

Greater Vergennes Traffic Impact Feasibility Study

July 2002

APPENDIX

Comparison of the Vergennes Bypass vs. upgrading Route 17

Existing Resource Map

Greater Vergennes area road map with conserved lands and NWI wetlands shown

Project Directory

Local Concerns Public Notice

Local Concerns Meeting Minutes

Selectboard Meeting Minutes

Steering Committee Meeting Minutes

Workshop Agenda and Confirmed Attendance List

Workshop Group Summaries

Resource List / Bibliography

Newsletter & Survey Results

Pertinent Data:

 Traffic Information

 Route 22A and Rt 17 Sufficiency Rates from VTrans

 Truck Network Map

 Truck Network Guidelines (approved criteria vs. network study recommendations)

 Cost Estimates

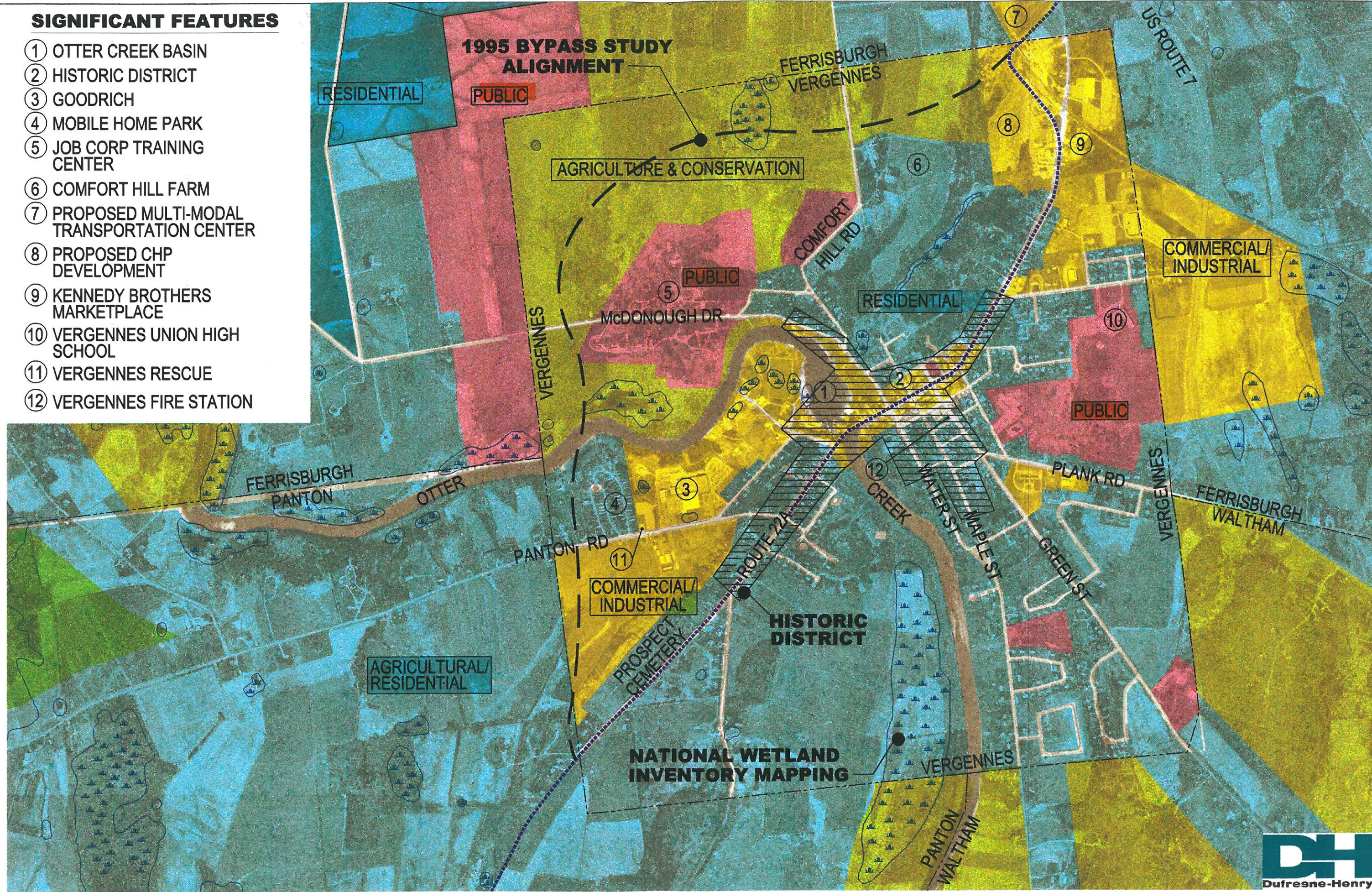
Letter from Vergennes downtown businesses.

Memo from VTrans RE: Use of Route 22A by 53 ft.

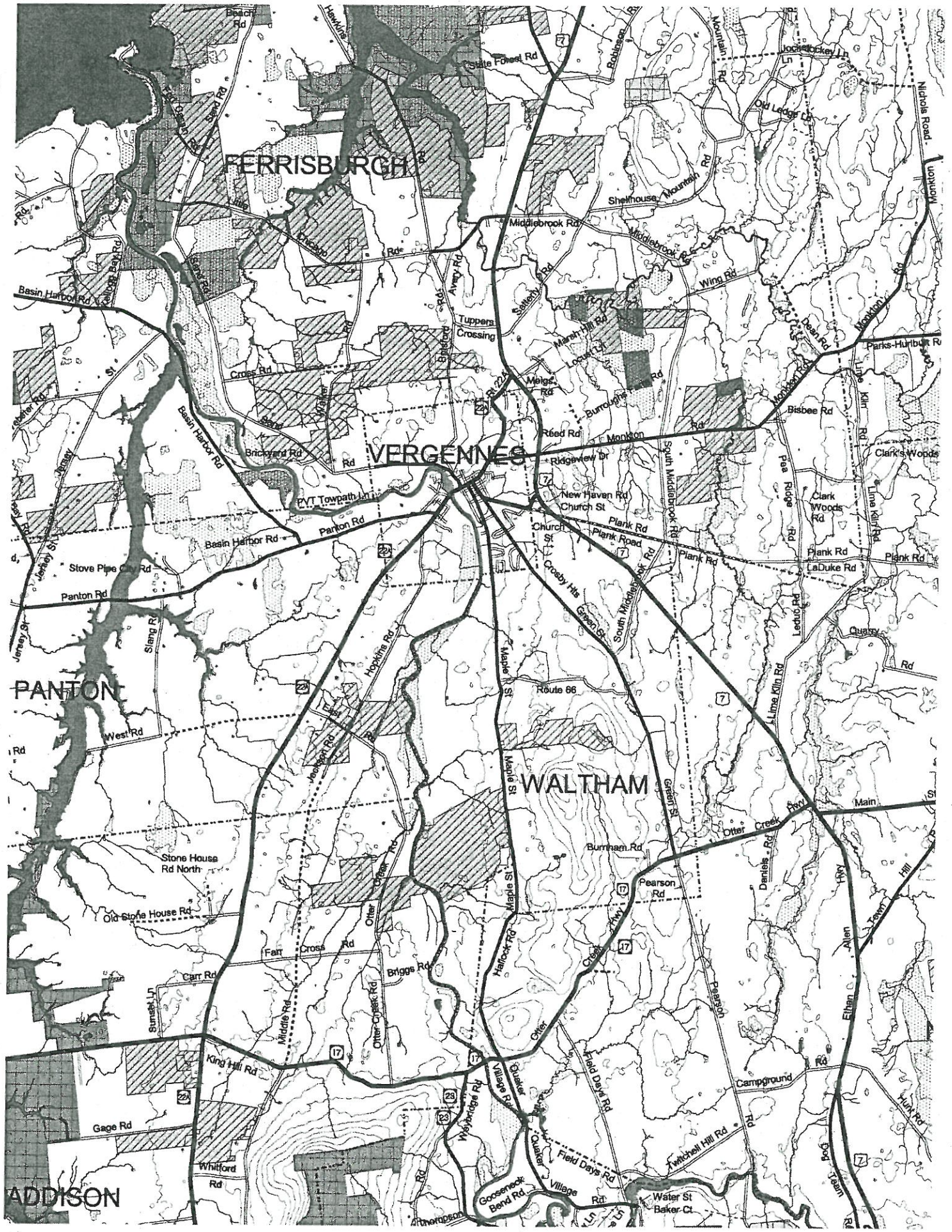
Vergennes Route 22A Bypass- Preliminary Design Report - November 1995

SIGNIFICANT FEATURES

- ① OTTER CREEK BASIN
- ② HISTORIC DISTRICT
- ③ GOODRICH
- ④ MOBILE HOME PARK
- ⑤ JOB CORP TRAINING CENTER
- ⑥ COMFORT HILL FARM
- ⑦ PROPOSED MULTI-MODAL TRANSPORTATION CENTER
- ⑧ PROPOSED CHP DEVELOPMENT
- ⑨ KENNEDY BROTHERS MARKETPLACE
- ⑩ VERGENNES UNION HIGH SCHOOL
- ⑪ VERGENNES RESCUE
- ⑫ VERGENNES FIRE STATION



EXISTING RESOURCES MAP



COST ESTIMATES

Example Projects

- 1) 1995 Vergennes Bypass Study:
Bridge over Otter Creek - \$2 M
roadway 13,400 ft (option B) - \$2.5 M
- 2) Sharon / Strafford - Major collector - rehabilitate 3.5 mi. (reclaim, establish regular cross-section and conform to standards, but no realignment) ~ average \$0.5 M per mile
- 3) Colchester Route 127 - est. \$19M for 4.5 miles including 9 intersections, a roundabout, full reconstruction, subsurface drainage, curbs, SW and bike path. ~ say \$4.2 M / mi
- 1) Circ Highway - sections A&B with 2 interchanges and bridge over Winooski: \$40M total, for 3.8 mi. Sections G&H with interchanges: \$35M, 3.7 mi ~ say avg. \$10 M / mi.
- 5) recent reconstruction of Rt 22A - 2.1 miles, just north of Rt 17 - \$2.96 M ~ \$1.41 M / mi.

Cost to Reconstruct Route 17

Roadway: the goal would be to reconstruct the road for heavy trucks, but using a lower design speed, say 35 - 40 mph (vs. 55 mph on Rt 22A), thus it is comparable to the recent Rt 22A reconstruction cost, plus structure costs:

mileage:

2.76 (mm 8.38 to 11.14) in Addison
0.22 in Weybridge
1.10 in Waltham
3.43 in New Haven
7.51 miles total

cost estimated using \$1.8 M / mile = \$13.5 M

Bridge - There is a small component of *added* cost for this alternative since most of the upgrade costs are part of the regular maintenance of the existing roadway. Currently VTrans has programmed a Scoping Report for this bridge, which will include the necessary improvements (or replacement) to bring the bridge up to current standards. This study will also consider the affects to and from the nearby intersection with Hallock Road.

Bridge requirements are based on functional class and traffic loads, which will be similar with or without the truck network designation. Shoulder width is recommended to be 6 ft. on the truck network, rather than the allowable 4 ft. for rural minor arterials.

Thus the added cost for this bridge would be: $(2 \text{ ft} + 2 \text{ ft.}) \times 250 \text{ ft. length} \times \$150/\text{s.f.}, +30\%$ for approaches or $\sim \$0.2 \text{ M}$

Total cost is estimated at $13.5 \text{ M} + 0.2 \text{ M} = \mathbf{\$13.7 \text{ M}}$

Cost of Vergennes Bypass (revisited)

Roadway - use higher roadway cost per foot due to new alignment

total length is 2.5 miles, less 0.2 mi. bridge = 2.3 mi.
cost estimated at $\$2.5 \text{ M} / \text{mi.} = \5.8 M

Bridge - 800 ft. landing to landing, 48 ft. total width, $\$150/\text{s.f.}, +30\%$ for approaches = $\$7.5 \text{ M}$

Total cost is estimated at $5.8 \text{ M} + 7.5 \text{ M} = \mathbf{\$13.3 \text{ M}}$

Comparison Matrix - Bypass vs Route 17

Greater Vergennes Traffic Impact
Feasibility Study

Jul-02

<i>impact</i>	Build Bypass (1)	Reconstruct Route 17
<i>length</i>	2.5 miles	7.5 miles
<i>cost estimate</i>	\$13.3 M total	\$13.7 M total (2)
<i>significant features</i>	new bridge over Otter Creek	some road realignment required
<i>traffic</i>	est. 50% of through traffic will use bypass (3)	bypass use required by trucks only
<i>economic</i>	Positive: tight location fosters urban growth and downtown Negative: none	Negative: added travel for trucks (+ 5.4 mi) Positive: Vergennes congestion is avoided
<i>right-of-way</i>	2-4 homes, farmland	possible minor road realignments
<i>visual</i>	new bridge over river, new road in open space & farmland	minor
<i>environmental</i>	wetland buffer, riparian zone (riverbank), ag. land, stormwater	minor
<i>other</i>	perceived or potential affects to town of Panton, better emergency access	perceived or potential affects to towns of Addison, Waltham and New Haven

Footnotes:

(1) Corridor B, alignment option B from the 1995 Bypass Report with at grade crossings on existing roadways, controlled access otherwise.

(2) The bridge over Otter Creek is planned to be reconstructed as part of road normal maintenance, thus only the additional features necessary to accommodate the truck network are included.

(3) 1995 Bypass study estimate

Project Directory

**Vergennes Traffic Impact Workshop
D-H Project No. 6310015**

August 17, 2001

Address	Contact(s)	Telephone/Fax Numbers
ACRPC 79 Court Street Middlebury, VT 05753	Garrett Dague Transportation Planner	Tel: 802-388-3141 Fax: 802-388-0038 Email: gdague@sover.net
3958 Rt 30 Cornwall, VT 05753	Allan Cremer ACRPC TAC Member	
98 West Main St. Vergennes, VT 05491	John Emerson ACRPC TAC Member	Tel: 802-877-3904 Email: emer@sover.net
Vergennes Partnership P.O. Box 304 300 Main Street Vergennes, VT 05491	Paul Vachon	Tel: 802-877-6340 Fax: 802-877-6340 (same) Email: pvvt@yahoo.com
Vermont Agency of Transportation National Life Building, Drawer 33 Montpelier, VT 05633- 5001	Greg Riley Planning Coordinator Eleni Churchill Systems Planning Chris Slesar Environmental Specialist	Tel: Greg 802-828-3884 Eleni 802-828-5790 Chris 802-828-5743 Fax: 802-828-3983 Email: greg.riley@state.vt.us eleni.churchill@state.vt.us chris.slesar@state.vt.us
Vermont Agency of Transportation - District 5 P.O. Box 168 Essex Jct., VT 05453	Dick Hosking District Trans. Administrator	Tel: 802-655-1580 Email: dick.hosking@state.vt.us
Town of Panton P.O. Box 174 Panton, VT 05491	Eric Carter Selectboard Chair Sue Torney Town Clerk	Tel: 802-475-2565 Eric Tel: 802-475-2333 Sue Fax: 802-475-2785 Email: pantongmavt.net eric.carter@goodrich.com
City of Vergennes P.O. Box 35 Vergennes, VT 05491	Randy Friday City Manager Kitty Oxholm City Mayor	Tel: 802-877-3637 Fax: 802-877-1160 Email: vergennes-managr@together.net
Town of Ferrisburgh PO Box 6 Ferrisburgh, VT 05456	Lynn George Town Clerk Larry Simino Selectboard Chair	Tel: 802-877-3429 Fax: 802-877-6757 Email: ferristc@together.net

Project Directory

Vergennes Traffic Impact Workshop
D-H Project No. 6310015

August 17, 2001

Address	Contact(s)	Telephone/Fax Numbers
<p><u>Steering Committee Members:</u> (addresses above unless noted)</p>	John Emerson, ACRPC-TAC	Tel: 802-877-3904 Email: emer@together.net
	Paul Vachon, Vergennes Partnership	Tel: 802-877-6340 Email: pvvt@yahoo.com
	Randy Friday, Manager	Tel: 802-877-3637 Email: vergennes-managr@together.net
	David Raphael, Planning Comm 315 Pease Rd. Panton, VT 05491	Tel: 802-475-2411
	Terry Faith Weihs 125 Main St. Vergennes, VT 05491	Tel: 802-877-0067 Fax: 877-3550
	John Devos, Jr., Selectboard 2263 Greenbush Rd. N. Ferrisburgh, VT 05473	Tel: 802-425-3020 Email: jadevos@peoplepc.com
	Paul Tippet 1462 Lake St. Panton, VT 05491	Tel: 802-475-2052 email: pault@together.net
	David Shlansky, Planning Comm. 343 Satterly Rd. Ferrisburgh, VT 05456	Tel: 802-877-6879
	Louise Giovanella, Planning Comm. 1530 Hopkins Rd. Panton, VT 05491	Tel: 802-759-2529 Email: louise@addisongardens.com
	Tom Heeter, Chamber of Comm. PO Box 35 Vergennes, VT 05491	Tel: 802-877-3437 Email: ahsigns@sover.net
	David C. Austin, Planning Comm. 128 South Maple St. Vergennes, VT 05491	Tel: 802-877-1518 Email: mainstreetfootworks@yahoo.com
	Dick Hosking, VTrans Dist #5 DTA	Tel: 802-655-1580 Email: dick.hosking@state.vt.us
Chris Slesar, VTrans Env. Specialist	chris.slesar@state.vt.us	



LOCAL CONCERNS MEETING
FOR
VERGENNES TRAFFIC IMPACT
WORKSHOP & FEASIBILITY STUDY

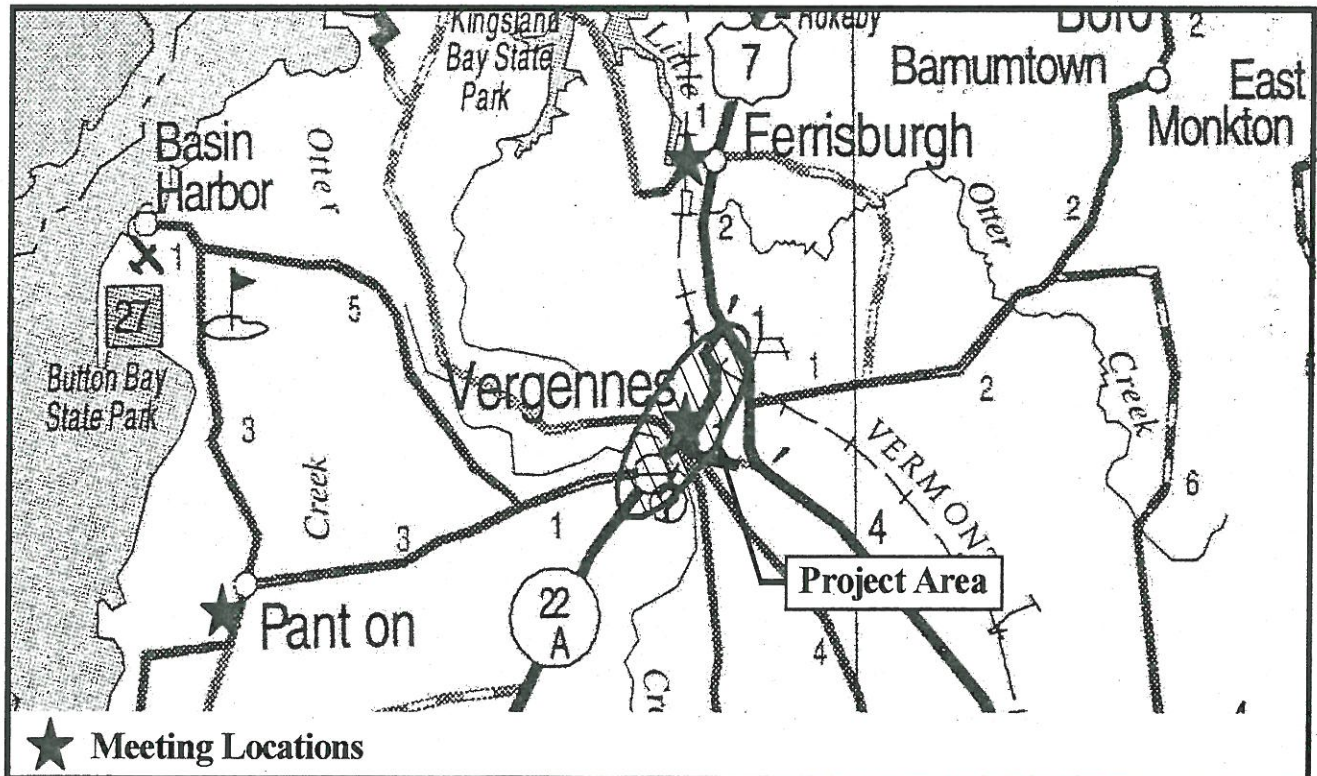


July 9, 2001 at 7:30 pm - Panton Town Hall
July 10, 2001 at 6 pm - Ferrisburgh Town Clerk's office
July 17, 2001 at 7 pm - Vergennes City Hall

The Addison County Regional Planning Commission and its consultant, Dufresne-Henry, will conduct a meeting in conjunction with the respective Town's select board or city council. The purpose of the meeting is to:

- Introduce the project and review its purpose, scope, & process.
- Solicit comments, concerns or issues regarding existing conditions or resources.
- Encourage future public participation in the project steering committee and/or project workshop.

If you are unable to attend and have comments or questions, please write Jon Leinwohl, Project Manager at Dufresne-Henry, PO Box 2246, S. Burlington, VT 05407 or email at jleinwohl@dufresne-henry.com.



Vergennes Workshop
 Local Concerns Meeting
 Town of Panton / Selectboard

Meeting Minutes

Dufresne-Henry, Inc.

1025 Airport Drive, P.O. Box 2246
 South Burlington, Vermont 05407
 Tel: 802-864-0223 Fax: 802-864-0165
 e-mail: mark.smith@dufresne-henry.com

Meeting: Local Concerns - Panton
 Meeting Date: July 9, 2001
 Project No.: 6310015

Local Concerns Meeting					
Date	Start	End	Next Meeting/Location	Next Time	Prepared by
07/09/01	7:30 PM	8:30 PM	7/10/01 in Ferrisburgh	6 pm	Mark Smith

Attended By	Copies To
see sign in sheet (see attached)	attendees, Project Directory

If content contained within is not complete, accurate, or in context, please notify Dufresne-Henry of such discrepancy within ten (10) days of this record.

Item	Summary of Meeting
Items Discussed	
1	<p>NOTE: Information presented, questions and answers by Dufresne-Henry are in italics.</p> <p>Introduction/Purpose:</p> <p><i>The purpose of this meeting was to solicit public input on the issue of truck traffic on Route 22A, particularly from the Town of Panton's perspective, and also to solicit potential planning committee members. The planning committee will meet periodically to formulate and direct the agenda at the planned public workshop on August 24th.</i></p> <p><i>At that workshop we intend to invite various people, including local citizens and "experts" (planning, design, transportation, government representatives, etc.) to analyze the issue of truck traffic in Vergennes by looking at existing information and developing potential alternatives.</i></p> <p><i>Resulting information and ideas will then be expanded and developed into a report for the planning committee and selectboards to review.</i></p>

Item	Summary of Meeting
Items Discussed	
2	<p>Local Concerns:</p> <p><i>A catalog of existing information and mapping of the areas involved were presented to the attendees for their review and comment. Any suggestions for additional information to collect was solicited.</i></p> <p><i>A list of potential areas of concern was presented and offered for elaboration or comment and included safety, traffic, environment, historic, cultural, economic concerns, or concerns about the previous study (1995 Bypass Study).</i></p> <p>Questions raised and comments made include:</p> <p>Do the signals in Vergennes help or hinder traffic flow?</p> <p>Trucks are seriously affecting the historic structures in Vergennes.</p> <p>Truck traffic is constant.</p> <p><i>Q: Is there a particular type of traffic or freight that is a problem?</i> Response: There seems to be a lot of petroleum products.</p> <p>What affect or reaction would there be to making traveling through Vergennes less desirable by adding features such as bulb-outs or stop signs? Would the locals object to this?</p> <p>Vergennes provides the Fire and Rescue service to Panton, there are concerns of what might happen to these services if the bridge over Otter Creek were blocked by an accident or stopped truck. Panton would have to rely on the next town, Addison, to respond to an emergency.</p> <p>What is the rate of car vs. truck accidents? Truck accidents have a much bigger impact. This should be taken into consideration.</p> <p><i>Q: Is anyone opposed to a bypass?</i> Response: The need for a bypass is minor compared to other Towns such as Middlebury or Brandon. The expense doesn't seem to be worth it. (Note: This was the only point of opposition expressed.)</p> <p>There was a favorable reaction to the mention of using Route 17 as a truck route and an alternative to a bypass. Has this been studied at all?</p> <p>The western route around Vergennes makes the most sense. The bridge shouldn't affect boat traffic. We should encourage that as a resource. The falls in Vergennes are an incredible asset to the area and an attraction to boaters.</p>

Item	Summary of Meeting
Items Discussed	
	<p>Comments and Concerns, continued:</p> <p>Trucks stopping at the lights in town are a significant detraction to the environment. (Exhaust, noise, vibration.) Also when the trucks use their "Jake" (engine assisted) brakes.</p> <p>We need to invite truckers and others in the trucking industry to the next meeting to see what their concerns or suggested solutions are. <i>Do they like going through Vergennes?</i> Contact the American Trucking Association to see if they have any information or suggestions from experience with similar situations.</p> <p>Concerns and ideas about a new roadway or bypass included, having a view of the falls and good information signage at the intersections concerning the attractions in Vergennes.</p> <p>Trucks have a significant affect on property values in Vergennes due to the unpleasant environment they create.</p> <p>Are there any road surface that are better at absorbing noise then others? (Subsurface conditions such as ledge or underlying concrete may be transmitting noise and vibrations)</p> <p><i>Q: Any thoughts on using the railroad to transport freight and replace some of the need for trucking?</i> Response: Freight, particularly petroleum products, used to go up the lake by barge. It seems that rail freight is uneconomical in Vermont.</p> <p>Attendees were urged to consider becoming planning committee members.</p>

END MEETING MINUTES

JBL
MES
GAE

Special Selectboard Meeting
Public Hearing
Dufresne-Henry re: Vergennes Bypass
July 10, 2001

Selectboard Members present: Bob Blanchard, Maurice Cook, John DeVos, Loretta Lawrence, Larry Simino, Chairman, Janet Oosterman, Town Clerk

Others Present: Greg Edwards, Jon Leinwohl, and Mark Smith from Dufresne-Henry, Bessie Sessions, Lucy Dunne, Chet Hawkins, Allan Brisson

The Chairman called the meeting to order at 6:03 p.m.

Greg Edwards explained that the three community public hearings being held in Panton, Ferrisburgh & Vergennes would culminate with a steering committee to meet in October. The committee will present their report to the Addison County Planning Commission.

Jon Leinwohl showed plans asking if there was anything specific related to the town that anyone had concerns about. Maurice expressed concern about access to West Ferrisburgh for fire and ambulance service. Bob asked how the Land Trust is incorporated with this project. Greg mentioned that there needs to be a discussion about future land uses, including Land Trust and Conservation lands. A traffic study shows that traffic doubles inside Vergennes city limits. There is a lot of local traffic, but also trucks are 12-13% of traffic, since Main Street is a designated truck route. A traffic study will be conducted soon which will be very specific as far as size, type of trucks. Bob asked if they have interviewed trucking companies. Jon said they have talked with a couple of local trucking companies. John DeVos said he thinks there are about 50 petroleum carrier trucks through Vergennes a day. His company carries eight or so per day.

Jon Leinwohl put together a list of concerns and asked if there are any to add. Some of the concerns are as follows:

Truck traffic, hazardous materials going through town, pedestrian and bicycle traffic. John DeVos asked about the possibility of a bike path. Most agreed bikes would continue to use Route 22A even if 99% of trucks were out on a bypass. Bicyclists stay at Strong House Inn, Emerson's B & B and Basin Harbor. There are more and more bike groups in town. Fire & Rescue access to West Ferrisburgh if the Main Street Bridge is out, is a concern. There are environmental concerns regarding the Otter Creek Basin. Also there is a concern about the noise and vibration from large trucks rolling through town. The question was asked if there is any damage being done to the buildings from it? Bob asked John DeVos if he thinks truckers try to avoid Route 22A. John said he doesn't think so because there is no other more direct route for them. There are also historic and archeological concerns including the impact on downtown Vergennes' character.

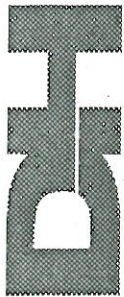
Most business owners would like to see Main Street become a place for local traffic, rather than people just passing through. If zoning for the bypass prohibited business there, it is not felt that it would affect the downtown businesses negatively.

A Steering Committee will be formed. They would like to have one or two people to participate from the Town of Ferrisburgh. Larry asked for volunteers. John DeVos and Maurice Cook said they would represent Ferrisburgh.

The Public Hearing was adjourned at 7:00 p.m.

Respectfully Submitted,

Janet Oosterman
Town Clerk



Dufresne-Henry
 1025 Airport Drive
 P.O. Box 2246
 So. Burlington, VT 05407

Meeting Attendance List

Project: ACRPE VERGENNES WORKSHOP D-H No.: 6310015 Date: 7/09/01
 Location: PANTON TOWN HALL Time: 7:30 Pm

Name and Title	Affiliation	Address	Telephone & Fax No.	E-Mail
JON LEINWOLD	DUFRESNE-HENRY			
Mark Smith	"			
Greg Edwards	D-H			
Barbara Fleming	Panton Selectboard			
George Graham	Panton Selectboard			
ERIC CARTER	"			
Sue Torrey	Panton Town Clerk			
Paul Tippey	retired	1462 LAKE ST.	(802) 475- 2052	Paul.t@

together,
net

Panton, VT
 05499

Local Concerns Meeting #2
 Town of Ferrisburgh
 Ferrisburgh Town Hall

Meeting Minutes

Dufresne-Henry, Inc.

1025 Airport Drive, P.O. Box 2246
 South Burlington, Vermont 05407
 Tel: 802-864-0223 Fax: 802-864-0165
 e-mail: mark.smith@dufresne-henry.com

Meeting: Vergennes Workshop
 Meeting Date: July 10, 2001
 Project No.: 6310015

Local Concerns Meeting					
Date	Start	End	Next Meeting	Next Time	Prepared by
July 10, 2001	6 pm	7 pm	Local Concerns #3, Vergennes Opera House, 7/17	7 pm	Mark Smith

Attended By	Copies To
See attached attendees list	All Attendees and Project Directory

If content contained within is not complete, accurate, or in context, please notify Dufresne-Henry of such discrepancy within ten (10) days of this record.

Item	Summary of Meeting
Items Discussed	
1	<p>NOTE: Information presented, questions and answers by Dufresne-Henry are in italics.</p> <p>Introduction/Purpose:</p> <p><i>The purpose of the meeting was to discuss the traffic conditions along Route 22A in the hopes to gather concerns from local residents and officials. We also want to establish a steering committee which hopefully would include Ferrisburgh residents. In August we will hold a day long workshop of 50 - 100 people including representatives from the Towns/City, the steering committee, as well as some "experts" in the field of planning, transportation, trucking, etc. In the workshop the participants will evaluate the existing conditions and concerns and develop potential responses and solutions. Following this we will write a report summarizing the workshop results and the evaluation of alternatives. We may or may not have an conclusive preferred alternative. The goal is that this is a community based process.</i></p> <p><i>Q. Will you present solutions in the workshop? Resp. Potential solutions will be presented and gauged for support.</i></p> <p><i>Q How will the selectboards and Regional Planning Commission be involved? Who has the final say? Resp. The planning committee will shape the report and recommendation. The planning committee will hopefully have representatives from the RPC and selectboards.</i></p>

Item	Summary of Meeting
Items Discussed	
2	<p>Resources:</p> <p><i>The list of current resources available was presented. Additional resources were solicited. We want to look at future land uses and potential implications to the alternatives.</i></p> <p>Search for land records for conservation assessments.</p> <p>Get in touch with the Vermont Land Trust (Al Carnac) as well as Vermont Housing Conservation Board, the Nature Conservancy, and the Addison Co. Land Trust.</p> <p>Note that Comfort Hill Farms - 50 acres of it are not included in conservation.</p> <p>Q. Do you have data that shows traffic on different days of the week? <i>Resp. Most of the data we have was collected over extended periods which will show days of the week as well as the classification of the vehicle (bus, car, truck - by type).</i></p> <p>Interview trucking companies, contact Tom Parent (former President) of Vermont Trucking Association.</p> <p>Lots of petroleum products, but also container trucks with a varied mix of material. As Chittenden Co. has grown, so has the truck traffic.</p> <p>Petroleum trucking may amount to 50 loads per day. Typical fuel companies using 22A include Devos, SB Collins, COCO, RL Vallee. Mobil hauls their fuel over on the ferry by rail.</p> <p>Summer - gas, winter - heating oil. Little variation in volume over the year. Origin & Destination: most fuel/petroleum starts in Albany and goes to gas stations that get direct deliveries.</p> <p>The railroad sends a lot of fuel to storage tanks in Burlington. Some unload right off the train to other smaller sidings. But most of the volume comes by truck.</p> <p><i>Q: Can the rail traffic be increased?</i> <i>Resp.: Burlington wants to eliminate the tanks, but storage is key to the viability of rail traffic. Then they'll be even more by truck.</i></p> <p>Fuel cost is more per gallon when shipped by rail. Rail is also very slow. The demand is for immediate delivery. Everyone wants "just in time" deliveries. Inventory cost money. We will never decrease truck traffic.</p>

Item	Summary of Meeting
Items Discussed	
3	<p>Local Concerns:</p> <p>A: Safety</p> <p><i>Q: Concerns about rescue or fire route?</i> Resp: a second bridge would help in responses to emergencies in W. Ferrisburgh. If the main bridge over Otter Creek was closed or blocked then the Vergennes Fire and Rescue vehicles couldn't get there.</p> <p>B: Environmental</p> <p>Hospital/Medical waste.</p> <p>If the placard says "dangerous" -includes a wide category of materials aerosol cans, waste oil</p> <p>Noise - Some responded that it will be the same (with a bypass). Some argued it will be less. People will be less impacted. Air quality will be the same, pollution will be moved to another area. May be less due to lack of stopping and starting due to traffic lights.</p> <p>C: Pedestrian and Bicycle</p> <p>A lot of pedestrian traffic comes from/ are due to the businesses. Job Corps people are regularly seen walking to and from Little City Market.</p> <p>Bicycles are trouble. They don't share the road. Bike path should be separate. Bikes won't use the bypass, they'll go through town. But if you build a bike path, make it separate.</p> <p>How about the Rail Trail?</p> <p>Bike destinations - lots of touring groups using the roads, destinations include the Strong House, other B & B's, and the State parks. They use Lake Rd. but must cross at the Otter Creek bridge.</p> <p>Talk to the LCBP (Lake Champlain Bicycle Program).</p> <p><i>Q: Should they participate in workshop?</i> Yes, if possible. Ask Vermont Bike Tours in Bristol.</p> <p>What about farm equipment on the road? This should be considered too.</p>

Item	Summary of Meeting
Items Discussed	
3 Cont.	<p><i>Q: What about Route 17 as an alternate truck route?</i> Resp: It's further, crooked, and narrow. It has bad intersections, including at Maple Street. Don't know why it would be considered.</p> <p><i>Q: What if the cross section, curves and grades were approved?</i> Resp: Still wouldn't use it. There are 2 RR crossings. We (truckers) hate grade crossing because we have to stop. This annoys other drivers., and slows us down. 9 out of 10 times we get a green light in Vergennes. No problem there.</p> <p><i>Q: Historic and Archeologic concerns?</i> Resp: Aren't there implications to the cars using the bypass and effecting local businesses. <i>Actually the Chamber of Commerce published a resolution supporting a bypass.</i> Takes 10 years to recover from a bypass. Isn't Vergennes just recovering form building Route 7 (bypass)? Zoning should mitigate this somewhat.</p> <p><i>Q: Is anyone opposed to a bypass?</i> Resp: No, it won't effect Ferrisburgh at all.</p> <p><i>Q: What about changes in land use? Any concerns?</i> Resp: Isn't the planned bypass route all conserved? Comfort Hill, along McDonough Road, etc. What about making it a limited access road? <i>Resp: Previous concept was at grade crossings. Bridges are expensive.</i></p> <p><i>Please consider joining the steering committee. (John Devos and Maurice Cook agreed.)</i></p>

END MEETING MINUTES

NOTE: "DH" refers to Dufresne-Henry, "Q" - question asked, "Resp." - Response

Project: ACRPC Vergennes Traffic Impact Workshop and Feasibility Study

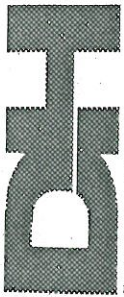
D-H No.: 6310015

Date: July 10, 2001

Location: Ferrisburgh Town Clerk's Office

Time: 6:00 PM

Name and Title	Affiliation	Address	Telephone & Fax No.	E-Mail
Jon LEINWOK PROJECT MANAGER	DUFRESNE - HENRY	1025 AIRPORT DR PO BOX 2246 SO. BURLINGTON	802-864-0223 802-864-0165	JLEINWOK@ DUFRESNE-HENRY.COM
Maurice A Cook Jr Selectman	Town of Ferrisburgh	452 Keillogg Bay Rd. Vergennes VT	802-475-2555	
LARRY T. SIMINO SELECT BOARD CHAIR	TOWN OF FERRISBURGH	2630 SHELLHOUSE MAR. RD FERRISBURGH 05456	802-877-2727 OR 802-759-2448	LBREK lsimino@pr.nrs.state.vt.us
BOB BLANCHARD FERRISBURG SELECTBOARD	TOWN OF FERRISBURG	189 OLD HOLLOW RD. N. FERRISBURG VT 05473	802-951-2479 X. 224	
Bessie Sessions Ferrisburgh Pl. Comm.	Town of Ferrisburgh	P.O. Box 38 Ferrisburgh	802-877-3052	
Huey Dume Recreation Dept.	Town of Ferrisburgh	3000 Fullumth. Rd. N. Ferrisburgh VT. 05473	425-7090	
Koralla Fournier Select Board	Town of Ferrisburgh	179 Robinson Rd. Ferrisburgh, VT 05458	802-877-2737	
Chester Hawkins Zoning Administrator	Ferrisburgh	PO Box 6 Ferrisburgh VT	877 3429	chef-hawkins@ Hot Mad. Com



Dufresne-Henry
 1025 Airport Drive
 P.O. Box 2246
 So. Burlington, VT 05407

Meeting Attendance List

Project: ACRPC Vergennes Traffic Impact Workshop and Feasibility Study

D-H No.: 6310015

Date: July 10, 2001

Location: Ferrisburgh Town Clerk's Office

Time: 6:00 PM

Name and Title	Affiliation	Address	Telephone & Fax No.	E-Mail
Max Brisson	Town of Ferrisburgh	1535 Mark Krou Rd, Vergennes, VT 05491	802-877-9411	

Local Concerns Meeting #3
 City of Vergennes
 Vergennes Opera House

Meeting Minutes

Dufresne-Henry, Inc.

1025 Airport Drive, P.O. Box 2246
 South Burlington, Vermont 05407
 Tel: 802-864-0223 Fax: 802-864-0165
 e-mail: mark.smith@dufresne-henry.com

Meeting: Vergennes Workshop
 Meeting Date: July 17, 2001
 Project No.: 6310015

Local Concerns Meeting					
Date	Start	End	Next Meeting	Next Time	Prepared by
July 17, 2001	7 pm	10 pm	Workshop Scheduled for Fri, August 24th	TBA	Mark Smith

Attended By	Copies To
See attached attendees list	All Attendees and Project Directory

If content contained within is not complete, accurate, or in context, please notify Dufresne-Henry of such discrepancy within ten (10) days of this record.

Item	Summary of Meeting
Items Discussed	
1	<p>NOTE: Information presented, questions and answers by Dufresne-Henry are in italics.</p> <p>Introduction/Purpose:</p> <p><i>The purpose of the meeting was to discuss the traffic conditions along Route 22A in the hopes to gather concerns from local residents and officials. We also want to establish a steering committee which hopefully would include Ferrisburgh residents. In August we will hold a day long workshop including representatives from the Towns/City, the steering committee, as well as some "experts" in the field of planning, transportation, trucking, etc. In the workshop the participants will evaluate the existing conditions and concerns and develop potential responses and solutions. Following this we will write a report summarizing the workshop results and the evaluation of alternatives. We may or may not have an conclusive preferred alternative. The goal is that this is a community based process.</i></p>

Item	Summary of Meeting
Items Discussed	
2	<p>Resources:</p> <p><i>The list of current resources attained and needed was presented. Additional resources were solicited. Goal is to accumulate as much relevant information as possible. Can anyone think of any information we should have or look for?</i></p> <p>-look for the 1-26-99 Vermont Report to the VT Legislature on Trucking</p> <p>Finding Vergennes - traffic is an essential part of this work. Bulb-outs, pedestrian and street improvements, etc. done as a part of the recommendations of this.</p> <p>Cumberhill/Jersey/Burgois properties. Considerations were made for crossing with a bypass. Also the river valley from the RR bed near McDonough Dr. to the Ferrisburgh town line. Considerations have been made for building a recreation path there.</p> <p>Vermont Job Corps was also approached (west side only) for use of the property for the bypass.</p> <p>Vermont Land Trust - see Alan Karnatz about specific properties with conservation easements.</p> <p>Federal Hazardous Materials regs. Local community can enforce these if they are being violated. We can relocate such facilities when there's a reasonable alternative.</p> <p>Look at the Clean Air Act about intensity of diesel exhaust. How does this apply to our situation?</p> <p>Seattle, WA traffic calming reports - get an updated copy.</p> <p>Studies on sprawl? It seems that bypasses may decrease the efforts made in the community (talk to UVM's Bob Mannings).</p> <p>Contact the Coalition Against Illegal Trucks. Marian Fenton - Woodstock Byran Kelly - Chief of Police 457-1420</p> <p>Otter Creek Basin - Funding Vergennes report speaks to calming traffic. bike & ped. Traffic.</p>

Item	Summary of Meeting
Items Discussed	
3	<p>Local Concerns:</p> <p>Fire Department can't handle hazardous spills.</p> <p>Problem is that 22A has a truck route designation thus only certain things can be done here.</p> <p>Chittenden Co. creates much of this traffic.</p> <p>There are more trucks here than on I-89.</p> <p>Vergennes is on bedrock - never taken down for a proper gravel base. This causes a lot of vibration which effects the buildings.</p> <p>What are the trucks carrying - consider that trucks sometimes travel in convoys. Accidents could be worse if more than one truck was involved.</p> <p>What are you studying? We should have your RFP & proposal to review so that we can have input.</p> <p>Trucks are not being inspected properly.</p> <p>At the inspection stations they are not looking for type of cargo or conditions of trucks.</p> <p><i>Hoping to speak with haulers to get some of that information.</i></p> <p>Where are the trucks going in the summer? Look at seasonal variations.</p> <p>Look at number of trucks in Woodstock to compare.</p> <p>Emergency services in Vergennes has a real lack of capability to handle an accident involving hazardous materials.</p> <p>Pedestrians and bikes have to cross on the bridge, but there's only one side that's safe to cross (south side) but attraction (the basin) is on the north side.</p> <p>Are there any standards for dealing with only one bridge?</p> <p>Downtown designation and Scenic Byways status - we spent \$850,000 on improvements. This competes with the truck route designation.</p>

Item	Summary of Meeting
Items Discussed	
3 Cont.	<p>Otter Creek is the only navigable river in the state - lots of boat traffic come to Vergennes.</p> <p>Noise - (business owner on Route 22A) there's no need for engine brakes. The road's not that steep. Should be some way to regulate this. Resp. Can't make them shut it off because it's a piece of Federally Mandated piece of equipment - this could come back to bite you if the truckers are spiteful.</p> <p><i>We want to get the trucks involved - educational component - want to encourage this.</i></p> <p>The City does have a noise ordinance - yes - it may apply.</p> <p>State meets increasing demand for capacity by increasing the size of trucks. We can handle some trucks, but the big ones are a large part of the problem. They are doing serious damage (to our streets and buildings).</p> <p>Tom Parent was involved in the Finding Vergennes charette. Trucks don't like to come through Vergennes. Tom was articulate and well spoken.</p> <p>It's uncivilized to run trucks through small villages.</p> <p>We should be creative about this. Great Britain has addressed this. We don't want a Bennington Bypass.</p> <p>Too many studies. There's been no response from VTrans.</p> <p>Federal regulations distinguish towns as "heavily populated" vs. not - VTrans made sure we're not so that Route 22A could be a truck route.</p> <p>Vergennes is the leading edge of the Chittenden Co. problem. What does the VTrans Statewide Transportation plan say?</p> <p><i>Transportation dollars follow the path of least resistance - need the community to get behind this - then it will get built.</i></p> <p>Truck lobby is hard to fight. We should make it hard for these to get through town. Resp. Could be at risk for Federal dollars.</p> <p><i>Barry Driscoll - VTrans planning, Brian Searles - VTrans Secretary, we would like to invite them.</i></p> <p>We're had David Scott and Patricia McDonald to an ACRPC meeting and gave a presentation and they were very receptive, yet nothing ever happened</p>

Meeting Minutes

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 South Burlington, Vermont 05407
 Tel: 802-864-0223 Fax: 802-864-0165
 e-mail: mark.smith@dufresne-henry.com

Meeting: **Number 1 - Get Start**
 Meeting Date: **June 28, 2001**
 Project No.: **6310015**

Team Meeting					
Date	Start	End	Next Meeting	Next Time	Prepared by
06-28-01	9:00 am	11:00 am	TBA	TBA	Mark Smith

Attended By	Copies To
Dufresne-Henry: Mark Smith, Gregory Edwards, Jon Leinwohl TAC: Allan Cremer, John Emerson City Mayor: Kitty Oxholm City Manager: Randy Friday ACRPC: Garrett Dague Ziggy Comeau	Attendees Greg Riley, VTrans Policy and Planning

If content contained within is not complete, accurate, or in context, please notify Dufresne-Henry of such discrepancy within ten (10) days of this record.

Item	Summary of Meeting	Action
Items Discussed		
	Purpose of Meeting: "Get Start" To confirm the project approach and issues, solicit ideas and identify action items.	
1	Introduction: the purpose of the workshop is to address truck traffic in Vergennes & minimize the impacts, including any imposed on the surrounding areas. We are looking for input from the community. The planning committee will be instrumental in making this a community project, thus we want to organize this early on.	

Item	Summary of Meeting	Action
Items Discussed		
5	<p>Comments: Traffic data should be presented with potential growth.</p> <p>Consider somehow shifting the longer truck trips by identifying patterns of traffic. See who are the main haulers who use this route. Document that it's not Vergennes or local traffic.</p> <p>Show bike & pedestrian resources (see latest state report 8/2000).</p> <p>It would be good to know if there is any O&D data from either the Wilbur Smith Corridor study or statewide freight study. It would be good to get input from the freight haulers.</p> <p>Note that between Pantan Rd. and the Cemetery there's planned industrial park. The alignment will impact this and negate efforts to encourage industrial development in the city.</p> <p>Show property lines and what type of property it is. Don't show the bypass corridor, but the possible areas to consider. Show Pantan's zoning (as well as the other towns). Show conservation districts. Note farms or other properties that are in conservation.</p> <p>What about going through the cemetery? This would keep the bypass in Vergennes. Grading issues can be dealt with.</p> <p>A Pantan representative needs to be included on the planning committee.</p> <p>What is the State's position on what happens when the Otter Creek bridge is effected? Environmental and Human safety, effect of closing the bridge on the Fire and Rescue departments? What's the priority on this? Perhaps Greg Riley can "carry the touch" to the state on these questions.</p> <p>Air Quality monitoring. Is it fair to say congestion is not the problem in this area? Moving to another system (rail): this is not a solution but effectively a stalling tactic which would never happen soon.</p>	<p>DH</p> <p>DH</p> <p>Pantan</p> <p>GRiley</p>
6	<p>Schedule: Plan to get the notice for the workshop out early. 1 month prior if possible.</p> <p>A Saturday meeting was discussed, but rejected.</p> <p>Friday, August 24th looks good, Saturday, August 25th is Vergennes Day so we must check with Tim Tafcar to see if the Opera House in Vergennes is free.</p>	<p>DH</p>

ACRPC Vergennes Workshop

Meeting: **Number 1 - Get Start**
Meeting Date: **June 28, 2001**
Project No.: **6310015**

page 4 of 4

mark

Steering Committee Meeting #1
City of Vergennes
Vergennes Fire House

Meeting Minutes

Dufresne-Henry, Inc.

1025 Airport Drive, P.O. Box 2246
South Burlington, Vermont 05407
Tel: 802-864-0223 Fax: 802-864-0165
e-mail: mark.smith@dufresne-henry.com

Project: Vergennes Traffic Workshop
Meeting Date: July 31, 2001
Project No.: 6310015

Steering Committee Meeting					
Date	Start	End	Next Meeting	Next Time	Prepared by
July 31, 2001	4:30 pm	5:45 pm	Wednesday, August 15 th at the Firehouse	4:30 pm	Mark Smith

Attended By	Copies To
See attached attendees list	All Attendees and Project Directory

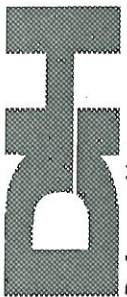
If content contained within is not complete, accurate, or in context, please notify Dufresne-Henry of such discrepancy within ten (10) days of this record.

Summary of Meeting		Action Required By
Items Discussed		
Meeting Purpose: To discuss workshop information, notices, planning and attendance.		
1	<p>Schedule</p> <ul style="list-style-type: none"> - Anticipate 1, possibly 2 more Steering Committee meetings before the Workshop. - 2-3 months were spent planning the previous charette, this will probably have to be a much reduced scope due to the compressed schedule. - Public participation is difficult and time consuming for planning, a lot of time is (and should be) spent on inviting people, people are very busy, especially professionals and they will need convincing. - We should consider pushing back the workshop date if at all possible. 	all members

Summary of Meeting		Action Required By
Items Discussed		
1 (cont'd)	<p>Schedule</p> <ul style="list-style-type: none"> - D-H's schedule is very tight as it is, majority of their budget and time must be spent prior to September 31 [NOTE: 93% of D-H effort is planned prior to this date], according to the contract with Addison Co. Regional Planning. - it was suggested that we meet with the invitees prior to the workshop and consider a backup plan if the critical mass of participation cannot be attained. -The 7th of September was chosen as a new date for the workshop. [NOTE: this date is unavailable for the opera house, September 14th (Friday) is now the tentative date for the workshop] -Suggest ACRPC collect traffic data after the Labor Day holiday. Traffic is very low now. ACRPC is planning on setting up counters this week. Concern was raised that the traffic data should be available at the workshop. ACRPC offered to proceed with counts now, but leave the counters in place or reinstall them later, so that counts in September could be recorded. Counters will record vehicle classification (Trucks, cars, bus, etc.) 	<p>all members</p> <p>ACRPC</p>
2	<p>Steering Committee</p> <ul style="list-style-type: none"> -Intent and hope is that Committee members will act as "go-betweens" for the public and the rest of the committee. Solicit / address additional concerns and ideas. -VTrans involvement was discussed. They are key players here. Lack of participation in planning so far is not a good sign of future action. City and RPC need to push their contacts. VTrans Policy with respect to the truck route and processes for action is critical information. Representative form the Policy and Planning Division would be ideal candidates for participation. Dick Hosking, the District Administrator has offered to be on the committee, which will help. 	<p>all members</p> <p>VTrans</p>

Summary of Meeting		Action Required By
Items Discussed		
5 (cont'd)	<ul style="list-style-type: none"> - Mark will offer some possible names headlines and statements for review, Paul Vachon and Terry Weihs offered to review / revise. - Following the revisions the Addison Independent and Eagle will be contacted and sent copies. Hope is for an early/ASAP article to get interest and solicit comments. - Possible mass mailings were discussed, but project budget will not allow this. - Newsletter will be circulated to Committee members and Town offices for public availability. Hope is to get the papers to note additional information will be available at these and possibly other locations. - Recording of the workshop was discussed - hope is to follow previous charette's tactics. RPC staff would be needed as well as audio recording equipment & operator. 	<p>D-H, Vachon, Weihs</p> <p>all members</p>
6	NEXT MEETING - Wednesday, August 15, 2001 in the Firehouse - Randy to provide access	all members

END MEETING MINUTES



Dufresne-Henry
1025 Airport Drive
P.O. Box 2246
So. Burlington, VT 05407

Meeting Attendance List

Project: ACRPC Vergennes Traffic Impact Workshop and Feasibility Study

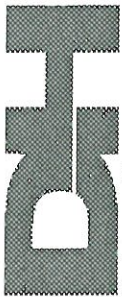
D-H No.: 6310015

Date: July 31, 2001

Location: Vergennes Fire Station - Downstairs Meeting Room

Time: 4:30 PM

Name and Title	Affiliation	Address	Telephone & Fax No.	E-Mail
Jon LEINWORTH	DUFRESNE- HENRY	PO Box 2246 So. Burlington	802-864-0223 Home 802-864-0165 FAX	JLEINWORTH@ DUFRESNE-HENRY.COM
David C. Austin Chairman	Vergennes P.C.	128 South Maple Vergennes, VT	802 877-1518 802 877-1519 Fax	mainstreetfootworks @YAHOO.COM
Trudy Freney City Manager	City of Vergennes	P.O. Box 35 Vergennes 05491	802-877-3637	vergenes-managr@ together-net
Paul Cipriotti	Panton	1462 LAKE ST Panton 05491	(802) 475-2052	paullt@ together-net
Mark Smith	Dufresne Henry	see above		Mark.smith @Dufresne-Henry.ca
Louise Grovanelle	Town of Panton Planning Commis	1530 Hopkins Rd Panton 05491	759-2529 fax 759-2921	louise @ addressgardens.com
JOHN DEVASUR	SECTIONAL Member	11 Greenbush Rd 11 Faraday St	425 3020	
GARRETT DAGUE	ACRPC	79 COURT ST. MIDDLEBURY	388-3441	GDAGUE@SERVER.NET



Dufresne-Henry
 1025 Airport Drive
 P.O. Box 2246
 So. Burlington, VT 05407

Meeting Attendance List

Project: ACRPC Vergennes Traffic Impact Workshop and Feasibility Study

D-H No.: 6310015

Date: July 31, 2001

Location: Vergennes Fire Station - Downstairs Meeting Room

Time: 4:30 PM

Name and Title	Affiliation	Address	Telephone & Fax No.	E-Mail
JOHN EMERSON	TAC	98 W. MAIN	877-390944 877-3118W	EMER @ together.vt
Paul Vachon	Vergennes Partnership	P.O. Box 304 300 C Main St. Vergennes, VT	877-6340(W)	877-6340
Terry FA. Wechs WEHS	Vergennes Opera House Receivers	125 Main St. Vergennes, VT 05491	877-0007 (h)	FAX 877-3550

Meeting Minutes

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 e-mail: mark.smith@dufresne-henry.com

Project: Vergennes Traffic Workshop
 Meeting Date: August 15, 2001
 Project No.: 6310015

Steering Committee Meeting

Date	Start	End	Next Meeting	Next Time	Prepared by
August 15, 2001	4:30 pm	6 pm	Thursday August 30 th at the Opera House	2 pm	Mark Smith <i>MS</i>

Attended By	Copies To
Garrett Dague, Chris Slesar (VTrans Environmental Specialist), John Emerson, Terry Weihs, Paul Vachon, Randy Friday, David Schlansky, Paul Tippet, Louise Giovanella, Mark Smith, Jon Leinwohl	All Attendees and Project Directory

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Summary of Meeting		Action Required By
Items Discussed		
<p>Meeting Purpose: To discuss workshop agenda, planning and invitee progress.</p>		
1	<p>Workshop Agenda A draft version was presented for comment:</p> <p>Why is rail proposed as a separate group? Isn't this an unrealistic solution? City related that VTrans has recently taken the position that rail improvements are a priority. Also local concerns reflect interest in this as a potential solution and while it may not happen quickly and probably will only address part of the problem - it should be included. It is likely a complicated and separate issue, thus it was relegated as a topic for a separate group.</p> <p>“Downtown improvement” group was clarified as intended for transportation related solutions including traffic calming and streetscape improvements.</p> <p>Will there be funding available for short term improvements? Is anything earmarked yet? The funding sources have not been explored yet. Typically the Regional Transportation Advisory Committee formulates State and Federal transportation funding priorities. Hopefully the workshop will give them guidance for improvements and priority. Other sources may be available as well.</p>	

Summary of Meeting		Action Required By
Items Discussed		
1	<p>What about considering the truck designation? What group, if any, will consider this? Possibly the "alternative route" group or the "rail/truck improvement group". This will be considered further. Chris S. offered to look into the requirements for making changes to the truck route designation.</p> <p>Video taping - important to get more of the public educated about the subject. Last charette was taped and broadcast by ETV (or Public Access?) Richard Watts or Mr. Brady were mentioned as contacts. Randy offered to explore this feature.</p>	<p>Chris S.</p> <p>Randy</p>
2	<p>Progress on Invitee List</p> <p>Norman Leboef, Jeff Nelson (ACRPC TAC), Gina Campoli (ANR Planning), Kitty Oxholm, Harvey Smith, Al Vremer can attend.</p> <p>Additional attendees were discussed. Suggestions include: Ferrisburg Conservation committee members Debra Lemire and Craig Heindel. Lewis Creek Association Members Ted Ingraham and Mike Quinn. Mark Hattler, who was on the Burlington Conservation Board (Louise to contact). Chris S. will ask the VTrans resource people (wetlands, historic preservation, etc.)</p> <p>Scott Forney the VTrans Enhancements Coordinator, Tom Visser from UVM, Hist. Preservation Dept. Art Cohen from the Maritime Museum. John Zwick from the Vermont Arts Council [Note John called DH to say he can attend]. Edwin Grant from Kennedy Bros.</p>	<p>Louise G. Chris S.</p>
3	NEXT MEETING - Thursday, August 30, 2001 in the Opera House	

END MEETING MINUTES

Vergennes Traffic Impact Workshop

Meeting Agenda

What: Steering Committee Meeting #3

When: Thursday, August 30th

Where: The Vergennes Opera House

Purpose: TRAFFIC WORKSHOP PREVIEW

- ATTENDANCE
 - invitees
 - workgroups
 - facilitators
 - technical assistants
 - recorders/scribes

- INFORMATION
 - package to send to invitees
 - displays
 - resource summary

- PROGRAM
 - morning presentation
 - workshop syllabus
 - concluding presentation & public comment session

- LOGISTICS
 - food
 - tables, chairs
 - video
 - audio

contact Dufresne-Henry at 864-0223 with questions