VISION & MISSION FOR THE REGION

ACRPC envisions a transportation system that promotes the economy by effectively moving people and commerce, safely supports all modes of travel, promotes energy efficiency and conservation, enhances regional land uses and the Region's sense of place, exhibits resilience to natural hazards, and receives sufficient funding to conduct timely, cost effective maintenance and growth or adaptation to meet the Region's emerging and future needs.

TRANSPORTATION ADVISORY COMMITTEE (TAC)

The Transportation Advisory Committee provides local input and involvement in the transportation planning process. The TAC is composed of delegates from the Region's 21 municipalities. Each municipality may have a delegate and an alternate. Alternates represent the municipality when the delegates cannot.

The TAC is responsible for updating the Regional Transportation Plan, recommending transportation-related planning studies and projects in the region, and commenting on transportation policy. The TAC also is responsible for establishing local priority for capital program projects that are in the project development process. The TAC solicits input on local and regional transportation or traffic-related issues and problems. The TAC works with regional planning commission staff, VTrans, and other agencies and officials to provide local input into the statewide transportation planning and project development process.

LONG AND SHORT RANGE PLANNING

Regional Plans expire after eight years. However, Regional Commissions must consider how the Region may change in the next 10, 20, even 30 years. This Plan takes two approaches. Short-range planning looks at the current transportation system and determines how to maintain it to serve the needs of the Region in the next 10-15 years. The long-range planning looks at population trends, state and national policy, environmental changes, etc., and considers how the transportation system may need to be adapted to accommodate these changes in the more distant (15-30 years) future. In this plan, short-term planning focuses largely on maintaining transportation corridors with a focus on roads and bridges. Long term goals plan for alternative modes of transportation, electrifying the vehicle fleet, and increasing energy conservation.

To meet State-established greenhouse gas reduction targets, almost 90% of all vehicles will need to be powered by electricity by 2050. Additionally, the Region's pattern of land use and related travel will need to change to reduce daily trips. This Plan seeks to balance the immediate short-range needs of the transportation system, with long-range planning goals.

The **Regional Transportation Goals** are intended to be universal and address both short and long-term goals.

Section 1: Regional Transportation System focuses on existing conditions. It includes recommendations for transportation infrastructure and modes of transportation for the near term.

Section 2: Issues & Opportunities considers planning for the transportation system of the future. It includes ACRPC's planning process: the intersection of transportation and energy planning; the intersection of transportation and land use planning; and, the intersection of transportation and natural resource planning. It also includes broader policy recommendations regarding each of those opportunities.

Regional Transportation Goals

Promotes the Economy

The primary purpose of the transportation system is to facilitate the movement of people, goods, and services. Transportation networks serve the local, regional, and the statewide economies. In some cases, these different levels will have different needs and uses of the transportation system. For example, bicycling on Addison County's scenic rural roads contributes to the local economy, as does large scale agriculture and trucking. Sharing the road between these two uses can be problematic. The policies in this Plan must balance the needs of the larger-statewide transportation system and its value to the economy with the needs of the Region and its municipalities. The impacts of transportation, both positive and negative, on the local economy must be considered in regional transportation planning.

Safely Supports All Modes of Travel

The Addison Region's transportation infrastructure supports all modes of travel to benefit all people. Especially in and around its villages, all people have options to safely walk, bike, or take public transit to work, school, or participate in social activity. It should receive timely preventative maintenance and selected reconstruction of substandard elements in order to keep functioning safely and efficiently for residents, businesses, and travelers using all modes of travel. Sections of several of the Region's roadway corridors experience conditions that strain their carrying capacity.

Promotes Energy Efficiency and Conservation

This plan encourages incremental and systematic changes to the Region's transportation infrastructure and practices to reduce transportation energy use and reduce greenhouse gas (GHG) emissions region-wide. Transportation contributes about 37.2% of greenhouse gasses in Vermont. This Plan encourages reducing vehicle miles traveled by using alternative transportation modes, as well as promoting land use patterns and transportation design choices that reduce reliance on single-occupancy vehicles. It also promotes the use of electric vehicles and other technological innovations to reduce greenhouse gas emissions.

Enhances Regional Land Uses and the Region's Sense of Place

The Region's historic communities, buildings and landscapes constitute scenic and cultural resources unique to the Addison Region. Transportation projects should support and enhance historic downtowns and village centers, and the rural, scenic landscapes that define this Region.

Exhibits Resiliency to Natural Hazards

The Region's transportation infrastructure should be designed, constructed, maintained, and improved to survive increased rainfall intensity and flooding severity predicted under future climate change scenarios to preserve the infrastructure's use and promote clean water and functioning ecosystems.

Leverages Sufficient Funding

Investments in the Region's transportation infrastructure should position the Region for a more sustainable future in terms of energy utilization, environmental quality, and financial stability. Municipalities and the State should use a life cycle, least-cost approach in the planning and design of infrastructure, which considers the full costs and impacts to residents, municipalities, and state agencies. Investments should focus on achieving an efficient, cost-effective system that reduces energy utilization per trip over time.

First Train, Middlebury 2021

Regional Transportation System

Existing Conditions

The following sections provide a description of the diverse elements that form the Region's transportation system. The Plan divides the system into four different types of infrastructure:

- Air
- Navigable Waterways
- Rail
- Roadways

Each section describes the existing conditions of each type of infrastructure, includes details of the infrastructure's condition and use, identifies the challenges or opportunities the infrastructure faces, and makes recommendations to maintain and/or improve the functionality of each type of infrastructure.

This Plan further divides the Roadway Section as follows:

Roadway network general conditions including:

- functional classification;
- traffic volumes;
- high crash locations;
- bridge infrastructure;
- Major roadway corridors

Modes of transportation including:

- Cars
- Truck Traffic and Freight
- Public Transit
- Ridesharing, Car sharing, and Ride hailing
- Pedestrian and Bicycle Facilities

AIR TRANSPORTATION

Middlebury State Airport, located adjacent to East Middlebury Village and just outside Middlebury's town center, is classified as a "local service" facility. Its primary purpose is to serve recreational and personal flying activities to the community – 66% of all flights are made for local aviation purposes. Corporate activities include flight training, storage for aircraft, specialized local travel businesses, and most notably College use. Middlebury College brings a large number of users to the airport, including students, their parents, and other visitors. While the Middlebury State Airport does not have national or international significance, it is an important asset to Middlebury and the Region.

Middlebury State Airport

The 2021 Vermont Airport Systems Plan identified a need to add non-precision approach capability, and extend the runway to 5000'. This Plan supports the safe, thoughtful expansion of the airport.

The **Basin Harbor Airport** is a specialty service facility for single-engine and smaller aircraft (e.g. ultralights and gliders). The airport is open seasonally, closing during the winter. The majority of flights to and from this location are transient general aviation, many of them relating to the Basin Harbor Club's operation (guests, etc.).

NAVIGABLE WATER TRANSPORTATION

The Addison Region borders Lake Champlain, a large navigable lake. Also, historically, many of the Region's rivers were used for travel corridors. Today however, water transportation is related almost exclusively to recreational uses. The Region's only formal water transport is the Ticonderoga Ferry, which connects Shoreham with Ticonderoga, New York. It was originally established in 1759 and operates seasonally on a cable system. Year round (weather permitting during winter) ferry service is available from nearby Charlotte, via Lake Champlain Ferry, connecting passengers to Essex, NY.
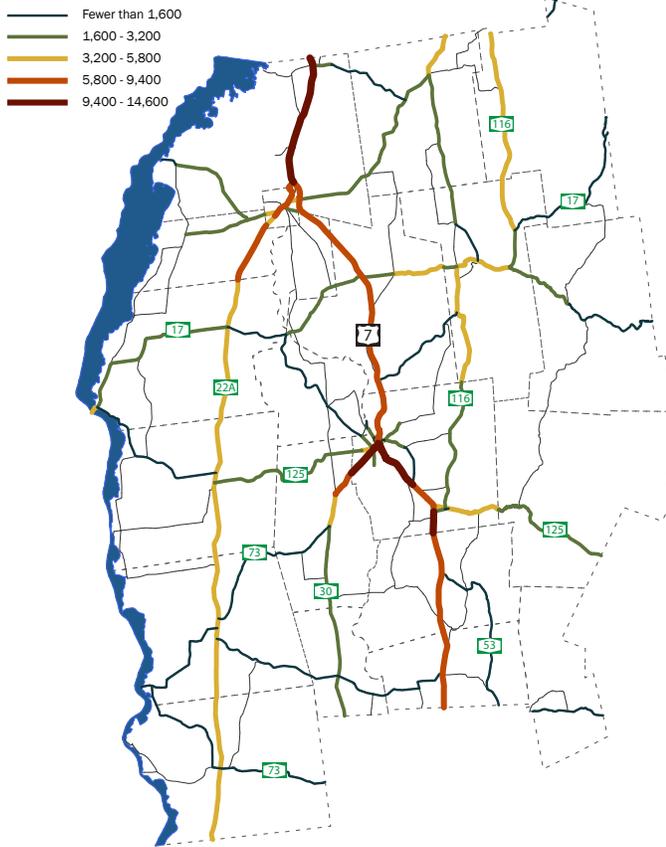

RAIL TRANSPORTATION

The Vermont Rail System provides heavy-haul freight service across Vermont, New Hampshire, and upstate New York through five affiliated short lines. Vermont Railway runs through ACRPC municipalities including Leicester, Salisbury, Middlebury, New Haven, Vergennes, and Ferrisburgh, following a corridor parallel to Lake Champlain. This Plan supports continued freight rail expansion, particularly where it can reduce truck traffic and improve roadway efficiency.

The 2025 Vermont State Rail Plan recognized significant upgrades along the Western Corridor, such Middlebury's new rail tunnel, and recommended further signal and track improvements to increase speeds to 79 mph.
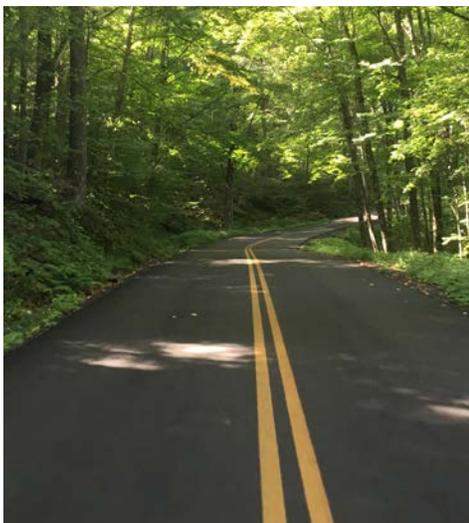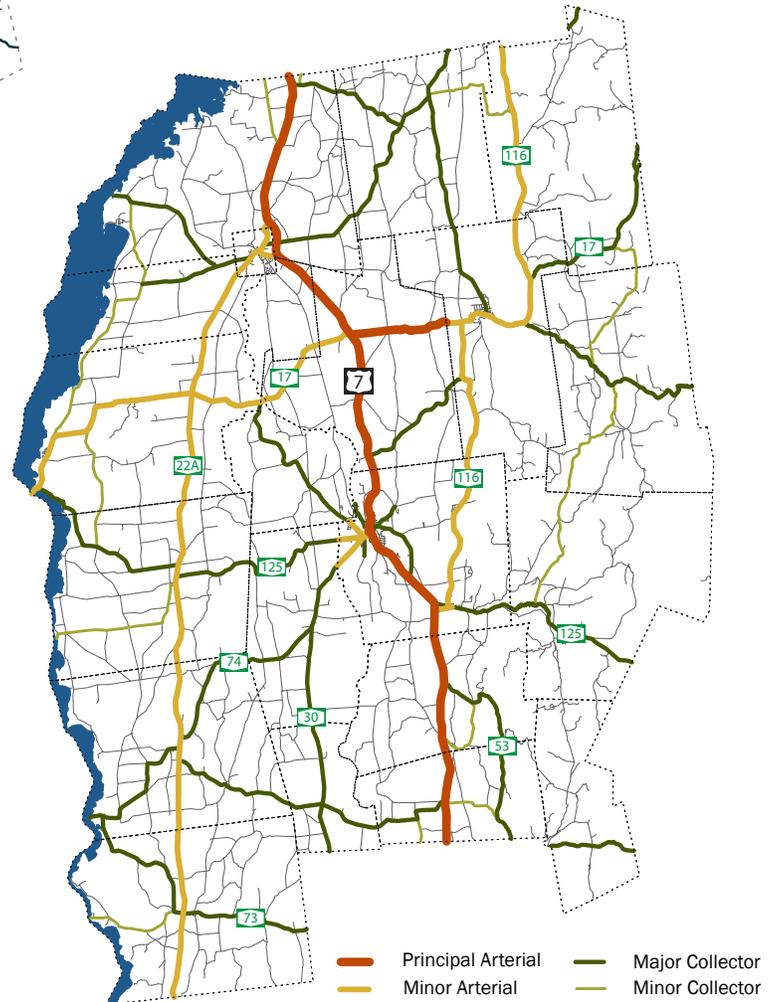
Passenger rail service expanded in 2022 with Amtrak's Ethan Allen Express extension from Rutland to Burlington. Addison County is now served by daily stops in Middlebury and Vergennes/Ferrisburgh. Supporting infrastructure includes a new platform in Middlebury and the relocation and renovation of the historic Vergennes Rail Station, now adjacent to the Vergennes/Ferrisburgh Park and Ride.

Map 1: Traffic Volumes on Significant Addison County Roads

- Fewer than 1,600
- 1,600 - 3,200
- 3,200 - 5,800
- 5,800 - 9,400
- 9,400 - 14,600

Map 2: Functional Classification of Significant Addison County

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Roadway Network

While the Region's transportation networks are complex and multimodal, the roadway network currently serves as the Region's primary transportation infrastructure. The Addison Region is bracketed by the Green Mountains to the east and Lake Champlain to the west, which means that the primary movement corridors are north/south.

FUNCTIONAL CLASSIFICATION

The State of Vermont maintains a system to classify state-owned routes by their highway function with US Route 7 as the highest level of Principal Arterial. While there are no interstate highways in Addison County, Route 7 is the most heavily traveled. Minor arterials are the next highest classification. Vermont Routes 22A, 17, and 116 function in this category. Among these, Route 22A has higher traffic and higher truck volumes than the other two routes.

The remaining state highways, plus a number of more significant town highways that serve as key connectors between communities, are classified as "Major Collectors." Town-owned major collector routes can disproportionately burden municipalities, as they serve a regional need, but are funded and maintained through municipal budgets. In theory, major collectors are eligible for federal aid, but in practice, as funding is limited, these corridors seldom rise on the priority list for investment. While the state's functional classification system does not always match the local or regional perception of a road, it can affect both funding and state priorities.

### TRAFFIC VOLUMES: HISTORIC TRENDS AND FUTURE PROJECTIONS

Traffic volumes in the Region generally align with the roadway functional classification system, with the highest volumes along the US Route 7 corridor. Middlebury experiences the most congestion,

where local and through traffic on US 7 converge during peak hours. Volumes are also elevated at the northern end of US 7 near the Chittenden County line, where it serves as a key commuter route from Addison County.

Other congestion points include Route 22A through downtown Vergennes and Route 116 through downtown Bristol. Both carry a mix of local and through traffic. In smaller communities, traffic congestion is typically limited to school drop-off and pick-up times. Traffic volume trends in the region vary considerably, with some corridors seeing traffic growth, others are stable, and some are even declining. More detail on trends is presented later in the Major Roadway Corridors section.

Map 3: Locations of accidents leading to injury or fatality

This heatmap shows the locations of accidents that led to either injury or fatality.
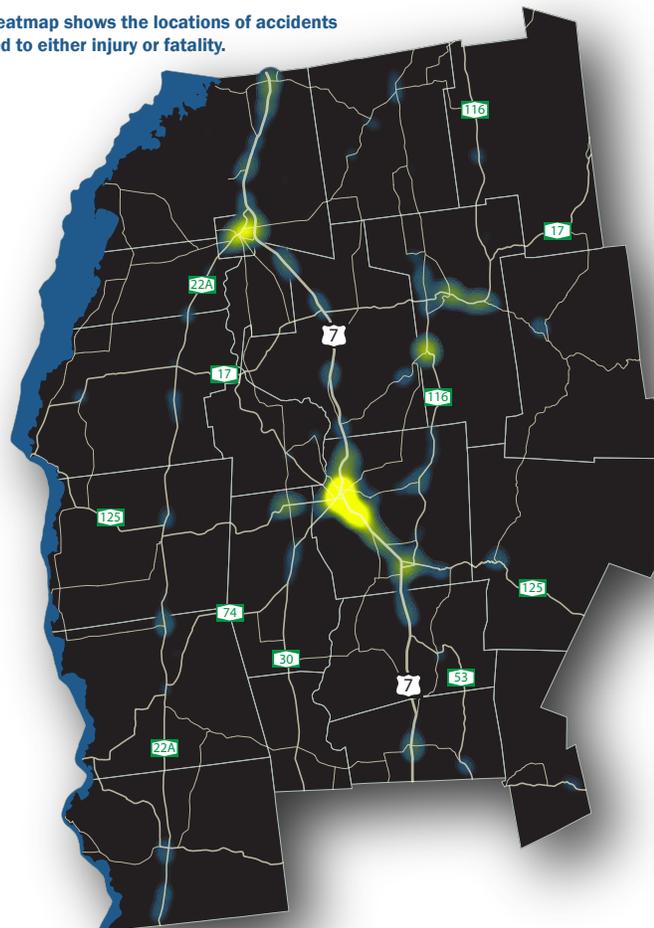
SAFETY AND CRASHES

Crash data collected by the Vermont State Police and reported to VTrans provides valuable data on the safety of our roadway network. Fatalities are relatively rare, with 17 occurring from 2019–2023. Crashes resulting in injuries are more common, and provide useful information on locations where recurring serious crashes should be evaluated for interventions or countermeasures. **Map 3** shows a "heat map" of injury crashes, and also "High Crash Locations" as reported by VTrans, which are highway segments or intersections with statistically elevated crash rates.

Map 3 and **Table 1** analyze the region's crash data, and provide some insights on the conditions that are associated with injuries and fatalities, in particular. Injuries and fatalities are most prevalent on roads with posted speeds of 50 mph.

Table 1 shows the type of collision. The most prevalent consists of a single vehicle crash; typically a driver leaving the road, often due to excessive speed for the road conditions or distraction. These types of crashes are not often correctable by infrastructure improvements. Rather they might be prevented through education and enforcement. Additional crash data is available online through the **VTrans Crash Public Query Tool.**

High crash locations are also shown as part of each roadway corridor. ACRPC recommends evaluating high crash locations in each corridor for improvements to reduce their susceptibility to accidents.

For a section of road or intersection to be identified as a High Crash Location (HCL), the location must have experienced five or more crashes in a five-year period, or the average of one crash per year. **Table 1** below provides some summary information by corridor based on High Crash Location Reports 2019-2023 by VTrans.

Table 1: Crashes in ACRPC Region 2019-2023 (Source: VTrans Crash Query Tool)

Collision Direction	Fatal	Injury	Property Damage Only	Grand Total
Unrecorded		28	144	172
Head On	3	44	33	80
Left and Right Turns, Simultaneous Turn Crash –vv–			6	6
Left Turn and Thru, Angle Broadside –>v–		23	32	55
Left Turn and Thru, Broadside v<–	2	16	16	34
Left Turn and Thru, Head On ^v–		5	8	13
Left Turn and Thru, Same Direction Sideswipe/Angle Crash vv–		2	21	23
Left Turns, Opposite Directions, Head On/Angle Crash –^v–			3	3
Left Turns, Same Direction, Rear End v–v–			1	1
No Turns, Thru moves only, Broadside ^<	3	32	69	104
Opp Direction Sideswipe	1	19	44	64
Other - Explain in Narrative	2	16	62	80
Rear End		76	199	275
Rear-to-rear		1	37	38
Right Turn and Thru, Angle Broadside –>^–		1	5	6
Right Turn and Thru, Broadside ^<–		6	1	7
Right Turn and Thru, Head On v^–			1	1
Right Turn and Thru, Same Direction Sideswipe/Angle Crash ^^–		1	13	14
Right Turn, Same Direction, Rear End ^–^–			1	1
Same Direction Sideswipe		13	91	104
Single Vehicle Crash	6	174	291	471
GRAND TOTAL	*17*	*457*	*1078*	*1552*

Bridges

Bridges constitute an important part of the Region's roadway infrastructure. Bridge sufficiency ratings are developed by VTrans based on detailed bridge inspections to assess structural integrity, adequacy of hydraulic capacity (for bridges crossing a waterway), and "functional" components such as width and alignment.

Any of these factors could indicate that a bridge might be considered for replacement or rehabilitation. VTrans also evaluates additional considerations such as the context, historical status, and cost of the various options. The sufficiency rating determines eligibility for federal funding. The sufficiency rating is a score of 0 to 100. A rating of less than 50 means that the structure is eligible for federal replacement or rehabilitation funds; a score between 50 and 80 makes the structure eligible for federal rehabilitation funds. VTrans pays close attention to the condition of the bridges on the state system and town bridges of more than 20 feet in length.

Recognizing that bridge ratings are not the only consideration when investing in bridge improvements or repairs, the Agency also solicits input from the regional commissions through the VTrans Project Selection and Project Prioritization Process (VPSP2) on bridge priority. Regional commissions add qualitative factors that are difficult to quantify to be considered in selecting and advancing projects. The TAC rates bridges regularly and ACRPC expects the rankings to change over time as bridges are repaired/upgraded, or are identified as needing rehabilitation. These rankings are incorporated into VTrans project prioritization. Bridges prioritized for repair are also highlighted as recommended action within the roadway corridor they serve. As the list is updated, roadway recommendations should also change.

Table 2: Addison County Bridges with VTrans Projects Scheduled as of 2024

Muncipality	Bridge #	Road	Crossing	Project ID
Ferrisburgh	139	US 7	Lewis Creek	BF 019-4(35)
Lincoln	46	York Hill Rd.	New Haven R.	BO TRUS(7)
Salisbury/ Cornwall	8	Creek/Swamp Rd.	Otter Creek	BO 1445(39)
Vergennes	27	VT 22A/Main St.	Otter Creek	BF 017-1(19)

Table 3: 2024 TAC Identified Priority Bridges

TAC Rank	Town/City	Bridge #	Location	River
1	Ferrisburgh	137	US7	Little Otter Creek
2	Salisbury	6	Lake Dunmore Rd.	Sucker Brook
3	Middlebury	101	Main Street	Otter Creek
4	Bridport	4	Crown Point Rd.	Potash Brook
5	Ripton	15	VT125	Middlebury R. Middle Branch
6	New Haven	30	Dog Team Road	New Haven River
7	Lincoln	18	Grimes Road	New Haven River
8	Ferrisburgh	11	Little Chicago Road	Little Otter Creek
9	Starksboro	7S	Gore Road	Huntington River
10	Ripton	5	Old Town Road	Middlebury R. South Branch

Map 4: Addison County Bridges

- ● Bridge
- ⚠ TAC Identified Priority Bridge
- ✸ Bridge with VTrans Project Scheduled as of 2024
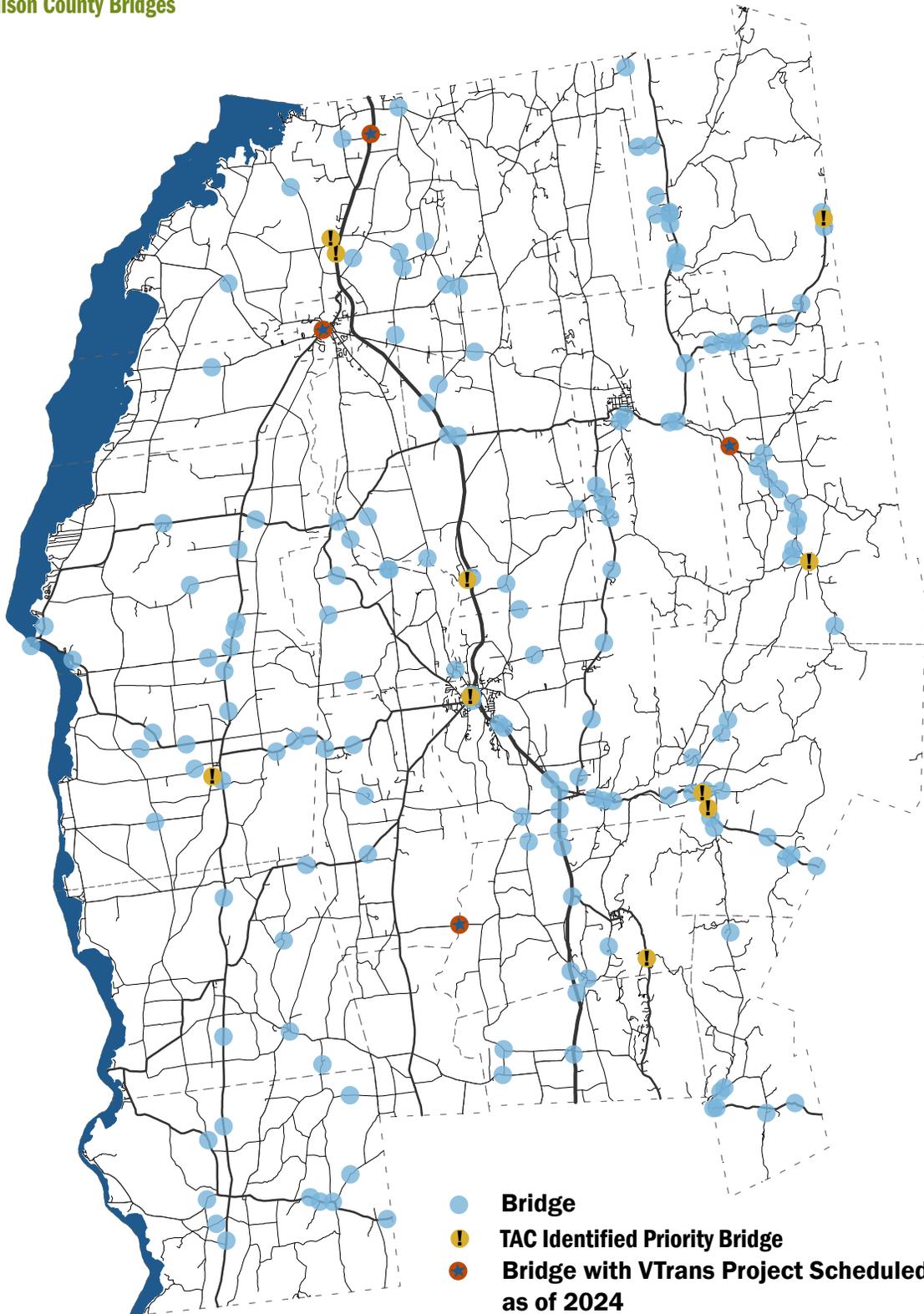
Major Roadway Corridors

Corridor planning allows ACRPC to understand transportation, environmental, land use, and community development issues in a comprehensive manner that can help identify priorities for implementation. The following sections review the conditions and issues for the Region's primary roadway corridors to inform needs and priorities for action.

US ROUTE 7

Route 7 is the primary route of travel through the Addison Region, and is the primary north-south travel corridor in Vermont between the Green Mountains and Lake Champlain. Important considerations include:

- Numerous high crash locations along the corridors, with most at intersections with higher volume side streets. Particularly in the northern end, high through volumes make it difficult for side road traffic to enter the corridor. The high volumes in this area may warrant the installation of roundabouts.

ACRPC supports installation of roundabouts, not signals, to preserve the carrying capacity of the Route 7 corridor.

- High crash locations, such as at US Route 7/River Road in New Haven, warrant investigation through a road safety audit or scoping study.
- Exchange Street roundabout is advancing through VTrans Capital Program
- Bicyclist traffic should utilize parallel north-south routes on local roads that are safer, more scenic, and nearly as direct (Greenbush Road in Ferrisburgh is a great example of this).

Figure 1 shows that traffic has increased overall since the 1970s, but has leveled off in the most recent decade. Several locations show a very recent uptick in volume, but not enough yet to indicate a long-term trend.

Table 4: Primary Corridors in the Addison County Region with High Crash Locations

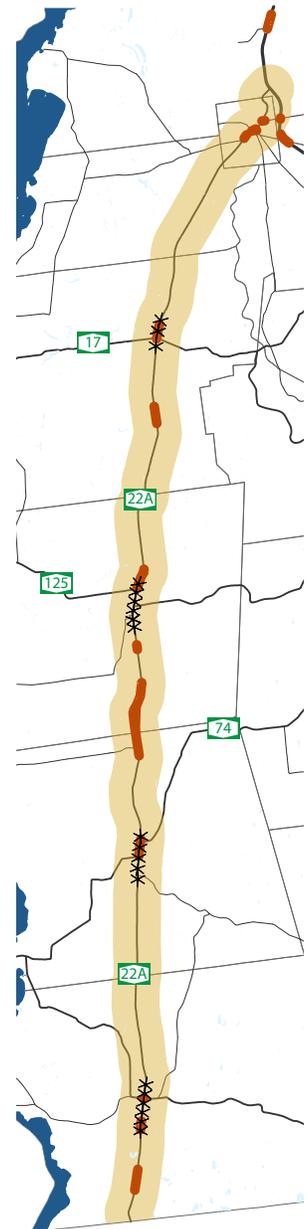| Route Name	Max. Volume & Location	High Crash Locations	Features
US 7	17,700 Middlebury	7	Primary arterial travel corridor through the region, which also passes through a number of villages serving local traffic
VT 22A	11,400 Vergennes	7	High level of concern in Vergennes with increasing truck volumes and impacts
VT 116	5,800 Bristol	4	Provides an alternate to US Route 7; passes through downtown Bristol
VT 125	4,700 Middlebury	2	East-west route over the Middlebury Gap Scenic Highway to Middlebury.
VT 74	2,000 Cornwall	1	Major collector route
VT 30	6,350 Cornwall	4	Rural collector route parallel to US 7 and VT Route 22A
VT 53	2,100 Leicester & Salisbury	2	Town Highway major collector; eligible for federal aid; provides access to Lake Dunmore
Monkton Ridge/ Bristol Rd/Silver St	4,000 Monkton (South of Hinesburg townline)	4	AKA Bristol Rd + Silver St: Growing commuter traffic, avoiding US 7 and VT 116 corridors
New Haven Rd.	3,400 Vergennes	1	Minor arterial connecting Vergennes to US 7
Panton Rd.	4,600 Vergennes	1	Major Collector
River Rd.	1,900 Lincoln	2	Major Collector and route over Lincoln Gap

Figure 1: Route 7 High Crash Locations
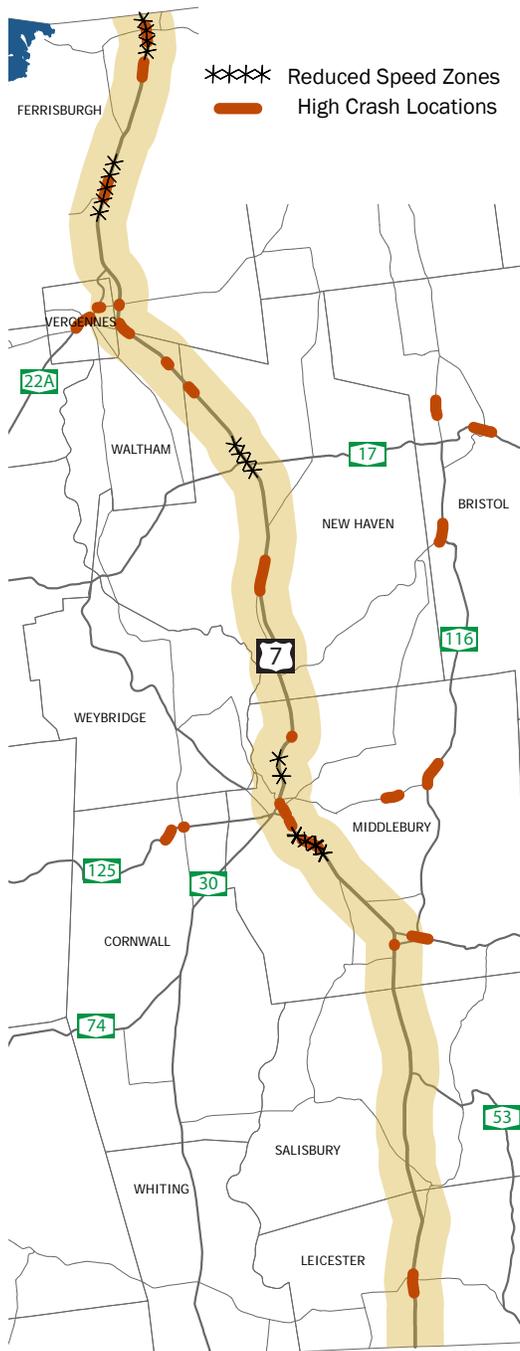
VT ROUTE 22A

The Route 22A corridor is an important link connecting the Route 4 corridor in New York with Chittenden County. Compared to other major routes in the Region, it has higher rates of traffic growth. Concerns and observations include the following:

✳ A study of potential truck bypasses of downtown Vergennes has been revisited through a Planning and Environment Linkages (PEL) Study. The study conclusion recommended three alternatives to advance to the federal NEPA process for selection and implementation.

✳ Outside of Vergennes, crashes primarily occur at intersections, involving conflicts between through traffic and turning or crossing vehicles. There are several intersections with poor sight lines and difficult turns in Addison, Bridport, Shoreham, and Orwell; some are high crash locations. The rural stretches of the corridor need to provide passing lanes, to alleviate driver frustration and reduce risky maneuvers.

✳ Narrow shoulders along most of the corridor are not adequate for bicycle use. Further, the high speeds and high proportion of tractor trailer traffic make it a very low priority for bicycling, which should be routed onto parallel local roads when possible.

✳ VTrans has programmed pavement reclamation, shoulder reconstruction, and widening between Orwell and Addison.

✳ ACRPC should discuss qualifications and benefits of reclassification of Route 22A as a Principal Arterial and pursue reclassification if warranted.

Traffic growth along all segments in the corridor has been steady over the past four decades, compared to other corridors.
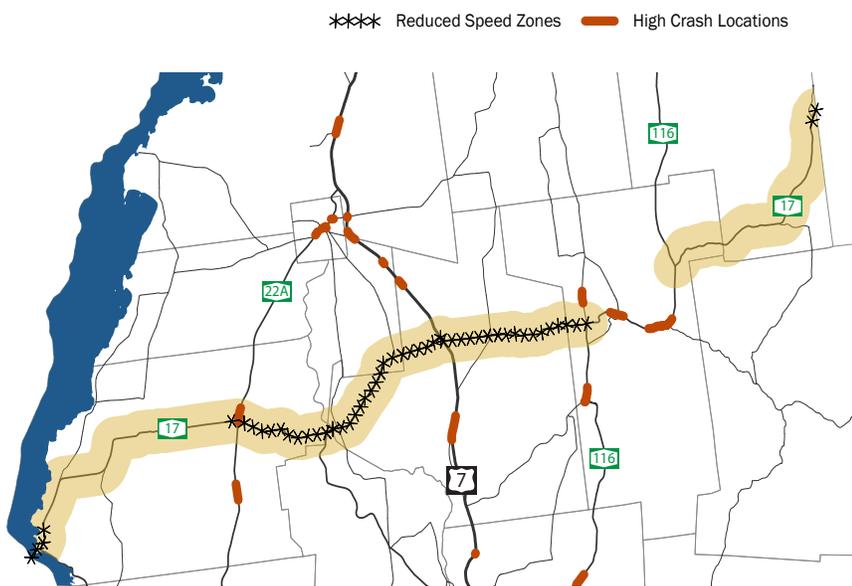
Figure 2: Route 22A High Crash Locations

VT ROUTE 17

This corridor has relatively low volumes, limited traffic congestion and very few high-crash locations. Its character is narrow and not well-suited for high volumes, and many stretches, especially between Addison and Bristol, have reduced posted speeds for this reason. Key issues to consider include the following:

- ✖ Difficulty at VT Route 22A intersection for crossing traffic due to high volumes and speeds; yet volumes are not sufficient to warrant a traffic signal or roundabout.

- ✖ The City of Vergennes has suggested the segment between VT Route 22A and US Route 7 as a possible northbound truck route around Vergennes. The option has been considered as part of the PEL Study and recommended as an option to advance to a NEPA study.

- ✖ Intersections (i.e. with Hallock Road/Quaker Village Road) have poor sight lines.

- ✖ East of Bristol, narrow shoulders and high bicycle popularity strain the corridor suggesting the need to widen the corridor to allow for safe biking.

VT ROUTE 30

This corridor is very rural, also with low traffic volumes and low traffic growth. No high-crash locations exist and public comments were limited to the narrow shoulders, making bicycling challenging.

- ✖ VT Route 30 is a popular bike route. Like much of the region's roads, narrow shoulders and high bicycle popularity impact the route and, therefore, there is a need to find a way to expand the corridor to allow for safe biking.
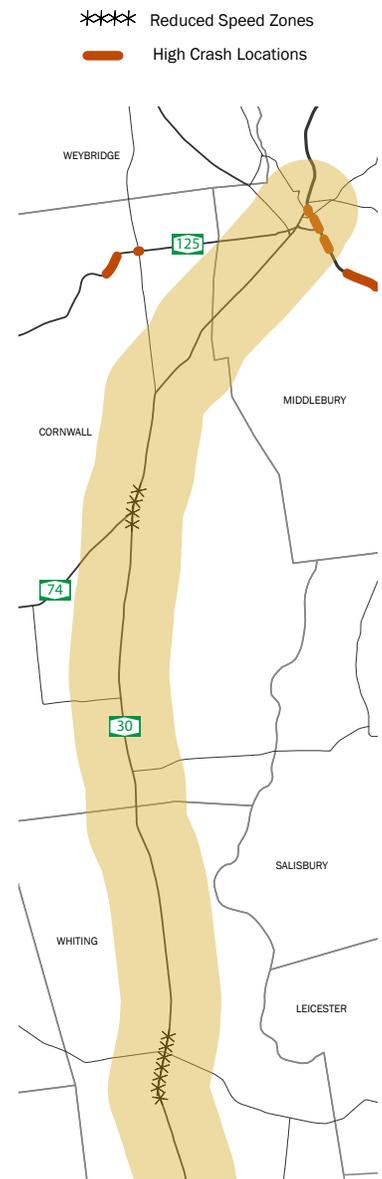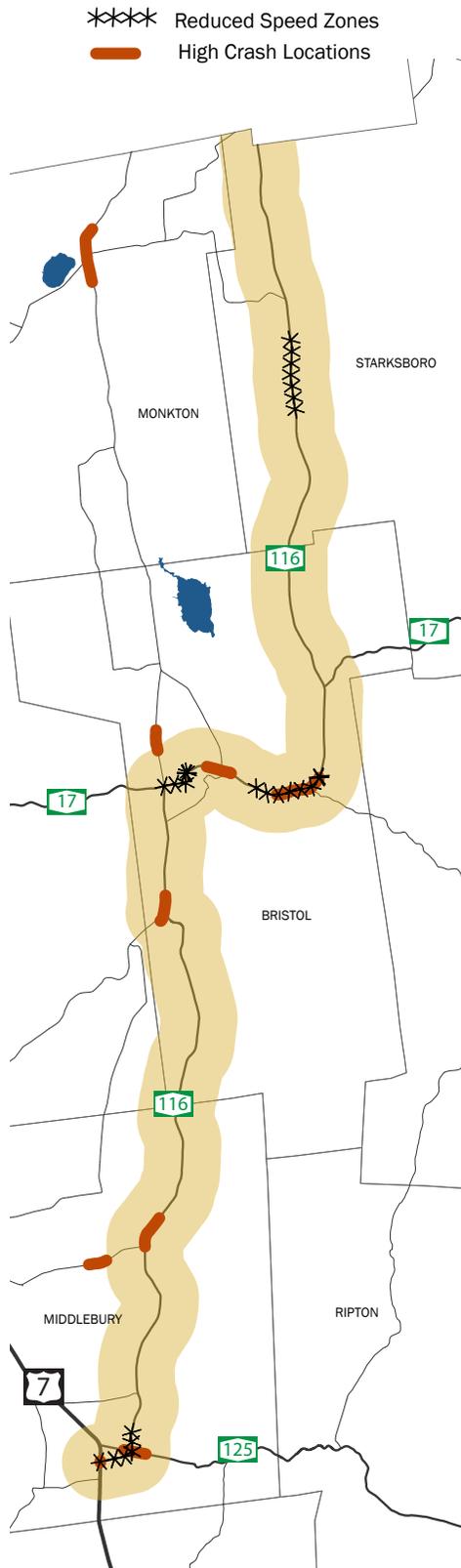
Figure 4: VT Route 30

Figure 3: Low Volumes & Growth Along VT Route 17

Figure 5: VT Route 116

Reduced Speed Zones
High Crash Locations

VT ROUTE 116

This corridor experiences comparatively higher traffic volumes and has seen more recent increases in traffic, suggesting it may be functioning as an alternative route to US 7 for commuters aiming to avoid congestion. Several high-crash locations exist along the corridor, particularly at intersections with side streets that either carry significant traffic or have limited visibility. This Plan encourages prioritization for further evaluation and potential improvements, such as the installation of roundabouts or realignment, to enhance safety and sightlines.

Issues along this corridor include:

- East of Bristol, narrow shoulders and high bicycle popularity strain the corridor; corridor expansion is needed to allow for safe biking.

- Establish a gateway into the Village at the Daniels Four Corners intersection with Bristol.

- Examine solutions to address high accident locations in Middlebury, Starksboro, and Bristol to reduce the number of vehicle conflicts.

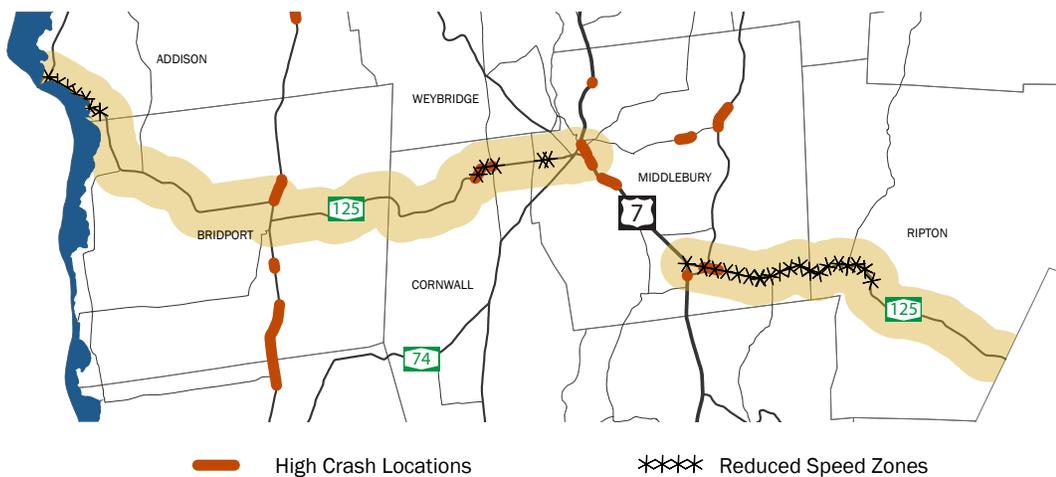*Bristol Flats corridor on Route 116*

VT ROUTE 125

Outside of Middlebury, the traffic volumes on VT Route 125 are generally low. The character of the corridor varies tremendously, from high elevations of the Middlebury Gap Scenic Highway, through the Ripton Gorge, and then traversing a rolling rural landscape to Lake Champlain. Several known high crash locations sit on this route, primarily at intersections. The Ripton Gorge section is narrow and winding. It is also a popular bike route for advanced cyclists seeking a challenge. Issues include the following:

* West of Middlebury, narrow shoulders for walking and biking and poor site lines create conflicts. Demand is significantly higher for bicycling in this area, therefore it should be considered a high priority bike road. In 2024, VTrans completed a study on safety improvements for this portion of the corridor. ACRPC recognizes and endorses the importance of such safety improvements.

* Resiliency through Ripton Gorge - Old Town Road, a Class 4 Road from Middlebury to Ripton, offers an alternate road corridor in the event that Route 125 suffers catastrophic damage from flooding.

* High accident locations should be analyzed to determine the most practical mitigation methods.

Traffic growth on the corridor has been nearly flat for decades, according to VTrans data.

ROUTE 53

Route 53 is a small, rural highway that parallels Route 7, traveling on the eastern side of Lake Dunmore. Issues include:

* Becoming a cutoff route between Route 73 East and US 7 North.

* The close proximity of Route 53 presents the potential for stormwater runoff impacts on Lake Dunmore.

* Increased traffic creates many conflicts in summer months especially with vehicles, walkers, and bicycles.

Figure 7: VT Route 53 High Crash

Figure 6: VT Route 125 High Crash

LOCAL CORRIDORS OF CONCERN

There are a number of local road corridors that play an important role in the Region's roadway network as alternate routes or connectors between communities. Their regional use can burden local budgets. The following is a partial list of local corridors which have Regional use and demands:

- Monkton Road - commuter traffic impacts and speeds
- Monkton Ridge/Silver St. - increasing use by commuters
- Leicester-Whiting Road - drainage and flooding
- Many local parallel roads offer better and safer biking experiences but are not considered by BTrans when evaluating the biking network.

ACRPC and VTrans should work together to recognize the benefits and burdens of the entire roadway network. VTrans should create a system to allocate funds to local networks where they demonstrate a higher cost/benefit than improvements to the State system.

Modes of Transportation

PASSENGER VEHICLES

Like much of Vermont, Addison County is rural, with small communities connected primarily by roadways. As a result, the dominant mode of transportation is the personal vehicle. Residents rely on cars and trucks to commute to work, access goods and services, and conduct business.

According to the 2023 American Community Survey, 70% of Addison County's workforce commuted alone by car. While 7.4% carpooled, the average number of workers per vehicle was just 1.8. Most residents (70%) work within the county, resulting in a relatively short average commute time of 24 minutes.

While single-occupancy vehicles offer convenience, they also contribute to fuel costs, energy consumption, and environmental impacts. This Plan aims to reduce reliance on solo driving by expanding access to alternative transportation options and promoting cleaner fuel sources. It outlines strategies to maintain access to jobs, goods, and services while supporting more sustainable and affordable travel choices.

TRUCK TRAFFIC AND FREIGHT

According to the 2021 Vermont Freight Plan, trucks carry approximately 84% of all goods moving in, out, within, and through the state by weight. Trade with New York accounts for 60% of total trade weight (15 million tons) and over 50% by value ($14.7 billion). Freight demand in Vermont is projected to grow 68% between 2018 and 2045, with direct impacts on the Addison Region.

Two key segments of the Vermont Truck Network—US Route 7 and VT Route 22A—run through the Region, serving as major north-south freight corridors along Vermont's western edge.

This growth in truck traffic places increasing pressure on local roadways and raises safety and quality-of-life concerns. Heavy vehicles contribute to road wear, noise, dust, and vibration, particularly in village centers and downtowns. Residents also expressed concern about the types of materials being transported.

An ACRPC inventory from 2010 found that 8% of trucked materials through Addison County are classified as hazardous, including fuels, chemicals, and blasting agents. The majority (60%) are heating and vehicle fuels, typically delivered by bulk rail and semi-truck to local distribution centers. VT 22A carries a higher share of hazardous materials (11.8%) compared to other routes (6.8%).

Tracking hazardous materials transported by rail is challenging due to confidentiality policies. However, ACRPC has observed that Vermont Railway regularly transports gasoline and petroleum products, with daily northbound trains through Addison County carrying approximately 15 loaded gasoline tank cars to depots in Middlebury and Burlington.

The most significant hazardous materials incident in the Region occurred in 2007, when a 20-car train derailed in downtown Middlebury, including 14 tank cars

of gasoline. Several cars caught fire, and fuel leaked into Otter Creek, prompting the evacuation of schools, homes, and businesses, and activation of the State Hazardous Materials Response Team.

While major incidents are rare, minor hazardous materials releases occur regularly, requiring notification to the state HazMat hotline. These shipments pose ongoing risks to communities and challenges for local emergency responders.

To address these risks, Addison County's Local Emergency Planning Committee adopted a Hazardous Materials Emergency Plan (HMEP) in 2021. The plan outlines response procedures, hazard analysis, emergency resources, and training requirements to support municipalities and first responders in the event of a hazardous materials release.

AGRICULTURAL IMPACTS

This Plan supports the continued growth of agriculture, a key component of Addison County's economy. Farms rely heavily on the regional road network to access fields, transport equipment, and bring products to market.

As agricultural operations expand, the movement of large farm equipment over longer distances has increased. This can lead to road wear, traffic congestion, and safety concerns for other drivers. While municipalities can set weight limits on local roads, Vermont law exempts agricultural vehicles under 60,000 pounds from permit requirements, limiting a town's ability to recover costs for road damage. Heavier vehicles do require permits.

Additionally, new access points to public roads—whether state or local—require permits and should be carefully evaluated. Poorly planned access can damage infrastructure and create traffic hazards.

As farm activity continues to grow, this Plan encourages collaboration between municipalities, farmers, and state agencies to balance agricultural needs with road safety and infrastructure preservation.

Public Transit

Passenger transportation in the Addison Region is served primarily by **Tri-Valley Transit (TVT)**, a non-profit public transit provider that offers a number of routes throughout the Region. TVT's primary goal is to "provide services that are safe, reliable, accessible, and affordable for everyone." Utilizing western Vermont's primary transportation corridor, US Route 7, TVT links the three primary employment centers in the Region – Vergennes, Bristol, and Middlebury. TVT also links many communities in the Region to Rutland and Burlington, which is a particularly valuable resource for residents who are employed in those communities.

OVERVIEW OF CURRENT ROUTES

TVT offers two distinct services, the Dial-a-Ride system, which provides older adults, persons with disabilities, and other vulnerable populations with access to medical services, shopping, and eating destinations, and the TVT Bus System, which runs to multiple locations within and outside of the Region. For up-to-date route information, visit trivalleytransit.org

Place holder for TVT photos - bus, bus stop, etc. People!!

POTENTIAL SERVICE EXTENSIONS

TVT Bus routes are currently active Monday - Friday with Saturday service available on selected routes. Trips are generally offered multiple times a day, but are not available earlier than 5:30 a.m. or later than 7:00 p.m.

TVT's long-range plans have identified several potential areas for expansion which would be dependent on available funding and ridership needs. In addition to the fixed routes discussed above, this plan also supports the expansion of TVT's Demand Response services to meet the needs of the Region's transit dependent population. This includes harnessing new technology to facilitate ridesharing.

Communities that have a specific need, such as congestion, high levels of commuters, or an underserved population, should reach out to TVT to determine what criteria they would need to demonstrate to allow TVT to access State and Federal funding to support new services.

In May of 2024, TVT initiated a weekday microtransit program called EZ Trip to serve the downtown Middlebury area. This is a door to door on-demand ride service as an alternative to fixed route bus services. Ride coordination is handled by a central dispatch that seeks to optimize ride sharing to increase efficiency. See details under the Ride-Hailing section.

TVT RIDERSHIP

In fiscal year 2019, the last complete service year before COVID, TVT provided 7% more rides than the year before. 2020 was trending to surpass those numbers, but then the pandemic forced lockdowns, and TVT had to curtail its services to the most essential elements. Ridership dropped 60% and telecommuting became more common. Since then, TVT has "built back better" to match services with shifting demands, and ridership has grown significantly each year.

Table 5: Transit Dependent Population by Town

	Residents with Physical Challenges Age 18+	Auto-Less Households	Residents Below the Poverty Line (Age 18 and up)	Residents Age 65+	Residents Age 15-19	Total Town Population
Addison	203	13	59	375	21	1365
Bridport	124	9	86	284	42	1225
Bristol	719	86	356	700	207	3782
Cornwall	126	5	14	314	49	1207
Ferrisburgh	431	12	114	553	77	2646
Goshen	52	2	12	55	4	172
Leicester	194	4	98	262	76	990
Lincoln	140	6	64	277	89	1323
Middlebury	1629	251	879	1931	1724	9152
Monkton	283	7	85	403	62	2079
New Haven	289	7	47	385	104	1683
Orwell	176	15	115	287	56	1239
Panton	84	`10	52	110	36	646
Ripton	146	0	79	217	45	739
Salisbury	123	3	98	358	41	1221
Shoreham	218	24	115	312	54	1260
Starksboro	241	8	114	262	178	1756
Vergennes	396	73	278	416	163	2553
Waltham	61	2	31	190	16	446
Weybridge	71	2	74	201	52	814

Source: https://data.census.gov/. Retrieved 4/1/2024 except Auto Less Households which is from US Census Bureau, 2022 Table B08201 Household Size by Vehicles Available

Rural roads and narrow bridges present challenges for transportation planning.

Year	Dial-A-Ride	Bus	Combined Total
2019	59,783	114,418	174,201
2020	44,571	93,588	138,159
2021	19,864	49,333	69,197
2022	30,260	66,571	96,831
2023	29,919	85,964	115,883

TVT'S TRANSIT DEPENDENT POPULATION

The Region has a significant population of people characterized as "transit dependent" who may not be able to afford a car, are unable to drive, reside in a household without a car, are elderly, or for other reasons are more likely to rely on the public transportation system. Table 5 summarizes this population by town. It should be noted that the categories often overlap, resulting in a person being counted more than once. However, the numbers also demonstrate that a significant portion of the Region's population relies on public transportation. Projections expect these numbers to increase as the Region's population ages.

TVT's programs offer low or no cost opportunities for a significant portion of the Addison Region's population to work, shop, and participate in the community.

They constitute an essential part of the Region's transportation infrastructure to ensure all people can participate in community activities and services.

EMERGING INFRASTRUCTURE NEEDS AND OPPORTUNITIES

Strategic infrastructure investments enable Tri-Valley Transit (TVT) to operate efficiently and effectively, while advancing the state of public transportation in the Region alongside other modes of travel. Recent projects include the relocation of TVT's downtown Middlebury transit hub—displaced by the reconstruction of the railroad bridge—to a new permanent location on Academy Street. TVT also installed new passenger shelters in downtown Bristol and enhanced the shelter in Vergennes with a public art installation.

Looking ahead, TVT is committed to supporting Vermont's statewide carbon reduction goals by transitioning its aging gas-powered fleet to electric buses. The statewide goal is 10% electrification by 2025 and 100% by 2050. To meet these targets, TVT requires key infrastructure upgrades at its Addison County Community Transportation Center (ACCTC), including:

- Covered bus storage to protect electric vehicles and extend their lifespan
- Dedicated Phase III power to support fast-charging stations
- Enhanced fire suppression technology to meet new safety standards

TVT is seeking funding to construct a new bus barn that will support these electrification efforts. In addition to enabling the transition to electric vehicles, the covered storage will reduce fleet wear and tear, extend vehicle life by over 15 months, lower labor costs, and cut greenhouse gas emissions by eliminating winter pretrip idling. The project also includes an expanded rooftop solar array, which will make the facility net-zero, and an upgraded rain and snow collection system to wash more buses without relying on treated municipal water.

These operational efficiencies will allow TVT to reinvest cost savings into service expansion—adding up to **2,288 additional service hours annually**. More service on the road not only benefits individuals who cannot drive, but also enhances convenience for all riders, encouraging a shift from single-occupant vehicle trips to public transit.

RIDE-SHARING, CAR-SHARING, & RIDE-HAILING

To encourage reduced single-occupancy vehicle trips and to encourage collective travel either by ridesharing or by use of public transit, the Region contains a system of 11 formal and informal Park and Rides. Of the 11, one is maintained by the State of Vermont, 8 are maintained by municipalities, and the remaining 1 is an informal lot. These facilities are rarely at capacity, indicating that the current number of spaces available at the existing park and ride facilities in the Addison Region is sufficient.

The following Park & Ride facilities are served by TVT Addison Region and can also be used for ride-sharing:

- ✖ **Ferrisburgh:** (Vergennes border): Jct of Rte 22A and Rte 7
- ✖ **Hinesburg:** Behind Town Hall, Rte 116
- ✖ **Leicester:** At Town Office on Leicester-Whiting Rd
- ✖ **New Haven:** Behind Town Hall, North St
- ✖ **Salisbury:** Jct of Maple St and W Salisbury Rd, just off Rte 7
- ✖ **Starksboro:** Behind Town Hall, Rte 116

Additionally, ride-share only Park and Rides can be found in the following towns:

- ✖ **Bridport**: Across street from Town Office
- ✖ **Cornwall**: Town Office parking lot, Rte 30
- ✖ **Monkton:** Monkton Central School
- ✖ **Panton:** Across street from Town Office
- ✖ **Waltham:** Co-located with Town Office

In Middlebury, overnight parking spaces are available behind Ilsley Library on the lower level as well as in the Frog Hollow municipal lot.

Car-sharing services, which have similarities to traditional car rental models, have expanded over the past decade, but have not penetrated the Addison County market. Occasional contractors for Uber and Lyft are available in and around Middlebury and in areas near Burlington. As technology advances, these services may become more effective in the lower-density areas of Addison County. This may present an opportunity to provide transportation to populations that need it such as elderly individuals who are no longer able to drive themselves, people with disabilities, and people with low incomes.

TVT's microtransit pilot, **EZ-Trip Middlebury**, started in 2024 and replaced MSB College, Hospital, Marble Works, and Shaw' fixed route neighborhood loops with a much larger Middlebury Trip Zone. EZ Trip Middlebury offers free rides by reservation to bring riders door to door. Reservations may be self-booked by app or internet portal. Riders may also call TVT for assistance with a booking. The goals of the EZ Trip microtransit project are to increase transit ridership of current riders, create new access to transit for more Middlebury residents, decrease the cost per transit trip, and reduce greenhouse gas emissions through use of electric vehicles.

The VTrans "Go! Vermont" program helps commuters connect statewide to encourage ride-sharing. The traditional ride-sharing model, when a driver makes a seat in his or her vehicle available for passengers who may or may not pay for the trip, is changing due to growing technological connectivity.

TRAVEL DEMAND MANAGEMENT (TDM)

A vast majority of daily vehicle trips involve residents driving to and from work. Major employers in the Addison Region are well positioned to play an active role in reducing vehicle trips by encouraging carpooling, bicycling, and allowing telecommuting. The Region's three largest employers are **Middlebury College, The University of Vermont–Porter Medical Center, and Collins Aerospace**. Local schools are also a significant employer. Employers can employ some or all of the following Transportation Demand Management (TDM) practices to reduce vehicle trips and increase vehicle occupancy:

- ✘ Financial Incentives - Employers can offer financial incentives to employees that reduce their single-occupancy vehicle (SOV) trips through carpooling or, like Middlebury College, they can provide free access to local public transit.

- ✘ Facilities - They can provide facilities for employees, such as secure locations for bicycles and access to showers and lockers, or carpoolers can be given preferred parking.

- ✘ Services - Employers can offer access to vanpooling, shuttles or car-sharing. In addition to their on-campus Zipcars, Middlebury College provides shuttle access for students and employees to the village.

- ✘ Flexible Scheduling - As high-speed internet access expands across the Region, remote employment is more easily accessible. With the right equipment and a connection to the internet, employees can access their office workstations remotely, make and receive calls via the office phone system and otherwise work productively from home. For those occupations that are not well-suited to telecommuting, employers can allow for flex time or a compressed work week. By enabling employees to be able to work more hours over fewer days, the number of vehicle trips to and from work can be reduced.

A 2015 project led by TVT concluded that TDM programs for employers require the following conditions:

- ✘ An ongoing commitment from leadership.

- ✘ An investment on the part of the business to create a fringe benefit program that could:

- • Offer commuter benefits to employees;

- • Organize vanpool or carpooling options for its employees;

- • Provide facilities for bike/walking commuters, such as showers and bike rack; and/or,

- • Establish a telecommuting policy.

- ✘ The existence of employer expenses that could be mitigated with TDM techniques (e.g. parking constraints, retention/recruitment issues).

Few of these conditions currently exist in the Addison Region.

Pedestrian and Bicycle Facilities

Vermont's Complete Streets law (Act 34) requires that all roadway users—drivers, pedestrians, cyclists, and transit riders—be considered in the planning, design, construction, and maintenance of transportation infrastructure. This Plan supports the implementation of Complete Streets principles at a rural scale appropriate to the Addison Region.

Shared roadways in rural areas, sometimes including widened shoulders, may serve pedestrians and cyclists, with traffic calming measures used to enhance safety. In village centers and downtowns, a broader range of accommodations—such as sidewalks, bike lanes, shared lanes, and separated paths—are appropriate. Transit stops should also be designed to support safe and convenient pedestrian access.

WALKING AND BICYCLING INFRASTRUCTURE

Active transportation plays a key role in the Region's goals for sustainability, reduced emissions, and public health. While Vermont's Complete Streets policy supports these modes, additional programs like Safe Routes to School help promote walking and biking among children, especially in communities near schools and downtowns.

Bicycle and pedestrian infrastructure is concentrated in Middlebury, Bristol, and Vergennes, where distances to jobs, schools, and services are within typical walking (0.5–1 mile) or biking (2–5 miles) ranges. These towns have actively planned for future improvements, and

their relatively flat topography makes them well-suited for increased cycling, which could help reduce congestion and parking demand.

RECREATIONAL CYCLING & REGIONAL CONNECTIVITY

Addison County is a premier destination for recreational cycling, thanks to its scenic landscapes and extensive network of bike routes. Key routes include:

- Lake Champlain Bikeway – a 1,400-mile international loop through VT, NY, and QC

- Western New England Greenway – connecting Montreal to New York City

- Triangle Bike Loop – linking Middlebury, Bristol, and Vergennes via low-traffic local roads

- Moosalamoo National Recreation Area – offering off-road cycling opportunities

These routes, along with numerous local and regional connections, support both recreation and tourism while enhancing the Region's active transportation network.

ELECTRIC BIKES

Electric bikes (E-bikes) are becoming more popular. Sales in the United States leaped by 269% between 2019 and 2022. A study from the Physical Activity Council found that in 2023, 19.4% of Americans who rode a bike at least once reported using an e-bike, up from 7.8% in 2021. The use of E-bikes has been incentivized by the Vermont Legislature. In 2022, the State launched the nation's first statewide EBike incentive program. The transportation bill reauthorized the program. Incentives have been available on a first come-first served basis.

Some elements of public bike infrastructure are insufficient for E-bikes. E-bikes are heavier and more expensive than traditional bikes and require charging. Adapting public infrastructure to E-bikes will require increasing access to secure parking that includes shelter and charging opportunities. In many cases, e-bikes exceed the weight limit of bus bike racks. Loading a bike that is heavier than the rack weight limit may result in damage to your e-bike, or the bus, or cause rack failure.

BIKE AND PEDESTRIAN SAFETY

The primary concern for cyclists as they travel through the Region is safety. While statewide bicycle crash trends have been moving slightly downward, the average yearly number of reported crashes in Vermont is 42. A majority of all bicycle crashes take place during the day, on a weekday at intersections.

It is unlikely that bike/ped improvements will occur in every area of the Region, therefore it is important to focus on where bike/ped infrastructure is used the most. A significant amount of foot travel occurs in areas where population density is highest – villages and downtowns. In these areas communities should:

- Develop bike/ped plans (stand alone or as part of their municipal plan) that plan for new pedestrian infrastructure (where appropriate) and provide connections between important areas of the community, whether for recreation or commerce, as well as connections between other communities.

- Identify local priority bike/ped routes.

- Utilize innovative and inexpensive techniques such as "tactical urbanism" to test possible bike/ped improvements.

- Maintain existing infrastructure and address safety issues quickly.

- Focus improvements on key intersections where pedestrian and bicycle movements conflict with vehicular traffic.

For cyclists, connections between population centers are also valuable. Many riders choose to commute via bike to their jobs, often traveling from more rural areas to employment centers such as Middlebury or Vergennes. This makes the stretches of municipal and state roads between the Region's population centers an important focus of long-range transportation planning.

The Vermont Agency of Transportation (VTrans) developed their Bicycle and Pedestrian Strategic Plan (BPSP) in 2021. The goal of the BPSP was to identify strategies that will broaden the inclusion of bicycling and walking throughout VTrans projects and activities. ACRPC recognizes that many of the best cycling opportunities occur on local roads, and has worked with and will continue to work with municipalities in the region to cost-effectively promote interconnected routes that provide the greatest benefit at the least cost. For example, ACRPC has assisted in development and promotion of the Triangle Bike Loop which connects Middlebury, Bristol, and Vergennes through New Haven and includes parts of Ferrisburgh, Weybridge, and Waltham.

REGIONAL HEALTH BENEFITS OF WALKING AND BIKING

It is important not to understate the added health benefits that safer walking and biking opportunities can bring to the Region. The Vermont Department of Health estimates that more than one in three adults in Addison County do not get the recommended amount of physical activity and more than half (63%) are above a healthy weight, making them susceptible to chronic disease.

Using a context sensitive Complete Streets approach to developing the Region's transportation system will support safe walking and biking. When safe environments for exercise exist, communities have been shown to experience a 35% increase in physical activity. Residents are 65% more likely to walk in a neighborhood with sidewalks.

WALK-BIKE COUNCIL OF ADDISON COUNTY (WBCAC)

Following two fatal bicycle crashes in the Region, ACRPC partnered with nonprofit bike/ped advocacy group Local Motion and concerned citizens to form the Walk Bike Council of Addison County (WBCAC). The WBCAC includes residents and experts in such fields as law and enforcement, transportation planning, marketing, recreation, health, and community planning.

The Council's primary goals are to:

- ✖ Improve on-the-ground conditions for walking and biking through technical review of regional transportation projects, walk-bike planning guidance, and other technical assistance.

- ✖ Increase public officials' knowledge of and engagement in walk-bike issues by building relationships with law enforcement and local transportation officials, providing training and outreach to key stakeholders and reviewing local land use regulations.

- ✖ Build community acceptance of and respect for everyday walking and biking through grassroots outreach and the marketing of a "walk-bike identity" for Addison County.

- ✖ Increase rates of walking and biking across all ages, abilities, and communities by supporting the Safe Routes to School Program throughout the Region, identifying opportunities for promotions that incentivize and highlight biking and walking and advising businesses and municipalities about bike infrastructure.

As is the case in many parts of Vermont, not all areas of local transportation are well-suited for walking or biking. In order to ensure safe travel for pedestrians and cyclists, the road network must be designed, strategically adapted, and maintained to accommodate more than vehicular traffic.

Walk-Bike event 2023

ELECTRIC VEHICLES

The range of electric vehicles (EV) in the 2024 model year varied from 114 miles to over 500 miles on a full charge. Most EV owners charge at home, however given the distance between our communities and centers of employment, it is essential that the ability to recharge EVs is readily available to the EV owner, if more EVs are to be encouraged. A Level 1 charging station (120 volts) provides 2-5 miles per hour of charging while a Level 2 charger (240 volts) provides 10-20 miles and a DC Fast Charger (up to 1000 Volts DC) provides 180-240 miles per hour. While Level 3 chargers are the most appealing because of their short charging time, they are significantly more expensive to install and require the availability of 3-phase power.

Since 2014, the State of Vermont has invested over $14.5M in Community EV charging stations in the state. Park and Rides in Panton, Starksboro, and New Haven host Level 2 chargers, and the Mill St. municipal parking lot in Middlebury has a fast charger. Providing regular fast charging opportunities along the Region's major travel corridors (Route 7 and Route 22A) is essential to encouraging the use of EVs in the Region. The federal Infrastructure Investment and Jobs Act of 2021 provided dedicated funding to states for deployment of EV charging infrastructure. New stations constructed with these funds must be within one mile of an intersection with a designated Alternative Fuel EV Corridor intersection, and within fifty miles of the next charging station. US 7 through Addison County is the only Alternative Fuel EV Corridor in the Region.

Municipal Roads General Permit (MRGP)

Vermont established a general permit for the discharge of pollutants to waters of the state from municipal roadways. Municipalities are required to implement a customized, multi-year plan to stabilize their road drainage systems. Roadways must be brought up to basic maintenance standards and corrective measures must be implemented to reduce erosion. Actions taken to implement the MRGP should also increase the resilience of the local road network. The state has provided funding to implement MRGP provisions through the Grants in Aid program.

Goals, Objectives, and Actions

GOAL 1: Promotes the Economy

The Region's transportation system facilitates the efficient movement of people, goods, and services to support local and regional economic vitality.

Objective 1:

Support the Middlebury Airport's economic role through infrastructure investment and thoughtful implementation of improvements recommended in the 2021 VT Airport System Plan.

   a. Work with VTrans and ACEDC to recruit new business to the Middlebury Airport and support infrastructure improvements including hangars and parking.

Objective 2:

Maintain the Region's access to safe and efficient water transportation for commerce and recreation and promote the recreational travel aspects of the Region's rivers and Lake Champlain.

   a. Encourage continued use of the Ticonderoga Ferry and other ferry services.

Objective 3:

Improve rail infrastructure and encourage passenger and freight rail service, where practical, by working with VTrans to prioritize investments.

   a. Implement signal system and track improvements called for in the 2021 VT State Rail Plan.

GOAL 2: Safely Supports All Modes of Travel

Transportation infrastructure safely accommodates vehicles, freight, public transit, bicycles, and pedestrians while mitigating heavy truck impacts on communities.

Objective 1:

Encourage and support the planning and implementation of safety, resilience, and efficiency improvements to the Region's roadways.

   a. Implement locally identified roadway corridor improvements as identified in Appendix X.

   b. Study High Crash Locations along Route 22A and identify recommended improvements.

   c. Continue to support the Vermont Western Corridor Transportation Management Plan and its recommendations for improvements.

Objective 3:

Structure, operate, and maintain the Region's roadway network to mitigate the impacts of traffic and freight on the Region's communities, especially in villages and downtowns.

   a. Encourage farms and government agencies to use best management practices to minimize road damage.

Objective 4:

Support sound, equitable, and well-planned alternative routes for freight transport that will reduce negative impacts on villages and downtowns.

   a. Explore and create truck routes that address concerns of Vergennes and neighboring communities as identified in the Vergennes PELS Study.

Objective 5:

Support the Addison County Regional Emergency Management Committee and regular updates to the Hazardous Materials Emergency Plan and Local Emergency Operations Plans.

a. Encourage towns to develop hazard mitigation plans addressing hazards from transported materials.

Objective 6:

Support TVT and town and human service agencies in providing public transportation services for a greater percentage of the Region.

GOAL 3: Promotes Energy Efficiency and Conservation

The Region reduces greenhouse gas emissions and energy consumption by increasing walking, biking, public transit use, and electric vehicle adoption.

Objective 1:

Support alternative transportation infrastructure including public transit, ride-sharing, car-sharing, park and rides, and bicycle/pedestrian connections to reduce single-occupancy vehicle dependency and vehicle miles traveled.

a. Work with TVT and others to make emerging ride-sharing technologies available in the Region.

b. Provide technical assistance to the Walk-Bike Council to increase walking and biking region-wide.

c. Promote expansion of the park and ride system, focusing on low-cost options in or adjacent to village centers.

Objective 2:

Develop bicycle and pedestrian connections between the Region's population centers with adequate travel space along significant routes.

a. Implement bicycle and pedestrian actions as identified in Appendix 3.

Objective 3:

Encourage development of a comprehensive EV charging station network, including DC Fast Charge stations, along the Region's major transportation corridors.

a. Identify locations and develop strategies for EV charging stations along major corridors, in village centers, and at community facilities.

b. Encourage municipalities to adopt regulations providing for EV charging in commercial areas and 220-volt receptacles in residential developments.

GOAL 4: Enhances Regional Land Uses and Sense of Place

Transportation design enhances the Region's historic villages, downtowns, and scenic landscapes while balancing mobility needs with community livability.

Objective 1:

Support land use patterns within the Addison Region that maintain the traditional pattern of densely populated villages and downtowns surrounded by open countryside.

Please see the Land Use Section for goals related to this objective.

Objective 2:

Transportation projects should incorporate Complete Streets principles, treating bicycle and pedestrian accommodations as central to project purpose.

a. Encourage appropriately scaled roundabouts and traffic calming features as safety improvements and community gateways.

b. Incorporate Complete Streets principles at appropriate scale to location.

c. Support access management efforts, focusing on keeping major arterial roads moving freely.

GOAL 5: Exhibits Resilience to Natural Hazards

Transportation infrastructure is designed, maintained, and improved to withstand flooding and severe weather events predicted under climate change scenarios.

Objective 1:

Design, maintain, or relocate transportation infrastructure to mitigate flood damage, meeting VTrans Hydraulics Manual and ANR Stream Alteration Standards at minimum.

a. Assist municipalities with MRGP compliance, adoption of hazard mitigation plans, and flood mitigation measures to maximize ERAF funding eligibility

GOAL 6: Maintains Sustainable Investment

The Region secures and allocates adequate resources for cost-effective transportation maintenance, improvements, and adaptation to emerging needs.

Objective 1: Help municipalities implement capital budgeting and access funding for transportation infrastructure improvements.

a. Help municipalities implement capital budgeting, access funding for infrastructure and water quality improvements, and evaluate road reclassification opportunities

b. Diversify transportation funding sources and address limited availability of infrastructure and maintenance materials

c. Advocate for increased non-municipal dollars to support the regional transportation network

d. Ensure VTrans investments in bicycle and pedestrian infrastructure in the Addison Region include locally identified priority areas.