

**Route 15 Corridor Study**  
**Public Comments Received through- 10/23/06**

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**From:** Scott, Elizabeth [mailto:escott@smcvt.edu]

**Sent:** Thursday, October 12, 2006 7:08 AM

**To:** Susan Smichenko

**Subject:** Route 15 Corridor Planning

Hi—I missed the recent meetings about RT 15, but I did want to make a couple of comments. I have recently moved to a house on 15 and often ride my bike on the road. I grew up on a busy main road and so was prepared for noise and traffic... but I never really thought about the fact that the road I grew up on was much more usable because of the sidewalks!! I know that its not your job to put in sidewalks, but I have to say that shoulders would go a long way to helping out in making the road safer. I ride to Saint Mike's from Jericho a few times a week and find myself shocked when the shoulder disappears in Essex Junction. There is simply no place to go on the road, especially around Fort Ethan Allen. I haven't measured, but I don't think there is enough room between the white line and the curb for my bike and pedals. Don't like riding on sidewalk, but I actually do this on occasion because I just don't feel there is anywhere to go on the road. I hate that!! I hope you can address this concern as you plan for the future.

Thanks,

Elizabeth B. Scott

26 September 2006

Ms Susan Smichenko, Senior Transportation Planner  
Chittenden County Metropolitan Planning Organization  
30 Kimball Avenue, suite 206  
South Burlington, Vermont 05403-6825

Permit me to introduce myself. I'm the chairman of the Prudential Committee of Colchester Fire District No. 1. This district provides some public services for that part of the Town of Colchester long known as Winooski Park, whose boundaries are roughly the City of Winooski to Camp Johnson. Rt 15 – College Parkway – is our central transportation artery, with Lime Kiln Road being a major link.

Neither I nor other District officials were able to attend last week's open meeting you kindly held in Colchester on the Rt 15 Corridor Study, but our Manager (Jerry Flanagan) and I plan to attend this evening's meeting in Winooski. Our district together with the Town and Fire District No. 3 are presently involved in a common facilities planning study (for water storage), and the Rt 15 Corridor Study appears quite relevant to that study. Having read material on the Rt 15 Corridor Study posted on your fine website, I've come up with the following questions. I thought I'd send them to you in advance of the meeting, as answering some of them may need some research or possible re-formulation of my questions. I should note that there's 'no agenda' behind my questions. I'm simply trying to envision how long-term transportation plans might impact our District.

1. CCMPO "VT Route 15: modeling of existing conditions and optimized signal operations" study (dated 19 July 2004), provides average weekday AM and PM peak vehicular traffic volumes (AWV) at several points within the Rt 15 corridor. The highest volume figures within the corridor were reported at the Fanny Allen Entrance, with 1750 vehicles going southbound in the AM and 1700 going northbound in the PM (pp. 57-58).

Fanny Allen Entrance – AWV			
AM west	1750	PM west	1269
AM east	929	PM east	1700
<i>total AM</i>	<i>2679</i>	<i>total PM</i>	<i>2969</i>

The second highest volume was at the I-89 intersection: 1474 going west in the PM and 1347 going west in the AM (p. 13).

I-89 intersection – AWV			
AM west	1347	PM west	1474
AM east	1022	PM east	1439
<i>total AM</i>	<i>2369</i>	<i>total PM</i>	<i>2913</i>

The Fanny Allen Entrance and the I-89 intersection closely approximate the territorial boundaries of Winooski Park. Accordingly, Winooski Park experiences the highest vehicular traffic volumes in the Rt 15 corridor.

CCMPO's website on the Rt 15 Corridor Study, reports that "Traffic congestion within the Route 15 Corridor is anticipated to increase 275% by the year 2025" (section 2). It is not clear to me which AWV figures given above should be multiplied by 275 percent to get an idea of the projected traffic volume

within Winooski Park by the year 2005. But if we take the 2969 AWV (PM) at Fanny Allen Entrance and multiply that by the anticipated 275 percent, the resulting volume comes to 8,165.

1.a I am interested in knowing whether there are other places within Chittenden County whose AWV figures *currently* approximate what is being projected for the Winooski Park section of the Rt 15 corridor by 2025? In other words, if the 8,165 figure projected for the Winooski Park section of the Rt 15 corridor is useful for comparative purposes, could you suggest other places within the county which currently have that volume?

1.b Are there other places within the County where projected AWV figures *for 2025* would make them comparable (in volume) to those projected for the Winooski Park section of Rt 15 by 2025 (i.e., 8,165)?

1.c Are there are other places within the County where projected traffic congestion/volume is projected to increase by 275 percent or more by 2025?

2. The existing Rt 15 corridor in its current design (basically a 4-lane, semi-divided roadway) was first built in the early 1960s. The design itself must have been done earlier; probably in the late 1950s.

2.a What was the maximum design capacity, in terms of vehicular traffic volumes (AWV) – or its comparable metric – for the Rt 15 corridor (particularly of the Winooski Park section, if possible) when first built?

2.b Currently, what is the maximum design capacity, in terms of AWV, of the Rt 15 corridor, particularly of the Winooski Park section?

2.c Are the projected AWV for 2025 for the Winooski Park section of the Rt 15 corridor within or beyond the current maximum design capacity? If not within, what kinds of design changes (highway improvements, etc.) will be needed to meet the projected traffic volume.

3. CCMPO's website on the Rt 15 Corridor Study recommends one 'institutional change', namely, that CCTA, VTA, and VTrans "seek a solution with one transportation authority to provide services to Chittenden County" (section 4). The recommended new transportation authority would seemingly be for public transport.

3.a Isn't there a need for a single multimodal transportation authority for Chittenden County or at least for the Rt 15 corridor?

3.b If the above is deemed impractical, isn't there a need at least for a single highway transportation authority for the Rt 15 corridor?

I appreciate your consideration of these questions and look forward to this evening's meeting in Winooski and the opportunity to meet you. With my best wishes,

Yours very truly,

/s/

Fr. Joseph McLaughlin, SSE  
Chairman, Prudential Committee

Cc: Jerry Flanagan  
Diane Meyerhoff