

6.0 Study Conclusions

The VT 15 Corridor study provided communities and institutions along the corridor as well as regional and state agencies the opportunity to collectively develop a common vision and goals for the corridor. This process allowed the participants to develop creative and collaborative solutions to transportation problems for existing and future conditions; address the land use and transportation connection; develop strategies for all modes of travel and ensure modal connectivity; and create a multifaceted and multiyear plan (20 years) to accomplish the corridor vision.

The VT 15 Corridor Plan (the outcome of the study) is a balanced set of realistic actions that range from short term, non-capital intensive transportation and land use strategies to more visionary, long term ones.

Strategies were developed to address capacity issues and congestion relief throughout the VT 15 and Susie Wilson corridors with a primary focus on the travel/mobility sections of the corridor as well as the sections with dual functionality – see Figure 2.1. Transportation and land use strategies developed for corridor segments within village, community/growth centers (community roads), reflected the need to improve local circulation, provide safe, efficient and attractive environment for bicyclists and pedestrians to travel and access services and local businesses.

Safety issues were addressed for all transportation modes throughout the corridor. Continuous and consistent bicycle and pedestrian facilities are recommended as well as strategies that improve interconnectivity between modes.

Typical roadway cross sections are offered for different corridor segments and the implementation of “complete” streets concept is recommended whereby all modes of transportation are addressed along the corridor.

Improved public transit service is recommended which will allow bus transportation to be more competitive with the automobile: greater frequencies, longer service hours, more direct routes and faster service. The future success of bus transportation could be greatly enhanced by changes in land-use structure in the corridor. This plan recommends and supports existing land-use and zoning regulations that concentrate growth in the centers and protect outlying areas and resources. These center-oriented and infill strategies will be supplemented by aesthetic improvements and gateways that will further strengthen the character of the villages and community centers.

On-going commitment and active participation in the VT 15 Corridor Working Group by all stakeholders is essential to ensure that the plan strategies are implemented and that the corridor vision is realized.