

**VERGENNES PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY**

# **2023 Public Survey Results Report**

January 2024





## Appendices

The following tables provide the comments from survey respondents. Comments have not been edited to correct spelling or grammatical errors.

### General Comments

ID #	Screen	Comment
1	Route Options	I am leaving the survey. It is poorly executed. Why am I looking at pictures is maps one by one and doing this? What are the benefits and negatives of each, am i just supposed to guess??
2		It would be nice to view the whole map for each of these choices.
3		I drive through Vergennes to get to places I frequent once a month or so. It's difficult to park and really difficult to pull out of a parking spot safely in the downtown area. When I shop in Vergennes I always park near the village green because I feel safest there.
4		Same comments I had for Blue route...creates another bridge to access Rte 22A for emergencies, goes through less residential area, opens possibilities for small business/industry/job creation on the perimeter of downtown Vergennes, gets truck traffic and brake noise off Rte 22A before entering Vergennes.
5		The Green Route goes directly through my house. I do NOT want this to happen. Our house is a historical building, I believe, and is important to preserve. I do not want to displace any citizen, historical property, or nature.
6		I think this is the best route of the build choices
7		Please don't select the green route. That is my only request. I know it's a not-in-my-backyard response and that is part of my reasoning, but it also goes through natural areas that are essential for natural systems and wildlife.
8		There are so many reasons that this route is preferable--good alternative for commuters from the west, new bridge offers alternative route to improve safety, it can be very pretty (à la the span at Crown Point), gets trucks off Main St (with proper signage), can have a walk, bike lane), takes pressure off the existing bridge, truckers can have a more efficient path through town, foot and bicycle traffic on Main St can travel more safely. Thanks.
9		Seems like Vergennes wants to alleviate their problem and dump at someone elses fron door.
10		This is how I get to and from work presently. Having resided and driven in NYC I am used to truck traffic, but I can understand why residents have the concerns they do with the larger rigs.
11		To my mind the need is for vastly reduced truck traffic. Local deliveries only. There are too many inconsiderate truckers (engine brakes and horns) operating in this residential (and historic) neighborhood. Traffic for passenger vehicles should remain as is so as not to negatively impact economic activity in the city.
12		Additional comment regarding the Orange Route: As the City works to encourage Lake Champlain boaters to come spend their time and money here, the traffic on Main and added traffic to Macdonough would be a significant impediment to this effort. We just now have a sidewalk linking downtown to the waterfront/Macdonough Park - we need not go several steps backwards by leading truck traffic by the historic park.
13		It seems that "improving quality of life" really just means moving traffic away from people who chose to live on a busy truck route into the back yards of the people who chose to live away from a busy truck route. This whole study come across as "the people of Vergennes would much rather these trucks go though someone else's back yard" when everyone chose to live where they do.
14		Trade Offs
15		Seems like Vergennes wants alleviate their problem and dump it at someone elses front door.



General Comments

ID #	Screen	Comment
16	Trade Offs	I believe the new roadway should be reserved for trucks only. A dedicated truck route to encourage use by all except for local deliveries.
17	Interactive Map for Location Specific Comments	Pink route is by far the best option, with blue route as a close second. None of the other routes are truly feasible for truck traffic. Both pink and blue routes allow for additional housing development and potential for commercial development that could be planned well and positively contribute to Vergennes
18		The yellow route seems like too much of a ridiculous left turn. The green route is absolutely ridiculous - Rt 17 is NOT a good route for truckers! I do believe SOMETHING should be done. I do not know how feasible building a brand new bridge is for the pink and blue routes.
19		I generally prefer all the circ paths. This could have a lasting impact on defining a greater Vergennes area, which I think would be good for everything here.
20		I don't understand how you want this drag and drop with comment to work... sorry. I still think blue route has the best potential to work, protect the environment, preserve natural habitat, as well as add housing potentially and industry over on the Panton road side where it already exists.
21		1. In the future, goods will be moved in different ways than trucks. 2. Vergennes's economy could be affected by a bypass as it was with Rt 7.3. Panton does not gain anything by giving up land to a bypass. 4. The specter of a higher tax base with a new economic corridor is conjecture and not based in fact.
22		I would have loved to give input on this survey but find it is not functioning correctly and is extremely confusing. If you get any usable results for this survey, I would honestly be amazed. I don't see how you could trust any data obtained from the design of this survey.
23		Any option is better than the "no build" option. The amount of truck traffic is unsustainable and will only increase with time. It is unsafe for shoppers and pedestrians in downtown. This village was built for traffic 200 years ago not current traffic. Burlington's supply chain runs right through our downtown. The orange and purple routes are my least favorite but are better than "no build".
24		Vermont has lost alot of rural lands, which is what used to hold us apart from other states. We need to work on preserving lands. We should keep traffic to already busy and more congested areas.
25		Prices are raising, we need to look at ways to make living here more economical; not adding costs; which any alternative route adds large costs to taxpayers.
26		Blue, pink and Green would seem to be best options for reasons given before. Don't know enough about the routes to comment on environmental impact; would think better to have commercial and industrial zones around new route than housing (who wants to live next constant truck traffic?)
27	Keep any bypass as close to Vergennes as possible. A new heavily traveled road is not in keeping with the goals of some town plans.	
28	Don't want to see current residents misplaced and also at MacDonough Drive don't want to see changes there.	
29	Worry about economic vitality of a not very economically viable town. I think reverting trucks away from center of town would help but not sure about diverting all traffic away from the town.	
30	What might the speed limit be like on the new road options? Fewer stops and smoother travel will encourage use of the bypass route.	



General Comments

ID #	Screen	Comment
31	Interactive Map for Location	Option down MacDonough Drive and up Comfort Hill will be a huge safety concern, even if it is possible to change the steep grade- already rough going for passenger vehicles in winter. Also already heavily traveled by farm equipment in summer months.
32	Specific Comments	I am in favor of an alternate route. Right now I lean toward the Prospect Cemetery route or the one in Panton that crossed near the mobile home park. I also need to study all options more closely. I appreciate those on the committee who have spent time studying these options. Thank you.
33		Getting trucks out of the downtown area would be great but leaving the rural parts of Vergennes in tact is important for me.
34		Green Route goes through a lot of populated areas. Not safe for residents. Purple route puts new burdens on RT 17.
35		I am really concerned about reducing open areas in the city. I live on Bowman Rd and each time more land is developed in our part of town the worse the drainage gets. We also need open spaces for wildlife and for residents to enjoy. Vergennes has only so many open spaces and in the last 30 years they have been eaten up by more and more housing. Vergennes can't solve all the housing problems in Addison County.
36		THIS IS A RIDICULOUS PROJECT! Stop wasting time, money and resource's on a problem that already has an answer.
37	Wrap Up	This survey was difficult to do and understand. It seemed to present bypass options first and would have a biased towards those options as you do not know what other options are further on. I would of liked to see all options laid out without a one to another type of progress scale. Additionally the mapping piece was irrelevant and unhelpful.
38		While I feel that this study is wonderful, valuable, and long overdue, a 15+ year timeline to start construction is absurd. This is why useful improvements by governments are often derided. We need agility to effectively solve major problems.
39		is it possible that more and more EVs and EV tractor trailers in the coming years make any kind of bypass unnecessary? Has this been considered at all?
40		My thought wasn't building anything but routing trucks via signs to 22A. Southbound trucks would take their first exit into town while Northbound trucks would take the third exit, both going under the railroad trestle and by the police department.
41		The purple and green routes will have a substantial adverse impact on the town of Monkton, however you exclude Monkton from the study group. I STRONGLY urge you to seek input from the Monkton Select Board and town residents, as both the green and purple routes stand to exacerbate an already significant problem with truck traffic through Monkton as trucks relocated on to route 7 east of Vergennes seek alternate shortcuts. We have no police force and struggle with overweight and through trucks.
42		Note: I lived, worked, and owned commercial property in Vergennes for over 30 years. I was involved in the enduring effort to seek solutions to the truck traffic debacle during all this time. I now live in Middlebury, but am still very much involved with the well-being of the Vergennes community.
43		When designing the truck bypass, MAKE IT LONGER/SLOWER THAN THE ROUTE THROUGH VERGENNES. That way map apps will still take car drivers through Vergennes and economic impact will be minimized. This seems obvious, but I haven't seen it discussed anywhere.
44		I have lived on 22a panton for 31 years tractor trailer have been going through all day and all night. instead of using tax payers money to rerought the trucks why not have the trucks go where they went 15 years ago on 17, before you raised the brigge for the tractor trailers to come to vergennes. This is a no brainer.



General Comments

ID #	Screen	Comment
45	Wrap Up	The tradeoff section of the survey is confusing. I think you should find a different way to present these questions.
46		Hasn't this need been studied to death already? Would be great to actually see some progress.
47		I live in middlebury but received the card asking me to take the survey. Any time I'm in Vergennes, the trucks in downtown are noisy and unpleasant especially if at an event on the green. Rerouting them should go north where it looks like it's open land away from housing.
48		I got a card in the mail asking for input. Answers based on my experience when In Vergennes and what I imagine residents experience
49		I regularly visit the shops and services in Vergennes and hate hate hate the truck traffic that roars through Main St. The street is not wide enough, so there is a safety problem. It's too loud, spews pollution, you cannot hear yourself talk, and it harms the Main St businesses --people say they don't want to go there because of the trucks. Vergennes and its people and visitors deserve better.
50		I really appreciate this indepth study of a problem that has been escalating for 50 years! Thank you
51		This upgrade is so badly needed! Thank you and congrats on a well designed survey.
52		I'm sure your intentions are good, but this is about the most complicated survey I have ever seen. You need a graduate degree just to figure out how to work the thing and I anticipate that lots of people will get started and get discouraged. The only really clear part was the trade-offs. I hope you will narrow the choices and give people another shot at this with simpler alternatives.
53		I hope this study is thinking about biking and public transportation as well as affordable housing. I feel it's best to cluster housing and then leave large public green spaces, accessible by bike/walking paths.
54		Sixth Optional Route
	Uses the East/Right side of Otter Creek.	
	Starts/Ends at East side of current bridge on West Main Street.	
	Proceeds along bank of Otter Creek until reaching Victory Street.	
	Turns onto Victory Street going East through Maple and Green Streets.	
	Continues on to intersect with New Haven Street.	



## Screen 2 Route Options Comments

### Blue Route

ID #	Comment
1	Best option by far. I do not see any downsides to this option.
2	Poor location
3	clicking the imaged does nothing. It would be great to have more info. also, the ends of the route are cut off.
4	West of town makes the most sense to me
5	Single span bridge too small.
6	Has less impact on residential neighborhoods.
7	We live in an agriculturally rich area. Why are we taking away valuable farm fields from people that use them and rely on them for their businesses?
8	It is not clear where this road starts and stop. Is there any thought that this would affect businesses in downtown Vergennes as everyone would by pass Vergennes?
9	event though this will cost more it takes the burden off all existing roads
10	I like that it avoids nearly all of downtown Vergennes and keeps trucks well away from densely populated neighborhoods. Curious about bridge and road crossing details, and the intersection with US 7.
11	This route fully solves the problem of high volume of large through truck traffic in Vergennes without shifting the problem to neighboring rural communities (Addison, Waltham, Weybridge, New Haven)
12	Destroys a lot of farmland
13	this is a bad idea...a bridge over Otter Creek will have noise higher up in the air. I also have to believe there will be impacts to wildlife and neighbors in the area.
14	Good possibility if there is at least two lanes of traffic over the bridge. If single lane, forget it.
15	Awful ...massive \$ for a bridge and sending trucks through neighborhoods and farm land
16	Will kill vergennes. Bad idea
17	Makes the most sense but it will be hard to get Panton to go along with it.
18	Would like to get the trucks off of our main street and more importantly Green St. Which is entirely residential after a couple blocks.
19	This bisects some really beautiful farmland and fragments habitat. Unless carefully and creatively zoned (businesses below 2 levels of housing, for example, as in Montreal), it will also increase sprawl without really addressing issues of housing shortage.
20	nice way to wreck west side of town
21	This seems to have little impact on current housing though it consumes a lot of open/agricultural space.
22	Should reroute Rte 7 further north, not at underpass
23	Should Intersect Rte 7 further north
24	Looks reasonable if it does not disrupt too much wild life areas
25	Best option along with Pink. Bypass is clear of downtown, can be engineered to encourage trucks to take it, and dumps its traffic onto RT 7 where trucks are already entering and there is an existing traffic light. Unlike the route that connects to RT 7 via New Haven Road, Blue would have no effect whatsoever on existing RT 7 traffic patterns. Things stay the same except the trucks just take a slightly different route to the existing Rt. 7 connection.
26	Unnecessary disruption to land and existing homeowners. Diverts business away from downtown.
27	Unclear the benefits of this route over the pink route, other than making a longer road and involving another town
28	Second bridge is ideal for safety and traffic concerns. May be tougher sell to local (Panton) residents the pink route.



Blue Route

ID #	Comment
29	Solves all of the problems with truck traffic through Vergennes WITHOUT the substantial problems cause by diverting trucks east of Vergennes - those trucks would not be likely to stay on the designated routes, instead diverting on to secondary roads which are not equipped to take this sort of traffic.
30	Possibly acceptable. Close enough to existing roads and structures. Please make the new bridge attractive and high enough for boats to go under. Drawbridge?
31	you are taking a lot of cultivated land!!!!
32	Good terrain for building here compared to green or orange.
33	The Pink Route is a better option, less complicated and more direct, by comparison to the Blue Route. See Interactive Map for my narrative commentary.
34	Similar to the Pink Route?
35	Seems excessive to build a new road through those communities.
36	Does the trick, but seems like a lot of construction when better options exist. This option also moves traffic furthest away, which could also include passenger vehicles and potential visitors.
37	While I don't favor a truck crossing Macdonough Dr or Comfort Hill, this option seems to provide a bit more of a buffer from noise to the trailer park off Panton Road. Looks awfully close to the property on Maconough Dr...not good.
38	Seems like a solid plan. This or Pink both sound good. I'd favor whichever has the least environmental or private land impact.
39	I feel this is the best option
40	It seems this route expands the vision for Vergennes with the possibility of both increased growth in housing opportunities and potentially some industry as well
41	This bridge will be two thirds the height but 5/3 the length of the Champlain Bridge. The Champlain Bridge cost 80 mil 15 years ago.I cant see this bridge/route being cost effective. Plus I dont want to look at it.
42	The route yOu have will have impact on traffic on Panton road to get to the aero-space plant seeing must of them come from New York.
43	Likes: gives wide berth around the city
	Concerns:
	1. impact on people living in the area?
44	2. impact of trucks turning left from Rte 22A and then again onto N Main to connect to rte 7? Too many bottle necks?
44	I do not want to reroute traffic and lose beautiful land to create a new road.
45	Depositing trucks back by the police station seems like a congestion point. I'd rather see trucks outlet directly onto Route 7
46	Seems like not too much interference in existing residential areas. Maybe opens up McDonough drive area for residential? or does it completely ruin that area? Good to have a 2nd bridge across Otter Creek.
47	So your gonna cut through necessary farmland. I think the farmers have enough problems
48	Will make too much traffic by police station. Would be hard for trucks to pull out and take left without a traffic light. However, putting another traffic light in would be horrible for travel
49	I prefer this route only if it will take longer to navigate than going straight through Vergennes. I want to make sure that Google Maps continues to tell passenger cars to travel through downtown Vergennes.
50	As long as this avoids disturbing the cluster of homes near Panton Rd.
51	This option is foolish because of the cost to build and maintain
52	If this option is selected, a second bridge would be necessary. This would be important for very high traffic in mid afternoon. Before this can be selected, the Panton-Vergennes boundary dispute needs to be resolved.



Blue Route

ID #	Comment
53	Seems like the most direct route. Can be done without too much of a grade to meet up with the 22A. Adds a second crossing of Otter creek which is needed. As shown this meets up with 22A at a point without a house. If not there maybe farther south near west road.
54	I have always thought this would be the best alternative. Mostly already open land. I like it coming in on Rt 22A better than on Rt 7. Convenient to the park and ride.
55	Good for rerouting truck traffic, but the multi-span bridge on the Pink Route seems like the better long term investment.
56	We don't need any 18 wheelers on the Panton Road nor Lake Street
57	A new bridge sounds expensive. A new road like this would cause further fragmentation in sensitive riparian habitats. I have environmental justice concerns -- this option seems to impact lower-income area residents.
58	I'm very concerned with more roads being built. History has told us that Vergennes suffered when the Route 7 bypass was constructed. I've heard that not all business owners are happy with the diversion of traffic because of this. I also do not believe the narrative that there are economic opportunities with the construction of a new road. How to move goods into Vermont may change with the upgrade of the railroad and new developments of light trucks. This feels like a short term solution.
59	Is there any access to side streets that it crosses?
60	Please build the blue route!!!
61	A more beautiful bypass, not crowding future town development. But you would need to work with neighboring towns for permissions. A more tedious prospect.
62	I'm for anything that by-passes downtown. However, since this is only the first route I've seen I'll be middling about it.
63	This route is close to the least number of residences. I assume that property owners near the proposed route will object. This one seems the easiest to implement. It provides a by-pass for users of Panton Road to get to Route 7 w/o going thru town. This is my preferred route.
64	I would like to be able to see more of the map that is being shown.
65	If a single span vs. double span bridge is the only reason for this route, it seems to me that the trade off of a much longer road disturbing more land does not make sense. Also, I would assume this would be mostly at Panton residents expense which is not ideal considering they don't really benefit from this change as much as Vergennes residents.
66	There are better options
67	The cost of a bridge is what makes me hesitate to even give this one star. Changing the character of this beautiful area is a very high price to pay for something that is not guaranteed to even be effective.
68	This route impacts rural community residents outside the vergennes property lines
69	I favor this route because it eliminates all through traffic from Vergennes
70	Good option, but I prefer a multispan bridge.
71	I do like this plan but am concerned about the cost of building a new road structure. I'm sure it'll be incredibly costly.
72	Wouldn't the bridge be in Ferrisburgh as well. Concerned about the trucks coming off of 7 at 22A and then immediately going off, or the other way - coming back on and what that will do to traffic coming down to 7. Better for FCS buses
73	sounds good but it will make it hard for residents to turn left onto Rt 7 as the trucks will be piled up in front of them. I wish trucks could have their own entrance to 7.
74	true it bypasses the town but still brings truck into 22a before getting on Rt 7. An option but the best one.
75	do not like the idea of trucks out in country setting ruining more farm land and the quietness
76	Massive construction not needed when we have existing roads.





Blue Route

ID #	Comment
77	Keep heavy traffic from city center and make more shop friendly. Don't end up like Middlebury nightmare.
78	Single span. Does this mean only wide enough for one vehicle? If so thats a terrible idea. This will be to heavily traveled for this.
79	Bridges are expensive to build and require routine maintenance & inspection. This is quite costly to taxpayers, not to mention the cost associated with building a new roadway. Additionally, the environmental impact of and embodied carbon in a new road vs improving existing is substantially higher.
80	The usual solution. Build through beautiful vacant land. So much for those scenic areas as they get destroyed by high speed traffic. And a bridge over the creek won't come cheap. Have people forgotten that our country is essentially broke? My sense is that we can't build our way out of congestion. If that were the case I suppose we could look to southern California as an example of what things may ultimately look like.
81	Better than the pink option by going through fewer neighborhoods and the bridge may be easier to build. Concern here is trucks needing to turn left off of 22A to get on the road crossing where the road is 50mph. Purple is best option.
82	This would be the second best option behind re-routing traffic onto Route 17 and rebuilding parts of 17 to provide a clearer view at intersections, etc.
83	This is my favorite and preferred route. As long as the bridge doesn't conflict with boat traffic. I wouldn't want to see a draw bridge or anything. I like that the trailer park stays-that's really important! This route also seems like it has the fewest hills.
84	ASAP
85	The cost of this route is likely to be astronomical.
86	Cutting into existing farmland and remote areas. As well as taking business away from downtown.
87	Too long a route for construction and necessary upkeep. Single span bridge is a plus for construction cost and Maintenance
88	Very expensive
89	the Blue, Pink or Green Route all could solve the problem of the impact on downtown Vergennes. All come at a cost to construct and obtain ownership of the underlying land.
90	Not a fan of this route
91	I like what I see here, but map is too small to really talk about where it goes off Route 22A or Route 7, and where it reconnects with 22A. 30 plus years ago, there were initial plans for this bypass and we are still "planning." With all the hazardous materials going through Vergennes every day, and no second bridge across Otter Creek, it is a disaster waking to happen.
92	<ul style="list-style-type: none"> <li>*Gets trucks off Rte 22A before having to cross the current bridge.</li> <li>*Creates a new (second) bridge for emergency and alternative access over Otter Creek</li> <li>*Eliminates brake noise, no hill going down to the current bridge</li> <li>*this route appears to be crossing the most open (non-residential) land.</li> <li>*opens possibilities to develop land for small company/industry/job potential</li> </ul>
93	Expensive route I'd imagine
94	The best option but very pricey and would upset farm land and interfere with a tremendous amount of peoples lives and years in the making but would be the most permanent solution.
95	I feel this is the best option. New road can be constructed accordingly to accommodate heavy trucks and traffic.
96	Affects farmland but perhaps could be mitigated.
97	good as pink rt maybe involves more land owners
98	I don't like the idea of bridges being built over Otter Creek. They would have to be pretty high as to allow large boats up the creek to Vergennes.



Blue Route

ID #	Comment
99	This route appears to reduce noise and increase safety to the greatest number of local citizens by using greater distance from high density housing.
100	this appears to be an expensive option. It will also negatively impact vessel traffic on Otter Creek due to height limitations.
101	Perfectly acceptable if budget required skimping on panton bridge. It would be ill advised to not make that investment now. Or at the time of these upgrades.
102	This option would be the easiest detour around town and would bypass all the housing on the southern end of town
103	Impacts too much farm land.
104	I absolutely HATE this idea. I do not want a truck pass going through my backyard in the park, and possibly being displaced from my home by it.
105	Hate this idea! I do not want a truck pass going through my back yard and face possible displacement from my home in the trailer park by it!
106	this route as well as the pink route appear to be the best approach.
107	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or nature.
108	New bridge would cost too much
109	Not clear what is meant by a multi span versus a single span bridge. Assume that multi span would be more expensive to design and build. I like this route option.
110	Looks good but hard for me to evaluate southern portion of route as I am unfamiliar with that area.
111	Constructing a whole new road would affect the wildlife. Leave it undeveloped.
112	this would probably be the best route. i imagine the litigation would take years and will probably never happen due to wetland concerns
113	Least impacts to property owners; unlocks state-owned land for economic development; secures a second bridge to improve safety for Vergennes
114	It passes most of the town and would be cheaper than pink root given single span bridge design. Also using existing state land which would be cheaper than condemnation of private property Would create a lot of noise and air quality issues at Job Corps. Personally I don't like it because it would bring lots of noise to our quiet neighborhood, plus add either a dangerous intersection or traffic light between my home and town. I don't like the idea of feeding traffic back onto Main St at underpass.
115	Blue, Pink and Green options are best as truck traffic is diverted away from downtown Vergennes--which one is best will be determined by environmental impact, people living in proximity to routes---I don't know enough about the 3 routes to comment which would be best
116	It seems that if you are going to try to pull excess traffic out of Vergennes then it might as well be well before the city as this route seems to do.
117	in theory this looks good but there aren't enough details to go on. It seems that very few people would be affected, but details are missing.
118	It is going to require a very tall expensive bridge.
119	This is the a good option. The land is open, a little farther from the trailer park. The grade is better throughout and it would connect to Rt. away from the hill.
120	Farther out from Vergennes seems better, but then more land and landowners are impacted. It is hard to tell what the impact truly is based on the maps, unlike the green route which goes right through our property.
121	Favored as long as traffic on Panton Rd can enter and exit here as well
122	Starts well before downtown and housing It looks like it goes through open land so not disturbing residents



Blue Route

ID #	Comment
123	I like that the route is farther away from the residential neighborhood and that a smaller bridge works, but it's a longer route and cuts through a lot of farmland.
124	Uses too much farmland and will cost too much to build.
125	Ending or beginning near the Police Station is fine for a few years, then that area will be congested. Makes more sense to come out directly on Route 7 further north, either at the existing intersection or further north.
126	My number 1 choice!! Removes truck noise the most, furthest away from homeowners and gives truckers a quicker detour which they will more than likely comply with.
127	Way to many roads to cross and a very expensive bridge
128	I like it except going under railroad bridge
129	More expensive with new bridge and new road. No guarantee it won't reroute tourists and other revenue generating traffic from town.
130	Bike routes are important to the commerce of Vergennes. This option would eliminate conflict between the needs of Truckers and cyclists.
131	Keep tractor trailers out of Vergennes - they have ruined Main Street. They belong on exiting Rt 7 and 17, a fine State Highways already in place!
132	This is not my first choice. It would develop some undisturbed state-owned land that I enjoy hunting on MacDonough Road. I would also like to see a bypass connect directly from 22A to U.S. 7. There is still a fair amount of traffic near the police station, and this might really jam that up even more.
133	No details on the size and height of the bridge have been provided. This option is certainly not in keeping with the surrounding landscape and would be unsightly.
134	This seems like a good option to reduce traffic congestion, exhaust pollution and noise from truck traffic on Main ST. I live on Main ST and there is frequently traffic backed up past my house. The noise from jake brakes and the dust and pollution from exhaust are a problem.
135	Seems to have less residential impact.
136	Seems less distributive to current homesteads and gives Vergennes space to continue to grow out to the city boundaries without a road in the middle.
137	This route is pretty good, but I don't really like how it encircles that pretty farm in 22A in Panton.
138	This is my least favorite route. We will need an expensive bridge to cross Otter Creek, we will divert a lot of traffic from Main Street, not just trucks, and you end up in our yard
139	one of the two best options in my view, assuming no detrimental impact to environment/wildlife
140	Reasonable, though the purple route still makes more sense, making use of/improving existing infrastructure over building new.
141	This route will divert away from Vergennes and Vergennes will wonder where have all the tourists gone? I don't believe that a new bridge is really what we want here to obstruct our view of the valley and the mountains. This is HORRIBLE
142	Please get the noisy and dangerous truck traffic away from the center of town
143	Opens up northern route to western part of the county.
144	Of all the proposed options this one appeals to me most. It avoids passing too closely to established neighborhoods (I realize that some individual homes will be strongly impacted), does not require trucks to add appreciable mileage to bypass downtown, and will work for truck traffic in both directions.
145	I like this option because it increases the likelihood of new development by creating access to undeveloped property inside Vergennes. We need more housing.
146	Sounds to be a reasonable route to avoid the congestion in Vergennes city, making it safer for all concerned.



Blue Route

ID #	Comment
147	The best option, it does not impact the mobile homes like the pink route, cuts out more of the town traffic, and will provide traffic flexibility to Panton traffic
148	This would not save me any time and cuts through beautiful, useable/farmable countryside.
149	Will be difficult to get Panton to agree to this. Will impact value of many houses on ridge of 22A coming into Vergennes.
150	Appears to ruin a lot of open land and to be expensive due to length. But, like pink and orange routes, appears to be much better than green route and far, far better than disastrous purple route.
151	What is a "single span" bridge?
152	I think this is the best route because it seems to affect the fewest houses.
153	Another bridge over Otter Creek is needed. If something happens on the current bridge it is a traffic nightmare as is only having one way traffic on the bridge
154	Seems to accomplish the purpose without becoming a short cut bypass for all traffic.
155	Blue Route appears expensive with lots of impacts to the major roadways in the area; not an ideal solution but better than doing nothing.
156	The Blue Route appears to be the best option available. It keeps the trucks further away from the thickly settled Town & Country mobile home park and most other residences. I assume the Rt 22A intersection would need to be widened with a significant turning lane to allow northbound trucks to queue for the left-hand turn. Also, perhaps an acceleration lane for trucks to merge onto Rt 22A southbound.
157	My preferred route. Less disruption to the region. Also provides potential development opportunities along the route.
158	Running all trucks by residential school is totally unacceptable!
159	Seems very reasonable and would fall into plan that was proposed earlier
160	this route just moves the noise issue to other residents other than downtown Vergennes.
161	Does a single span bridge accommodate both directions?
162	Route is not as good as Pink route due to a large portion of the road construction being done in Panton when this issue is mainly affecting Vergennes.
163	Best option. Flattest. Keeps trucks distant. A smooth alternative.
164	We moved to Waltham in 1976. There was talk starting then about a Verg. Round about. Now 47 yrs later, still nothing has been done. All the talk didn't accomplish nothing. The blue route is good. Just do something about it.
165	Seems like a waste of farm land
166	Doesn't look like a solution
167	single span bridge seems less than ideal
168	Like the pink route, this one runs mostly through what seem to be agricultural areas so the same questions apply: whose land is affected, what is it used for, are there obvious wildlife corridors?
169	I believe this route would take the traffic to far out of the city and take revenue away from the city. The cost of this route and time needed to finish would not be worth it.
170	Providing another way to access Panton Rd would be helpful as the way there from Bristol is often delayed due to road construction
171	In my opinion, this is the best route out of all. Because Panton area is still has light population and has more open areas to construct a new road.
172	adds second bridge and opens land up for housing development; all great
173	this is the best option with least disruption to the community.



Blue Route

ID #	Comment
174	Seems like the best solution that takes truck traffic away from populated areas as much as possible.
175	Coming out near Comfort Hill Kennel is a disaster waiting to happen. Many of the dogs who go there are extremely scared of loud noises and trucks. The kennel has also been a vital member of this community for years.
176	You now want to send truck traffic through farm fields, and on small back roads that are used to no noise and kids learning to ride bikes, as well as near job corps? No. I can't believe folks living at Sunset will like this option either.
177	Is Panton willing for its land to be used? How high would the bridge need to be to allow sailboats into the basin?
178	This route cuts through our beautiful landscape. The ecological impact would be huge and cost taxpayers a lot of money. The reroute on 17 would be a better way to reduce the ecological and economic impacts.
179	Best solution. Cries out for a bike path as well.
180	If residents can live with it, best option!
181	Crosses 3 roads and a river! Too costly
182	This route is the second least viable. The bridge over the Otter Creek would have to be high enough to allow for sailing vessel mast. Secondly the route would pass through a historical / archaeological site. South of Panton road there is /was a vein of white clay, kaolin?, that was used to produce the "Vergennes blue pottery." which was produced by the Indians. Intersections will allow for development of farmland west of Vergennes. Limiting post to 500 words is preventing full discourse.
183	I believe it would have a lesser impact on neighbors, be more cost effective and allow truck drivers a safer, shorter route bypassing our downtown.
184	Too much agricultural disturbance.
185	What type of crossings at existing roads - Comfort Hill - Macdonough Dr. - Panton Road ?
186	This option seems viable although expensive.
187	Don't understand difference between a single span bridge and multi-span bridge. Is it single lane versus two lanes? I would want 2 lanes.
188	THIS ROUTE MAKES NO SENSE AS IT TIES INTO THE PINK ROUTE NOT BUT LESS THEN A MILE NORTH. ADDITIONALLY, IT CUTS THROUGH AN ACTIVE VINEYARD AND FARMLAND THAT IS ACTIVELY BEING USED AND EXPANDED. THERE IS NO REASON TO EVEN CONSIDER THIS ROUTE AS IT WILL ADD MORE COSTS OF CONSTRUCTION AND DISRUPTION AND AS I SAY IT TIES INTO ANOTHER PROPOSED ROUTE.
189	It does increase emergency responder access to Ferrisburgh and Panton.
190	This would keep the trucks out of Vergennes, eliminating noise and promoting safety. When it crosses Sand Road/ MacDonough Drive, will it have a light or 4 way stop?
191	Wondering about single span and multi span bridge for the future, but maybe the issue of Vergennes and Panton town lines makes this easier. Neighbourhood disruption must be addressed in a fair way.
192	This seems like a good option, though it will depend a lot on what has to be taken out. I think a lot of this is or was farm land.
193	Creates Intersections on Panton Rd and MacDonough Drive which is not optimal.
194	This route will have the least impact on existing neighborhoods.
195	Longest new road needs to be built and a bridge needs to be built. Plus would be that the least private homes will be effected.
196	My least favorite of the five routes. Uses Panton RE to solve problem. Expensive Otter Creek bridge impedes large boats. Long route with 4 intersections encourages development. Remember Route 7 bypass effect on downtown. Cedes major RE to State of Vermont.
197	Too much impact on MacDonough Dr. and Comfort Hill area.



### Blue Route

ID #	Comment
198	Proposed route appears very long and would have a negative impact on whole area in terms of noise and reduced quality of life
199	It may work, but I still feel any new road you build will impact businesses downtown. I'm sorry, you choose to live where you do, if the "traffic/noise" is bothersome to you, which is laughable, move to another location! We should be more concerned with all of the neighborhoods/condos that are being allowed to be built with zero character, all on top of each other.
200	I have been told numerous times when I want to protect my land from continuous erosion along Otter Creek, that it is not allowed due to the artifacts and Indian presence. You should not touch Otter Creek in any way.
201	I like this option because I live in West Addison and drive through town to Rte 7 via Panton road, and this would enable me to bypass town and reduce my drive time to Burlington. I also like that it ends near the train station, so I can get to the train station faster
202	This route appears to have the least negative impact on residents. Maybe the least environmental impact.
203	PROS: Appears to impact the least number of homes. Is farther away from the lower income housing on 1st, 2nd, 3rd streets than Pink Route. Includes a significant amount of land within the Vergennes city limits for potential residential and commercial development.
204	The farther we have it from town the better. We want to increase the size of our town and encourage future development. This will help with the low student numbers at our schools. It is also a safety aspect.
205	This feels like of the options, this does the best job of not adding to already congested areas, keeping trucks away from residential living, and keeping downtown pretty insulated from the truck traffic.
206	We do not need more roads. Use our existing roadways.
207	This would destroy 80% of our farm and impact VTs vibrant reputation in organic wine and the tourism it attracts. To replace it would take 4 yrs for a new vineyard to become fully productive. 2 wines from here were included in the NYTimes Top Ten Wines. We've received 2 '23 awards: from Food & Wine, and the Top 100 Wineries from Wine&Spirits highlighting 4 wines from this vineyard. Destroying this land would affect our business + also destroy a piece of VT history.
208	The blue route as shown would destroy an existing vineyard that is critical to our business as a winery. (This vineyard provides more than 80% of our total production.) As a leading winery in the movement to promote chemical-free, organic viticulture and winemaking, and to bring new visitors to Vermont, the loss of this vineyard would destroy our business and compromise this important progress.
209	The Blue Route is similar to the Pink Route, but passes across Property in Panton, which will likely have opposition from the "this is a Vergennes issue" crowd.
210	This is good, would give us a second bridge and get trucks out of high density housing.
211	Without knowing about the zoning districts this route would intersect, this seems like a good option as it skirts developed areas. It seems like a logical route through open land. It looks like it would need study in the area where it rejoins 22a to the north. Particularly where it crosses the rail line and the current underpass

### Pink Route

ID #	Comment
212	Pretty good option overall, but would probably require noise barriers to be installed along the trailer park - and also may require other land owners west of the trailer park to sell their land and move.
213	Multi span bridge is a good idea to handle traffic. Not sure that southern end is in the best location for traffic flow
214	We live in an agriculturally rich area. Why are we taking away valuable farm fields from people that use them and rely on them for their businesses?



Pink Route

ID #	Comment
215	my second choice [after blue route]
216	Prefer blue because of the single span bridge (less impact on Otter Creek) and because it reduces truck traffic for more houses on the way into Vergennes on 22A. Pink could have logistical (public comment, permitting, etc) advantages by keeping the whole project in Vergennes
217	I see this route as functionally equivalent to the Blue Route, but perhaps this would be more palatable to Panton, so from that standpoint, it might gain more acceptance.
218	creates the least impact
219	Best possibility if "multi-span" means at least two lanes.
220	Horrible waste of \$ building a new bridge and running quiet habitat use existing Rt 17
221	I think a multi-span bridge is a better option
222	In the 1990's the city council adopted this route. I believe it was put in the regional plan? but definitely was put in the city plan. It is the only route that keeps within the city limits. The council recognized, at the time, that there would be pushback from Panton.
223	Alternative route to Main St and Green St still has our vote.
224	This bisects some really beautiful farmland and fragments habitat. Unless carefully and creatively zoned (businesses below 2 levels of housing, for example, as in Montreal), it will also increase sprawl without really addressing issues of housing shortage.
225	nice way to wreck west side of town
226	This route seems to put more pressure on Vergennes where Vergennes' area is already tight. Don't favor a multi-span bridge.
227	Shoul intersect 7 further north
228	Best option along with Blue. Bypass is clear of downtown, can be engineered to encourage trucks to take it, and dumps its traffic onto RT 7 where trucks are already entering and there is an existing traffic light. Unlike the route that connects to RT 7 via New Haven Road, Pink would have no effect whatsoever on existing RT 7 traffic patterns. Things stay the same except the trucks just take a slightly different route to the existing Rt. 7 connection.
229	Unnecessary disruption to land and existing homeowners. Diverts business away from downtown.
230	This may be the easiest "sell" to local residents. Second bridge is ideal for safety and traffic concerns.
231	Solves all of the problems with truck traffic through Vergennes WITHOUT the substantial problems cause by diverting trucks east of Vergennes - those trucks would not be likely to stay on the designated routes, instead diverting on to secondary roads which are not equipped to take this sort of traffic.
232	Too close to the cemetery.
233	Located primarily within the Vergennes cityscape, this route can best serve the enumerable stated objectives. It can be designed to enhance the landscape yet provide an expedient in-city alternative route by diverting the ever-increasing and hazardous truck traffic from the Vergennes residential core along Route 22A. See Interactive Map comments for my narrative commentary.
234	This route seems to make a lot of sense
235	This is just the blue route made twice as bad.
236	This allows a secondary crossing of Otter Creek, preventing the current single span to be the only way across the river.
237	Way too close to the Panton Rd trailer park and, like the blue route, butts right up against that last property on the north side of Macdonough Dr.
238	Seems easier to create if only directly affecting one municipality.



Pink Route

ID #	Comment
239	This route is my second choice because it looks like it squeezes the options for growth, both housing and industry
240	Same comments as Blue route.
	"This bridge will be two thirds the height but 5/3 the length of the Champlain Bridge. The Champlain Bridge cost 80 mil 15 years ago.
	I cant see this bridge/route being cost effective. Plus I dont want to look at it."
241	all traffic will go the truck to by-pass Vergennes. Business will suffer if this is used.
242	Like: less road / asphalt - potentially better for land. Less area affected. Dislike / concern: too close to an already congested area? Residents? Businesses? Also concerned that there is potential bottle neck in how northbound trucks leave Rte 22A and reunited with N Main / Rte7.
243	I do not want to reroute traffic and lose beautiful land to create a new road.
244	Hard to say which of the first two is better without more information but we need to get truck traffic off main st down town.
245	Again, depositing people back into 22A instead of directly to 7 seems odd.
246	Same positives as the blue route."Seems like not too much interference in existing residential areas. Maybe opens up McDonough drive area for residential? or does it completely ruin that area? Good to have a 2nd bridge across Otter Creek."
	Slight difference in route?
247	Will make too much traffic by police station. Would be hard for trucks to pull out and take left without a traffic light. However, putting another traffic light in would be horrible for travel
248	I prefer this route only if it will take longer to navigate than going straight through Vergennes. I want to make sure that Google Maps continues to tell passenger cars to travel through downtown Vergennes.
249	There are many homes near the Panton Rd intersection. Good option otherwise.
250	Might be beneficial to require less approvals from other towns outside Vergennes
251	Same issues as with the blue route.
	"If this option is selected, a second bridge would be necessary. This would be important for very high traffic in mid afternoon. Before this can be selected, the Panton-Vergennes boundary dispute needs to be resolved."
252	Seems like this route will add a steep grade to meet up with the 22A.
253	This one is ok too. But will there be more houses impacted? Hard to tell. Looks like a few houses near the trailer park will be impacted? otherwise, not bad.
254	If building a new bridge across Otter Creek, why not make it more substantial to allow for easy traffic flow? The nature of the bridge seems to be the only difference between this route and the Blue route.
255	Better option to avoid trucks in Vergennes downtown
256	Similar concerns to blue route.
	"A new bridge sounds expensive. A new road like this would cause further fragmentation in sensitive riparian habitats. I have environmental justice concerns -- this option seems to impact lower-income area residents."
257	This still means the construction of a new road but I like it better than asking the town of Panton to step up to solve a Vergennes problem.
258	Eliminates the need to involve other towns.
259	Highway would use up limited town land, but town already has control over this land & wouldn't need to work with other towns. Might be easier to get permissions. Also, option for additional development off the bypass?
260	Best option!





Pink Route

ID #	Comment
261	This route goes a little close to the trailer park, and so will negatively impact more people than the blue rte. Like the blue rte, it connects Panton RD traffic to Rte 7 and 22A w/o going thru town. Like the blue rte, VARS will have a quick route to Rte 7. It is important to control commerical growth at Panton Rd intersection so as to not syphon business from downtown.This route will allow Vergennes residents to have more say in what happens at the intersection.
262	Again like the blue route I need to see more of the map that is bein shown on the screen.
263	This is the best route in my opinion. It successfully routes traffic all the way outside of downtown, it doesn't disrupt an unnecessary amount of land, and it's within Vergennes.
264	I am on an iPad and nothing happens when I click on the map. How can I give input on this?
265	This route stays inside the vergennes property lines and seems like the most practical build option.
266	This option avoids residential areas and includes a multispan bridge which I think is preferable to a snlge span for traffic flow ease and safety.
267	concern with traffic where the trucks come back onto 22A before hitting 7. Better for FCS Buses
268	Access to new road is too close to town, cemetery and houses. Blue route looks better to me.
269	still bringing truck into 22A. Why not just tie into rt7 directly.
270	do not like the idea of trucks out in the country setting ruining more farm lands and the quiet
271	Massive new road construction is not necessary and should be avoided at all costs.
272	i own a home at 123 west main . Riight across from where the pink route would turn at the edge of prospect cemetery. this route will continue to inpact my home and in fact cause more issues with the turning of trucks onto the bypass.
273	Most ideal.
274	See same comment as Blue Route.
275	"Bridges are expensive to build and require routine maintenance & inspection. This is quite costly to taxpayers, not to mention the cost associated with building a new roadway. Additionally, the environmental impact of and embodied carbon in a new road vs improving existing is substantially higher." But from a zoning perspective, this route is within one town so administratively it would be less hassle to negotiate, maybe.
276	Another unacceptable solution. This will sacrifice more wildlife habitat. But they don't represent a very vocal constituency so they don't count. I guess the solar field would have to be ripped up. And again, a very expensive bridge.
277	Because it is mostly in the city boundry it may be easier to get permitted and built quicker
278	Same problem as blue Rt, goes through gorgeous farms & fields by comfort hill
279	This seems to go through several neighborhoods and would require a bridge in an area that has high banks along Otter Creek. Blue option is better than this one.
280	This is the simplest, shortest and cleanest option. It has the least impact on existing residents and could happen the fastest. Great option.
281	This is also a preferred route. but I still like the blue route a little better because I assume this route has a bigger hill/drop from 22a down to the panton road area where as the blue route would be a little more gradual
282	ASAP
283	The cost of this route is likely to be astronomical and would adversely affect the quality of life for residents of Otter Creek Park.
284	Cuts through farmland.
285	Good route length. Move to accommodate a single span bridge for cost and upkeep.
285	Expensive but would be less impactful than blue route



Pink Route

ID #	Comment
286	Not a fan of this route
287	Map is so small I can't tell where the road would start or end, but I like the fact there is an additional bridge not only for this route but also for the safety of residents living on the west/south side of the river.
288	This could also be best option because bridge appears both ways. Again, new construction road can be built to accommodate heavy trucks and traffic.
289	this one seems logical disturbs the least amt of land owners and towns involved
290	Don't like bridges built over the creek.
291	Very similar to Blue route - pretty much same comments- "This route appears to reduce noise and increase safety to the greatest number of local citizens by using greater distance from high density housing." however not sure Vermont can afford either of the blue or pink routes- would need to see economics- how it affects VT taxes which are already very high.
292	any route that requires a new bridge will negatively affect boat traffic to Vergennes.
293	Easily the best solution for both the town and the drivers. Removal of large grades from routes will reduce noise and pollution and increase fuel economy for all local traffic. Expected increase in travel volume in the next 50 years mandates the investment in the more robust bridge in Pantan.
294	This option would be good but would cause more noise for the cluster of houses at the southern end of town. The blue route would be better
295	Again, I absolutely HATE this idea. I do not want a truck bypass going through my back yard in the park and face possible displacement by it!!!
296	HATE THIS IDEA!!! I do not want a truck bypass going through my back yard and face possible displacement from my home in the trailer park!
297	this route as well as the blue route seems to be the best approach
298	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or nature.
299	No new roadways
300	Seems effectively the same as the Blue Route, either would be a good solution.
301	Hard to distinguish impact of pink vs. blue routes but both solve the biggest problem of truck traffic in the heart of Vergennes.
302	Again, construction of a new road would negatively affect the wildlife.
303	Slightly less good than blue in that it impacts low-income homeowners in the manufactured housing community and the route isn't as far away from where residential density increases at Country Commons
304	<p>See my comments on Blue Route!</p> <p>"It passes most of the town and would be cheaper than pink route given single span bridge design. Also using existing state land which would be cheaper than condemnation of private property Would create a lot of noise and air quality issues at Job Corps. Personally I don't like it because it would bring lots of noise to our quiet neighborhood, plus add either a dangerous intersection or traffic light between my home and town. I don't like the idea of feeding traffic back onto Main St at underpass."</p> <p>I do not favor any solution that would feed traffic back onto Main Street just before the railroad underpass. If you are going to build a BYPASS...it should be a bypass, not a band aid solution!</p>
305	Blue, Pink and Green options are best as truck traffic is diverted away from downtown Vergennes--which one is best will be determined by environmental impact, people living in proximity to routes---I don't know enough about the 3 routes to comment which would be best
306	looks just about the same as the Blue route, but lacking details to distinguish between them
307	Also require a very tall expensive bridge.
308	Super close to the Trailer park.



Pink Route

ID #	Comment
309	Closer to Vergennes means less cost (maybe) and less landowners impacted (maybe), but having it go right by the trailer park doesn't seem fair for those people. It is hard to tell what the impact truly is based on the maps, unlike the green route which goes right through our property.
310	Favored as long as traffic on Panton Rd can enter and exit here as well
311	Having an alternative to the one bridge crossing in Vergennes is a large upside - we are always worried if there is ever an accident or construction on the bridge then we would be out of luck trying to get into town.
312	Starts before but closer to downtown and housing. It looks like it goes through open land so not disturbing resident
313	A shorter route, but a larger bridge. It's very close to the residential neighborhood, but I think I like this route the best. I would use it often too.
314	This may add too much time to truckers route, use up too much farmland, cost too much to build.
315	Seems to be a good route but the entrance/exit near the Police Station will only be serviceable for a few short years. It should come out at the existing intersection of further north on route 7.
316	My 2 choice since it cuts close to existing housing and will bring trucks into the back yards of people on 22a.
317	Too many roads to cross with high speed traffic. Very expensive bridge
318	Don't torture the mobile park!!!
319	More expensive with new bridge and new road. No guarantee it won't reroute tourists and other revenue generative traffic away from town.
320	This route makes more sense because in the near future the bridge crossing Otter Creek now will need repair or replaced and where would you route traffic? There is housing going up, where temp bridge would go at least it did in the past
321	Plans for noise remediation for the mobile home park and other housing along this route?
322	Insane waste of \$ and will ruin Vergennes... Keep tractor trailers out of Vergennes - they have ruined Main Street. They belong on exiting Rt 77 and 17, a fine State Highways already in place!
323	This is not my first choice. It would develop some undisturbed state-owned land that I enjoy hunting on MacDonough Road. I would also like to see a bypass connect directly from 22A to U.S. 7. There is still a fair amount of traffic near the police station, and this might really jam that up even more.
324	Differences between pink and blue are subtle, and probably will be driven by cost factors, and maybe permitting. Pink's alignment is much closer to 1st thru 3rd street, and will require mitigation. Both blue and pink also have eminent domain issues for existing homes. Will need to buy those out at FMV++ in order to be fair to those landowners.
325	again, no details have been provided for this multi-span bridge. Also, this option shows the incorrect boundary of Vergennes at Pantan Road and this bridge option will be largely in Pantan
326	This and the blue route look like the best options. The bridge over Otter Creek in Vergennes will need to be replaced at some point in the future. There is no longer room for a temporary bridge as the land has been developed. If the bridge had to be closed the rescue squad, city works and Collins Aerospace would be cut off from the rest of the city. Having another bridge nearby would help alleviate this problem.
327	Less disruptive to current homesteads, but takes land from Vergennes that could be used for housing all the way to its borders without a road in the middle.
328	This is the best route. I like how it takes the trucks off Main Street and allows for potential development opportunities on the outskirts of Vergennes.
329	Seems to have the least impact on existing housing and provide maximum potential for traffic flow.
330	This route will be very expensive to build, a Multi-span bridge and you will also be diverting more than truck traffic
331	one of the two best options in my view, assuming no detrimental impact to environment/wildlife



Pink Route

ID #	Comment
332	This passes SO close to the trailer park. I feel like it would have negative impact on the people who have been living there for years. Not to mention that Panton Rd is quite busy at times with Traffic from UTC heading back toward the bridge/NY, and it could cause traffic issues adding a truck crossing. The purple route still makes more sense, making use of/improving existing infrastructure over building new.
333	Absolutely NOT another terrible route - remember when there was a vital town then trafic is diverted NO MORE Tourists
334	This one also gets noisy and dangerous traffic away from the center
335	Keeps it all in Vergennes
336	I realize that this would be a shorter route to construct than the blue route. However, it will pass much closer to the homes on First, Second, and Third Street. This would inequitably impact the families living there, when that could be avoided by going with the somewhat longer blue route.
337	I don't see much difference between this route and the blue one. I assume both would provide equal access to currently undeveloped land in vergennes - but maybe I'm wrong. If so, I would choose the route that provided more options for housing to be built in city limits.
338	Good route for traffic but impacts mobile housing which is sub-optiomal
339	This would not save me any time and cuts through beautiful, useable/farmable countryside.
340	I think the best option. However, if it is too close to 3rd Street in Vergennes with that community, can there be a hybrid between Blue and Pink where the road as it departs from 22A near the Prospect Cemetery, heads out a little west into Panton and then north back to the proposed route. This would move the bypass further from the 3rd Street community.
341	This would be my second choice after the "Blue Route".
342	Pink Route seems expensive with lots of impacts to other major roadways in area. While not preferred route, better than doing nothing. A very attractive option second only to the Blue Route. Proximity to the mobile home park is a detractor. My comment on the intersection w/Rt 22A applies here as well.
344	Ok route if it was important to keep all of the bypass in Vergennes. However, this appears to be more of a challenge to make work given the road would more likely impact existing development.
345	Running all trucks by residential school totally unacceptable!
346	Would be another good option
347	this route just moves the noise issue to other residents other than downtown Vergennes.
348	I like the idea of a multi-span bridge. Very important to have 2 bridges for emergency vehicles incase one is down.
349	This the preferred route as it allows north and south travel.
350	Route would relieve congestion of traffic coming from the Collins Production facility as well as an alternate route for main street road construction. Currently road construction to the bridge or main street cause major issues du to the main street bridge being the only bridge that crosses otter creek. This would also help during winter months when main street becomes hazardous due to ice and snow due to its steep grade.
351	Second best alternative, but kind of tight. Longer route through Panton is better. But this wouldn't be bad.
352	multispan bridge seems to be preferable to a single span bridge. But why not connect directly to Rte 7?
353	The route seems fairly smooth and easy to follow - how many farms or land used in other ways will be impacted? wildlife corridors?
354	This also looks too long and to far out of the city, lost revenue, cost and time
355	Stay out of Vergennes....this route doesn't make sense
356	Providing another way to access Panton Rd would be helpful as the way there from Bristol is often delayed due to road construction



Pink Route

ID #	Comment
357	adds second bridge and opens land up for housing development; all great
358	second best idea after Blue route
359	We live at 204 Walker Road and feel this would impact us the most but feel it is the best alternative. We feel this would impact our homes value to the negative also. Our nice quiet country spot would now become very noisy with truck traffic. Trees or ground contour might lessen some of the noise but would be needed the entire length of the new road. Unfortunately this would impact some fine farmland also.
360	Good solution, but might be too close to the mobile home park.
361	This route is better. However, it still is too close to Comfort Hill Kennel.
362	Too close to Comfort Hill. Why not turn trucks up Panton Road if you are going to cross it, and just improve that intersection ?
363	Again how high would the bridge need to be?
364	This cuts through less land than the Blue route but will it cost Vergennes more money?
365	Looks viable, but will Vergennes residents allow it?
366	Crosses 3 roads and a river. Too costly
367	Same problems as in Blue route <i>"This route is the second least viable. The bridge over the otter Creek would have to be high enough to allow for sailing vessel mast. Secondly the route would pass through a historical / archaeological site. South of Panton road there is /was a vein of white clay, kaolin?, that was used to produce the "Vergennes blue pottery." which was produced by the Indians. Intersections will allow for development of farmland west of Vergennes. Limiting post to 500 words is a preventing full discourse."</i> i.e. bridge, archaeological site plus traffic going onto current route will need a new light
368	This is the second best and logical route that provides all of the benefits (safety and economic development opportunity for Vergennes) without overly burdening surrounding communities.
369	Good option, although expensive.
370	Don't understand difference between a single span bridge and multi-span bridge. Is it single lane versus two lanes? I would want 2 lanes.
371	IF ANY ROUTE HAS TO BE BUILT, THIS ONE SEEMS TO SERVE THE BUILDING OF A BYPASS. THIS SERVES THE PURPOSE OF ELIMINATING THE TRUCK TRAFFIC BUT IT WILL ALSO GUARANTEE THAT CARS WILL ALSO FOLLOW THIS ROUTE AND IT WILL ALSO GUARANTEE THAT VERGENNES WILL DIE A SLOW DEATH AS ANY BYPASS EVER BUILT HAS RENDERED THAT RESLT. VERGENNES IS A WONDERFUL TOWN THAT IS ACTIVE AND ROBUST BUT YOU BUILD A BYPASS AND YOU CAN KISS IT OFF. FOR THE GREATER GOOD, FORCE TRUCKS TO USE RTE 4 OR 17 AND AVOID THIS DISASTER..
372	Entirely within Vergennes, encourage development within the city and on the north bank of the river.
373	This is also a viable option and the same questions remain. <i>"This would keep the trucks out of Vergennes, eliminating noise and promoting safety. When it crosses Sand Road/ MacDonough Drive, will it have a light or 4 way stop?"</i>
374	Multi span bridge sounds like good idea for the future.
375	This is a pretty reasonable option, though it would also cut through farm; add to noise around Job Corp
376	Although Vergennes serves people from the 5-town area and beyond, keeping the mitigation within Vergennes city limits may be a good idea.
377	Again, this creates 3 additional traffic intersections Panton Rd, MacDonough and Cofort Hill
378	The Blue Route approach on/off seems to be a better fit on RT 22A than the Pink Route.
379	Pluses, effects least homes, not many roads need to be intersected and will intersect rt 7 north of Vergennes. Minus, need a multi-span bridge.
380	Pink route



**Pink Route**

ID #	Comment
	Like the Blue route but more Vergennes RE lost to State.
381	Too much impact on MacDonough Dr. and Comfort Hill area
382	Very negative impact on the trailer park on 1st, 2nd and 3rd streets in terms of noise and reduced quality of life
383	Absolutely not, I hear the trucks across the river now and this would be noise pollution as well as truck exhaust pollution around crops, cows, natural vegetation. Who gets the right away? Will you have trucks stop to cross Sand Rd? Destroy beautiful farmland, disrupt the natural landscape? I am shocked for either of these two options,
384	This seems just as good as the Blue Route, from my point of view, except the multi span bridge sounds bigger than the single span bridge of the blue route. We should go with whichever one has the less expensive, smaller bridge.
385	CONS: Inferior to Blue Route in that it appears to impact more homes and is closer to the lower income housing on 1st, 2nd, 3rd streets. PRO: The amount of land it includes within the City limits for potential residential and commercial development.
386	I also like this option. One of the things I like about this is trucks are not entering/exiting 22A in a section where traffic will be going fast (50 mph or faster).
387	We do not need more roads. Use our existing roadways.
388	This route also adversely affects the value of the vineyard we lease. Please see Blue Route comment. <i>"This would destroy 80% of our farm and impact VTs vibrant reputation in organic wine and the tourism it attracts. To replace it would take 4 yrs for a new vineyard to become fully productive.</i> <i>2 wines from here were included in the NYTimes Top Ten Wines. We've received 2 '23 awards: from Food &amp; Wine, and the Top 100 Wineries from Wine&amp;Spirits highlighting 4 wines from this vineyard.</i> <i>Destroying this land would affect our business + also destroy a piece of VT history.</i>
389	The Pink Route, of all the options, seems to be the most viable, with opportunity for a potential industrial corridor.
390	Keep it short and keep it in Vergennes.
391	This is ok, it would give us a second bridge and keep the trucks out of high density housing areas of vergennes
392	This route has the advantage of appearing to be mostly within the Vergennes city limits. But I think the Blue route looks like it has a more ooen route and stays farther away from the denser residential area around the road to Panton

**Green Route**

ID #	Comment
393	Without bridges over Hopkins, Maple and Green streets this will be a nightmare for anyone living near those intersections. This option basically shifts the problem from Main St to those other streets.
394	There are many households in the roads this route intersects with children. Maple st us know as a popular bike route & it would create a dangerous intersection. To be completely honest, this route appears to go directly through my or my neighbors properties. Folks in Waltham have purposefully purchased property to be in a rural, more agricultural location & this would have a dramatic negative impact that would be incredibly unbalanced.
395	Right near residential neighborhood? NO!
396	Too many homes in this area as compared to western routes. Do not support this route.
397	Pro: Connects directly onto US-7. Con: Major impact on existing residential neighborhoods.



Green Route

ID #	Comment
398	Crosses too many other streets/routes
399	This seems like the most amount of work. It would ruin farms fields and peoples livelihoods on the Panton side. It would ultimately disrupt the whole community in Waltham and just north of Waltham. What is a quiet road would be loud and busy. Highly oppose this route.
400	It seems crazy to deviate farther from current roads and go across farmland and create a new bridge crossing. Plus there is a lot of wildlife habitat that would be disrupted.
401	Don't love where this one connects with 7. That's already a tough intersection at the bottom of the hill without adding another major route. However, making it a right turn off of 22A for trucks headed to Burlington is an advantage. They'd be less likely to see a line of traffic waiting to turn left and decide to go straight through town, as could happen with the left-turn plans.
402	This seems like an interesting alternative, but is perhaps much longer?
403	once again farmland is impacted, also more impact on residential neighborhoods
404	I like that this uses some existing roads to reroute truck traffic from downtown Vergennes.
405	Good possibility. But, does 'single span' mean a single lane bridge. NO NO NO to single lane.
406	Waste of massive \$ ...use existing Rt 17! Already in place !
407	Still will attract non- truck traffic through vergennes since it's shorter. Unlike the previous two.
408	This route seems a little convoluted.
409	Seems to just impact other residential areas
410	Not sure where it would tie into Route 7 and that is the problem with this route.
411	Makes the most sense as the infrastructure is already in place
412	It seems foolish from an environmental and fiscal standpoint to build an entirely new roadway (and truck bridge) when we already have a state highway (rt. 17) that could suffice with modification.
413	fun way to annoy those living in new east side developments
414	Prefer this route as having less impact on Vergennes and removing highway-like traffic from within the city limits.
415	Merely moves problem from main st to elsewhere
416	Moves problems from Main Street to eastern neighborhoods
417	This path routes truck traffic terribly close to existing residential neighborhoods around S. Maple and New Haven Rd. and drops it on Rt. 7 where currently there is no truck traffic entering or exiting, which seems like NOT the thing to do.
418	Unnecessary disruption to land and existing homeowners. Diverts business away from downtown.
419	This would put additional traffic through an already dangerous intersection at the base of a big hill where traffic is moving quickly. I dislike this option
420	This is a decent option but this southern route is more densely populated than the northern option and involves more road crossings so would inconvenience more residents and drivers than the blue or pink routes.
421	Allows for second bridge but crosses densely populated area of Vergennes
422	This is likely to end up with many of those trucks diverting off on to secondary Roads like Monkton Rd, rather than following Rt 7 north. This going to cause a nightmare on Monkton Rd, which already has a problem with overweight through trucks. The trucks ignore the restrictions. These towns have no police departments of their own, and struggle to see the laws enforced through contracts with the sheriff. The proposed rout does NOT solve the problem, it just shifts it onto other, smaller towns.
423	This route would have terrible implications for traffic congestion at the route 7 intersection



Green Route

ID #	Comment
424	This would require a major overhaul of traffic speed and habits on this particular stretch of Rt 7. It would require the addition of a light and I could envision an increase in accidents on a stretch where folks already drive too fast and trucks are already either trying to gain speed or slow down on the hill just south of the intersection. This also adds a lot of truck noise in an area that is already plagued by engine brakes. Slower speeds in that stretch would be nice, but not more traffic.
425	Absolutely not. Beautiful quiet natural land will be ruined. The worst option. Better to do nothing.
426	It is too dangerous to try to have Northbound traffic stopping at this intersection after coming down this hill.
427	I strongly believe that there needs to be another bridge across Otter Creek and like the green route that seems to disturb the fewest homes and stays away from the trailer park on Panton Road.
428	This one looks the best to me so far
429	the traffic on panton rd would be insane
430	Can I give it ZERO stars? Don't ruin Vergennes by putting a road on this swampy, hilly area.
431	I think this is the best choice
432	This is a new and unfamiliar option with possibilities.
433	Keeps big trucks out of Vergennes center
434	That intersection with Route 7 is already a bit awkward — could/would something be fine to smooth it out a bit?
435	At least this one is less ugly of a location for a new road.
436	Too much of an impact on other residents of the area.
437	Seems as costly as Blue Option and also moves passenger traffic furthest away.
438	This appears to have a negative impact (truck traffic and noise) on the neighborhoods around Green St. Not a good option.
439	Seems disruptive to existing neighborhoods.
440	I do not think that is a good choice as it goes through a Vergennes neighborhoods where there are a lot of families and children
441	I like this route? Seems minimally invasive to preexisting structures.
442	Most favorite route. Out of town and away from congested residential area. It also gives alternate route to get to west and rte 7 without having to go through town Concern: how to mitigate congestion at the intersections of Maple / Green and Hopkins road? How to create a truck route that allows trucks to move smoothly in that area and residents not having to get caught up in that traffic. Concern: more asphalt and road needed.
443	I do not want to reroute traffic and lose beautiful land to create a new road. Does this cut over a family home??
444	I like how this already uses current infrastructure. Seems more feasible.
445	would there be a plan for a traffic light at the New Haven Rd/Rt 7 intersection? Serious concern for backed up traffic on New Haven Rd (especially with school traffic at the end of the day) without a proper system to manage traffic getting onto Rt 7 in a timely manner
446	Only thing I don't like--Maple and Green street are great biking routes. Would like to keep those roads as cycling-friendly
447	Destroying more farmland
448	I am opposed to destroying the natural landscape to build a new road, since route 17 already exists.
449	Absolutely do not cross Hopkins Rd with a major bypass. This will encourage a huge amount of cars cutting through from 17 to the bypass via Hopkins Rd, which is a quiet residential dirt road.
450	bridge would be cheaper here, do not need hight for sail boats





Green Route

ID #	Comment
451	This route feels like it will create undesirable traffic issues in the areas of Maple St and New Haven Rd
452	Helps Vergennes almost entirely by using land and creating issues for Panton and Waltham residents.
453	Not really the most direct route. Personally it also runs right through my house.
454	Not the worst idea, mostly open land, though having to cross both Maple and Green streets will be more problematic. Also, not to great to have the intersection at the foot of Woodman Hill on Rt 7. Already a somewhat dangerous intersection, especially when slick in winter.
455	if the trucks are mostly going from New York to Chittenden County, will they take a route that is longer/ further south?
456	Absolutely not! Hopkins road is a quiet gravel road which a huge number of community members use for recreation.
457	Good as it mostly avoids truck traffic in downtown but still has trucks going through Vergennes side streets. If I lived there I wouldn't be in favor of this option.
458	This route would cause unnecessary fragmentation of environmentally sensitive and rural areas.
459	This map is not readable in this format.
460	Doesn't impact the residents of Vergennes - I get it - we all want Vergennes to have less truck traffic. But to have all the building impact outside of city limits seems to be misdirected.
461	More direct connection between VT22A and US7, truck would avoid any of the downtown areas
462	Okay option. But it would probably change the nature of the neighborhoods on this side of town. Traffic noise, probably much more future development than without the bypass.
463	One advantage of this plan is that it will subject trucks to inspection site on US 7. Trucks taking the present route or proposed blue or pink routes, I'm told, deliberately avoid this inspection to travel with overweight or substandard vehicles.
464	The green route does nothing for the Panton Rd traffic. It passes close to residential areas and a school. For Panton road traffic, rather than zigzagging around Vergennes to the south, it will probably be faster to go thru town. The eastern terminus looks awkward. No doubt a light would be needed at the foot of Woodman's Hill, which is going to be difficult stop at times. Residents of Waltham may find a commute to BTV shorter. But I'm a Panton resident, so I'm not moved by that.
465	I can't see enough of the map to make a good decision.
466	I like that this route creates more efficient ways for passenger cars to get to these major routes like 7 and 22a. I don't love that it obviously impacts a lot more land overall. And I'm concerned about the cost to Waltham and Panton residents being that it is mostly within those townships.
467	too close to major neighborhoods
468	This is unfathomable to me, with a tremendously negative impact on two rural towns. Does it go over Rt 66 and Buck Mountain? I am having a hard time ascertaining the location of the proposed Green Route.
469	This route impacts rural community residents outside the vergennes property lines
470	Too close to residential areas in Waltham. If building a bridge, make it multispan to avoid delays and improve safety.
471	Seems long and I feel like a light would be necessary at New Haven Rd.
472	impossible to rate because the map doesn't show the complete route to the south
473	Ugh. This puts trucks at my entrance to Rt. 7. And it goes so close to my house on Bowman Rd, I am going to hear the trucks day and night. Please no!
474	We feel this option is best and take care of the issue well beyond going thru Vergennes. I would think truckers would like this option as well. Due to less traffic conflicts.
475	do not like the idea of trucks out in the country setting ruining more farm land, and the quiet country setting



Green Route

ID #	Comment
476	Huge disruption to neighborhoods. New road construction which we don't need.
477	Route is too far around to encourage truckers to use this.
478	It's hard to see how this plan makes any sense. That's a lot of new construction of roadway, and it shifts the burden to other towns.
479	Seems the least intrusive and uses existing roadway
480	Again single span bridge? Only if a light was put in at new haven rd and rt 7. Irs already a desaster not flowing all truck traffic through it.
481	See comment on Blue Route.  <i>"Bridges are expensive to build and require routine maintenance &amp; inspection. This is quite costly to taxpayers, not to mention the cost associated with building a new roadway. Additionally, the environmental impact of and embodied carbon in a new road vs improving existing is substantially higher."</i>
482	I am just not convinced that a bypass is the solution to uncontrolled growth in traffic. Eventually the bypass will need to get bigger. More environmental destruction, habitat loss, viewsheds, etc. Lots of unhappy neighbors likely with any of these bypass solutions.
483	Makes busy intersection at Green St and a second big intersection at Rt 7, only to go to Monkton rd light and then 22A light if you head North. Blue & pink routes at least keep 22A intersection without adding another
484	This is one of the worst options. Road would go across multiple waterways and a bridge needed on a fairly wide watershed area of Otter Creek then goes north really close to several neighborhoods, through multiple large wooded hills, then the back yard of a k-8 school, and connecting on to route 7 at one of the worst intersections in the area, especially for trucks.
485	It appears that this route would bisect the property of the CVCRC, which would separate the school from the church building. This would pose a safety hazard as the school children use the school regularly and would have to cross the road.
486	junction at 7 is rough enough as it is
487	The cost of this route is likely to be astronomical and would adversely affect the property of the Champlain Valley Christian School.
488	Cuts through farmlands.
489	Turning left can be challenging in passenger vehicle at New Haven/US Route 7
490	Not an improvement. Brings traffic by school and residential area.
491	Poor Idea. Grades in New Haven make for a lot of winter maintenance and accident potential.
492	Very dangerous intersection with Rt7
493	Not a fan of this route
494	Too small to really tell where road would go. Which ever route is selected, an additional bridge across Otter Creek must be constructed for safety reasons.
495	This route cuts across 3 major roads leading into/out of Vergennes. Intersection with Rte 7 at the base of Woodman Hill is already a busy and dangerous one. Can't believe this route is even an option!
496	Seems best of the bunch
497	New construction is great idea, but I feel this route would be closer to more houses.
498	bad idea trades one busy rt for another ,much future congestion and noise
499	I am afraid it'll incentivize people as well as trucks to avoid going through downtown Vergennes.
500	This route is much closer to other Vergennes housing - similar noise and less safety as with existing Rte 22A route- and also dumps traffic at a very dangerous point on Rte 7 on or near bottom of steep hill.
501	Bridge not robust enough. Cuts travel too far away from town, may affect commerce/tourism.



Green Route

ID #	Comment
502	No one will go this far out of their way unless their are fines for going through town.
503	heavy vehicle traffic would still travel through the heart of Vergennes,eh?
504	Better. It does not impact me as much living in the trailer park.
505	has some merit. i don't believe the trucking companies will favor this.
506	This route goes DIRECTLY through my house! I DO NOT agree with this plan. Does this route go through anyone else's property? I do not want to displace any citizen, historical property, or disrupt nature.
507	Better as it avoids downtown, no new bridge construction a plus
508	Wetlands may hold up project FOREVER.
509	Interesting, but seems like this route would have a greater adverse impact on the existing neighborhoods than would Blue or Pink Routes.
510	Works well as it keeps truck traffic out off and away from Vergennes.
511	Construction of a new road would negatively affect the wildlife.
512	Does not unlock land for economic development. Close to residential density at McKnight Ln, Thomas Circle, Booth Woods, Crosby Farms. But, perhaps is longest diversion reducing incentive for car traffic to avoid downtown so maybe fewer negative economic impacts to downtown retail?
513	Bypasses Vergennes completely and puts traffic directly onto Route 7 which one is best will be determined by environmental impact, people living in proximity to routes---I don't know enough about the 3 routes to comment which would be best
514	This seems like a pretty long stretch compared to the other options of a fully new replacement road. It does look like it avoids more populated areas, which is beneficial and seems good to pull the traffic out before it ever gets to the city.
515	Looks pretty good... details missing to make a final determination - for me at least.
516	Lots of traffic near a school.
517	Concerned with the RT. 7 connector- the hill is currently a dangerous venture.
518	This route would take up at least 2 of our 6 acres in Waltham and go directly by our house. It also looks like it is planned to go through a fair amount of drainage down to Otter Creek, some of which is wetland.
519	3rd choice
520	Looks too close to housing on south east side
521	This route is the only one which negatively impacts me. I'd far rather have 0 changes. This would add truck traffic directly in front of our quiet home, in front of our view, adding noise to our neighborhood. The trucks would be cutting just in front of our property. Please, please do not do this.
522	This reroutes trucks to Route 7 too far south. There would be too much congestion with school and city traffic, I think.
523	Will a single span bridge be adequate for 20 years from now? Seems to be a good choice.
524	Another bad choice as it would infringes on too many homes causing an even bigger noise, dust and safety issue.
525	Much less expensive bridge. Intersection with route 7 could have a underpass that would allow north bound traffic to travel under route 7 and have a on ramp, South bound route 7 traffic could use underpass to access New Haven road. There have been multiple fatality at this intersection in the past, this configuration would cease the need to cross three lanes to turn Northbound.
526	Please, This would put truck traffic right next to our houses where we currently have a quiet rural neighborhood.
527	Yet another more expensive option requiring new bridge/road with the potential to divert revenue traffic from town in addition to the truck traffic.



**Green Route**

ID #	Comment
528	The green route looks to impact several private homes.
529	Insane waste of taxpayer \$. Tractor trailers can us3exiting Rt 7 and 17 , fine State Highways already in place!
530	I'm not wild about the idea of having new crossings on Green & Maple Streets, but I do feel this route is a true bypass to get trucks from 22A to 7 and avoid having them travel through the downtown area. This route also seems to have the least disturbance to residents and private property owners, it seems that building a road through ag fields is manageable. This route seems to be the most appropriate compromise.
531	Re Green: crossings on Green and Maple problematic, and way too close to the private school...creates safety issue for kids.
532	This would completely ruin my neighborhood / property value and my quality of life...after I just put in a \$50,000 mound system not to mention \$80,000.00 worth of renovations into my 80 year old house that my family has always owned. How am I just finding out about this now on social media!? I will be researching lawyers if this happens.
533	This is a less direct route, which would require significant upgrades to the current roads.
534	I live on Church Street. NO WAY I would approve this. My property value will plummet You would have to remove a house or houses, plus this would run right by a school. This would have a very bad impact on my quality of life here. VERY BAD idea.
535	This seems possibly the least expensive, but for personal reasons, it is too close to my home, so I voted it low.
536	This route is okay, but it adds a lot of new roadway through pretty farmland and would go right past a school. It also seems like kind of an indirect route from 22A to 7.
537	This is away from the city but would hurt farmland but would keep the trucks moving and help the towns out considerably.
538	The bridge will be less expensive and intrusive. Quite long and I'm not sure how many homes would be involved. This route ends across the street from our mailbox
539	This crosses the most roads, which raises the amount of idling the trucks would be doing--not the best choice environmentally
540	This seems reasonable, though the purple route still makes more sense, making use of/improving existing infrastructure over building new. I'd be concerned about how the truck traffic might negatively impact the neighbourhoods back between green st and maple street.
541	AGAIN NO Thank you lets try Route 17
542	The map doesn't respond when I touch it on my iPad., so I can't see what's happening here
543	Impact quiet neighborhood
544	A lot of things about this route make sense, but it's going to have a strong impact on several neighborhoods containing many homes. Boothwoods looks to be especially impacted.
545	I like this route less then blue and green because it appears to be longer and also it doesn't allow for much access to undeveloped land in vergennes.
546	seems like the best route with least impact on existing neighborhoods
547	Pros: provides alternative crossing of Otter Creek, is similar to the route 7 bypass in Lenox , MA which preserves the historic village area while moving the high volume of non-local traffic to a circuitous route.
548	A good solution from a traffic perspectivebut it eliminates long term suburban growth in areas where it already exists and is increasing. VT should be promoting positive housing not dissuading.
549	This will create a lot of traffic at the bottom of Woodman Hill. Also, will be going near a school and the particulate from diesel trucks could add more air pollution near the school.
550	Appears to ruin a substantial amount of open land. Solves a Vergennes problem on the backs of Waltham and Panton. Also, length of new construction appears to be an expensive option.
551	I'm concerned with the intersection with Rt 7 at the foot of Woodman Hill.



**Green Route**

ID #	Comment
552	I clicked on one star but would give this zero stars.
553	what would the intersections (4-5) be? traffic lights? roundabouts? I can't rate this option without that information.
554	The Green Route appears to have the least amount of impact on other traffic in Vergennes and also the least amount of friction for trucks so it would likely end up as their preferred path of travel. The intersecting streets are secondary vs the other routes intersecting the major streets in the area. This route is the most realistic of the proposed new roadways with respect to overall impact to the community.
555	While an attractive option the intersection with route 7 is problematic. It is already too dangerous. Adding tractor-trailer rigs entering the intersection (northbound) from a full stop would require extreme accommodations for safety.
556	NIMBY challenge - I live on fisher lane and would not want to hear the traffic. However, I would support if this was ultimately the route that best balanced the needs of the community
557	Why would you do that to all those people with homes there?
558	This route would increase traffic patterns on a roadway that is not functional and could not handle the loads on the roads. Also wondering why we are doing this option as we already had a study that had proposals for routes that were approved.
559	Waltham does not have the infrastructure to support and could lead trucks over loads to travel roads that are not suited for travel. Waltham and certain parts of Waltham are highly residential and not commercial travel. 22A is a major road way suited for trucking. It always has been a trucking route
560	this route just moves the noise issue to other residents other than downtown Vergennes.
561	We need a multi-span bridge
562	This route is too disruptive to the populist.
563	The intersection onto route 7 not having a traffic light would cause issues with trying to head northbound on route 7.
564	Not a good connection at Rt. 7. Slow turning trucks will block traffic coming down the hill on Rt. 7 and traveling north at high speed. Accidents galore. Would require signalling.
565	This crosses Maple Street which is a low speed route. Concerned about high sided traffic in the area.
566	very dangerous intersection with RT 7
567	Goes through too many rural roads
568	Wasting farm land
569	I think this effects the least amount of people and might be the quickest to complete
570	Seems to have minimal impact on existing residential areas. But how does a single span bridge accommodate trucks going two ways? Seems that braking and accelerating engines would be noisy.
571	Longer than the blue or pink routes (or seems so to my eyes), and runs close to a fairly dense, for the area, housing area at the eastern end.
572	Again too far out of the city, lost revenue, cost of this route not feasible, way to much time before this route would be finished.
573	Seems least intrusive on least number of existing homes.
574	adds second bridge and opens land up for housing development; all great
575	terrible idea, right next to residential neighborhoods. Would ruin life for these neighborhoods along Maple and Green streets. This option has the biggest negative impact on people in area. Horrible.
576	To close to residential area.
577	An OK option, but one that crosses multiple quiet roads and is South of the Route 22A/Route7 junction. Trucks might still take 22A.



Green Route

ID #	Comment
578	Doesn't make sense routing traffic through residential areas and multiple intersections.
579	That RT 7 intersection is already dangerous. Not a good place for trucks to be merging
580	It looks like this doesn't require a bridge over the creek. A bridge might be useful for when the current bridge fails.
581	This cuts through the beautiful vergennes/ buck mountain valley. This is not a good option.
582	Looks like a viable option. Devil is in the details in that what would it entail to accomplish through new route. I can't speak for the citizens/residents of the new route
583	Most feasible of choices. Will need multiple lights. Will allow for better cross Otter access for fire / rescue
584	This is the worst route. It would not provide any economic benefit to Vergennes and would disrupt a scenic and rural area.
585	This does not appear to be a good location to redirect truck traffic. Too close to residential uses in Vergennes.
586	way too much out of the way!!!
587	THIS IS A LOT OF WORK TO BUILD SUCH A BYPASS THAT WOULD NOT HAVE TO BE BUILT IF TRUCKERS WERE TO USE ROUTE 4 FOR NORTHBOUND TRAFFIC GOING TO BURLINGTON AND POINTS NORTH OR USE ROUTE 17, WITH MODIFICATION. DESTINE
588	Puts route very close to mobile homes (McKnight Park ) and ruins scenic view from Maple Street. Cuts through forest block in Waltham and potentially affects wetlands.
589	Perfect alternative to blue and pink route
590	At least this includes an additional bridge across otter creek which is very important, but looks like a traffic jam coming out onto New Haven road, and perhaps more neighbourhood disruption. Hard to tell on map
591	This is i think the worst option. It takes out a lot of the value of Maple Street (for bike tours and the like), cuts through the north part of Buck, and adds little to Waltham or Vergennes. It also brings noise and pollution to McKnight Lane - ie the affordable housing area of Waltham gets the worst experience
592	quite disruptive, but gets rid of the truck traffic
593	Creates to many traffic intersections again Hopkins, Maple, Green and New Haven Rds.
594	Horrible option. Huge impact on existing homes and neighborhoods.
595	Entrance and exit to this route have to be bigger and a lights installed. Three other smaller roads will need intersections and possibly lights installed. A bridge will have to be built over Otter Creek. This bypass will negatively effect, by sight and sound, three housing developments and a church school. More private homes will be negativity effected more closely than any of the other bypasses.
596	Green Route Like the Blue/Pink routes but takes both Panton and Waltham RE. All three Blue/Pink//Green routes require bridges, major intersections and encourage development outside Vergennes. Each will here unintended consequences.
597	Most logical solution as I see it, having lived in the area for over 50 years.
598	This route appears very long and would have a negative impact on residents throughout the valley and in Vergennes in terms of noise.
599	Better option away from people but still same argument as states for the past two routes. "Absolutely not, I hear the trucks across the river now and this would be noise pollution as well as truck exhaust pollution around crops, cows, natural vegetation. Who gets the right away? Will you have trucks stop to cross Sand Rd? Destroy beautiful farmland, disrupt the natural landscape? I am shocked for either of these two options,"
600	I dont like this option because it doesnt connect to Panton Rd, and therefor wouldnt save me any time driving between my home in West Addison and Northbound Rte 7



### Green Route

ID #	Comment
601	My 3rd favorite route. CONS: Very little land within the City limits for potential development. Appears to impact more homes than other options.
602	Creates too many traffic intersections again Hopkins, Maple, Green and New Haven Rds.
603	I think this is by far the worst option; it doesn't pass the straight face test for me. Not only does it cross roads heavily used by bikers/walkers/runners, but it runs right along residential housing and a school. Even worse, it has trucks accessing route 7 at a super dangerous intersection which routinely has accidents without trucks. I also feel like there is potential for additional housing/development that would be cut off by this route.
604	We do not need more roads. Use our existing roadways.
605	Both Panton and Waltham are rural communities. Anticipate significant opposition for an option that puts the burden on surrounding towns to correct a "Vergennes issue". This would have a significant impact on both communities, including Waltham's higher housing density plan, located within the Green Route path.
606	This is ok but pretty close to town. 2nd bridge is good but close to high density housing where trucks should not be.

### Orange Route

ID #	Comment
607	Terrible option which will increase noise on / near MacDonough Dr. Also creates potential bottleneck / hazard with tight turn onto Main St.
608	This would be unsafe for trucks. It is regularly a challenge for large trailers to make it up the hill after the bridge, so I imagine stopping for a left turn would lead to this problem increasing.
609	Why bother? Does not solve the problem!
610	What a terrible idea! The bridge and grade are already a bottleneck-we truly need a second bridge across Otter Creek for this to be a viable route.
611	This route may be the least expensive, but truck traffic will continue to impact portions of downtown Vergennes.
612	Still has trucks coming into Vergennes. Trucks going north have to wait to turn left onto route which could cause other northbound traffic to back up
613	Trucks typically get stuck on the hill crossing the bridge headed towards the center of town. Having them stop to turn left will create more issues with big rigs towing heavy loads waiting on the hill to turn left.
614	doesn't solve the issue if you ask me
615	That MacDonough / Main intersection is already a disaster! Adding 100 trucks per hour waiting (at a new light I assume) to turn left onto MacDonough doesn't sound great...
616	This seems like "half a loaf" in that it takes the trucks only out of part of downtown Vergennes. Furthermore, it seems like the geometry of getting a roadway design that would work for large trucks would be problematic.
617	impossible route for large trucks to navigate
618	This is still too close to downtown.
619	Terrible idea. Still major truck traffic through a large section (West Main) of the city. Also consider the traffic up the hill after crossing the bridge and trying to turn left at the top during a snowstorm.
620	Horrible waste of \$ and ruining quite areas ! Use existing Rt 17 - this is insane - 17 a perfect existing truck route



Orange Route

ID #	Comment
621	This entirely defeats the purpose. The point is to get the traffic and noise out of Vergennes and downtown.
622	This seems super intrusive and it feels as though there would still be some pretty bad traffic flow issues downtown.
623	No new bridge. Helps vergennes within vergennes
624	You are not eliminating the steepest grade, and then to make a turn in the middle of the hill. It would require a traffic light and one good thing is it would discourage truck coming through Vergennes.
625	Doesn't alleviate the problem of large trucks navigating downtown Vergennes
626	This route still has trucks navigating the bridge and hill combo by the mills and adds another hill up to Main St.
627	This route makes no sense as the traffic flow is still within the downtown district and would still create congestion. Not to mention that the truck traffic is still within city limits.
628	Building a truck-ready road in the lowest part of macdonough drive seems like a bad idea. It blows out from water damage every 3-5 years as-is.
629	what fun, lets just wreck the value that made comfort hill.
630	Terrible plan. Very little to be gained by this.
631	Zero stars, but wont let me. The Orange route is pure madness. It does not solve the 1 bridge problem. Truck noise on West Main. Left turn across main st for northbound trucks. Steep grades to bridge means noise. Huge disturbance to historic neighborhoods. Disturbance of Potash Creek valley, will still be noisy on main st
632	Wont let me click zero stars. Still problem w main. Still 1 bridge. Still steep climb from bridge north. Left turn across main is stupid. Destroying historic neighborhood. Destroying potash brook valley. Worst idea ever
633	This route still brings trucks downtown. Short, yes, but look at trucks in Smugglers Notch--they still come through despite signage etc.I think truckers will come this way, hit the bypass, ignore it, and keep driving right through downtown.
634	Unnecessary disruption to land and existing homeowners. Diverts business away from downtown.
635	There will still be many trucks on busy streets making noise and causing pollution, and going down and up a steep hill and the required road configuration seems ... sub-optimal.
636	Bad plan
637	Ill-advised route. Trucks will still cross Otter Creek Falls bridge, make turn in the middle of a steep hill. Then down then up again. Is this seriously being considered?
638	This just seems like a halfway measure, still bringing trucks into Vergennes, then forcing them to maneuver in and around city traffic. It might help address noise right along Main street, but it would be far better to solve the WHOLE problem, as the Blue and Pink routes do, and leave the trucks with easier maneuvering.
639	Thanks s would have a terrible impact on traffic, I would rather not build a road instead of this proposal
640	Already a busy intersection. Routes that complete circumvent the town are preferred.
641	Won't solve any problems. Trucks too close to vergennes.
642	To have trucks having to make a turn across traffic at the top of the hill just does not make sense. It would also most likely mean a stop light here to stop traffic to allow for the turns, which would make for more trucks stuck on the hill in bad weather.





Orange Route

ID #	Comment
643	No no no to this! Downtown Vergennes doesn't need anymore big projects or reconfiguration, also the point is to get the trucks out of this area.
644	list destructive and also seems less impact on land
645	This would be better as a walking / biking path;..
646	This is not a good option. Trucks will still rumble into Vergennes. It does nothing to alleviate the pressure on the existing in-city bridge over the Otter Creek. It would be detrimental to the nature of the historic community. See the Interactive Map for my narrative commentary.
647	Too close to town. This just shifts the congestion over one block. And what a mess for MacDonough & Comfort Hill residents.
648	Again, that intersection is pretty rough as it now stands — that would need to be addressed thoughtfully.
649	Asking too much of the grading process. There is no feasible way you got a civil or transportation engineer to sign off on this proposal.
650	I am sure there are fiscal advantages to this route but it doesn't solve the basic problem. I would give it 0 stars.
651	terrible idea. It only alleviates traffic over a very short distance and creates traffic in new areas never intended for that.
652	Not a 5-star option, but rather the best of the available options. Seems least costly and brings passenger traffic closer to the village before decision to take alternate route. Could be better for business.
653	This option still has trucks dealing with grades in the downtown area - not good. Additionally, it negatively impacts people living along the north side of the river.
654	This seems perilous. Hard turns and challenging grades won't make for a safe, fast routes for trucks, I'd think.
655	This still has the trucks going over the bridge and dealing with the hill where there seems to be issues during the winter and even summer
656	Way to tight to town, like cinching a belt. Nope.
657	The left turn when going north seems like it would be a bottleneck. But the good thing is Vergennes bears most of the brunt of solving Vergennes problem.
658	very bad idea to play around the water with trucks hauling haz mat materials.
659	This creates a bottle neck in an area on 22A already congested. Keep the truck route away from down town. Too close. Would destroy the essence / beauty of the waterfall from the dam and ruin the park area by the water. And definitely be negative for the community in that area. The hills down and up would be a bloody mess.
660	This seems ridiculous over McDonagh Drive that is usually shifting.
661	This is the worst option so far. That intersection at small city market is already bad.
662	This has a lot of pitfalls with the grade of current roads and still keeps trucks too close to downtown Vergennes. Seems like it would create a lot of congestion.
663	Route lets too much traffic come into town and also involves turning (and therefore slowing down) on a hill which isn't easy for large vehicles. This also will create congestion too close to down town and congestion getting off of S Water St, which already tends to back up because of hill traffic coming in both directions on main st making it difficult for those turning towards W main st.
664	Zero stars. Having trucks navigate the narrow and busy intersection of Main/S. Water/McDonough maintains many of the same problems: noise, traffic safety, heavy trucks on small bridge.



Orange Route

ID #	Comment
665	Will make too much traffic by police station. Would be hard for trucks to pull out and take left without a traffic light. However, putting another traffic light in would be horrible for travel
666	I appreciate the attempt to think outside the box, but the intersection of Main Street and MacDonough Drive has already been identified in a previous study as complicated and dangerous. Please don't make it any worse.
667	The intersection at Main St and S Water St / McDonough Drive is already a mess. W Main St is also already experiencing traffic issues due to congestion in Vergennes, and this doesn't seem like it would help that. Also, trucks stuck on the hill...
668	This route will not solve the truck traffic and engine brake noise issues near the existing bridge crossing Otter Creek
669	The thing we REALLY need is another bridge across the Otter creek. which this does not supply. Trucks still have to cross the bridge and go partially up the hill. Bad idea
670	even if the hill up to Main St is reconfigured, the intersection with S. Water St is already very hectic, and drivers come very quickly down 22A when headed West/South.
671	Too close to downtown.
672	Could this route keep passenger cars coming through Vergennes? It's still a new road.
673	Really worried about first, second and third streets. We already are struggling with affordable housing
674	This would make the intersection at the bridge even worse. That is the backed up spot.
675	The intersection at S. Water St. is already a mess and needs to be addressed. Traffic needs to be moved away from this area.
676	Would be disruptive of a very interesting, historic part of Vergennes -- changing its walkability and neighborhood feel.
677	This route will help little because it will disrupt traffic flow--left turn off Main St--. doesn't help with noise and traffic in town, probably very costly with grade improvements
678	Doesn't solve bottleneck on the bridge and makes downtown congestion worse with a second light
679	Putting a major highway down the ravine will be disruptive to what has become a natural area right in the middle of town. It seems a shame to ruin that. The truck traffic would go downhill to the basin, then go up a steep hill to main st and down a hill to the existing bridge. It seems like just asking for trouble. This one seems worse than doing nothing.
680	We need to have two bridges in Vergennes.
681	I like that this is a short, and straightforward route. Doesn't require a lot of additional land to be disturbed. Concerned about how the flow of traffic would actually be affected at the intersection on Main St. This spot is already pretty awkward with the gas station right there and the steep grade.
682	I'm giving this no stars for an immense amount of work and disruption of existing homes for little/no return.
683	This route doesn't seem practical and would detract from the appeal of the falls basin
684	Truck traffic still crosses the bridge in town and will create backups as they try to turn left onto MacDonough Dr.
685	Need another bridge and corners awkward
686	objective should be to reduce trucks and keep them away from downtown/ this doesn't seem to improve current conditions



Orange Route

ID #	Comment
687	Again no. Way too close to downtown. Noise and dust will still be there. What about if and when Vergennes grows and needs more housing? We need growing space and this plan interferes.
688	Too invasive to local residents. Just simply build a by- pass for all traffic that does not want to go thru Vergennes. One that doesn't affect local residents if possible. Seems the Green option fits best and makes the most sense.
689	don't like trucks out in the country ruining more farm land and the quiet setting
690	We don't need to build new roads....
691	This route will backup Vegennes with trucks trying to turn left going north. Plus the slope of the hill going north is steep. When a truck is at the light going left revving the engine will make a new issue - Noise. Keeping the trucks out of the city center is the goal and this brings them into the edge of the area to be most avoided.
692	Intersects after the only bridge on 22a. Making this a poor option.
693	out of all the plans, this seems to address the issue with the smallest footprint and would therefore be less expensive. it also keeps everything in vergennes, as opposed to shifting the burden, in part, to other towns. However, I don't see how it addresses the problem of trucks on the hill up to Water St.
694	As far as constructing new roadways goes, this option is most sensible: least distance, close proximity to downtown, minimal disturbance to rural virgin land, easier to maintain (hwy crew) and monitor (police, EMS). But does not fully address the root issue of heavy truck traffic trough the general downtown area...as to what extent that should be addressed i cannot answer as i do not live in the downtown area.
695	This would be an utter disaster for the unfortunate folks living in this once quiet and delightful neighborhood. I suppose the wheels of eminent domain could kick them all out and reconfigure the terrain in that area. Seems like a pretty shameful way to go about it though.
696	Does not change the current problems,
697	Shorter, possibly less expensive.
698	This one baffled me. Why would we send trucks over the bridge up the hill to turn left onto McDonough Dr?? This provide ps zero value and creates more problems than it solves.
699	If you are going to by pass Vergennes the whole point should be to avoid the big hill. Have to up the big hill on Main Street then go down the hill on macdounagh doesn't seem easier
700	worse than doing nothing at all
701	This option makes no sense. Macdonough Drive is steeper than the section of Main Street north of the bridge over Otter Creek and regrading this portion of Macdonough Drive is not possible without adversely affecting properties in this area.
702	Doesn't make other towns "pay" for vergennes choices of development. Vergennes years ago chose to be a city and the town council has continued to run it as a city and increase housing developments and population. Towns that chose to be more rural shouldn't bear the burden of their choices.
703	Not an improvement in my opinion.
704	Too close to town and we need a second bridge across the Otter to accommodate increase in future traffic.
705	Might work if the state improves it's winter road policy
706	This route should be thrown out. It carries traffic way too close to the heart of downtown.



Orange Route

ID #	Comment
707	Definitely not
708	Does not address the need for a second bridge over Otter Creek for emergency access to the west. Turning trucks down MacDonough Drive just as they get over the bridge just seems crazy. Total rebuild of the road. Its small,narrow and at the base of the historic Bixby Library.
709	Not a good option. Existing roads were not built to accommodate heavy trucks and too many houses would be disturbed by heavy traffic.
710	You are still going to have trucks rumbling around in Vergennes. Not a good option.
711	possibility close to pink rt idea questionable interchange on return to 7 and 22
712	Pros: shorter than blue route or pink. Cons: lots of buildings at the intersection where northbound trucks would have to take a left.
713	This route like green route makes little sense for same reasons I submitted for green route <i>"This route is much closer to other Vergennes housing - similar noise and less safety as with existing Rte 22A route- and also dumps traffic at a very dangerous point on Rte 7 on or near bottom of steep hill."</i>
714	this route will not alleviate downtown traffic
715	Absolutely terrible. All trucks, crossing the bridge. To go up, hard left, down, then a slight right up.... Macdonough? Atrocious for drivers, and for the residents of that area. Hard pass.
716	Too close to town. You are putting all the noise on one side vs the other. It doesn't solve anything
717	A possibility but wonder if the bridge over Otter Creek would be upgraded or rebuilt.
718	Not bad, but the people on South Water Street aren't going to like it.
719	this will create a nightmare for truckers and is more of a band aid approach.
720	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
721	Avoid more downtown congestion
722	Like the first 2 proposals, this will likely NEVER actually happen. There have been years and years of studies of this problem and nothing has happened. The AOT is incapable of doing much more than doing a study of fixing a sidewalk.
723	This option keeps the truck traffic too close to downtown. Would continue to detract from the falls area.
724	Perhaps the least expensive option but does not divert trucks far enough away from Vergennes and will cause bottleneck with through traffic at south end of route.
725	construction of a new road would negatively affect wildlife!
726	One star for at least getting the trucks off a section of main st, but no secondary bridge, no access to state-owned lands, terrible intersection at MacDonough
727	I know that in policy making you have to consider all alternatives but this one is insane. No only does in continue to bring trucks over the bridge and into the town but the situation at the corned of MacDonough Drive an Main Street would become insane....not to mention how dip into and out of the basin would drive noise and air pollution. I think this solution would make the present situation far worse.



Orange Route

ID #	Comment
728	truck traffic would still slow passage on bridge over Otter Creek and add to congestion within SW area of Vergennes
729	If we are going to build an alternative route, it seems this is good as it is short, which I would think would be less expensive, but dumping the SB traffic before the bridge and pulling NB traffic after the bridge might not help with the heavy backups we see in Vergennes during busy traffic times.
730	Seems a bit more of a local impact and still uses current bridge - could create a traffic boondoggle near the bridge - again details in short supply here
731	Can not see any advantage here.
732	No, take the trucks further out and avoid the grade.
733	Many people and homes impacted and doesn't seem like a solution to the problem, just shifting it to another place in Vergennes. Additionally, trucks already have a hard time on the hill coming into town on Main Street. Now they will have more hills to navigate. The Macdonough intersection will be a mess, in my opinion.
734	does nothing to ease congestion at Panton Rd intersection
735	Damaging to existing housing, slow grade.
736	I feel like this route would just move the congestion a tiny bit futher down main st - that right turn from macdonough dr to main st would be an absolute pain for those turning and who they are turning into
737	Gets into downtown and wouldn't that turn off Main St be on a hill. Doesn't solve to problem as well
738	I don't think this would fix the problem and it would impact the Falls area, which is too important.
739	All the intersections look like safety issues for large trucks and more so as the traffic increases over the next 20 yrs.
740	0 stars as this creates more congestion in town and before the bridge which is a troublesome hill for trucks in the winter.
741	Well this is just Stupid!
742	This would place an extremely large burden upon the residents of McDonough drive.
743	Traffic flow at intersection/bridge is already problematic...this would increase congestion and risk for accidents.
744	Turning at MacDonough Dr. and Main St may be dicey for Truckers with the incline in the road and cross traffic.
745	So idiotic - spend a fortune and ruin the rest of Vergennes with tractor insane amount od trailer traffic . Keep tractor trailers out of vergennes -they have ruined Main Street. They belong on exiting Rt 7 and 17 , fine State Highways already in place!
746	This is a terrible idea. I get that it is cheaper, but the truck traffic turning left or right there, at that hillcrest, is far worse than the do noting alternative.
747	Not constructing another bridge over Otter Creek would create a bottleneck for traffic thru Vergennes. Rescue and Collins Aeropsace access would be impacted.
748	Would still cause a traffic nightmare in downtown. No.
749	This route does not relieve the traffic coming off of Panton Rd from UTC Aerospace (Or whatever the current name may be.)
750	This route is also just okay. I like that it takes trucks out of the heart of downtown, but it seems like all the trucks turning left while going uphill to get onto MacDonough Drive would be difficult.



**Orange Route**

ID #	Comment
751	Seems like it would create a huge traffic jam at the bridge and bottom of hill on Main St.
752	Grade issue and fixing the bridge will be possible. Seems like alot of work but less intrusive in the surrounding communities
753	This would concentrate traffic near recreational spaces (the parks)--not ideal
754	Comfort Hill/MacDonough Drive are quiet streets with houses with pets and small children and lots of people running, biking, and walking, not to mention the job corps kids who walk up the hill for shopping. This seems like a dangerous and disruptive plan.
755	looking better not Panton
756	Impacts quiet neighborhood and would involve a new light at MacDonough and a hard hill.
757	I give this zero stars . It won't do a thing to reduce noise, congestion, and vibration/pollution damage to buildings and the logistics of leveling out that very steep grade to the point that trucks could actually manage it would be ridiculously complicated and would no doubt involve removing most of the homes in that whole neighborhood.
758	My least favorite because 1) McDonough Drive is too close to downtown and left-turning trucks will cause more traffic delays downtown 2) Won't trucks still need to navigate the steep hill in front of Maplefields after crossing the bridge? 3)) I think trucks will not feel motivated to turn left onto McDonough after they cross the bridge because they've already approached downtown. It's easier to keep going straight 4) This route leaves less access to developable vergennes land than pink or blue
759	While this appears to be the smallest project, and therefore perhaps most affordable, the grades for trucks still must be tackled when traveling over the bridge and up to MacDonough Drive where they must now cross traffic making a left hand turn and rumble closer to the Bixby Library?
760	This will improve safety but just shift the bottlenecks to different places
761	Seems like a real compromise and not sure how much is will help meet the goals. But better than some of the other proposed routes. Besides reducing truck traffic in the "historical" part of downtown Vergennes, this route is still going to result in a lot of traffic crossing the Vergennes Bridge.
762	Vergennes route solving a Vergennes problem. Appears to require the least ruination of open land.
763	This doesn't reduce truck traffic on West Main St or crossing the bridge and the necessary traffic light at Water/MacDonough Dr would be a choke point.
764	Could be used at shortcut enticing majority of traffic to bypass downtown district.
765	This route helps through Main Street but the intersection at MacDonough/Main will be a disaster and the grades will discourage trucks from using the route. The chosen route needs to have the least amount of friction for the trucks or they will not use it.
766	While an improvement for residences and business downtown, having a left hand turn for trucks on the hill seems unworkable despite reducing the grade issue.
767	And waht about all the residents with homes ok these streets? Worst option of them all!!!
768	Really doesn't solve the congestion concerns. Will be very disruptive to build.
769	Another option that is viable if the original study completed with options fails to go through
770	This one seems to be the least amount of sprawl. I hope we take the opportunity to use the area along the creek for green space that educates visitors about native plants and the animals that rely on them.



Orange Route

ID #	Comment
771	This is a very populated narrow road with a large incline that doesn't really solve the problem.
772	This is a very poor route, as it includes the ongoing stress to the bridge over Otter Creek. We need two bridges for safety of emergency vehicles considering the future of major flooding and destruction of accesses.
773	Bad. The trucks will still be in the downtown area, and we need two bridges for safety because of future catastrophic weather events.
774	This route does nothing about circumventing the hill.
775	The solution does not help with traffic coming across the bridge. When there is bridge construction there will still be issues. That current route utilizes an intersection that has a blinking yellow light that is next to impossible to take during high traffic times.
776	Very awkward connection at the southern end. Bad route for trucks.
777	Left turn at MacDonough will be a traffic nightmare.
778	Large trucks won't be able to make the turn onto mcDonaugh. Routes trucks past lost of residences.
779	doesn't seem to do much. Keeps trucks close to downtown.
780	Construction and reconfiguration of the intersection (MacDonough Dr area) will be more involved and may take a long time. This will have a negative effect on the traffic through Vergennes, while in progress, and a negative impact on downtown businesses.
781	I like the simple design, still keeps the traffic partly through the city, cost effective being no bridge needed to be erected. Would take the least amount of time to finish.
782	Not really keeping trucks out of town.
783	Worst plan- should not be an option at all due to the grade of the hills (MacDonough Dr & Comfort Hill)
784	That MacDonough Dr Intersection with Main Street is awful and I think that intersection is a major part of the current issue. Also it's a hard intersection as is, and this proposal just adds Trucks turning
785	no second bridge and trucks still travel thru a lot of vergennes; all bad
786	this would cause huge backup on route 22 at the left turn going north
787	Same comments as green plan. <i>"To close to residential area."</i>
788	This creates a bottleneck in a busy area of Vergennes and would be very hard for large trucks to manage. MacDonough is also very steep which, when combined with a steep hill coming north of the bridge, would be disasterous.
789	This is a horrible route. Won't be able to level out enough too much hill
790	This will be awful for trucks and cars in the winter waiting for trucks to get off 22A on the hill there. They might as well just drive through town.
791	I don't see any advantage to this.
792	This option will still clog up Vergennes with truck traffic.
793	This is the worst idea, continues to route traffic within Vergennes.
	Dangerous where it connects to 22A and MacDonough.



Orange Route

ID #	Comment
794	Current hill still an issue for 22A north truck traffic
795	Probably the worst. Trucks will have to stop on the hill for a left turn. Light needed. Will back up traffic coming in from south. Traffic southbound will also have to stop on the hill. Congestion and safety problems are guaranteed. Same problems at north end as Blue and Pink routes
796	This shouldn't even be an option. This intersection is dangerous enough. This approach extremely lacks any forethought or common sense.
797	This is the best route, providing safety and economic development benefits for Vergennes and keeps the roadway in Vergennes.
798	very poor truck access. too many turns. intersection at rt 22A is problematic with hills and sight lines.
799	This still has trucks on Main St. Not an option!
800	THIS ROUTE MAKES SENSE AS IT ALSO ALLOWS THE TRUCKS TO AVOID THE CITY BUT ALSO ALLOWS CARS TO PROCEED NORTH AND STOP AND SHOP. THIS IS PROBABLY THE LEAST COSTLY AS NEW BRIDGES DO NOT HAVE TO BE BUILT ACROSS OTTER CREEK AND THE REALLOCATION OF LAND USE IS NOT SIGNIFICANT.
801	Poor option in that it brings the road just west and the noise continues.
802	if the trucks are going up the hill and turning, this would still cause significant traffic in Vergennes
803	huge negative impact on residential area, and keeps truck traffic crossing the bridge and through western residential area.
804	Really doesn't solve problem, will create traffic back ups on existing Bridge and Water Street with most traffic going left unto McDonough.
805	This solution is no better than do nothing at all.
806	Shortest route, only one intersection needs to be reconfigured, goes through the least populated land, no bridges need to be built and enters rt 7 north of Vergennes.
807	Orange Route Still leaves steep hills in winter. Despoils Other Creek Port.
808	Too much impact on wildlife in an already congested area; too much required to build up grade; doesn't really help with noise, etc.
809	Trucks heading north on 22a are going to have to turn left on a hill then go down a hill and turn right to go up another hill. Going to be fun keeping it clear in the winter
810	Still includes trucks braking down w main street hill
811	Very impactful in terms of noise and reduced quality of life for all of Vergennes and would offer little advantage except maybe reduced vibration impact
812	Another bizarre option, to take a left onto McDonough drive then a right up the hill for trucks is ridiculous to me, where will the every day route for residents who live on McDonough and Sand rd travel to get to town? Has anyone spoken to the truck union? You currently can hardly get onto 22A from McDonough Dr now? Talk about a cluster mess
813	This seems almost pointless. The trucks would still have to drive halfway through town, causing a chokepoint at the intersection of MacDonough and Main. It might make the traffic even worse than it is now because of trucks waiting to turn left.





**Orange Route**

ID #	Comment
814	This is not a valid route option. I can see northbound trucks having trouble stopping on the Main St. hill in order to turn onto Macdonough - especially in the winter. Turns at this intersection will cause northbound backups on the hill and on the bridge. Not knowing the condition of the bridge - but knowing the problems of aging infrastructure throughout the country - I would prefer that truck traffic not cross the bridge nor sit on it.
815	The intersection of Main St. and Water St is dangerous not to mention you have the steep hill that will have tractor trailers going down and up and trying to turn. This would require a stop light. Safety is a big concern here. I have witnessed many times where tractor trailers struggle with the stop and go on the steep hill. Move to another option.
816	My feeling about this entirely depends on how MacDonough Dr would be rebuilt; I just don't see how that could be done in a way that would make this feasible for trucks to navigate. I also expect that this would require a traffic light, which may hinder traffic flow in town. I also suspect that trucks will really struggle when loaded and heading North to stop and then start on the hill.
817	We do not need more roads. Use our existing roadways.
818	Very dense residential area in Vergennes, and important and desirable recreational access area to Otter Creek and beyond.
819	Keep it short and keep it in Vergennes.

**Purple Route**

ID #	Comment
820	I would rather all trucks be diverted on rt 17 to route 7 both ways north and south travel.
821	Bad option. Problematic intersection north of the bridge. More congestion likely. Hard to imagine trucks navigating the road north of Otter creek and below the falls
822	Better than nothing, but I question how the new one-way route for trucks will be enforced (traffic stops? cameras? - could be costly / cumbersome to enforce in the long term...)
823	Just ridiculous. Does not help.
824	Doesn't solve the problem since trucks would remain on Main St. destroying the tranquility of the street and endangering pedestrians.
825	This is the WORST proposal, Rt. 17 from Addison to New Haven is not well designed for large trucks. There is already a lot of chip trucks, milk trucks and trucks from Rt 22 south and Rt 17 West
826	Trucks will never take Rte 17. Too hilly, too many twists and turns, adds mileage. It may make sense to combine this effort with the pink route
827	This route continues to impact downtown Vergennes, and will also result in fatal accidents along the sharp (blind) curves of VT-17.
828	This seems like the best option if you are to make any changes, using already existing infrastructure. People already take this route, so why not improve it and update signage.
829	The issue with this route is the exit of Vergennes Maple st into Hallock Rd where it cross 17 headed south . Cars cannot see traffic on one side of the intersection. I have to roll down my windows and listen for vehicle motors as the hill that the house sits on obstructs the view of traffic coming from New Haven towards Addison.
830	17 has many dangerous intersections and curves./ this option will cause accidents. 17 can't even handle addison county field days



Purple Route

ID #	Comment
831	Signage won't work. And it's only 5 days a year, but we don't want to send more trucks on 17 during Field Days. There were backups for miles this year already, with the mud (likely in the future with our new climate)
832	This is by far the worst option. It would not solve the truck problem in downtown Vergennes, and it would also create a new problem for the neighboring rural communities. All of the involved communities have previously expressed strong opposition to this option, and will likely continue to do so.
833	Once again difficult route for trucks to navigate on 17. Intersection of 7 and 17 already has a lot of congestion with the grain facility, railroad tracks car dealership and store.
834	I'm heavily in favor of moving trucks out of downtown Vergennes.
835	I think that the only way that you would force drivers to consider using 17 and 7 north is if the 22A north route through Vergennes gets so bad that all traffic in Vergennes is at a standstill for long periods of time. eg startup and end day at Collins. And the truck drivers would still go north through V during quieter times of day. The primary consideration is to get the truck traffic both ways out of downtown V.
836	all commercial TT north and south traffic should use 17/7! But this is better then the other options shown. By far most cost effective and issue solving solution! Commercial tractor trailer route does not belong in Vergennes - it is crazy how bad it is now - route all Tractor Trailer on 17 to 7!
837	I live on Rt. 17 and it boggles the mind to think of the safety issues--17 is hilly and curvy and already people pass where they shouldn't and go faster than they ought to. Serious modificatons would have to be made to New Haven Junction do deal with trucks and trains and the usual traffic. It's already difficult to get onto Rt. 7 at certain times of day.
838	Cheapest option, and the best from my perspective
839	Again, defeats the purpose which is keeping the traffic out of downtown. 17 is also much trickier to navigate in winter even as a pedestrian vehicle; this will be super unsafe and cause a lot of disruption to the folks living on 17.
840	Reducing traffic by 50% is great, but that is still routing hundreds of trucks downtown everyday.
841	Increases distance traveled considerably. Increases fuel burned. Negatively impacts rural area outside of vergennes.
842	If you can prevent trucks from traveling to Vergennes a great option. Consider what happens through Smugglers Notch and also trucks turning south from Green Street or East from Main Street onto Green Street. Our GPS sends trucks through the shortest route.
843	Terrible choice. Raises trucking costs, carbon increase and more accidents
844	My favorite! Gives trucks a couple of choices so hopefully not all of them would be barreling down 22A constantly
845	Half as much truck traffic would be an improvement, but not as much of one as we should be pursuing.
846	Does nothing to eliminate any of the current traffic issues.
847	Why only divert northbound traffic? It seems as though both north and south could take this route, which would have the most positive impact for the walkability, commerce, livability, and safety of downtown.
848	this almost makes sense, but the peeps on rt17 might be a bit aghast to have their ranchettes on a truck route.
849	Some gains, but keeping southbound trucks traveling through Vergennes only half resolves the issue. I like it only because it has the least impact on the environment.
850	Still trucks hammering up and down hills. Still one old bridge



Purple Route

ID #	Comment
851	Nice try, but might as well send ALL trucks Rte 17 both ways. Impacts far fewer folks
852	I don't see how the purple route fixes much. Unless you ban trucks from 22A, they'll still take it. So maybe truck traffic is reduced but it won't be eliminated. Also, RT 17 between Weybridge and Rt 7 is super twisty and hilly--very dangerous for trucks and cars traveling along with them. The improvements to make this safer would be expensive and complicated.
853	The best route, and was reviewed extensively several years ago - I was at the meeting. No new routes, just improvements to current roads & bridges.
854	This reduces truck traffic but there are still MANY trucks going through both directions day and night. This is the worst of many worlds because it doesn't really solve the problem but makes the routes confusing to have them be different north and south.
855	Bad plan
856	This will reduce truck traffic in Vergennes but still very concerned about the steepness of Main Street/Rte 22a through the City. Noise, braking and accidents in snowy days will all still happen.
857	If I could give a route zero stars, this would be it. It would not fully solve the problems in Vergennes, while creating major headaches for communities to the east of Rt 7, which would be flooded with trucks looking for a shorter way to Williston and points beyond... often on secondary roads not designed for this sort of traffic.
858	While this seems an easy option, it feels like one that would require enforcement. northbound trucks would be driving quite a bit out of their way. And having southbound truck traffic still in town only minimizes the issue - not eliminate it.
859	Will ruin the 17 for quiet and cycling.
860	The many hills and corners for this route make it a poor selection for a truck route. I winter weather, the approach to the Route 7 intersection will see far too many accidents when traffic cannot stop at the bottom.
861	This one at least everywhere would share the construction burden but the trucks are going to hate it.
862	creative and least impact so far
863	Doesn't really address the issue fully.
864	This is not an optimal option. Much longer route for the trucking community. If chosen as the route it would need be designated for both North and Southbound travel on 22A through Vergennes as there would still be too much truck traffic. See the Integrative Map for my narrative commentary.
865	Better , but still not ideal having trucks on 22A right through the center of town.
866	This is just punishing the people on rt 17 so Vergennes can benefit. Hard NO.
867	This merely moves the traffic to become someone else's problem; namely mine.
868	In general my preference is for an option that doesn't create a significant environmental impact on the area. Constructing new bridges over Otter Creek would disturb the town's character as well as impact our environment. This option seems to cause the least impact while still reducing traffic through town. However, rather than "encourage northbound trucks" it seems more effective to specifically disallow them, perhaps even with a fine if necessary.
869	Truck traffic will continue, if lower volume, however, the effort and benefit do not seem in balance.
870	This is a terrible option. Route 17 is winding and narrow and not conducive to re-routing all of this heavy truck traffic.



Purple Route

ID #	Comment
871	This route change seems the least invasive while cutting some traffic from downtown. The use of existing routes is cost-effective but doesn't remove the heavy truck traffic from downtown. Why not shift everything to Rte 17 and eliminate long-haul truck traffic from downtown altogether?
872	This only solves traffic in one direction. Why pick this when you have other plans that completely remove trucks from downtown?
873	This route already exists and the truckers don't choose it. Why I don't understand
874	Seems like the quickest. lowest cost solution
875	all the trucks can use this. Money has already fixed rt 17 to help lower cost of project. Only problem now is dealing with train crossing..
876	Keep the trucks to one route both south and north. Why disrupt and ruin two areas? Too much precious land and people's space would be contaminated by the noise / traffic and impact of trucks.
877	I like this best because Vergennes would not lose traffic if tourists and others who drive through and visit shops restaurants.
878	Can't imagine getting trucks to follow this traffic pattern would work. Overly complicated.
879	Does not solve southbound truck traffic/congestion through downtown Vergennes
880	Good because it seems most feasible within my lifetime! Seems the least amount of infrastructure change and thus most likely to happen. How to "encourage" trucks not to go N through Vergennes? When a million signs at the Notch doesn't work? The problems of traffic noise and safety still exist with this option, but are at least halved.
881	This cost the least amount of money, would be the least invasive, and does not add another road to maintain/plow. The only concern is that you'd need to connect with google maps to ensure their gps's sent them this way. Trucks get stuck in the Notch because truck drivers occasionally can't speak English. I drive shelbyrne road daily and watch trucks ignore every sign that the right lane is an exit, and at the last minute they cut traffic off because only at that moment they see their lane end.
882	This is the best option. No new road having to be built but cuts trucks going through Main Street in Vergennes by 50%. It uses major road ways which allow trucks to enter route 7 easier.
883	The road already exists. If it can be made safe for trucks, I support this.
884	Using 17 seems reasonable, but why limit it to trucks only going one direction? Would that actually reduce traffic enough in Vergennes? Would also require enforcement.
885	This route barely helps the issues, since southbound truck traffic would continue coming through Main St
886	The best option and least disruptive presented but why can't southbound trucks be routed the same way. Having all truck traffic would effect the fewest number of residents, represents the lowest and most expeditious alternative. A traffic light and some road modifications may be required at the intersection of routes 7 and 17.
887	Somewhat reduces Vergennes traffic, but pushes the problem unto route 17 and New Haven junction
888	That idea really doesn't fix anything. Plus the bridge over Otter creek on Rt 17 is narrow and there are several treacherous intersections on 17 that would only be more dangerous with extra truck traffic.
889	This would reduce noise and traffic on the West side of Main St in Vergennes, and probably be the least disruptive to existing properties.
890	Good but why not have both North AND South bound trucks take this route therefor no truck traffic in Vergennes Best OPTION!!



Purple Route

ID #	Comment
891	This would be my top choice if trucks would be routed on 17/7 BOTH North and South-bound. It makes no sense to try to enforce a one-direction route through Vergennes.
892	This option seems like by far the best because a relatively high-speed state route is already there.
893	I like this the best as it doesn't involve more road construction. Southbound trucks keep to the old route but no more trucks getting stuck on on the uphill northbound section in Vergennes.
894	I know the residents along route 17 don't like this. However, this plan upgrades roads that are already in place and may need widening etc., but doesn't require demolition, bridge building or other more serious construction
895	This doesn't move the truck traffic out of the downtown area and just seems like a colossal waste of money.
896	Poor choice. First of all, Route 17 is curvy & narrow--poor visibility esp. east of Otter Creek at Hallock Rd. & at rocky outcrop on hill west of Green Street crossing. Secondly, traffic congestion is already a problem at the intersection of 7 & 17 (because of disconnect of 17 east & west and the RR tracks). Long waits for left hand turns, because of heavy Rt 7 traffic -- and when trains come through. (& need to back up at Phoenix Feeds). Steep hill on Rt 7 just north of Junction.
897	Seems all northbound traffic might be diverted which could hurt downtown businesses
898	No. Just no. No truck traffic downtown.
899	This is the cheap option, but impractical. How are you going to get trucks to divert? How will it be enforced? What about truckers who use GPS that directs them up the shortest route? What about truckers who will be penalized for taking a longer route than the company thinks they should? Don't think we can make this work. Moreover, it does nothing at all for the significant rush hour car traffic that chokes Vergennes in late PM.
900	I am not for rerouting traffic over route 17. Safety would be my main concern.
901	How would this be enforced? I have a concern about the added mileage for the North bound trucks. Longer trip equals more fuel burned, equals higher costs of products being hauled, etc. Although I like that it makes use of existing routes, but not sure that it's the best option long term.
902	This seems cost effective compared to other options. There aren't as many homes on art 17 so the impact would not be as great. Reducing the truck traffic by 50% would a huge benefit to Vergennes.
903	This route impacts rural community residents outside the vergennes property lines
904	I prefer getting all truck traffic out of downtown Vergennes.
905	It's already an option. Also we want people to travel through downtown.
906	There is enough traffic on route 17 as it is, including heavy trucks.
907	Is there substantially less truck traffic going south? If not, what is the objective? Just to reduce half the truck traffic through Vergennes?
908	This is interesting. The northbound route is what I wished for -- get it totally out of town. But having trucks go south the way they do now leaves half the problem unaddressed. I'd vote for a combination of this and a new road for the southbound side, blue or pink, whichever is further away from downtown.
909	bad option if the goal is to reroute truckers in general.
910	not a fan of this either... causing more costs to the truck driving industry by rerouting them such a distance



Purple Route

ID #	Comment
911	Existing roads, lowest impact given the fewest people living alongside the affected roadways. Not ideal but best alternative.
912	I live nearly on the Waltham/New Haven town line. So not only don't I need more truck traffic I don't see how 17 east can handle more trucks, especially drivers unfamiliar with the twists and turns 17 has. The local feed delivery drivers and logging and milk trucks know the roads. The drivers just passing through will be prone to go too fast and go off the road. Plus there seems to be ZERO law enforcement on 17 too slow anyone down. I welcome anyone with a RADAR to check speeds.
913	Too far around to encourage truckers to use this route.
914	I think this makes a lot of sense. It's investing in providing a solution to the issue while improving existing roadways and not building new roadways that have a higher financial and environmental impact. It could be argued that this option only addresses 50% of traffic volume issue, but that may be the sensible "compromise" relative to all factors our municipalities and State should be considering when making such a decision.
915	Have you driven that stretch of 17? Would you want to do it with a steady stream of semi trucks on it?
916	Nicer in terms of using existing roadways for lower cost. Still have approx 50% truck traffic in Vergennes. Will Northbound trucks abide?
917	This seems like the best first option with the least new Road work and cost. Expanding VT17 to have wide shoulders would greatly help make 17 a safer route and avoids trucks getting stuck on the hill in Vergennes. This option would cut down truck traffic in Vergennes by about half and would immediately have a positive impact without harming other neighborhoods or drastically impacting land by creating new roads and bridges to build and maintain. Let's start here...
918	Maybe "strongly" encourage trucks to use 17. Or even ban any thru-traffic for trucks.
919	Also, since many trucks are coming from Fort Ann NY area; why isn't Route 4 being considered.
920	Route 17 is in no way fit to handle the volume of traffic that this would generate, and the intersections of side roads are cause for concern as well. Route 17 is a popular cycling route, and safety would be a great concern for this option.
921	This would be the best option with the least disruption.
922	I like that this route uses existing roads but 17 is not an easy road for trucks to travel on. I do it every day so I'm used to it but I don't see it working out well. This also takes away the easy and time savings of taking 22a over 7. I also don't know how you would make trucks take it. Signs don't work for the notch road so I don't know how you would make trucks take this route
923	worse than doing nothing at all
924	This is by far the best alternative. Since Route 17 is a State Highway, this could be instituted immediately at so cost other than signage and enforcement.
925	This is the most invasive to farmlands and rural areas and should NOT be an option. It makes several towns and rural areas pay the price for Vergennes. This should not be a choice! It is unsafe to truckers as well.
926	Trucks will still be able to take existing routes. Not enough improvement.
927	Rt 17 in New Haven heights poses a problematic winter travel issue and great accident potential
928	This may have some cost benefits, but does not get all of the Truck traffic out of downtown Vergennes. Why not direct all truck traffic down route 7, and 17. They are 50 mile per hour roads, and already handle a great deal of Truck traffic. This is only a 1/2 solution to the problem.



Purple Route

ID #	Comment
929	I would be against this route for selfish reasons. I have lived two miles east of Route 7 in New Haven for 25 years. The level of road noise and disruption to the environmet from this noise is a big problem. The folks who live along the current truck route through Vergennes knew what they were signing up for when they bought their property.
930	Easiest and cheapest , actual possibility of accomplishing soon
931	Worst option
932	Does not provide for a secondary bridge over Otter Creek for emergency access. Does not alleviate the truck traffic and noise from downtown Vergennes. How is this going to be policed??
933	We live on Route 17 and would be GREATLY impacted by additional traffic/truck traffic. As it is, getting out of our driveway is a feat that requires opening all car windows, turning off the fan and radio and taking a giant leap of faith. We vehemently oppose this option, and suggest that Vergennes contend with their traffic problem rather than hoist it on someone else.
934	The fastest and cheapest solution to loaded truck traffic thru Vergennes. Have always worried about fuel trucks in the middle of town.
935	This route already has too much loaded truck traffic. It should be looked at how much the road has deteriorated since it's update only a few years ago
936	Worst option! Route 17 already has too much truck traffic and is breaking down in several locations already. It was not constructed well enough years ago to accommodate heavy trucks and traffic. Too many households are disturbed by heavy traffic.
937	Route seven and the New Haven intersection with 17 Are bad enough as it is. Not a good option.
938	bad idea I drive truck for a living 17 bad rd time consuming and interchange at 7 in new haven difficult at best of times
939	Unenforceable-
940	All truck traffic should be sent on the Route 17 road.
941	Jake braking trucks are destroying my property. The volume and vibration as they crash down through Depot Hollow, both ways. Often speeding, after their pent up rage at having to hill start in front of Black Sheep. It's exhausting. I need something done.
942	No one will use this, it's great for getting noise out of town but no one will go that far out of their way.
943	I'm not sure why south bounds trucks would also not be encouraged to take this route.
944	I can't understand how trucks have traveled through Vergennes this long.
	This option is likely the fastest and cheapest option.
	Please get this done.
945	Feasible but not sure why southbound would also not be encouraged to use.
946	I like this one best. It avoids Vergennes altogether. Most of the existing road beds are already there. This is the only plan that actually achieves the goal of reducing truck traffic through Vergennes without actually displacing the people of Vergennes.
947	I like this idea. This is the only plan that actually succeeds the goal of rerouting truck traffic around downtown Vergennes with the least impact on residents. Besides, the existing road bed is already there. Cost effective.
948	this is just a band aid.



Purple Route

ID #	Comment
949	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
950	Reroute best option to decrease traffic volume
951	Quickest and cheapest. Shouldn't require years and years of bureaucratic bullshit which is normal for a state project. Studies of studies and designs of designs.
952	Hallock Road, which is just after and east of Otter Creek is a very dangerous intersection. Crossing from Hallock Road to Quaker Village Road does not give you a clear view of what is coming from the east. You have to pull far down on the road to get a better view, but even that isn't very good.
953	Have you actually used Route 17? I can't believe you would get trucks and/or truckers to use this route long term.
954	Not a good route as it continues truck traffic through the heart of Vergennes.
955	While I think it is unnecessary to shift the traffic, using a roadway that is already equipped for heavy trucks heading north would be a better option than creating a new roadway.
956	The NOBO truck traffic is more of a problem (trucks getting stuck frequently in front of 272 Main St; air brakes coming down the long hill on West Main) and this addresses that. It does not get Vergennes a second bridge or unlock land for economic development, but it's not likely to negatively impact downtown economically since cars can already take that route if they want to. But 17 is a main route for bikers and any improvements for truck traffic should also include a protected bike lane.
957	Obviously the cheapest and a solution that could be readily implemented while other options are being considered. The elimination of the uphill traffic into Vergennes would be an immediate relief and might be an adequate solution
958	It seems to me the most obvious, and least expensive (by far) is the "purple route." Any option which includes building new roadways, and especially a bridge over Otter Creek, is far too expensive and unnecessary.
959	too complicated to divide north vs south bound trucks; also south bound trucks still pass through downtown Vergennes; North bound trucks may have issues of hills/curves of that section of Rt 17; also during Addison Fair trucks would interfere with crowds attending those days in August
960	This seems like a very long stretch to have to make improvements to on a road that is relatively narrow, curvy, and hilly. And the proposal being that it would only be done to encourage traffic in one direction seems like a lot of money for little result.
961	least impact offered here with some improvements offered at the 3 intersections which is a positive good in any case - but will trucks go where we want them to go or will they go where they want to go? How does that get enforced?
962	Need to do more than "encourage" trucks to take alt. northbound route.
963	It seems this is a great option for the present. Knowing any additional planning and construction is YEARS away. Do this now. While a new route is built. Also, seems as though we will need to use 17 for Bridge improvements anyhow.
964	If something is going to be done, this seems like the least impactful by using existing roads. At the same time, how many trucks will actually use the truck route since they can only be encouraged to do so? I imagine that this will help some and not impact people as much with new road construction.
965	seems too indirect for truck traffic
966	Still not achieving total pedestrian ease.
967	Trucks will still go through town if only encouraged-do





Purple Route

ID #	Comment
968	Should not be an option
969	This seems to make the most economic sense, but I doubt most truckers will spend extra time going around.
970	Worst option by far. Capex to bring Rte 17 up to spec is on par with other options, but likely adds several million dollars/year in fuel costs, and increases CO2 emissions. Accidents on Rte 17 at several dangerous crossroads would increase and more likely involve fatalities due to speed. ANR-designated River Corridor would be subjected to dramatically increased disturbance due to lights, noise, pollution.
971	Does not add more roads into farmlands, possibly costs less to fix Route 17 than build new roads, hopefully doesn't add too much time to truckers routes.
972	The bridge on Route 17 would need to be widened and the grades for truck traffic improved. All truck traffic should be diverted around Vergennes not just northbound. The Vergennes bridge needs to be free of as much through traffic as possible.
973	This doesn't remove trucks from downtown and it makes for a much longer detour for truckers. Most will probably ignore the signs or truck route a la the notch in Stowe.
974	How will the state enforce truckers to take this route?
975	This represents the only option that will cost less and have the second least disruption except of course for events at the Fair grounds such as Field Days.
976	Existing infrastructure would decrease wear on at least northbound lanes through vergennes. Would be less expensive to upgrade and maintain.
977	Reducing truck traffic through Vergennes by 1/2 is a start. This doesn't eliminate the safety concerns of the hill coming into Vergennes for the truckers. Assuming that truck traffic will increase over the years, this seems like temporary "fix". By the time this project is finished, it may already be obsolete to satisfy the intent of the project?
978	All TT traffic (north AND south bound ) needs to be routed around Main St. Keep tractor trailers out of vergennes -they have ruined Main Street. They belong on exiting Rt 7 and 17 , fine State Highways already in place!
979	I like this idea, but it seems like a logistical challenge to get truckers to follow signs and proper traffic patterns.
980	This route already exists so less development needed. But would trucks use it?
981	This option relies on truckers to choose their route and won't necessarily provide any benefit to Vergennes safety or pollution.
982	If you must reroute trucks, best idea.
983	This route seems less disruptive to the current homesteads, following a road that already exists. Tourists may still choose to come through Vergennes, rather than around it with the other routes. Trucks may find it more difficult to climb the hill north coming out of New Haven on Route 7.
984	I drive on Route 17 frequently, and I don't like this route at all. Route 17 is windy and hilly and not at all conducive to a lot of trucks. There's a reason the speed limit is 45 instead of the normal 50 on most state highways. It also doesn't completely eliminate trucks in downtown Vergennes, it just seems to spread out the pain instead of taking care of it.
985	This appears to be the least costly and disruptive option. I also recommend rerouting both northbound and southbound trucks via Route 17, thus restricting them from traveling through downtown Vergennes unless they are required to make deliveries there.
986	We think this is a good solution. 22A has carried the full load of the transportation and growth of Addison County and all the Counties North. It's time we share this with our neighbors.



Purple Route

ID #	Comment
987	I like the idea of using existing roads but wonder if this would be confusing or require a method of enforcement
988	Improving existing roads, rather than building entirely new ones, including bridges, seems like a far superior plan.
989	BEST choice so far
990	No trucks North Bound should be the sign.
991	While I personally prefer that trucks stay as far away from town as possible, this route adds many miles to northbound trucks, and it's likely that many will still head straight instead of making the turn in Addison 4 corners. Also, we'd still have the same amount of southbound truck traffic. While that is less than we currently have, it won't solve the problems of noise, pollution, and vibration damage.
992	My least favorite because it doesn't provide new access to developable land in vergennes. And it still brings trucks through our downtown going in one direction.
993	This option disrupts the least by improving the existing roadways to accommodate an increase in traffic. This seems the least disruptive to quality of life and wildlife, wetlands, or other areas that could be impacted by construction of new roads. It depends upon drivers to read and understand signs, which we know is a problem in the vicinity of Vermont route 108, Smugglers Notch, where trucks are routed and stuck despite the signage. Perhaps post multi-lingual signs for this bypass.
994	This is probably the worst of all the ideas. It will result in accidents and deaths. 17 east of four corners is NOT safe for that class of vehicle at that volume.
995	I'm sure the trucking industry will balk but this does seem like a decent approach and, I'm guessing at a lot lower cost. It will result in more truck traffic coming down Woodman Hill.
996	Ya gotta be kidding. This is negative stars. Increasing Semi's on 17? Anybody advocating this actually driven this stretch of 17? Or just looked at it on a map? Terrible traffic safety decision. 4-corners by Kayhart's? Traffic during Field Days? And a half-measure for Vergennes truck traffic. Adopt this approach? The immediate next phase will be curing safety issues on 17 and surviving Vergennes traffic. Don't waste time/energy/\$\$\$\$. Skip this step and adopt new construction by-pass solution.
997	Route both north and south bound trucks across route 17 and improve the 17/22A and 17/7 intersections. This can be accomplished at lowest cost and fastest and should be step 1. Given the investment in improving this route the goal should be to move both north and south bound traffic as much as possible.
998	This could potentially reduce the truck traffic issue by 50% in theory. What level of compliance can be expected when "encouraging" truck traffic to take Rte 17 east? This with the grade issue encountered turning north onto rte 7 from a stop near New Haven Jct.
999	I worry trucks would take the more direct route unless forced
1000	Waste of tax payer money!!!
1001	Again Rte 17 are NOT viable option and should stick to the pro oak proposals. Waltham, New Haven and Weybridge Addison cannot handle the traffic
1002	Not a viable option. Is in a residential area that does not support the infrastructure of the traffic
1003	This route would be extremely disruptive to residential areas nearby. Route 17 also has numerous curves and hills that would present hazards to large trucks.
1004	the only traffic that needs to follow this route is trucks to avoid the hill and bridge. We want to maintain traffic through downtown to maintain tourist traffic. A GPS would route everyone through because it will be considered fastest. This has the least residential impact as far as noise. This route already has truck traffic



Purple Route

ID #	Comment
1005	The northbound and southbound ideas are too complicated to be followed over the long-haul. Who will monitor this? The police are already overstretched. The local police, state police, sheriffs, special designated deputies?
1006	Rt.17 seems too hilly and curvey for trucks.
1007	This route would be too expensive and confusing for the truckers.
1008	Solution does not support construction occurring on main street or on the bridge. A closer river crossing than Addison/Weybridge crossing is needed as the detour can be over 30-45 minutes due to not wanting to create a secondary crossing. A secondary bridge crossing would also help in times of inclement weather when the steep grade of main street and poor road conditions leads to pile ups.
1009	It appears to add additional travel those traveling North.
1010	Well, halfway there. But why have the trucks use this route going in only one direction? Why not both? Longer. Trucks won't like it.
1011	This doesn't really fix anything.
1012	Any route chosen needs to get the through trucks out of downtown Vergennes. Big signs at Addison warning trucks to use the "Vergennes Bypass" or they will incur heavy fines are required regardless of the final option chosen. If this route cut off rt17 closer to Green street and joined rt7 halfway between new haven jct and Vergennes it would accomplish every goal
1013	Trucks will still take the shortest route, won't change anything.
1014	I live on 17 and don't need more traffic for kids, livestock, and pets to be exposed to. I also don't want more traffic. If I did I would live in a town such as Vergennes.
1015	Route 17 is not appropriate for large trucks and goes through a vibrant wildlife area. Also maintaining southbound traffic through Vergennes is not a solution.
1016	Plus: employs existing routes; improvement (and traffic light?) at intersection of 7 and 17 would be necessary because now it is difficult to turn north onto 7 from 17 Minus: truckers won't like driving two sides of the triangle. How will the route be enforced?
1017	Absolutely not, Route 17 is not useable for heavy truck traffic, you would be sending traffic down roads not made for the heavy traffic. Many bridges, culverts and property would have to be altered to make this design work. Would take all traffic out of city or even near the city causing a huge loss in revenue, in my opinion.
1018	Very busy intersection already with too much going on to add this - truck traffic entering and exiting Phoenix, railroad, and Rt 17 east junction - all at the bottom of a steep hill.
1019	You still have trucks going through Vergennes
1020	trucks still travel thru vergennes, even if only one way.
1021	terrible idea route 17 is not suited for this kind of traffic.
1022	Truckers would still go north on 22A, its shorter. If you dont make them use an alternative they will just continue on 22A.
1023	When Route 17 was rebuild some time ago, it was found that any expansion would be extremely expensive to do. Also, the road is very dangerous for trucks to travel on due to the curves and hills, especially in bad winter weather. This should NOT happen!
1024	This route makes the most sense and uses already existing infrastructure, will have minimal environmental impact and be able to be implemented faster.



Purple Route

ID #	Comment
1025	This route makes the most sense. It will have the least environmental impact, will take less time to get approved and will use existing infrastructure.
1026	Route 17 is not a truck route sending that many trucks on this road will cause accidents from cars without patience trying to go around
1027	Making RT 17 a safer road to travel seems good! Lots of curves and blinds currently.
1028	This would maintain non-truck traffic and keep downtown businesses afloat.
1029	This would be great if trucks were routed BOTH directions on this route. Keep them out of Vergennes entirely.
1030	Why not both north and south? 17 cant handle it?
1031	truck traffic on 22A would be a nightmare. If it was a good idea, trucks would already be doing it. Also, keeping trucks southbound on Main street does not solve the problem.
1032	Good compromise.
1033	This will not change the flow of traffic if this was going to work truckers would be using this route already.
1034	This approach cuts truck traffic through Vergennes roughly in half. Intersection at Hallock Road (Chalker Farm) and rt 17 would require sight line safety considerations.
1035	Still has trucks on Main St. NOT an option!
1036	IF NOT ROUTE 4, THIS IS THE NEXT BEST ALTERNATIVE MAKING ROUTE 17 EAST BOUND A REQUIRED ROUTE FOR TRUCKS GOING NORTH BEYOND VERGENNES. YES, TRUCKS MAKING DELIVERIES TO VERGENNES WILL BE ALLOWED TO GO NORTH N ROUTE 22A, BUT IF TRUCKS ARE NOT STOPPING IN VERGENNES, THEN THIS IS THE NEXT BEST ROUTE COMPARED TO ROUTE 4.YES, THERE WOULD BE CONTRSUTION COSTS BUT TO UPEND THE TOWN OF VERGENNES AND PUT BYPASSES IN ALL DIRECTIONS MAKES NO SENSE AS THIS IS THE BEST OF ALL ROUTES TO BE CHOSEN.
1037	This continues to bring traffic through Vergennes
1038	I think its a mistake to ignore the issue of needing another bridge across otter creek.
1039	I think this is probably the best option - causes the least impact from building. Both roads are already busy, but they could be improved.
1040	this does not solve the truck traffic problem in Vergennes.
1041	Makes the most sense of all existing scenarios. Still not optimum. Has the least environmental impact and footprint
1042	This option just moves the problem down the road placing the burden on New Haven, Waltham and Addison. RT 17 is not an appropriate route for this truck traffic.
1043	Road is already existing, no new road crossings need to be made, only two intersections, already existing, need to be worked on and no bridges need to be built. Also, large trucks already use this route.
1044	Purple Route Solves only half the problem. Rt17 recently rebuilt but rat for many heavy trucks. Route has several steep hills. Should be tried and evaluated.
1045	More needs to be done.
1046	This is the best route option and I think that there should be consideration given to rerouting southbound truck traffic at the Canadian border to Rt 87 if it is traveling the distance that would include Vergennes. That could provide some significant reduction in the southbound truck traffic I would assume?



### Purple Route

ID #	Comment
1047	This is an existing road and the best choice. We should not be cutting new roads through established neighborhoods!!!
1048	This makes total sense, decreases truck traffic, low impact to residents of Ferrisburgh, impact to Otter Creek, vegetation and cows.
1049	This option should at the very least be given a trial period. I feel we are just pushing past all common sense and entertaining ideas that are so far out of the scope of reality!
1050	I dont like this one because it doesn't help me quickly bypass Vergennes as a passenger car driver.
1051	More emissions from this route. Negative impact to our already scary climate change.
1052	Don't like how northbound truck traffic can only be "encouraged" to use this route. Don't see that happening. Also Route 17 residents will be livid.
1053	This makes the most sense. You will be using already existing roads. Use the money to improve road conditions.
1054	This seems to make sense to use existing infrastructure. The problem with this is it just encourages trucks to take this route. I'm not sure if I was a trucker I'd do this since it's more direct and quicker to just stay on 22A. One of the big benefits of adding an alternative route close to town is it give emergency crews another route to cross the river in an emergency if the bridge is out. This option does not do that (or help divert traffic if bridge repairs need to happen).
1055	This is the best option.
1056	The purple route and its proposed improvements represent the most cost-effective and least impactful choice among the proposed routes. Rt 7 already exists as the "bypass" route, and diversion via rt 17 would add minimal driving time time and distance, and well-designed improvements (that consider the physics of trucking (minimizing stopping and starting and low -gear steep climbs in particular) to the route would be a measurable improvement over existing conditions.
1057	Without significant improvements to Rt. 17, plus the high agricultural traffic use, and the New Haven Junction hill to the north on Route 7, this does not seem to be a viable option. Again, shifting the problem from Vergennes to other communities.
1058	Definitely the worst choice. It would increase the distance and time trucks travel; increase fossil fuel consumption; and simply move the problem into someone else's backyard.
1059	We live in Waltham on Route 17. As it is, we have great difficulty getting out of our driveway safely. If there is additional truck traffic, such as this Purple Route suggests, we'll likely get into not one but many collisions simply getting out of our driveway. It's a very uncomfortable thought!
1060	Why not route all trucks north and south through rt 17? I do not understand these 1/2 measures.
1061	This option is the worst as Route 17 is not designed for this type of truck traffic and I foresee an increase of accidents because of the heavy truck traffic.
1062	Probably the quickest, cheapest and fastest solution. Try it first. Would need significant intersection improvements and 7 & 17 to improve traffic flow after adding all of that northbound truck traffic. The intersection of Maple St and 17 would need significant safety improvements as visibility on both roads is bad now and would become more problematic without them

### No Build

ID #	Comment
1063	This would be terrible for all residents of Vergennes. I expect to doing nothing will lead to ongoing protests - and maybe even lawsuits...



No Build

ID #	Comment
1064	Signage and communications could help divert trucks to use several other routes already available. Just because funds can be tapped doesn't substantiate the disruption to surrounding towns, increasing congestion and noise and impacting wildlife. The other towns' residents didn't purchase or build their homes with a new truck route in mind, unlike businesses and homes on the current route. Moreover, there is concern that there may be unexpected loss to Vergennes business income with a new road.
1065	If I could give this zero stars, I would. The downtown is horrifically unpleasant. I live within walking distance but never go.
1066	Expand your thinking from "What should we do?" to "What could we do?" It looks like any building roads to solve this problem will be 20 years away, here's another idea. Get truck off our roads and move freight via railroad container trains. Trains are 5 time more efficient than trucks. Rutland and Burlington should have container off-load and on-load capacity. Please re-think in a broader and bigger picture way the issues you are trying to solve for a much better solution than building roads.
1067	Why would you include a no build option after so many years of creating a plan to improve the downtown?
1068	No stars. Truck traffic negatively impacts so much of the environment that Vergennes is trying to create for residents and for visitors.
1069	The existing truck route through downtown Vergennes makes the area unliveable, and hurts struggling businesses.
1070	Vergennes has existed as a commercial hub due to the water power. Now the city wants to gentrify and route trucks away from downtown. If there has to be a different route it should be constructed within Vergennes. My opinion is "Tough titty said the kitty" All by pass of 22- A should be supported by Vergennes taxpayers. They already have a by-pass on route 7! Edward Payne Bridport.
1071	I suggest north and south on rte 7 and 17 with improvements to route 17. Then it wouldn't affect Vergennes business. Why is this option not shown? Also, your maps are hard to read in terms of where the new roads go
1072	doing nothing is not an option
1073	Gotta do something!
1074	This would be a failure of the PELS process in my opinion, as years of time and much money will have been spent, only to do nothing to address these longstanding issue.
1075	I lean towards this solution as Vermont already has maintenance issues with existing roads and bridges. We need to take care of what exists before we add additional infrastructure
1076	Please move truck traffic away from 22A in downtown Vergennes.
1077	No! It's insane now! Tractor trailers clog up Main St, it's non-stop, and 24/7! You can't even cross Main Street except at a light as TT traffic so heavy ! Divert all TT traffic to 7-17!
1078	I know the traffic is terrible in Vergennes, but hope that eventually--soon-- a transition BACK to freight trains can be made. And I live near New Haven Junction and would be willing to deal with that.
1079	I'm in town everyday. The trucks don't bother me.
1080	No build is not an option. Main Street is too loud. Dining outdoors or sitting in the park is unpleasant. The hill is dangerous, their speeding is dangerous, and their contents are dangerous. The wear and tear on our downtown is huge. I live well off of Main Street and occasionally have to close my windows to hear the TV or have a conversation.
1081	Should be mostly up to vergennes . Increasing vergennes property value by sending the problem to other towns seems flawed.



No Build

ID #	Comment
1082	Truck traffic increases every year. Time for the State of Vermont to take a more active role to help resolve this. Too easy for them to sit and watch.
1083	This is fine with me. Choice should be Vergennes'. But Vergennes should not reroute trucks out of town.
1084	Not doing anything is just kicking the can down the road- action is needed now!
1085	Read my final comment. No building is needed. We use signs to direct traffic.
1086	the worst option
1087	Truck traffic needs to be reduced or eliminated from the downtown area. The truckers hate driving through Vergennes and most residents would also love to see this traffic reduced or eliminated all together.
1088	I live at 60 Main Street. Trucks, especially those operated with lack of consideration for this residential neighborhood are an assault on the senses and indeed the infrastructure. Many trucks as they approach the traffic light at Main and Monkton roads are using engine brakes. Some do so when unloaded. Trucks stopped in both directions on Main Street accelerating from a stop are loud and spew soot in their exhaust. This is especially an issue with older and poorly maintained semis.
1089	Rt. 22a, like many American highways, is a tourniquet that cuts off the lifeblood of our human-scale communities. Ferrisburgh is a great example of a town center that cannot exist because the road can't be crossed, and Vergennes persists through force of will--it could be so much more beautiful, walkable, prosperous, and peaceful! I am not an advocate for all options, but doing nothing seems the worst.
1090	well vergennes was an industrial zone so why not make her one again
1091	Can't even rate this. Vergennes needs help in this area and doing nothing is not an option.
1092	Suggest put ALL trucks on Rte 17 to Rte 7
1093	Not helpful
1094	The noise of trucks is a real problem in downtown Vergennes! It just reduces quality of life/visits with air brakes, slow traffic, loud noises for children, etc. Anything would be better than the status quo!
1095	Vergennes is great just the way it is without the expense and disturbance of major construction. Trucks bring us the goods we need and some rumbling on the road is not a significant enough issue to justify these major construction propositions.
1096	Something has to happen. Truck traffic and other vehicular traffic negotiating the Otter Creek Falls bridge is unsafe. No build is not an option. This and the orange route are non-starters for me.
1097	A far worse "solution" than the blue or pink routes.It's really no solution at all. Fix the problem, don't just ignore it. Even if it can't happen quickly, we at least need to be moving toward a long term solution.
1098	Better than destroying nature. Possibly. O stars for this. It needs to be fixed. The truck traffic is actually a hinderance to businesses here as well as homes.
1099	so far it looks manageable... I hear people complaining on FPF but... if they live in a city they live in a city. they can move if they do not like the sound of cars...
1100	Relieving Main Street of traffic congestion from trucks and noise / pollution is necessary.
1101	This is not an option as it does not accomplish the enumerable objectives.
1102	Bad idea. The truck traffic through Vergennes is very loud and makes the center of town very congested. Today I watched a WIDE LOAD barely make it through town. Traffic was tied up at the light and it was just a mess for drivers and pedestrians.



No Build

ID #	Comment
1103	There is literally no reason for any change. Anyone who says there are too many trucks in Vergennes is insane. There are more trucks going through Starksboro village than Vergennes and no one in Starksboro has an issue.
1104	I honestly think building new roads is not an option. The proposed routes are scenic, include farmland, may have a great deal of farm activity. ( slow tractors) rt 17 also has events at the field days property 6 months or more a year.. it's also curvy, hilly, has at least 1or 2 areas that are dangerous intersections. TRYING TO MAKE 22A NORTHBOUND OR SOUTHBOUND ONLY WON'T WORK. ANY OF THE BUILDS MEAN PRIVATE LAND MAY BE IMPACTED THE ANSWER IS TO REALLY FINE TRUCKS WHO BREAK SPEED LIMITS, (
1105	0 stars for this one too.
1106	People and businesses assumed this traffic when they located within this area. Moving the traffic adds the burden to others that purchased property assuming no additional traffic
1107	Reducing truck traffic through Vergennes should be a priority for the little city. They see very little if any economic benefits from having this traffic go through town, and reducing road nice is only going to benefit businesses and community in the area.
1108	Something should be done, truck traffic will only increase in time.
1109	Let's get this done. This is a great opportunity and will breathe new life into downtown Vergennes.
1110	Everything about Vergennes' prospects as a population center improve when we remove trucks from downtown. Please DO SOMETHING!
1111	Not an option
1112	Something has to change...
1113	I think changing things screw up everything.Deliveries to the city and businesses would have to detore to make deliveries.
1114	Vergennes and surrounding charm is losing its charm and attractiveness to visitors and residents. Trucks make traveling through town and doing business in the area unpleasant and risky. Risky because parking is a challenge, driving through tight spots with big trucks. I often don't go downtown because of these issues. Note, I can't imagine the impact of the vibrations and wear and tear on the infrastructure of old buildings.
1115	I do not want to reroute traffic due to economic impacts to our town's businesses and shops. People that live in town should expect traffic noise. 22A has always been a truck route.
1116	Doing nothing will put us in a terrible position now but even more so in the future.
1117	We desperately need to move the large truck traffic out of downtown Vergennes. The noise, pollution and safety issues are all dire. There is plenty of agricultural land in the area to figure out a feasible alternative!
1118	Does not solve the problem of too much truck traffic/congestion through downtown Vergennes
1119	Not an option! Zero stars!
1120	Do something. I live by the animal Hospital and the engine brakes on tractor trailers are VERY loud! The loudest are old logging or cattle trucks.
1121	Would rather have nothing done than have all of the trucks come out by the police station. This would severely back up traffic (especially if a light was installed!).
1122	Something needs to change, way too much traffic through Vergennes currently.
1123	We need to solve the truck traffic and engine-braking noise issues





No Build

ID #	Comment
1124	Not an option. Truck traffic must be routed out of Vergennes.
1125	The truck traffic needs to be addressed it seems to be getting worse every year. We also need a second Otter creek crossing.
1126	Doing nothing for an unsustainable issue is not OK. Downtown Vergennes deserves to have itself back. We will go thru Vergennes when we need something there. We love our town. It would be nice to eat outside at one of our charming restaurants without have to raise our voices every time a truck rumbles by.
1127	Vergennes is thriving, which is wonderful, but has little downtown parking and high traffic. The pedestrian-friendly nature of the downtown district is essential to the continued growth of our town, and I thus support the other options to reduce truck traffic.
1128	Worst Option!
1129	The trucks need to be routed outside of Vergennes. They are too big to be traveling through this small city. They diminish the quality of life for residents and visitors.
1130	I would rather see the status quo than have new roads and bridges fragmenting the landscape around Vergennes. If a bypass and bridge are built, I worry that the town might suffer economically.
1131	I wonder if this option could include a prohibition of trucks of a certain size and weight from using this route heading north.
1132	why would we pay huge increase in our taxes to support improvement for vergennes only with the other routes? I can barely afford my taxes now! Also so now the residents of rt 17 have to be included in the truck traffic! What makes anyone think this will be enforced we can't even keep trucks off smugglers notch..also none of the maps are complete..you can't see where it starts and ends
1133	Ah the Ostrich Approach. No thanks.
1134	Let's call this one the Middlebury option. I actively avoid downtown Middlebury because of the horrible traffic. Nor do I shop there. The existing shops are supported by tourists, students and development grants. Let's keep Vergennes economically alive by getting enough traffic off 22A to make those parking spaces on Main ST easier to use. And the people will continue to come to our beautiful Main St. shops.
1135	We need to get the truck traffic out of Vergennes.
1136	The case for a new road is poor with no supporting data or examples. Its unfair to impact those who chose to live away from down town vergennes. The benefit doesnt outway the potential environmental impacts
1137	Truck traffic is too dense for a downtown that was designed 200 years ago. It is not conducive to tourism and community use of downtown for shopping or gathering.
1138	Seems like the cheapest option which saves tax payers from tax increase.
1139	traffic can be horrible at times and you just can't move as the trucks come through the lights.
1140	I'm so glad this issue is being addressed. Let's not give up yet -- a solution is in sight. And it's not doing "no build."
1141	its been this way for years... why change it now
1142	Worst case scenario. The traffic buildup would remain the same.
1143	Worst case scenario
1144	Doing nothing or kicking the can down the road is unacceptable.



No Build

ID #	Comment
1145	I work at collins aerospace and drive over bridge to get home every day for 25 years. Trucks are not an issue. Only time there is high traffic is summer vacation people from out of state.
1146	It is what it is.
1147	As a taxpayer and advocate of State resiliency, I always support sensible infrastructure upgrades to our existing stock. That's why i would favor the Purple Route option over No Build. BUT, i would prefer no build over a new roadway option. Though i am sure someone who lives in downtown Vergennes would disagree with me.
1148	Not a good choice. Everyone lives and drives in that area wants something done.
1149	Something needs to be done, especially with northbound traffic.
1150	We have spent funds on rt 17 including a new bridge that is your truck route. Stop wasting our tax dollers on some libtard agenda to meet your lifestyles and take it away from thoughts that will be directly affected by any bypass. We have failing infrastructure that is not being delt with. STOP THE SPENDING ON BULLSHIT AGENDAS
1151	The money required to build a alternate route is not justified given the need for other highway improvement projects throughout the State.
1152	I've lived in downtown vergennes for eight years and the noise and disruption of truck traffic has only worsened. Left unchecked it will continue to degrade the quality of life, present safety issues and rapidly impact our road infrastructure.
1153	Vergennes has chosen to build the city around a major route. This is a easier and safer route for trucks to travel. Other towns and rural areas should not suffer due to Vergennes city council choices of increasing growth there. Trucks will still have to deliver to several places in town anyway.
1154	Low cost option! :) (no bridges, additional impervious surface)
1155	Not working as is. Noise and safety are compromised.
1156	Not an option
1157	This option is not an option. It does not address any of the stated needs, and objectives. Doing nothing is not a way to address a problem.
1158	Not an option
1159	The truck traffic is only going increase in the future. This is NOT an options. And for emergency and security reasons there should be a second bridge going over Otter Creek.
1160	Vergennes may be the smallest city, but it's still a city. Most cities do not have heavy truck traffic going through their downtowns and provide alternate routes.
1161	Too many trucks using Jake brakes going through town. It is incredibly loud. Our building right on Main Street gets really dirty with dust and diesel exhaust particles. It is not pleasant for people eating outside in the summer. Something needs to be done.
1162	Vergennes has gotten to the point where it's virtually impossible to live on a decent salary, economically. The changes to Main Street you've already made with these ridiculous curbs on Main Street that trucks can't smoothly maneuver were a total waste of money, and so is the idea of a new truck route. How about a decrease in property taxes and a payout to the residents of Vergennes who are paying through the nose in taxes!
1163	Not a good option.



No Build

ID #	Comment
1164	No... something needs doing. Rampant Jakebraking Semis at all hours of the day, both ways are destroying my property. Have been for decades. Its time to do something.
1165	Something needs to change, doing nothing will destroy standard of living in this town. The problem is only going to get worse
1166	I cannot disagree with this plan either. No need to fix what isn't really broken.
1167	Not bad. Don't fix what isn't really broken.
1168	this needs to by thrown out. don't waste any more time on this.
1169	I would only want this project to move forward if it did not displace any citizen, historical property, or disrupt any nature.
1170	Nothing has been done for too long already! Ignoring the problem will not make it go away.
1171	Worst idea of all. Something must be done to alleviate the problem of truck traffic through the heart of Vergennes!
1172	No new routes or detours. Part of the charm of Vergennes is the trucks passing though. Truckers keep America moving. I enjoy seeing them pass through Vergennes when I am eating on the outdoor patio at Black Sheep or walking around Main. Vergennes is an old city and this truck route has been here longer than some of the residents. Not sure where this anti-truck sentiment came from. I can hear the train whistles and rumble of the freight trains and Amtrak at my house. Do we want to move those too?
1173	Not an option. It is urgent to alleviate the truck traffic on Main St through Vergennes.
1174	I'm not sure the orange route is better than no build...maybe by half a star.
1175	Any solution that builds another bridge across Otter Creek is better than doing nothing. As we have seen from the recent construction delays the old stone bridge is critically important to the safety and welfare of the community. Imagine what the result of a major accident on the bridge...or discovering structural issues with the bridge...like happened with the Crown Point Bridge. It would be a disaster!
1176	poor option as something needs to be done
1177	I realize the current truck traffic through Vergennes is problematic, but it is hard to say that the drawbacks to the alternatives outweigh the benefits to getting that traffic off Main St.
1178	this is what we have been doing so this is not an acceptable answer
1179	We need a new route..
1180	Doing nothing doesn't seem like a great option, but all the other options except for the Route 17 bypass option are not great either. This is my second preference to the purple route.
1181	Traffic through Vergennes will only get worse
1182	This option does nothing to address problem in vergennes.
1183	Have to do something
1184	Should not be an option.
1185	Should not be an option.
1186	Something needs to be done to improve the situation.



No Build

ID #	Comment
1187	I don't believe that it is a good idea to take traffic around Main St. as not only trucks, but cars will by pass the City and then we will be a ghost town.
1188	0 stars - if Vergennes is to grow as a destination spot for businesses, homeowners and tourists, a lack of truck traffic is crucial. No need to kick the can down the road when something can be done now!
1189	Vergennes is going to dry up and become a ghost town with truck rerouting! Leave it ALONE!
1190	Does not reduce heavy truck wear at all and could be problematic for future increases in traffic of heavy trucks.
1191	I believe the truck traffic has a major impact on commerce on Main St. Especially since COVID when Main St eateries are using more curbside dining. The traffic noise is a deterrent. The west porch of the Bixby is very significantly impacted by the truck noise. Though the Bixby is trying to make it a friendly, usable space.
1192	Keep tractor trailers out of vergennes -they have ruined Main Street. They belong on exiting Rt 7 and 17 , fine State Highways already in place!
1193	We don't want your costly rerouting plan. What a waist! People who live, work and have businesses on the current route knew what they signed up for. It isn't fair / right to impose these changes to on property owners along other proposed routes...especially those who have lived in their neighborhoods literally for generations. Where is our representation and legal counsel in this!?
1194	This is not really an option and does nothing to eliminate the problems of road safety or quality of life issues for Vergennes residents including noise and air pollution.
1195	The truck traffic in Vergennes ruins the character of the city. It's no fun walking around Vergennes, eating outside, or even driving through Vergennes with those big, loud trucks. Not doing anything is not an option in my opinion.
1196	This will be our Second choice, We have lived on 22A for 40 years and have seen the increase in traffic.
1197	I'm pretty neutral on the no build. I would prefer the purple route to nothing, but extensive and costly construction is also not high on my list of awesome things i am looking forward to, especially if it will negatively impact existing neighbour hoods like orange and pink surely would, and green has the potential to do.
1198	Besides 17 this option is best
1199	It's fun to have a bustling town with lots of people moving through it. The trucks are the least of the problems of the town. It's the loud exhaust on the giant Dodge Rams that's the real problem. All of the 18-wheelers will be electric or hydrogen in the next 10 years so seems like a mute point.
1200	No change is not an option. Quality of life for Vergennes dwellers is compromised by dangerous noisy truck traffic. The beauty and desirability of visiting, shopping, dining walking is ruined by constant truck traffic and noise pollution
1201	Solves nothing
1202	Doesn't feel like a real option- truck traffic has greatly increased over the 30 years we have lived here. Even if it didn't increase beyond its current level, the impacts it has on Vergennes' infrastructure and quality of life will likely continue to compound.
1203	Not acceptable. Trucks need to be diverted.
1204	Considering all the options, which we have done since our daily lives brought us to work in Vergennes in 1980-something, and since moving into city limits in 1990-something, we love the little city and its walkability. We knew, as did our neighbors, that the homes we purchased were in a city with through traffic when we moved here. We are at risk of destroying surrounding farms, wetlands, country properties, and wildlife habitats. It hardly seems beneficial "to all" involved.



No Build

ID #	Comment
1205	Not sustainable
1206	Unless we change our methods of hauling stuff, it seems to me that truck traffic will not only continue but increase over the years.
1207	This is the worst option. We must do something to reduce the truck traffic through Vergennes!
1208	the community of Vergennes deserves a solution to mitigate this issue. VTrans has taken the "do nothing" position for the past 20+ years. The community has been seeking a solution for decades and it is time for VTrans to take these concerns seriously and take action. Improving Route 17 (north and south bound) is the least expensive and fastest solution...maybe this should be step 1 while the more expensive and longer term solutions are completed over the next 20 years.
1209	This option is no option at all. It fixes nothing.
1210	A bi-pass is needed
1211	If they cannot come up with a solution from the original survey plan then this is a good option. This has always been the route with 22A to Rte 7 and people that have transplanted to Vermont could clearly see this route and plan when they purchased in vergennes area. IF you did not like the noise and traffic then they should have thought it through before buying. It is a trucker route
1212	We cannot let the current situation last. I worry about pedestrian safety, especially as trucks go down hill on Main St. from the downtown towards the Monkton Rd. intersection. They tend to speed up, hoping to make a green light. Sometimes they have to break hard. The Graham Shelter is on the corner with small children. The gas station and ice cream stand have many customers. Also, with the fire of a gas tank truck in Ferrisburgh, I don't want to have an explosion in the center of town.
1213	Desperately need to keep trucks out of downtown Vergennes. It will add to our businesses who want sidewalk business (dining tables, etc.) and for safety for our children and other pedestrians.
1214	No change is the same as the purple Route. The town of Vergennes town needs to accept that they being a main travel route for tourists passing through means that they will also be a travel route for trucks. Trucks are not just through traffic but also support vehicles for the needs of the town in order to deliver resources.
1215	The congestion and continued repairs/updates make travel slow especially when heading North on the south side of the Otter creek bridge in Vergennes.
1216	Does nothing. Not helpful.
1217	Trucks are constantly getting stuck on hill, lots of noise, danger to pedestrians.
1218	This makes the most sense. People living in towns and cities should assume part of their location comes with the traffic of that location. If they don't like it then they should move out of town. They shouldn't be trying to force the normal town traffic onto people who have chosen to live away from it. Plus if the traffic is diverted from town, it will lose out on all the spur of the moment stops from tourists.
1219	this helps noone
1220	This does nothing to address the problem.
1221	If an affordable option that is not going to take several decades can not be figured out. The best idea is to not change anything.
1222	That's Stupid!!!!
1223	I believe improvements can be made without changing the route: 1. A light at Panton Road. 2. Widen the bridge. 3. Change the parking configuration to allow for wider road, bike path and safety.



No Build

ID #	Comment
1224	This is my least favorite option. I live in town and hate the truck traffic.
1225	Its time to move trucks around Vergennes somehow.
1226	Trucks already detour down 17 when we have the Parade. Let's just make that route better. If we improve that route, maybe it would encourage more business and more people to come south from Burlington and get some population growth. Some of the other bypass options would appear to put a stop on any future growth, as well as go through land where people live who are used to the quiet. Purple or no-build seem to be no-brainers.
1227	This would be the cheapest option and maintain a vibrant downtown.
1228	Something has to be done with the truck traffic affecting Vergennes. The re route on 17 for both directions of traffic would be the best solution, since it does not involve building of a new bridge or roadway, cutting through beautiful landscapes.
1229	No longer an option. Trucks must be rerouted somewhere.
1230	Pedestrian crossing lights were a big improvement but not all pedestrians use them. Addition of streetlights near the park and down to the library will help. The sidewalk extensions go into the main road to far and make right turns difficult onto Green and Maple streets. Shortening the distance into the roadway by 18" to 2' would help. Also paint a wide white line to indicate if the pedestrians are crossing or only standing will help
1231	Need to do something
1232	Needs to be addressed.
1233	NOT an option! Cannot have trucks on Main Street!
1234	A NO BUILD OPTION MAY BE THE BEST SELECTION AS THIS "FIX" HAS BEEN IN PLAY FOR MANY YEARS AND IT MAY JUST BE EASIER TO LET WELL ENOUGH ALONE AS SOMETIMES NOTHING IS BETTER THAN SOMETHING AND DISRUPTING LIVES AND SIGNIFICANT COSTS TO DERIVE WHAT END . I GUESS THE QUESTION OF COST VERSUS BENEFIT IS A VEXING ONEB UT THERE ARE ALTERNATIVES THAT THE TRU8CKER MUST / SHOULD CONSIDER AND THEY SHOULD BE GUIDED BY ROADWAYS THAT ARE ALREADY BUILT FOR MOVING COMMERCE NORTH BEYOND VERGENNES.
1235	Not an option
1236	If this is an option, there has to be a traffic light at MacDonough Drive and Rte 22A which should happen anyway. This is an accident waiting to happen!!!! I would hope that the accident on rte 7 at the intersection of Monkton Road where two young women were killed which occurred many years ago will not be repeated.
1237	We need to do something or we'll loose our precious downtown to traffic and pollution.
1238	no build, in my mind, is not an option
1239	Sort of "it is what it is". I guess the question is if other routes are built what would prevent trucks taking most direct route through Vergennes.
1240	No build is a bad idea. The traffic problems in Addison County needs to be addressed as it does in the entire State of Vermont.
1241	No Build Option Redefining parking on Main Street would give space for trees and snow piles.
1242	No, something needs to be done now. It will only get worse and more expensive.
1243	Simplest and straightest route. Stop adding curbs on the route through town and give the trucks some space



No Build

ID #	Comment
1244	These options do not seem to offer any 'out of the box' solutions. Undertaking any of these expensive options seems to be environmentally consequential. Is it possible that electric powered trucks in the future would alleviate all the noise and possibly the vibrations without doing anything major now, thus avoiding a huge outlay of money and reduction of quality of life throughout the area? If so, we should do nothing now.
1245	This is my second option. Definitely just reroute the northbound trucks, no brainer
1246	Rt 17 is the only option as far as I'm concerned. WHY WHY WHY should we waste all this time, money and resources! Completely changing our landscape, destroying wildlife routes and property values, creating MORE infrastructure that will need upkeep and repair???
1247	No we should do something. Something is better than nothing.
1248	Simply not an option. SOMETHING needs to be done.
1249	There is no economic benefit to having the tractor trailers to come through downtown. I do think it impacts people's experience when along Main St. It is loud.
1250	I do think something needs to be done. It can be really difficult to just talk to someone next to you on the sidewalk at times, which has to have some impact on dining/biking/shopping/tourism experience. I'm not sure there is a way to quantify it, but I know I have often wanted to dine outside but choose not to go out because it won't be a good experience. This option also doesn't add another way for emergency crews or the town to cross the river if there is an issue on the bridge.
1251	Something needs to be done. Too much truck traffic through City of Vergennes
1252	Base on huge costs, protracted schedule, potential wetland and archeological issues, the most effective project would be traffic calming and noise/speed reduction methods.
1253	You have to do something. These trucks should have never started coming up 22a in the first place. Our main bridge is going to fail and the noise is out of control. I am in high density housing up by prospect cemetery and the trucks shake our house. The jake brakes wake me up every night and every morning. I simply do not understand how this was allowed to happen in the first place. High density housing is no place for trucks.
1254	It's terrible and needs to change



Screen 3 Trade Offs Comments

ID #	Trade Off Option	Comment
1	A1	But NOT with direct access to the new route
2	A1	Seems like a bad idea to add housing near a truck route
3	A1	Housing
4	A1	I would not want my house on the truck route due to noise
5	A1	Vergennes needs to add more housing and grow the population
6	A1	If people want to build and live there, why not allow it? I am concerned that too much residential development will just result in more noise complaints and other headaches down the road. Also: limiting the number of curb cuts on a truck rout might be a good idea. Perhaps residences could access it by a subdivision's road, rather than each house having it's own curb cut?
7	A1	Addison county needs AFFORDABLE housing.
8	A1	And make it affordable! Apartments would be great!
9	A1	Housing
10	A1	If you add housing, please make it affordable to buy, but also not subsidized housing. Us 30/40 something's can't buy our first home at 600k.
11	A1	N housing here
12	A1	I am completely against turning anymore farm land into housing.
13	A1	the whole new route "need" appears to come from wanted truck traffic away from residential area, so why would you build more? Why wouldn't they fix up existing places. If they want to build more then they should not be looking at moving the truck route, as more residents increase the need for truck deliveries.
14	A1	Housing would be great - but would these new residents be impacted by the new route as other residents currently are with 22A/downtown?
15	A1	Housing
16	A1	You are trying to reduce noise why would you build for more people to have to listen to it
17	A1	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
18	A1	We need housing badly, for families, single people - everyone, really! And Vergennes would be a great place for growth with its proximity to jobs and recreation.
19	A1	No more new homes. That will make the roads in the area busier. The housing available in this area is already more than most can afford and everything that has come available in the last few years have also been far overpriced





ID #	Trade Off Option	Comment
20	A2	Up to vergennesz
21	A2	Push commercial and industrial development in existing areas
22	A2	commercial and light industrial seems like a great land use along a truck route.
23	A2	If this would create jobs and grow the economy, then good, but don't allow rampant industrial without environmental protection.
24	A2	We already have commercial spaces in Vergennes that need more consistent/viable tenants.
25	A2	Housing
26	A2	should be a rotory
27	A2	No housing here
28	A2	Commercial land and needed truck access go together.
29	A2	Why would you add congestion when you are trying to reduce it.
30	A2	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
31	A2	I've seen great things done with mixed-use zoning in other communities. It would be great to have housing and businesses along the new route, though they would have to contend with the truck traffic, but it would still be better to have the trucks here than in the historic downtown.
32	A2	Not if it goes west of 22a
33	A2	I think it would be better to put resources into rehabilitating existing commercial or industrial uses.
34	B1	But NOT with direct access to the new routes.
35	B1	If people want to build and live there, why not allow it? I am concerned that too much residential development will just result in more noise complaints and other headaches down the road. Also: limiting the number of curb cuts on a truck rout might be a good idea. Perhaps residences could access it by a subdivision's road, rather than each house having it's own curb cut?
36	B1	In any case, please leave ample buffers in the riparian zone along the river
37	B1	Again, ehat kind of housing and where would it be?
38	B1	There's already plenty of new housing here. Add more! With sidewalk access to downtown, plz. :)
39	B1	Housing
40	B1	No housing to add to the mess
41	B1	No housing here
42	B1	We can't afford to lose that much farm land.



ID #	Trade Off Option	Comment
43	B1	Housing
44	B1	No one is going to want to listen to traffic, new housing would counteract the issue
45	B1	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
46	B1	I think housing here would be fine as long as there are ways to preserve some of the green spaces.
47	B1	Do not feel this idea is optimal- the Panton road area is used for tourism and sending truck traffic this way would be detrimental to the bike tours, camping and Basin Harbor Club.
48	B1	New housing will only cause for more traffic right in town whether if there is a new truck route or not. No new housing.
49	B2	commercial and light industrial seems like a great land use along a truck route.
50		However, please be sure to keep LARGE buffers in the riparian zone along the river where no construction is allowed
51	B2	No!
52	B2	Can't lose any more farm land
53	B2	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
54	B2	I would rather say commercial/industrial use in the city of Vergennes rather than in Panton, but one or two businesses along that route would probably be fine.
55	B2	This is a poor idea, any solution should only be to the west of 22A, and any solution along Panton Road is to be avoided . This area is used for tourism and needs to remain quiet and pristine. All traffic solutions should be east of 22 A
56	C1	Allowing housing would seem to make sense, but space along a truck route would seem to be better suited to commercial and light industrial
57	C1	Saa on housing.
58	C1	Keep land as is
59	C1	Can't lose any more farmland
60	C1	Housing
61	C1	The whole point of the detour is for noise reduction. No one is going to want housing by a truck route.
62	C1	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.



ID #	Trade Off Option	Comment
63	C1	It would be great to add more housing along this new route, with the understanding that there will be trucks here. Developers should be able to position the housing in such a way to mitigate this which is different than Main Street which wasn't designed for all those trucks.
64	C1	No new housing. No more commuter traffic.
65	C2	The area along a truck route and anything away from sensitive natural areas would seem to make a lot of sense for Commercial and light industrial use
66	C2	Maybe
67	C2	No commercial or industrial
68	C2	Can't lose anymore farmland!
69	C2	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
70	C2	It would be great to increase the economic vitality of Vergennes with increased commercial and industrial uses on this truck route.
71	C2	What type of future financial burden will this place on the tax payers
72	D1	Offer the new route to passenger vehicles as an alternate bypass, and not mandatory for through passenger vehicle traffic - but mandatory for trucks.
73	D1	Orange route is unacceptable! take this off the table!
74	D1	Not even sure why we are considering a "no build" option. The green route is a POOR option, likely increasing problems in towns east of Rt 7 as trucks seek shortcuts through roads and villages not equipped to handle it. Orange is a half measure that still leaves significant problems in Vergennes. The Pink or Blue options seem by far the best course of action.
75	D1	Do you mean downtown vergennes will have no cars? Not a clear question. That could be cool as a tourist, but impossible if you live there.
76	D1	Maybe I do not understand D1... Does this mean NO traffic downtown????
77	D1	I do not see this as an either/or situation. You can reroute the trucks off of the Vergennes Main Street by clearly designating the "Economic Corridor" as a truck corridor while encouraging passenger traffic to experience the historic city center.
78	D1	False dichotomy. Passenger vehicles remain on 22a, new route is a truck route.
79	D1	This makes no sense. Moving passenger vehicles would kill the downtown as has happened in so many small towns across New England and the US. NO!
80	D1	To bring people traveling by into town provide signage that highlights types of business ready to welcome them.



ID #	Trade Off Option	Comment
81	D1	The hill just north of the bridge is dangerous. Full stop. So many trucks get stuck on the hill. And in the winter we have witnessed large vehicles (and small) sliding backwards down it. There needs to be a NEW roadway.
82	D1	green
83	D1	Absolutely not keep traffic as it is on Main street
84	D1	Reduce as much traffic as possible' on Main street
85	D1	Downtown shops will suffer with any traffic move.
86	D1	Does this route go through anyone's property? I do not want to displace any citizen, historical property, or disrupt nature.
87	D1	I have seen trucks stop in Vergennes for food, gas, other shopping (ie, to bring revenue to Vergennes businesses); however if cars not specifically going to Vergennes are directed to bypass the city then revenue opportunities may be lost for city businesses (car traffic much more likely to stop than trucks in Vergennes)
88	D1	It's important for passenger vehicles to be able to drive through Main St.
89	D1	Moving more cars out of downtown could help with traffic but may hurt businesses due to lack of traffic and exposure
90	D1	No Build 100%
91	D1	People that want to go into town will still do so. The cars and trucks just driving through Vergennes aren't adding anything but fumes and noise.
92	D1	without passenger traffic going through the town the businesses will suffer
93	D1	What do you mean by "moving passenger vehicles"? Do you mean moving ALL vehicles off Main Street? This question isn't clear to me.
94	D1	The green route seems to have the least impact on residents while alleviating congestion and improving north south traffic flows.
95	D1	This is difficult to answer- I think it would be beneficial to move truck traffic off 22A but the Panton road and western oriented solutions would be a detriment to our community
96	D1	If you are moving cars off 22A, Vergennes will get less tourist traffic, and I think they count on that for business.
97	D1	This is confusing — do you mean close Main Street?
98	D2	Frankly, this seems to be little more than a bandaid "solution", while the other options have the potential for a real improvement.
99	D2	The real solution is to build an interstate quality roadway from Burlington to Bennington parrell to Route 7. Intersect rte 4 to New York. 22A is to congested and just fixing obe issue doesnt solve the problem.



ID #	Trade Off Option	Comment
100	D2	Burn less fuel and keep the route short
101	D2	Why just northbound? Southbound as well would have greatest benefit.
102	D2	this solves nothing. Just shifts part of the problem onto towns east of Rt 7 who already have enough trouble managing truck traffic through them (especially through towns too small to afford a police force). Trucks will seek shortcuts through secondary roads not designed for this sort of traffic
103	D2	This will only accomplish the truck traffic objectives if both North and Southbound truck traffic would be diverted to an improved Route 17.
104	D2	At least getting northbound trucks off would help.
105	D2	Northbound AND southbound would be preferable.
106	D2	This option contaminates too many areas with truck traffic.
107	D2	I don't know where else to put this comment, but all of these options negatively impact the rest of Addison County. It's unacceptable to making changes that will be likely increasing truck traffic on 22A south of Vergennes. We need to be either expanding 22A to be like Route 7, or moving all truck traffic to Route 7 and make 22A passenger cars and local trucks only.
108	D2	22A is dangerous, and looking at the Vergennes portion in isolation harms the rest of the county.
109	D2	A good option but longer route for trucks
110	D2	Least favorite option
111	D2	I think the route around Vergennes is better than using 17 even if it's improved
112	D2	Several towns lose prime farm land with this option. Again other towns shouldn't suffer because of Vergennes city council choices.
113	D2	Improve 17
114	D2	No one is going to choose more miles taking 17 over going through Vergennes without penalties
115	D2	This survey is very confusing. Do any of these routes go through private property? The Green Route goes directly through my house! I do not want to displace any citizen, historical property, or disrupt nature.
116	D2	I would need to know more about what improvements would be made to 17 in order to support this plan. The current highway is too hilly, windy, and narrow to support a large increase in truck traffic.
117	D2	This survey is very difficult to use or understand. Some people will be discouraged from providing input because of this.
118	D2	This is a good option- 17 is already used for all
119		Types of vehicles so it would not negatively impact the adjoining areas



ID #	Trade Off Option	Comment
120	D2	These are the same option as you can't just shift truck routes because vergennes doesn't want it as its an all or nothing situation. This is not a solution and is only an ideal to cherry pick who comes through the town. This does not support local business in the town of vergennes.
121	D2	This is a general comment on the survey. This survey is not user friendly and is is confusing to take. The public is also being asked to weigh in on too many route options (blue, pink, etc.)
122	D2	I don't want more traffic with more people less likely to go the speed limit and more likely to endangered my pets and visiting nieces and nephews. Please don't have more traffic on 17, it will make lives of those living there so much worse!
123	D2	Make it a mandatory shift.
124	D2	This would be a terribly dangerous option. Maybe you should try driving a tractor trailer accross it. Add bad weather.... and the people on rt 17, did not purchase property on a main truck route, like the pepke in Vergennes did.
125	D2	No don't dump traffic problems on other communities. Fix 22A to handle the increased traffic. Plan for an EAST/WEST corridor. Much of this traffic want to get across the state and currently the best route is RT 89. This might help the huge traffic tie ups in Shelburne. Think of it!
126	D2	Don't like either option. First does not resolve issues and second seems prohibitively expensive and would take a lot of land on the route. Field Days traffic be more difficult.



Screen 4: Interactive Map for Location Specific Comments

Economic Vitality

ID #	Latitude	Longitude	Comment
1	44.16983998	-73.25501708	Worst route ever
2	44.17322488	-73.25811351	See general comment <i>"Pink route is by far the best option, with blue route as a close second. None of the other routes are truly feasible for truck traffic. Both pink and blue routes allow for additional housing development and potential for commercial development that could be planned well and positively contribute to Vergennes"</i>
3	44.16688227	-73.249234	Banning heavy trucks from downtown is good.
4	44.17692262	-73.26009156	Move industrial biz away from downtown.
5	44.16771999	-73.25233296	Traffic noise really "cheapens" tourist experience
6	44.16824331	-73.25128026	Who wants to sit outside restaurant it's so loud
7	44.16969949	-73.27009083	Great Econ Devel opp't for underutilized Job Corps
8	44.17361345	-73.25042634	This area should be developed commercially
9	44.17211656	-73.25312216	Keeps subsequent development concentrated
10	44.0859663	-73.24477803	Modifying existing highway, cheaper than new?
11	44.15258205	-73.26734425	This seems like the best option.
12	44.18127249	-73.24348332	Opportunities may arise along Rte 7
13	44.17259519	-73.23895116	no cost!
14	44.16933234	-73.25517316	cost
15	44.15781857	-73.23972363	least economic negatives
16	44.15959334	-73.27273689	Takes business out of downtown
17	44.16551295	-73.25283886	Concern for businesses affected by construction
18	44.16723685	-73.25429799	Best option to keep passenger traffic
19	44.16429714	-73.26983303	Add businesses and homes
20	44.15750844	-73.27216507	Will improve the downtown business section
21	44.16868545	-73.25297232	I want businesses to still have traffic.
22	44.16779095	-73.25219513	Can we keep trucks out but encourage other traffic
23	44.16782942	-73.25171725	Downtown businesses benefit from car traffic.
24	44.17581519	-73.25822096	Opportunity to develop new businesses
25	44.16614431	-73.24917049	Concerned that bypass also removes passenger cars
26	44.16633724	-73.25152357	Customers will arrive in cars, so need to park.
27	44.14715369	-73.27190836	Don't want to see business pulled from downtown.
28	44.16645888	-73.26922609	This two span bridge would cost more to build
29	44.16592762	-73.24834808	Local business support in return for less traffic?
30	44.16188027	-73.26884629	The tourists aren't going to miss Vergennes
31	44.16742155	-73.2543409	More people will shop in Vergennes if no trucks
32	44.17068518	-73.24747405	By keeping car traffic is keeps downtown good
33	44.17313053	-73.25374008	Least economic impact
34	44.17459742	-73.26118926	possibilities for commercial or housing builds
35	44.1708923	-73.24770714	More tourists/locals will visit! No truck traffic
36	44.16791615	-73.25533102	Reducing truck noise will increase \$ to the town.
37	44.16469123	-73.27149129	Bigger bridge would make this best option
38	44.17637526	-73.25022103	housing is needed
39	44.17681361	-73.25035514	New route would offer potential growth here
40	44.15659844	-73.23442912	Green would decrease our values



### Economic Vitality

ID #	Latitude	Longitude	Comment
41	44.18213611	-73.24726499	better spot for businesses
42	44.16710652	-73.27195538	any reroute would be economically unsound for city
43	44.09105487	-73.23211075	Lower cost for greater return.
44	44.16780452	-73.2510682	Need to avoid revenue loss
45	44.17548912	-73.26308044	Housing and commercial are good things
46	44.16648201	-73.27004792	Increases options for industrial or home access
47	44.16329642	-73.23949219	My property value would plummet!
48	44.1758443	-73.26307646	The area west of town has development potential.
49	44.17546354	-73.26336935	New Housing, businesses and access to the north.
50	44.15147356	-73.25425507	moves trucks off of Main St
51	44.16699058	-73.25216652	Much improved climate for restaurants and inns.
52	44.0933806	-73.24609166	keeps trucks moving-save fuel
53	44.16169555	-73.25553472	Keep the tourist money in vergennes
54	44.16662118	-73.25253846	The traffic through Vergennes now is insupportable
55	44.16784504	-73.25186707	keep cars passing through area and town businesses
56	44.12330872	-73.19323372	This area could use a boost
57	44.17486352	-73.27588287	Not an issue
58	44.16297317	-73.25174013	enhance development opportunities
59	44.16297317	-73.26434018	Great place for housing & economic development
60	44.16297317	-73.24730278	Traffic = Business for Main Street
61	44.16297317	-73.26566004	Economics advancement
62	44.16297317	-73.27364557	Impact of businesses
63	44.16297317	-73.25557821	Impact of businesses
64	44.16297317	-73.26446169	Impact of businesses
65	44.16297317	-73.26844718	Impact of businesses
66	44.16297317	-73.25054878	Positive economic impacts
67	44.16297317	-73.22584511	Best route
68	44.16297317	-73.25944783	Trucks stop in town?
69	44.16297317	-73.25886077	Grow economy in new areas w/o changing downtown
70	44.16297317	-73.25582839	Detrimental to encouraging boaters to come visit.

### Land Use

ID #	Latitude	Longitude	Comment
71	44.15176493	-73.24443101	Wildlife habit destruction (blk bear)
72	44.15221596	-73.2495657	Wildlife, beavers, deer, small mammal habitat
73	44.17387547	-73.27021958	Keep Vermont and Vergennes green.
74	44.17194163	-73.25445923	adding a big new road is bad for nature + animals
75	44.16546537	-73.26952597	This requires a pier in the creek? More impact.
76	44.08309299	-73.2607723	Potential negative impacts to natural communities
77	44.17403963	-73.26549889	That is where my boss hunts and gives me free food
78	44.1559382	-73.27275158	affecting a lot of farmland
79	44.15526349	-73.23812045	no to this route
80	44.09095969	-73.21441791	this feels like a long detour for trucks





Land Use

ID #	Latitude	Longitude	Comment
81	44.1739839	-73.26327	Eats farm land
82	44.10202344	-73.22328531	Rural. Let it be
83	44.09492589	-73.22661842	Best to decrease further fragmentation and impact.
84	44.16706142	-73.26958089	More fragmentation, bad
85	44.15384448	-73.2423246	Economics Systems in Place
86	44.16886836	-73.24906231	No help here.
87	44.15692345	-73.2727945	this seems very disruptive
88	44.16443773	-73.26942105	BIG bridge ugly, tall, \$\$\$
89	44.15220061	-73.24779995	Displacement for a Vergennes want
90	44.16412763	-73.26979042	Please protect wildlife an plants
91	44.16369664	-73.27003718	Huge impact to wetlands and wildlife
92	44.17414236	-73.25595935	Impact on the environment of the gully
93	44.15173749	-73.24945877	Protect the river
94	44.17506394	-73.26817567	Will this disrupt any wildlife?
95	44.15030548	-73.26321723	Wooded residential area with lots of wildlife.
96	44.16061801	-73.25442673	Keep open spaces with residential only option
97	44.16440173	-73.276057	Mindful of preserving Otter Creek
98	44.17253014	-73.26653284	We need a study on animal movement to plan accordi
99	44.17555303	-73.26296928	Looking forward to the EA to learn about impacts!
100	44.16474415	-73.26936005	All new construction not good
101	44.16788959	-73.25719432	Keep river clean
102	44.15999257	-73.23737914	Large hill, small mountain
103	44.15685217	-73.23900992	Large hill, small mountain
104	44.15211048	-73.25179869	Watershed area would require long bridge
105	44.17123248	-73.25423984	Watershed area.
106	44.10996226	-73.29374082	Keep it rural.
107	44.16512288	-73.27041772	Additional runoff from impervious surface to OC
108	44.08373765	-73.20553548	Keep it rural.
109	44.1727467	-73.26893117	Forest block? Should be kept intact
110	44.16453232	-73.27031499	Animals use water sources frequently
111	44.15615821	-73.27490693	Fields previously used for travel and food
112	44.17497919	-73.26352149	Animals use for travel and food
113	44.1487492	-73.25390845	Animal food and water sources
114	44.08261195	-73.27359777	Deer cross frequently on this route.
115	44.16446833	-73.27584844	Impact on the River and too expensive.
116	44.17523643	-73.26258065	i see no benefit in not keeping the land as is
117	44.15261284	-73.24541451	Wetland and drainage into Otter Creek.
118	44.15886799	-73.23948567	Deer, turkey, Fox, bobcat, hawk, confirmed habitat
119	44.1701092	-73.26580104	sadly, they lose no matter what
120	44.07789695	-73.24618699	ANR-designated River Corridor, Class II Wetland
121	44.17354715	-73.27039124	major impact to wildlife



Land Use

ID #	Latitude	Longitude	Comment
122	44.15690759	-73.26862088	Fox, deer
123	44.16024857	-73.24009301	Wildlife access to Otter Creek.
124	44.08307109	-73.25356842	Almost no environmental impact.
125	44.17311622	-73.26918961	This is a favorite woodlot I enjoy visiting.
126	44.16448451	-73.27159913	Single span modestly better environmentally
127	44.1526631	-73.27595106	I think the area in Panton should stay rural.
128	44.17151561	-73.2677734	Keep the current environment.
129	44.1554441	-73.23121974	Fox den, Bear with cubs
130	44.16366585	-73.2739103	How will Otter Creek be impacted?
131	44.17520926	-73.26429726	Wildlife habitat and VT outdoor enthusiasts lose.
132	44.15064217	-73.25554253	Emissions and exhaust detrimental to this land
133	44.16579001	-73.27013375	Emissions & exhaust bad for land
134	44.17110006	-73.24774624	Reduced truck exhaust, dust, and especially noise!
135	44.1671445	-73.261894	I would prioritize environmental protection highly
136	44.10142319	-73.22827607	Abundant wildlife could lead to more roadkill
137	44.09474403	-73.22866405	More traffic= more dead animals
138	44.1570774	-73.27940346	Impact? wildlife?
139	44.11610775	-73.19855095	Lots of wildlife cross 17
140	44.16720607	-73.25425507	Major wetlands in this area.
141	44.15532241	-73.25562836	the ecological impact is a number one priority.
142	44.15966109	-73.27432206	pink or blue routes go thru current industry, good
143	44.17911095	-73.25494018	Not an issue
144	44.16425688	-73.27045562	High bridge to cross Otter
145	44.15698503	-73.25682999	I hope we can keep the farmland the way it is
146	44.16297317	-73.27262284	less animals getting hit by trucks
147	44.16297317	-73.23926513	Goes through a marsh
148	44.16297317	-73.24953438	It would go through wetland, cut across mountain
149	44.16297317	-73.26894201	Negative impacts with blue, pink and green options
150	44.16297317	-73.2493678	Negative impacts with blue, pink, & green options
151	44.16297317	-73.27408196	Already stated this  <i>"I have been told numerous times when I want to protect my land from continuous erosion along Otter Creek, that it is not allowed due to the artifacts and Indian presence. You should not touch Otter Creek in any way."</i>
152	44.16297317	-73.25202348	river, wetland area
153	44.16297317	-73.25163553	This is low/wetlands
154	44.16297317	-73.25163215	Use existing roadways for benefit of environment
155	44.16297317	-73.26748074	Wildlife area



Environment

ID #	Latitude	Longitude	Comment
156	44.14944622	-73.25033187	Rural, farmland disturbed. Dairy& apiaries
157	44.15213252	-73.24847298	Apiary
158	44.15435642	-73.24238163	Adjacent to neighborhoods with children
159	44.16928485	-73.26909984	See general comment  <i>"Pink route is by far the best option, with blue route as a close second. None of the other routes are truly feasible for truck traffic. Both pink and blue routes allow for additional housing development and potential for commercial development that could be planned well and positively contribute to Vergennes"</i>
160	44.08549748	-73.28167207	Highly disruptive to existing rural residential/ag
161	44.17317778	-73.26695801	would suggest restricting development.
162	44.15828035	-73.2392535	no to this route
163	44.17565201	-73.26771615	Currently farmland
164	44.08479469	-73.22808215	this is dumping Vergennes' problem elsewhere
165	44.18191119	-73.2468765	Housing in a transportation village.
166	44.17720317	-73.25690115	Need more affordable housing
167	44.1669162	-73.25652514	Keep Vergennes project in vergennes
168	44.15910203	-73.27135974	Panton has many issues already
169	44.17533462	-73.25422902	will cause sprawl on farm land
170	44.15452411	-73.24092526	best use
171	44.16295778	-73.23953511	Please protect land use
172	44.168068	-73.26977969	Would take away from the rural nature of the area
173	44.15643083	-73.27347041	y from the rural nature of the area
174	44.13775114	-73.2025335	already in use!
175	44.15923285	-73.23855945	Worried about impact to natural habitat here
176	44.15214899	-73.25559858	More open land needs to become affordable housing!
177	44.14958108	-73.27429494	This should remain farm land.
178	44.15586247	-73.26766451	There are homes right next to this.
179	44.15232127	-73.24157817	Route problematic - impacting more residential
180	44.17589116	-73.262255	Opportunity to develop new housing
181	44.16942244	-73.2663572	Seems like an opportunity for additional housing
182	44.16134593	-73.2701266	Not sure new roads is good land use
183	44.15956074	-73.23099409	I like this option for no new const.
184	44.16716104	-73.255391	Would need to take down buildings
185	44.15493166	-73.24212338	Area has wildlife. Deer and turkey habitat
186	44.09459148	-73.29621274	Keep land for farming
187	44.17252371	-73.26803184	open up land to business/industry or housing
188	44.14973556	-73.27288656	Impacts local residents negatively
189	44.17509845	-73.25892426	Supports Vergennes' future growth
190	44.08855813	-73.23468567	does not use anymore land.
191	44.16843613	-73.27032061	More open and accessible land use with good access



**Environment**

ID #	Latitude	Longitude	Comment
192	44.15838273	-73.23996695	Better land use than for truck route
193	44.17410119	-73.26541306	Adirondack views
194	44.17354715	-73.26353337	Keep the current land use.
195	44.15664616	-73.26795228	Not good for cemetery
196	44.17600952	-73.25470997	Proposed change to res/comm, negative impact?
197	44.17670001	-73.25924491	Housing is desperately needed
198	44.15673872	-73.22241188	Uses existing roadways
199	44.17770751	-73.25013639	intersection here should fit well w/surroundings.
200	44.1499051	-73.24611627	Further residential or commercial not allowed
201	44.14899746	-73.18670681	I'm unsure of current use
202	44.11942869	-73.31991604	Unsure of current use
203	44.17541318	-73.26678118	Mostly farmland.
204	44.17783188	-73.26087702	Maybe consider community rec-bike paths/parks!
205	44.11233842	-73.20273717	Could housing go here? Desired population growth
206	44.1493962	-73.27438037	Currently used for grape farm
207	44.18012314	-73.26915452	Not an issue
208	44.16114727	-73.27041335	development into Panton
209	44.16297317	-73.22832977	Least disturbance
210	44.16297317	-73.24812197	Vermont needs more housing near (future) transit
211	44.16297317	-73.22931617	Keep farmland and natural habitats

**Mobility and Access**

ID #	Latitude	Longitude	Comment
212	44.15279831	-73.24761736	Bikers, pedestrians,
213	44.17205942	-73.25172306	Increase walk/bike access shop-school-train.
214	44.16688404	-73.25092409	Heavy pedestrian teaffic
215	44.16629608	-73.26904783	this route allows for a more walkable downtown
216	44.17016122	-73.23932053	Accessibility Services information
217	44.16662118	-73.25172306	This would also limit walkability in downtown
218	44.17464159	-73.26006551	will create a traffic in area of Kings bay
219	44.16652053	-73.25388965	Crossing the street
220	44.16637491	-73.26893212	both roads have high ped/bike use
221	44.16415841	-73.27176453	both mcdngh ( CH have high bike/ped use
222	44.16582799	-73.25594659	This bridge is too narrow for bikes/pedestrians.
223	44.17399029	-73.24924691	extend Main St sidewalk to the train station
224	44.16763932	-73.25193038	Decrease trucks in downtown for overall safety
225	44.16492771	-73.2517947	Fix this crosswalk
226	44.16815189	-73.25511393	Should move as much truck traffic away from here
227	44.16662118	-73.25219513	downtown needs to be walkable, bikeable and safe
228	44.16437094	-73.26000666	ditto.



Mobility and Access

ID #	Latitude	Longitude	Comment
			"No. Just no. No truck traffic downtown."
229	44.16215437	-73.26421236	Already said why "No. Just no. No truck traffic downtown."
230	44.16824973	-73.2531402	See comment 1 "I'm for anything that by-passes downtown. However, since this is only the first route I've seen I'll be middling about it."
231	44.16824973	-73.2531402	Pedestrians and bicyclists need their own lanes.
232	44.08273682	-73.26628683	Bus stops; kids crossing the road
233	44.16785252	-73.25056435	Safety is huge concern
234	44.16658429	-73.25415401	Bad spot
235	44.07837055	-73.28778929	Leave rural areas for safety of hikers and bikers.
236	44.16656202	-73.25403001	too congested- vehicle traffic, bikes, pedestrians
237	44.17113318	-73.25381817	this route will not decrease traffic
238	44.16664835	-73.25416924	too hilly and a nightmare at the 22a intersection
239	44.15307639	-73.26944747	add a bike lane no matter where new road goes
240	44.1644047	-73.26927544	add bike/walk lane
241	44.17271607	-73.26712967	Keeps change inside city.
242	44.16378899	-73.27030541	keeps change inside city.
243	44.08063568	-73.26515557	Easy to access without traffic jams.
244	44.16314535	-73.26752217	Significant EJ issues with impacting this MHC
245	44.16938034	-73.2497727	Walkability will be improved moving trucks out.
246	44.16575922	-73.26987625	Keep walking and biking access
247	44.10232768	-73.22890443	Add a bike path too.
248	44.16274228	-73.23605897	If N and S, removes trucks from Main St
249	44.16274228	-73.25785996	dangerous to walk
250	44.16335799	-73.25365426	Downtown is difficult to move through
251	44.10008425	-73.22464348	Road is long, winding, hilly, and winding.
252	44.17787985	-73.26026169	Not an issue
253	44.16297317	-73.25260283	REALLY Need to get truck traffic out of downtown
254	44.16297317	-73.23985697	Lots of road bikers enjoy this route
255	44.16297317	-73.24723841	Lots of road bikers enjoy this route
256	44.16297317	-73.2478482	Area where many family's live
257	44.16297317	-73.25391175	negative impact
258	44.16297317	-73.25665094	Would love safer biking
259	44.16297317	-73.25382592	Accessibility Services and Accommodations Options
260	44.16297317	-73.23885809	Accessibility Services and Accommodations Options
261	44.16297317	-73.2739759	Accessibility Services and Accommodations Options
262	44.16297317	-73.26882033	Accessibility Services and Accommodations Options
263	44.16297317	-73.18804081	Accessibility Services and Accommodations Options
264	44.16297317	-73.29521697	Accessibility Services
265	44.16297317	-73.25542368	Will keep downtown vibrant



**Mobility and Access**

ID #	Latitude	Longitude	Comment
266	44.16297317	-73.25539924	Detrimental to boaters and park users
267	44.16297317	-73.25485696	lots of recreational walking and biking
268	44.16297317	-73.24713219	lots of bike/pedestrian traffic
269	44.16297317	-73.25047959	It can sometimes feel dangerous with truck traffic
270	44.16297317	-73.26538251	Anyone walking or riding a bike is unsafe

**Other**

ID #	Latitude	Longitude	Comment
271	44.16120296	-73.19262864	Not feeling competent to respond to this part.
272	44.17853334	-73.24811818	Maximizes utilization of existing investments
273	44.14870821	-73.27493538	lower truck traffic. dont locate business
274	44.17003746	-73.23183172	Green/Purple shift significant problems to Monkton
275	44.15554111	-73.21496069	Purple shift significant problems to Monkton/NH
276	44.13694122	-73.1898123	purple rt shift significant problem to Monkton/NH
277	44.17060931	-73.25422902	you all must be kidding-NO WAY
278	44.175979	-73.26315149	bring life to underused land
279	44.16659039	-73.25566269	dangerous and busy intersection @ McDonough
280	44.08380278	-73.28431207	Added miles. Added gas usage
281	44.17157774	-73.25469266	This option a just a waste of time & \$.
282	44.16722353	-73.25428066	This intersection already gets backed up
283	44.170192	-73.25485589	Least impact on community, probably least expensiv
284	44.16933281	-73.25519454	Shortest and least affect on town
285	44.11138727	-73.2181547	Difficult hill with ledge to climb
286	44.08497254	-73.27612105	Winding road challenging for trucks
287	44.08139649	-73.2619211	Too many improvements need to make road safe
288	44.16118461	-73.26924739	Avoid the cost of building bridges
289	44.07654041	-73.267473	Grade exceeds 6% at 7 spots & 10% at 3 spots.
290	44.15332827	-73.24328727	THis idea is only marginally better than orange
291	44.16277307	-73.23932053	If this route is chosen, we would be forced to sue
292	44.15236006	-73.27365158	Award winning wine grapes grow here! No pollution
293	44.1537829	-73.27632214	Shifting traffic off established roads helps who?
294	44.15513767	-73.21970822	fastest and least expensive solution
295	44.15173721	-73.24816941	Too disruptive to the residents
296	44.15213063	-73.27636137	Blue is the way to go!
297	44.18000003	-73.26331803	Not an issue
298	44.15458498	-73.27510525	archaeological site
299	44.15098964	-73.2470568	increased development pressure south
300	44.15407705	-73.24003678	increased development pressure
301	44.16297317	-73.27133538	Less downshifting and disruption with trucks
302	44.16297317	-73.24942965	Besst Option



Other

ID #	Latitude	Longitude	Comment
303	44.16297317	-73.24784933	Like how these use existing infrastructure
304	44.16297317	-73.29643808	This feels tricky to enforce. I
305	44.16297317	-73.29068742	Can there be incentives to take this route?
306	44.16297317	-73.28708253	Perhaps a toll for trucks to drive into Vergennes
307	44.16297317	-73.28261934	My preference would be both ways, not just north

Quality of Life

ID #	Latitude	Longitude	Comment
308	44.14886128	-73.24930619	3rd choice but impacts future town development
309	44.16297317	-73.21170688	Access Needs
310	44.16297317	-73.28893733	Access Needs
311	44.16297317	-73.24806475	Access Needs
312	44.12264234	-73.18355679	Accessibility Services
313	44.17498331	-73.26447579	Again Vergennes imposing its wishes
314	44.16297317	-73.24204786	again, families hugely impacted!!!
315	44.17363861	-73.26604376	allows for a more peaceful downtown during events
316	44.07654041	-73.25717331	An historically quiet & lovely stretch of road
317	44.16297317	-73.26987903	another way over otter creek near Vergennes is a +
318	44.16297317	-73.25813891	Beautiful View, please don't ruin it
319	44.1503514	-73.25594563	best for quality of life
320	44.10297505	-73.2105844	best route with least negative impacts
321	44.15573963	-73.2453859	Booth woods didn't sign up for this. Downtown did.
322	44.17428235	-73.24621301	Braking trucks damage my property
323	44.16297317	-73.24138047	Close to housing
324	44.16297317	-73.24361207	Close to housing
325	44.17676333	-73.26915376	Consider improving healthy lifestyles put here
326	44.16825495	-73.25577397	cost to, lessen grade\$\$\$
327	44.12090748	-73.24507168	Could go anywhere: new road or no
328	44.17779467	-73.25253846	Crosby Height like housing needed
329	44.16680255	-73.25047852	currently trucks overwhelm the downtown
330	44.15624703	-73.23966452	Cuts very close to existing housing: no good
331	44.1675139	-73.24987771	dangerous
332	44.16357349	-73.26961876	dangerous
333	44.168068	-73.23850514	dangerous
334	44.16297317	-73.25182681	Disruption to too many neighbourhoods
335	44.1729931	-73.25198055	Does this help Main St residents QoL?
336	44.17810271	-73.25070604	Housing adds tax\$ and vitality to old towns
337	44.15635777	-73.26701506	I live at this turn it would suck.
338	44.16252678	-73.2672155	I live here and don't want truck noise nearby.
339	44.1628408	-73.2685708	I live here! No more traffic!



Quality of Life

ID #	Latitude	Longitude	Comment
340	44.16449705	-73.23957802	I live here. VERY BAD impact on Quality of Life
341	44.17022278	-73.24910523	I live on 22A and have no issues with trucks
342	44.16877153	-73.25588815	I think this would be a major hinderance
343	44.16267623	-73.26876275	I think this would be a major hinderance (pink)
344	44.14632268	-73.27511374	I will still have speeding trucks blasting by
345	44.17389093	-73.26799037	If new housing is added it MUST be affordable
346	44.15387079	-73.24224107	I'm concerned about noise in quiet neighbourhoods
347	44.1519416	-73.24429871	impacts a lot of residential communities
348	44.16297317	-73.26824547	Impacts bikers, walkers, etc, not a good option
349	44.16827297	-73.25478535	Impacts neighborhoods
350	44.1663008	-73.25460466	IMplementing blue or pink solutions is good
351	44.06979487	-73.26860774	improve Vergennes QOL. not sure about people on 17
352	44.16548216	-73.25416924	improves the quality of life
353	44.17496527	-73.25637479	increase traffic on Botsford!!
354	44.15633758	-73.27351103	it will remove heavy trucks from main st hill
355	44.17428546	-73.24574378	Jake breaks constantly
356	44.15907864	-73.24249626	Keo the truck traffic off the lake side of 22A.
357	44.16655636	-73.25574227	Keep 18 wheelers out of downtown
358	44.16682127	-73.25305344	Keep costs lower with less infrastructure and time
359	44.16908384	-73.25361134	Keep Vergennes project in vergennes
360	44.15907864	-73.23957802	keep vergennes quiet and cars only
361	44.16806704	-73.2546408	Keeps a potential bottleneck in downtown to cross
362	44.15293304	-73.24426859	Keeps trucks out of downtown, a positive.
363	44.14538879	-73.2120092	least negative impact to residents
364	44.07925095	-73.24836623	Leave rural areas less polluted by traffic
365	44.15914022	-73.27133538	Less trucks to allow more pedestrians
366	44.17520926	-73.26502682	Major improvement to downtown Vergennes
367	44.16499533	-73.2694672	May negatively impact residents
368	44.16297317	-73.24580295	More families hugely impacted.
369	44.16335985	-73.25833299	Move trucks out of this area
370	44.15932495	-73.22859169	Moves trucks out of town
371	44.16786791	-73.25032116	Much improved for residents, pedestrians &buisness
372	44.15397936	-73.24171745	Near housing?
373	44.16297317	-73.25118662	Need fewer trucks to enjoy downtown
374	44.08395751	-73.25160218	Needs wider shoulders even w/o trucking route
375	44.16297317	-73.25562836	negative impact here
376	44.16074116	-73.26841713	Negative impact to quality of life.
377	44.16375821	-73.26918961	new bridge need to accommodate boat traffic.
378	44.16297317	-73.23952262	Next to housing
379	44.16297317	-73.24619596	Next to multiple housing developments
380	44.16011477	-73.23940623	NIMBY: I live at the end of NH Road and Oh my!





Quality of Life

ID #	Latitude	Longitude	Comment
381	44.16911686	-73.23912282	no cost
382	44.15280043	-73.24206857	no to thie route
383	44.16895302	-73.25002457	NO! get the trucks, traffic and noise out of Verg.
384	44.16988526	-73.25619705	noise and pollution will increase
385	44.16770755	-73.25444819	noise and pollution will increase along MacDonough
386	44.16355138	-73.26020757	Noise from trucks up and down w main
387	44.15827815	-73.27159287	noise/traffic for residential areas
388	44.17744895	-73.27133385	Not an issue
389	44.16380426	-73.23970045	Not enough space to comment here.
390	44.15900339	-73.23430205	our neighborhood road. encroaches our woody homes
391	44.16297317	-73.24718992	Outside dining and park visiting would benefit.
392	44.16297317	-73.24575783	pollution/noise impact on low income housing
393	44.17305488	-73.24705354	quality of life along existing route is diminished
394	44.16238053	-73.26811091	Quiet residential area
395	44.15018231	-73.26373221	Quiet residential area currently.
396	44.15289765	-73.24708239	Quiet residential area.
397	44.16297317	-73.23851479	Quilty of life
398	44.16944297	-73.25588585	Reduce cars and increase walk/bike access.
399	44.16745234	-73.24987771	Reduce dangerous truck traffic and trucks on hill.
400	44.17047843	-73.25374582	Reduce main street traffic
401	44.16431234	-73.2705629	Reduced quality for Panton residents
402	44.16689823	-73.26880337	Removes the trucks and satisfies the requirements
403	44.17083842	-73.25301053	residential
404	44.16297317	-73.2532251	residential
405	44.16297317	-73.24206712	residential houses
406	44.15230493	-73.24391247	residential impacts
407	44.16217843	-73.26724822	Right by several neighborhoods, bring noise
408	44.16009463	-73.26704384	Road too close to neighborhood.
409	44.15750844	-73.24009301	Road too close to neighborhoods.
410	44.15125802	-73.2470453	Route crosses too many residential roads
411	44.15193544	-73.24344041	Route runs too close to established neighborhoods
412	44.08019424	-73.28080846	Ruin one of the few nice roads in nw addison.
413	44.1488562	-73.26318146	Ruin the aspect of quiet rural living.
414	44.16184948	-73.24000718	seriously degrading the quiet neighborhood now.
415	44.08771693	-73.2960058	Shifting large trucks to VT 17 is a major negative
416	44.15427555	-73.2412088	Significant negative impact to quality of life.
417	44.16223123	-73.26802231	Social justice issue for the low-income MHC
418	44.15277612	-73.2429184	Some neighborhoods could be negatively impacted
419	44.15113485	-73.27609898	Sorry, I do not understan
420	44.15282295	-73.24566351	That's MY HOUSE!
421	44.14833271	-73.26567055	The massive increase in TT traffic ruins vergennes



Quality of Life

ID #	Latitude	Longitude	Comment
422	44.16811825	-73.25217596	The no-build option is terrible for life downtown.
423	44.1657015	-73.25396002	The truck traffic detracts greatly here
424	44.17205448	-73.26571316	There should be no big trucks on Main Street.
425	44.07770915	-73.27025271	These properties should not have to deal with this
426	44.15280332	-73.24517712	This feels too close to neighborhoods
427	44.15144277	-73.24764611	This goes right by our house and 2 of our 6 acres.
428	44.16859939	-73.25600706	This is a huge hill, you'd have truck brakes
429	44.16297317	-73.24153287	This is terrible for the neighborhoods!
430	44.15293438	-73.2461102	This neighborhood does need new traffic. Wtf?
431	44.15914383	-73.23895597	This route is too close to Champlain
432	44.16812957	-73.25245263	This will be too much traffic.
433	44.16177868	-73.27168062	This would make downtown much more peaceful
434	44.16663593	-73.26991917	Through trucks avoid city center, nicer downtown
435	44.16920119	-73.25495748	Too close to comfort hill homes
436	44.15209239	-73.24494803	Too close to Thomas Circle
437	44.15872641	-73.23919296	Too many residences for trucks.
438	44.15244532	-73.24597359	Too many residences for trucks.
439	44.16892992	-73.25544496	too much in town near people
440	44.16146015	-73.24073067	Too much noise for neighbors
441	44.10501076	-73.2200437	Too much noise from more traffic
442	44.1641809	-73.24556407	Too much traffic
443	44.16883326	-73.25300997	Traffic noise
444	44.15831703	-73.2387295	Traffic noise issues for established neighborhoods
445	44.16735723	-73.25324267	Truck noise steep hill ne of bridge
446	44.15585857	-73.24260735	Truck noise would impact several new neighborhoods
447	44.15303421	-73.2462197	Truck noise would impact several new neighborhoods
448	44.17186643	-73.25268014	truck traffic is bad for old foundations
449	44.16297317	-73.26781632	Trucks are so loud
450	44.16684266	-73.25362042	Trucks are so loud for residents
451	44.16297317	-73.25899902	Trucks use Jake brakes here all the time
452	44.16297317	-73.24848405	Turcks are very noisy coming down this hill.
453	44.15509033	-73.24043988	Undue burden on Waltham residents
454	44.15016374	-73.24846505	Unfair, negative burden for Waltham residents
455	44.08535228	-73.2403505	Very small impact on quality of life.
456	44.16572844	-73.25279595	walkable downtown with low noise and good air!
457	44.16297317	-73.25821102	walking biking area
458	44.16419037	-73.25061107	will improve without trucks in town
459	44.16336988	-73.26881229	will require adding noise barriers
460	44.15741608	-73.23960484	Will this reduce grand list of country home value?
461	44.16697694	-73.25045247	worst
462	44.17390962	-73.26040705	Would prefer area to stay in agriculture..



### Quality of Life

ID #	Latitude	Longitude	Comment
463	44.17206967	-73.26866389	Would severely impact residents of Sand Road
464	44.16018699	-73.27192546	Would severely impact residents of Sand Road
465	44.16297317	-73.23932053	Young families live here

### Resilience

ID #	Latitude	Longitude	Comment
466	44.16517432	-73.27069165	Adding a second bridge enhances resilience
467	44.16496198	-73.26958428	Adds extra bridge. Seems wasteful but adds resilia
468	44.17765171	-73.25478959	Same comment.
469	44.17087672	-73.2691584	More bridges to maintain
470	44.15223269	-73.25212287	more infrastructure to maintain (bridges)
471	44.15198945	-73.27111712	Accessibility Services
472	44.16570491	-73.25663829	Need a second bridge in second location
473	44.15102883	-73.24667592	least impact
474	44.1653146	-73.25379986	bad effect on neighbors
475	44.15589691	-73.27617557	Same <i>"Again Vergennes imposing its wishes"</i>
476	44.09330655	-73.22887285	Impossible during field days.
477	44.15081374	-73.25540254	Flood plains
478	44.15275016	-73.25152645	Shifting Vergennes issue to Waltham is a dick move
479	44.16043329	-73.27116372	Could work for a long time.
480	44.08362599	-73.24816109	Good into the distant future.
481	44.15119643	-73.24927689	bypasses altogether and hurts economy
482	44.16141847	-73.27107789	bypasses and hurts economy
483	44.14897937	-73.26571346	How will truck operators be encouraged to use?
484	44.17937049	-73.24444176	Makes best use of the upgraded intersection.
485	44.16071667	-73.26043875	City folk are used to the traffic already
486	44.14840877	-73.27670315	blue is > pink, leaves more town development room
487	44.15195258	-73.26915458	Putting a road literally in a guys yard....
488	44.17831074	-73.26575485	Not an issue
489	44.16297317	-73.27146412	Less noise
490	44.16297317	-73.26996209	Need 2nd bridge

### Safety and Circulation

ID #	Latitude	Longitude	Comment
491	44.10392926	-73.09348372	Low households
492	44.16246251	-73.23963195	Poor Choice
493	44.15034849	-73.24717759	Bikers, pedestrian safety, children on Maple St
494	44.15478243	-73.23943137	Pedestrian & biker safety, families
495	44.08554022	-73.24283351	Limited visibility crossing maple/ Hallock



**Safety and Circulation**

ID #	Latitude	Longitude	Comment
496	44.16762989	-73.25426781	Unsafe intersection & hill stops
497	44.15013353	-73.24271087	Direct connection to US-7 (good!)
498	44.15120538	-73.26292397	increase in traffic creates a new problem here
499	44.15323762	-73.24730278	increase in traffic creates a new problem here
500	44.15668609	-73.24112297	increase in traffic creates a new problem here
501	44.16728303	-73.2541156	Creates new problem at MacDonough Dr and Main St
502	44.16828841	-73.25499542	Limited visibility coming from Battery Hill
503	44.16973307	-73.26950763	if no bridge is built, traffic likely to back up
504	44.17632011	-73.25603221	if no bridge is built, traffic likely to back up
505	44.12302095	-73.18330938	Already a busy intersection (train, DD, etc)
506	44.17099233	-73.24833275	We need a crosswalk/sign going across Monkton Rd
507	44.15040815	-73.26317767	Safety of trucks in a very residential area?
508	44.16471255	-73.26983334	A second bridge Otter Cr. is a major benefit
509	44.12187128	-73.18405529	Problematic intersection (RR, grades, geometry)
510	44.16899149	-73.25599314	steep hill, congested area
511	44.12179367	-73.18308121	multiple use intersection already
512	44.1230767	-73.18378808	Already a difficult intersection
513	44.16599521	-73.25443548	Traffic flow would be an issue
514	44.16589896	-73.25461481	Grade is too steep
515	44.12127524	-73.18354867	Becomes even more of a shit-show Trucks & trains
516	44.10710157	-73.17942866	Safety issue
517	44.15608288	-73.27262636	Probably the best route.
518	44.16325061	-73.25866787	Southbound trucks still travel here, why?
519	44.16971559	-73.25586874	Still bisects the residential areas West of river
520	44.08872608	-73.23460498	This is the best option, lowest impact
521	44.17656354	-73.24859024	Safety Alerts reminder
522	44.16822192	-73.25292469	Would guess this is a safety hazard.
523	44.18134982	-73.24752228	Worry about fuel carrying trucks to Ticonderoga
524	44.16766782	-73.25255991	Crossing the roads with loud trucks is not fun!
525	44.17025356	-73.2554567	This route is totally unacceptable!
526	44.16639048	-73.23885084	Traffic is already terrible, don't make it worse
527	44.16706524	-73.25471952	Orange would make a traffic choke point at bridge
528	44.16483568	-73.23794724	This seems like a dangerous place to add traffic.
529	44.16725407	-73.25387001	Busy spot and still too close to town.
530	44.1614264	-73.23278562	Already dangerous for residential roads off Rt7
531	44.15409873	-73.2181944	Might need a light here for safety.
532	44.16377061	-73.26909707	Route is contained inside Vergennes.
533	44.17544284	-73.2558598	increase traffic on Botsford!!!
534	44.16939391	-73.25560231	that is a neighborhood
535	44.09384417	-73.23037666	17 is a primary AG used Rt 9 farms using 17
536	44.16785832	-73.25559799	Doesn't address the hill issues



**Safety and Circulation**

ID #	Latitude	Longitude	Comment
537	44.17567095	-73.24541451	New light system
538	44.1211624	-73.1797547	You will have to move the train yard and tracks.
539	44.16613436	-73.2532452	I am not in favor of keeping trucks uphill here
540	44.16354271	-73.26884628	Shifts one issue to other. Truck traffic & people.
541	44.16101824	-73.27116371	too much traffic in residential areas
542	44.16237285	-73.27124955	Have trucks and through traffic on this route
543	44.15947888	-73.27137829	This route is safer for trucks
544	44.1662964	-73.25480796	This hill is dangerous!
545	44.16615955	-73.25107017	Bike Lane
546	44.16869588	-73.25542672	Trucks stuck on the hill -serious traffic issue
547	44.16688513	-73.25409748	Trucks turning at McDonough would be SO UNSAFE
548	44.17777247	-73.24517304	What will this intersection look like?
549	44.17669826	-73.24778817	Traffic!!! Horrible spot for traffic to come out
550	44.15027469	-73.26364638	Tons of pedestrians walk on Hopkins Rd.
551	44.16715219	-73.25429257	This intersection is always a dangerous mess.
552	44.15233192	-73.24693763	Slow quiet street currently.
553	44.1522337	-73.2471488	Additional traffic, and safety issues
554	44.15574381	-73.23993902	Additional traffic, and safety issues
555	44.16374855	-73.23942404	Additional traffic, and safety issues
556	44.17487068	-73.25485589	needs rotory
557	44.16637491	-73.25537087	very tough spot for cars and people
558	44.1691454	-73.25142265	large vehicles present danger to peds and are loud
559	44.1544295	-73.27133538	Having trucks in this area does not make sense!
560	44.16656672	-73.25440488	Trucks making a left turn on a hill is worse
561	44.16653402	-73.25515868	Will add'l walking paths be considered as well?
562	44.08435029	-73.28641004	Difficult to see oncoming traffic when going west
563	44.0828177	-73.26500014	View blocked when turning from Otter C Rd. Worsen?
564	44.08650461	-73.24335101	Tricky intersection for turning any direction.
565	44.17006887	-73.26876046	Does what is needed and safer for pedestrians.
566	44.17025356	-73.25348259	Safety of pedestrians, and automobiles
567	44.1701928	-73.25425388	Kind of like this one but the turn at MacD is bad
568	44.15818692	-73.27163489	Seems to be the best option for this
569	44.16435704	-73.23914009	Route 7 intersection is not safe. Would be backups
570	44.1673195	-73.2546311	Hill after the bridge makes this unsafe
571	44.15666744	-73.26806361	Would require new left turn for northbound traffic
572	44.15180256	-73.26990897	Would require new left turn for southbound traffic
573	44.16921152	-73.25578683	There are a ton of people who walk here
574	44.16628584	-73.23900198	Hard to turn left with other N bound vehicles
575	44.16709418	-73.25397862	Steep hill for trucks to turn left; congestion?
576	44.15524943	-73.26442822	Other routes unsafe for trucks
577	44.16015621	-73.26854588	Safer for pedestrians and parking downtown.



Safety and Circulation

ID #	Latitude	Longitude	Comment
578	44.16500578	-73.2545951	Busy town road
579	44.16488522	-73.23931247	Already very busy. Woodman Hill is steep and fast
580	44.14914192	-73.26345964	Rte requires 4-5 intersections on residential road
581	44.16497845	-73.26952685	need a second bridge over Otter Creek
582	44.16428397	-73.27158218	Need a second bridge over Otter Creek
583	44.16149544	-73.23924543	Elementary school here
584	44.16592854	-73.23885919	Already many accidents here and some fatalities --
585	44.08636507	-73.24328675	Poor visibility at intersection
586	44.08272752	-73.26277031	Route 17 -- far to many curves and hills
587	44.16900724	-73.25690807	unsafe route
588	44.16937387	-73.25646644	This seems like a very tight corner for trucks.
589	44.16446627	-73.27146412	A second bridge would be vital
590	44.16231389	-73.2400978	Not a good plan to add traffic to neighborhoods
591	44.16692901	-73.25313928	Trucks coming up hill will have trouble turning
592	44.16594393	-73.27017666	safer to have a second route across otter creek
593	44.16649804	-73.25399758	Re-routing through this intersection is not good.
594	44.16755937	-73.2543583	seems like a potentially dangerous spot for turns
595	44.16662291	-73.25468569	trucks can't make the turns on the orange route
596	44.08461754	-73.24223877	Dangerous intersection
597	44.10804116	-73.21202637	Dangerous road cuts & intersections
598	44.16692902	-73.25451256	doesn't seem like a very good option for either
599	44.1570774	-73.27185036	keeps change inside city.
600	44.08211544	-73.25846077	Safest to remove heavy traffic from Vergennes
601	44.16642954	-73.25444702	Problematic intersection already
602	44.14020269	-73.27940346	Unsafe to route any TT into Vergennes now
603	44.17794856	-73.24824692	I would prefer to see a true bypass from 22A to 7.
604	44.16797851	-73.25490506	Horrible idea!
605	44.16778968	-73.26982083	Encourages through trucks to avoid city center
606	44.17000476	-73.24786337	The through truck traffic remains
607	44.16366585	-73.23983551	There is a School, Church and homes here.
608	44.08623467	-73.24309981	This intersection would need major improvements.
609	44.1230747	-73.18333059	The railroad right here presents a hazard.
610	44.08445928	-73.24998343	Turning right onto 23 from 17 is a very sharp turn
611	44.17793654	-73.24780523	A roundabout here would help circulation.
612	44.16705215	-73.25459839	Not suitable for large vehicles
613	44.16846818	-73.26867462	Truck traffic would impact walking and biking.
614	44.16843292	-73.25696103	Lots of pedestrians houses close to rd, with kids
615	44.16196815	-73.27017895	Issues with UTC traffic for blue and pink
616	44.16529833	-73.25491132	Need to make sure there is less commercial traffic
617	44.16877601	-73.25640084	Will be too congested.
618	44.16766782	-73.25524212	steep grades and crossing traffic difficult



**Safety and Circulation**

ID #	Latitude	Longitude	Comment
619	44.16742155	-73.25382592	It's too congested in this area
620	44.15128881	-73.24807526	all the intersections are very problematic
621	44.15076484	-73.26528414	Turning right would be helpful to drivers
622	44.15165831	-73.24747445	least impact on other major roads
623	44.15362894	-73.26506974	Widen road to allow truck to queue up as required.
624	44.14630031	-73.27154995	Widen road to allow truck to queue up as required.
625	44.14956444	-73.2688892	Widen road to allow truck to queue up as required.
626	44.12414468	-73.17432214	Problematic grade from full stop (esp. winter.)
627	44.16858391	-73.25570064	Terrible quality of life for all these folks
628	44.16723685	-73.25356842	This intersection is hectic
629	44.16809878	-73.24953438	The trucks still go through the city.
630	44.16643647	-73.23897721	The detour is too long and windy.
631	44.15943462	-73.26791046	This route is too close to the residents
632	44.15426207	-73.27512024	This is the best route
633	44.17447135	-73.26111797	Accomplishes all goals without burden to towns
634	44.16144926	-73.2591045	not safe
635	44.16569765	-73.23850514	not safe
636	44.15664635	-73.23807599	not safe
637	44.15929416	-73.27206494	not safe
638	44.08759304	-73.23947872	Increased traffic = increase risk to kids
639	44.11758054	-73.18327309	Holdups/accidents
640	44.08632697	-73.24876412	This road is too slim and curvy for trucks
641	44.16190709	-73.26960406	keep bigger trucks off pedestrian areas
642	44.16697519	-73.25393321	This intersection is dangerous
643	44.08528947	-73.24043633	Not safe for truck traffic to be combined with car
644	44.16721292	-73.25545006	Unsafe, especially in winter, hill and traffic flo
645	44.1662034	-73.24046084	Already an unsafe intersection. No more trucks!
646	44.15786357	-73.22686707	7 NB traffic comes down a steep curve, dangerous
647	44.16548267	-73.25388427	Dangerous
648	44.16853061	-73.25597139	Turning up hill noise
649	44.16668348	-73.25279633	Stopping on hill, congestion & pedestrian safety
650	44.15173626	-73.27023461	intersection safety
651	44.14998106	-73.26311031	intersection safety
652	44.15182876	-73.24727451	intersection safety
653	44.16440584	-73.23871303	Crossing rte 7 north with traffic coming downhill
654	44.14968761	-73.24541451	Trucks will use Maple Street
655	44.16297317	-73.29401483	Some safety required for 22 and 17 seems logical
656	44.16297317	-73.25401904	Not a safe turn for trucks
657	44.16297317	-73.26910978	Provides additional responder access for VARS
658	44.16297317	-73.26893812	Additional access to UTC/Collins emergency event
659	44.16297317	-73.25053934	Too near schools and recreation facilities



Safety and Circulation

ID #	Latitude	Longitude	Comment
660	44.16297317	-73.2543409	negative impact
661	44.16297317	-73.26970459	too many intersestions
662	44.16297317	-73.25777413	too many intersections
663	44.16297317	-73.24047924	Young families live here
664	44.16297317	-73.24043633	Young families with children live here
665	44.16297317	-73.27210785	Effects least people and homes.
666	44.16297317	-73.25576785	Wide trucks are dangerous on narrow bridge
667	44.16297317	-73.24816109	Accessibility Services and Accommodations Options
668	44.16297317	-73.2675461	Accessibility Services and Accommodations Options
669	44.16297317	-73.30196504	Accessibility Services and Accommodations Options
670	44.16297317	-73.18194683	Accessibility Services and Accommodations Options
671	44.16297317	-73.24644448	This would make this area less safe
672	44.16297317	-73.27227951	this provides good circulation, takes trucks out
673	44.16297317	-73.2549087	Seems to have the lowest negative impact
674	44.16297317	-73.25416924	Hard for trucks with two hills
675	44.16297317	-73.25488425	Detrimental to boaters and park users
676	44.16297317	-73.24498536	walkers, bikers, runners, kids walking to school
677	44.16297317	-73.2392347	Terrible/unsafe idea having trucks enter/exit here
678	44.16297317	-73.25442673	grade and traffic flow seems tricky.
679	44.16297317	-73.26815964	I like how trucks enter/exit in slow speed zone
680	44.16297317	-73.27425362	Unless traffic light could be dangerous with speed
681	44.16297317	-73.22831384	very curvy for trucks
682	44.16297317	-73.25271786	Unsafe uphill for trucks
683	44.16297317	-73.26382519	Trucks are doing 50 60 mph at night
684	44.16297317	-73.25688408	Impossible to envision trucks on this route
685	44.16297317	-73.24674124	Big improvements would be needed at underpas