

APPENDIX B

Summary of Previous & On-going Studies and Municipal Plans

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This appendix provides an outline of studies relevant to the Route 15 corridor. Included in the table is a description of the intent of and recommendations that directly relate to Route 15.

Following the table is a description of the goals and objectives included in each of corridor municipality's municipal plans that relate to the Route 15 corridor. Each municipality has a municipal plan which outlines their vision for the next 10 to 20 years.

Existing Studies Relevant to Route 15

Report Title: *CCMPO 2025 Metropolitan Transportation Plan*

Author: CCMPO & Wilbur Smith Associates

Date: January 2005

Sponsor: CCMPO

Purpose: To address current problems of congestion, accessibility and mobility; to lay out the framework for the transportation system of the future; to better integrate the disciplines of transportation and land use planning through regional collaboration.

Findings:

Transportation Demand Management (TDM)

- TDM efforts focused on employers in the Essex Center, Sand Hill Road, and Saxon Hill areas through the potential establishment of corridor Transportation Management Associations.
- New park and ride facilities near Fort Ethan Allen, Lang Farm, Allen Martin Parkway, Underhill Flats, and Westford Village.

Intelligent Transportation Systems and Transportation System Management

- Intersection modifications/improvements along VT 15 at East Spring Street, Lime Kiln Road, Five Corners, VT 289, Essex Way, Sand Hill Road, Allen Martin Drive, and Lee River Road.
- VT 15 Urban Traffic Management System —ITS investments to improve signalization, emergency vehicle preemption, transit priority timing, and traveler information.
- Application of access management techniques throughout the VT15 corridor, especially within the growth areas in Essex Junction, Essex Town, and Jericho.

Bicycle/Pedestrian

- Shared use path connecting Lime Kiln Road to Essex Junction Village.
- Shared use path extension from Lang Farm area through Essex Center out to Underhill Flats paralleling VT 15.
- On-road bicycle accommodation, wherever feasible, for road rehabilitation or reconstruction projects.
- Sidewalk improvements as identified by municipalities and/or the *2003 Regional Bicycle-Pedestrian Plan Update*.

Transit

- Higher frequency bus service on VT 15.
- Transit shuttle service to a future park and ride facility.
- Passenger Rail with coordinated bus service.
- Bus feeder services to the VT 15 corridor.
- Rural area demand response service.
- Commuter bus service to Underhill Flats and beyond Lamoille County.

Improvements/expansions to Arterials/Collectors

- VT 15 Between VT-289 to Sand Hill Road.
- VT 15 from Jericho to Underhill Flats.

Report Title: *CCMPO Regional Bicycle Transportation Plan*
Author: Wilbur Smith Associates
Date: August 2005
Sponsor: CCMPO
Purpose: To provide guidance for the implementation of interconnected bicycle and pedestrian networks for transportation.

Findings:

- VT Route 15 Bike Path (design & ROW), included in the CCMPO TIP 2002-2004.
- Shared Use Path from the Town of Jericho to the Saxon Hill Road in Essex.
- Shared Use Path from Saxon Hill Road to Essex Center via Frederick Road on an alignment outside of the Route 15 ROW.
- Proposed On-Road Bicycle facilities between Butlers Corner and Jericho.

Report Title: *Chittenden County Park and Ride Facility Prioritization*
Author: CCMPO
Date: February 2004
Sponsor: CCMPO
Purpose: To prioritize an expanded list of twenty-seven Park and Ride locations; recommend strategies to implement priority sites; select specific facility locations for project development (scoping); and identify other ways to expand the region's Park and Ride network by combining these facilities with other transportation projects.

Findings:

- VT 15/Barnes Road (Colchester) – Seek earmarked fund for all recommended VT 15 improvements as identified in the VT 15 Corridor Study.
- VT 15/I-289 (Essex) – CCMPO scoping priority.
- VT 15/Underhill Flats (Jericho) – CCMPO scoping priority.

Report Title: *Chittenden County TDM Education, Outreach, and Support Plan*
Author: URS
Date: December 2005
Sponsor: CCMPO
Purpose: To focus on expanding and enhancing the Transportation Demand Management (TDM) program that helps meet the county's goals for mobility, transportation system efficiency, and environmental protection.

Findings: Recommendations do not explicitly mention VT 15, but outlines TDM for the county.

Report Title: *Countywide Signal Optimization Plan*
Author: Resource Systems Group
Date: October 2002
Sponsor: CCMPO
Purpose: To identify signal systems, estimate costs of maintaining efficient timing plans, identify funding sources, and recommend a management approach.

Findings:

- Updated signal timing plans should begin with an inventory of the intersection geometry, existing timing/phasing plans, and controller hardware (and related detection).
- Obtain recent traffic volumes, adjust them to average peak hour conditions and peak hour factor, and use traffic simulation software.
- Update timing every 5 years.

Report Title: *Blue Bridge Scoping Study (Winooski West of 2 & 7)*
Author: McFarland-Johnson, Inc. (MJ)
Date: June 2002
Sponsor: CCMPO
Purpose: To determine the best location for a bicycle/pedestrian bridge to connect the cities of Burlington and Winooski.

Findings:

- MJ recommended Alternative 1, an independent structure within the railroad right of way. MJ also recommended that Alternatives A and B (multi-use paths at termini) be constructed in conjunction with Alternative 1.
- The final report was not endorsed by the New England Central Railroad (NECR) - they decided that it was not in their “best interests to further entertain a bike/pedestrian path within the right of way for reasons of safety and liability.” For this reason the report was never finalized.

Report Title: *Burlington-Essex Corridor Alternatives Analysis: Phase 1A Report and Appendix*
Author: DMJM+ Harris
Date: August 2001
Sponsor: CCMPO
Purpose: To explore alternatives for addressing transportation problems in the Burlington-Essex corridor using a variety of transportation modes.

Findings:

- Signalization of E. Spring Street at VT 15.
- Addition of a second left turn lane at Lime Kiln Road on westbound VT15.
- A roundabout was suggested for the Five Corners intersection but it may be unacceptable for pedestrian and bicycle traffic; more analysis is needed.
- Improvements to signal timing along the length of the corridor.
- Fifteen-minute service in peak hours should be implemented on CCTA Route #2, with close monitoring of ridership, on-time performance and costs to further assess the viability of this alternative.
- The Circ Highway, a full interchange at Exit 15, and a new road through Camp Johnson should be analyzed separately from this study.
- Bus system improvements resulted in only small increases in ridership.
- Express bus service did not generate sufficient ridership to offset relatively high capital and operating costs.
- Evaluate potential benefits of additional bus routes in the area of Susie Wilson Road/Kellogg Road.
- Commuter rail alternative demonstrated an ability to attract travelers to rail and increase transit mode share. Results indicated it would be cost effective. Due to its potential for increasing capacity of the corridor, the concept of the commuter rail alternative should be further refined to assess its costs, benefits, and impacts.

Report Title: *Draft Environmental Assessment for the Burlington-Essex Rail Project*
Author: DMJM+ Harris
Date: June 2002
Sponsors: CCMPO, VTrans and the U.S. Department of Transportation/Federal Transit Administration
Purpose: To analyze the potential environmental impacts associated with the Burlington-Essex Rail Project for each of the impact categories required by the Federal Transit Administration.

Findings:

The Preferred Alternative would consist of an extension of the existing Charlotte to Burlington commuter rail service from Union Station in Burlington to the IBM facility in Essex Junction. The service would be implemented as a continuation of the Champlain Flyer commuter rail service using existing equipment and maintenance facilities. It would include improvements to the existing freight rail infrastructure; five new stations, including feeder bus service to each station; and upgrades to the existing single-track Winooski Branch to Class III standards.

Report Title: *Financial & Institutional Strategy Route 15 Corridor Improvement Plan-Burlington-Essex Rail Project*
Author: DMJM+ Harris
Date: July 2002
Sponsor: CCMPO
Purpose: To present the institutional and financial strategy for implementing the Rt. 15 Corridor Improvement Plan, including the Burlington to Essex Rail Project, and to address the larger transit funding and institutional issues raised by the plan.

Findings:

- Establish one transit authority in Chittenden County.
- Reform transit funding in Chittenden County.
- Prioritize the Burlington-Essex commuter rail proposal.

Report Title: *Transit-Oriented Development Planning-Market Analysis, Development Opportunities and Fiscal/Economic Impact*
Author: DMJM+ Harris
Date: March 2003
Sponsors: CCMPO, VTrans, and the CCRPC
Purpose: To outline TOD opportunities for the areas surrounding four of the proposed Burlington-Essex passenger rail stations along the Route 15 corridor and their potential economic and fiscal impact to the local jurisdictions.

Findings:

- Identify TOD opportunities for the areas surrounding four of the proposed Burlington-Essex passenger rail stations along the Route 15 corridor.
- Evaluate densely developed, mixed-use TOD developments in order to provide an opportunity for local jurisdictions to increase their tax base by creating higher value.
- Encourage compact development on any given parcel of land.

Report Title: *Transit-Oriented Development Opportunities for the Route 15 Corridor*
Author: DMJM+ Harris
Date: November 2003
Sponsors: CCMPO, VTrans, and the CCRPC

Purpose: To strengthen the link between transportation and land use planning and to provide communities with an understanding of how TOD might be implemented within the Route 15 Corridor.

Report Title: *Analysis of Opportunities and Constraints for Transit-Friendly Development*

Author: DMJM+ Harris

Date: November 2003

Sponsor: CCMPO

Purpose: To address the continuing efforts by CCMPO to encourage transit-supportive land use within the Route 15 Corridor communities by extending a transit-supportive planning study to the Susie Wilson Road area in Essex.

Findings:

- Construct wider sidewalks to accommodate additional pedestrian traffic.
- Enhance pedestrian crossings (Painted/textured crosswalks).
- Ensure roadway is compatible with higher density development.
- Consider reducing lane widths on Susie Wilson Road to 11.5 feet.
- Reduce posted speed limit to 30 mph.
- Minimize the number of curb cuts and encourage rear parcel connections.

Report Title: *VT Route 15-Modeling of Existing Conditions and Optimized Signal Operations*

Author: Dufresne-Henry

Date: July 2004

Sponsor: CCMPO

Purpose: To compare the existing traffic signal system with an optimized system using a model developed and calibrated through field observations.

Findings:

- There should be specific signal timing and infrastructure improvements were recommended at the following Route 15 intersections:
 - Spring Street
 - Exit 15 Ramps
 - Essex Plaza (Former A&P)
 - Summit Street
 - 5 Corners

Report Title: *Roland Court-VT15: EXIT 15 Alternatives Analysis*

Author: Resource Systems Group

Date: November 2004

Sponsor: CCMPO

Purpose: To evaluate the operational and safety benefits of alternative designs to the VT 15 intersection with the I-89 Exit 15 northbound off-ramp and Roland Court located in the City of Winooski.

Findings:

- In the short term, a left turn pocket for vehicles from Roland Court should be provided in the existing median between VT 15 eastbound and westbound travel lanes.
- In the long term, the CCMPO and City of Winooski should work with VTrans and FHWA to eliminate the northbound off-ramp slip lane in conjunction with modifying the existing signalized northbound off-ramp to include one exclusive left turn lane, one shared left-right turn lane, and one exclusive right turn lane.

Report Title: *Airport Drive/Parkway Improvements - Scoping Study*
Author: Dufresne-Henry
Date: October 2005
Sponsor: CCMPO
Purpose: To improve the link from US Route 2 to VT Route 15, while addressing traffic impacts on local neighborhoods and providing pedestrian and bicycle connections.

Findings:

The Alternative B – Build Connector is the preferred alternative because it improves the link from US Route 2 to VT Route 15, addressing traffic impacts on local neighborhoods and providing pedestrian and bicycle connections. A shared use multi-use path would be created along much of the roadway.

Report Title: *Final Scoping Report: Campus Connector Road*
Author: McFarland-Johnson, Inc. (MJ)
Date: June 2005
Sponsor: CCMPO
Purpose: To provide a local multi-modal connection between St. Michael’s College facilities, improve access to Route 15 from the Johnson Avenue area, and improve the intersection alignment of Camp Johnson’s entrance and Route 15.

Findings:

- The traffic study found that by 2028, daily traffic on Route 15 would grow by 56%, the design hourly volume would grow by 46%, and local traffic would increase by 10%. Independent of the Campus Connector Road Project, growth along Route 15 would require an additional lane in each direction, and all side roads would require two lane approaches.
- Alternative 1 was selected to move forward to construction and would include the reconstruction of Johnson Avenue with curbing and sidewalks.

Report Title: *Susie Wilson Road Committee Report*
Author: Susie Wilson Road Committee
Date: February 2004
Sponsor: Town of Essex
Purpose: To make recommendations about future development in terms of types of land uses and densities.

Findings:

- Bike and recreation paths for non-motorized use should be incorporated in new developments.
- Pedestrian crosswalks with safety zones in the median could be created at Kellogg, David, Pinecrest, and Route 15.
- The Susie Wilson Road B1 zone should be re-designated to a mixed use district.
- Existing curb cuts should be minimized and the green median on Route 15 should be extended the length of Susie Wilson Road.
- Land uses that promote short-stop, high volume activity should only be allowed with controlled access to Susie Wilson Road to stem the high rate of accidents.
- Infrastructure funding for a regional parking structure would be necessary.

Report Title: *Final Report on the Susie Wilson-VT 15 Jughandle*
Author: Smart Mobility
Date: May 2005
Sponsors: CCMPO and Village of Essex Junction
Purpose: To evaluate the operations and safety concerns related to the westbound Route 15 jughandle lane at the Susie Wilson Road/Route 15 intersection in Essex Junction. Alternatives have been proposed and evaluated to allow for safe direction reversal for eastbound Route 15 traffic.

Findings:

- In the short/medium term the Rite Aid entrance and connection to Pinecrest should be designated as the U-turn option for Route 15 traffic.
- In the long-term, the VT15-Susie Wilson Road intersection should be considered for project scoping; a modern two lane roundabout should be considered.

Report Title: *Transit Oriented Design Master Plan for the Susie Wilson Corridor*
Authors: ORW+RSG
Date: January 2006
Sponsor: Town of Essex
Purpose: To explore the potential for a new transit-oriented development in the Route 15/Susie Wilson Road corridor in Essex.

Findings:

- The TOD master plan showed that the proposed TOD design can reduce the amount of traffic added to Susie Wilson Road by as much as 40%. Additional intersections on VT 15 could help create a grid network and reduce traffic required to pass through the VT15-Susie Wilson Road intersection.
- Traffic generated by the TOD master plan could be accommodated by adding lanes at the VT 15/Susie Wilson Road intersection or a 2-lane roundabout. However, if the Circumferential Highway is not completed, a roundabout was shown not to provide adequate level of service.

Report Title: *SWR Capacity & Access Management Study*
Author: Lamoureux & Dickinson
Date: May 2000
Sponsor: Town of Essex
Purpose: To investigate existing capacity, and make recommendations for adjacent land-use, zoning, and access management that would preserve as much of its remaining capacity as possible.

Findings:

- Proposed access management and roadway improvements include:
 - a) Moving the Pinecrest Road intersection further north to intersect with Ewing Dr.
 - b) Further improvements along the corridor north, specific to certain intersections.
- To maintain capacity along Susie Wilson Road, the study recommends certain zoning changes and prohibitions of specific high traffic generating land uses.

Report Title: *SWR Corridor Improvement Plan+plans, designs*

Author: Lamoureux & Dickinson

Date: June 2005

Sponsor: Town of Essex

Purpose: To provide alternatives for specific intersections along the Susie Wilson Road corridor that have been discussed and analyzed in previous plans.

Findings:

- Convert two left-turn lanes exiting Susie Wilson Road to two right-turn lanes.
- Remove the VT15-Susie Wilson Road Jughandle and require traffic to use Rite Aid drive to reverse direction.

Report Title: *Pearl Street Corridor Enhancement Plan*

Author: Saratoga Associates

Date: June 2005

Sponsor: Village of Essex Junction

Purpose: To establish positive and negative elements of Pearl Street and identify elements that should be protected.

Findings:

- Pedestrian-scale infill development.
- Advance/implement coordinated regional traffic management plan and integrate with transit and regional network planning.
- Coordinate curb cuts with site development plans.
- General recommendations include enhancing Essex Junction as a special place, “taming” the roadway, maintaining and enhancing a mixed-use, affordable community, organizing for success, and establishing community design standards.

Report Title: *Downtown Streetscape Plan for Essex Junction*

Author: LandWorks

Date: August 2005

Sponsor: Village of Essex Junction

Purpose: To investigate pedestrian facilities, landscape enhancements, and amenities upon entering downtown Essex Junction as a means of revitalization.

Findings:

- Delineate crosswalks with Imprint®
- Vehicular and pedestrian gateways within R-O-W
- On Pearl Street:
 - Add variety of street trees
 - Delineate 8’ wide pedestrian crossing with Imprint® across fire station driveway
 - New street lighting, some with banner poles
 - Reorient sidewalk in front of municipal building – add stonewall with seating, pavers/landing area, and gardens in front of town offices with option to provide town lettering on stonewall
- On Main Street:
 - Neck down with street tree at Five Corners on south side of street – Main Street lane width reduced to 11 feet
 - Reduce width of curb cut at Road Res-Q

- New apron with street trees just east of Railroad St. intersection
- Redefine entrance across from Railroad Ave. to back lot and parking
- Add small maple trees along south side in tree grates located in sidewalk
- New street furniture, benches, and trash receptacles
- Informational kiosk, with history and attractions in and around Five Corners

Report Title: *Five Corners Traffic Operations Evaluation*

Author: DMJM+ Harris

Date: October 2002

Sponsor: CCMPO

Purpose: To examine the existing and future traffic operating conditions at the Five Corners intersection.

Findings:

- There should be a two-lane roundabout:
 - The roundabout would drastically improve operations from LOS F to LOS A during the AM and PM peak hours.
 - The roundabout would require land taking in the Historic District; impact the center of the village.
 - Pedestrian and bicycle treatments would need to be considered.

Report Title: *Essex Town Center Committee Report*

Author: Essex Town Center Committee

Date: February 2004

Sponsor: Town of Essex

Purpose: To understand the current land use and zoning for the Town Center area; become knowledgeable about the infrastructure issues involved; review input from the latest town plan and zoning amendment process; gather public input on land use types and densities; recommend future use in terms of types of uses and densities.

Findings:

- Substantially increase residential density, maintain a version of the residential density bonus, simplify the density calculation algorithm, and incorporate senior/affordable housing.
- Increase residential to commercial percentages in remaining undeveloped land, allow buildings that are residential-only or commercial-only, encourage buildings that front Carmichael Street to include a commercial component, establish a single “planning zone” for Town Center, and incorporate underground or tiered parking.
- Monitor state traffic plans for Route 15 to minimize impacts on the 5 Corners/Town Center and investigate funding sources to complete Allen Martin parkway.
- Continue support for rapid completion of Sections A and B of the Circumferential highway and acceleration by the State to complete the segments from Route 2A to I-89 in Colchester.

Municipal Plans

Below is a discussion of how each of the corridor communities in the VT Route 15 study area addresses Route 15 in their municipal plans.

Essex Town Plan

The Town of Essex Community Development Department prepared the *Essex Town Plan* in 2006. The Plan outlines its residents' vision of what the Town should be in the future. It considers past trends and future potentials, major problems that seek solutions, and directions or policies that can be developed as guides to new growth. The Plan attempts to visualize the long-range growth of the community.

Functional elements of the Plan, including Transportation and Economic Development, are described in terms of existing conditions, goals, and objectives and policies of the plan. Chapter 11, Land Use and Development, provides specific recommendations to address issues in selected regions of Essex. Chapter 13, the final chapter, describes the mechanisms which the Town should use to implement the Plan, sets priority for implementation and describes which Town agency or official is responsible for carrying out implementation procedures.

The following are recommendations and conclusions from the Plan relevant to VT 15:

General Planning Goals

- **Transportation.** The future will provide varied modes of transportation with automobile balanced by increased availability of public transit, sidewalks, and multi-use trails. Mixed-use development patterns and home-based employment may help reduce traffic congestion. Changes in travel patterns and more efficient intersection designs will avoid the need to widen existing highways. The Circumferential Highway will be completed, allowing local streets to return to their primary function of providing access instead of accommodating through traffic.
- **Land Use.** Development will occur in growth centers in a compact manner as opposed to scattered development throughout the Town. Areas such as the Town Center will have a mix of commercial and residential development. Development form will be vertical as well as horizontal. These higher density areas will be accompanied by residential neighborhood growth centers. All settled areas will have convenient access by non-motorized, multi-use trails to the surrounding open spaces, natural and recreational facilities, as well as key developed areas such as schools, shopping, and businesses.

Goals, Objectives, and Strategies

Economic Development:

Objective. Build upon Essex's position as a multi-modal transportation center to improve and expand economic centers within the community.

Strategies. (1) Support state and regional efforts to develop transportation links between Burlington, St. Albans, and Montpelier (2) Continue to develop transportation paths (3) Explore a shuttle system between Village and Town Centers (4) Recognize that land use and transportation are linked. (5) Remove any obstacles that might impede transit-oriented development and explore alternative transit systems.

Objective. Promote infrastructure readiness.

Strategy. Construct the Circumferential Highway and improvements to the Route 15 corridor.

Community Facilities and Services:

Objective. Establish land use patterns and implementing bylaws that will encourage use of non-automotive travel.

Strategies. (1) The Community Development staff will recommend regulations that will encourage denser, mixed-use development conducive to bicycle and pedestrian traffic (2) The Public Works Department (PWD) will work with the CCMPO to plan for and support construction of park and ride facilities along key commuter corridors, such as Route 15 (3) PWD will work with the CCMPO to plan and construct bike paths and bike lanes throughout Essex.

Transportation:

In addition to general transportation goals, objectives and strategies, the Plan includes specific proposed transportation improvements.

Circumferential Highway (Vermont 289). The town should work with State officials to complete the entire highway. Other transportation improvements should be instituted simultaneously:

(1) Completion of remaining segments of the Circumferential Highway in Williston and Colchester; Park and ride access on Route 15 and Route 2A (2) Extension of public transportation to serve park and ride lots (3) Pedestrian and bicycle access along or across portions of the highway, and (4) Controls on land development at major intersections with Route 15, Route 117 and Route 2A.

Proposed Bicycle and Pedestrian Paths. (1) Route 15 (near McDonalds to connect two existing segments) (2) Route 15 (Sand Hill Road to Route 128) (3) Route 15 (Circ to Family Fun/Entertainment Center) (4) Route 15 (Saybrook to Route 128) (5) Route 15 from 5 Corners to St. Michaels College.

Land Use:

The Plan incorporates by reference The Town Center Master Plan (April 1991) and further recommends a secondary commercial and residential center be located in the area west of Route 15, south of Lost Nation Road and north of the Circumferential Highway. High-density residential development will go forward only if, in addition to the planned Route 15 vehicular access at the existing traffic signal, a strong pedestrian connection is provided across Route 15 to the Town Center.

Village of Essex Junction Comprehensive Plan

The Village of Essex Junction updated and adopted its Comprehensive Plan in January 2008. The goals of the Plan are to define/update Essex Junction's priorities, goals, and strategies for the next five years and beyond, update information regarding data, current issues, and development and to review accomplishments from the previous five years.

Relevant goals from the transportation and land use chapters include:

- Support the completion of the Circumferential Highway; improve level of service at Five Corners; and develop and implement a Transportation Management Plan for the entire village network
- Cooperate with the state and regional entities pursuing efforts to establish commuter rail
- Coordinate land use decisions with associated public infrastructure needs including streets, sidewalks, bicycle paths, drainage, water, sewer, school, recreation and other public needs.
- Provide sufficient locations within the village to accommodate a variety of land uses: (1) increase densities in the Village center (2) redefine zoning district boundaries and uses for the Village Center and for commercial areas and main corridors that are close to the Village Center. Redefine uses for central commercial areas and corridors

Village of Essex Junction Land Development Code

The Village of Essex Junction adopted a Land Development Code in 1992; it was most recently revised in April of 2007. The purpose of the code is to implement the Comprehensive Plan of the Village by establishing regulations, procedures and standards for review and approval of all development and use of land in Essex Junction.

City of Winooski Municipal Development Plan

The Winooski Planning Department prepared the City of Winooski, Vermont Municipal Development Plan, adopted by the Winooski City Council in January 2003. The Plan provides a template for Winooski's future. It addresses the policy goals of Vermont's land use planning statutes and aligns Winooski with the Chittenden County Regional Plan.

The Plan includes stated goals and planned actions for land use and transportation that are relevant to the VT15:

- Winooski plans to put in streetscape improvements and traffic calming measures and support transportation facility maintenance.
- The Plan promotes bicycle lanes and paths; a city-wide system of bicycle ways is planned for commuting and recreational use. The cycleway network is coordinated with bike routes in Colchester and Burlington as part of Chittenden County's Alternate Transportation Path Plan.
- The City shall require housing within and around its Downtown Growth Center to be developed at high densities
- The Plan describes a vision for the upper Main Street and East Allen Street mixed use corridors
- Before it will support development of a full interchange at I-89 Exit 15, Winooski requires strong benefit-cost justification. City concerns include those associated with Routes 2, 7 and 15 as well as loss of tax base associated with Right-of-Way acquisitions.
- In the interest of pedestrian and motorist safety, corner curbs on streets intersecting with arteries including Main Street, East and West Allen Streets and Mallets Bay Avenue shall be restored as a component of street reconstruction projects or redevelopment efforts.
- A regional Class I route, in a ROW paralleling Route 15 (East Allen Street), will be developed to serve commuter trips and provide access to Winooski Valley Park District facilities and the St. Michael's-Fort Ethan Allen area. A separated shared path will serve pedestrian and bicyclists.
- The City plans to advocate for changes in CCTA service based on regular-rider/potential-rider surveys which would determine which sectors of the city require or can support additional services.
- Winooski will lend support to the expansion of CCTA's regional service, to the extension of a commuter rail system, and to increased efforts to popularize the use of mass transit between the suburbs and the urban core.

Town Plan for Colchester

The Colchester Planning Commission adopted its Town Plan in 2007. The Town Plan sets land use priorities for Colchester as well as gives guidance on re-zoning. This comprehensive plan is designed for use by Town boards, commissions, residents and businesses. The plan provides: the framework for planning the future of Colchester; a guide for decision making in development review; a basis for evaluating zoning and subdivision and other bylaws; a tool for coordinating Colchester's activities with those of other municipalities and governmental bodies; a guide for development of capital improvement programs; and a reference for other plans developed by the Town.