



Route 15 Corridor Study - Public Workshop #3 – Implementation Plan
St. Edmund’s Hall, St. Michael’s College
October 10, 2007 - 7:00 PM

1. Welcome and Introductions

Eleni Churchill of the CCMPO welcomed the group and introduced the consultant team. This is the third and last public meeting for the Route 15 Corridor Study.

2. Overview and Discussion of the Route 15 Corridor Study

Georges Jacquemart and Elena Patarini of BFJ Planning and Mark Smith of RSG provided an overview of the Route 15 Corridor and a series of implementation strategies to improve mobility (the presentation is available at <http://www.ccmppo.org/VT15/>).

3. Roundtable Discussions & Report Back

Four small groups met to discuss the following questions:

- Discuss priorities among categories of improvements
- Evaluate the “Complete Street” maps (*eight maps that included multimodal recommendations for specific intersections and sections along the corridor were provided—see PowerPoint Presentation*)
- What are your reactions regarding the individual strategies?

Reports from Groups:

Group 1

Priorities:

- Pedestrian options around St. Mike’s, safety, and crosswalks
- Need to increase options to cross VT 15 for transit transfer
- Bicycle safety (5 foot shoulders), bike path in long term
- Hood’s Crossing (more research). Is a 5 ft shoulder possible?
- Address environmental issues with more options (bus, biking, park & ride, carpool, ped.)

Specific Map Comments:

- Map #1. Hood’s crossing is a dangerous intersection: two stop signs (Spring, Hood and VT 15). Better to designate a bike lane because of numerous conflicts. Steep slope at Hood’s crossing may prevent to add a 5 ft shoulder. Address Winooski/Burlington Bridge.
- Map #2. Dangerous to cross from Fanny Allen to St. Mikes and Cumberland Farms and Dunkin’ Donuts. Sidewalk to Lookout Park.
- Map #3. Need crosswalk and sidewalks. Park and ride: fewer cars on the road. St. Mike’s CCTA free rides.

Group 2

Priorities:

- Multimodal
- Route 15 at East Street and I-89 needs a road diet
- 5 ft shoulder – good thing – doable
- Continue to encourage fewer SOV
- Streetscapes
- Exit 15 Winooski makes a good gateway

Specific Map Comments:

- Map #1. Road diet from East St to just west of Exit 15 (2 lanes only). Full bike lane.
- Map #2. Pedestrian overpass instead of crossing at grade to keep mobility along VT 15, no signal.
- Map #3. Good to have sidewalk and shoulders.
- Map #4. Dangerous location for pedestrians and bikers. Was a roundabout considered at this location? With the proposed configuration (and the existing conditions) on a bike it is not possible to go east into Pearl St coming from Susie Wilson.
- Map #5. Eliminating jug handle is good but during exhibitions this can back traffic up near CVE.
- Map #6. Good ideas. TOD OK. Needs to be more pedestrian and bike friendly.
- Map #7. Good idea. Still concern for bikes and pedestrians at on and off ramps.

Group 3

Priorities:

- Public transit, signal coordination, re-striping of 5 ft shoulder, bike lanes, no parking, pedestrian crossing
- Spring Street maintenance – stripe for shoulder, Spring to St. Michael's needs a shoulder
- Access Management – curb cuts pedestrian friendly improvements, campus connector
- Good intercept, good signs, "yield to bikes"
- Park & Ride in the vicinity of Susie Wilson

Specific Map Comments:

- Map #1. There are parked cars on the shoulder in Winooski. Narrow ROW at railroad crossing. Road diet from east of Spring St to I-89 (single lane WB).
- Map #2. Show Campus Connector road. Too many curb cuts.
- Map #3. "Yield to Bicycles" sign before fast turning right lane into the Fort (WB) or make the turning curve sharper to reduce speed.
- Map #4. Park and ride at the bank site. Get Loewe's to give some parking and TOD space. Add a bus stop. Nice shoulders: is there really space?
- Map #5. Good road diet! Loop should be eliminated.
- Map #6. Love the TOD! Make it denser; lower the speed limit; make it more pedestrian and bicycle friendly.
- Map #7. Add clear signage at roundabout (if there is a roundabout here).
- Map #8. Need pedestrian friendly sidewalk and crosswalks, especially because of high use by Essex Elementary and Middle schools children. Good place to have a bus that goes into Burlington.

Group 4 (“The Blazers”)

Priorities:

- The five feet shoulder throughout the corridor is a priority!

Specific Map Comments:

- Map #1. Low priority area, we don’t see any big problems here. The widening of shoulders and improved sidewalks would be good. Need better warning for right turn into Spring St: lane sneaks up on you. Need to be more pedestrian friendly: it is confusing for pedestrians and bikers.
- Map #2. Another concern is the inability to make a left onto VT 15 from Cumberland Farms/Dunkin’ Donuts. Johnson Ave perhaps can connect campuses. Perhaps a light at the Fanny Allen intersection could enable cars to go left and double as a “walk/do not walk” button for the proposed crosswalk.
- Map #3. Campus’ entrances need to allow both in and out movements: maybe a light would help. The crosswalk is a good idea. Needs another traffic signal at East Fort Ethan Allen exit.
- Map #4. Too many lanes proposed but Loewe’s may need the expansion. Have a better gateway with a fountain. Encouraging new companies to open businesses. Solve the ugly signage on the west corner of Susie Wilson at the intersection with VT 15.
- Map #5. –
- Map #6. Need a gateway at the CVE

4. Vote on Recommendations

Participants were given 5 dots each and were asked to rate the five most important strategies by placing the dots on the matrix (see matrix and detailed results at <http://www.ccmpto.org/VT15/>). Strategies were prioritized and the five top priorities are as follows:

Priority	Location	Description	Category	Votes
1	VT 15 between East Street and Spring Street	Reduce lanes to 11 ft and add 5 ft shoulder on north side, relocate centerline (south side has bike lane)	multi-modal	15
2	Spring Street / VT15	Permanent implementation of split (EB) lane designation and splitter island on west approach	congestion & safety	10
3	Corridor Wide	provide consistent lane widths (11') & use remaining for shoulders	multi-modal	8
4	Route 15 - Essex Jct. to Burlington	15-minute peak period service on CCTA's Essex Junction route	transit	7
5	Corridor Wide	Widen roadway, add 5 ft shoulders on both sides (see segment list)	multi-modal	6
	Route 15 - Essex Jct. to Burlington	Evening and weekend service on CCTA's Essex Junction Route	transit	
	St. Michael's West Entrance / VT15	Right-turn lane on VT15 WB (No Circ Alternative)	congestion & safety	
	Ft. Ethan Allen - East Entrance / VT15	Study signal installation which would allow left turning exits, and accommodate more efficient bus route	Transit	

Other Comments:

The Mayor of Winooski asked whether off-road paths were considered in the study—there is a chance to have paths along the railroad and through St. Michael’s, who owns land into downtown Winooski. The consultant team answered that the study committee decided to focus on transportation/commuter (on-road) rather than “recreational” (off-road) options. Off-road bike paths were addressed in other studies—refer to the *Route 15 Bicycle and Pedestrian Facility Study* (Summer 2007).

5. Wrap Up and Next Steps

Eleni explained that the consultants will be compiling the notes from tonight’s meeting and incorporating them into a revised draft Implementation Plan for the Corridor.

The revised Implementation Plan and the Vision, Goals and Strategies reports will be placed on the CCMPO website (<http://www.ccmppo.org/VT15/>) by mid November. The draft Final Report will be available for public comment in December.

The meeting adjourned at 9:10 PM.

Participants

	Last	First	Town
1	Badznierowski	Brian	Colchester
2	Barrett	Molly	Colchester
3	Botula	Janet	Essex Junction
4	Brooks	Kelly	Colchester
5	Brophy	Jim	Essex Junction
6	Cain	Jacqueline	Colchester
7	Chapdelaine	Michelle	Colchester
8	Coakley	Kaitlyn	Colchester
9	Collette	Roy	Burlington
10	Conroy	Brendan	Colchester
11	Cope	Meghan	Essex
12	Davin	Megan	Colchester
13	Donahue	Charlie	Colchester
14	Frank	Aaron	Burlington
15	Gingras	Rob	Colchester
16	Hartman	Laura	Colchester
17	Hechmer	Michael	Westford
18	Kaas	Emily	Colchester
19	Klepetar	Colin	Burlington
20	Lanza	Kathryn	Colchester
21	Laroue	Andrew	Colchester
22	Madden	Brad	Colchester
23	Maxon	Don	Essex
24	McLaughlin	Joseph	Winooski
25	McLaughlin	Jeff	Colchester
26	McNamara	Meghan	Colchester
27	Miller	Justin	Colchester
28	O'Brien, Mayor	Mike	Winooski
29	Palmer	Steve	Winooski
30	Pappis	Costa	Montpelier
31	Potter	Louise	Winooski
32	Rainville	Marcel	Colchester
33	Scuderi	Steve	Burlington
34	Thompson	Chelsea	Colchester
35	Trzepacz	Jim	Winooski
36	Wallace	Charlene	Burlington
CCMPO Staff: Jason Charest, Eleni Churchill, Bryan Davis Consultants: Steve Falbel, Georges Jacquemart, Diane Meyerhoff , Elena Patarini, Jon Slason, Mark Smith.			