

VIII. TRANSPORTATION

Transportation

	Mt. Holly	Rutland Co.	Vermont
Class 1 Highway Mileage, 2004	0	16.47	134.72
Class 2 Highway Mileage, 2004	10.61	306.20	2,715.69
Class 3 Highway Mileage, 2004	46.84	752.39	8,509.25
Class 4 Highway Mileage, 2004	12.47	125.25	1,533.90
State Highway Mileage, 2004	15.44	233.39	2,703.60
Lane Highway Mileage, 2004	0	1.80	23.90
Scenic Highway Mileage, 2004	0	1.36	53.72
Number of Households with 1 Vehicle, 2000	131	9,245	80,892
Number of Households with 2 Vehicles, 2000	258	10,492	103,737
Number of Households with 3 or more Vehicles, 2000	99	3,907	39,544
Number of Households with no Vehicles, 2000	6	2,034	16,461
Average Number of Vehicles per Household, 2000	2.08	1.69	1.75
...in owner-occupied housing units	2.11	1.89	1.94
...in renter-occupied housing units	1.90	1.22	1.30
Total workers 16 years of age and over, 2000	665	31,048	311,839
...who Drove to Work Alone	535	24,181	234,388
...who Carpooled to Work	74	3,463	37,191
...who Commuted via Public Transportation	4	183	2,208
...who Commuted via Motorcycle	0	11	136
...who Commuted via Bicycle	0	51	977
...who Walked to Work	8	1,484	17,554
...who Commuted via Another Means	0	199	1,734
...who worked at Home	44	1,476	17,651
...who worked outside town or city of residence	547	19,554	202,707
...who worked outside county of residence	287	4,216	66,901
...who worked outside Vermont	27	1,140	21,346
Aggregate Travel Time to Work (in minutes), 2000	14,975	609,905	6,367,500
Average Travel Time to Work (in minutes), 2000	24.11	20.62	21.64
Total Number of Automobile Accidents, 2001	1	207	3,260
...Involving Fatalities	--	8	83
...Involving Injuries (not Fatalities)	--	107	1,661
...Involving Property Damage Only	1	92	1,514

Railroad

Railroads came to Vermont and Mount Holly in the late 1840s and early 1850s. The Rutland and Burlington Railroad was originally built through Mount Holly to Bellows Falls. The Mount Holly section was completed in 1849 and is currently operated by Green Mountain Railroad.

Green Mountain Railroad tracks running alongside of Route 103 through Mount Holly currently carry freight only. Amtrak passenger service is available at Bellows Falls, White River Junction, Rutland, and Whitehall, N.Y.

Bus

The Vermont Transit Company bus line operates from Rutland to White River Junction. From there, buses run to Burlington and Montreal, Boston, and Hartford, Connecticut.

Air

Air service is available from the state airport in Rutland - the Southern Vermont Regional Airport. Currently Cape Air has three flights to and from Boston daily.

Bicycle

Use of Town roads by bicycles includes organized tour groups, as well as recreational use by local citizens. There are no bicycle paths.

Pedestrian

There are no pedestrian pathways or sidewalks in the Town. Pedestrians use dirt roads and road sides. Walkways in the Village of Belmont no longer exist.

Recreational Trails

See Recreation

Public Transportation

Public transportation does not exist in Mount Holly. This is an obvious problem for people without private cars and for those who are unable to drive because of conditions such as age, illness, disability, DUI, or other legal restrictions. Various agencies provide transportation services (usually private volunteer drivers) for clients such as those on Medicaid, needing rides to medical appointments, but there are many restrictions and exclusions (e.g., age, condition, income, number of uses per time period), so that many “fall through the cracks”. There are few organized services for transportation to shopping, church, community events, voting, and for the transportation needs of children in “transportation-challenged” families.

Parking

Two parking lots: Beaver Meadow Parking lot in the Green Mountain National Forest and Okemo Hiking Trail head at the old Healdville Railroad Station maintained by the National Forest and State respectively.

Highway System - Map VIII 1

In a rural community such as Mount Holly, the most important component of the transportation network is the highway system. It provides for auto access to all parts of the Town and most residences and for commuting to jobs. It provides for the movement of supplies and materials to Town businesses and commercial ventures and for the collection of manufactured products. Town residents are provided with public services such as school buses and emergency vehicles via the roads system. However, winter road clearing is not available on class 4 roads, so that access by residents, emergency vehicles, and school buses is severely limited in the winter and is at times impossible.

There are four classes of **town highways**:

1. Class 1 highways are those that form an extension of a state highway route and carry a state highway route number – Mount Holly has none.
2. Class 2 town highways are those selected as the most important highways in each town; Mount Holly has 12.07 miles of Class 2 town highways:
 - Tarbellville Road
 - Belmont Road
 - Hortonville Road

Healdville Road

3. Class 3 town highways are all other traveled town highways with the minimum standard of being negotiable under normal conditions in all seasons of the year by a standard manufactured pleasure car. This includes, but is not limited to, sufficient surface and base, adequate drainage, and sufficient width capable to provide winter maintenance. Mount Holly has 47.24 miles of Class 3 town highways.

4. Class 4 town highways are all other town highways including trails and pent roads.

The Select Board determines which Town highways are Class 4; Mount Holly has 12.47 miles of these highways.

Presently, there are 15.4 miles of **state highway** within Mount Holly

Traffic Volume

The estimated 1991 Average Daily Traffic and Design Hour Volume prepared by the Vermont Agency of Transportation show that traffic on existing Town highways does not exceed suggested levels of service and that traffic levels are well below design capacity. It does not appear that any Town Road will experience over loading problems in the near future.

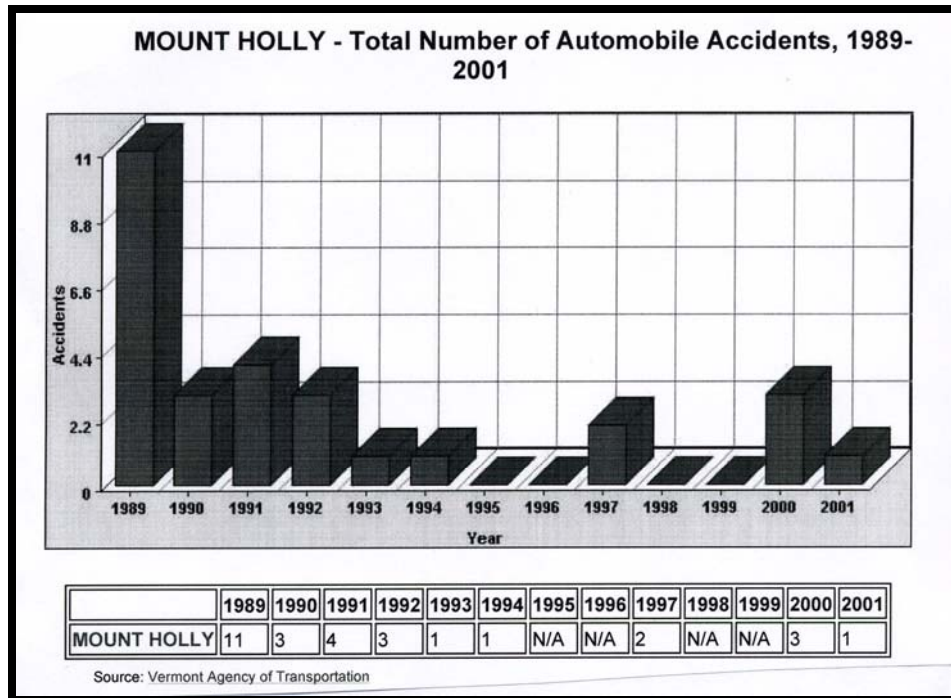
In the community planning effort of 2003-2005 there was considerable concern expressed about traffic volume and traffic speed impinging on the peace and quiet of the Town – a major goal of the State is to prevent this consequence of development.

Since 1991 the problem of congestion in Ludlow due to ski traffic from Killington-Pico on route 100 and from Okemo Ski area both emptying on to Route 103 traveling through Ludlow en route to interstate 91 has reduced access to Ludlow and points south on Routes 103 and 100 for Mount Holly residents traveling to work, shopping, recreation, etc. (A point for inter-town planning)

It should be noted that a significant portion of the Okemo Mountain Road, accessible only from Ludlow, is located in Mount Holly and provides access to the summit of Okemo Mountain that is located in Mount Holly. Citizens have access to the summit of Okemo Mountain over the Okemo Mountain Road – Act 250 permit number 2SO351-7A-EB.

Accidents

Estimations by the Vermont Agency of Transportation of accidents on Town highways show few accidents with no particular concentration in any area. However, there seems to be a concentration of accidents at the caution light on Vermont Route 103. In the last Town Plan, the Planning Commission recommended a state study of accidents in this area.



Bridges

MOUNT HOLLY BRIDGE SUMMARY REPORT

ATTRIBUTE	CATEGORY	# of BRIDGES
Condition	Good	11
	Fair	3
Diameter	96 -180	4
	240 - 284	6
	312 - 480	6
Type	Aluminum	1
	Concrete	8
	Concrete Continuous	3
	Masonry	1
	Steel	1
	Timber	1
Length	13 - 20	7
	24 - 28	7
	50	1
	120	1

Every other year, the Vermont Agency of Transportation surveys the nine bridges on Town highways that exceed spans of twenty feet and determines necessary repairs. In the 2006 State survey, two bridges (numbers 64 and 66) were designated in need of work and are in the priority pool to be repaired by the State, although the Town will proceed with work deemed absolutely necessary.

Culverts and Structures have been numbered, mapped and evaluated for maintenance purposes. (Map VIII 2)

MOUNT HOLLY CULVERT SUMMARY REPORT		
ATTRIBUTE	CATEGORY	# CULVERTS
Condition	Good	266
	Fair	129
	Poor	35
	Bad	37
	Unknown	3
Diameter	4 to 12	31
	16 - 20	341
	22 - 48	61
	60 - 99	15
	120	2
	Unknown	10
	Over 36"	40
	Under 36"	420
	Unknown	10
Type	Concrete	24
	Masonry	3
	Plastic	20
	Steel	400
	Other	23
	Unknown	0
Length	14 - 24	135
	26 - 40	249
	42 - 60	83
	62 - 96	15
Depth Cover	1' - 3'	261
	4' - 6'	151
	7' - 16'	45
	20' - 28'	5
	Unknown	7

Scenic Roads

See above Natural Resources.

The impact of bridge reconstruction by state/federal agencies on scenic features and wildlife habitat - the subject of resident complaints in past years – has been mitigated.

Problems :

Through the lens of the **Rutland Regional Planning Commission**, the transportation problems of Mount Holly may be defined as follows (from RRPC Plan):

Problems for **economic development** are: lack of connection with adjoining regions and markets; inability to use local railroad; winter limitations on Routes 103 and 155; limited truck access, traffic congestion (particularly ski area traffic cuts off Ludlow and areas south on 103 and both directions on 100 from local road use by residents); limited airport facility, no transit by bus to link with rail or with Okemo; and poor intermodal connectivity

For **workers and residents** problems are: lack of public transit service; sparse and unsafe pedestrian and bicycle routes; slow passenger rail connections from Rutland to other cities; limited bus connections; dispersed jobs; length of travel to jobs; and reliance on volunteer services to get patients to medical care. Recently, the cost of gas has added to transportation problems.