

# Memorandum

To: David White  
From: Peter Erb.  
Date: October 7, 2011  
Re: Hannaford Traffic

David,

My concerns are below. Some may be redundant to Ricks, and others are an attempt to share where my underlying concerns are coming from.

Before you get into them, the other day Catherine Goldsmith, the woman that did the scale model of the neighborhood, called and said that their traffic consultant had a specific question about your report and asked if I thought that it would be appropriate for him to Contact Llewellyn Howley directly with the question. I said that I couldn't see any reason not to from my point of view, and that the worst that could happen is that they would not respond. It got me to thinking that you may want to contact her group directly, and ask them for their major concerns as well. They may not want to show their hand or whatever, but I hope that we can get everything on the table soon, so everyone has the same information to consider.

An underlying concern is that we are not privy to the complete picture. We have never been given the basic figures that you used in order to make the decision to locate here. I realize that they may be proprietary, however sharing where your customer base will live, how much and where it is anticipated to grow would provide the basis for an understanding of your report that is unavailable now. The town plan doesn't envision Hinesburg as a destination town, and mitigation for increased traffic is difficult, and its impacts on the village itself may be significant. The traffic impacts from a store sized and designed to serve more than future Hinesburg are of major concern given the limited possibility for traffic mitigation that doesn't degrade the very village that you hope to locate in.

While the standard for projections appears to be around ten years there is in effect no possibility of supplementing 116 with other road networks, and growth predictions for further into the future are relevant given the constraints for future traffic mitigation on 116. Hinesburg is extremely limited topographically. You note that we will never be a Taft's corners because we are served by a modern road network. Not only is this true, but in reality Route 116 is the only north south road which will ever be capable of handling through traffic as there is no other through traffic bypass possible. All improvements, i.e. widening, elimination of on street parking, etc. come at the expense of having "village" since the existing and planned village growth area spans 116 and the highways size and nature has a very direct impact.

Some specifics:

The total lost time paragraph in the July 21 memo appears to state that traffic will keep moving through an intersection during the yellow light. If I am understanding this correctly, this appears to indicate that the striped areas by, for example the Mobile Station will inadvertently get filled because cars will be pushing the light, and forced to stop where ever, probably in the striped area since it is so close to the intersection. Please comment.

The queue length in the south bound 116 left turn lane into Commerce Street is critical because if it has to be increased beyond the initial proposal the Patrick Brook bridge-culvert will have to be widened which will be very expensive. It should be very clear that if the proposed length is not sufficient because of Hannaford traffic, it will be extended at their expense in the future.

It doesn't appear that traffic to the Saputo site is included in the traffic analysis, although it may have been if the counts that you utilize were done while the factory was up and running. As well there are two recently permitted uses, Vermont Smoke and Cure and the Green Mountain Organic Creamery in the factory, and I think that a 250 was issued which may have addressed this. Could you please tell us how the traffic from this site was addressed?

Rick suggests that the Lantman site have its future traffic capped to the amount included in the traffic study. Before this is included as mitigation for Hannaford it should be confirmed that those figures reflect the real potential of future uses of this property.

While the proposal to move the entrance to Firehouse Plaza has merit the other day I noticed that Aubuchons utilized large semis for deliveries and this may be difficult if the entrance is relocated. This should be explored unless some binding agreement has already been reached.

The Charlotte road 116 intersection right now is a three phase intersection, and reconfiguring this intersection via a small realignment may make the elimination of this issue possible. While Rick has proposed some mitigation of this intersection I would encourage you to have Roger think out of the box and try to come up with a complete plan which might include a left hand turn lane into Lantmans, realignment of the charlotte Rd slightly to the north to eliminate the phase issue, the possibility of a southbound right turn lane, recognizing that, at minimum, the handicapped parking in front of the town hall cannot be eliminated etc.

It is not clear whether the 2017 traffic forecast includes the buildout for the complete Hinesburg Center Project beyond the Kinney store or not. We were given a complete traffic buildout impact for the approved subdivision and this should be included if it wasn't. If you don't have it let me know.

Enjoy the long weekend,

Peter