

# Town of Charlotte, Vermont

## Zoning Board of Adjustment

Re: ZBA-17-176-CU Civil Engineering Associates / R.L. Vallee, Inc.

Application for Zoning Permit Conditional Use

Testimony: Jacob Edgar and Deirdre Holmes, 413 Carpenter Rd, Charlotte, VT 05445

January 24, 2018

Traffic Questions and Concerns around proposed Maplefields Convenience Store and Gas Station

Traffic Flow, Congestion and Safety:

- The applicant has commissioned a traffic study, prepared by RSG, which suggests very limited change to the traffic picture of this intersection. This is hard to imagine for a business intent on attracting truck, car and bus traffic for short visits. What were the “similar facilities” used to generate the figures referred to in the study?
- The study refers to vehicular trips without discussing how many will be cars vs tractor trailer trucks and busses. The longer lengths of large vehicles and their needs for additional space to queue, turn, park and back up should all be carefully studied in the intersection itself and extending east to Root Road. The travel patterns, delay and safety issues of school busses should also be considered.
- The project description includes new pedestrian and bicycle facilities. In order to ensure safe crossing for pedestrians and cyclists, it seems signalized crossings should be added to the intersection. The additional delays these crossings would create should also be studied. Would the creation of pedestrian and cyclist services on the east side of Route 7, result in reconsidering a sidewalk within the village of West Charlotte?
- This intersection is designated as a High Crash Site by VTrans. Has VTrans reviewed this proposal and/or had the opportunity to create their own study of the implications of the additional safety, delay and congestion considerations stemming from this project? Would VTrans oversee the Park & Ride component of the project?
- Similarly, has CCRPC reviewed this proposal and had an opportunity to consider how a significant traffic development in Charlotte’s main intersection fits into the region’s traffic patterns and development plans.

- The RSG study suggests the creation of a dedicated left turn lane in the southbound direction, where there is currently a median. How will the safety implications of this suggestion be evaluated? If it is deemed necessary, will the highway need to be widened? Who will be responsible for any road repairs/improvements triggered by this project?
- How will southbound traffic wanting to stop at this facility know they need to move into a dedicated left turn lane to turn on to Church Hill Road? How many drivers will not see the facility until after the intersection and stop to turn left across traffic to use the southern curb cut?

**Proposed conditions to be put on the application:**

- We request that the ZBA conduct a detailed, site-specific, third party traffic study, defining the impact of any proposed change in traffic pattern or signalized crossings on pedestrian, bicycle and motor vehicle/truck traffic at the intersection, into the western village and up Church Hill Rd.
- Further, we request that VTrans appear at a hearing to discuss traffic impacts, so that we can hear the state's perspective on any plan firsthand.
- We request that the applicant outline costs and responsibility for payment of any road repairs/improvements triggered by this project.