



- Documentation for:

## **VT 15 CORRIDOR MANAGEMENT PLAN SUMMARY**

- Prepared for the:

**Lamoille County Planning  
Commission; and  
Chittenden County Metropolitan  
Planning Organization**

30 November 2004

Final Report



## MEMORANDUM

To: David Pelletier, Lamoille County Planning Commission  
David Roberts, Chittenden County MPO  
From: Joseph Segale, P.E.  
Subject: VT 15 Corridor Management Plan  
Date: 30 November 2004

Resource Systems Group in partnership with LandWorks is pleased to submit this summary of the VT 15 Corridor Management Plan. The study area extends from the Essex/Jericho Town line in Chittenden County, through Lamoille County, to Hardwick located in Caledonia County.

The following two goals were developed for the study area based upon technical analyses and public input:

- In village centers VT 15 should be designed to enhance the quality of life for village residents, businesses, and visitors; and
- Along rural and transitional areas VT 15 should be designed to provide a high level of mobility and safety for through traffic.

To help achieve these goals, the plan presents a list of transportation system recommendations and identifies land use planning and regulatory tools that will help preserve VT Route 15's function as a minor arterial while protecting and eventually enhancing the quality of life throughout the study area.

The recommendations presented in this plan will be used by the LCPC, CCMPO, and VTrans as they work together to identify and implement different transportation projects along VT 15. The land use recommendations should be reviewed by the different municipalities in the study area and incorporated into land use plans and regulatory documents as they are developed and updated. The data summarized in the document, such as existing and future traffic projections, existing truck volumes, safety analyses, roadway and bridge conditions, zoning and existing land use, and population and employment projections will serve as a resource for other local and regional planning efforts in the corridor.

Thank you for the opportunity to assist the LCPC, CCMPO, and members of the Project Advisory Committee with developing this plan.

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## **VT 15 PROJECT ADVISORY COMMITTEE**

This plan would not have been possible without the local knowledge, expertise, support, and time offered by the members of the VT 15 Project Advisory Committee.

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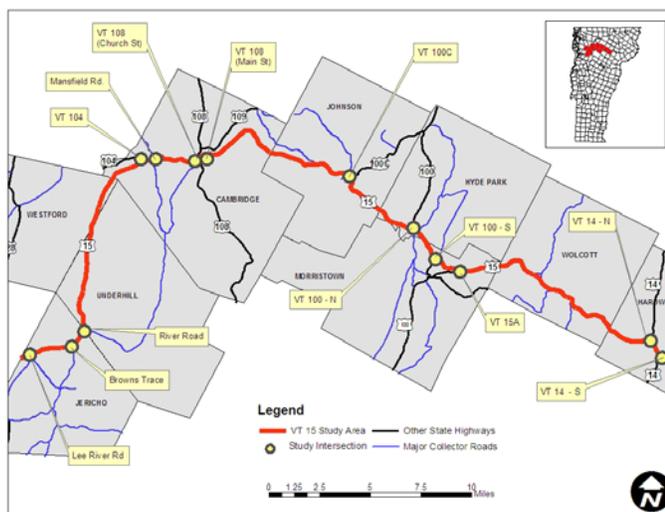
## INTRODUCTION

This document presents a corridor management plan for VT 15 from the Essex/Jericho Town line in Chittenden County, through Lamoille County, to Hardwick located in Caledonia County. The study area is shown in Figure PS-1: Study Area. The plan presents a list of transportation system recommendations and identifies land use planning and regulatory tools that will help preserve the corridor's function as a minor arterial while protecting and eventually enhancing the quality of life throughout the study area.

This plan is a joint effort between the Lamoille County Planning Commission (LCPC) and the Chittenden County Metropolitan Planning Organization. A project advisory committee (PAC) reviewed drafts of project memoranda, and assisted with technical and policy questions, local knowledge, and public outreach efforts. The PAC included staff from the LCPC, CCMPO and the Northeastern Vermont Development Association (NVDA), VTTrans, and representatives from the communities in the corridor. The study was completed by Resource Systems Group, Inc. (RSG) with assistance from LandWorks.

The recommendations presented in this plan will be used by the LCPC, CCMPO, and VTTrans as they work together to identify and implement different transportation projects along VT 15. The land use recommendations should be reviewed by the different municipalities in the study area as they move forward with updating or developing land use plans and regulatory documents. The data summarized in the document, such as existing and future traffic projections, existing truck volumes, safety analyses, roadway and bridge conditions, zoning and existing land use, and population and employment projections will serve as a resource for other local and regional planning efforts in the corridor.

**Figure PS-1: Study Area**



## DEMOGRAPHICS AND EXISTING LAND USE CHARACTERISTICS

The study area includes 29,157 people and provides approximately 9,500 jobs. Population grew faster in the study area than the statewide average between 1980 and 2000. Although the towns with smaller populations grew at a faster rate, the largest share of the population growth occurred in Jericho and Cambridge. The number of households in the study area grew at a faster rate than the population, which is consistent with national trends. Morristown has the largest number of employees in the study area and captured over 50% of the employment growth in the study area between 1990 and 2000.

The study area passes through nine municipalities, and for the most part, is dominated by rural sections of highway. The rural sections of highway are dotted by village centers and highway commercial areas. Village centers are located at Jericho Corners, Underhill Flats, Cambridge, Johnson, Wolcott, and Hardwick. VT 15 also passes through the highway commercial areas on the outer edges of Jeffersonville Village and Morrisville. VT 15 bypasses the Village of Hyde Park at the VT 100-Norh intersection through a mostly rural location. All have adopted comprehensive plans. The towns of Cambridge and Johnson, and the villages of Jeffersonville and Johnson do not have zoning or subdivision regulations.

The following land use and natural resource characteristics are prevalent throughout the study area:

- Variable right-of-way conditions due to the presence of historic buildings and agricultural structures close to the highway;
- VT 15 is the “Main Street” through the village centers;
- Suburban development patterns are emerging particularly in the Jericho - Underhill sections with its implications for increased trip generation, traffic conflicts and increased demand for bicycle and pedestrian facilities;
- Scenic and natural resources are readily visible and present along stretches of the highway. The scenic beauty is an element that often warrants some degree of view protection and sensitivity in planning and development;
- Ongoing scatter site development along the route has the potential for functional conflicts, aesthetic and environmental impacts such as tree removal and storm water runoff increases; and
- All along the study area floodplains and the rivers meander, cross, close in and flow away - constraining the highways’ right of way. Thus, this river valley is home to scenic, cultural, archaeological and natural resources, which characterize the special qualities of this corridor and influence the future improvements and developments along its route.



## TRANSPORTATION SYSTEM CHARACTERISTICS AND OBSERVATIONS

The role of VT 15, which is classified as a minor arterial throughout the study area, is to serve both through traffic while providing some level of access to adjacent land and to the local and collector highway system. The balance between mobility for through traffic and access to adjacent land use is challenged as VT 15 passes directly through the village centers of Jericho Corners, Underhill Flats, Cambridge, Johnson, Wolcott, and Hardwick.

In these locations, the ability to move through traffic is reduced because there are more conflicts with turning vehicles, speeds are slower, and the roadway must be shared with crossing pedestrians, bicyclists, and on-street parking. At the same time, the through traffic has a negative impact on safety and overall quality of life for residents and business owners along the roadway.

Almost all of VT 15 in the study area is owned and maintained by the State of Vermont. As such, the state is responsible for maintenance and operation, and controls design decisions and access to the highway.

VT 15 is a two lane highway throughout the study area, travel lanes are typically 12 feet wide, and shoulder widths vary considerably. The existing roadway width does not satisfy the Vermont State minimum travel and shoulder width guidelines throughout much of study area.

VT 15 has been identified as a bicycle route by the LCPC Transportation Advisory Committee (TAC). The TAC recognized that most of the shoulder widths along VT 15 do not meet their own minimum standards to accommodate bicycle travel (three feet).

There is one official VTtrans park-and-ride lot located in the study area just east of the VT 104/VT 15 intersection in Cambridge and four un-official lots located throughout Lamoille County. The CCMPO has identified scoping for a new park-and-ride lot in Underhill Flats in the general vicinity of the VT 15 intersection with Steam Mill Road. Park-and-ride lots are an important part of the system because the percentage of commuters sharing rides ranges from 9% to 17% depending on the town.

Demand response public transportation for people with disabilities and the elderly is available in each town of the study area. The service is available seven days a week in Chittenden County and Monday-Friday in Lamoille and Caledonia counties. Fare-free, fixed route bus service is available from Morrisville to Smugglers Notch for employees and the public. The draft of the CCMPO long range plan recommends express commuter service to Underhill Flats. The LCPC plan recommends fixed route service between Johnson, Hyde Park, and Morristown.

Sidewalks and cross-walks currently exist along one side of VT 15 in Jericho Corners, and to some extent, in Underhill Flats. Sidewalks exist on both side of VT 15 through most of Johnson Village, and Hardwick. Sidewalks do not currently exist in Cambridge Village, Jeffersonville, Morrisville, and Wolcott along VT 15. Sidewalk upgrades and expansions are currently planned in Jericho Corners, Underhill Flats and Johnson Village.



## TRAVEL DEMAND CHARACTERISTICS

Traffic volumes vary significantly along the study area. Traffic volumes are less along the rural sections of VT 15 where there is a greater separation between villages and/or highway commercial areas and higher within and between closely spaced village centers. These volumes underscore the importance of VT 15 in serving local study area trips, rather than long distance-statewide through trips.

Traffic volumes have increased faster along the western end of the study area. This increase may be related to the fact that 47% of the study area's population growth occurred in Jericho, Underhill and Cambridge.

The Cambridge/Johnson town border is a travel flow dividing line in the study area. West of that line, journey-to-work data and actual traffic counts indicate that travel flows are more oriented towards Chittenden County. East of the line, travel flows are more oriented towards Lamoille County in general and Morristown specifically.

Jericho, Underhill, and Westford are bedroom communities with over 70 percent of employed residents traveling to work destinations in the rest of Chittenden County. Conversely, a high percentage of employed residents in the Lamoille County study area towns and Hardwick work and live in the same municipality. As a result, the amount of people who walk to work is higher in the Lamoille County towns (although walking is still a small percentage of all work trips).

Although there has been a slight increase in the number of commuters from Cambridge to Chittenden County, the overall journey-to-work flows did not change significantly between 1990 and 2000.

Driving alone is the predominant mode used for travel to work in all study area towns. Ride-sharing plays a significant role in work trips. When these two travel choices are combined, the reliance on motorized vehicles, and the highway system, for travel to work is further increased.

The number of large trucks per day passing through most of the study area ranges between 100-200 per day. Truck trips are highest in Morrisville at over 300 per day. Truck trips fall off significantly in the evenings. Geometric constraints (steep curves and long grades) to large truck travel are found throughout the corridor.

The Chittenden Solid Waste District is currently shipping solid waste from its transfer station in Williston to a landfill in Coventry. This arrangement generates approximately 35 truck trips per day on VT 15 and has not changed significantly over the last four years. These truck trips may be reduced or eliminated when the Chittenden County regional landfill is opened, possibly as soon as 2007.

## TRANSPORTATION SYSTEM PERFORMANCE SUMMARY

Data from the year 2002 indicate that that pavement condition along most of VT 15 is in fair to good condition. The poor sections are focused between Jericho Corners and Underhill Flats, just east of



Jeffersonville, and within the Village of Johnson. Much of VT 15 was paved in the late 1990's. No paving projects are programmed until sometime after 2006.

There are sixteen bridges in the study area that have spans greater than twenty feet. Seven of these bridges require some type of structural rehabilitation work and one bridge, located just east of the VT 108 (Mains St) intersection in Jeffersonville, has geometric characteristics that are not consistent with current state guidelines.

All high crash intersections and road segments are located east of Johnson. High crash locations have been identified at the intersections of VT 15 with:

- VT 100C in Johnson;
- VT 100 in Hyde Park; and
- VT 100 in Morrisville.

High crash locations have been identified along the following VT 15 Road Segments:

- Johnson Village west line to Railroad Street;
- VT 100 to Centerville Rd in Hyde Park;
- Cady's Falls Rd to VT 100 in Morristown; and
- Between VT 14-N and VT 14-S in Hardwick Village.

In 2004, poor level of service is, for the most part, limited to the AM peak hour on the sides street approaches to VT 15 at the following intersections: Lee River Road and Steam Mill Road in Jericho; VT 108 in Jeffersonville; VT 100N southbound approach in Hyde Park; and the VT 15 eastbound approach to VT 14 in the center of Hardwick.

By 2020, a level of service of E or F is projected on the side street approaches to VT 15 at ten of the fourteen study intersections

Under existing conditions, through traffic on the VT 15 rural road segments between major intersections experience minimal delays. Level of service on most of the rural road is projected to remain the same from 2004 to 2020 (mostly C or D) with the following exceptions:

- The section between VT 100-North and VT 100-South from Hyde Park to Morristown where the LOS could decrease to E if the projections that include the Route 100 Alternate Truck Route, are realized, and
- The section between Jericho Corners and Underhill Flats approaches the LOS D to E threshold. Those projections include the full Circumferential Highway and assume a higher rate of employment and household growth in Jericho and Underhill than past trends.



## EMERGING LAND USE AND TRANSPORTATION ISSUES

The land use/transportation evaluation is based on a qualitative assessment of existing land use, zoning, and existing and projected traffic volumes along VT 15. The common themes and issues identified include:

- The village centers of Jericho Corners, Underhill Flats, Cambridge, Johnson, and Wolcott are for the most part built-out. Parcels fronting VT 15 contain a mix of residential, commercial, and public/institutional uses. Increasing traffic volumes will have a significant, negative impact on livability and quality of life, especially for the residents who live directly adjacent to VT 15. The increases in traffic volumes will create more noise, dust, congestion, and could increase potential conflicts between vehicles and pedestrians or bicyclists (assuming no sidewalks or proper bicycle facilities are provided) and may lead to the conversion of residential to non-residential uses for parcels adjacent to VT 15. Increasing congestion may also discourage development within village centers. Commercial development with larger trip generation may locate on the edges of villages or in rural sections where permitted (or not regulated) to avoid the congestion.
- VT 15 bypasses Jeffersonville and Morrisville through areas that are characterized by automobile oriented commercial uses. The parcels in Jeffersonville are served by sewer, have room for more intense development, and are not currently regulated by zoning. Commercial development may therefore continue to intensify along VT 15 in Jeffersonville.
- The commercial and industrial districts in Morristown are also under-developed. Intensification of industrial and commercial uses is limited however by lack of municipal sewer service. Increasing traffic volumes and congestion may also constrain development of the commercial and industrial districts in Morristown.
- Single family homes on large parcels are the most common land use type along the rural sections of VT 15 through the study area. This development pattern will continue and may be supplemented by planned residential developments with several homes on the larger parcels available throughout the study area. As residential development continues to spread, peak hour congestion will intensify and demand will increase for sidewalks and bike paths in the rural areas.

## STUDY AREA GOALS

The two goals below were developed for the study area as a result of the public meeting and comments from the Project Advisory Committee. During the public meetings, participants emphasized the importance of VT 15 to the economic vitality of the study area towns because it connects jobs, services, and households and supports the flow of goods and commerce. VT 15 further supports the economy and quality of life for residents by providing access to the recreational opportunities throughout the corridor. The following goals work in tandem to support the quality of life and economic opportunity for residents in addition to mobility for longer distance travel:



### Village Centers – VT 15 Should Be Designed for Village Residents, Businesses, and Visitors

For village residents and business owners, VT 15 is sometimes seen as a liability. VT 15 is unsafe to cross for pedestrians, is unsafe for bicycle travel, especially for non-experienced bicyclists, and is difficult to access from side streets for local vehicular travel. As a result, VT 15 sometimes creates a barrier to circulation within village centers. As VT 15 passes through village centers its design should emphasize the needs of village residents, business owners, and visitors over the needs of longer distance through travel.

### Rural and transitional sections – VT 15 should provide a high level of mobility and safety for through traffic.

The rural sections of VT 15 should be designed to move passenger vehicles and trucks safely and at reasonable speeds. VT 15 is the only major east-west travel route through the study area. It must provide a level of mobility that efficiently connects the study area towns to each other, the rest of the state, and beyond. Providing a higher level of mobility on the rural and transitional sections complements the first goal by reducing the need and desire of through traffic to travel fast through the village centers. Changes that enhance mobility must be designed in a manner that minimizes impacts to cultural and natural resources, homes and other buildings near the roadway.

## TRANSPORTATION SYSTEM RECOMMENDATIONS

### LOCATION SPECIFIC RECOMMENDATIONS

**Rural Road Segments** - The goal for rural road segments is to provide a high level of mobility and safety for through traffic. The following strategies are recommended throughout the study area:

- Truck Climbing Lanes – Truck climbing lanes allow faster moving vehicles to safely pass heavy trucks that must slow down on long and/or steep grades. **See Figure PS-2.**
- Shoulder Widening – Widening shoulders can improve mobility and safety for motorists and also provide a safe place for bicycle travel. Shoulder widening is recommended in conjunction with paving projects wherever possible. **See Figure PS-3.**
- Turnouts – Given the physical constraints along VT 15, widening shoulders continuously is not always economically practical or desirable considering the impacts to adjacent buildings and natural resources. Turnouts are a reasonable alternative. They provide an area for emergency stops and allow slower moving vehicles to pull out of the through lane to permit following vehicles to pass. **See Figure PS-3.**
- Provide Consistent VTrans Access Management Categories – VTrans Access Management Category designations along the rural road segments switch between Categories 3 and 4. Category 3 provides a higher level of access control than Category 4. Given the lack of local regulations through much of the corridor, and the goal of improving mobility and safety along the rural road segments, a higher level of access control is warranted and should be provided consistently through the study area. **See Figure PS-5.**



Category 2, which does not allow direct access to adjacent land, is recommended along VT 15 near its future intersection with the Route 100 Alternate Truck Route. This category will protect the functional area of the future intersection. The LCPC TAC should work with VTrans, Morristown, and property owners to identify other access options for affected parcels, and consider purchasing access rights if necessary. **See Figure PS-5.**

**Village Centers** – The goal for village centers is to improve safety, access and circulation, and overall quality of life for residents, businesses, and visitors traveling on foot, bicycle, or in cars. The strategies used to achieve these goals include traffic calming measures, sidewalks, cross-walks, bicycle facilities (including bicycle parking areas), streetscape improvements, and access management. The villages of Jericho Corners, Johnson, Hardwick, and to a lesser extent Underhill Flats, have completed studies that identify those types of specific improvements. These types of improvements are also necessary in the villages of Cambridge and Wolcott, but scoping or bicycle and pedestrian feasibility studies are necessary before specific recommendation can be made. **See Figure PS-6.**

**Auto-Oriented/Transitional Areas** – VT 15 through Jeffersonville and Morristown falls within this category. These areas have to provide for through traffic mobility and access to adjacent development. The primary strategy in these areas is to implement basic access management principles such as sharing driveways and parking, directing access to local streets rather than directly to VT 15, protecting major intersections by requiring adequate separation between driveways and the intersection, and providing adequate distances between driveways. These principles can be implemented through the VTrans Access Management Program and strengthened by including consistent requirements within the existing local development regulations in Morristown and as part of future Jeffersonville development regulations when and if they are adopted. **See Figure PS-6.**

**Intersections** - The following three basic alternatives have been screened for their suitability in addressing the congestion and safety problems at the study intersections:

Adding turn lanes to VT 15 at stop-controlled intersections;

Installing traffic signals; and

Constructing roundabouts.

**Figure PS-4** shows which types of alternatives are recommended for further evaluation at each of the study intersections. These locations should be evaluated through the VTrans project development scoping process. The process includes a detailed assessment of cultural and natural resource impacts, costs, right-of-way requirements, and other impacts in the context of a public process.

## TRANSPORTATION SYSTEM RECOMMENDATIONS FOR THE ENTIRE STUDY AREA

**Utilize consistent traffic calming designs in the village centers along VT 15.** The types of traffic calming devices used within villages should be selected as outlined in “Traffic Calming Study and Approval Process for State Highways” by VTrans and must be constructed as required in the Traffic Calming Standard Drawings. However, there is enough flexibility in the types and designs of



traffic calming devices that a variety of traffic calming approaches along the corridor may result. To the extent possible, similar techniques should be used within each VT 15 village center to send a consistent and recognizable message that drivers must slow down.

**Use flexibility when applying VTrans cross-walk guidelines without compromising safety.**

The pedestrian volume guideline in the VTrans “Guideline for the Installation of Crosswalk Markings” suggests that cross-walks should not be installed unless 20 or more pedestrians per hour cross a roadway in both the AM and PM peak hours. This threshold is difficult to achieve in small village centers. Therefore, other considerations such providing logical connections between origins and destinations should be factored into the cross-walk approval process. At no time should safety be compromised in locating cross-walks.

**Locate new park-and-ride lots within village centers.** LCPC, VTrans, and the Towns should work together to locate official park-and-ride lots within village centers so they are in close proximity to, or in combination with, other land uses such as a convenience store, or other establishments that serve daily needs. The park-and-ride lots should also be connected to existing or planned sidewalk and bicycle facilities and be designed to accommodate future transit service.

**Improve transit service and rideshare in the VT 15 Corridor.** Chittenden County’s long range transportation plan supports providing commuter fixed-route bus service to Underhill Center. The LCPC should continue to work with VTrans, CCMPO, CCRPC, as well as Chittenden County Transportation Authority and their subsidiary, Green Mountain Transit Agency to further investigate the potential for expanding commuter service throughout the VT 15 Corridor. Potential future transit service should be coordinated with efforts to formalize additional Park & Ride lots throughout the study area. Use of the Vermont Rideshare Program should be encouraged along the corridor as a means of reducing traffic demand. Outreach to major employers and/or efforts to organize commuters in the greater-Lamoille region could provide the necessary start-up energy to catalyze such efforts.

**Continue Planning Work in Conjunction with Implementation of the Lamoille Valley Rail-Trail** - Additional planning and engineering work is necessary to develop safe road crossings and to design convenient connections to village centers.

**Provide a Multi-Use Path Connection from the Western Terminus of the Lamoille Valley Rail-Trail in Jeffersonville to Chittenden County** - It is logical to connect the emerging regional bike path system in Chittenden County with the LVRR. Alternatives should be identified and evaluated such as a shared road design along Pleasant Valley Road or other local roads and widening shoulders along VT 15.

**Roadway Projects along VT 15 should Accommodate Bicycle Travel** – Even when the Lamoille Valley Rail Trail is ready for use, bicyclists will continue to travel along VT 15. It is paved and provides the shortest route between destinations along the corridor. West of Jeffersonville, bicyclists will have no options but to travel along VT 15. Any roadway design changes should incorporate the recommendations of the "Vermont Pedestrian and Bicycle Facility Planning and Design Manual" published in April, 2003. This manual was developed with support and input from VTrans, the



Federal Highway Administration, the state's 12 regional planning commissions, the general public, as well as other parties.

**Remove Vegetation** – Clearing brush near intersections and at sharp corners is a low cost strategy that will help increase sight distance and improve safety.

**Improve Incident Management** - Improve incident management through better coordination of emergency responders, highway maintenance crews, and the traveling public. Incidents are often, but not always, unexpected events that create temporary hazards and interruptions to traffic flow such as crashes, slow downs due to bad weather, or maintenance and construction activities.

## LAND USE PLANNING AND REGULATORY RECOMMENDATIONS

Specific recommendations are highlighted in the following list for each town. The recommendations and strategies listed in **Table PS-1** may be applied and/or improved in each town within the corridor. Although some towns do include these recommendations in one form or another, it is suggested that each town document be reviewed for its applicability to the VT 15 corridor and be applied accordingly. A combination of strategies is highly recommended.

### Jericho

- Make site plan review as a requirement for all development along the VT 15 corridor.
- Include provisions for shared access and driveways in subdivision regulations.

### Underhill

- Establish standards for building siting and placement.
- Encourage clustering of houses.
- Establish a scenic preservation district along VT 15, similar to the one which protects scenic vistas along Pleasant Valley Road.

### Westford

- Require site plan review or conditional use review for one- and two-family projects
- Delineate VT 15 as a specific planning area and prepare guidelines to promote appropriate development and conservation practices within this corridor.

### Cambridge

- Without zoning and subdivision in place, delineating VT 15 as a specific planning area and including development guidelines in the Town Plan is recommended as a good first step in managing growth along the corridor.



**Johnson Town/Village**

- Delineate VT 15 as a specific planning area and include development guidelines in the Municipal Plan and/or Master Plan.
- Mention the importance of limiting curb cuts and access outside the village in the Municipal Plan.
- Delineate areas appropriate for concentrated residential growth in addition to the Village, in the Municipal Plan.

**Hyde Park Town/Village**

- Require site plan review or conditional use review for one- and two-family projects along VT 15.
- Implement performance standards, which would apply to all development requiring a zoning permit, to ensure projects fulfill certain criteria such as buffers, landscaping, and lighting.

**Morristown/Morrisville**

- Establish minimum distances between curb cuts
- Establish design guidelines and/or a landscape plan for the commercial district along VT 15 to help improve the visual qualities of this portion of the corridor.

**Wolcott**

- Delineate areas of compact, mixed-use development at major intersections and minimize development between these areas.
- Establish other zoning districts (i.e. residential, agricultural, conservation, etc.) and lot requirements/densities for each.
- As an alternative to specific districts, the town should establish a set of Performance Standards for which all projects would need to fulfill certain criteria (i.e. buffers, landscaping, etc.).
- Encourage or specifically address the sharing of access and parking with adjacent properties especially where the Town seeks to promote commercial development along the highway.
- Permit Planned Residential Developments to allow for concentrated development.

**Hardwick**

- The existing regulatory documents do a good job of addressing how to manage the impacts of growth.
- Designate a scenic overlay district with development standards to ensure that development within or immediately adjacent to the VT 15 will be compatible with, complement, and enhance the corridor and not compromise irreplaceable environmental and scenic resources.



**Table PS-1. Land Use Planning Recommendations**

Recommendation	Implemented In:				Municipality									
	Town Plan	Zoning	Site Plan Review	Subdivision Regs	Jericho	Underhill	Westford	Cambridge/Jeffersonville	Johnson	Hyde Park	Morristown/Morrisville	Wolcott	Hardwick	
1. Designate areas for concentrated development	✓	✓			P	P	P	P	A	P	P	A	P	
2. Designate scenic view corridors	✓	✓	✓		A	A	A	A	A	A	A	A	A	
3. Define specific standards for development along the corridor		✓	✓		A	A	A	A	A	A	A	A	A	
4. Require site plan review		✓			A	A	A	NA <sup>1</sup>	NA <sup>1</sup>	A	A	A	A	
5. Locate important historic and environmental resources along the corridor	✓	✓	✓		A	A	A	P	P	A	A	P	A	
6. Limit the number of curb cuts and establish minimum distances		✓	✓	✓	A	A	A	A	A	A	A	A	A	
7. Coordinated site uses among separate properties		✓	✓	✓	A	A	A	A	A	A	A	A	A	
8. Delineate VT 15 as a specific planning area	✓	✓			A	A	A	A	A	A	A	A	A	
9. Sign management		✓	✓		P	P	P	A	A	P	P	A	P	
10. Landscape standards		✓	✓		A	A	A	A	A	A	A	A	A	
11. Architectural design and building placement	✓	✓	✓	✓	A	A	A	A	A	A	A	A	A	
12. Provide for pedestrian, bicycle, and transit	✓	✓	✓		P	P	P	P	P	A	P	P	P	
13. Encourage traffic calming in village settings	✓		✓	✓	P	A	NA	A	P	NA <sup>2</sup>	A	A	A	
14. Performance standards		✓	✓	✓	A	A	A	NA <sup>1</sup>	NA <sup>1</sup>	A	A	A	A	

**A** = Appropriate to consider      **P** = Currently addressed in planning documents

**NA** - Not appropriate or relevant

<sup>1</sup>This strategy would be appropriate if zoning regulations were adopted.

<sup>2</sup>This strategy is appropriate for the village, but not relevant to the town.



Figure PS-2: Potential Locations for Truck Climbing Lanes

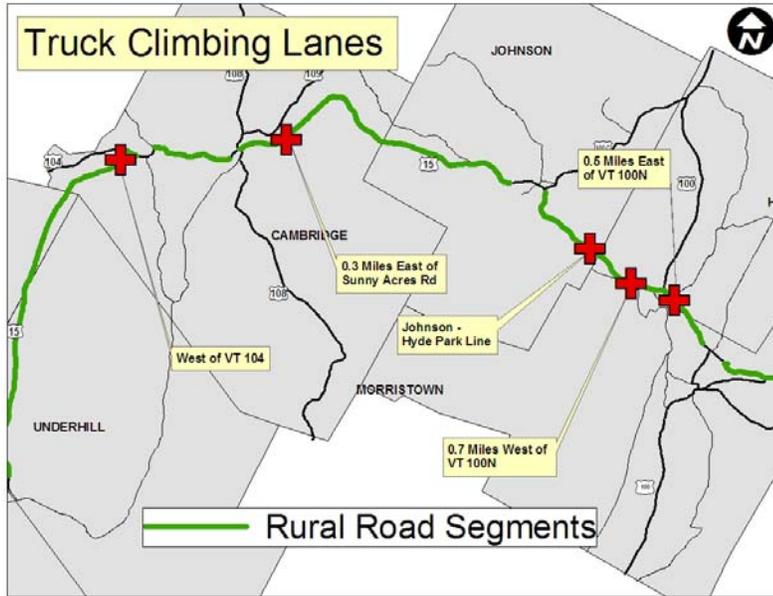


Figure PS-3: Shoulder Widening and Turnout Recommendations

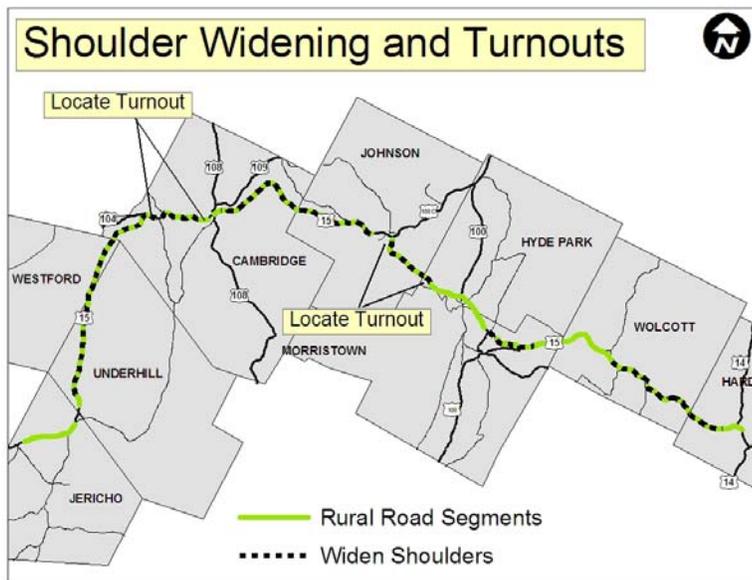


Figure PS-4: Intersection Recommendations

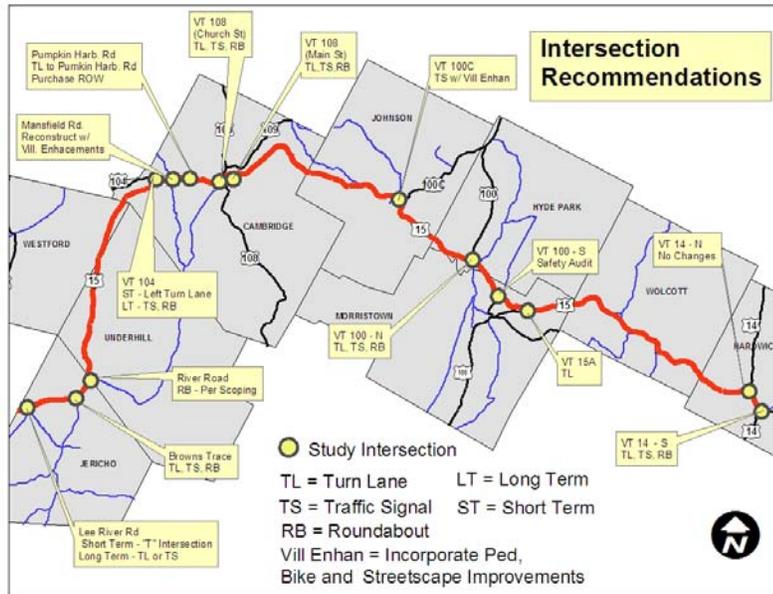


Figure PS-5: Recommended Changes to VTrans Access Management Categories

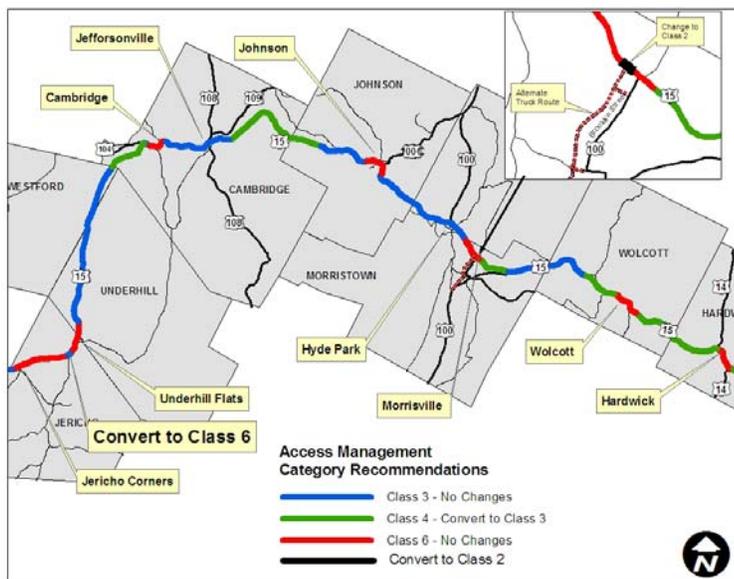


Figure PS-6: Village Enhancement Recommendations

