

Chapter 27: Corridor Planning

INTRODUCTION

By definition, a corridor encompasses several interacting transportation facilities serving many travel modes and functions, including statewide connectors, intra-regional corridors, regional and local roadways, rail lines, and pedestrian and bicycle routes, airports, transit routes and freight facilities.

Adequate integrated transportation facilities within these corridors are necessary to meet the needs of a region and multiple regions, as the case may be. The Rutland Region's transportation corridors are generally oriented in a north-south, east-west direction.

The function and vision for each corridor helps guide the definition, prioritization and design attributes of future transportation projects by identifying the mix of transportation improvements that would be most effective in moving people and goods.

The transportation improvements must be balanced with available funding, and neighborhood and community concerns. For all corridors, adequate maintenance of existing transportation facilities is the first priority and the overall elimination of design deficiencies and maintaining or improving the facilities to optimal condition is also recommended.

PRIMARY CORRIDORS

The following describes the major corridors and the transportation improvements and strategies that should be used to help define future projects.

US Route 4 / Vermont Route 4 A



Clarendon and Pittsford Railroad

U.S. 4 bisects the Region, comprised of a limited access portion connecting New York to Rutland and extending easterly from Rutland to the New Hampshire border as a two /three- lane road. It presently functions as a rural principal arterial, facilitating longer distance trips. It also provides access to many diverse land uses, particularly auto-oriented retail and service (hotel and restaurant) operations in the most densely developed areas.

East of Rutland City, U.S. 4 is generally limited to a two-lane road, with various wider sections containing left turn lanes. It provides access to two of the Region's key tourist destinations- Pico and Killington ski areas, connects the Region to other major markets for permit-free truck traffic, and is served by public transit.

To the west of Rutland City within the corridor, Vermont Route 4A, a major collector paralleling US 4 and the Clarendon & Pittsford Railroad, runs for roughly 11 miles between Fair Haven and West Rutland. Given its close proximity to US4, much of the traffic carried on Route 4A is local. Land use patterns along this roadway range from rural to low density commercial to village.

The privately-owned Clarendon and Pittsford Railroad is a key link to the Class 1 railroads through a connection in Whitehall, New York to the Canadian-Pacific Railroad. It serves intercity passenger travel and a large percentage of freight coming into and leaving Vermont. Currently this segment meets the standard for modern railcar



DEFINITIONS

CORRIDOR PLANNING:

A process which examines the existing transportation systems within the corridor and identifies improvements to meet long-term needs. It includes reviewing existing and projected travel patterns and social, environmental, and economic issues, infrastructure improvements in combination with wise land use and systems-management actions. Corridor plans are the nexus between the long-range plan and project development.

US 4 / VT 4A / CLARENDON AND PITTSFORD RAILWAY

US ROUTE 7 / VERMONT RAILWAY



shipments and there are no restrictions for doublestacking cars. Challenges are due to the unstable land, specifically marshes and wetlands, over which it traverses.

For the Future:

Future improvements should primarily address increased mobility, maintaining the system's quality and improving safety. Needs and issues consist of pull-offs for public transportation, access management, improved public transportation, and maintaining and improving the rail trackbed.

US Route 7/ VT Railway/Rutland State Airport

As part of the designated National Highway System traversing Vermont from the southern to northern borders, US 7 is centrally located in the Region, passing through villages in the towns of Wallingford, Rutland, Pittsford and Brandon. It also functions as a rural principal arterial, facilitating longer distance trips as well as access to adjacent land uses in the most densely developed areas. The entire corridor encompasses the Vermont Railway line, the intersection of freight and passenger rail lines from all directions, the site for major rail transfers (Rutland Railyard), Rutland State Airport, and public transportation fixed routes.

For the Future:

Future improvements should consist of important highway surface and safety improvements at grade crossings, improved management of existing facilities to include access management practices and shoulder improvements, consistent shoulder and lane

widths, synchronization of signals beyond the existing network in Rutland City, traffic calming and bicycle and pedestrian facilities in the densely developed areas.

In addition, improvements are necessary to increase and improve the rail system for freight movement and for the expansion of public transportation service to potentially reduce vehicle travel on Route 7. These will also benefit the commercial activities in the corridor.

Vermont Route 22A

Vermont Route 22A is classified as a rural minor arterial, extending from Vergennes to the north, through the western edge of the Rutland Region, southerly into New York State.

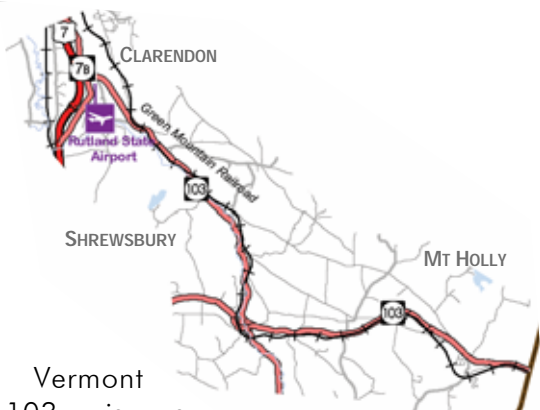


The two-lane roadway crosses through Fair Haven, West Haven, and Benson, totaling 12 miles on the Rutland Region's western edge. Traffic using the route is mixed, with a relatively high percentage of long haul truck traffic resulting from its role as a connection between upstate New York and northern Vermont. Passing through one of the areas in the Region devoted to agricultural use, land use along the corridor is of very low density except for the Fair Haven village area. Significant population and employment centers are not located along this corridor, nor anticipated. The perception of an unsafe road, and its lack of facilities for bike and pedestrian travel are issues which should be addressed.

For the Future:

Future improvements should increase the mobility, maintain the system quality and improve safety. Wider shoulders could accommodate other modes, while maintaining safer vehicular traffic flow.

Vermont Route 103/ Green Mountain Railroad



Vermont 103 is a principal arterial connecting the center of the Rutland Region (Clarendon, south of Rutland) with southeastern Vermont and points beyond. It shares its corridor with the Green Mountain Railroad. An undivided two-lane highway, Vermont 103 travels for roughly ten miles through mostly rural countryside, except for the village of Cuttingsville. Though used as an alternative east-west corridor by some travelers wishing to avoid delays on eastern portions of US 4 (including an increasing number of trucks), the volume of traffic is relatively light for a highway of its functional class.

Green Mountain Railroad, extending from Rutland to Bellows Falls, where it connects to the New England Central Railroad, operates on right-of-way owned by the State. Limited overhead clearances at the tunnel in Bellows Falls constrain its potential for freight operations.

For the Future:

Plans include a project to realign the curve in the roadway near the Green Mountain Railroad overpass. Rail improvements include upgrades at the crossings, most of which are unsignalized and structural repairs and upgrades as necessary to achieve desired operating speeds.

Vermont Route 30

Located near the western border of Vermont, VT 30 lies in a valley between ranges of the Taconic Mountains. It traverses three counties in western Vermont, extending from Manchester in Bennington County to Middlebury in Addison County.

In the Rutland Region it is a two-lane rural highway traveling north-south for more than 40 miles from Pawlet to Sudbury. Land use patterns along the route are rural and recreational, reflecting its location in the southwestern Vermont's lakes region, and built up villages in Poultney and Castleton.

Prevailing traffic patterns reflect these land uses. A mixture of land uses generates a comparable mix of vehicles, with travel types ranging from tourism-related to commercial and industrial. A rail-trail is located parallel to Route 30 in Poultney but otherwise the corridor is solely defined by this rural major arterial/collector. Individual bicyclists and bike tour groups frequent this scenic roadway corridor, which lacks wide shoulders.

For the Future:

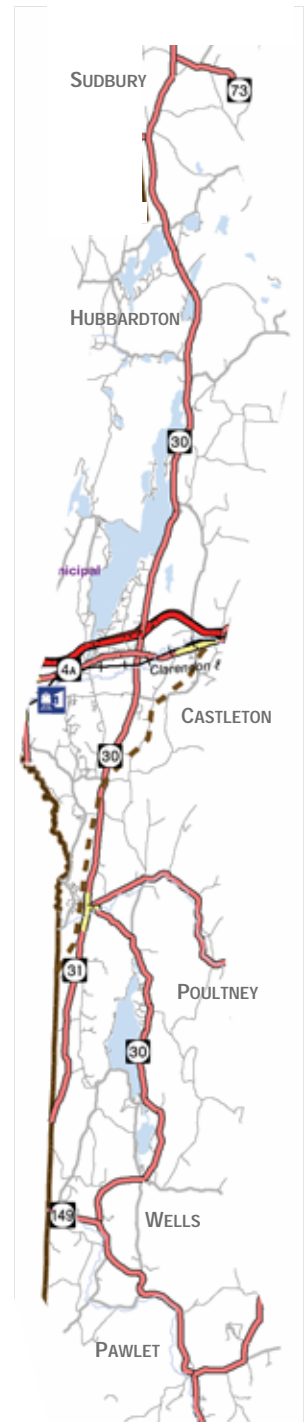
Physical improvements include maintaining the roadway and safety improvements such as pull-offs at scenic locations, sound access management practices, and widening shoulders for bike and pedestrian travel.

Vermont Route 133

Vermont 133, rural major collector, connects the center of the Rutland Region (Business Route 4) with the southwest corner (Route 30 in the center of Pawlet) and northwest Bennington County. The corridor is comprised of the roadway and its limited shoulders for bicyclists and pedestrians. Within the village area of Pawlet and West Rutland, there are sidewalks.

At the request of local officials, it was added to the state highway system in the late 1980's. Use of the two-lane rural

VT ROUTE 30



VT ROUTE 133



highway, which winds through rural and village areas, is predominately for local and commuting purposes.

For the Future:

The goal for this roadway is to expand the shoulders to allow for safe travel of other modes.

Vermont Route 100

Vermont 100 is known as the skiers' highway as it connects several major ski areas up and down the spine of the Green Mountains. It is also used as the Region's main connection to Montpelier.

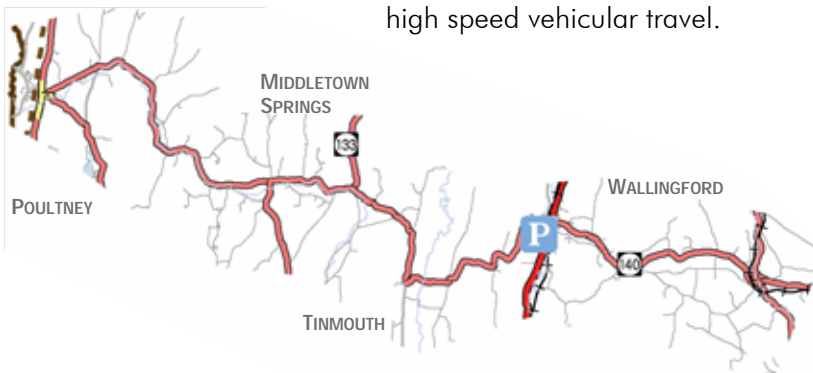


Within the Rutland Region, Vermont 100 is co-labeled with US 4 for several miles in Killington before striking north toward Pittsfield for roughly four miles through a mostly rural and commercial recreational area. This minor arterial carries a mix of traffic. Particularly noteworthy is the significant volume of non-motorized recreational travel (primarily bicycle tours) using the route in summer and fall and automobile recreational travel in other seasons.

For the Future:

Visions for this corridor include safety improvements as needed due to the mixture of modes on curving roads with high speed vehicular travel.

VT ROUTE 140



Vermont Route 73



Vermont 73 is a two lane major collector passing through Sudbury and Brandon. Oriented east-west, ten miles of roadway cross the Region (excluding a section coterminous with Vermont Route 30). Many different types of traffic use the highway, and many different types of land uses are found along it. With the exception of the villages of Brandon and Forestdale, much of the area is rural. Like many other highways in the Region, Vermont 73 is picturesque.

The western section is plagued by flooding of the Otter Creek and is often closed for periods of time in the Spring.

For the Future:

Future plans include upgrades to the road, to alleviate the flooding problem and realignment of some dangerous curves in Sudbury. These safety improvements will serve to upgrade the road to meet current standards.

Vermont Route 140

Vermont 140 is an east-west highway connecting Vermont 103 to the villages of East Wallingford and Wallingford and west of US 7, it connects Wallingford village with Poultney via Tinmouth and Middletown Springs. The roadway is primarily rural and used for local/commuting purposes.

For the Future:

The goal for this roadway is to expand the shoulders to allow for safe travel of other modes.