



**TOWN OF MORRISTOWN SELECTBOARD
SPECIAL MEETING NOTICE & AGENDA
COMMUNITY MEETING ROOM**

On Zoom and at 43 Portland St. Morrisville, VT 05661
5:30 PM Tuesday, September 3, 2024

[Join Zoom Meeting](#) or by phone join via conference call (audio only): 1 (646) 558-8656 | Meeting ID: [810 342 4528](#) | Passcode 05661

The meeting will be live streamed on the Town of Morristown's website:

<https://www.morristownvt.gov/community/page/meetings-agendas-minutes> and on [Town GMATV YouTube Channel](#) when possible

I. 5:30PM - CALL PUBLIC HEARING TO ORDER

II. 5:32PM - AMEND TOWN PLAN OVERVIEW

1. Proposed Town Plan Amendment to Chapter 3 Transportation

III. 6:00PM - ADJOURN



Planning Director
PO Box 748
Morrisville, VT 05661

(802) 888-6373
Fax: (802) 851-7251

30 May 2024

RE: Morristown/Morrisville Town Plan Amendment Planning Council Report for July 9th Hearing

Per 24 VSA §4384, please accept this written Town Plan amendment report, the enclosed public hearing notice, and 2-pages from the existing Transportation Chapter of the Morrisville/Morristown 2022-2030 Town Plan. These 2-pages, via Microsoft Word “Track Changes” functionality, highlight four sentences in the existing 2022-2030 Town Plan that will be replaced with 4 new sentences in the proposed 2024 amended version of the Town Plan. The Morrisville/Morristown Planning Council has warned a public hearing on Tuesday July 9th at 5:00 P.M. on this very minor Town Plan language edit. Other than what is highlighted in attached red Track Changes related font, no other Town Plan edits or additions are proposed as part of this amendment. The proposed Town Plan amendment, like the existing, 2022-2030 Town Plan is consistent with the goals established in 24 VSA Section 4302. The proposed Town Plan amendment also does not alter the designation of any land area.

Suggested changes and comments regarding the proposed Town Plan amendment (which can be found on the Town’s website here: <https://www.morristownvt.gov/zoning-planning/page/town-plan>) are requested from all parties receiving this letter one week prior to the date of the aforementioned Planning Council public hearing. The genesis for editing these 4 sentences is for the new Town Plan to be regionally approved per 24 VSA §4350 as prologue to the regaining Morrisville’s Designated Downtown status.

Please do not hesitate to contact me with any questions regarding the new Town Plan or this request. Thank you.

Sincerely,

Todd Thomas, AICP & CFM
Zoning Administrator / Planning Director

NOTICE OF PUBLIC HEARING

MORRISVILLE/MORRISTOWN PLANNING COUNCIL HEARING FOR ADOPTING AN AMENDMENT TO THE MUNICIPAL DEVELOPMENT PLAN (a/k/a TOWN PLAN)

The Morrisville/Morristown Planning Council hereby provides notice of a public hearing being held pursuant to 24 VSA, Chapter 117, §4303, §4381, §4382, §4384, §4385 and §4447 for the purpose of hearing public comments concerning adopting an amendment to the Morrisville/Morristown Municipal Development Plan (referred to hereafter as “the Town Plan”). State law requires town plans be updated at least every eight years. The Town Plan was most recently updated and approved in May of 2022. This Town Plan is being amended in accordance with 24 VSA Chapter 117, §4303, §4381, §4382, §4384, §4385 and §4447.

The hearing for the proposed amendment to the Morrisville/Morristown Town Plan will be held:

DATE: Tuesday 9 July 2024

TIME: 5:00 P.M.

PLACE: The Community Meeting Room of the Old Tegu Theatre at 43 Portland St, Morrisville.

Statement of Purpose: To amend the Village of Morrisville/Town of Morristown Town Plan

Geographic Area Affected: All areas in the Town of Morristown and the Village of Morrisville.

Table of Contents: 1-Statement Containing Objectives & Policies, 2-Land Use, 3-Transportation, 4-Utilities & Facility, 5-Historic, Scenic & Natural Resources, 6-Education, 7-Implementation Program, 8-Statement Concerning Development Trends & Adjacent Municipalities, 9-Energy, 10-Housing, 11-Economic Development, 12-Flood Resiliency, 13-Wellness

Location of where full text may be examined: A copy of the full text of the amended Town Plan is available at the Morristown Town Clerk’s Office at 43 Portland St. in Morrisville and on the Town website at www.MorristownVT.gov
For more information, or feedback, please call Todd Thomas in the Zoning Office at 888-6373

Chapter 3: Transportation

In 2008, the town had a public road network measuring 104 miles. More than a decade later, the town's road network has grown to only 106.7 miles in length (the 2020 town highway map can be found at the following web address:

(https://maps.vtrans.vermont.gov/Maps/TownMapSeries/LAMOILLE_Co/MORRISTOWN/MORRISTOWN_MILEAGE_2020.pdf). This 106.7 mile length measurement includes 15 miles of State Highway. The village has a total road network of 14.1 miles, including 2 miles of State Highway. The 2020 village highway map can be found at the following web address

(https://maps.vtrans.vermont.gov/Maps/TownMapSeries/LAMOILLE_Co/MORRISTOWN/MORRISVILLE_VI_MILEAGE_2020.pdf). This decade-to-decade comparison shows that our road network is growing slowly. Growth aside, the approximately 90 miles of total local public roads is a sizeable burden, especially economically, for a relatively small town to maintain.

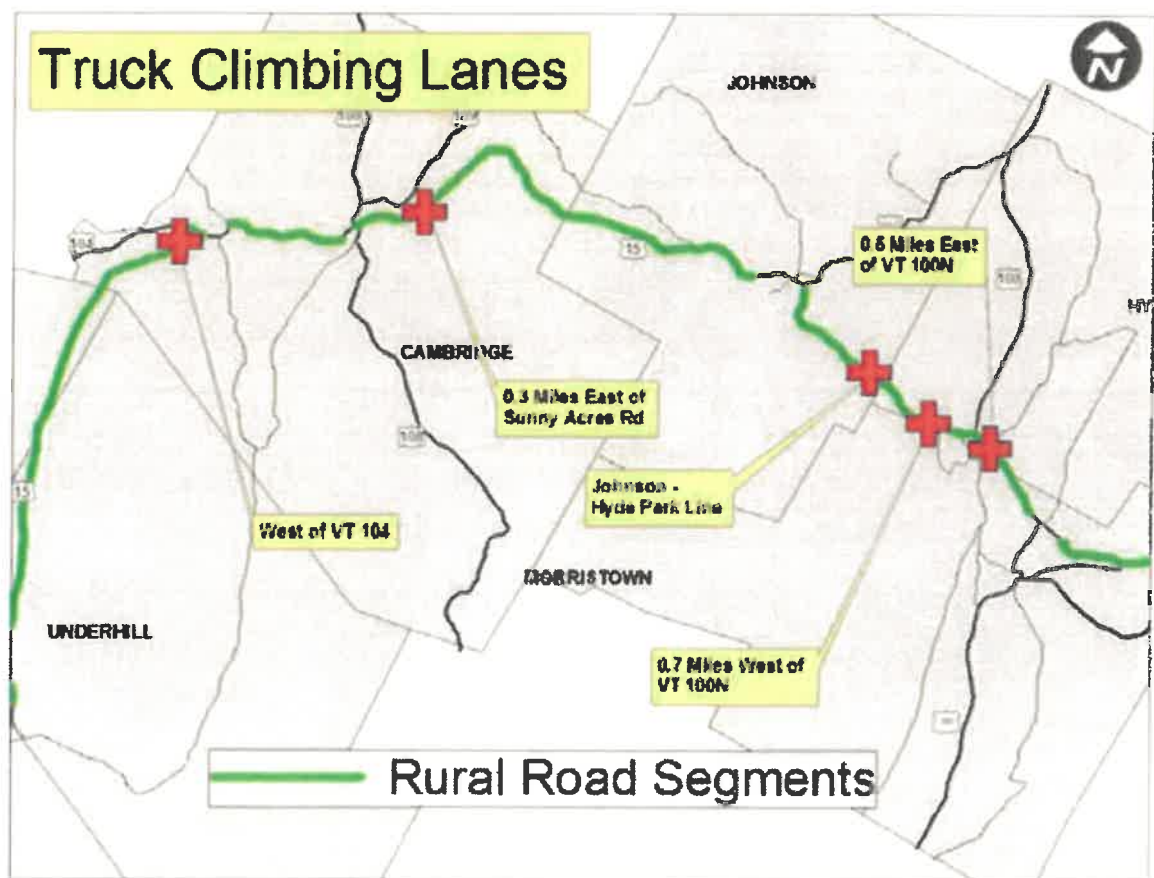
Even though the town government has no control over State roads located in our town, these roads still play a very important part of day-to-day life here. Commuters coming to, and leaving our region, use these State roads daily, which are the property of the Vermont Agency of Transportation (VTrans). Access to the Essex area via Route 15, and the access that Route 100 provides to the interstate highway and Burlington, are incredibly important to this community, and the many residents who commute to these areas. With rush-hour commute times to Burlington already at an hour plus for a distance of only 45 miles, the Selectboard, and Planning Council, must use all the influence available to ensure that these commute times do not become even longer. Our town is hurt economically the further it gets in terms of travel time by car to and from Burlington, and Chittenden County as a whole. ~~Therefore, this plan objects to attempts by neighboring municipalities to lower speed limits between our community and the interstate on Route 100 in areas located outside of village limits and designated downtowns when reducing the speed limit is not supported by the findings of a VTrans speed study. Similarly, this plan also objects to attempts by neighboring municipalities to lower speed limits between our town and Essex on Route 15 in areas located outside of village limits and designated downtowns when reducing the speed limit is not supported by the findings of a VTrans speed study. Similarly, this plan objects to attempts by neighboring municipalities to install traffic signals and roundabouts that are shown to not be warranted by a VTrans traffic study on the same sections of Route 100 and Route 15 when the request is for an area located outside of village limits or a designated downtown. With that being said, this plan is supportive of increasing pedestrian safety, including lower speed limits, where the Lamoille Valley Rail Trail crosses VT Route 15.~~

~~Therefore, this plan encourages open communication with neighboring communities through the State Route 15 and State Route 100 pass. The town is supportive of the designated village center and downtown initiatives which strive to enhance pedestrian and bicyclists' safety. We support the reduction of the speed limit around the rail trail crossing~~

in the Town of Johnson that provides additional bike and pedestrian safety. The Town will work collaboratively with our neighbors to ensure they are made aware of any negative impacts to our community which may occur because of slowing traffic outside the village center and/ or designated downtown.

While ensuring that commute times to Chittenden County on Route 100, and Route 15, are not lengthened by reduced speed limits, and unwarranted traffic lights, it is also important to lobby for physical changes to State roads that can improve commute times. Physical roadway changes made to improve commute times will help offset increased traffic as our community and the surrounding communities grow. Truck climbing lanes are a great example of such a positive change. **This plan supports the creation of truck climbing lanes at locations where the road grade exceeds 5% for 1,000 feet or 7% for 500 feet on Route 15 (per VTrans *Truck Network Improvements Prioritization Study* (Vanasse Hangen Brustlin, 2001)).** The following figure details these areas:

Supported Locations for Truck Climbing Lanes



Truck climbing lanes and passing lanes are also important features that should be encouraged between our community and the interstate highway in Waterbury. An example of a location