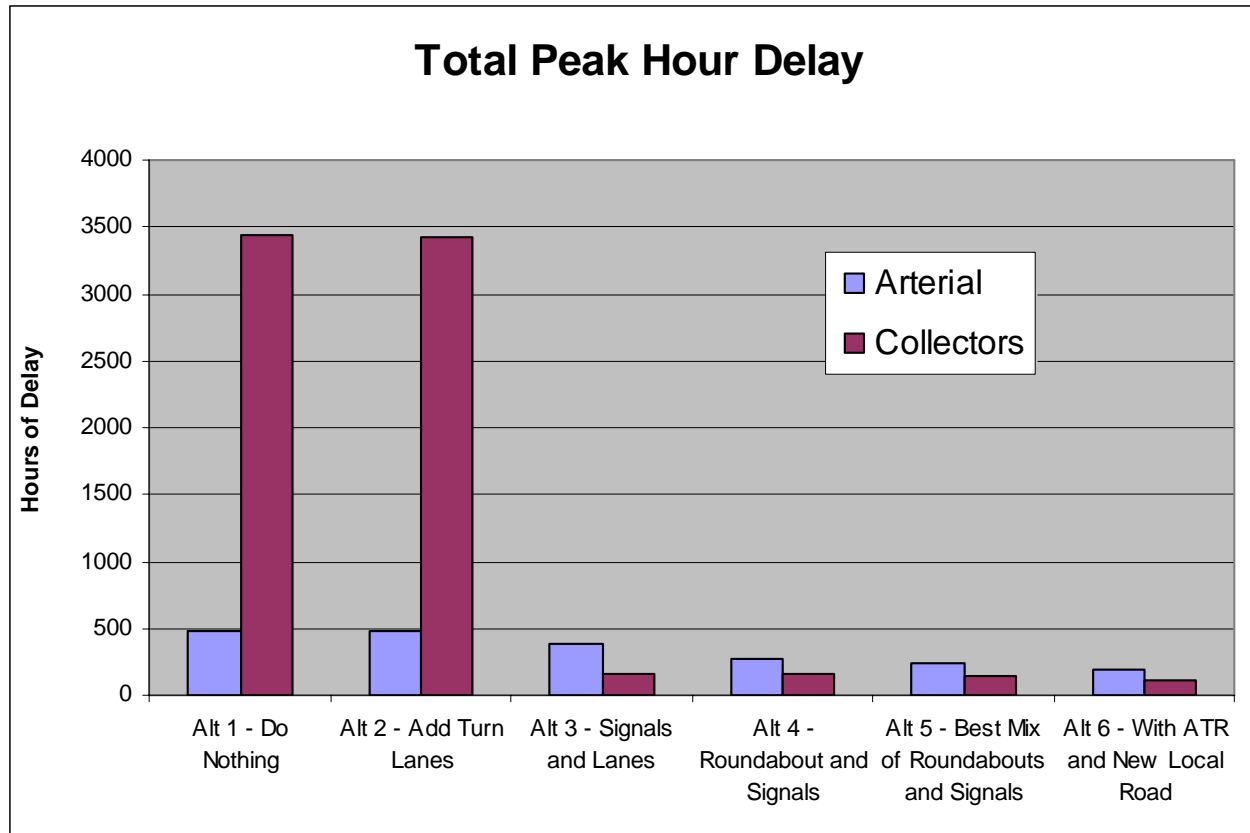


Efficient and Safe Connections



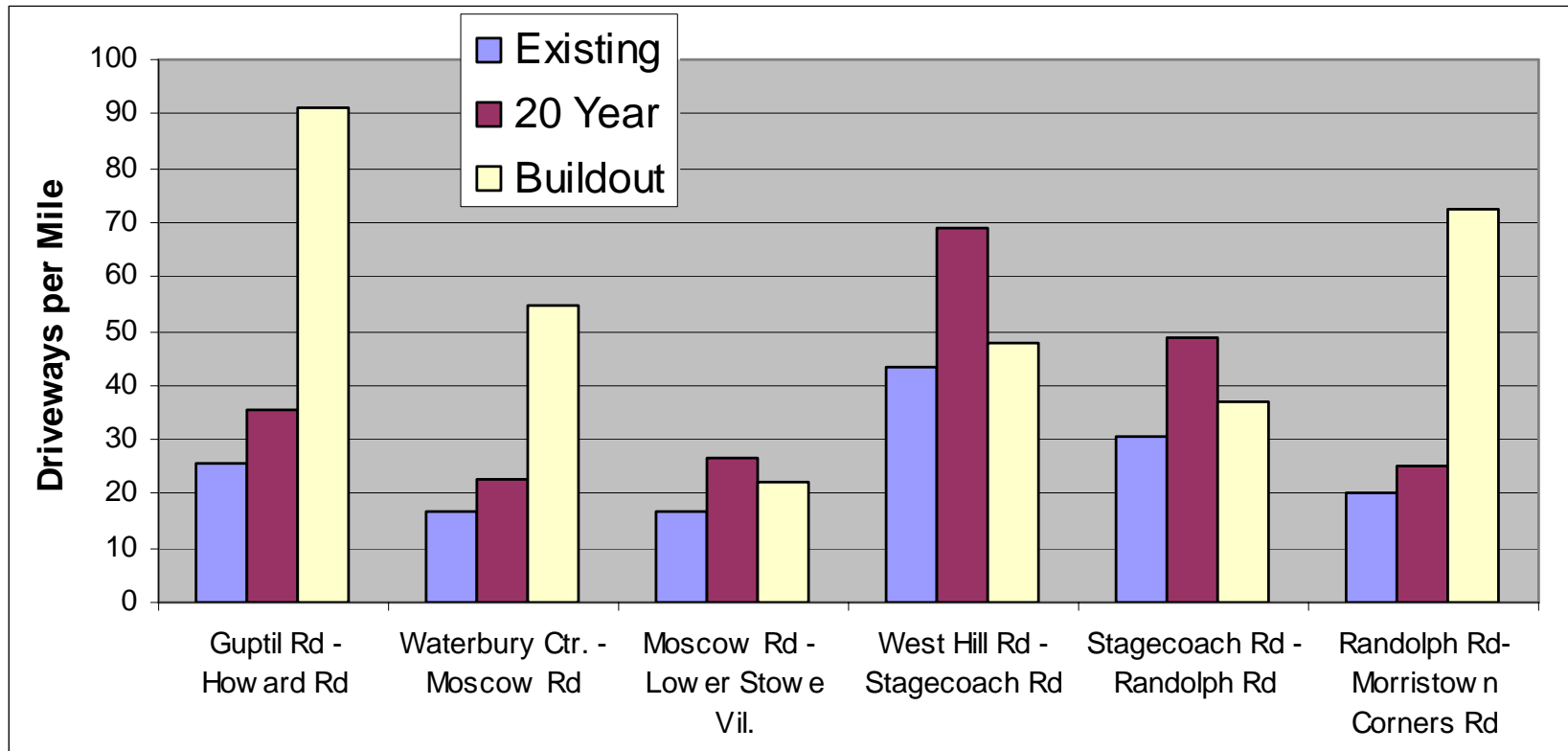
- Alt 1 – Do Nothing
- Alt 2 - Add Turn Lanes
- Alt 3 - Signals with Lanes as Required
- Alt 4 - Roundabouts with Signals
- Alt 5 - Best Mix of Roundabouts and Signals
- Alt 6 - Changes with ATR and New Town Road

Provide Efficient and Safe Connections



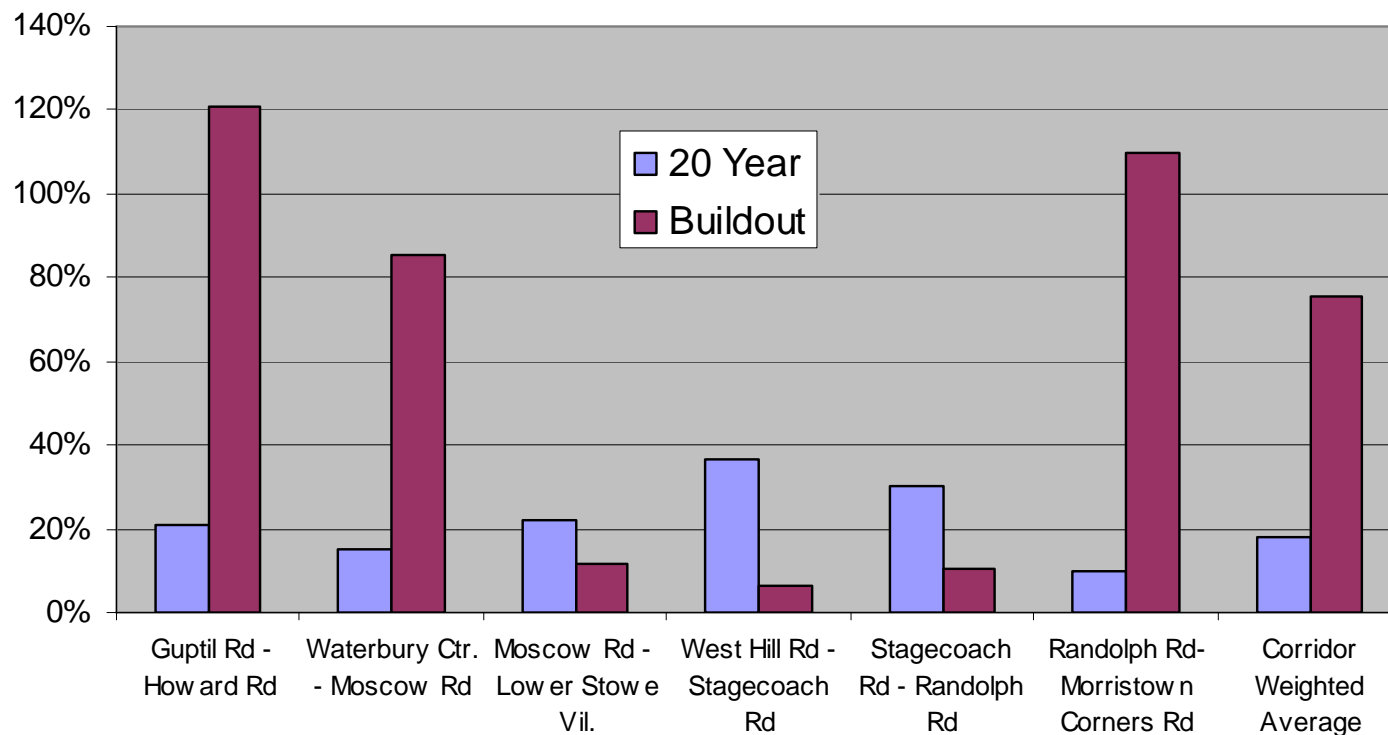
**BALANCING
MOBILITY
AND
ACCESS**

VT 100 - Driveway Forecasts



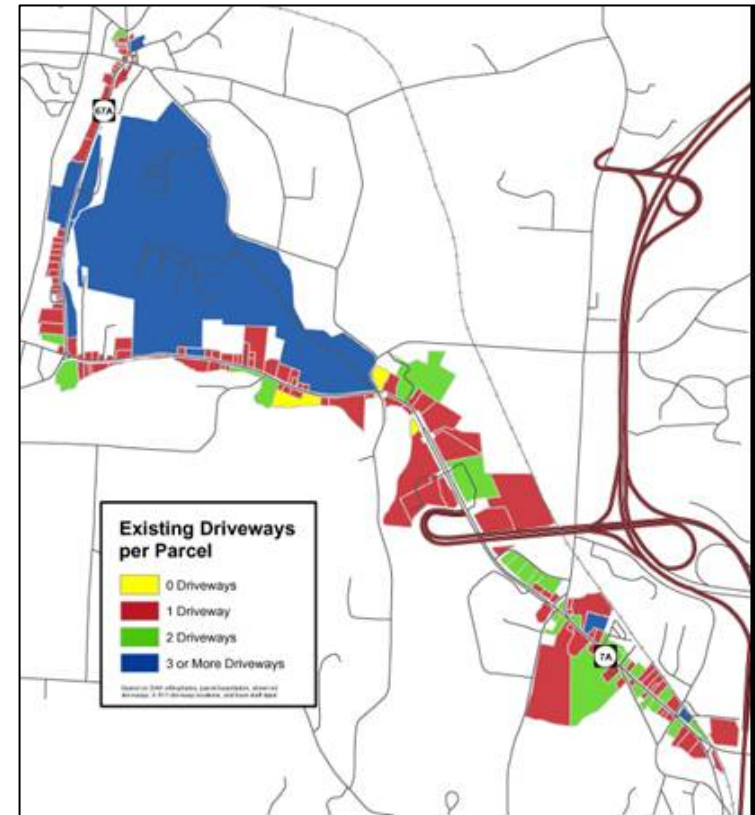
Impact of Projected Driveways on Safety

VT 100: Change in Crash Rates due to Driveways

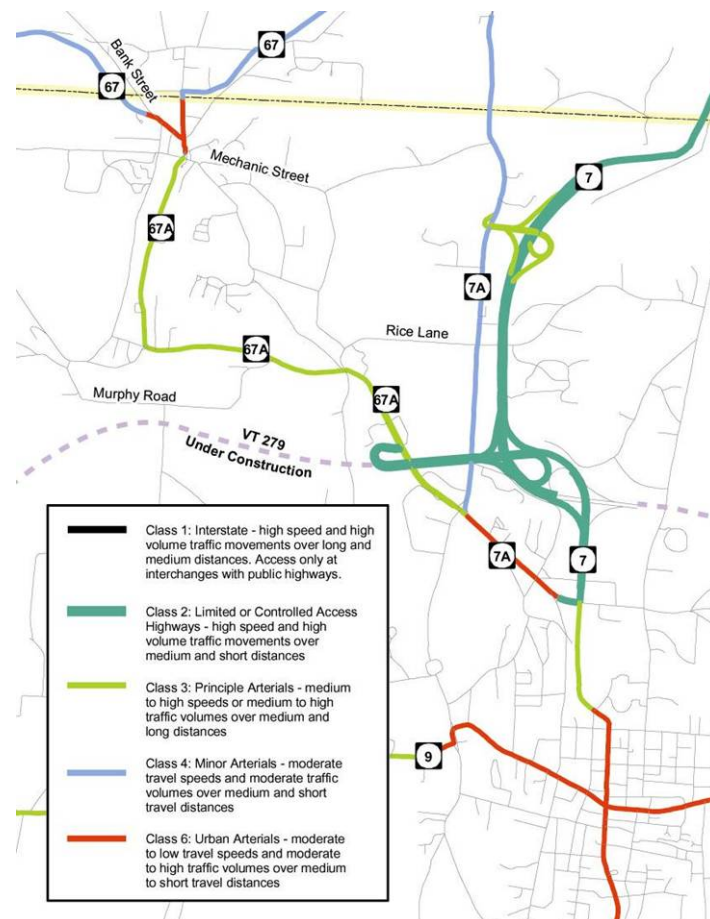
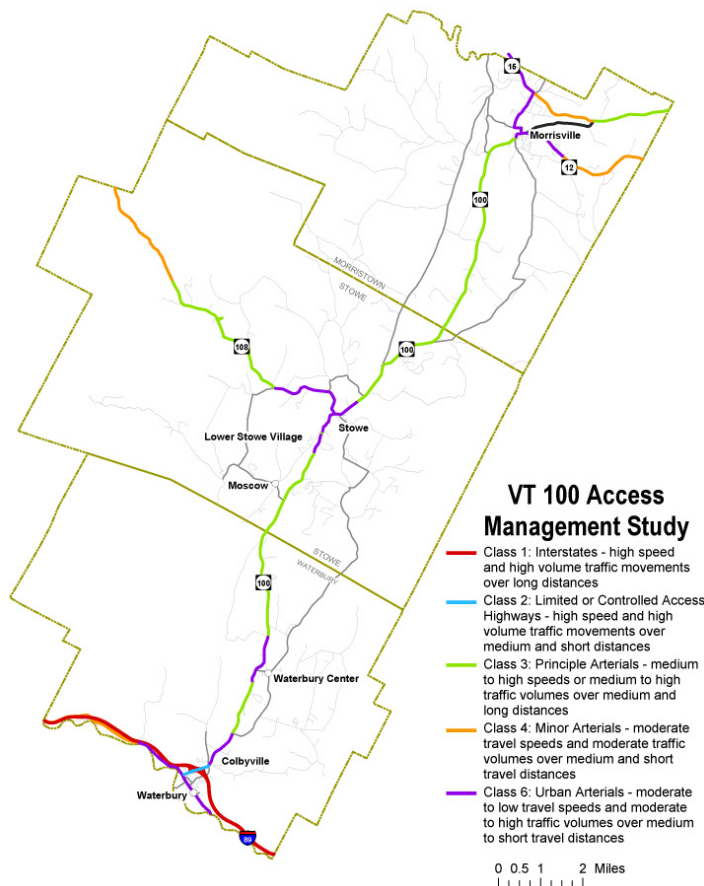


VT 67A/7A Driveways and Safety

- Only 4 parcels are not occupied
- Many parcels have too many access points
- Number of crashes will increase with traffic growth
- Reduce existing number of driveways by 25% eliminates future increases in crashes

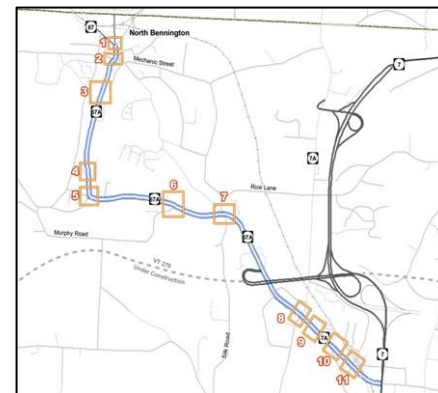
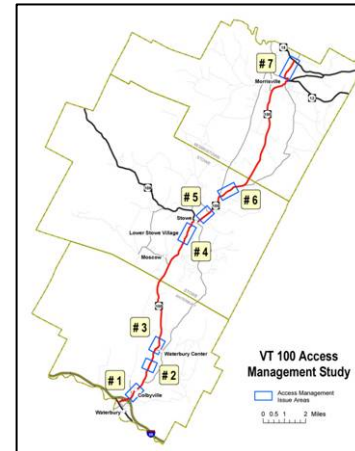


Access Management Classification System



Location Specific Access Management Issues

- Focus Areas
- Standards
 - *Limit direct access from adjacent parcels to VT 100.*
 - *Well defined edges and proper access width.*
 - *Adequate spacing between driveways*
 - *Adequate corner clearance between driveways and major intersections.*

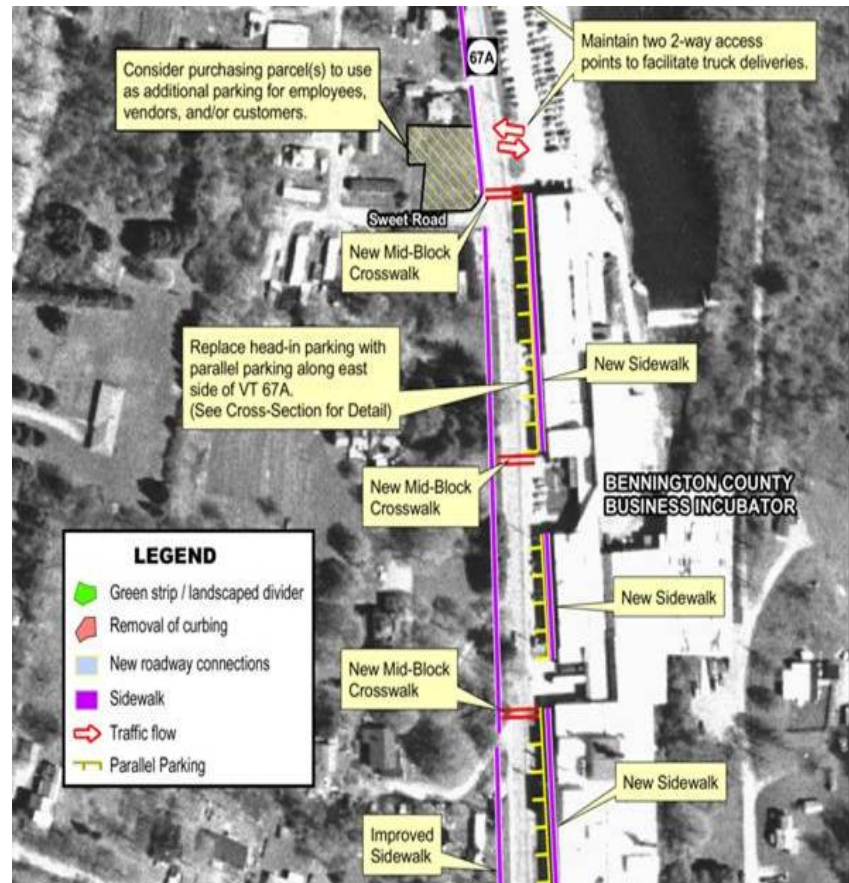
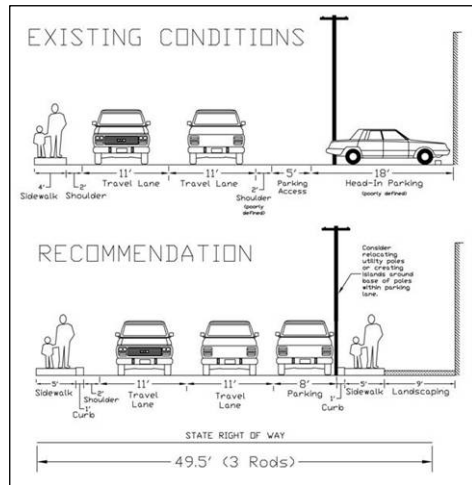


VT 100 – Conceptual Improvements

- Driveway consolidation
- Turning lanes
- Cross-lot connections
- Connect access to traffic signal



Streetscapes and Access Management



Planning Recommendations

- Municipal Plans
 - Incorporate Access Management Plan by Reference
 - Review land use districts and uses near intersections
 - Include Access Management Section in Transportation Element
- Non Regulatory Tools
 - Adoption of VT 100 AM Plan
 - Capital Budget Plan
 - Official Town Map
 - Road Impact Fee Ordinance
 - Acquisition of Land or Interest in Land

Regulatory Recommendations

- Adopt an Access Management Overlay District
- Adopt Basic Access Management Design Guidelines
- Update site plan, conditional use and/or subdivision standards
- Incorporate VTrans Access Management Guidelines in local regulations
- Define the timing and sequence for obtaining local and state access approval
- Change access management classifications near interchanges

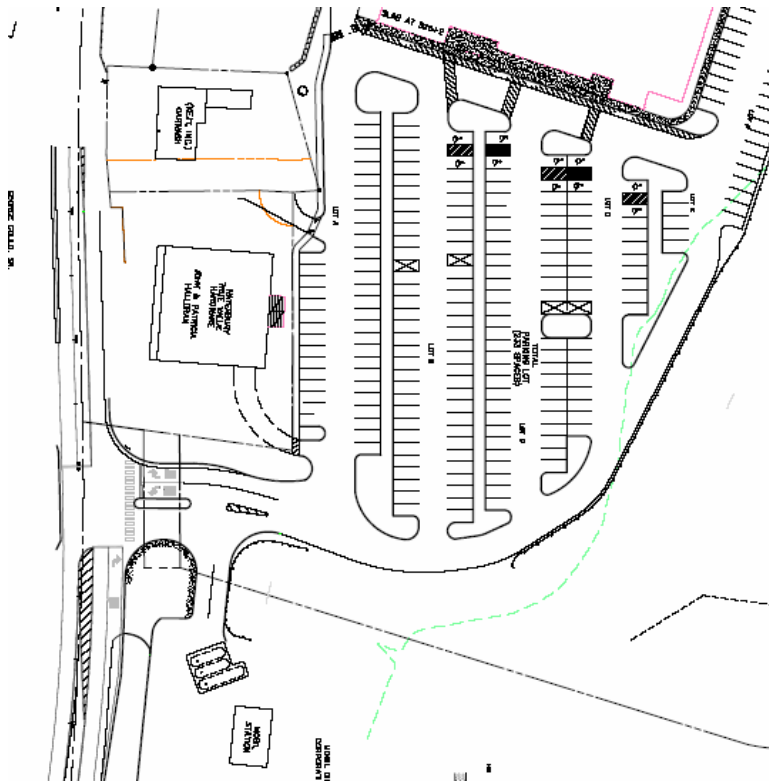
Coordination

- Establish Corridor Advisory Committee
- Adopt consistent access management guidelines along the corridors
- Intergovernmental Access Management Agreement
- Continued Participation in Joint Planning Studies
- Collective support for projects requiring legislative approval
- Collective and individual participation in Act 250 proceedings

Public Outreach

- Regular Steering Committees
- Meetings with Regional and Local Planning Commissions and General Public
 - Neutral Reaction to Access Management
 - Coordination concerns
 - Expanding purpose of study to address bicycle/pedestrian issues, transit, etc
 - Different goals in different sections of corridor

What has happened since?



Lessons Learned

- AM Plan should be System-wide to Location Specific
- Total delay effective way to measure the mobility – access balance
- Predicting number of new driveways based on build-out is eye opening as its own measure and provides useful input to other analyses
- On a corridor-wide level design recommendations must be conceptual and should indicate flexibility (with limited budget)
- Be strategic about public outreach
- Land use planning and regulation is key to implementation
- Access management techniques for arterials in cities and villages are needed