

Colchester 2019 DRAFT Town Plan Transportation Chapter

Getting There: Transportation in Colchester

VISION: The Town shall plan for, provide, and maintain a safe and efficient transportation network that implements its land use planning goals.

GOAL: Create a Colchester transportation plan and a set of protocols that aim to reduce congestion, improve roadway safety, and reduce energy consumption. The plan will enhance access to business and recreation areas of town for residents of Colchester and neighboring regions. Consider both conventional and alternative transportation modalities during planning. Strive for walkable and livable community features in all planning.

OBJECTIVE: Transportation systems are among the most important considerations as the Town works to manage its future. In the past two decades, vast improvements have been made in Colchester's transportation system that further the Town's land use planning goals with projects such as retrofitting existing roadways with pedestrian facilities and new bike paths, adding capacity, addressing public safety issues, and advancing stormwater pollution control projects to mitigate runoff from the transportation system. In the future, as the Town looks to create and serve sustainable development, this link between planning and infrastructure will become of increasing importance.

HISTORY OF THE TRANSPORTATION SYSTEM

The Town of Colchester was historically served by boat along its waterfront and foot or horse transportation throughout the rest of Town. There is train service in the northeastern and southeastern corners of Colchester. A small airport existed in the mid-twentieth century at Airport Park. While there is no formal airstrip in Colchester now, the Bay is often used by planes fitted with water landing equipment. The Town has, over the past sixty years, transitioned from a rural community to a suburb with heavy automobile use of its roads. With the introduction of Interstate 89 in the 1960s and improvements to Route 2 in the 1970s, Colchester has also become a through route for travel, especially for freight trucking and commuters.

Many of Colchester's existing roads were developed without pedestrian or bicycle facilities and often followed historic routes such as Roosevelt Highway. Bringing these existing roads up to current standards that include sidewalks, stormwater facilities, and acceptable geometries and grades can be challenging. The Campus Connector Road was completed in 2012 to address several of these concerns along the Route 15 corridor.

MAINTAINING THE SYSTEM

Current deficiencies need to be dealt with as the projected rate of growth and development will increase the demand placed on transportation systems. Maintenance and improvement of transportation infrastructure is one of the more costly services provided by the Town and has a tremendous effect on public health and safety. To this end, the Town developed a five year Capital Plan in 1993 to maintain and improve transportation infrastructure as well as various maintenance programs. One of the biggest challenges facing the Town is to maintain a safe and efficient transportation network as cost effectively and environmentally sound as possible. The automobile will continue to be the primary means of transportation in Colchester for the foreseeable future; however, Colchester has also begun to provide for alternate transportation

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modes such as park and rides, bicycle routes, sidewalks and bus pull-offs. Approximately 25 miles of bicycle routes and sidewalks have been added over the past 25 years. Modes of transportation other than the private automobile include walking, bicycling, ride-sharing, buses, and other public transportation. There are benefits associated with alternative transportation modes including reduced traffic, reduced air and water pollution, less land required for parking, energy conservation and promoting healthy lifestyles. The community is served by two through bus routes, one along Roosevelt Highway (Routes 2 & 7) and one along College Parkway (Route 15)., Special Services Transportation Authority (SSTA) provides transportation services for the elderly and disabled throughout Colchester. Safe and efficient transportation alternatives are of limited extent at this time and face several barriers such as a lack of sufficient density to provide low-cost, diversified solutions.

PLANNING FOR THE FUTURE OF THE SYSTEM

Over the past two decades, the Town has taken a much more active role in planning for its infrastructure. In 1993 a comprehensive alternative transportation path plan was developed for the community by the Chittenden County Regional Planning Commission (CCRPC) In 2002 the Town developed an Official Map that shows proposed multi-modal paths, roads, and other public facilities. Future roads include east/west road connections in the Northeast Quadrant and preservation of the Circumferential Highway right of way. In 2011 the planned Circumferential Highway was abandoned after many years of planning and partial land acquisition. A Circ Alternative Task Force was formed that included all of the Circ communities, interested parties, and the CCRPC to develop and forward for funding a list of projects that, if built, would replicate the Circ's effects. This Task Force developed prioritized lists for three phases and advanced them to the Legislature for funding thus concluding its work with the 2014 legislative session. The Exit 16 area was identified and funded as a Phase I project and the Severance Corners intersection as a Phase II project. Both of these projects are currently under design and are advancing toward construction. Some Phase III projects have also received funding and are moving toward construction. These include the intersection of Prim Road and West Lakeshore Drive, and the intersection of Blakely Road and Laker Lane. Other Phase III projects have yet to be funded and must compete with all other transportation projects around Vermont for state and federal funding. The Vermont Agency of Transportation has also begun efforts to rebuild Exit 17 These improvements funded thus far are required to further commercial development of the Exit 16 area and Severance Corners growth center, and address capacity and safety issues, all of which are a priority for the Town.

The Official Map draws from the Alternative Transportation Path Plan, but is more specific and creates an opportunity to preserve rights-of-way. It should be noted that generally all roads are planned to have sidewalks, although the Capital Plan provides a specific list of Town sidewalk implementation projects planned in the short term. There are also several other important planning connections within the Town's various Departments and Town standards that directly influence the transportation network and how it relates to land use. The Public Works Specifications and Standards require sidewalks and/or multi-use paths along new roads. The Town's Traffic Calming Manual potentially impacts improvements to existing roads. The Town has a variety of policies, regulations, and departments that affect land use planning and infrastructure and care must be taken to achieve coordination among these various regulations and policies.

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Regional Transportation System

In its planning efforts for transportation infrastructure, the Town is a member of the Chittendown County Regional Planning Commission. The CCRPC maintains a 20-year Metropolitan Transportation Plan for the County that provides goals and objectives, analysis of regional trends and planned improvement projects throughout the county in all modes of transportation. The CCRPC assists municipalities with transportation planning and provides a forum for interagency cooperation and public input into funding decisions. The CCRPC maintains a three year Transportation Improvement Program (TIP) that prioritizes funding to various transportation projects throughout the County. Several Colchester projects are included in the TIP: the reconstruction of Blakely Road and Laker Lane Intersection, the Exit 16 Interchange, the Exit 16 Park and Ride, the Exit 17 Improvements, Mountain View Drive Sidewalks, Prim Road and West Lakeshore Drive Intersection, Severance Corners Intersection, Severance Road bikepath, VT2A improvements, Route 15 Bikepath, and the West Lakeshore Drive Bikepath project. Colchester has several projects listed within the TIP that currently expires in 2022. This is one of the primary sources of funding transportation projects that often exceed local funding capacity and have regional impacts. There has been a shift at the State level to prioritize maintenance, rehabilitation, and repair of existing transportation infrastructure. Colchester will continue to work with the CCRPC to ensure that these projects, as well as important new construction projects such as the Exit 16 reconstruction project, are completed to provide critically needed capacity to the Town's infrastructure. It is thought that the funding of new projects will become increasingly dependent upon combining local, state, and federal funding sources.

Public Roads

The existing highway network is shown on the **transportation map (map one)**. The Town has 114.90 miles of public roads, 22.9 miles of which are State Highways. There are also approximately eight miles of Federal Highway: Interstate 89.

The Town has adopted a Capital Transportation Plan partially in an effort to preserve the Town's public transportation system with an estimated replacement value of approximately \$200 million. The Town's sustained effort of rehabilitation has been effective at avoiding more costly complete reconstruction costs and preserving the community's investment within the transportation system. While the Town authorizes funding of the Capital Transportation Plan every six years, local tax dollars are used to leverage State and Federal funding.

The Capital Transportation Plan includes, but is not limited to, various paving, bike/pedestrian, and intersection projects including the West Lakeshore Drive Bikepath, Blakely Road and Laker Lane Intersection and the West Lakeshore Drive and Prim Road Intersection.

The Town's Public Works Standards and Specifications provide specific requirements for transportation infrastructure design and construction. These standards provide different designs for road widths based upon a variety of factors including function, average traffic, and land uses served. Pedestrian, street lighting, and stormwater options are also included in these standards. These regulations provide standards for traffic studies that are often required as part of the Development Regulations review. Sometimes, as a result of these processes, a development

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may be required to help implement improvements to the transportation infrastructure in order to offset adverse impacts caused by the development or facilitate full build out of the project.

The Town has limited curb cuts for new developments through Chapter Fourteen of the Colchester Code of Ordinances and requires the connection of roads wherever possible. While the Town does not have a formal regulation limiting curb cuts as long as sight distances are met, limiting curb cuts is part of good access management practice. Roadway connectivity eliminates redundancies in maintenance and integrates neighborhoods. Roads should be connected wherever possible, however, and rights-of-way for new roads should extend fully to the outbound property line of a project to facilitate future road connections.

Arterial Roads: Arterial roadways carry traffic through an area to destinations outside the immediate neighborhood or community. Direct access to property should not be a function of arterial roadways, although in Colchester these roadways also carry local traffic and provide the only means of access to large areas of developed and undeveloped land.

The conflict between arterial and local road functions is especially pronounced for Route 127 which serves as a regional arterial highway although it is not designed or constructed to meet the standards of such a highway. This route also serves as the local road for very densely developed residential and commercial areas. An increase in local road functions will accompany the development of Severance Corners. The Route 127 Corridor Study provides direction for improving this corridor's design including bicycles and pedestrian improvements; however, this plan has not been implemented due to a lack of funding (although a portion of the Route 127 Corridor project has been listed in the current TIP). The Town recently completed a sidewalk installation along Prim and Heineberg Road Corridor to address immediate pedestrian needs within the Route 127 Corridor. The improvements of the Route 127 Corridor Study would result in improving the safety of the corridor, however, do not address capacity. It is the Town's desire to decrease traffic and the need for capacity on this local road. Since 1964, the Town has recognized the need for a new east-west arterial route and the Circumferential Highway right of way should be preserved for future consideration of this use.

Collector Roads: Collector roads provide land access, movement within neighborhoods, and a link between local and arterial roads.

Local Roads: Local roads serve primarily for land access, with links to collector and arterial roadways, including streets within subdivisions as well as roads in more remote areas. Design speeds are typically 25 mph. The existing local streets have been largely developed in conjunction with residential subdivisions. The local road system is not well interconnected, creating problems with maintenance, efficient traffic flow and public safety. Designs of local roads vary from less than 22 feet to 30 feet to accommodate the Town's various land use plans. A number of local roads are unpaved. While unpaved roads help areas retain their rural character maintenance expenses for unpaved roads are much greater than those for paved roads.

State requirements for permitting existing stormwater facilities on local streets has identified a host of maintenance and responsibility issues for the Town and homeowners throughout the

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community. The Town is working to resolve these permitting and stormwater issues and to develop long term maintenance and responsibility plans for existing stormwater facilities. Stormwater treatment for all impervious surfaces, including parking lots, is a good practice to preserve and enhance water quality.

Private Roads: Private roads are common in several areas, especially the points of land into the Lake. These roads are typically unpaved, of substandard width and have poor drainage. Some private roads serve a significant number of residences. The Town often receives applications to develop existing lots on private roads.

Problems associated with private roads include substandard design, unreliable maintenance, lack of emergency access, poor traffic safety, and property disputes among owners. Private owners are often unable or unwilling to fund improvements or maintenance. Current Subdivision Regulations require minimum frontage on a Public Road to subdivide. Current Public Works Specifications and Standards require access to be a public road if it serves more than five dwelling units. Chapter Seven of the Colchester Code of Ordinance (Fire Regulations) specifies necessary improvements to private roads for year-round access on proposed camp conversions. The current policies combine to ensure that existing situations are not made worse or repeated.

While new private roads should generally be discouraged, the Town should be afforded the opportunity to consider the use of private transportation infrastructure to facilitate sustainable development patterns or innovative development such as high density new urbanism development.

Intersections: Road intersections must be properly designed and controlled in order to ensure safe and efficient traffic flow and pedestrian crossing. Improvements are needed at a number of intersections however many of these are State intersections and therefore dependent upon State approval and funding for upgrades. Intersection improvements in the current TIP include Route 2A and Routes 2/7. The Circ Alternative Process identified and funded the intersection improvements for the Exit 16 area as the County's highest priority project. Similarly the Severance Corners intersection is the second highest ranked project and will also be funded by this process. Other intersections funding by the Circ Alternative Process include improvements to the Blakely Road and Laker Lane intersection as well as the Prim Road and West Lakeshore Drive intersection. As background traffic in Colchester continues to grow and development continues to occur, it is certain that additional intersections will need to be addressed. The Town should continue to work with the CCRPC and the State to develop solutions for these intersections prior to large problems developing.

The Town should continue working to implement Intelligent Transportation System (ITS) Architecture whenever feasible. ITS is the application of advanced technology to address transportation needs and includes everything from timing of lights to pre-emption of lights for emergency vehicles. As intersections are improved and roads upgraded, the Town should utilize ITS to the greatest degree possible to promote local and regional efficiencies.

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Bridges: The Town has six bridges, such as Lime Kiln Bridge, that are an integral part of its transportation infrastructure. The Town participates in Vermont's Highway Bridge Program to assist in funding projects. At this time, all six bridges have undergone varying levels of replacement or rehabilitation and are in good condition.

Sidewalks: Sidewalks provide for safe pedestrian circulation and are especially important in a residential community like Colchester. A sidewalk network is useful for transportation purposes only when it connects between residential, public, and commercial destinations. Sidewalks are important even in remote areas considering the School policy that children may be expected to walk up to 1/2 mile to a bus stop.

With few exceptions, sidewalks are currently located mostly on local residential streets, having been installed by developers when subdivisions were built. Sidewalks continue to be built along our collector and arterial roadways. Over the past decade the Capital Transportation Plan has substantially expanded the Town's network of sidewalks with new sidewalks being added to West Lakeshore Drive, Blakely Road, and Malletts Bay Avenue as well as others. Additionally, new developments are required to include sidewalks and/or multiuse paths as well as provide easements for future pedestrian connections. These requirements are found in the Development Regulations and Public Works Standards and Specifications.

Multiuse Paths: Multiuse paths support alternative modes of transportation, which are encouraged. The Town has envisioned an east-to-west trunk-line multiuse path from Colchester Pond to Airport Park and similarly, a north-to-south route from Milton to Winooski. These routes, as well as various other feeder multiuse paths, are designated on the Town's Official Map.

There are several classes of multiuse paths; Class I are fully separated from roads, Class II paths are striped lanes along roads, Class III paths are roadways that are signed but otherwise not improved for bicycle travel. Roadway improvements that accommodate bicycle use are important for public safety as many long-distance-bicyclists, touring bicyclists, and bike-commuters will utilize roads to avoid slower moving recreational users on multiuse paths. The Town of Colchester is part of the Lake Champlain Bikeways network that uses a majority of on-road routes to link with adjacent communities throughout the Lake Champlain Basin. Class I and II multiuse paths exist along Porters Point Road, between Bayside Park and Creek Road, from Delta Park to the Causeway, along Colchester Point Road, along Holy Cross Road, and along Creek Farm Road. The extent of Class II paths has been significantly increased through the Capital Transportation Plan. Sections of Lakeshore Drive and Blakely Road are signed as Class III multiuse paths but are generally unsuitable for bicycle travel due to the heavy volume of traffic and turning movements. Many arterial and collector roads, including Route 15, Route 2A, Lakeshore Drive, and Routes 2 & 7 at Exit 16 are not uniformly constructed to accommodate bicycle travel. To the greatest extent possible, all areas of Colchester should connect its multiuse paths and tie into the paths of adjacent Towns.

Planned Multiuse paths include those shown on the Official Map linking Severance Corners to the Bay and Exit 16. The Town has undertaken several sections of the trunk-line from Colchester Pond to Airport Park and plans to construct more components of this route through

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the Capital Transportation Plan and the TIP. Another project likely to be completed within the near term is the first phase of the Exit 16 Pedestrian and Landscape Project along Roosevelt Highway.

Public Transportation: Existing public transit consists of bus service provided by the Green Mountain Transit along the College Parkway (Route 15) corridor and the Roosevelt Highway Corridor (Routes 2 & 7). In 2013 the Town of Colchester entered into an agreement with CCTA (now GMT) to provide service along the Roosevelt Highway Corridor (Routes 2 and 7). The most major areas of growth in Colchester are served and linked including the growth center at Severance Corners and commercial development at Exit 16. Since the last Town plan was completed, the Town began paying its share of the Burlington/Winooski/Colchester/Essex bus route that runs along route 15 and has the longest span and highest frequency of public transportation service in the State. Additionally, the Town is paying for its share of the Burlington/Winooski/Colchester/Milton Route which stops at Exit 16, Severance Corners, Creek Farm Plaza, and Exit 17.

The Bay area could also benefit from public transportation linking the surrounding neighborhoods to the north end of Burlington. During the term of this plan, grants to evaluate public transportation options should be pursued to determine if there is a cost effective service that could provide reasonable service time to Burlington from the Bay.

The Special Services Transportation Agency provides accessible and affordable door-to-door transportation for senior citizens and persons with disabilities. The demand for this service will continue to increase as the community's population ages and distances to services from residences increase. The Town partially funds this service.

Ridesharing: There are park and ride lots at Exit 17 and at Exit 16 as well as others identified by the recent RPC Park & Ride Plan. Go! Vermont is a ridesharing program administered by VTrans that includes guaranteed rides home. Demand exists for additional rideshare opportunities. The Town has incorporated future park and ride facilities into the Town's Official Map and will continue to work with VTrans and regional partners to consider additional opportunities to improve ridesharing.

The Vermont Agency of Transportation is responsible for education and information on alternative transportation including: carpool matching; vanpool matching and startups; bike commuter information; and transit system information. This information is marketed as "Go! Vermont" and is advertised in many mediums and available at: <https://www.connectingcommuters.org/>

Trends in alternative transportation include current ridesharing initiatives and the prospect of autonomous vehicles. While many residents own cars, services such as CarShare Vermont allow residents without cars to rent them when needed. Mobile applications such as Uber and Lyft may also allow residents without cars to get around, although it is not known to what extent these apps reduce emissions. Services such as Wheeli attempt to cut down on single-occupancy vehicle trips by allowing users to post destinations and times of travel. Advances in transportation

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technology may reduce parking demands and allow for the reduction in parking minimums in the Development Standards.

Rail: The Town of Colchester has two sections of rail with one in the Northeast Quadrant and one along Route 15. Both of these sections are designed to support heavy rail. Although light rail could function on the existing tracks, current design does not allow for faster speeds usually associated with commuter rail.

The section of rail along Route 15 leads from Essex through Winooski to Burlington. In the past, this section has been studied for commuter rail with the possibility of a multi-modal facility in Colchester along Route 15. Preliminary analysis of the corridor has indicated that current densities would not support a commuter rail line in this vicinity; however, as traffic continues to increase on Route 15, commuter rail may become economically viable.

The northern section of rail travels from Milton into a station in Essex Junction. Within Colchester, the tracks pass through a relatively removed and rural portion of the Town. As the rail track approaches Route 2A there are a few industrial properties which front on Route 2A that have the benefit of spurs or the potential for rail spurs. These properties are adjacent to residences and care has been taken to ensure that these uses are well-screened and unobtrusive to the residential uses as much as practical. While there has been discussion in the past about relocating Burlington's rail yard to this area of Colchester, this concept is no longer feasible due to the encroachment of suburban residential use and the establishment of substantial horse farming operations. The northeast quadrant and village neighborhood areas are ill-suited to further expansion of industrial uses or rail tracks.

Energy & Transportation

Transportation makes up Vermont's largest emitting sector, contributing to 47% of the State's overall greenhouse gas emissions. Under the Vermont Comprehensive Energy Plan (CEP), the State has set forth goals to generate more renewable energy and decrease energy usage through improved efficiency. In order to gain substantial deference under Section 248, the Town is planning on fulfilling these goals on a local level (see the Powering Colchester section).

Colchester has already made several improvements to the efficiency of its transportation infrastructure. During the term of the previous plan, the Town replaced more than 900 of its street lights with LEDs. This has resulted in a 50% reduction in the energy costs associated with street lights. Smart technology traffic controls continue to be deployed throughout the community as intersection improvements are made reducing congestion and improving pedestrian access.

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Projected Transportation Energy Use, 2025-2050			
	2025	2035	2050
Total Light Duty Transportation Energy Use (MMBtu)	719,976	456,057	198,768
Electricity Used for Light Duty Transportation (MMBtu)	9,601	66,180	139,675
Light Duty Electric Vehicles (% of Vehicle Fleet)	6%	41%	89%
Biofuel Blended* Energy Used for Light Duty Transportation (MMBtu)	710,375	389,877	59,093
Biofuel Blend*Light Duty Vehicles (% of Vehicle Fleet)	94%	59%	11%
Heavy-Duty Transportation Energy Use from Biodiesel (Percent of Total)	33%	58%	96%
Heavy-Duty Transportation Energy Use from Fossil Fuel (Percent of Total)	67%	42%	4%

(Table 1. Source: VTRANS, CCRPC LEAP Model, in Powering Colchester chapter)

Conservation in the transportation sector will be difficult for Colchester to achieve through its own actions. Nationwide, improvements in vehicle efficiency result in more vehicle miles traveled and not less. Unless transportation costs drastically increase on a national scale, reducing vehicle miles traveled will not be feasible at the local level. While Colchester can promote ride sharing, bus service, and alternative transportation options, these efforts are not likely to significantly impact conservation in the transportation sector alone. Continued efforts to promote density in Colchester's land use plans (see the Lands of Colchester Chapter) will help to limit the future growth of vehicle miles traveled.

During the term of this plan, it is anticipated that the majority of the transportation sector will still rely heavily on gasoline and diesel fuel sources. Demands on electricity and the grid will increase as improvements in transportation technology result in more electric vehicles (as seen in Table 1). This electrification of the transportation sector will provide opportunities for renewable resources as fuel sources. Electric vehicles will require additional infrastructure such as charging facilities. The Town will evaluate including requirements for charging stations in parking lots in its Development Regulations and encourage other improvements that help make this transition to a cleaner and more sustainable fuel source for the transportation sector.

Other technological advances likely to impact the community during the term of the plan include autonomous vehicles. The deployment of autonomous vehicles may increase opportunities for ridesharing and fleet reductions. This may also likely require improvements in infrastructure communications. While some efficiency may occur through self-driving technology, autonomous vehicles may actually create an increased strain on the transportation system. The increasing reliance of residents on the delivery of goods at their residences and businesses may be made worse by automation with more delivery vehicles dispersed through the community. Barring new State or Federal requirements, Colchester does not foresee making additional improvements to its transportation system to accommodate autonomous vehicles during the term of this plan.

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POLICIES

1. The Transportation Capital Plan provides a continual source of funding for projects that can be used to leverage additional money to complete significant projects within Colchester and should be sustained.
2. Developments, road projects, and all other plans shall take into consideration the Official Map and should implement the proposed improvements to the greatest extent possible.
3. Traffic studies that address both capacity and safety issues shall continue to be required as part of the development review process. Where necessary, improvement to the transportation infrastructure will be required as part of development projects.
4. New curb-cuts to arterial roadways should be avoided, with shared curb-cuts and side streets utilized for access wherever possible. The Town should maintain its access management restrictions.
5. While passenger rail expansion is encouraged, expansion of freight rail should be limited to existing rail corridors with the creation of rail yards being prohibited.
6. Colchester will continue to support the development of park and ride facilities that promote ride sharing, bus service, transportation demand management and alternative transportation options that have the potential to decrease vehicle miles traveled.
7. The Town will consider bicycle path improvements in designing, scheduling and constructing roadway improvement projects. Where possible and practical, the Town will strive to provide Class I paths along arterial and collector roadways and improve on-road facilities.
8. Sidewalks should be implemented per land use plans. The need for sidewalks is particularly important on roads carrying heavy traffic volumes through developed areas including Exit 16. Easements for future sidewalks should continue to be required through the development review process to support land use plans.
9. While new private roads should generally be discouraged, the Town should be afforded the opportunity to consider the use of private transportation infrastructure to facilitate sustainable development patterns or innovative development such as high-density new urbanism.
10. The CCRPC's Transportation Improvement Plan and other State and Federal funds are important sources of funding for transportation infrastructure and Colchester should continue to take advantage of these opportunities to bolster local funding for improvements to the transportation network. As non-local funding sources diminish or priorities shift, it will become increasingly important for the Town to develop creative solutions for funding projects that are more self-reliant.
11. Interconnectivity between developments shall be required to the greatest extent feasible. The creation of cul de sacs should be discouraged. New cul de sacs should be designed to be temporary and to provide future connections whenever possible. Future connections between neighborhoods shall be addressed by all development projects.
12. The Public Works Standards and Specifications provide diversified standards based in part on land use. These Standards shall be updated as needed to reflect changes in land use planning and evolving technologies.

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13. The Lake Champlain Byways program should continue to be supported for its importance in promoting alternative transportation and tourism.
14. The Town shall continue to partner with the Vermont Highway Bridge Program to maintain its infrastructure.
15. Intelligent Transportation Systems Architecture shall be utilized to the greatest degree possible to promote local and regional efficiencies and reduce congestion.
16. Roadway safety should continue to be improved and the Colchester Traffic Calming Manual deployed as needed through the cooperative efforts of the Colchester Police and Public Works Departments.

ACTIONS

1. The Exit 16 improvements and Severance Corners Intersection improvements are top priorities for the community in looking to replicate the goals of the Circ Highway through alternative forms of delivery now that the highway project has been terminated. As these projects have been funded and listed as high priorities in this process, construction should progress as expediently as feasible and is expected during the term of this plan.
2. A new arterial roadway connecting Hercules Drive and Rte. 15 would decrease travel time, increase efficiency, and reduce traffic volumes in the Exit 16 area and in Winooski's central business district. This is a project with regional significance and should be pursued in conjunction with the Regional Planning Commission and the U.S. Army Administration at such time as the Camp Johnson facility transitions to another use.
3. A bicycle path between Colchester Pond and Airport Park shall be the priority bicycle path for Colchester to complete. This route shall act as a trunk line that all other bicycle routes shall strive to tie into. The Town shall strive to integrate this trunk-line and other bicycle paths with bicycle routes of adjacent communities and acquire easements as opportunities present during the term of this plan.
4. The efforts of the SSTA to provide transportation services for the disabled and the elderly should be sustained; however, efficiencies should be looked to as demand and costs continue to escalate.
5. Roadway construction and reconstruction projects will address stormwater treatment and should preserve and enhance water quality.
6. Right of way for an east-west corridor providing access to the Inner Bay and Bay Neighborhoods should have easements acquired as opportunities present.
7. The Development regulations should continue to promote bicycle parking, shared parking concepts, and be reviewed as necessary to include electric charging facility standards and other technologies as new opportunities in the transportation sector continue to evolve.
8. During the term of this plan, public transportation options should be evaluated to determine if there is a cost effective service that could provide reasonable service time to Burlington from the Bay.