

PUBLIC INFORMATIONAL MEETING
PITTSFORD AND BRANDON BYPASS SCOPING STUDIES
Otter Valley Union High School Cafeteria
Monday, May 21, 2001
7:30 – 9:30 PM

COMMENTS FROM THE PUBLIC

These comments were received subsequent to the 5/21/01 meeting, and are presented here exactly as we received them.

PITTSFORD

I live on Route 7 in the Village of Pittsford, across from the Library. I am interested in a bypass because of the increasing heavy traffic, particularly the number and size of trucks going through the Village.

My front door vibrates when trucks go by, and once the door flew open. Another time, a mirror fell off the wall.

As this is the center of the village (the historical district), there is much local traffic en route to the post office, the grocery store, the Library, the Bar, the laundry, a sporting goods store, two beauty parlors, etc.

I don't think bypasses should be too close to a village. The Florence route seems more sensible to me, with connection to a Brandon bypass.

I suggest a separate, highly advertised, preliminary discussion meeting soon in Pittsford.

The citizens of a town have a right to vote on this question at a duly warned meeting.

The question of a bypass has been discussed for many years. It's time to do something about it!

- Ruth S. Wimett

Good morning,

My name is Joseph House and I live with my wife Brenda on Blanchard Ave. in Pittsford, Vt. I am writing to let you know of my grave concern over the projected "PE" bypass in Pittsford. In my opinion the "PE" bypass is a huge mistake, which is an opinion all of my neighbors share. In this day of fast paced, noisy, busy and crowded neighborhoods, ours is very unique. The only noise we hear is an occasional auto on Plains Road, or an airplane overhead. Traffic is limited to homeowners and visitors. Children in our development have a very safe place to play, ride bikes, etc. We share a serenity here not found in many areas today. This area is like a long time dream to my wife and I, as we moved from New York about 9 years ago, where we lived on a busy street where this "serenity" was nowhere to be found.

I have included a page of photos from our neighborhood and an explanation of each. I only hope you study these photos carefully to understand the impact "PE" will cause.

Photo #1 shows my home and my closest neighbor. You can feel the peace and quiet of our secluded area. This feeling will be destroyed if the bypass is allowed to pass through here.

Photo #2 is a whitetail deer fawn. This fawn was in no danger and sensed that when it wandered to my neighbors kitchen window. You don't see this around any main highways, and if you did, it would probably result in death to the fawn. Traffic is no match for any wildlife, especially a small deer.

Photo #3 shows 24 deer in my back yard. The woods directly behind my home is their home also. It is nothing to find several deer beds in the snow during winter months. These animals have a natural sense to know if there is danger, and they know they are safe here. There has been as many as 30 deer in my yard feeding at one time. This is a good size population which would be almost certainly displaced with a highway here.

Photo #4 was taken just inside the woods you see in photo 3. This antler rub is 5 ½ ft. off the ground. It is not from whitetail deer, but from a moose. There has been three separate occasions when a moose has passed through our development. It is quite a site to see if you have ever lived on a busy street where a site like this is unheard of.

I hope this letter gives you an idea of what our development is all about. Peace and quiet, nature and serenity. Please don't take this away from us, it will be very difficult if at all possible to find again.

Sincerely,

Joseph House

Joseph House
159 Blanchard Ave.
Pittsford, Vt. 05763
802-483-2129

5/21/01

To whom it may concern,

I am a Pittsford resident. I do not want to see a bypass around Pittsford village. A bypass would change the community in a negative way. Also, as a taxpayer, I do not want to see any more money spent on studies.

Regards
Daniel J. Shea
1198 Furnace Road
Pittsford, Vt. 05763

BRANDON

Monday, May 21, 2001

I am writing in response to the request for citizen feedback on the Pittsford-Brandon bypass. My family resides on the lower portion of Sugar Hollow Road, an area that, according to the latest map, would be seriously impacted by one of the proposed routes. We moved to this location six years ago because of the natural beauty of the area, the secluded nature of the dirt road, and the sense of safety this would afford in raising small children.

We are also aware that the VAST trail network is in the middle of the proposed bypass route, and this is a valuable resource for our family and the community. This trail network is utilized for cross country skiing, snowmobiling and hiking. It is home to turkey, an occasional moose, as well as the regular residents, deer, ruffed grouse, black bear, foxes, etc. Many residents also use the old dam as an access point for fishing. We are also aware that this dam and the area surrounding it, is an historical area.

Because of the change in the landscape and the traffic level, the bypass, if erected along the proposed lower Sugar Hollow route, would force us to move from a beautiful, wooded location, and from the house where our children were born. We chose to live here; we chose not to live on Route 7. We believe the state and towns should look for other alternatives to traffic congestion, alternatives that do not cause relocation from natural, wooded areas.

Sincerely,
Lauren and Doug Norford

As residents of Brandon, we concur that there is a definite need for a by-pass around Brandon. We also feel that a Pittsford by-pass would also be beneficial to those who travel Route 7 from south to north of the state. By building a route 7 by-pass between Brandon and Pittsford at a later date it could connect the two short "band-aid" by-passes which should be built now.

Using a westerly route could also connect eventually with other town's band-aid by-passes that eventually lead to Route 4 between Rutland and Fair Haven.

With Castleton College located near Route 30 we feel that the state should make a north south corridor somewhere on the western side of Vermont. Having all short routes on the west side would allow traffic to continue while different segments were built piecemeal.

- Paul & Mary Potvin – Brandon, VT

May 24, 2001

1) The railroad as shown on your map going from Proctor to the OMYA plant in Pittsford no longer exists. This was abandoned in 1975 as evidenced by an enclosed photo copy of the newspaper article. Maybe this was done before your company was established and was overlooked.

2) In the interest of public good and also to relate to the proposed bypasses, it would be in the best interest of all parties concerned to have all of the rivers and streams incorporated into the present map. This would give us a better insight to how the picture all fits together. (Otter Creek, Neshobe River, Etc.) Now I know that these features were well established on the face of the earth long before the roads, railroads, and even us were around these parts of the universe.

3) From the perspective of a resident from Brandon, I feel that the short bypass route labeled "BW" is the viable way to solve this problem. However I feel that this route can be shortened. This can be accomplished by starting the northerly terminus with route 7 just south of the Steinberg road, have no intersection with route 73, and continue south-easterly to join up with route 7 near Nickerson road as proposed. I feel that the limited traffic from route 73 west would not warrant an intersection with the bypass at this point. Just have this traffic come through town as usual. The real bulk of traffic is north and south bound, and this short bypass should fill the need for a long time to come.

Respectively,
James McKinnell
637 Marshall Phillips Road
Brandon, Vermont 05733

June 1, 2001

I agree that Brandon does need something done to cure traffic problems in the downtown section of Route 7. However the cure should cause as little disruption as possible. I am against any attempt to change the rural character of the area. This not New Jersey (with apologies to jerseyites) and I don't want to see it become an industrialized area. Therefore, I would favor the shortest and least intrusive route around the immediate downtown area. With the upgrades to Route 7 over the next 10 years, it seems to make sense to bypass the town and get back on 7 as quickly as possible. I strongly oppose the PBE and PBW routes.

As a real estate broker I am also extremely concerned by the apparent disregard for the rights of area property owners. Every home or land parcel within a ¼ to ½ mile of all six of the currently proposed routes now is a stigmatized property. If you totaled the number of parcels involved in some way be it visual, noise or otherwise, the number would certainly be over a thousand. An owner wishing to sell one of these properties or a real estate broker listing one has to inform a potential buyer that a bypass may directly or indirectly affect the property or face the very real threat of a lawsuit. In the case of a broker a virtual guarantee of loss of license in addition to civil penalties.

I have seen what has happened in Rutland, Rutland town and Mendon because of the various Rutland by-pass routes. Sales have slowed to a crawl and prices have dropped for home along the routes and it has caused real hardship for many many people. A sale in Pittsford was cancelled two days after the May 21, 2001 meeting because the property was in one of the bypass routes. Can you imagine how devastated the seller was.

Some how the planning process has to become more sensitive to this problem and not draw lines on a map without good and valid reasons and to erase those route as quickly as they are rejected.

Sincerely,
Alex Greene
927 Hollow Rd.
Brandon, Vt 05733

In 1967 I wrote a letter to the Rutland Herald Editor stating the need for a bypass around Brandon because of the many accidents particularly with regard to the stretch of road south of the funeral home. I live at 40 Franklin St.—Things haven't changed, except to maybe get worse. Since last fall these incidents have occurred:

- 1) going south around 7 or 8 AM a man ran into the light pole at the south side of my drive breaking it in two.
- 2) An older man coming south blew his nose and ran head on into a car in front of my house.
- 3) A woman coming south ran into my 'northern' neighbor as he was turning into his driveway.
- 4) A man coming south driving a new PT cruiser lost control of the car at the curve and drove across the top of my driveway, down my hillside, and was airborne and landed, on the wheels and right side up, on my property south of the stream which goes into the culvert under Rte. 7.
- 5) It's difficult to get out of my driveway onto Rte 7—It's fortunate I wasn't sitting there in my driveway waiting to get out when this last car was totaled—I would have been too! 2 of these drivers I know were not from Brandon but were just driving thru—probably the other two were just driving thru too—If there had been a bypass they probably would have been on it and not on Rte 7 by my house—& these accidents on Rte 7 would not have been—

Edna Jones 6-8-01

Would we eliminate or drastically reduce the need for a bypass if Route 22A were to become a "regional" bypass—

There must be some origin/destination traffic counts that would help answer this?

Thanks.

6/22/01

I very much disapprove of the Brandon West bypass proposal because it appears to be much more costly and less effective than the BE route. Railroad bridges and road crossings are more expensive and always cause dangerous conditions for traffic. I am familiar with the terrain on the BW route and it imposes a lot of problems including a marble quarry, wetlands, and some rocky sections.

It seems to me that the BE route would make a lot more sense for providing access to Brandon from the East and traffic moving north to Burlington or South to Rutland and would be less costly and safer than the BW route.

Please take my opinions into consideration, as a landowner and citizen of Brandon.

Bruce & Debbie Howard
Old Brandon Rd. Brandon, VT

6/22/01

After carefully reviewing considerations on the bypasses around Brandon, Vt. I have come to the conclusion that the proposed bypass labeled BW is not in my opinion the most desirable route because it would be necessary to bridge over the Railroad tracks twice and to go over 5 roads by bridge or make intersections, all very costly. Besides there wetlands in that area that the Corps of Eng. would probably forbid construction. where it cuts off Rt. 7 south of town is a very dangerous entry area and has the reputation of being accident prone on the hill & curve. The interchange west on Rt 73 would be costly for the Light use it would provide.

The BE approach makes much more sense for one reason it would be in open country which would also service the town of Forestdale and provide a good interchange for trucks coming westerly to go to Brandon Middlebury or Pittsford & Rutland. No R.R. to cross and fewer roads.

H. J. Huntoon