

# TOWN OF LINCOLN VILLAGE TRAFFIC CALMING PLAN AND REPORT



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Town of Lincoln  
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# 1 INTRODUCTION

## 1.1 PROJECT BACKGROUND AND LOCATION

The Town of Lincoln is exploring traffic calming options to provide a safer environment for pedestrians, bicyclists, and motorists in the downtown village area. As part of this initiative, the Town has acquired funding through the Addison County Regional Planning Commission (ACRPC) to develop this Village Traffic Calming Master Plan for the study area shown to the right.

The concept of implementing traffic calming within downtown Lincoln is not a new concept. The Town has previously participated in a case study that was included as part of the Speeding Countermeasures for Vermont project conducted by the State of Vermont, summarized in the 2023 Traffic Safety Toolbox – Addressing Speeds Report (Traffic Safety Toolbox Report).

This case study included advisory shoulders and radar speed feedback signs. Advisory shoulders are no longer a recommended speeding countermeasure in Vermont because the Federal Highway Administration (FHWA) has ended testing of these features. It is our understanding that the Town is in favor of keeping the existing “reminder



lanes” in the Village of Lincoln as they currently exist. In addition, the Town has also installed two speed bumps on Creamery Street as a means of traffic calming. Additional features which enhance village character, such as on-street parking and sidewalks along portions of East River Road, also promote reduced travel speeds by providing visual cues to drivers that they may anticipate pedestrians.

## 1.2 PROJECT COORDINATION

The overall project team consists of the Town of Lincoln as the project “owner”, the Addison County Regional Planning Commission (ACRPC) as the funding source, and DuBois & King, Inc. (D&K) for planning and engineering services. Input received throughout these meetings was an integral part of the project from beginning to end. Appendix A, Meeting Notes and Key Correspondence, includes materials pertaining to project meetings.

### PROJECT KICK-OFF MEETING

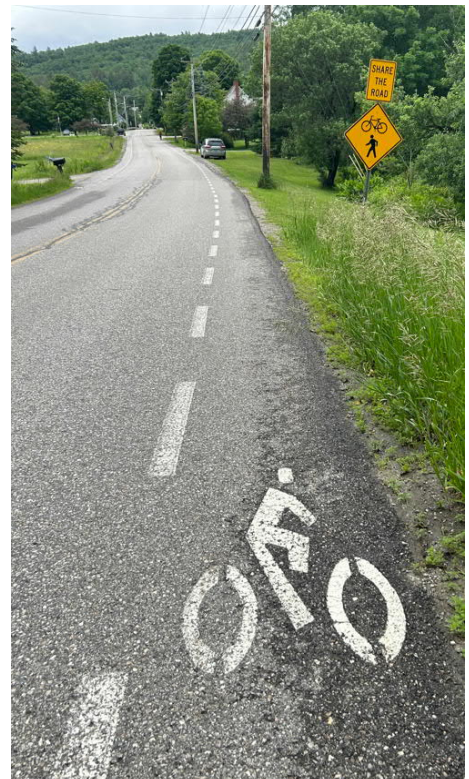
A meeting to kick-start the project was held on April 19, 2024 which discussed project goals, project area limits, the project process, schedule, and general project area. During discussion regarding project area limits, it was noted that the project area does not include the section of East River Street from The Old Hotel to the school because the project scope and fee was based on input received during the Request for Proposal (RFP) phase, which did not include this section (as shown on the project area map on the previous page).

### LOCAL CONCERNS MEETING

A meeting was held on June 18, 2024 to present an overview of the project; summarize existing conditions within the study area, including existing traffic calming measures present within the Village; discuss the upcoming community survey; present a discussion about different types of traffic calming measures; and gather public input regarding the project area and their thoughts on potential traffic calming within the study area.

During this meeting some of the items discussed included the following:

- Project limits were discussed. There was the question as to why the study area didn’t go all the way to the school; to which ACRPC responded that there wasn’t enough budget to fund beyond the village center.
- It was noted by a meeting attendee and former selectboard member that the Quaker Street shoulders do not meet requirements for bike lanes and that the town refers to the roadway striping on Quaker Street at “reminder lanes”. It was also noted that originally the plan was that the centerline was not going to be painted (which would have resulted in linestriping consistent with advisory lanes). However, the centerline was, and continues to be, striped.
- It was noted by a former selectboard member that the original intent of the grant was to look for ideas to address traffic calming thru low-cost measures, for example adding pavement markings or other low-cost creative means.
- Reference was made to the planned creemee stand, to be located near the Store.

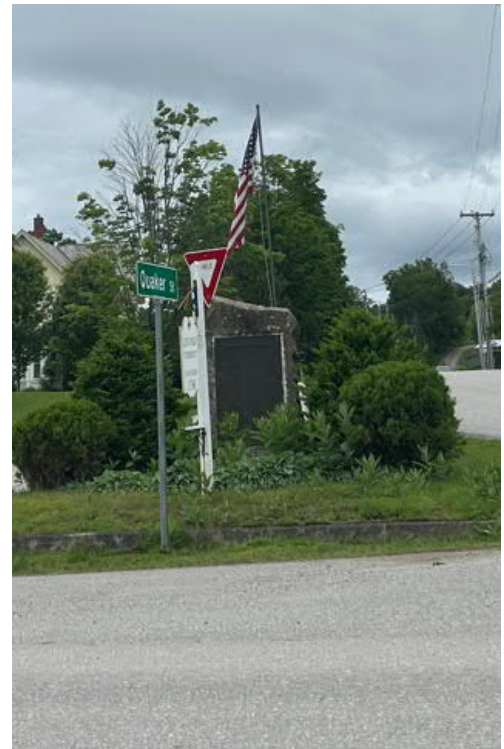


- Reference was made to a previous sidewalk scoping study that explored improvements for walking routes to the school. It was noted that no design furthered as a result of this study due to high anticipated construction costs found during that study.
- The concept of turning the “Y” intersection on Quaker Street at West / East River Road to a “T” intersection was discussed.

## DRAFT CONCEPTS PRESENTATION MEETING

Following development of a draft concept plan for traffic calming measures within the study area, a public meeting was held on September 3, 2024 to provide a summary of the project to date and present draft concepts for traffic calming. The following is a summary of public comment from this meeting:

- It was noted that the speed limits on all town highways throughout the Town have been lowered through an ordinance update, but the signs won’t be changed until this fall. The maximum speed on all town highways is now 30 mph unless otherwise posted (there are some areas of the study area that will have a speed limit of 25 mph).
- There were varied responses to the idea of turning the Quaker Street “Y” intersection to a “T” intersection.
- There was a suggestion of focusing on passive measures, such as linestriping.
- The need for sidewalks was recommended, especially as it relates to the school being so close to the study area. It was clarified that sidewalk improvements are not part of this project, but that this is a recognized need as it relates to overall village planning.
- Discussion of speed tables included references to examples of towns that have installed speed tables, including Huntington, Willison, and, as one resident commented, mountain towns in Colorado (as it pertains to the snowy, cold-weather conditions of Vermont).



## ACRPC TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

As part of this project, DuBois & King, Inc. presented this project at an ACRPC TAC Meeting on September 17, 2024. This included a summary of the project process, tasks completed to date, and remaining tasks for the project at the time of the presentation.

## PUBLIC INFORMATIONAL MEETING

A public informational meeting was held on October 1, 2024 to present updated concepts for traffic calming within the study area. At this meeting it was clarified what areas of the proposed traffic calming concepts were revised since the prior Draft Concepts Presentation Meeting. These revisions included the following:

- Showed linestriping along all study area roads except Quaker Street,
- Removed the realigned intersection at West River Road / Creamery Street and added a speed table on West River Road north of the intersection,

- Widened the southern side of the island at the Quaker Street / West River Road intersection, and
- Updated concepts along East River Road east of Gove Hill Road, including, but not limited to, changing the realigned crosswalk location, keeping the configuration which allows for parking in front of the general store, bulb-out and green space areas, and linestriping.

The following is a summary of the public comment portion of the Public Informational Meeting:

- There were two residents who spoke in favor of reconfiguration of the Quaker Street “Y” intersection to a “T” intersection. It was explained that earlier in the project process that this reconfiguration was included as part of the draft concept, and that this was removed from the plan at the direction of the Town. Reconfiguration to a “T” intersection was removed with the rationale that it was not felt that this was a concept that the Town would be pursuing in the future. In addition, there was mixed input regarding the need to remove an existing monument within the island of the “Y” intersection.
- There was mention of the potential to widen the island with the monument to narrow the road.
- The ACRPC has posted some materials on the ACRPC website for the Town from prior projects in Lincoln. The Town requested that the prior sidewalk extension Scoping Study be reviewed as it relates to connectivity to this study area (East River Road Sidewalk Extension Scoping Study Report, Lincoln STP BP19(12), prepared by Dufresne Group in 2021).
- There was discussion regarding parking areas in the downtown village area. It was noted that the plan does not include any changes to the parking lot to the west of the General Store because this is a privately owned parking area. Therefore, the plan shows existing access to this parking area is maintained as it currently exists. Throughout meetings it is evident that it is important to maintain existing parking areas in the downtown area.





## 2 EXISTING CONDITIONS

The project area focuses on the village of Lincoln and includes roadway segments within close proximity to “downtown” Lincoln, as shown in the study area map earlier in this report. Per mapping in the 2018 Town Plan, the entirety of the study area is located within the town’s Village zoning. The following table summarizes the roadways within the study area.

Table 1: Roadway Characteristics

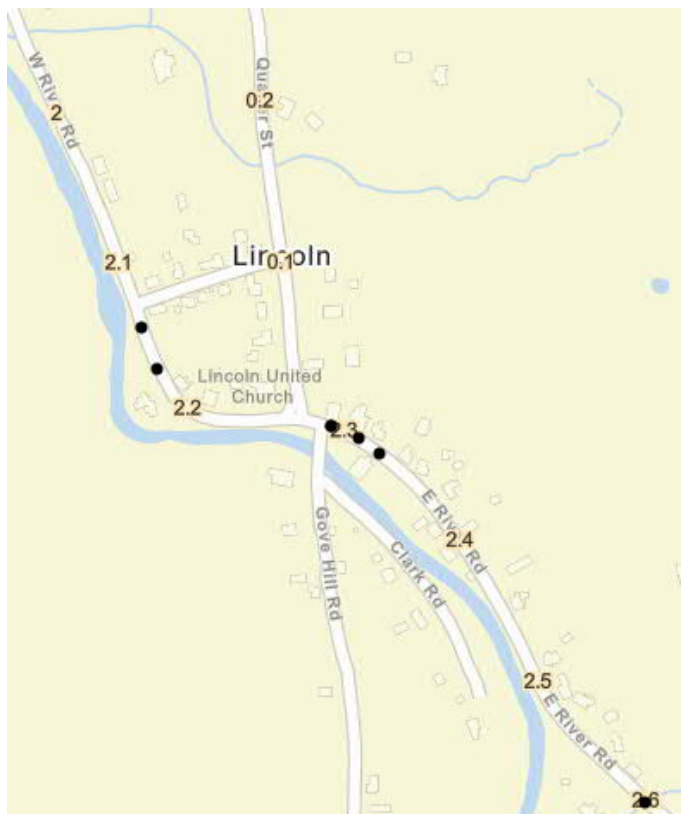
Roadway	Location	Length	Approx. Road Width	Road Surface	AADT
West River Road	library to East River Road	approx. 0.25-miles	22' (wider approaching Gove Hill Rd intersection)	paved	1,697 (year 2023, approx. 0.3 miles west of the study area)
East River Road	East River Road to The Old Hotel	approx. 0.25-miles	24' (wider approaching Gove Hill Rd intersection)	paved	1,252 (year 2023, approx. 0.5 miles east of the study area)
Gove Hill Road	West / East River Roads to approximately 96 Gove Hill Road	550-feet	21'	paved	no available data (assume less than 500)
Quaker Street	beginning at the intersection with West and East River Roads and continuing north approx. 630-feet north of Creamery Street	0.2-miles	23.5'	paved	557 (year 2023) just north of project area
Creamery Street	length of road	480-feet	21'	paved	no available data (assume less than 500)

Speed data was collected along Quaker Street at a point in the vicinity of the project area between September 6, 2019 and September 17, 2019. During this time period, the average travel speed for vehicles at this location was 36 mph and the 85<sup>th</sup> percentile speed was 43 mph, where the speed limit was 35 mph. This data is included in Appendix B.

The only pedestrian infrastructure within the project area includes a sidewalk on the north side of East River Road between Gove Hill Road and The Old Hotel, sidewalks between the Burnham Hall and the parking area west of this building, and a sidewalk on the east side of Gove Hill Road that extends from the study area intersection to the south side of the bridge over the New Haven River.

A review of crash data was not included as part of the scope of this study. However, the latest available VTrans High Crash Report (2012-2016) was reviewed and this report listed West River Road / East River Road between milemarker 2.1 and 2.4 as a high crash location (HCL) section. Although there were only 5 crashes along this section within these 5 years of data, locations with lower traffic volumes are more apt to result in a calculation of being an HCL due to the formula for calculating whether an intersection or section is considered an HCL.

As shown in the graphic to the right, for the 10-year period between 2014 and 2024 there were 5 reported, mapped crashes within the study area.



VTrans Public Crash Data Query Tool  
2014-2024 Crash Data





## 3 TRAFFIC CALMING MEASURES

### 3.1 Traffic Calming Overview

**Traffic Calming** is defined by the Institute of Transportation Engineers as: [the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.](#)<sup>1</sup>

There are various types of traffic calming measures that can have an impact on the speed in which drivers travel along a corridor. Traffic calming objectives can include lowering slow speeds for motor vehicles, reduce collision frequency and severity, increase the safety and the perception of safety for non-motorized users of the streets, reduce the need for police enforcement, enhance the street environment, encourage water infiltration into the ground, increase access for all modes of transportation, and reduce cut-through motor vehicle traffic<sup>1</sup>. The speed at which people drive is influenced by a number of factors. Two of these factors include (1) design elements of the roadway (lane and shoulder widths), and (2) the surrounding environment (presence of sidewalks, buildings, trees, parking, etc.). There are four categories of traffic calming measures that were discussed throughout this study. These include the following:

**Horizontal Deflections:** Hinders the ability of a motorist to drive in a straight path by creating a horizontal shift in the roadway. This shift reduces the ability of a motorist to maintain speed while comfortably navigating the measure. Examples include chicanes, lateral shifts, realigned intersections, and roundabouts.

**Vertical Deflections:** Creates a change in the elevation of the roadway that typically forces a motorist to slow down to maintain an acceptable level of comfort. Examples include speed tables, speed humps, speed cushions, raised crosswalks, and raised intersections.

**Street Width Reductions:** Narrows the width of a vehicle travel lane or roadway, so a motorist likely needs to slow down to maintain an acceptable level of comfort and safety. These measures can also reduce the distance required for pedestrian crossings, reducing exposure to vehicular conflicts. Examples include corner extensions / bulb-outs, chokers, median island, and on street parking.

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<sup>1</sup> Institute of Transportation Engineers (ITE) resources. <https://www.ite.org/technical-resources/traffic-calming>

**“Other” Measures:** Visual features that are not traditional traffic calming measures but can have an impact on drivers’ perceptions can include features such as bike lanes, gateway signage, in-street pedestrian crossing signs, pavement markings, reducing the speed limit, rumble strips, speed feedback signs, streetscaping, and textured pavement.

Appendix C includes a number of Institute of Transportation Engineers (ITE) Traffic Calming Facts Sheets that give additional information on some of the traffic calming measures that have been incorporated as part of this plan. These fact sheets for various options also includes generic information regarding typical costs of such measures (in 2017 dollars). Using the ENR index to project these to 2024 dollars one could expect to increase the costs in the ITE Traffic Calming Facts Sheets by at least 25%.

## 3.2 Existing Traffic Calming in the Town of Lincoln

In recent years, the Town of Lincoln installed radar speed feedback signs (RSFSs) in the Town of Lincoln and pavement markings and signage similar to advisory lanes along Quaker Street (referred to as “reminder lanes” by the Town). The RSFSs were installed on East River Road, West River Road, and South Lincoln Road. Typically, advisory lanes, also called edge lane roads or advisory shoulders, combine travel lanes into a shared center lane and creates walking/biking lanes. As noted in the Traffic Safety Toolbox Report, this traffic calming measure is not a recommended speeding countermeasure in Vermont because the Federal Highway Administration (FHWA) has ended testing of these features. Though not an approved roadway treatment per FHWA, a similar roadway configuration still exists in the study area along Quaker Street. The pavement markings along Quaker Street differ from the standard advisory lanes in that there is a striped centerline on Quaker Road, whereas typical advisory lanes do not have a centerline.

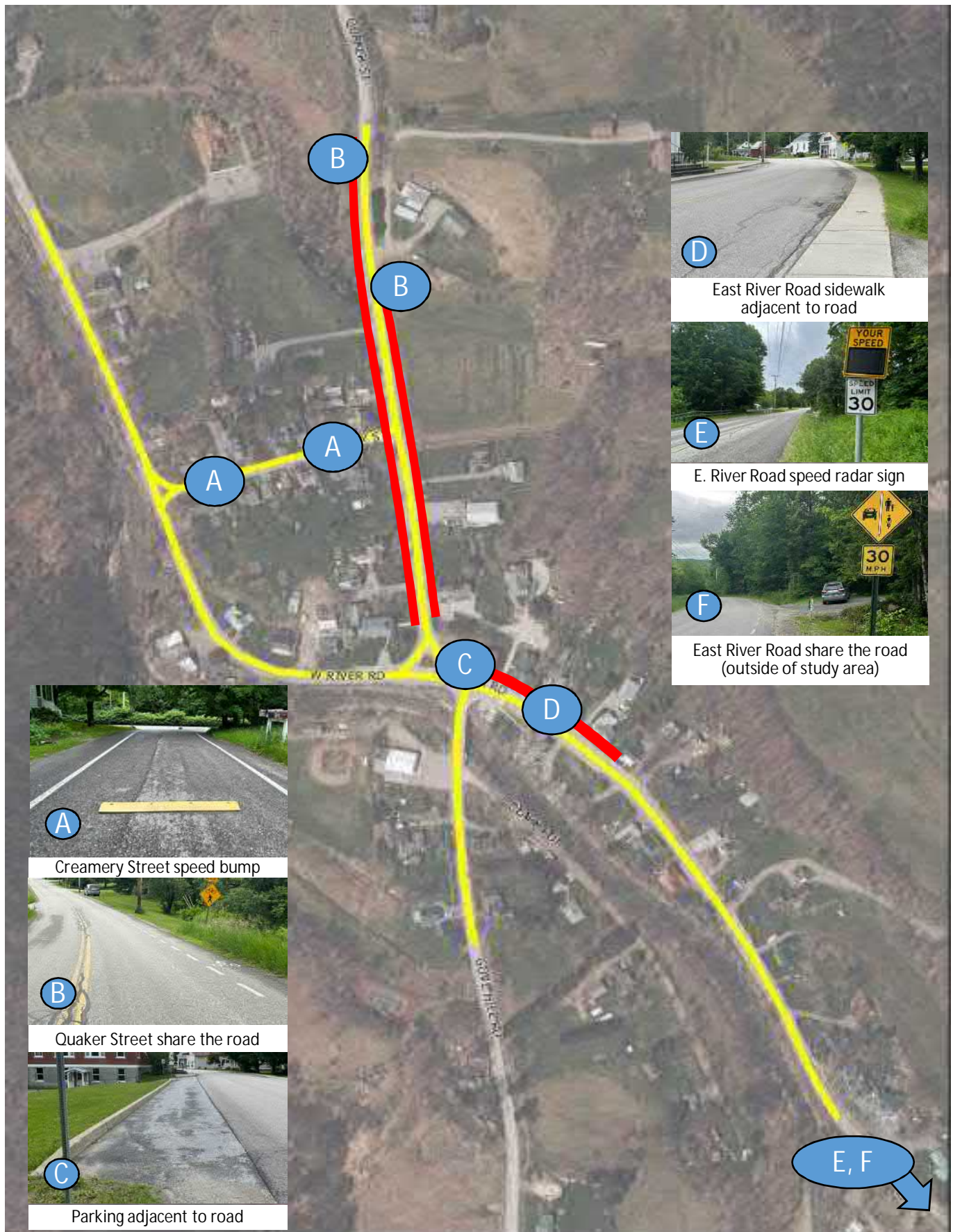
In addition to “reminder lanes” and RSFSs, the Town has also updated their traffic ordinance to lower the speed limit of a number of roads in Town in order to address concerns of travel speeds. This ordinance states that the maximum speed on all town highways shall be 30 mph unless otherwise legally posted. This ordinance also includes changing the maximum speed limit on a number of roads within town to 25 mph. The road sections of Gove Hill Road, Creamery Street, and Quaker Street within the study area are included in the listing of those with the lower 25 mph speed limit. The new signs associated with this change have not yet been installed. In addition, the State’s Highway Safety Improvement Program (HSIP) is funding edge line markings on a number of Town roads, including those in the study area.



Photo, above right: Example of advisory lanes <sup>2</sup>  
Photo, below right: Lincoln Quaker Street “reminder lanes”

<sup>2</sup> Low-Cost Traffic Calming Techniques and Walk/Bike Solutions for Rural Vermont. Local Motion. April 18, 2024

## EXISTING TRAFFIC CALMING AND VILLAGE CHARACTERISTICS IN THE STUDY AREA



## 4 COMMUNITY SURVEY

Following the Local Concerns Meeting a community survey was released to gather input regarding residents' thoughts on various types of traffic calming, which types of traffic calming they support in the study area, and, in particular, what their preference would be for traffic calming measures along each of the roadway sections within the study area. This survey was posted on Front Porch Forum, with hard copies available at the General Store where residents could return surveys to the Town Office. The survey was available between July 9, 2024 and October 10, 2024. copy of the survey is included in Appendix D, along with graphics summarizing each question. The following are some takeaways from this survey:

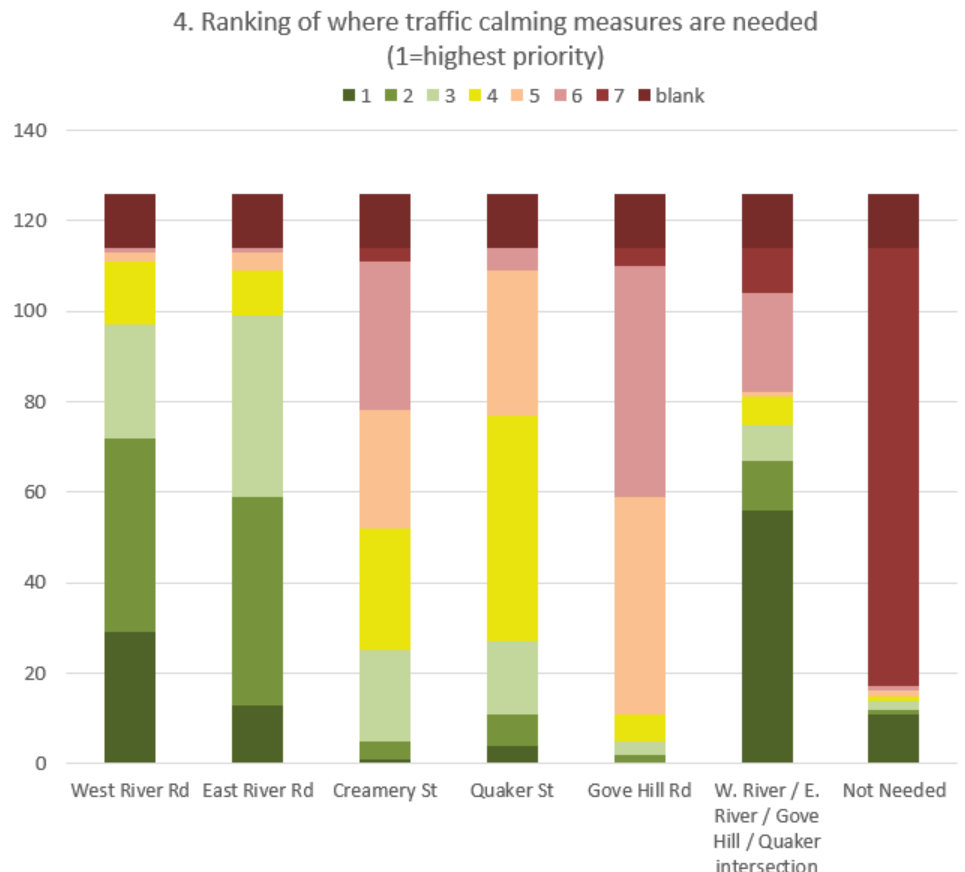
### General Questions

- A total of 126 surveys were completed.
- 94% of responses are Lincoln residents.
- Approximately 2/3 drive through the study area 5+ times per week.
- Approximately 2/3 think traffic calming is needed in the study area (14% responded it is not needed and the remaining answered no, unsure, or left the question blank).
- 1/3 of responses suggested that traffic calming is needed in Lincoln outside of the project area (1/4 responded no and over 40% left the answer blank)

### Ranking of Where Traffic Calming Measures Are Needed (per Survey Responses)

- When applying a scoring criteria for ranking of each roadway section, the following is the order of priority calculated amongst all survey responses:

1<sup>st</sup>: West River Road,  
2<sup>nd</sup>: East River Road,  
3<sup>rd</sup>: the study area  
intersection,  
4<sup>th</sup>: Quaker Street,  
5<sup>th</sup>: Creamery Street, and  
6<sup>th</sup>: Gove Hill Road.

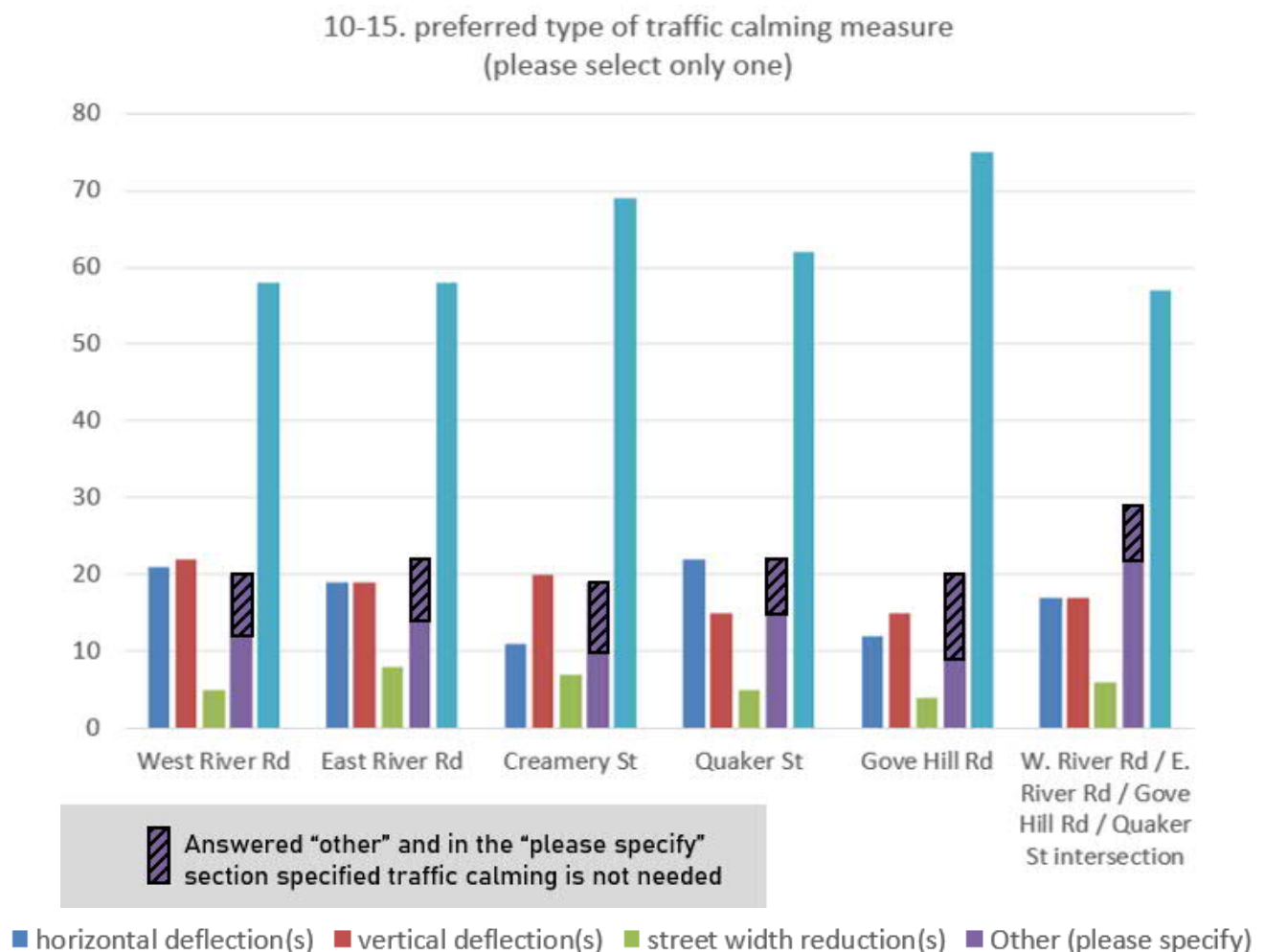


## Support for Various Types of Traffic Calming Measures

- In general, residents were more likely to support horizontal deflection and/or vertical deflection measures and not support street width reductions.
- For all locations except the West River / East River / Gove Hill / Quaker intersection, there was higher support for vertical deflection measures, and at this intersection there was a very slightly higher support for horizontal deflection measures.
- 16% - 20% of survey responses left the answers blank when asked what types of traffic calming measures they supported.
- “Other” measures that received the most support for roadway sections were generally bike lanes, speed feedback signs, reducing speed limits, pavement markings, and signs. “Other” measures that received the most support for the study area intersection included reducing the speed limit, in-street pedestrian crossing signs, bike lanes, signs, and pavement markings.

## Preferred Type of Traffic Calming Measure for Each Road Segment

- When asked to select one preferred traffic calming measure per road segment or intersection, the following are the results from this question.



## 5 DEVELOPMENT OF TRAFFIC CALMING CONCEPTS

A draft traffic calming plan was developed based on a review of existing conditions, input received at public meetings and the community survey, and engineering judgment. A draft concepts plan was presented at the Draft Concepts Presentation Meeting that included the following concepts:

- Speed tables or speed cushions on the outer approaches into the study area on West River Road, East River Road, and Gove Hill Road.
- Speed table or speed cushion on West River Road west of the Quaker Street intersection.
- Realigned intersection at the East River Road and Creamery Street intersection.
- Raised intersection at the Quaker Street and Creamery Street intersection.
- Speed humps at the locations of the existing speed bumps on Creamery Street.
- “Welcome to the Village of Lincoln” gateway signs on East River Road and West River Road outside of the project area.
- Modifications on East River Road in vicinity of the General Store to include a realigned crosswalk, removing parking in front of the store due to safety concerns of the various traffic movements in this area combined with existing pedestrians. This also includes removal of a small area of parking across from the Store to incorporate a realigned crosswalk.
- Phase 2 (future improvement) of modifying the Quaker Street intersection at West / East River Road from a “Y” intersection to a “T” intersection.



Excerpt from an earlier version of the traffic calming concepts which included a realigned intersection of Quaker Street at West River Road.

Following the Draft Concepts Presentation Meeting, traffic calming concepts were updated based on input received from the Town and ACRPC. Two items that were modified at the request of the Town were to remove the realigned intersection of West River Road at Creamery Street and replacing this measure with a speed table, and also to remove the realignment of Quaker Street to a “T” intersection. If the Town would like to pursue modifying the Quaker Street intersection at West River Road to a “T” intersection, there are no conflicts to the proposed traffic calming measures in this study that would restrict implementing this modification.

## 6 FINAL VILLAGE TRAFFIC CALMING PLAN

The following is a description of the traffic calming measures and other visual features that are included in this Village Traffic Calming Plan. The discussion below includes options and variations for a number of measures which can be implemented as potential pilot project(s) prior to long-term installation or variations of proposed measure(s) for consideration depending on the Town's future interests.

### 6.1.1 A. Speed Tables

This plan proposes a total of five speed tables: three on the approaches to the downtown village (along West River Road, East River Road, and Gove Hill Road), as well as two additional speed tables on West River Road to promote lower speeds entering the village from the west. The intent for these measures is to provide traffic calming measures as visual cues for drivers as they are approaching the village area. A speed table is not proposed on the northern end of the study area along Quaker Street due to the steep grade of the road in this area. Two recommendations regarding placement of speed tables is that (1) it is preferable, if possible, for speed humps to be placed such that they are not located in close proximity to driveways, and (2) it is recommended that these features are not be placed on horizontal curves or steep grades.

Options and Variations:

- Removable speed table – Can be used as a pilot project to aid in the Town's decision making process prior to making a permanent installation (photo right, above).
- Permanent speed table – Option for a long-term traffic calming measure (photo right, center). Permanent speed tables are typically 3" to 4" above the adjacent roadway surface and are typically long enough for the entire wheelbase of a passenger car to rest on top of the speed table.



Example of removable speed table (above)  
and permanent speed table (below)



### 6.1.2 B. Raised Intersection

In lieu of incorporating a speed table along the Quaker Street approach to the downtown village area, this plan includes a raised intersection at the Quaker Street intersection with Creamery Street. Raised intersections are typically 3" to 6" above the adjacent road and have 6' ramps up to the raised intersection area.

Example of raised intersection (below)



### 6.1.3 C. Speed Humps

There are two existing speed bumps along Creamery Street. This plan includes replacing these with speed humps. The two are similar in nature, both vertical deflection traffic calming measures. Speed humps are longer than speed bumps, where speed humps are typically between 12' to 14' in length and 3" - 4" high and speed bumps are 1' to 2' long and can be up to 6" high. It is preferable, if possible, for speed humps to be placed such that they are not located in close proximity to driveways.



Example of speed hump (above)

Options and Variations:

- Removable speed humps – Can be used as a pilot project to aid in the Town's decision making process prior to making a permanent installation.
- Permanent speed humps – Option for a long-term traffic calming measure.
- Maintain existing speed bumps – To save costs, the Town may choose to retain the existing speed bumps on Creamery Street to focus on other traffic calming measures first since there are currently speed bumps along Creamery Street.

### 6.1.4 D. New Gateway Signs

To enhance the village characteristic and to give drivers a visual cue of the approaching downtown village, gateway signage is proposed on both East River Road and West River Road. Locations were not specifically identified on this plan as it is assumed that the proposed gateway signage would be placed outside of this study area. Placement for these signs should take into consideration roadway geometry, vegetation to ensure that signage is visible to drivers, and line of sight.

### 6.1.5 E. Edgeline Pavement Markings

Currently the only roadways within the project area that have existing edgeline markings are Creamery Street and Quaker Street. As noted above, the striping along Quaker Street consists of dashed lines for edgelines. This Village Traffic Calming Plan includes adding edgelines on West River Road, East River Road, Gove Hill Road, and maintaining edgelines on Creamery Street. Based on input received through this Study process, the Town is content with the roadway striping along Quaker Street with its' existing "reminder lanes".

The Vermont State Design Standards provides recommendations for lane and shoulder widths for roads based on road classification, design speed, and annual average daily traffic (AADT). All roads within the study area are rural local roads. There is minimal traffic data available for the study area.

The suggested lane and shoulder widths based on State standards for a rural local road with a design speed of 45 mph or lower with an AADT between 100 and 1,500 vehicles per day are 9' lanes with 2' shoulders. For a similar road with an AADT between 1500 and 2000 the suggest 10' lanes and 3' shoulders. Based on available traffic data, this plan includes new edgeline pavement markings on East River Road, Gove Hill Road, and Creamery Street for 9' travel lanes, and 10' travel lanes on West River Road.

### 6.1.6 F. Realign Crosswalk

Currently the existing crosswalk along East River Road in vicinity of the General Store is at a skew to the roadway. In order to improve safety for pedestrians, this plan includes realigning the crosswalk to be perpendicular to the road, reducing the overall length that is needed to cross the road by approximately 8'. In addition, it is recommended that in-street pedestrian signs be used.

### 6.1.7 G. Extend Green Space at Quaker Street Island

There is an opportunity to reduce the pavement width at the Quaker Street island along West River Road by adding pavement markings to provide for a 2' shoulder and transforming the pavement north of this 2' shoulder to green space.

Options and Variations:

- Pilot project or low-cost measure – There is the option to implement a temporary application in this area if the Town would like to implement a trial period here prior to the transformation of green space. A pilot project could include either pavement markings in the form of hatching, painted pavement, or installation of temporary curb in this area.
- New hatching pavement markings – In lieu of green space, an alternate treatment could be pavement markings in the form of hatching within the area shown on the plan as new green space.
- Green space as shown on plan – This measure would reduce the overall pavement width at this location.

### 6.1.8 H. New Curb Extensions (Bulb Outs)

There are three locations where new green space is proposed along East River Road in the form of curb extensions (or bulb-outs). These include the following:

H1. Green space on the south side of the road at the proposed crosswalk location. This will narrow the width of the pavement here as well as reduce the length that is needed for pedestrians to cross the road here.

H2. New green space along East River Road, location as shown on the plan, to narrow the road width (maintain 2' shoulder).

H3. Green space on the north side of East River Road, location as shown on the plan, to narrow the road width (maintain 2' shoulder).

Options and Variations:

- Pilot project or low-cost measure – There is the option to implement a temporary application in the area(s) shown if the Town would like to have a trial period in these area(s) before moving forward with more permanent green space areas. Pilot projects for these locations could include pavement markings in the form of hatching, painted pavement, or temporary curbing. For the narrower area shown as H2 an alternate pilot project could include planters in this area.
- New hatching pavement markings – In lieu of green space, an alternate treatment could be pavement markings in the form of hatching within the area shown on the plan as new green space for H2 and H3. This would not be recommended for H1 due to the proposed extension of the sidewalk at this location as shown on the plan.

- Green spaces as shown on plan – Grassed areas as shown on the Plan allows for reducing overall pavement width at these locations.

### 6.1.9 I. On-Street Parking

On-street parking is a typical village characteristic that can give visual cues of a mix of users – drivers, pedestrians, businesses, etc. There are sections along East River Road which currently have on-street parking. This plan extends on-street parking with two new parking spaces on the east end of the downtown Village.

### 6.1.10 J. New Hatching Pavement Markings

Areas of proposed hatching pavement markings include two types of areas: (1) adjacent to on-street parking, and (2) adjacent to proposed 2' shoulders in order to give the perception of a narrower roadway.

Options and Variations:

- Green space – In lieu of hatching adjacent to parking spaces as shown on the plan, these areas could alternately be transformed into green space.
- Widened sidewalks on north side of East River Road – For the two areas of proposed hatching on the north side of the road, an alternate option for this area would be to widen the existing sidewalks adjacent to the road here (widening on the road side), thus reducing the overall pavement width.
- Alternate treatments in green spaces – As shown on the plan, there is one space which shows the potential for planters and another which shows new street trees and a bench. Street trees, bench(es), planter(s) can be interchanged depending on the space limitations and Town/community interests within each green space area.
- Hatching as shown on Plan – Hatched areas as shown on the Plan allows for reducing the overall pavement width defined as “roadway” space.

### 6.1.11 K. Painted Pavement with Bollards

There is the opportunity for reducing the overall pavement width along East River Road east of the General Store. One opportunity in this area is to incorporate a painted pavement area that is delineated for pedestrians. In order to separate the road from the pedestrian area, new bollards are proposed to separate vehicular space from pedestrian space. Due to the close proximity of the General Store this is also a prime location to incorporate space for small movable table(s), a bench, and/or planter(s) in this area.

Options and Variations:

- Pilot project or low-cost measure – There is the option to implement a temporary application in this area if the Town would like to have a trial period of temporary measure(s) before moving forward with the features as shown on the Plan. An example pilot project could include pavement markings in the form of hatching or installing temporary curbing in this area.
- Curbed green space – An alternate for this area would be to transform this area into green space. If this option is implemented it is recommended that curbing be placed so that vehicles are not parked too closely to the crosswalk.
- Painted pavement area as shown on Plan – As shown on the Plan, painted pavement with pedestrian-friendly features allows for an opportunity to reduce the usable “roadway” space for vehicles.

- New parking not recommended for this area – VTrans state standards suggest parking spaces be a minimum of 20' from crosswalks. Therefore, due to the location of the crosswalk across East River Road, parking spaces is not recommended in this area.

## 6.2 FINAL TRAFFIC CALMING PLAN

The proposed Village Traffic Calming Plan is shown on the following pages. The following is a description of each element of the proposed Traffic Calming Plan.

A1: Speed table on West River Road on western end of project area.

A2: Speed table on West River Road north of Creamery Street.

A3: Speed table on West River Road west of Quaker Street.

A4: Speed table on East River Road east of the "downtown Village" area.

A5: Speed table on Gove Hill Road.

B1: Raised intersection at the Quaker Street and Creamery Street intersection.

C1 and C2: Speed humps on Creamery Street at the location of the existing speed bumps.

D1 and D2: New "Welcome to Lincoln Village" signs on West River Road and East River Road outside of the study area.

E1: Centerline and edgeline markings on West River Road (10' lanes)

E2: Edgeline markings at island

E3: Centerline and edgeline markings on Gove Hill Road (9' lanes)

E4: Centerline and edgeline markings on East River Road (9' lanes)

F: Realign crosswalk east of Lincoln General Store

G: Extend green space at the Quaker Street island at the intersection with West River Road

H2 - H4: New curb extensions (or bulb-outs) with green space along East River Road

I: Two new parking spaces on the south side of East River Road

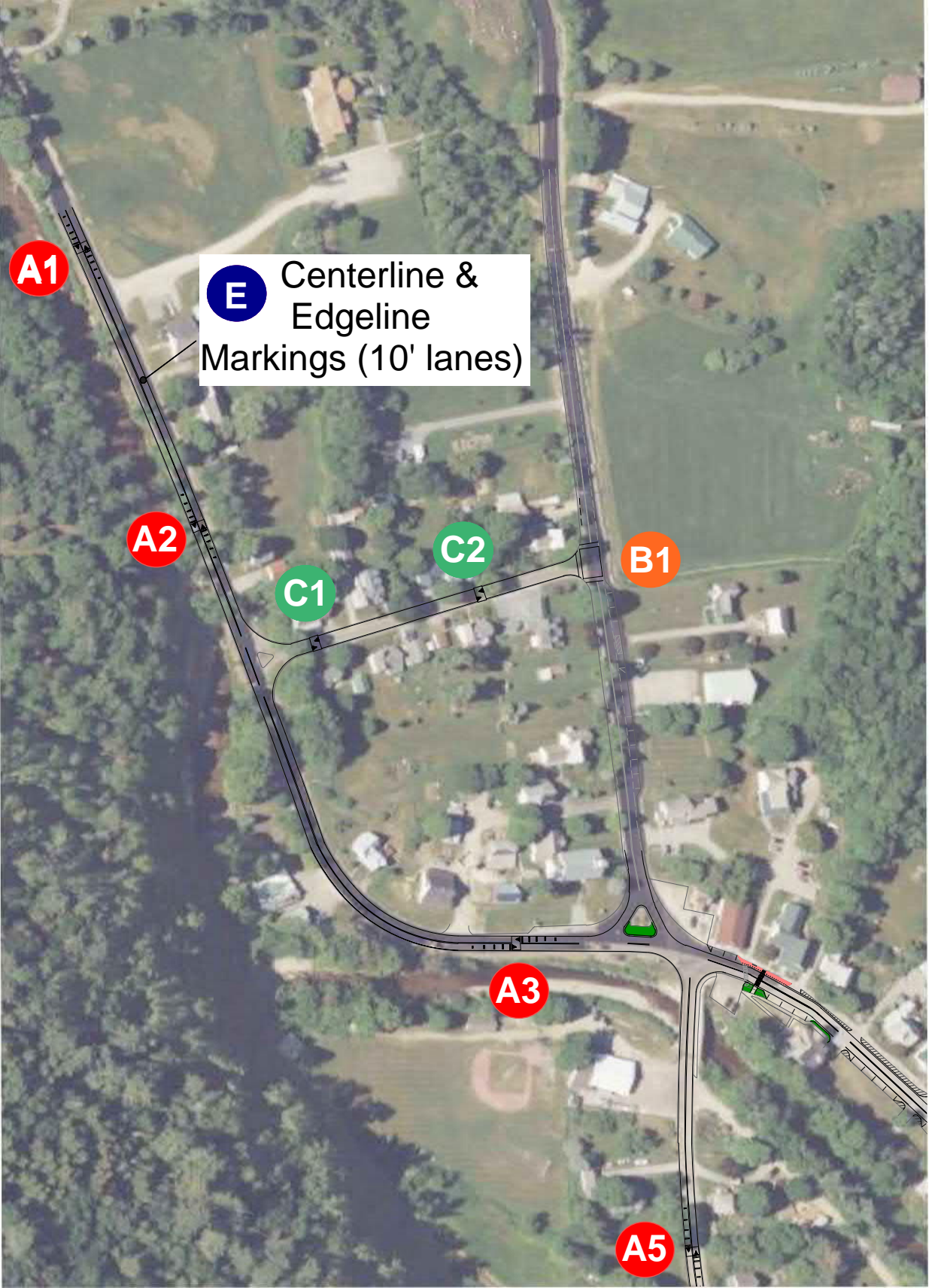
J1: New hatching at the begin and end of parking spaces on the south side of East River Road

J2: New hatching on the north side of East River Road to reduce shoulders to 2' wide

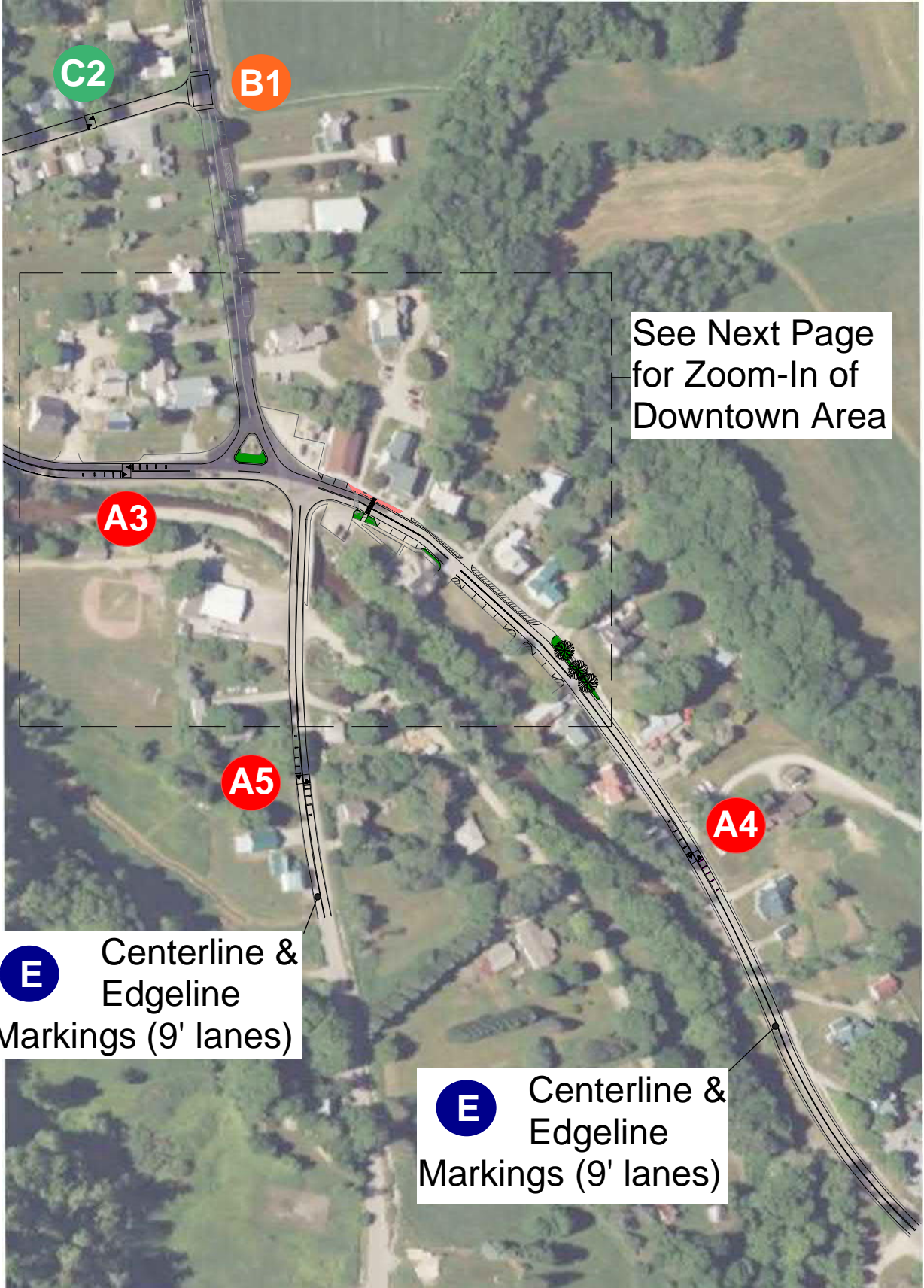
K : Painted pavement with bollards to separate pedestrian area from traffic and create a pedestrian-friendly area

Lincoln Village Traffic Calming Plan, Study Area

D1



WEST SIDE OF STUDY AREA

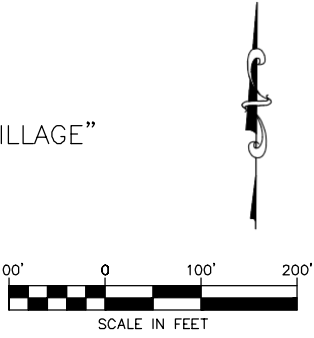


EAST SIDE OF STUDY AREA

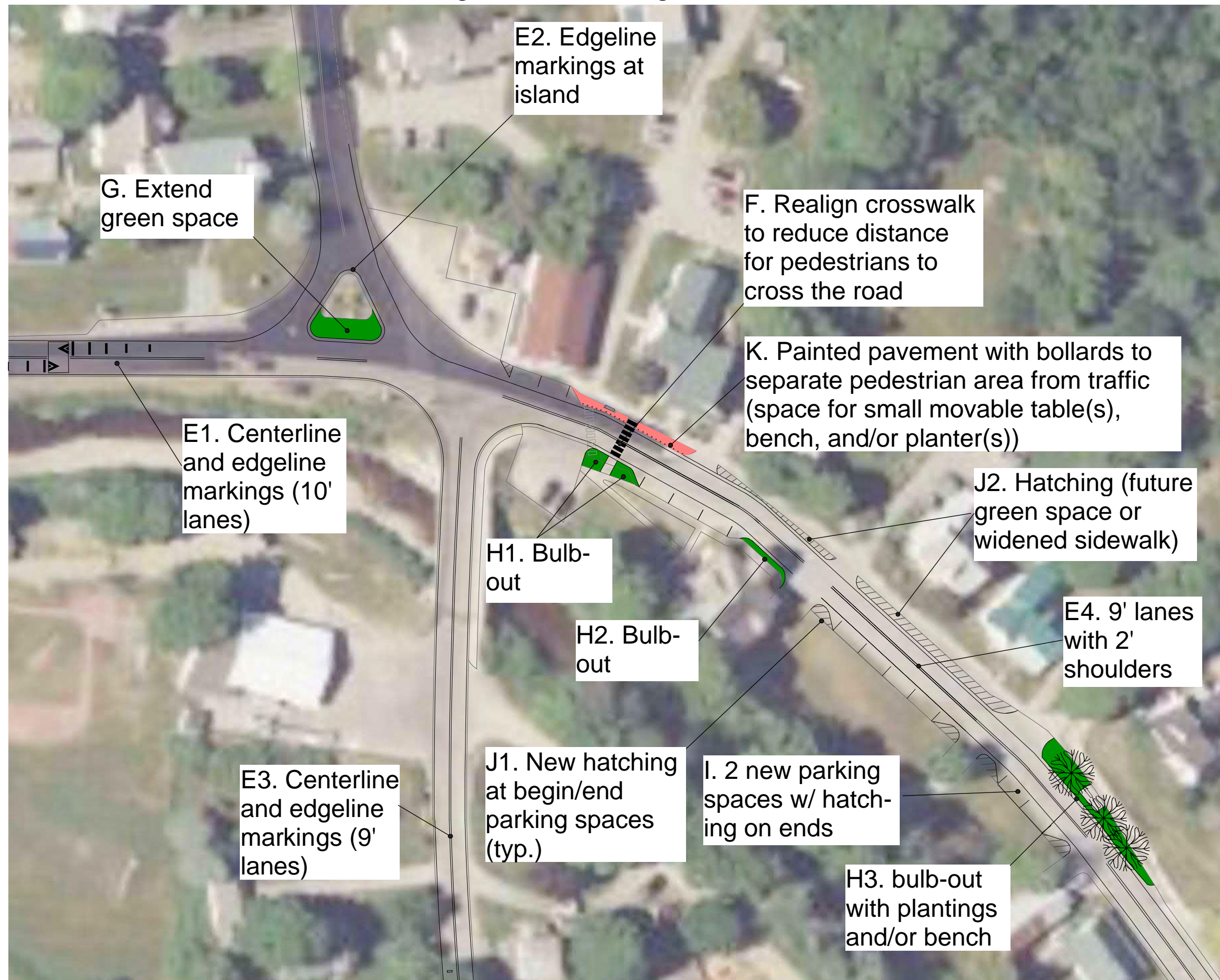
- A Speed Table
- B Raised Intersection
- C Speed Hump
- D New Gateway Sign

D2

NEW "WELCOME TO LINCOLN VILLAGE"  
SIGN EAST OF STUDY AREA



# Lincoln Village Traffic Calming Plan, Downtown Area





### 6.3 INTERIM PHASING OF TRAFFIC CALMING MEASURES

Because traffic calming can result in significant changes from the perspective of residents and commuters and can change the maintenance requirements for the Town, it is sometimes difficult to achieve consensus in the design and implementation of traffic calming. For this reason, undertaking a phased approach can be used for implementing the overall Village Traffic Calming Plan, where traffic calming measures are installed incrementally. In addition, temporary or pilot projects can also be used for the Town to gauge how traffic calming measures will impact travel speeds and public perception prior to installing more permanent solutions.

As discussed earlier, the community survey gathered input regarding local input for priority of potential traffic calming measures within the project area. Scoring criteria was applied based on priority ranking and the following are the results, in order to assist in establishing phasing recommendations of traffic calming in the study area.

Table 2: Community Survey Response Priority Rankings

Survey Response Ranking	Point Value	Total Points (Point Value x Number of Responses)						
		West River Rd	East River Rd	Creamery St	Quaker St	Gove Hill Rd	West & East River / Gove / Quaker intersection	Not Needed
1	7	203	91	7	28	0	392	77
2	6	258	276	24	42	12	66	6
3	5	125	200	100	80	15	40	10
4	4	56	40	108	200	24	24	4
5	3	6	12	78	96	144	3	3
6	2	2	2	66	10	102	44	2
7	1	0	0	3	0	4	10	97
Total Points:		650	621	386	456	301	579	199
Overall Rank:		1	2	5	4	6	3	7

As shown above, the West River Road / East River Road / Gove Hill / Quaker Street intersection received the highest number of #1 rankings of all the road sections. However, due to a high number of #2 and #3 rankings for West River Road, the West River Road is the overall highest ranked roadway section when considering a composite scoring of all rankings.

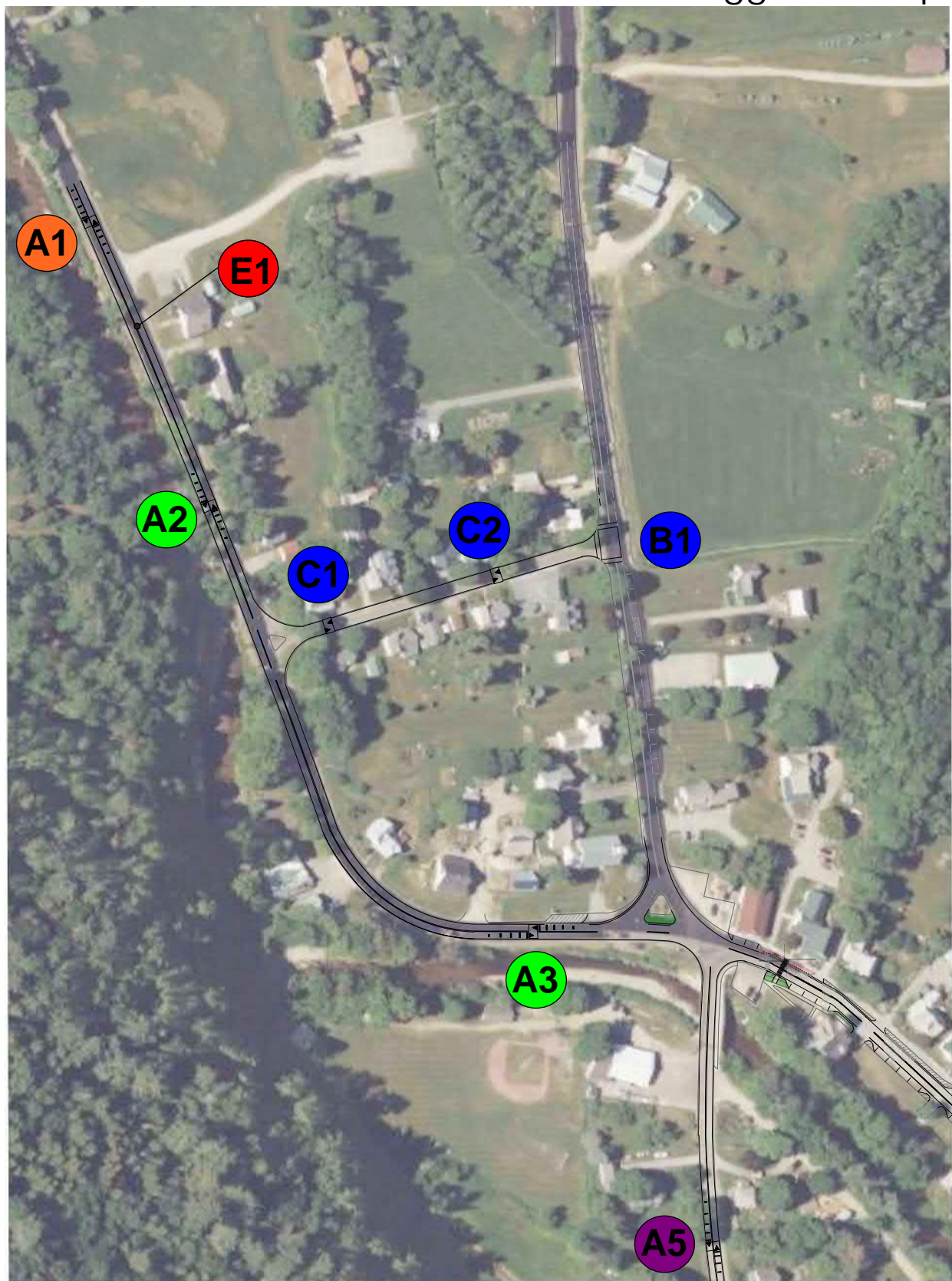
The following is the suggest phasing of traffic calming measures, followed by graphics depicting these with color coding. This takes into consideration local input as well as consideration for phasing of measures along each road, as applicable.

Table 3: Traffic Calming Plan Phasing Plan

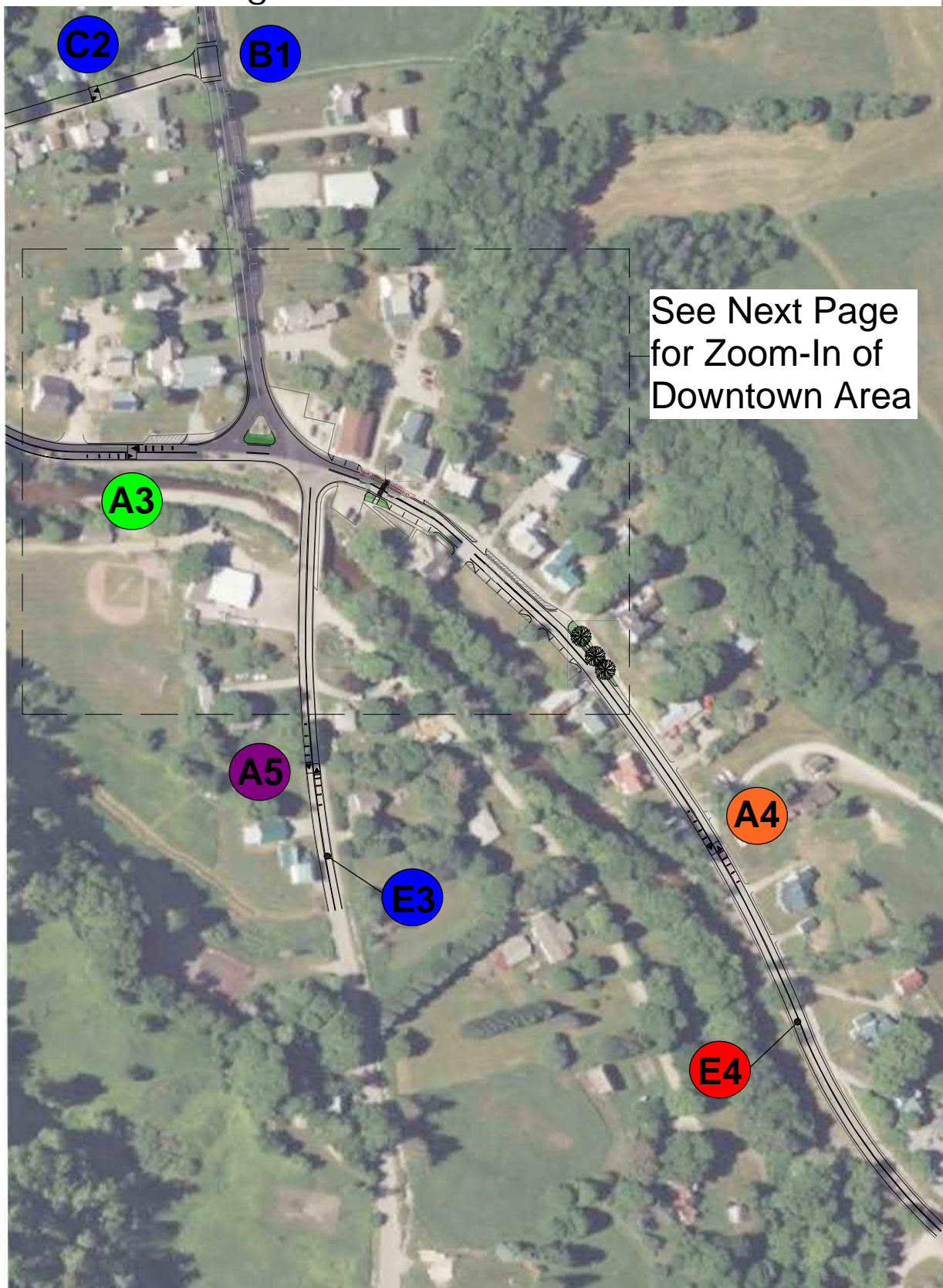
Phase	Road Section	Measure ID	Type of Measure
1	West River Rd	D1	gateway sign
	East River Rd	D2	gateway sign
	West River Road	E1	Centerline and edgeline markings
	East River Road	E4	Centerline and edgeline markings
	Quaker Street	E2	Edgeline markings at island
	Quaker Street	G	Extend green space
2	West River Rd	A1	speed table
	East River Rd	A4	speed table
3	East River Rd	F	Realign crosswalk
	East River Rd	H1	Bulb out
	East River Rd	K	Painted pavement pedestrian area
	East River Road	H3	bulb out
4	West River Rd	A2	speed table
	West River Rd	A3	speed table
	East River Road	H2	bulb out
	East River Road	J1	hatching
	East River Road	J2	hatching
5	Gove Hill Road	E3	Centerline and edgeline markings
	Quaker Street	B1	Raised intersection
	Creamery Street	C1	speed hump
	Creamery Street	C2	speed hump
6	Gove Hill Road	A5	Speed table
	East River Road	I	Two parking spaces

Lincoln Village Traffic Calming Plan, Study Area:  
Suggested Implementation Phasing

D1



WEST SIDE OF STUDY AREA

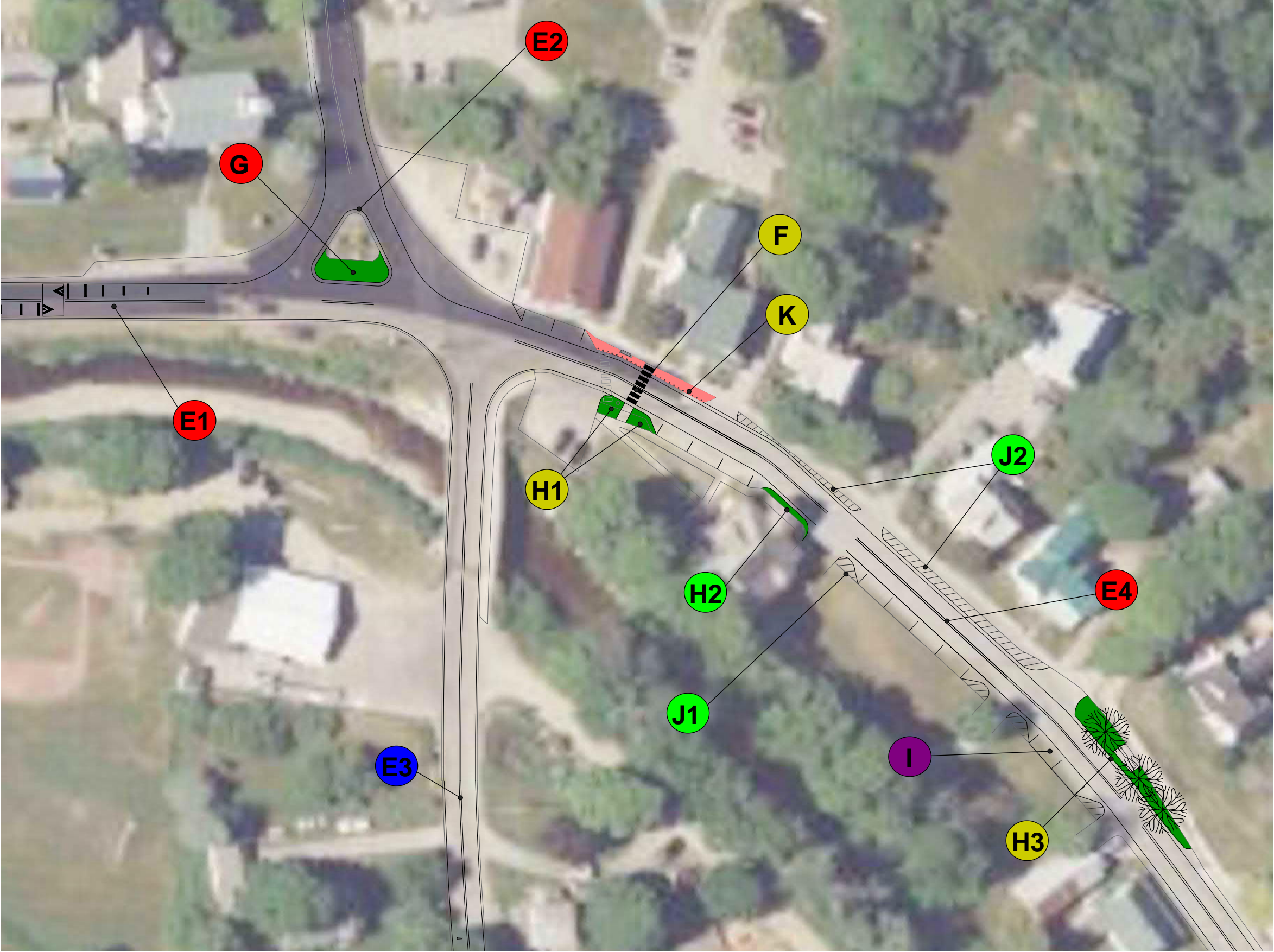


EAST SIDE OF STUDY AREA

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

D2

Lincoln Village Traffic Calming Plan, Downtown Area:  
Suggested Implementation Phasing



- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

## 7 PRIOR PROJECTS ADJACENT TO STUDY AREA

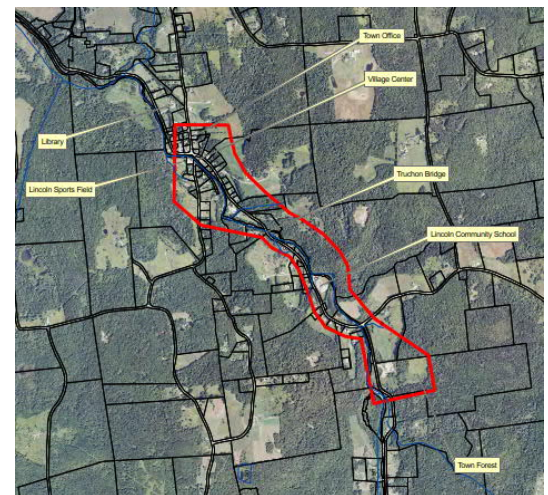
One of the common themes of public input throughout this project was the need for expanded pedestrian infrastructure within the Village of Lincoln. In particular, the need for sidewalks within the village. One area of particular concern related to pedestrian safety is along East River Road in vicinity of the Lincoln Community School. Developing and evaluating pedestrian infrastructure alternatives was not included as part of the scope of work for this project. However, a brief review of prior projects adjacent to the study area within the Village of Lincoln was conducted to provide a summary of known work that has been conducted in the area as it relates to studies related to potential future pedestrian infrastructure. The following is a summary of this review. Mapping related to recommendations in the studies below are included in Appendix E.

Study: Bicycle & Pedestrian Planning & Feasibility Study (2011)

Study Prepared by: Broadreach Planning & Design in conjunction with Lamoureux & Dickinson Consulting Engineers, Inc. and Heritage Landscapes LLC.

Purpose of Study: Pedestrian and bicycle feasibility study to examine the most appropriate method of enhancing non-motorized travel between the center of Lincoln village, the Lincoln Community School, the local recreational fields and the Town Forest.

Project Area: Both sides of East River Road between the center of Lincoln and the Lincoln Town Forest.



2011 Broadreach Planning & Design Study Area

Short Term Recommendations:

- S1: Restriping, signage, and traffic calming – Restripe East River Road to create two 9-foot lanes with 2-foot shoulders, installing “share the road” and “bicycle route” and other signs, and street trees.
- S2: Culvert restriping – Add pavement markings to create two 9’ lanes with 1’ shoulders, install “narrow bridge” and “watch for pedestrians and bicyclists” signs.
- S3: Pedestrian zone in village – New pedestrian zone in front of the United Church to south of the entrance to the Burnham Hall parking area. No specific layout was included in the study. The probable construction cost estimate for this recommendation in the report includes signage only.

Long Term Recommendations:

- L1: Gove Hill Street bridge modifications – Reconstruction of the sidewalk on the southern side of the bridge to allow more convenient pedestrian access for pedestrians reaching the bridge.
- L2: Box culvert replacement – Replacement of the existing culvert approximately 750’ northwest of the Truchon Bridge with a wider bridge to accommodate bicycle and pedestrian movement
- L3: East River Road widening (1’) – Widen East River Road by 1’ between the southern end of the existing sidewalk and Community school, create two 9’ lanes with 3’-4’ shoulders.

- L4: Pedestrian zone by school – Create a pedestrian zone in front of the school entrance, to include a designated crossing area. The probable construction cost estimate for this recommendation in the report includes signage only.
- L5: One sided widening – Widen west side of East River Road by 2' from the end of Burnham Hall on-street parking to opposite the southern end of the existing sidewalk on the east side of East River Road. Create two 9' lanes with 3' shoulders.
- L6: Road widening (south) – Widen East River Road by 1' on either side between the Community School and the Garland Bridge and create 9' lanes with 3' shoulders.
- The study suggests that recommendations L3 and L2 be prioritized over other long term recommendations.

#### Long Term Trail Improvements

- T1: School to Lincoln sports fields trail (see map on following page)
- T2: School to Town forest trail (see map on following page)
- T3: Lincoln Sports field access trail (see map on following page)
- The study suggests that recommendation T2 be prioritized over other long term trail improvements.

#### Truchon Bridge Widening

- Upgrade Truchon Bridge to include at least 4' shoulders on both sides of the travel way

#### Study Summary

- The only pedestrian infrastructure proposed in the recommendations of this Study that reach the Lincoln Community School is a long term recommendation for a School to Lincoln Sports Fields Trail. Based on general discussion in the 2011 Report, it is assumed that this may not be an ADA accessible route.
- This Study does not discuss the potential for additional sidewalks in the area. There are references to two "pedestrian zones" but the costs noted in the 2011 report only include costs related to signage.
- Recommendations in this study do not fully address the need for pedestrian infrastructure along the project corridor as all recommendations except the trails do not provide for pedestrian infrastructure.
- If any of the long term or short term recommendations in the 2011 Report are pursued it would not be in conflict with any proposed measures in this current Traffic Calming Plan.

#### Study: East River Road Sidewalk Extension, Lincoln STP BP19(12) (2021)

Prepared by: Dufresne Group

Purpose of Study: Plan for safe and accessible facilities for bicycles and pedestrians on East River Road from the end of the existing sidewalk to the Lincoln Community School.

Project Area: East River Road from the end of the existing sidewalk (at approximately 293 East River Road) to the Lincoln Community School.



2021 Dufresne Group Study Area

Alternative 1: 5' concrete sidewalk with grass edge zone along the eastern side of East River Road. Project impacts / constraints include (but are not limited to) a bridge that is too narrow to accommodate a sidewalk, ledge removal, tree/shrub trimming, mailbox relocations, steep slopes, and fence relocation. Steep slope constraints are significant enough that the Study recommended shifts in the roadway at two locations to accommodate a sidewalk. In order to provide access to the school, a bridge or culvert across a small stream would be needed.

Alternative 2: 5' concrete sidewalk with grass edge zone on the western side of East River Road. Project impacts / constraints include (but are not limited to) steep slopes, a nearby archaeologically sensitive area, steep slopes, a bridge that is too narrow to accommodate a sidewalk, impacts to a class 2 wetland buffer and potentially to two class 3 wetlands, need for relocating drainage channel, ledge removal, and mailbox relocations. In addition, in order to provide access to the school, a bridge or culvert across a small stream would be needed and a crosswalk would be needed at the school entrance.

Bicycle considerations discussed in 2021 Study: Bicycle accommodations are limited due to the proximity to the river and steep slopes along East River Road. Opportunities for bicycle facility options in areas with limited width include shared lanes and advisory shoulders.

#### Study Summary

- The preferred alternative was determined to be the alternative along the eastern side of East River Road, separated from the roadway by a grass edge zone (green strip).
- The 2021 Study estimated a total project cost of \$1,265,000 (cost projected to year 2025). This cost equates to a linear cost of \$425 per linear foot of sidewalk. The VTrans Report of Shared-Use Path and Sidewalk Costs (January 2020) suggests a “standard” concrete sidewalk with no curb linear cost of \$184 per linear foot. This cost projected to January 2025 using ENR construction index values suggests a “standard” concrete sidewalk with no curb linear cost of \$221 per linear foot. Due to the site specific costs of the East River Road sidewalk alternative on the east side of East River road (extending a box culvert, ledge removal, new sidewalk on bridge, shifting the road in two locations, and a new culvert), the cost of this proposed infrastructure is significantly higher than standard sidewalk construction.
- Due to high project costs, the 2021 Study evaluated what the project costs would be for breaking the preferred alignment into 2 phases – Phase 1 to include a new sidewalk from the end of the existing sidewalk to the north side of the bridge and Phase 2 would extend the sidewalk to the School. The 2021 Study estimated Phase 1 project costs to be \$455,000.



## 8 PROJECT SUMMARY

The Town of Lincoln has been proactive in addressing travel speed concerns within Town by implementing “reminder lanes” on Quaker Street, speed bumps along Creamery Street, and speed radar signs outside of the study area. To further this initiative, this project was initiated to develop a Village Traffic Calming Plan for the Downtown Village area, including segments of West River Road, East River Road, Quaker Street, Gove Hill Road, and Creamery Street.

This Village Traffic Calming Plan provides suggested traffic calming measures and visual cues to expand upon existing traffic calming in the Village to encourage lower travel speeds through this area. These include both traditional traffic calming measures such as speed tables, raised intersection, speed humps, and bulb-outs, as well as non-traditional traffic calming measures that provide visual cues to vehicles which are intended to lower travel speeds – gateway signs, pavement markings, green space, on-street parking, and a painted pedestrian area separated from the roadway via bollards.

There is interest in phasing the implementation of traffic calming measures such that there is the potential for first implementing low-cost measures (example: pavement markings) prior to more permanent measures (example: speed tables). In addition, there is potential interest of the Town for implementing potential low-cost measures or pilot project(s) prior to more permanent measures. This Plan summarizes a long-term Traffic Calming Plan with the option of implementing phasing of traffic calming measures, as well as options for low-cost or pilot project suggestions if the Town decides to conduct a “trial period” of a given measure before implementing something that is more permanent in nature.

Potential funding sources for the Town to pursue to bring potential traffic calming measures into design and construction could potentially include the following:

- VTrans Transportation Alternatives Program (TAP)  
Website: <https://vtrans.vermont.gov/highway/local-projects/transport-alt>  
Contact: Scott Robertson (scott.robertson@vermont.gov)  
Applications for these grants are typically due in late fall each year. Traffic calming techniques are currently specifically listed as eligible projects.
- Systemic Local Road Safety Program  
Contact: Addison County Regional Planning Commission  
This is a relatively new program to address public safety risks. Because the project area roadways have AADTs less than 5,000 vehicles per day and because a section of West River Road / East River Road within the project area is listed as a high crash location section on the latest available VTrans High Crash Report (2012-2016), this funding source is one option that may be of benefit for the Town to pursue for potential funding of project(s) resulting from this study.

## APPENDIX A

### MEETING NOTES AND KEY CORRESPONDENCE

Lincoln Traffic Calming Study  
Project Kick-Off Meeting

April 19, 2024 @ 1:15pm  
Meeting Notes

1. Introductions

- 1.1. Attendees: Katie Raycroft-Meyer, ACRPC; Tim McGowan, Selectboard Chair; Amanda Allen, Selectboard; and Jenny Austin, DuBois & King, Inc.

2. Project Overview / Scope of Work

2.1. The overall project process was briefly discussed:

- Kick Off Meeting
- Existing Conditions / Basemap
- Local Concerns Meeting
- Develop Draft Concepts
  - Community survey
  - Develop draft concepts
  - Draft concepts public meeting
  - Finalize draft concepts
- Draft Master Plan Report
- Draft Plan Presentation
- Final Master Plan Report
- Final Presentations
  - Public Informational Meeting
  - ACRPC TAC Meeting Presentation

2.2 In regards to the overall project scope, the following was discussed:

- 2.2.1 Katie gave an overview of the process leading up to where we are now, going back to working on the grant application with Bill Finger through selection of D&K for engineering services for this project.
- 2.2.2 Tim asked if there would be a meeting before the Local Concerns Meeting to plan for the meeting. Jenny noted we don't normally have a meeting beforehand. Katie noted that D&K will prepare a presentation for the meeting. Jenny noted she will send the presentation slides to the Town and ACRPC prior to the meeting.
- 2.2.3 Amanda asked about the format of the community survey. Jenny noted that it will be put together in Survey Monkey where folks can complete it online, and that there will also be a hard copy available. Various details regarding having a QR code on the surveys, potential postcard that the Town can have available with a link to the survey, etc. were discussed. As it gets closer to the time of the survey, this will be discussed in more detail regarding survey logistics. Jenny noted that there would be graphics within the survey depicting

various types of traffic calming as there may be some residents that are not familiar with the concept or example measures.

2.2.4 There was discussion regarding the Draft Concepts Public Meeting. Katie asked if this was a duplicate of the Draft Plan Presentation. Jenny noted that she would have to check our scope and notes of the need for inclusion of this. She pointed out that this isn't a meeting that we typically have with these projects, however, also noted that this project is not as clearly defined as a sidewalk project, for example. Therefore, there are more potential options for what the "plan" will look like and more potential for public input.

2.2.4 Tim asked what the final product will be for this project. Jenny and Katie elaborated that the final deliverable will be a Master Plan report which summarizes the project, has sketches of traffic calming suggestions, documentation of the project process, etc. The Town can then use this study to help decide if they would like to move forward with implementing any of the measures in the plan. Jenny noted that it could also be used as a starting point for the Town to use if they wanted to conduct a pilot or demonstration project as well. Katie clarified that these (pilot and/or demonstration project(s)) would not be part of this study.

### 3. Schedule

- 3.1. Project completion by September 30, 2024 per funding source. It was noted that based on prior experience working on these projects that ACRPC is amenable to them going into early October (invoicing needs to be submitted by through the end of September).
- 3.2. It was noted that it is a bit of a tight schedule, however Jenny noted the schedule is in line with other projects D&K has worked on with ACRPC through this funding source.

### 4. Discussion Items

#### 4.1. Project area limits

4.1.1. The general project area limits were discussed. The attached map was shown depicting the project area limit from the RFP answers to questions for this project.

4.1.2. Tim noted that a focal point for focus should be on the Quaker Street / River Road / Gove Hill intersection. He also noted the potential for traffic calming at the elementary school. It was noted that the school is outside of the project area limits. Jenny noted that the project area limits could be modified. However, if changes are made to the project area limits, these changes should (1) meet the goals within the project grant and (2) fit within the existing budget for the project.

4.1.3. Following the Local Concerns Meeting, D&K will check in with the Town and ACRPC to confirm the road segments included in the Study before developing draft concepts. Any changes that would like to be made would need approval from ACRPC to ensure that it does not deviate from the grant application that was submitted and approved by the ACRPC.

#### 4.2. Locations of parking that would like to be noted in Study

4.2.1. Jenny noted that in the RFP for the project that parking was discussed. She

#### 4.3. Discuss general thoughts on potential traffic calming measures

- 4.3.1. Jenny referenced the prior Town project of transforming one roadway in town to having advisory lane. Based on her understanding, advisory lanes are not currently supported by VTrans as they are not supported by FHWA. Since there has been a prior traffic calming project in town, she asked about the general interest in traffic calming in Town and also whether there were other traffic calming measures that had been discussed as part of that or other projects. Amanda noted that there is support for traffic calming in town. No other traffic calming related measures were brought up in regards to prior discussions within the Town.
- 4.4. Discuss whether there is potential for ACRPC to get ATR counts
  - 4.4.1. Katie suggested Jenny follow up with Mike Winslow regarding the potential for a count within the project area. Katie clarified to Tim that this is a service that the ACRPC will do for Towns within the region. Jenny noted that we do have one set of data of a count that conducted in the project area. Tim noted that it would be good information to have (traffic speeds through the study area).
- 4.5. Relevant information from Town
  - 4.5.1. There is nothing needed from the Town at this point. Tim asked if D&K needs assistance during the site visit. Jenny noted that no assistance is needed. D&K will take photos of the area, measurements of roads, note parking (at the Store in particular), etc.



## Lincoln Traffic Calming Study Proposed Project Area

Study area parameters subject to change based on initial traffic observations and conversations with the Town of Lincoln.

## Lincoln Traffic Calming Study

### Local Concerns Meeting

June 18, 2024 @ 6:30 (in conjunction with Bristol Selectboard Meeting)

### Meeting Notes (Final)

#### Attendees:

Town representatives / officials: Conor McDonough; Amanda Allen; Joe Martell; Sally Ober, Clerk; Van Talmage, Treasurer; Kristyn Brady, Selectboard Assistant

Guests: Jenny Austin, Dubois & King; Mike Winslow, Addison County Regional Planning Commission; Fred Kenney, Addison County Economic Development Corporation; Karen Duguay, Addison County Economic Development Corporation

Public present: Sandra Lee, David Venman, Bill Finger, Steve Harris, Jason Van Driesche (Zoom), Caleb Casco (Zoom)

Project slides were presented by Jenny Austin, DuBois & King, Inc. (engineer for this project).

1. Project Overview – This project is being funded by the ACRPC through a Transportation Planning Initiative Grant. The goal of this project is to develop a Traffic Calming Master Plan for the area identified in the grant application to promote a safer environment for pedestrians, bicyclists, and motorists.
2. Project Area – A map of the project area was shown, as included in the RFP for the project.
3. Project process
  - 3.1. Kick-Off Meeting – Project discussion with Town, ACRPC, and D&K to review project process, project area limits, schedule, and scope of work.
  - 3.2. Existing conditions:
    - 3.2.1. A brief summary was discussed for the project area roads, including West River Road, Creamery Street, Quaker Street, Gove Hill Road, and East River Road. Based on GIS information it appears all of these have 3-rod right-of-way (49.5' wide). It was noted that there are parking areas in the "village" area.
    - 3.2.2. Existing traffic calming measures (or features that can give a "village" feel where individuals might drive slower) in Lincoln in proximity to or near the project area were mentioned. These include speed bumps on Creamery Street, "shared the road" signage and "reminder lanes" on Quaker Street, parking in the village, sidewalk adjacent to the road on East River Road, speed radar signs on West and East River Roads, and shared the road signage and dashed pavement markings on East River Road.
  - 3.3. Local Concerns Meeting – The intent of this meeting is to introduce the project to the public and gather public input on the project area, as well as thoughts and concerns regarding potential traffic calming in the area.
  - 3.4. Community survey – D&K will develop an online survey for gathering community input for the project. Jenny will forward a draft survey to Kristyn for selectboard input prior to sending out to the public at-large.

- 3.5. Develop draft concept – Draft concepts will be developed by D&K and submitted to the Town for input. There will be a Draft Concept Presentation Public Meeting to present this to public, prior to finalizing draft concepts.
  - 3.6. Draft Traffic Calming Plan – A report will be developed summarizing the above steps.
  - 3.7. Draft plan presentation – The draft report will be presented to the public.
  - 3.8. Final Traffic Calming Plan – D&K will incorporate comments received from the Town and ACRPC into the report and submit a final report.
  - 3.9. Final presentation – The final report will be presented to the public. D&K will also present at an ACRPC TAC Meeting to report back to the RPC on the project.
  - 3.10. Project completion
4. Traffic calming discussion
    - 4.1. Various types of traffic calming measures were presented, broken out by the categories of horizontal deflections, vertical deflections, street width reductions, and other measures. It was noted that some of these may not be consistent with the character of the village that may be desired, but that these are to show a wide range of traffic calming measures that were available.
5. Public input

The following notes are as included in the Town's selectboard meeting minutes:

    - 5.1. Sally Ober asked why the study area didn't go all the way to the school. Mike Winslow from ACRPC responded that there wasn't enough budget to fund beyond the village center.
    - 5.2. Bill Finger shared that he wrote the grant application and that it was intended to look at what could be done to improve public safety with just paint on the roads. We received more funding than we applied for. He was concerned that he didn't see a lot of advertising for this meeting and study leaders might not get enough feedback to do their work. He also noted that the Quaker St shoulder lanes don't meet the width requirement for true bike lanes, and we refer to them as reminder lanes. The center lane was also not meant to be there but got painted by mistake. Past projects have been fairly effective just with paint. He encouraged the study effort to be directed at the infrastructure we have now without adding much more, particularly without funding to execute a big infrastructure project. Jenny responded that often project phasing helps with execution costs.
    - 5.3. Conor McDonough asked that the library be thought of as a downtown area and wanted to ensure there is an awareness of the path between Quaker St and the back of the library property. Bill clarified that the intent was to study up to the gate at the top of the hill on Quaker.
    - 5.4. There is also a creemee stand planned and permitted for the old ice house/deer weigh-in station inside the General Store parking lot.
    - 5.5. The school bus sometimes stops at the store or church to let kids out. Sally pointed out that new subdivisions near the library are being sold and are cut off from any sidewalks.
    - 5.6. The Truchon bridge on the way to the school is often a bottleneck that creates some risk for kids on the road. Bill suggested that Jenny look at the previous sidewalk scoping study that was done to explore better walking routes to the school.

- 5.7. David Venman suggested turning the Y at River Rd and Quaker into a T to solve a lot of safety issues. Sally agrees that it's challenging to cross there on foot. Mike shared that engineering guidance is always to have a T and not a Y in that situation.
- 5.8. Steve Harris had written comments that he distributed to the Selectboard. Those have been incorporated into these minutes. He previously submitted his own plan for a way to extend a walking trail to the school from across the river.
- 5.9. Next steps: Jenny will send a draft public survey to Kristyn and the Selectboard will have a week to approve it.

Additional notes:

- 5.10. Jason Van Driesche commented during the public input portion of the meeting that he had presented last year to the town regarding traffic calming and offered to be available to the town to do a walk-through in the village to discuss short-term options for traffic calming.
- 5.11. Regarding the potential of modifying the Quaker Street / East River Rd / West River Rd as a T intersection, there was a comment of concern regarding making sure that agricultural vehicles could still maneuver through the intersection.
- 5.12. DuFresne Group has conducted a sidewalk study in vicinity of East River Road towards the school. It was noted that no design was furthered on this due to high anticipated costs. There was also a discussion of a bike lane in that study.
- 5.13. In regards to the public comment of Steve Harris, Steve commented that he thinks the best form of traffic calming are sidewalks – vehicles seeing pedestrians along the road.
- 5.14. There was a comment regarding the Willard Woods area, that this is a low lying farmed area with potential for recreation access.

Attachment: written input from Steve Harris received at meeting.

## CITIZEN INPUT FOR LINCOLN TRAFFIC CALMING

Maintaining the vigor and health of a village in the face of surging traffic counts, old narrow roads and region-wide popularity is a tall order. As a full-time citizen on River Road for the last forty years, I have personally observed the challenges.

**Village Limits:** For practical purposes, the Village of Lincoln extends from Beaver Meadow Brook to Garland's Bridge on River Road, and from the Lincoln General Store up Quaker Street to Forge Hill Road. Conceptually, the village also includes Gove Hill to Browns Road.

**Pedestrian Safety:** Except for one strip of sidewalk along the north side of River Road from the store to the pallet mill, there is no place to walk, except in the road. Pedestrians are the best traffic calmers we have available. Nothing reminds the speeding, distracted driver to slow down and pay attention more effectively than a witness that probably recognizes their vehicle. Without sidewalks and curbs, at least on one side of the road, Lincoln will remain a village bullied by mechanized transport, private and commercial.

**Parking:** Large municipal parking lots are not feasible in a village. We have many distributed possibilities subject to improvement that are underused during events, but not connected. A network of paths and trails has been started (especially thanks to Weathervane and the Lincoln Library), but until the current parking options are interconnected by a safe place to take a short walk, they will remain out of efficient use. They include: Maple Cemetery, Lincoln Library, Town Clerk's Office, Lincoln Historical Society, Firehouse, Lincoln Community School and Lincoln General Store.

**Signage and Crosswalks:** The electronic feedback signs on vehicle speed are great resources. Road markings are great tools, but rarely maintained yearly. More of everything should be considered and added yearly as a system of periodic maintenance is put in place. As shoulder mowing is an accepted municipal responsibility, pavement marking should be a non-optional role of local governance.

**Intersection Improvements:** The intersection of Quaker Street and River Road should be reconfigured from a "Y" to a "T". This would improve safety for drivers and pedestrians. A crosswalk and sidewalks could be installed. The monument could be relocated to join its counterpart at Burnam Hall.

**River Walking Paths:** Lincoln's primary asset has been ignored since colonists arrived here. Historically, the New Haven River has been treated as a preferred road location, a sewer, damned for its power, and abandoned to a free-growth zone for knot weed. I envision a walking/biking trail along its banks from Garland's Bridge to Bristol. Hey, it could happen if we want it...sbh, June 18, 2024

Town of Lincoln  
Selectboard Regular Meeting  
September 3, 2024

{Draft} Meeting Minutes

[https://us06web.zoom.us/rec/share/CAtzqCYOeSvtyChlrTD-jXHSVbeSHAcUCf-mWNh1eFzmmxr7DaCLGiwJoj\\_ska.kXb1FnFo3GcRgD3L](https://us06web.zoom.us/rec/share/CAtzqCYOeSvtyChlrTD-jXHSVbeSHAcUCf-mWNh1eFzmmxr7DaCLGiwJoj_ska.kXb1FnFo3GcRgD3L)

Vote format: YES/NO/Vacant, Absent, Abstention, Recusal

Called to order at 6:04 PM by Tim McGowan, Chair

Present: Amanda Allen, Victor Atkins, Joe Martell, Tim McGowan

Other town officials present: Trish Waugh, Town Administrator; Kristyn Brady, Selectboard Assistant; Sally Ober, Clerk (Zoom)

Guests: Jenny Austin, DuBois & King; Katie Reycroft-Meyer, Addison County Regional Planning Commission

Public present: Bill Finger, Mary Rogers, Robert Reiber, Serena Fox (Zoom), Mark Mulqueen, Josiah Jackson (Zoom), Gregor Masefield, Amy Masefield, Christie Sumner, Lori Atkins, Brian McDonough

Public Comment

Rob Reiber asked, given that the school board has decided to put their budget on the Australian ballot, if the Selectboard has thought about putting budget articles on the Australian ballot. Tim responded that it hasn't been discussed yet for this coming March, but the process would mean voting to move to Australian ballot from the floor in 2025 and then, if passed, voting by Australian ballot would not take place until the following Town Meeting.

Agenda

**MOTION** by Tim, 2<sup>nd</sup> by Amanda to approve the agenda with the following changes: Add setting the schedule to interview potential planning commission members to Appointments & Employment.

**PASSED** 4/0/0

Updates and Reports

Traffic Calming Study

- Jenny Austin from DuBois & King presented the results of the public survey and the draft concepts proposed for traffic calming in Lincoln. The presentation has been attached and incorporated into these minutes.
- Bill Finger asked how much promotion of the public meeting was done. He also pointed out that the speed limits throughout the town have already been lowered through an ordinance update last fall, but the signs won't be changed until this fall.
- Christie Sumner asked how the advisory lanes on Quaker St have been working. Bill pointed out that there wasn't really a formal method of collecting feedback on that, and Jenny mentioned that

those advisory lanes are no longer something that is encouraged by VTrans. There was also a question about why the study doesn't extend all the way to the school. It was shared that there were budgetary constraints, there have been other studies done on sidewalk scoping down to the school, and there will be some solutions proposed slightly outside the study area.

- There were varied responses to the idea of turning the Quaker street Y into a T. Serena Fox commented that the Y and the monument within is a hallmark of our town and should be kept. She asked if stop signs could be added to both ends instead? Bill commented that even by straightening the T, it doesn't align Quaker to Gove Hill, so there are still two intersections and all the complications of making turns from all of those areas. There was interest in a roundabout from survey respondents, but there's not enough space. Mark Mulqueen advocated for anything that can slow speeds coming into this area vs altering the shape and function of the intersection itself. No one was enthusiastic about losing parking spaces closest to the store to accommodate a shorter raised crosswalk between Weathervane and Burnham Hall.
- Bill brought up again that the application for the grant was focused on passive measures like line painting, not proposing profound changes. Rob felt that public safety improvements should focus on those outside the cars and pointed out that this conversation is totally about where to send the cars. Jenny clarified that the need for sidewalks did come up at the first local concerns meeting, but the scope of traffic calming study, while it has awareness of walkers and bikers in mind, focuses on the roadway. Katie asked about the lane width - Jenny said the width in front of the store is the widest and least consistent, but other traveled lanes are 24 ft currently. Lane width minimums are based on average cars per day, and there isn't much data on that in Lincoln.
- Mark Mulqueen expressed his support for traffic tables that go up a gentle slope so both axles of the car ascend before descending. He's experienced them on mountain roads in Colorado, but also in Huntington. They require a one-time install and seem to take into account the need for plowing. Rob agreed. His only concern is that they be placed so that engines don't rev next to someone's home as people speed up after. Bill pointed out that Williston has removed theirs recently. Mark encouraged the Selectboard to reach out to other towns that have them.
- Mary Rogers shared that her top concern is kids on bikes who don't have the same awareness as adult cyclists. Joe Martell said he sees how much risk there is for kids anywhere without a sidewalk as school lets out. Jenny shared that there will be a section of the report for future considerations coming out of the study beyond true traffic calming methods. Rob suggested having schoolkids design signage telling cars to slow down.
- Next steps: Jenny will narrow the recommendations based on this discussion. Kristyn will share the concepts and minutes from this meeting publicly and gather additional input in a simple form on the town website.

#### Debrief on Public Meeting with State Reps

- All agreed that the meeting was helpful, people were respectful and got to express their reactions to their bills, but there's no solution for this tax season.
- Tim asked whether we should go back to the state and ask about options for reappraisal once the housing market relaxes.
- Bill thought that there should be another meeting with all the candidates running for state office, not just the current elected officials. He expressed his frustration again that his two-year increase is over 60% and we can vote whatever we want locally but can't control the education tax rates set by the state. The system is broken and we're all picking up the tab.
- Lori Atkins shared that she and her husband are attempting to build affordable housing in Lincoln and have pulled back on three units because of their tax increases. She doesn't see that there's enough growth in students attending the school to justify the increase in education costs.
- Kristyn will research what is allowed in terms of approaching candidates for a forum and will circulate a proposal of what it would take to hold another event.

## Town Administrator Update

- Will Mathis has been evaluated at the 90-day mark and will receive a wage increase as discussed during his hiring process.
- Trish talked to the insurance rep about the possibility of the town creating an ATV-use ordinance in the future. When the Selectboard is ready to move forward with that, he can come in and share feedback or guidance.
- The school district would like to talk through the treasurer transition and how to share fuel costs for the generator. Trish also talked to All Star Fuels about a prebuy option.
- Microsoft Office 365 migration: Staff is meeting with VC3 one by one to do the email conversion portion of the process before the full installation. Trish got a walkthrough of our monthly support services from the VC3 account rep and feels satisfied with our coverage.
- Trish requested a revised quote for the phone system upgrade from Waitsfield Telecom, because there were a few changes we wanted to make to bring the cost down.
- Trish has been training with Van on all treasurer duties.
- There was a discussion about the timing of raises other than Will's. Trish and Amanda will propose a process and timeline for performance reviews and consideration of raise requests to discuss at the next meeting.

## Highway Update

- It was observed that the temporary traffic light installed at the bottom of Atkins Rd this morning is creating a dangerous situation at the narrow point of the road with so little room to react before stopping. There was discussion of reaching out to the Bristol road foreman about making Atkins Rd one way heading out of town and route all traffic coming back into town up Colby Hill to Isham Hollow. Jo Jackson thought this would cause more trouble than just removing the lights. Joe Martell will contact Eric Cota about removing the lights.
- Today was the first day hauling sand out of the sandpit and this project will continue for at least two weeks.
- Our new highway maintenance worker starts on September 9. They will be working toward earning their CDL. Joe would like to keep Pat Bull, the seasonal part-time worker, through the end of the sandpit project.

## Grants Update

- There was discussion of the following active grants and progress toward deliverables:
  - Highway Safety Improvement Program (final report due: December 2024): Curve signage, intersection signage, edge line marking, breakaway devices, boulder removal where it intrudes into traveling lane, and tree removal for better sight lines
  - Municipal Grants in Aid FY24 (final report due: December 2024): Gove Hill ditching
  - Vermont Better Roads Program FY25 (final report due: September 2025): Culvert replacement, drainage improvement, and riprap installation on Downingsville Rd.
  - Municipal Grants in Aid FY25 (final report due: December 2025): Project needs to be selected from long-term map of hydrologically connected road segments
  - U.S. Forest Service Cooperative Forest Roads Agreement (final deadline December 2025): Parking improvements on the existing Lincoln Gap parking lot
  - Town Highway Class 2 Program (final report due: December 2026): Repaving and drainage improvements on Lincoln Gap Rd
  - Act 172 Community Capacity Building Mini-Grant (final report due: December 2026): Funding for a home energy efficiency and weatherization educational event in Lincoln
- Amanda submitted a preliminary application for the hazard mitigation funding for Sugar Bush Hill Bridge.

## Current Business and Authorizations

### Class 4 Road Improvements on Green Road North

- The Selectboard previously tabled this discussion after identifying questions and concerns that required follow up. Victor talked to VTrans about the proposed work and the neighbors' concerns. He shared that as long as the Road and Bridge Standards adopted by the Town are met by the person doing the work, there is no concern from the Selectboard about environmental impacts. He was told that culverts are actually preferred over water bars, because cleaner water is running off.
- Gregor Masfield asked to see a drawing of exactly what is being done. A rough drawing of what the highway supervisor would be looking for in his inspection was shown to Gregor and Amy to explain roughly what would be required.
- Victor's proposal to the Selectboard is to approve the right-of-way work permit and require that the improvements meet Roads and Bridge Standards. After the work is completed, the highway supervisor will inspect the work. He assured the Masfields that if it does not pass his inspection, the applicant, Peter Kamitses, will be responsible for paying to correct the work. Any removal of trees would have to be in the town right-of-way. Amy was willing to accept those safeguards. Gregor remains very concerned. Kristyn will follow up with Peter to ask that he share the final design with the neighbors before construction begins.

**MOTION** by Tim, 2nd by Joe to approve the right-of-way work permit for Class 4 improvements on Green Road North.

**PASSED** 4/0/0

### Constable Vests

- The Selectboard reviewed the quote from 802 Print for two screen printed high-visibility vests for our first and second constables.

**MOTION** by Tim, 2nd by Amanda to approve the purchase of two screen printed high-visibility vests for the constables from 802 Print for \$49.

**PASSED** 4/0/0

### Accounts Payable & Payroll Warrants

**MOTION** by Tim, 2nd by Victor to approve **AP-25-10 for \$49,035.90.**

Includes \$18,339.79 for gravel, \$5,310 for calcium chloride, \$1,470 for land records, and \$1,254 for Jackman's Fuel prebuy.

**PASSED** 4/0/0

**MOTION** by Tim, 2nd by Victor to approve **PR-25-08 for \$8,634.76** [pay period ending 8/17/24] and **PR-25-09 for \$7,861.67** [pay period ending 8/24/24]

**PASSED** 4/0/0

### Previous Meeting Minutes

**MOTION** by Tim, 2nd by Joe to approve meeting minutes for the 8/19/24 special meeting and the 8/20/24 regular meeting.

Tim shared that he hasn't been able to read these minutes closely and would like to postpone approval until the next meeting.

Tim rescinded his previous motion.

**MOTION** by Tim, 2nd by Victor to postpone the approval of meeting minutes for the 8/19/24 special meeting and the 8/20/24 regular meeting.

**PASSED** 4/0/0

#### New Business

- There was discussion of the draft Winter Road Maintenance Policy. Kristyn will gather Will's feedback and share a final draft for approval at the next meeting.
- There was discussion of the annual budgeting process. Amanda noticed a VLCT training on this topic. Kristyn will register and host the training in the conference room.
- There was discussion of holding a special meeting to go over suggested updates to interim zoning regulations. The Planning Commission will be ready to share the draft changes at the end of the month. They will recommend amending and extending the interim regs rather than rewrite the full regs by November 2024. The special meeting will be held on September 23 at 6:30pm.

#### Appointments and Employment

Interim Treasurer

**MOTION** by Tim, 2nd by Amanda to appoint Trish Waugh, the town administrator, as interim town treasurer.

**PASSED** 4/0/0

Other Appointments and Employment

- Kristyn will post on FPF about the vacancies on the Selectboard and Planning Commission. Any applications will be discussed at the next Selectboard meeting.

**MOTION** by Tim, 2nd by Joe to adjourn.

**PASSED** 4/0/0

Respectfully submitted: Kristyn Brady

# Addison County Regional Planning Commission

14 Seminary Street Middlebury, VT 05753 • www.acrpc.org • Phone: 802.388.3141

## TRANSPORTATION ADVISORY COMMITTEE MEETING

Wednesday, September 18, 2024

Addison:		Orwell:	Andrea Treadway (v. chair)
Bridport:		Panton:	
Bristol:		Ripton:	
Cornwall:		Salisbury:	
Ferrisburgh:		Shoreham:	
Goshen:		Starksboro:	
Leicester:		Vergennes:	Brent Rakowski (chair)
Lincoln:	Amanda Allen	Waltham:	
Middlebury:	Hugh McLaughlin	Weybridge:	
Monkton:	Debra Sprague	Whiting:	
New Haven:			
<b>Staff:</b> Mike Winslow		<b>Public:</b> John Austin (D&K), John Jackman, Jim Larrow (Vergennes), Shannon Haggett (Vergennes), Bill Finger (Lincoln)	

## AGENDA

- Call to Order: 6:30PM
- Amendments to the Agenda - moved the minutes and FY25 TAC recommendations to the end in the hopes of getting a quorum (quorum achieved shortly thereafter).
- Presentation on FY24 TAC Grants
  - o Traffic Calming in Lincoln - Jenny Austin, D&K - Jenny provided an overview of potential traffic calming measures identified for Lincoln village including West River Rd., Creamery St., Quaker St., Gove Hill Rd., and East River Rd. Potential projects were limited to those in the existing right-of-way. D&K conducted an on-line survey to prioritize locations where the public felt traffic calming was needed. River Rd. (West and East) scored the highest. Vertical deflections were preferred over horizontal deflections or road width reductions. D&K is still working with the town to finalize recommendations. There may also be opportunities to incorporate edgeline striping and landscaping in the recommendations.
    - Brent asked about funding opportunities if the town selected any of the alternatives. Jenny noted that the proposals don't easily fit into the known funding boxes. Mike suggested that small scale bike ped. grants might be appropriate.

Addison   Bridport   Bristol   Cornwall   Ferrisburgh   Goshen   Leicester  
Lincoln   Middlebury   Monkton   New Haven   Orwell   Panton   Ripton  
Salisbury   Shoreham   Starksboro   Vergennes   Waltham   Weybridge   Whiting



# Addison County Regional Planning Commission

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- Bill expressed appreciation for Jenny's work on the project, but was hoping for more 'out of the box' solutions that fit into the limitations of Lincoln including lower cost.
- Amanda also expressed appreciation for the work and the town will be looking for incremental opportunities to implement suggestions.
- Brent noted a project in Vergennes that installed some temporary measures. (Downtown and Basin Plan completed by the Toole Group - MW).

- o Asset Management Planning in Vergennes - John Jackman & Jim Larrow, Vergennes. John presented the work that he has done with Vergennes. Development of the program required a substantial investment of time from Vergennes staff. They did a vehicle assessment, set up a work order system, did a road assessment, and did a sidewalk assessment. The work order system works on a Google platform. The system provides the public works department data to analyze and share with the City Council demonstrating where their time is spent. The system is accessible on mobile devices, allowing the department to collect real time information on road and sidewalk assets in the field. The analysis of the road pavement condition suggested Vergennes needs to budget \$122,150 per year to maintain good pavement conditions. For sidewalks, the cost was \$100,000 per year to maintain the existing resource. John noted that a program needs to be adopted by the community served and will require maintenance.

- Brent asked if the City would be maintaining the system. Jim said absolutely; he's been wanting to develop a system like this for years. He thanked John for doing the work at less than market rate. Many other towns that would like to replicate the work could probably skip sidewalks and stormwater. Jim is excited that the program will make transferring information to the next generation of employees easier. Completing a work order takes four minutes so it's a very convenient system. The data will help educate future councils with data not just anecdotes.
- Shannon described the program as outstanding and noted that the Vergennes Planning Commission will use the information in future updates.

- **Transportation Updates from Mike**

- o **Regional Transportation Plan** - Mike presented the plan as approved by the TAC to the Full Commission. The Full Commission is reviewing chapters of the regional plan one at a time, before adopting a new plan all as one sometime next year. Transportation was the first chapter presented, so it will be a while before the transportation chapter becomes official.

Addison	Bridport	Bristol	Cornwall	Ferrisburgh	Goshen	Leicester
Lincoln	Middlebury	Monkton	New Haven	Orwell	Panton	Ripton
Salisbury	Shoreham	Starksboro	Vergennes	Waltham	Weybridge	Whiting



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- o [Winter Placemaking Grants](#) - due October 14; up to \$4,000; no match required
- Roundtable
  - o City official in Vergennes met with VTrans about the Otter Creek Bridge. Outreach to begin in November
  - o West River Rd. in Bristol and Lincoln has been rerouted to Briggs Hill Rd. with return via Atkins Rd.. This has created challenges.
  - o Orwell has finished a new equipment shed. Paving has been completed for the season. They are working with the South Lake CWSP for stormwater issues
  - o Ferrisburgh
- Approval of [August 21, 2024 Minutes](#). Moved by Andrea. Second by Hugh. All in favor.
- TAC recommendations on FY25 TAC grants (see [August agenda packet](#) for details)
  - o Mike reminded the TAC they have \$60,000 budgeted for FY25, and the money needs to be spent by the end of September 2025. The TAC received two applications for funding. Middlebury asked for funding to conduct a feasibility study of re-aligning the intersection of Stewart Lane and Elm St. with Pleasant St. VTrans has identified the project as eligible so long as it does not get into surveying or right of way. Bristol has asked for traffic and speed studies that can be accommodated with existing funding. Brent and Andrea noted that it would be difficult to develop a Scope of Work for the truck re-routing element of the Bristol application.
  - o Andrea moved to table the conversation for now and continue the discussion next month on these two projects and any projects of regional significance that might arise. Debra seconded. Andrea asked Mike to reach out to Bristol and invite them to submit a new application. Brent suggested that the invitation be extended to all municipalities.
- Adjourn. Andrea moved to adjourn the meeting. Adjourned at 8:10 PM

**Note:** adopted meeting minutes are also available online at the ACRPC website under agendas and minutes. For your convenience, the latest version of the TAC Bylaws are linked here also: <http://www.acrpc.org/transportation/>. Video of meetings will be available for two months on [ACRPC's YouTube Channel](#).

## 2024 TAC MEETING SCHEDULE

September 18	October 16
November 20	December - no meeting

Addison    Bridport    Bristol    Cornwall    Ferrisburgh    Goshen    Leicester  
Lincoln    Middlebury    Monkton    New Haven    Orwell    Pantton    Ripton  
Salisbury    Shoreham    Starksboro    Vergennes    Waltham    Weybridge    Whiting



Town of Lincoln  
Selectboard Regular Meeting  
October 1, 2024

{Draft} Meeting Minutes

[https://us06web.zoom.us/rec/share/HvA81QNHNZtm\\_49MbNsSDL6iLRFBOoiJlnJpegoZdYSmWN\\_8nSnwaH9n7opdGv.BUHejJz1FXtMrrF9](https://us06web.zoom.us/rec/share/HvA81QNHNZtm_49MbNsSDL6iLRFBOoiJlnJpegoZdYSmWN_8nSnwaH9n7opdGv.BUHejJz1FXtMrrF9)

Vote format: YES/NO/Vacant, Absent, Abstention, Recusal

Called to order at 6:30 PM by Tim McGowan, Chair

Present: Joe Martell, Tim McGowan, Ken Stockman (Victor Atkins absent)

Other town officials present: Trish Waugh, Town Administrator, Sally Ober, Town Clerk (Zoom)

Guest: Jenny Austin, DuBois & King; Katie Raycroft-Meyer, Addison County Regional Planning Commission

Public present: Kim Smith, Roy Atkins, Bill Finger, Nancy Stevens, Lucinda Cockrell, Kathleen Kolb, Judy Brown, Lori Atkins

No public comment.

Agenda

**MOTION** by Tim, 2<sup>nd</sup> by Joe to approve the agenda with the following changes:

Under New Business item #3 - Discuss process for considering fee waiver requests, change from discussion only item to a possible decision item. Add to New Business: Review and approve application for a catering permit by Radio Bean Inc., for a fundraiser dance taking place at Burnham Hall on October 18, 2024.

**PASSED** 3/0/1 (Victor absent)

Tim announced that Amanda Allen has resigned from the Selectboard. She was a fabulous participant and he thanked her for her service. The vacancy has been appropriately posted. There was a question from Kim Smith about how long the term is.

Public Meeting: Traffic Calming Study Report

- Jenny Austin from DuBois & King went over the final traffic calming plan and report.
- For public participants who hadn't attended previous meetings, there was a brief review of the study area and why it doesn't extend all the way to the school, different types of traffic calming measures, what traffic calming measures Lincoln already has in place, and the results of the community survey.
- There was renewed interest in outlining the option to turn the Quaker Street Y intersection into a T by relocating the monument. Jenny will address in the final report. The idea of a four-way stop

was popular in the public survey, and there is federal guidance based on traffic volume that could back up doing a four-way stop. It would be a low-cost option.

- There was also discussion of widening the island with the monument to narrow the road for calming. Some questioned if this would limit church parking.
- The recommendations will include speed tables at both ends of the village center, speed humps in two places on Creamery St, and a raised intersection on Quaker. Restriping the center lines, edge line markings, and clarifying on-street parking areas would be easy tactics to deploy with just paint. They proposed a new realigned crosswalk that would not only maintain parking spaces across from the general store, but add two additional parking spaces and green area/planters/paint hatching on the south side. This would reduce the distance that pedestrians have to cross, narrow the road to slow speeds, and add to the village feel. Painted pavement as a first step would demonstrate that it isn't available to vehicles, and sidewalks could be widened there in the future.
- Next steps: The revision process is now closed, and the report will be delivered to the town soon. It will discuss long-term vs short-term and affordable options. Jenny said she would be available for questions in the future.

Jenny Austin exited the meeting at 7:28 PM.

## Updates & Reports

### Lincoln Cemetery Association Update

- The Lincoln Cemetery Association updated the Selectboard on its fundraising effort for a new fence, which was previously considered as an ARPA-funded project. They asked if ARPA funds are still available, and Tim answered that they are not. There was discussion of the best way for them to request town appropriated funds. Tim suggested they put in a petition to have a warned article voted on at Town Meeting in March.

### Town Administrator Update

- The remote deposit option has been added to the Town of Lincoln and Burnham Hall M&T accounts. Training for this new system is scheduled for October 2, and we have ordered a multi-feed check scanner to streamline the process. The Board's approval of Option 2 remote deposit services during the September 17 meeting highlights our commitment to modernizing our operations. By utilizing remote deposit services, we anticipate saving approximately \$3,200 annually, allowing us to allocate those resources to other important community needs.
- The tax due date is October 9. Nancy Stevens will be coming in for a few hours on Tuesday and Wednesday next week to help with additional workload. Trish added a post to the homepage on our website with details on the additional hours we will be open next week to accommodate in-person payments. Monday and Tuesday the office will be open until 6pm and Wednesday 7pm.
- Included in the agenda for tonight is a draft RFP for audit services. A 2017 version was used to create the current RFP with a couple of updates to the dollar amounts and dates. If approved it will be posted to VLCT, FPF, TOL website and the communication boards throughout town.
- The final email backups were completed by VC3 this week and we are tentatively scheduled to install the Office 365 enterprise on October 15.
- Trish notified Waitsfield of the approval for the new phone system on August 23. The contract was sent over for signature, but it includes items we asked to have removed. There seems to be some confusion surrounding the use of the fax machine in relation to the landline. Trish will follow up.
- On September 26, Waitsfield Telecom successfully upgraded the Town Garage from DSL to fiber optic, which aligned perfectly with VC3's installation of the final network upgrade equipment.

However, shortly after these enhancements, we encountered an issue with our phone system. A trouble ticket was submitted to Waitsfield Telecom to address this problem. Although it took a couple of days, everything seems to be working well now.

- Joe Martell, Will Mathis, Addison Goodyear, and Trish met with Brian Cote onsite at the two road structure improvement projects on Lincoln Rd in Bristol. The first site was already completed, the second site was in the beginning stages. The area was excavated down the waterline allowing for a large excavator to move freely between the excavated road embankment and the water. The excavated material was brought up to Eagle Park staging area and later loaded and driven back down to the site by dump truck to back fill in the area as the stone is stacked and pinned. The wall is built up to height and then the area is backfilled up to the height of the road. Two large culverts were installed during the process at the first site and after two weeks of no precipitation, there was still water coming out of both culverts.
  - These projects are similar to what may be needed in Lincoln. In 2023, a study was conducted by SLR focused on erosion of the New Haven riverbank on South Lincoln Road at the elbow before Forge Hill Road. Although the former Selectboard contends that the study should have focused on the upper slope, it does not deter from the fact that there is an erosion issue at this spot near the river. The project undertaken by Bristol further down Lincoln Road is similar to the conditions in Lincoln.
  - The 2023 SLR report was only completed to about 30% accuracy. Additional steps are needed before a final solution can be drafted. At the time of the report, it was recommended that the town complete a Topographic Survey, Boundary Survey, Wetland Assessment and Subsurface Exploration & Geotechnical Analysis at a cost of \$48,000.

#### Highway Update

- The department is done hauling winter sand out of the sandpit for the year.
- Trucks are due for inspection – Will Mathis will schedule them. It is a conflict of interest for Joe.
- There was discussion of the complaints about flat tires on Lincoln roads. Will and Tim spoke about it and all recognize there is an issue and are trying to investigate what might be the solution. Will suggested that we tell people to bring the tires to the Town Garage to be inspected. From one piece of stone a resident brought in, Will thought he could identify the source and would speak with the crusher. Ken believed that, while the number of flats seems overwhelming, it is a small percentage of all the people traveling on our roads. He did think it would be good to speak with the gravel people. Joe said a few years ago we had bad stones and perhaps they are just starting to be kicked up.
- Certifications: Only one team member has a trailer endorsement, and two need to get it. The Town is also supporting the newest staffer, Addison Goodyear, in getting his CDL. This is a top priority to be able to get work done efficiently.
- The group brought new SB member Ken Stockman up to speed on the wage discussions that were initiated by a highway department member. Raises and performance review policy was next on the agenda.

#### Current Business and Authorizations

##### Personnel Policies

- There was discussion of the draft performance review policy, staff self-evaluation forms, performance review forms, and town wage schedule. Sally Ober said she thinks this is a good thing. Ken had reviewed the materials and thought everything looked reasonable.
- All agreed to discuss the wage schedule at a future meeting when the full board can be present.

**MOTION** by Ken, 2nd by Tim to adopt the performance review policy, staff self-evaluation forms, and performance review form.

**PASSED 3/0/1**

- Related to the earlier discussion of the trailer endorsement, Ken thought staff should receive awards/merit bonuses for advanced certifications.

**MOTION** by Ken, 2nd by Tim to grant Gary Smith a 1.5% salary increase in recognition of his trailer endorsement.

**PASSED 3/0/1**

**MOTION** by Ken, 2nd by Tim to provide a 1.5% salary increase for the office staff as a retention bonus.

**PASSED 3/0/1**

#### RFP for Audit Services

- There was discussion of the draft request for proposals for audit services.

**MOTION** by Ken, 2nd by Tim to approve the RFP for audit services.

**PASSED 3/0/1**

#### Town Report Printer

- There was discussion of the scope of work and timeline for the annual town report, which is mailed to residents ahead of Town Meeting.
- The Selectboard Assistant recommended that the Board approve 802 Print as the printer for our Town Report again this year. Greg Lutton has agreed to hold the time to print and mail our report within the timeframe required by statute. In 2024, the town report was 112 pages long, and 600 copies were printed at \$4.38 each (\$2,628 total) plus shipping. Greg quoted us at the same price for 2025.

**MOTION** by Tim, 2nd by Joe, to approve 802 Print as the printer for Lincoln's annual Town Report at \$4.38 per copy plus shipping.

**PASSED 3/0/1**

#### Accounts Payable & Payroll Warrants

**MOTION** by Tim, 2nd by Ken to approve **AP-25-14 for \$84,240.61.**

Includes \$32,000 for the sandpit loan plus gravel expenses and the John Deere loader loan.

**PASSED 3/0/1**

**MOTION** by Tim, 2nd by Ken to approve **PR-25-12 for \$7,650.91** [pay period ending 9/14/24] and **PR-25-13 for \$8,397.00** [pay period ending 9/21/24]

**PASSED 3/0/1**

#### Previous Meeting Minutes

**MOTION** by Tim, 2nd by Joe to table approval of previous meeting minutes until there is a quorum of members who were present for the meetings discussed.

**PASSED 3/0/1**

#### New Business

- There was discussion of a catering permit application submitted by Radio Bean Inc. for an October 18, 2024 event at Burnham Hall.

Acting as the Local Liquor Control Board:

**MOTION** by Tim, 2nd by Joe to approve the Department of Liquor and Lottery Request to Cater Permit Application for Radio Bean Inc.

**PASSED** 3/0/1

- There was discussion of inviting committees for their quarterly updates at a future regular meeting or another time.

**MOTION** by Tim, 2nd by Joe to schedule a special meeting on October 29, 2024, at 6:30 pm for quarterly committee updates.

**PASSED** 3/0/1

- There was discussion of rescheduling the Tuesday, November 5, 2024 regular meeting to accommodate election day. Some options are Monday, November 4, 2024, or Tuesday, November 12, 2024, in which case the Selectboard would meet two weeks back to back.

**MOTION** by Tim, 2nd by Ken to reschedule the November 5, 2024 regular meeting to November 4, 2024, at 6:30 pm.

**PASSED** 3/0/1

- There was discussion of the process for considering resident requests to waive the homestead declaration late filing fee. A request from Dave Wood is already before the Selectboard. VLCT has advised on the process and it seems Dave meets the hardship requirements for abatement. It will be added to the November 4, 2024 agenda.

**MOTION** by Tim, 2nd by Joe to adjourn.

**PASSED** 3/0/1

Adjourned at 9:44 PM.

Respectfully submitted: Trish Waugh

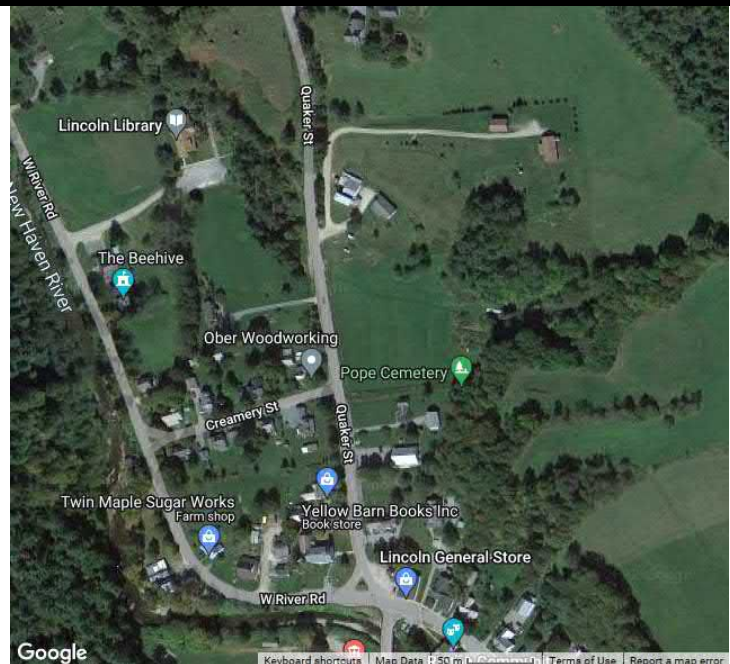
APPENDIX B  
SPEED DATA: QUAKER STREET (2019)

## SPEED DATA ANALYSIS

### Location



Latitude: 44.107897  
Longitude: 11.439877



### Analysis Time Period



Start	End
9/6/2019	9/17/2019
9:48 AM	1:50 PM

### Vehicles Analyzed



6,131

### Speed Limit



35

### Total Enforceable Violations



3,782

### Average Speed



36

### % Enforceable Violations



62%

### 85th Percentile Speed



43

### Peak Time of Violations



9/12/2019  
4:48 PM

### Fastest Speed



76

## Page 1

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 2

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 3

Site Code: LINqkr rd  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 4

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 5

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 6

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 7

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 8

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

### Direction 1

[illegible]

## Page 9

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

## Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Direction 1

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
09/15/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	34-43	1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
06:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	31-40	3
07:00	3	7	4	0	0	0	0	0	0	0	0	0	0	0	14	36-45	11
08:00	9	12	1	1	0	0	0	0	0	0	0	0	0	0	23	35-44	13
09:00	11	7	7	1	0	0	0	0	0	0	0	0	0	0	26	36-45	14
10:00	4	4	4	4	0	0	0	0	0	0	0	0	0	0	16	36-45	8
11:00	12	6	3	2	0	0	0	0	0	0	0	0	0	0	23	35-44	9
12 PM	9	8	8	3	2	0	0	0	0	0	0	0	0	0	30	36-45	16
13:00	16	10	5	2	0	0	0	0	0	0	0	0	0	0	33	36-45	15
14:00	4	9	8	2	0	0	0	0	0	0	0	0	0	0	23	36-45	17
15:00	12	6	2	1	0	0	0	0	0	0	0	0	0	0	21	31-40	8
16:00	9	5	2	0	0	0	0	0	0	0	0	0	0	0	16	33-42	7
17:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	12	34-43	6
18:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	35-44	6
19:00	1	3	2	2	3	1	0	1	0	1	0	0	0	0	14	36-45	5
20:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	35-44	3
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	106	88	53	19	6	1	0	1	0	1	0	0	0	0	275		
Percent	38.5%	32.0%	19.3%	6.9%	2.2%	0.4%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	09:00	10:00	04:00										09:00		
Vol.	12	12	7	4	1										26		
PM Peak	13:00	13:00	12:00	12:00	19:00	19:00		19:00		19:00					13:00		
Vol.	16	10	8	3	3	1		1		1					33		

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

## Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Direction 1

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
09/16/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	39-48	2
05:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	10	36-45	6
06:00	18	14	6	1	0	0	0	0	0	0	0	0	0	0	39	36-45	20
07:00	4	9	6	1	2	0	0	0	0	0	0	0	0	0	22	36-45	15
08:00	9	3	4	0	0	0	0	0	0	0	0	0	0	0	16	36-45	7
09:00	4	7	3	0	0	0	0	0	0	0	0	0	0	0	14	35-44	10
10:00	5	4	7	2	0	1	1	0	0	0	0	0	0	0	20	36-45	11
11:00	2	5	4	1	2	1	0	0	0	0	0	0	0	0	15	36-45	9
12 PM	4	2	2	4	3	0	0	0	0	0	0	0	0	0	15	44-53	7
13:00	6	7	6	6	0	0	0	0	0	0	0	0	0	0	25	36-45	13
14:00	15	2	2	2	0	0	0	0	0	0	0	0	0	0	21	41-50	4
15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	73	57	43	19	7	2	1	0	0	0	0	0	0	0	202		
Percent	36.1%	28.2%	21.3%	9.4%	3.5%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	06:00	10:00	10:00	07:00	10:00	10:00								06:00		
Vol.	18	14	7	2	2	1	1								39		
PM Peak	14:00	13:00	13:00	13:00	12:00										13:00		
Vol.	15	7	6	6	3										25		
Total	1297	1002	575	162	49	5	2	2	0	1	0	0	0	0	3095		
Percent	41.9%	32.4%	18.6%	5.2%	1.6%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 12 MPH  
50th Percentile : 36 MPH  
85th Percentile : 42 MPH  
95th Percentile : 47 MPH

Stats  
10 MPH Pace Speed : 36-45 MPH  
Number in Pace : 1577  
Percent in Pace : 51.0%  
Number of Vehicles > 55 MPH : 10  
Percent of Vehicles > 55 MPH : 0.3%  
Mean Speed(Average) : 31 MPH

## Page 12

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 13

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Direction 2																Pace		Number		
Start Time	1	36	41	46	51	56	61	66	71	76	81	86	91	96	Total	Speed	in Pace			
	35	40	45	50	55	60	65	70	75	80	85	90	95	999						
09/07/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*			
06:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10	31-40	5			
07:00	14	10	5	1	1	0	0	0	0	0	0	0	0	0	31	36-45	15			
08:00	15	8	3	2	0	0	0	0	0	0	0	0	0	0	28	36-45	11			
09:00	15	13	6	2	0	0	0	0	0	0	0	0	0	0	36	36-45	19			
10:00	18	13	9	0	0	0	0	0	0	0	0	0	0	0	40	36-45	22			
11:00	19	12	5	4	0	0	0	0	0	0	0	0	0	0	40	36-45	17			
12 PM	9	8	3	0	1	0	0	0	0	0	0	0	0	0	21	35-44	11			
13:00	12	4	0	2	2	0	0	0	0	0	0	0	0	0	20	31-40	6			
14:00	5	5	9	0	0	0	0	0	0	0	0	0	0	0	19	36-45	14			
15:00	7	6	0	3	0	0	0	0	0	0	0	0	0	0	16	31-40	7			
16:00	17	5	1	1	1	0	1	0	0	0	0	0	0	0	26	32-41	7			
17:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	9	31-40	5			
18:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7	36-45	5			
19:00	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8	35-44	4			
20:00	2	3	0	1	1	0	0	0	0	0	0	0	0	0	7	36-45	3			
21:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	8	36-45	3			
22:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	35-44	3			
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*			
Total	154	103	50	18	6	0	1	0	0	0	0	0	0	0	332					
Percent	46.4%	31.0%	15.1%	5.4%	1.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak Vol.	11:00 19	09:00 13	10:00 9	11:00 4	07:00 1													10:00 40		
PM Peak Vol.	16:00 17	12:00 8	14:00 9	15:00 3	13:00 2	16:00 1												16:00 26		

## Page 14

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 15

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 16

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 17

Site Code: LINqkr rd  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 18

Site Code: LINqkr rd  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 19

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 20

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 21

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
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Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

[illegible]

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

## Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

### Direction 2

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
09/16/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35-44	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	34-43	2
06:00	5	7	4	1	1	0	0	0	0	0	0	0	0	0	18	36-45	11
07:00	3	6	7	2	1	0	0	0	0	0	0	0	0	0	19	36-45	13
08:00	15	5	0	1	0	1	0	0	0	0	0	0	0	0	22	31-40	7
09:00	4	2	5	0	0	0	0	0	0	0	0	0	0	0	11	36-45	7
10:00	3	2	2	3	1	3	2	0	0	0	0	0	0	0	16	39-48	5
11:00	2	4	5	5	1	0	0	0	0	0	0	0	0	0	17	39-48	10
12 PM	3	5	3	4	1	0	1	0	0	0	0	0	0	0	17	36-45	8
13:00	4	6	5	3	1	0	0	0	0	0	0	0	0	0	19	36-45	11
14:00	10	4	3	2	0	0	0	0	0	0	0	0	0	0	19	35-44	7
15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	53	42	35	22	6	4	3	0	0	0	0	0	0	0	165		
Percent	32.1%	25.5%	21.2%	13.3%	3.6%	2.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	06:00	07:00	11:00	06:00	10:00	10:00								08:00		
Vol.	15	7	7	5	1	3	2								22		
PM Peak	14:00	13:00	13:00	12:00	12:00		12:00								13:00		
Vol.	10	6	5	4	1		1								19		
Total	1265	932	535	195	47	14	10	1	0	0	0	0	0	0	2999		
Percent	42.2%	31.1%	17.8%	6.5%	1.6%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 12 MPH  
50th Percentile : 36 MPH  
85th Percentile : 43 MPH  
95th Percentile : 48 MPH

Stats  
10 MPH Pace Speed : 36-45 MPH  
Number in Pace : 1467  
Percent in Pace : 48.9%  
Number of Vehicles > 55 MPH : 25  
Percent of Vehicles > 55 MPH : 0.8%  
Mean Speed(Average) : 32 MPH

## CLASS DATA ANALYSIS

### Location



Latitude: 44.107897  
Longitude: 11.439877



### Analysis Time Period



Start	End
9/6/2019	9/17/2019
12:00 AM	1:50 PM

### Vehicles Analyzed



6,13

### Unclassed



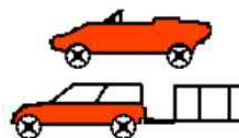
Unclassed  
Volume: 227  
Average Speed: 4 MPH  
Length: 1' 3"

### Motorcycles



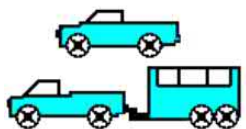
Motorcycles  
Volume: 89  
Average Speed: 34  
MPH

### Cars Trailers



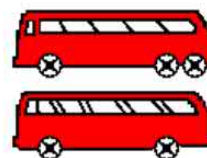
Cars Trailers  
Volume: 2,653  
Average Speed: 37  
MPH

### 2 Axle Long



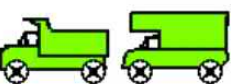
2 Axle Long  
Volume: 1,782  
Average Speed: 37  
MPH

### Buses



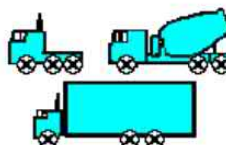
Buses  
Volume: 43  
Average Speed: 33  
MPH

### 2 Axle 6 Tire

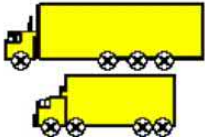
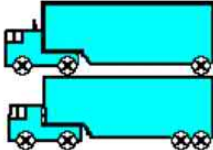

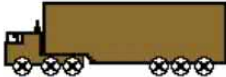





2 Axle 6 Tire  
Volume: 1,178  
Average Speed: 38  
MPH

### 3 Axle Single



3 Axle Single  
Volume: 47  
Average Speed: 33  
MPH

CLASS DATA ANALYSIS			
4 Axle Single		<5 Axl Double	
	4 Axle Single Volume: 3 Average Speed: 33 MPH		<5 Axl Double Volume: 102 Average Speed: 36 MPH
5 Axle Double		>6 Axl Double	
	5 Axle Double Volume: 3 Average Speed: 31 MPH		>6 Axl Double Volume: 4 Average Speed: 37 MPH
<6 Axl Multi		6 Axle Multi	
	<6 Axl Multi Volume: 0 Average Speed: 0 MPH Length: 0' 0"		6 Axle Multi Volume: 0 Average Speed: 0 MPH Length: 0' 0"
>6 Axl Multi			
	>6 Axl Multi Volume: 0 Average Speed: 0 MPH Length: 0' 0"		

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	1	3	1	1	1	0	0	1	0	0	0	0	0	8	16
10:00	0	6	6	0	9	1	0	1	0	0	0	0	0	1	24
11:00	1	8	6	0	3	0	0	1	0	0	0	0	0	0	19
12 PM	0	10	6	0	4	1	0	0	0	0	0	0	0	3	24
13:00	0	5	11	0	6	1	0	1	0	0	0	0	0	0	24
14:00	0	9	4	0	4	0	0	1	0	0	0	0	0	2	20
15:00	0	14	1	0	6	0	0	0	0	0	0	0	0	0	21
16:00	1	13	7	0	3	0	0	0	0	0	0	0	0	0	24
17:00	0	5	6	0	6	0	0	2	0	0	0	0	0	0	19
18:00	0	4	3	0	4	0	0	1	0	0	0	0	0	0	12
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
20:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	80	58	1	48	3	0	8	0	0	0	0	0	14	215
Percent	1.4%	37.2%	27.0%	0.5%	22.3%	1.4%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	
AM Peak Vol.	09:00	11:00	10:00	09:00	10:00	10:00		09:00						09:00	10:00
PM Peak Vol.	16:00	15:00	13:00		13:00	12:00		17:00						12:00	12:00

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Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	4
06:00	1	4	5	0	1	0	0	0	0	0	0	0	0	0	11
07:00	0	11	8	0	5	0	0	0	0	0	0	0	0	2	26
08:00	1	15	10	0	8	0	0	0	0	0	0	0	0	0	34
09:00	3	9	16	0	3	1	0	0	0	0	0	0	0	2	34
10:00	0	21	6	0	3	0	0	2	0	0	0	0	0	1	33
11:00	6	17	17	0	6	0	0	0	0	0	0	0	0	1	47
12 PM	0	12	4	0	7	0	0	1	0	0	0	0	0	1	25
13:00	2	5	4	0	2	0	0	0	0	0	0	0	0	2	15
14:00	1	8	6	0	4	0	0	1	0	0	0	0	0	0	20
15:00	2	13	4	0	3	0	0	0	0	0	0	0	0	3	25
16:00	0	5	6	0	1	0	0	2	0	0	0	0	0	1	15
17:00	0	8	3	0	0	0	0	0	0	0	0	0	0	1	12
18:00	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
19:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
20:00	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
21:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	17	144	95	0	54	1	0	6	0	0	0	0	0	14	331
Percent	5.1%	43.5%	28.7%	0.0%	16.3%	0.3%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	
AM Peak	11:00	10:00	11:00		08:00	09:00		10:00						07:00	11:00
Vol.	6	21	17		8	1		2						2	47
PM Peak	13:00	15:00	14:00		12:00			16:00						15:00	12:00
Vol.	2	13	6		7			2						3	25

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Date End: 16-Sep-19

Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	3	3	0	1	0	0	0	0	0	0	0	0	1	8
07:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
08:00	0	12	4	0	0	0	0	0	0	0	0	0	0	1	17
09:00	0	10	4	0	3	0	0	0	0	0	0	0	0	1	18
10:00	1	4	2	0	4	0	0	2	0	0	0	0	0	0	13
11:00	4	12	4	0	3	0	0	1	0	0	0	0	0	2	26
12 PM	0	16	4	0	3	0	0	1	0	0	0	0	0	1	25
13:00	0	13	7	1	2	0	0	2	0	0	0	0	0	0	25
14:00	0	8	8	1	0	0	0	0	0	0	0	0	0	1	18
15:00	0	7	3	0	3	0	0	0	0	0	0	0	0	1	14
16:00	1	17	7	0	5	0	0	0	0	0	0	0	0	1	31
17:00	1	12	2	0	1	0	0	0	0	0	0	0	0	1	17
18:00	0	4	1	0	3	0	0	0	0	0	0	0	0	0	8
19:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
20:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	130	55	2	32	0	0	6	0	0	0	0	0	11	243
Percent	2.9%	53.5%	22.6%	0.8%	13.2%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	
AM Peak Vol.	11:00	08:00	08:00		10:00			10:00						11:00	11:00
PM Peak Vol.	16:00	16:00	14:00	13:00	16:00			13:00						12:00	16:00

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## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/09/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	1	0	0	0	0	1	0	0	0	1	5
05:00	1	5	1	0	5	0	0	0	0	0	0	0	0	0	12
06:00	0	17	13	0	13	0	0	0	0	0	0	0	0	2	45
07:00	1	13	5	0	8	0	0	1	0	0	0	0	0	1	29
08:00	1	5	4	0	7	0	0	0	0	0	0	0	0	1	18
09:00	0	6	3	0	5	0	0	0	0	0	0	0	0	0	14
10:00	0	5	9	1	5	0	0	0	0	0	0	0	0	2	22
11:00	0	4	9	1	5	0	0	0	0	0	0	0	0	2	21
12 PM	0	1	3	0	2	1	0	0	0	0	0	0	0	0	7
13:00	0	10	8	1	2	0	1	1	0	0	0	0	0	0	23
14:00	1	14	6	0	4	0	0	0	0	0	0	0	0	1	26
15:00	5	10	7	0	5	1	0	0	0	0	0	0	0	0	28
16:00	0	8	2	1	2	0	0	1	0	0	0	0	0	0	14
17:00	0	15	6	0	2	0	0	1	0	0	0	0	0	0	24
18:00	0	5	2	0	3	0	0	1	0	0	0	0	0	0	11
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	9	123	81	4	71	2	1	5	0	1	0	0	0	10	307
Percent	2.9%	40.1%	26.4%	1.3%	23.1%	0.7%	0.3%	1.6%	0.0%	0.3%	0.0%	0.0%	0.0%	3.3%	
AM Peak	05:00	06:00	06:00	10:00	06:00			07:00		04:00				06:00	06:00
Vol.	1	17	13	1	13			1		1				2	45
PM Peak	15:00	17:00	13:00	13:00	15:00	12:00	13:00	13:00						14:00	15:00
Vol.	5	15	8	1	5	1	1	1						1	28

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## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/10/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	1	0	0	0	0	0	0	1	0	0	0	0	4
05:00	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
06:00	0	29	14	0	7	0	0	0	0	0	0	0	0	4	54
07:00	0	10	4	1	3	0	0	1	0	0	0	0	0	0	19
08:00	1	7	5	0	2	0	0	1	0	0	0	0	0	0	16
09:00	0	3	0	0	3	0	0	1	0	0	0	0	0	4	11
10:00	1	2	7	0	4	1	0	1	0	0	0	0	0	2	18
11:00	0	11	5	0	3	0	0	1	0	0	0	0	0	0	20
12 PM	0	8	4	0	2	0	0	0	0	0	0	0	0	2	16
13:00	1	9	10	0	5	0	0	0	0	0	0	0	0	1	26
14:00	1	4	9	0	5	0	0	0	0	0	0	0	0	1	20
15:00	0	13	18	0	3	0	0	2	0	0	0	0	0	1	37
16:00	1	13	11	1	2	0	0	0	0	0	0	0	0	0	28
17:00	0	22	3	0	7	1	0	0	0	0	0	0	0	0	33
18:00	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
19:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	149	93	2	53	2	0	7	0	1	0	0	0	15	330
Percent	2.4%	45.2%	28.2%	0.6%	16.1%	0.6%	0.0%	2.1%	0.0%	0.3%	0.0%	0.0%	0.0%	4.5%	
AM Peak	05:00	06:00	06:00	07:00	06:00	10:00		07:00		04:00				06:00	06:00
Vol.	2	29	14	1	7	1		1		1				4	54
PM Peak	13:00	17:00	15:00	16:00	17:00	17:00		15:00						12:00	15:00
Vol.	1	22	18	1	7	1		2						2	37

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## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/11/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	2	3	0	2	1	0	0	0	0	0	0	0	0	9
06:00	1	17	14	0	8	1	0	0	0	0	0	0	0	1	42
07:00	0	10	9	0	6	0	0	0	0	0	0	0	0	0	25
08:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
09:00	0	6	4	0	3	3	0	0	0	0	0	0	0	0	16
10:00	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
11:00	0	13	6	0	1	2	0	0	0	0	0	0	0	0	22
12 PM	0	11	9	1	2	1	0	0	0	0	0	0	0	0	24
13:00	0	8	9	2	6	0	0	0	0	0	0	0	0	2	27
14:00	1	15	7	0	4	0	0	0	0	0	0	0	0	0	27
15:00	1	7	13	0	3	0	0	1	0	0	0	0	0	1	26
16:00	1	16	15	0	3	0	0	0	0	0	0	0	0	2	37
17:00	0	6	4	0	6	0	0	0	0	0	0	0	0	0	16
18:00	0	9	0	0	1	0	0	0	0	0	0	0	0	1	11
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	140	107	3	50	8	0	1	0	0	0	0	0	7	321
Percent	1.6%	43.6%	33.3%	0.9%	15.6%	2.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	
AM Peak Vol.	05:00	06:00	06:00		06:00	09:00								06:00	06:00
	1	17	14		8	3								1	42
PM Peak Vol.	14:00	16:00	16:00	13:00	13:00	12:00		15:00						13:00	16:00
	1	16	15	2	6	1		1						2	37

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/12/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	1	0	4	0	0	1	0	0	0	0	0	0	9
06:00	0	21	12	0	3	0	0	0	0	0	0	0	0	1	37
07:00	0	13	4	0	5	0	0	1	0	0	0	0	0	0	23
08:00	0	4	5	0	4	0	0	0	0	0	0	0	0	0	13
09:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
10:00	0	5	3	0	3	2	0	1	0	0	0	0	0	0	14
11:00	1	2	6	1	4	0	0	0	0	0	0	0	0	0	14
12 PM	0	4	7	0	1	1	0	1	0	0	0	0	0	0	14
13:00	1	8	6	0	2	0	0	1	0	0	0	0	0	3	21
14:00	0	9	8	0	2	0	0	0	0	0	0	0	0	0	19
15:00	1	12	8	0	2	0	0	0	0	0	0	0	0	1	24
16:00	0	16	10	1	7	1	0	0	0	0	0	0	0	0	35
17:00	0	9	5	0	1	1	0	0	0	0	0	0	0	0	16
18:00	0	11	2	0	2	0	0	1	0	0	0	0	0	0	16
19:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	126	82	2	44	5	0	6	0	0	0	0	0	5	273
Percent	1.1%	46.2%	30.0%	0.7%	16.1%	1.8%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak Vol.	11:00	06:00	06:00	11:00	07:00	10:00		05:00						06:00	06:00
PM Peak Vol.	13:00	16:00	16:00	16:00	16:00	12:00		12:00						13:00	16:00

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/13/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	1	2	0	5	0	0	0	0	0	0	0	0	0	9
06:00	2	22	10	0	7	0	0	1	0	0	0	0	0	2	44
07:00	0	12	5	0	3	0	0	0	0	0	0	0	0	1	21
08:00	0	8	2	0	2	0	0	0	0	0	0	0	0	2	14
09:00	1	9	3	0	5	0	0	0	0	0	0	0	0	0	18
10:00	1	6	2	0	9	1	0	0	0	0	0	0	0	0	19
11:00	0	9	5	0	3	0	0	2	0	0	0	0	0	0	19
12 PM	0	6	5	0	2	0	0	1	0	0	0	0	0	3	17
13:00	1	10	4	1	2	0	0	0	0	0	0	0	0	0	18
14:00	1	11	4	0	2	0	0	0	0	0	0	0	0	1	19
15:00	1	8	5	0	6	0	0	0	0	0	0	0	0	0	20
16:00	0	14	13	0	5	0	0	0	0	0	0	0	0	1	33
17:00	0	8	9	0	2	0	0	0	0	0	0	0	0	0	19
18:00	0	9	1	0	5	0	0	0	0	0	0	0	0	0	15
19:00	0	1	3	0	2	1	0	0	0	0	0	0	0	0	7
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	143	77	1	61	2	0	4	0	0	0	0	0	10	306
Percent	2.6%	46.7%	25.2%	0.3%	19.9%	0.7%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	
AM Peak Vol.	06:00	06:00	06:00		10:00	10:00		11:00						06:00	06:00
PM Peak Vol.	13:00	16:00	16:00	13:00	15:00	19:00		12:00						12:00	16:00

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/14/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	1	2	0	2	0	0	0	0	0	0	0	0	0	6
06:00	0	3	3	0	0	0	0	0	0	0	0	0	0	1	7
07:00	0	7	9	0	3	0	0	0	0	0	0	0	0	1	20
08:00	0	18	12	0	10	0	0	0	0	0	0	0	0	0	40
09:00	1	24	7	0	6	0	0	0	0	0	0	0	0	1	39
10:00	3	13	9	0	7	0	0	1	0	0	0	0	0	0	33
11:00	0	18	10	0	5	0	0	0	0	0	0	0	0	1	34
12 PM	0	13	1	0	2	0	0	2	0	0	0	0	0	1	19
13:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
14:00	0	16	5	0	2	0	0	0	0	0	0	0	0	2	25
15:00	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
16:00	1	5	4	0	1	0	0	0	0	0	0	0	0	0	11
17:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
18:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
19:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
20:00	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
21:00	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	165	77	0	48	0	0	4	1	0	0	0	0	7	308
Percent	1.9%	53.6%	25.0%	0.0%	15.6%	0.0%	0.0%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	2.3%	
AM Peak Vol.	10:00	09:00	08:00		08:00			10:00						06:00	08:00
	3	24	12		10			1						1	40
PM Peak Vol.	16:00	14:00	14:00		12:00			12:00	19:00					14:00	14:00
	1	16	5		2			2	1					2	25

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/15/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
07:00	0	8	3	0	2	0	0	0	0	0	0	0	0	1	14
08:00	0	7	13	0	2	0	0	1	0	0	0	0	0	0	23
09:00	1	7	11	1	4	0	0	1	0	0	0	0	0	1	26
10:00	0	8	7	0	1	0	0	0	0	0	0	0	0	0	16
11:00	3	4	11	0	2	0	0	1	0	0	0	0	0	2	23
12 PM	0	12	13	0	3	0	0	1	0	0	0	0	0	1	30
13:00	2	9	10	0	5	0	0	3	0	0	0	0	0	4	33
14:00	0	7	12	0	3	0	0	0	0	0	0	0	0	1	23
15:00	0	9	5	0	5	1	0	0	0	0	0	0	0	1	21
16:00	1	9	2	0	4	0	0	0	0	0	0	0	0	0	16
17:00	0	6	2	0	2	0	0	0	0	0	0	0	0	2	12
18:00	0	5	1	0	1	0	0	0	0	0	0	0	0	1	8
19:00	0	6	4	0	4	0	0	0	0	0	0	0	0	0	14
20:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	106	97	1	42	1	0	7	0	0	0	0	0	14	275
Percent	2.5%	38.5%	35.3%	0.4%	15.3%	0.4%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	
AM Peak Vol.	11:00	07:00	08:00	09:00	09:00			08:00						11:00	09:00
PM Peak Vol.	13:00	12:00	12:00		13:00	15:00		13:00						13:00	13:00

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 1

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/16/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	2	0	3	0	0	1	0	0	0	0	0	0	10
06:00	0	19	11	0	8	1	0	0	0	0	0	0	0	0	39
07:00	1	12	5	0	1	0	0	1	0	0	0	0	0	2	22
08:00	0	4	2	1	3	0	0	0	0	0	0	0	0	6	16
09:00	0	7	3	0	3	0	0	0	0	0	0	0	0	1	14
10:00	1	1	5	0	9	1	0	0	0	0	0	0	0	3	20
11:00	0	0	7	0	6	0	0	0	0	0	0	0	0	2	15
12 PM	0	2	7	0	6	0	0	0	0	0	0	0	0	0	15
13:00	0	6	13	0	4	0	0	1	0	0	0	0	0	1	25
14:00	0	1	3	0	5	0	0	0	0	0	0	0	0	12	21
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	57	60	1	48	2	0	3	0	0	0	0	0	27	200
Percent	1.0%	28.5%	30.0%	0.5%	24.0%	1.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	
AM Peak Vol.	07:00	06:00	06:00	08:00	10:00	06:00		05:00						08:00	06:00
	1	19	11	1	9	1		1						6	39
PM Peak Vol.		13:00	13:00		12:00			13:00						14:00	13:00
		6	13		6			1						12	25
Grand Total	75	1363	882	17	551	26	1	57	1	2	0	0	0	134	3109
Percent	2.4%	43.8%	28.4%	0.5%	17.7%	0.8%	0.0%	1.8%	0.0%	0.1%	0.0%	0.0%	0.0%	4.3%	

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/06/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	1	0	1	0	0	1	0	0	0	0	0	2	5
10:00	0	4	5	0	5	0	0	0	0	0	0	0	0	1	15
11:00	0	9	7	0	4	0	0	1	0	0	0	0	0	0	21
12 PM	0	10	4	0	4	0	0	1	0	0	0	0	0	1	20
13:00	0	11	6	0	6	0	0	0	0	0	0	0	0	2	25
14:00	1	16	5	1	6	0	0	0	0	0	0	0	0	2	31
15:00	0	15	8	0	5	0	0	0	0	0	0	0	0	0	28
16:00	0	14	3	0	4	0	0	1	0	0	0	0	0	0	22
17:00	0	9	4	0	5	0	0	0	0	0	0	0	0	0	18
18:00	0	4	4	0	2	0	0	0	0	0	0	0	0	0	10
19:00	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	6	0	1	0	0	0	0	0	0	0	0	0	8
22:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Total	1	95	60	1	45	0	0	4	0	0	0	0	0	8	214
Percent	0.5%	44.4%	28.0%	0.5%	21.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	
AM Peak Vol.		11:00	11:00		10:00			09:00						09:00	11:00
PM Peak Vol.	14:00	14:00	15:00	14:00	13:00			12:00						13:00	14:00
	1	16	8	1	6			1						2	31

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/07/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	1	3	0	4	0	0	1	0	0	0	0	0	1	10
07:00	0	9	12	0	9	0	0	0	0	0	0	0	0	1	31
08:00	0	7	10	0	11	0	0	0	0	0	0	0	0	0	28
09:00	2	21	6	0	6	0	0	0	0	0	0	0	0	1	36
10:00	2	22	11	0	4	0	0	0	0	0	0	0	0	1	40
11:00	0	24	13	0	2	0	0	1	0	0	0	0	0	0	40
12 PM	1	9	6	0	4	0	0	0	0	0	0	0	0	1	21
13:00	1	9	6	0	3	0	0	0	0	0	0	0	0	1	20
14:00	0	12	4	0	1	0	0	2	0	0	0	0	0	0	19
15:00	0	10	2	0	3	0	0	1	0	0	0	0	0	0	16
16:00	1	15	6	0	3	0	0	0	0	0	0	0	0	1	26
17:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
18:00	0	2	2	0	3	0	0	0	0	0	0	0	0	0	7
19:00	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
21:00	0	2	4	0	1	0	0	0	0	0	0	0	0	1	8
22:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	152	101	0	59	0	0	5	0	0	0	0	0	8	332
Percent	2.1%	45.8%	30.4%	0.0%	17.8%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	
AM Peak Vol.	09:00	11:00	11:00		08:00			06:00						06:00	10:00
	2	24	13		11			1						1	40
PM Peak Vol.	12:00	16:00	19:00		12:00			14:00						12:00	16:00
	1	15	8		4			2						1	26

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/08/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:00	0	7	5	0	5	0	0	2	0	0	0	0	0	0	19
08:00	2	3	4	0	2	0	0	0	0	0	0	0	0	0	11
09:00	0	2	2	0	4	0	0	1	0	0	0	0	0	1	10
10:00	0	14	5	0	6	0	0	0	0	0	0	0	0	0	25
11:00	1	19	5	0	4	0	0	1	0	0	0	0	0	1	31
12 PM	0	13	4	0	4	0	0	3	0	0	0	0	0	0	24
13:00	0	9	7	0	3	0	0	2	0	0	0	0	0	1	22
14:00	0	4	13	0	4	0	0	0	0	0	0	0	0	2	23
15:00	2	14	7	0	2	0	0	0	0	0	0	0	0	1	26
16:00	0	13	3	0	2	0	0	0	0	1	0	0	0	0	19
17:00	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
18:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
19:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	114	66	0	44	0	0	9	0	1	0	0	0	6	245
Percent	2.0%	46.5%	26.9%	0.0%	18.0%	0.0%	0.0%	3.7%	0.0%	0.4%	0.0%	0.0%	0.0%	2.4%	
AM Peak	08:00	11:00	07:00		10:00			07:00						09:00	11:00
Vol.	2	19	5		6			2						1	31
PM Peak	15:00	15:00	14:00		12:00			12:00		16:00				14:00	15:00
Vol.	2	14	13		4			3		1				2	26

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/09/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	1	0	0	0	1	0	0	0	0	0	3	7
06:00	0	6	7	0	10	0	0	1	0	0	0	0	0	4	28
07:00	0	8	6	0	7	0	0	0	0	0	0	0	0	1	22
08:00	0	5	4	0	5	0	0	0	0	0	0	0	0	0	14
09:00	1	7	4	0	1	0	0	0	0	0	0	0	0	0	13
10:00	0	3	11	0	3	0	0	1	0	0	0	0	0	0	18
11:00	0	9	6	0	11	0	0	0	0	0	0	0	0	2	28
12 PM	1	5	3	0	2	0	0	0	0	0	0	0	0	0	11
13:00	0	5	4	0	3	0	2	1	0	0	0	0	0	1	16
14:00	1	18	13	1	6	0	0	1	0	0	0	0	0	0	40
15:00	0	11	6	0	5	0	0	0	0	0	0	0	0	0	22
16:00	0	13	4	0	5	0	0	0	0	0	0	0	0	0	22
17:00	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
18:00	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
19:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	121	81	2	64	0	2	5	0	0	0	0	0	11	289
Percent	1.0%	41.9%	28.0%	0.7%	22.1%	0.0%	0.7%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	
AM Peak Vol.	09:00	11:00	10:00	05:00	11:00			05:00						06:00	06:00
PM Peak Vol.	12:00	14:00	14:00	14:00	14:00		13:00	13:00						13:00	14:00
	1	18	13	1	6		2	1						1	40

## Page 16

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

## Page 17

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

[illegible]

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/12/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
06:00	0	9	4	0	6	0	0	1	0	0	0	0	0	0	20
07:00	0	8	7	0	6	0	0	1	0	0	0	0	0	2	24
08:00	0	5	6	0	3	1	0	0	0	0	0	0	0	0	15
09:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
10:00	0	6	2	0	6	2	0	1	0	0	0	0	0	0	17
11:00	0	0	7	0	6	1	0	0	0	0	0	0	0	0	14
12 PM	0	3	8	0	5	0	0	0	0	0	0	0	0	0	16
13:00	0	4	11	0	2	0	0	0	0	0	0	0	0	1	18
14:00	0	10	10	1	2	0	0	0	0	0	0	0	0	0	23
15:00	0	15	6	0	3	0	0	0	0	0	0	0	0	0	24
16:00	0	16	14	0	4	0	0	0	0	0	0	0	0	1	35
17:00	0	10	7	0	2	0	0	0	0	0	0	0	0	0	19
18:00	0	8	6	0	8	0	0	0	0	0	0	0	0	0	22
19:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	110	96	2	57	4	0	3	0	0	0	0	0	4	276
Percent	0.0%	39.9%	34.8%	0.7%	20.7%	1.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	
AM Peak Vol.		06:00 9	07:00 7	05:00 1	06:00 6	10:00 2		06:00 1						07:00 2	07:00 24
PM Peak Vol.		16:00 16	16:00 14	14:00 1	18:00 8									13:00 1	16:00 35

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

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Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/13/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	1	4	0	0	0	0	0	0	0	0	1	7
06:00	0	2	4	0	7	1	0	0	0	0	0	0	0	3	17
07:00	0	7	10	0	4	0	0	0	0	0	0	0	0	3	24
08:00	0	6	8	0	2	0	0	0	0	0	0	0	0	0	16
09:00	1	10	3	0	4	0	0	1	0	0	0	0	0	0	19
10:00	0	5	3	0	3	0	0	1	0	0	0	0	0	0	12
11:00	0	8	6	0	5	0	0	1	0	0	0	0	0	1	21
12 PM	0	3	3	0	3	0	0	0	0	0	0	0	0	0	9
13:00	0	6	4	1	2	0	0	0	0	0	0	0	0	0	13
14:00	1	16	9	1	2	0	0	0	0	0	0	0	0	0	29
15:00	0	23	5	0	3	0	0	0	0	0	0	0	0	0	31
16:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
17:00	0	13	20	0	12	0	0	1	0	0	0	0	0	0	46
18:00	0	14	3	0	5	0	0	0	0	0	0	0	0	0	22
19:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	126	90	3	60	1	0	4	0	0	0	0	0	8	294
Percent	0.7%	42.9%	30.6%	1.0%	20.4%	0.3%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	
AM Peak Vol.	09:00	09:00	07:00	05:00	06:00	06:00		09:00						06:00	07:00
PM Peak Vol.	14:00	15:00	17:00	13:00	17:00			17:00							17:00

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

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Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/14/19	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	3	0	0	1	0	0	0	0	0	1	6
07:00	0	4	7	0	9	0	0	0	0	0	0	0	0	0	20
08:00	0	16	8	0	9	0	0	0	0	0	0	0	0	0	33
09:00	0	23	8	0	10	0	0	0	0	0	0	0	0	0	41
10:00	0	19	13	0	4	0	0	1	0	0	0	0	0	2	39
11:00	0	11	8	0	7	0	0	0	0	0	0	0	0	0	26
12 PM	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
13:00	0	5	6	0	3	0	0	1	0	0	0	0	0	0	15
14:00	0	8	5	0	3	0	0	0	0	0	0	0	0	1	17
15:00	0	17	4	0	2	0	0	0	0	0	0	0	0	0	23
16:00	0	16	2	0	0	0	0	0	1	0	0	0	0	1	20
17:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	15
18:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
19:00	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	153	73	0	60	0	0	4	1	0	0	0	0	5	296
Percent	0.0%	51.7%	24.7%	0.0%	20.3%	0.0%	0.0%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak		09:00	10:00		09:00			06:00						10:00	09:00
Vol.		23	13		10			1						2	41
PM Peak		15:00	13:00		13:00			13:00	16:00					14:00	15:00
Vol.		17	6		3			1	1					1	23

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/15/19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	5	5	0	0	0	0	1	0	0	0	0	0	1	12
08:00	0	4	4	1	2	0	0	0	0	0	0	0	0	2	13
09:00	1	11	8	0	3	0	0	0	0	0	0	0	0	3	26
10:00	0	4	7	0	3	0	0	0	0	0	0	0	0	0	14
11:00	1	11	9	0	2	0	0	0	0	0	0	0	0	0	23
12 PM	2	9	7	0	5	0	0	0	0	0	0	0	0	2	25
13:00	0	12	5	0	2	0	0	2	0	0	0	0	0	2	23
14:00	0	9	10	0	10	0	0	1	0	0	0	0	0	2	32
15:00	2	15	9	0	9	1	0	0	0	0	0	0	0	1	37
16:00	0	11	4	0	3	0	0	0	1	0	0	0	0	0	19
17:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	3	0	0	2	0	0	1	0	0	0	0	0	0	6
19:00	0	2	3	0	1	0	0	0	0	0	0	0	0	1	7
20:00	0	2	6	0	3	0	0	1	0	0	0	0	0	0	12
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	112	82	1	46	1	0	6	1	0	0	0	0	14	269
Percent	2.2%	41.6%	30.5%	0.4%	17.1%	0.4%	0.0%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	5.2%	
AM Peak Vol.	09:00	09:00	11:00	08:00	09:00			07:00						09:00	09:00
	1	11	9	1	3			1						3	26
PM Peak Vol.	12:00	15:00	14:00		14:00	15:00		13:00	16:00					12:00	15:00
	2	15	10		10	1		2	1					2	37

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

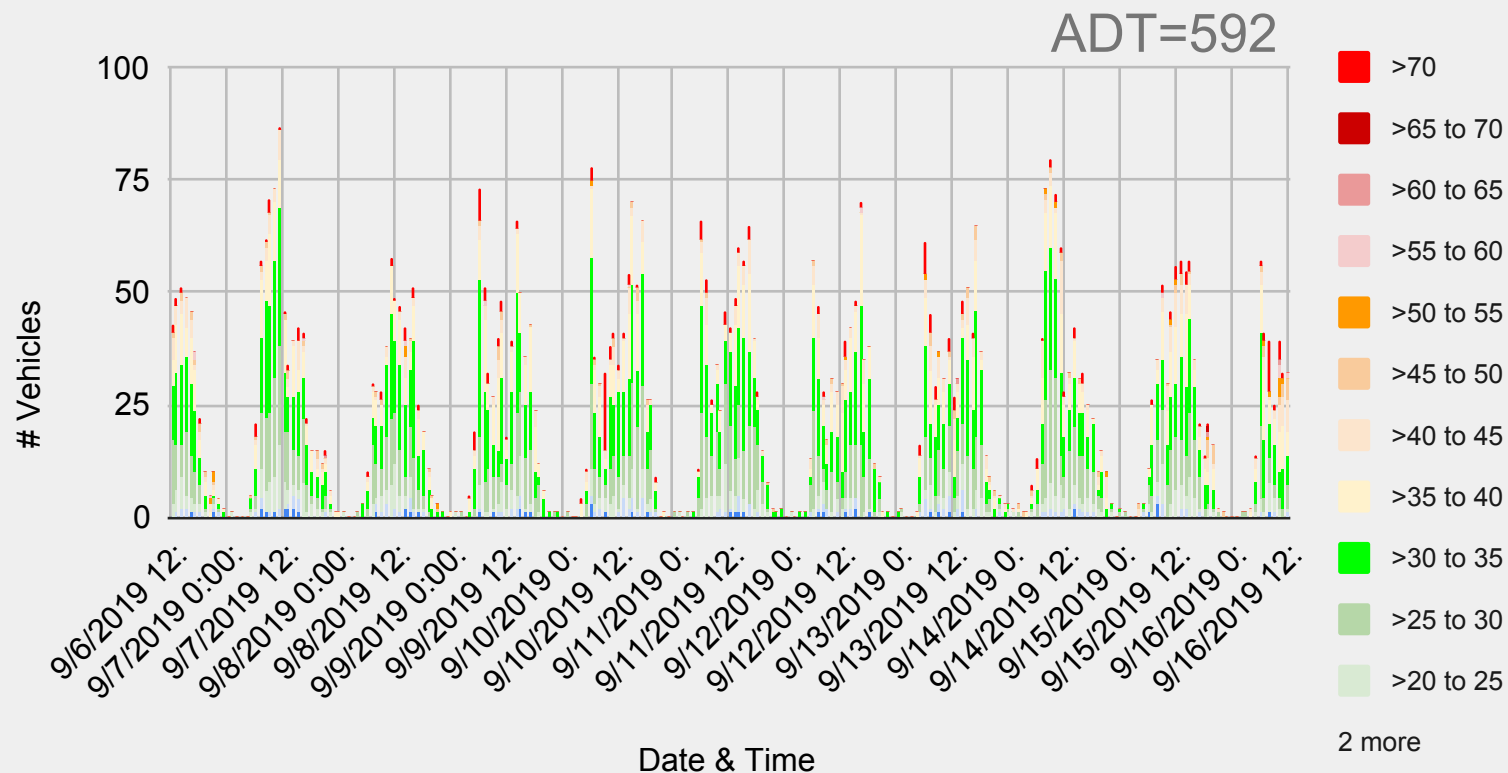
Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35' 17.1787 North  
Longitude: 9' 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

## Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
09/16/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	1	4
06:00	0	5	3	0	10	0	0	0	0	0	0	0	0	0	18
07:00	0	8	5	0	5	0	0	0	0	0	0	0	0	1	19
08:00	1	10	4	0	2	1	0	1	0	0	0	0	0	3	22
09:00	0	4	2	0	4	1	0	0	0	0	0	0	0	0	11
10:00	0	0	3	1	11	0	0	0	0	0	0	0	0	1	16
11:00	0	0	7	1	9	0	0	0	0	0	0	0	0	0	17
12 PM	0	4	8	0	5	0	0	0	0	0	0	0	0	0	17
13:00	0	5	6	0	6	1	0	0	0	0	0	0	0	1	19
14:00	1	3	7	0	1	0	0	0	0	0	0	0	0	7	19
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	39	47	3	54	3	0	1	0	0	0	0	0	14	163
Percent	1.2%	23.9%	28.8%	1.8%	33.1%	1.8%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	
AM Peak Vol.	08:00	08:00	11:00	05:00	10:00	08:00		08:00						08:00	08:00
PM Peak Vol.	14:00	13:00	12:00		13:00	13:00								14:00	13:00
Grand Total Percent	29	1277	898	20	602	15	2	48	2	1	0	0	0	108	3002
	1.0%	42.5%	29.9%	0.7%	20.1%	0.5%	0.1%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	3.6%	

# Traffic Volume & Speed Quaker St. September 6-16, 2019



# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Start	02-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	0	0	1	0	0
01:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
02:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	0	0	1	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	4	1	2	1	3	1
06:00	*	*	*	*	*	*	*	*	*	*	11	10	8	2	10	6
07:00	*	*	*	*	*	*	*	*	*	*	26	31	10	19	18	25
08:00	*	*	*	*	*	*	*	*	*	*	34	28	17	11	26	20
09:00	*	*	*	*	*	*	*	*	*	*	34	36	18	10	26	23
10:00	*	*	*	*	*	*	*	*	24	15	33	40	13	25	23	27
11:00	*	*	*	*	*	*	*	*	19	21	47	40	26	31	31	31
12:00 PM	*	*	*	*	*	*	*	*	24	20	25	21	25	24	25	22
01:00	*	*	*	*	*	*	*	*	24	25	15	20	25	22	21	22
02:00	*	*	*	*	*	*	*	*	20	31	20	19	18	23	19	24
03:00	*	*	*	*	*	*	*	*	21	28	25	16	14	26	20	23
04:00	*	*	*	*	*	*	*	*	24	22	15	26	31	19	23	22
05:00	*	*	*	*	*	*	*	*	19	18	12	9	17	9	16	12
06:00	*	*	*	*	*	*	*	*	12	10	8	7	8	11	9	9
07:00	*	*	*	*	*	*	*	*	4	6	7	8	5	6	5	7
08:00	*	*	*	*	*	*	*	*	4	1	5	7	2	3	4	4
09:00	*	*	*	*	*	*	*	*	2	8	7	8	2	1	4	6
10:00	*	*	*	*	*	*	*	*	2	2	2	4	1	0	2	2
11:00	*	*	*	*	*	*	*	*	0	2	1	0	0	0	0	1
Lane	0	0	0	0	0	0	0	0	199	209	331	332	243	245	285	288
Day	0		0		0		0		408		663		488		573	
AM Peak	-	-	-	-	-	-	-	-	10:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	24	21	47	40	26	31	31	31
PM Peak	-	-	-	-	-	-	-	-	12:00	14:00	12:00	16:00	16:00	15:00	12:00	14:00
Vol.	-	-	-	-	-	-	-	-	24	31	25	26	31	26	25	24

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Start	09-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	1	0	0	0	0	1	0	0	1	0	1	2	0	2	0	1
01:00	0	1	0	1	0	1	0	1	0	2	0	2	1	0	0	1
02:00	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
03:00	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0
04:00	5	0	4	0	1	0	0	1	1	0	1	0	2	1	2	0
05:00	12	7	6	5	9	2	9	4	9	7	6	1	2	1	8	4
06:00	45	28	54	25	42	24	37	20	44	17	7	6	6	5	34	18
07:00	29	22	19	17	25	27	23	24	21	24	20	20	14	12	22	21
08:00	18	14	16	14	16	10	13	15	14	16	40	33	23	13	20	16
09:00	14	13	11	17	16	18	9	8	18	19	39	41	26	26	19	20
10:00	22	18	18	20	10	14	14	17	19	12	33	39	16	14	19	19
11:00	21	28	20	21	22	24	14	14	19	21	34	26	23	23	22	22
12:00 PM	7	11	16	18	24	18	14	16	17	9	19	9	30	25	18	15
01:00	23	16	26	15	27	22	21	18	18	13	17	15	33	23	24	17
02:00	26	40	20	34	27	33	19	23	19	29	25	17	23	32	23	30
03:00	28	22	37	33	26	31	24	24	20	31	8	23	21	37	23	29
04:00	14	22	28	24	37	27	35	35	33	8	11	20	16	19	25	22
05:00	24	19	33	32	16	23	16	19	19	46	10	15	12	9	19	23
06:00	11	13	11	15	11	16	16	22	15	22	13	9	8	6	12	15
07:00	1	11	6	20	4	11	4	8	7	7	5	5	14	7	6	10
08:00	3	3	4	5	4	4	4	5	4	5	8	7	4	12	4	6
09:00	1	0	0	0	1	1	0	1	3	3	5	5	1	1	2	2
10:00	0	1	1	0	1	0	0	1	5	0	3	0	0	1	1	0
11:00	1	0	0	0	1	1	0	0	0	3	0	0	0	0	0	1
Lane	307	289	330	316	321	308	273	276	306	294	308	296	275	269	304	292
Day	596		646		629		549		600		604		544		596	
AM Peak	06:00	06:00	06:00	06:00	06:00	07:00	06:00	07:00	06:00	07:00	08:00	09:00	09:00	09:00	06:00	11:00
Vol.	45	28	54	25	42	27	37	24	44	24	40	41	26	26	34	22
PM Peak	15:00	14:00	15:00	14:00	16:00	14:00	16:00	16:00	16:00	17:00	14:00	15:00	13:00	15:00	16:00	14:00
Vol.	28	40	37	34	37	33	35	35	33	46	25	23	33	37	25	30

# ADDISON COUNTY REGIONAL PLANNING COMMISSION

14 Seminary St.  
Middlebury, VT 05753

Quaker Street, Lincoln, VT

Site Code: LINqkr rd  
Latitude: 35° 17.1787 North  
Longitude: 9° 9.1140 East  
Date Start: 06-Sep-19  
Date End: 16-Sep-19

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
01:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
02:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
03:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
04:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*	2	0
05:00	10	4	*	*	*	*	*	*	*	*	*	*	*	*	10	4
06:00	39	18	*	*	*	*	*	*	*	*	*	*	*	*	39	18
07:00	22	19	*	*	*	*	*	*	*	*	*	*	*	*	22	19
08:00	16	22	*	*	*	*	*	*	*	*	*	*	*	*	16	22
09:00	14	11	*	*	*	*	*	*	*	*	*	*	*	*	14	11
10:00	20	16	*	*	*	*	*	*	*	*	*	*	*	*	20	16
11:00	15	17	*	*	*	*	*	*	*	*	*	*	*	*	15	17
12:00 PM	15	17	*	*	*	*	*	*	*	*	*	*	*	*	15	17
01:00	25	19	*	*	*	*	*	*	*	*	*	*	*	*	25	19
02:00	21	19	*	*	*	*	*	*	*	*	*	*	*	*	21	19
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	200	163	0	0	0	0	0	0	0	0	0	0	0	0	200	163
Day	363		0		0		0		0		0		0		363	
AM Peak	06:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	06:00	08:00
Vol.	39	22	-	-	-	-	-	-	-	-	-	-	-	-	39	22
PM Peak	13:00	13:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	13:00
Vol.	25	19	-	-	-	-	-	-	-	-	-	-	-	-	25	19

Comb. Total	959	646	629	549	1008	1267	1032	1532
ADT	ADT 579	AADT 579						

## APPENDIX C

### ITE TRAFFIC CALMING FACT SHEETS

## Corner Extension/Bulb-Out

### Description:

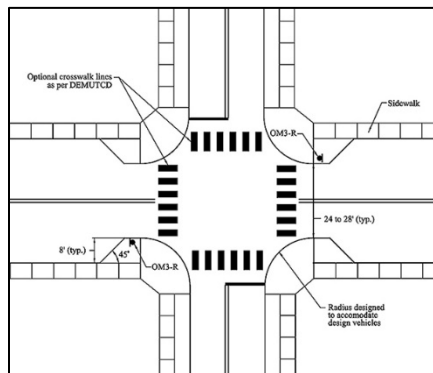
- Horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at a mid-block location, it is typically called a choker

### Applications:

- When combined with on-street parking, a corner extension can create protected parking bays
- Effective method for narrowing pedestrian crossing distances and increase pedestrian visibility
- Appropriate for arterials, collectors, or local streets
- Can be used on one-way and two-way streets
- Installed only on closed-section roads (i.e. curb and gutter)
- Appropriate for any speed, provided an adequate shy distance is provided between the extension and the travel lane
- Adequate turning radii must be provided to use on bus routes



(Source: James Barrera, Horrocks, New Mexico)



(Source: Delaware DOT)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- Effects on vehicle speeds are limited due to lack of deflection
- Must check drainage due to possible gutter realignment
- Major utility relocation may be required, especially drainage inlets
- Typical width between 6 and 8 feet
- Typical offset from travel lane at least 1.5 feet
- Should not extend into bicycle lanes

### Potential Impacts:

- Effects on vehicle speeds are limited due to lack of deflection
- Can achieve greater speed reduction if combined with vertical deflection
- Smaller curb radii can slow turning vehicles
- Shorter pedestrian crossing distances can improve pedestrian safety
- More pedestrian waiting areas may become available
- May require some parking removal adjacent to intersections

### Emergency Response Issues:

- Retains sufficient width for ease of emergency-vehicle access
- Shortened curb radii may require large turning vehicles to cross centerlines

### Typical Cost (2017 dollars):

- Cost between \$1,500 and \$20,000, depending on length and width of barriers

# Traffic Calming Fact Sheets

May 2018 Update

## Choker

### Description:

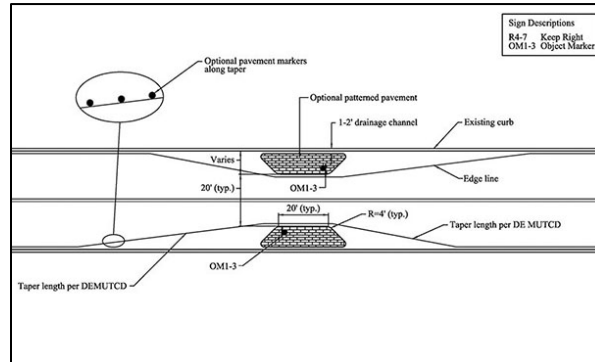
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb extensions or roadside islands

### Applications:

- Can be created by a pair of curb extensions, often landscaped
- Encourages lower travel speeds by reducing motorist margin of error
- One-lane choker forces two-way traffic to take turns going through the pinch point
- If the pinch point is angled relative to the roadway, it is called an angled choker
- Can be located at any spacing desired
- May be suitable for a mid-block crosswalk
- Appropriate for arterials, collectors, or local streets



(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- Only applicable for mid-block locations
- Can be used on a one-lane one-way and two-lane two-way street
- Most easily installed on a closed-section road (i.e. curb and gutter)
- Applicable with or without dedicated bicycle facilities
- Applicable on streets with, and can protect, on-street parking
- Appropriate for any speed limit
- Appropriate along bus routes
- Typical width of 6 to 8 feet; offset from through traffic by approximately 1.5 feet
- Locations near streetlights are preferable
- Length of choker island should be at least 20 feet

### Potential Impacts:

- Encourages lower speeds by funneling it through the pinch point
- Can result in shorter pedestrian crossing distances if a mid-block crossing is provided
- May force bicyclists and motor vehicles to share the travel lane
- May require some parking removal
- May require relocation of drainage features and utilities

### Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

### Typical Cost (2017 dollars):

- Between \$1,500 and \$20,000, depending on length and width of barriers

# Traffic Calming Fact Sheets

May 2018 Update

## On-Street Parking

### Description:

- Allocation of paved space to parking
- Narrows road travel lanes and increases side friction to traffic flow
- Can apply on one or both sides of roadway
- Can be either parallel or angled, but parallel is generally preferred for maximized speed reduction

### Applications:

- High likelihood of acceptability for nearly all roadway functional classifications and street functions
- More appropriate in urban or suburban settings
- Can be combined with other traffic calming measures
- Can apply alternating sides of street for chicane effect
- Can combine with curb extensions for protected parking, including landscaping for beautification
- Can apply using time-of-day restrictions to maximize throughput during peak periods
- Can be used on one-way or two-way streets
- Preferable to have a closed-section road (i.e. curb and gutter)
- Appropriate along bus transit routes



(Source: PennDOT Local Technical Assistance Program)



(Source: Google Earth, Fort Collins, CO)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- Appropriate distance needed between travel lane and parking lane
- Impact is directly affected by demand; must have parked vehicles present to be effective
- If used for chicane effect, must verify parking demand to ensure that majority of spaces are occupied when effect is desired most during the day; can use parallel, angled, or combination
- Should not be considered near traffic circles nor roundabouts
- Should not be applied along median island curbs
- For lower-demand locations, can counteract negligible impact with curb extensions or other road-narrowing features

### Potential Impacts:

- Can be blocked in by snow during plowing operations; required vehicle removal
- May limit road user visibility and sight distance at driveways/alleys/intersections
- Can put bicyclists at risk of colliding with car doors
- May be impacted if other traffic calming measures are considered or implemented
- Provides buffer between moving vehicles and pedestrian facilities

### Emergency Response Issues:

- Preferred by emergency responders to most other traffic calming measures
- Requires consideration of design of parking lanes near hydrants and other emergency features

# Traffic Calming Fact Sheets

May 2018 Update



## **Typical Cost (2017 dollars):**

- Approximately \$6000 or less (factor of design specifics and length of application); can be much higher

# Traffic Calming Fact Sheets

May 2018 Update

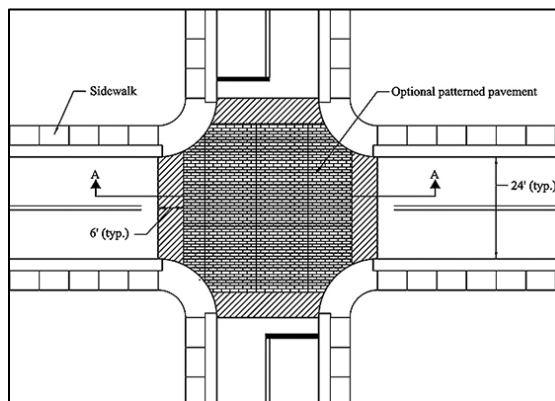
## Raised Intersection

### Description:

- Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- Sometimes referred to as raised junctions, intersection humps, or plateaus

### Applications:

- Intersections of collector, local, and residential streets
- Typically installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand
- Works well with curb extensions and textured crosswalks
- Often part of an area-wide traffic calming scheme involving both intersecting streets in densely-developed urban areas



(Source: Delaware Department of Transportation)



(Source: Chuck Huffine, Phoenix AZ)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- Used at intersections with a maximum speed limit of 35 mph
- Typically rise to sidewalk level; appropriate if crosswalks exist on all four legs
- Appropriate if a dedicated bicycle facility passes through the intersection
- Detectable warnings and/or color contrasts must be incorporated to differentiate the roadway and the sidewalk
- May require bollards to define edge of roadway
- Storm drainage/underground utility modifications are likely necessary
- Minimum pavement slope of 1 percent to facilitate drainage

### Potential Impacts:

- Reduction in through movement speeds likely at intersection
- Reduction in mid-block speeds typically less than 10 percent
- No impact on access
- Can make entire intersections more pedestrian-friendly
- No data available on volume diversion or safety impacts

### Emergency Response Issues:

- Slows emergency vehicles
- Appropriate for primary emergency vehicle routes and streets with access to a hospital or emergency medical services

### Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

# Traffic Calming Fact Sheets

May 2018 Update

## Speed Hump

### Description:

- Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called road humps or undulations

### Applications:

- Appropriate for residential local streets and residential/neighborhood collectors
- Not typically used on major roads, bus routes, or primary emergency response routes
- Not appropriate for roads with 85<sup>th</sup>-percentile speeds of 45 mph or more
- Appropriate for mid-block placement, not at intersections
- Not recommended on grades greater than 8 percent
- Work well in combination with curb extensions
- Can be used on a one-lane one-way or two-lane two-way street



(Source: City of Boulder, Colorado)



(Source: PennDOT Local Technical Assistance Program)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- ITE recommended practice - "Guidelines for the Design and Application of Speed Humps"
- Typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- Speed hump shapes include parabolic, circular, and sinusoidal
- Typically spaced no more than 500 feet apart to achieve an 85th percentile speed between 25 and 35 mph
- Hump heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Often have associated signing (advance warning sign before first hump in series at each hump)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Taper edge near curb to allow gap for drainage
- Some have speed advisories
- Need to design for drainage, without encouraging means for motorists to go around a hump

### Potential Impacts:

- No impact on non-emergency access
- Average speeds between humps reduced between 20 and 25 percent
- Speeds typically increase approximately 0.5 to 1 mph midway between humps for each 100 feet Beyond the 200-foot approach and exit of consecutive humps
- Traffic volumes diversion estimated around 20 percent; average crash rates reduced by 13 percent

### Emergency Response Issues:

- Impacts to ease of emergency-vehicle throughput
- Approximate delay between 3 and 5 seconds per hump for fire trucks and up to 10 seconds for ambulances with patients

### Typical Cost (2017 dollars):

- Cost ranges between \$2,000 and \$4,000

## Speed Table/Raised Crosswalks

### Description:

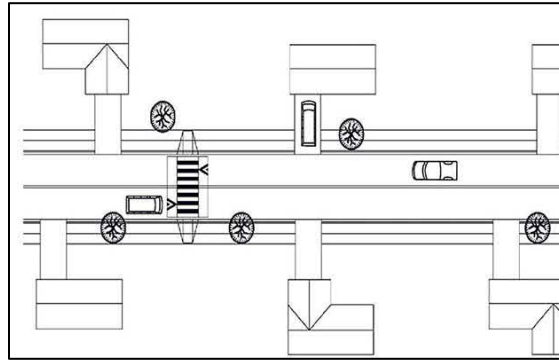
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

### Applications:

- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85<sup>th</sup> percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section



(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### Design/Installation Issues:

- ITE recommended practice – “Guidelines for the Design and Application of Speed Humps”
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

### Potential Impacts:

- No impact on non-emergency access
- Speeds reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

### Emergency Response Issues:

- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

### Typical Cost (2017 dollars):

- Cost ranges between \$2,500 and \$8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings

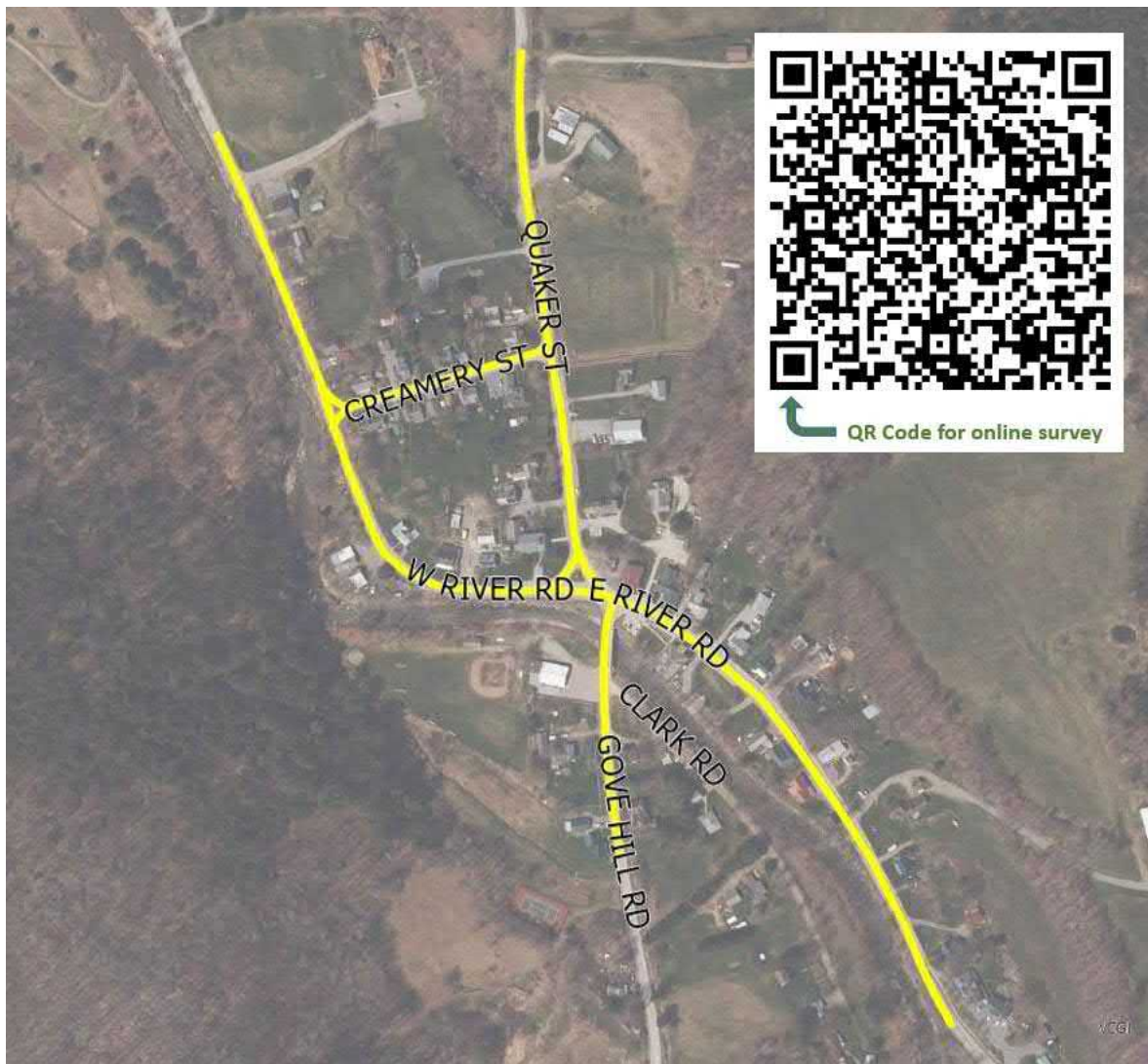
## APPENDIX D

### COMMUNITY SURVEY

## Lincoln Traffic Calming Study - Community Survey

The Town of Lincoln is developing a Traffic Calming Plan to promote a safer environment for pedestrians, bicyclists, and motorists within "Downtown" Lincoln. The Plan will identify appropriate traffic calming measures within the project area (see map below). The Town can then seek funding for installing the traffic calming measures. Please complete the following survey to offer your suggestions on appropriate measures.

For those receiving a hard copy survey but would rather fill out the survey online, you can use the QR code in the image below to take you to the online survey.



# Lincoln Traffic Calming Study - Community Survey

## Survey Demographics

The following are a few questions to gather insight as it relates to the demographics of survey responders. Your privacy is important to us - please feel free to leave any answers blank if you would not like to include this information.

1. What is your interest in this project? (Check all that apply)

- ☐ Resident of Lincoln
- ☐ Own a business in Lincoln
- ☐ Work in Lincoln
- ☐ Have a second home in Lincoln
- ☐ Regularly drive through Lincoln
- ☐ Other - please explain

2. How frequently do you drive along the study area?

- ☐ 5+ times per week
- ☐ 1-4 times per week
- ☐ 1-4 times per month
- ☐ < 1 time per month
- ☐ Prefer not to answer

# Lincoln Traffic Calming Study - Community Survey

## General Interest in Traffic Calming for the Study Area

Traffic calming can be defined as the addition of roadway features to reduce vehicle speeds on a particular road or a particular area to improve the quality of life within a residential or commercial area, increase the safety of pedestrians and bicyclists, and reduce automobile speeds.

3. Do you think traffic calming is needed within the study area at one or more location?

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ Prefer not to answer

4. Please rank where you think traffic calming measures are needed within the project area.  
For those completing this survey online, the location listed on the top of the list is to be your top ranked priority, with lower priority moving down the list. To change the order, you can either click on the arrows to move locations higher or lower or you can click and drag locations to where you would like them on the priority list.  
For those completing a hard copy of this survey, please write #1 next to the location that you think is highest priority, #2 for next highest priority, etc.

<input type="checkbox"/>	West River Road
<input type="checkbox"/>	East River Road
<input type="checkbox"/>	Creamery Street
<input type="checkbox"/>	Quaker Street
<input type="checkbox"/>	Gove Hill Road
<input type="checkbox"/>	West River Rd / East River Rd / Gove Hill Rd / Quaker St intersection
<input type="checkbox"/>	I do not think traffic calming is needed within the study area

## Lincoln Traffic Calming Study - Community Survey

### Traffic Calming Measures - Examples

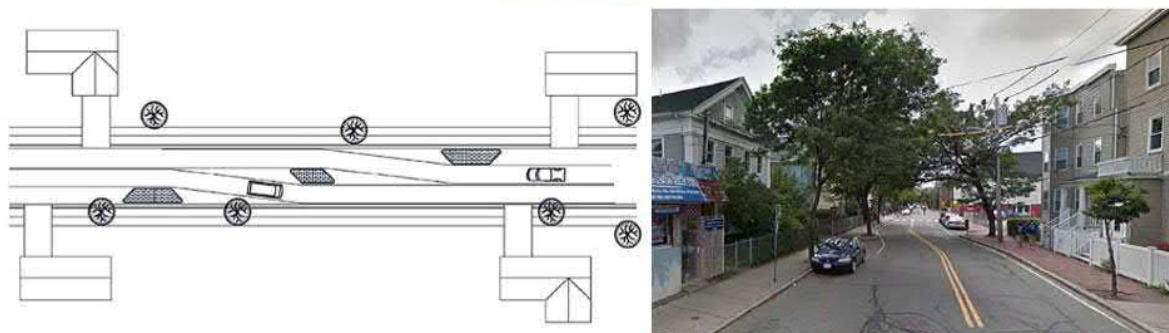
The following are some examples of traffic calming measures. We are interested in your perceptions of these traffic calming measures as it relates to the project area.

The following are traffic calming measures categorized as horizontal deflections (those that hinder the ability of a motorist to drive in a straight path by creating a horizontal shift in the roadway).

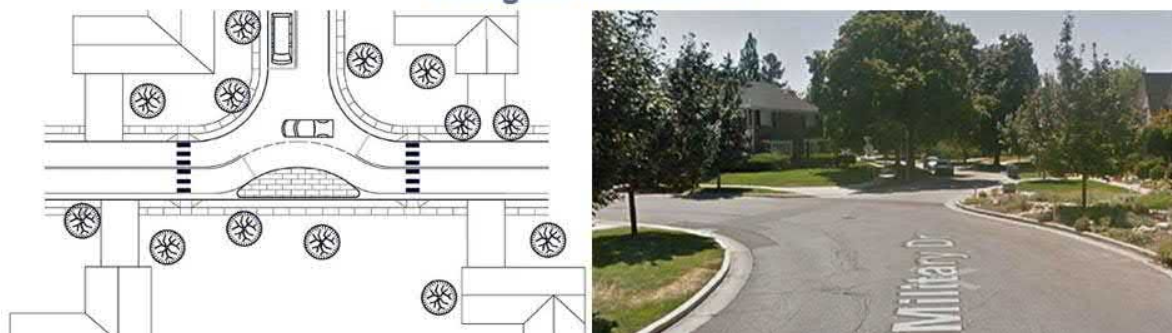
**Chicane**



**Lateral Shift**



**Realigned Intersection**



## Roundabout / Mini-Roundabout / Traffic Circle



5. What are your thoughts on implementing one or more of the above types of traffic calming measures (in the horizontal deflections category) within the project area:

	Not in support of	Neutral	In support of	Unsure or prefer not to answer
West River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creamery Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quaker Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gove Hill Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
West River Rd / East River Rd / Gove Hill Rd / Quaker St intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

# Lincoln Traffic Calming Study - Community Survey

The following are traffic calming measures categorized as vertical deflections (those that create a change in the height of the roadway that typically forces a motorist to slow down to maintain an acceptable level of comfort).



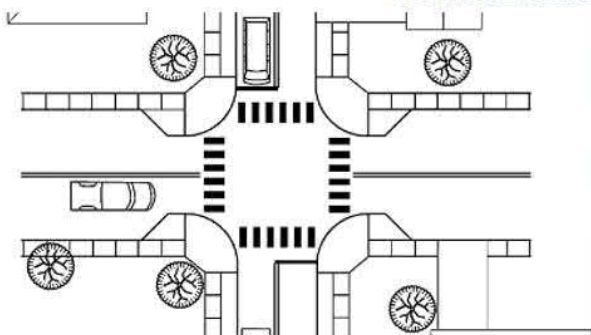
6. What are your thoughts on implementing one or more of the above types of traffic calming measures (in the vertical deflections category) within the project area:

	Not in support of	Neutral	In support of	Unsure or prefer not to answer
West River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creamery Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quaker Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gove Hill Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
West River Rd / East River Rd / Gove Hill Rd / Quaker St intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

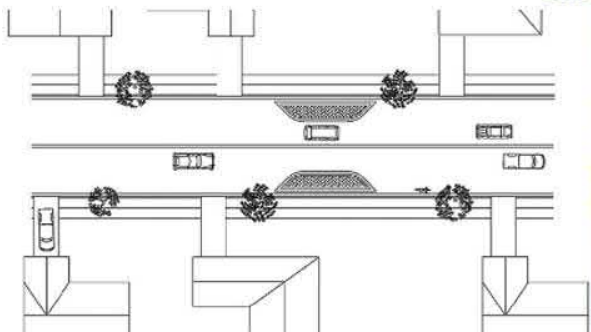
## Lincoln Traffic Calming Study - Community Survey

The following are traffic calming measures categorized as street width reductions (those that narrow the width of a vehicle travel lane or roadway, so a motorist likely needs to stop the vehicle to maintain level of comfort and safety).

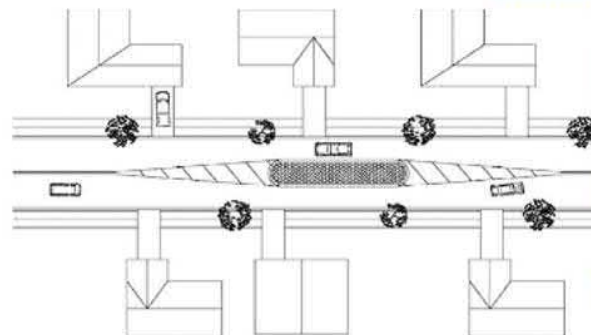
**Corner Extension / Bulb-out**



**Choker**



**Median Island**



## On Street Parking



7. What are your thoughts on implementing one or more of the above types of traffic calming measures (in the street width reduction category) within the project area:

	Not in support of	Neutral	In support of	Unsure or prefer not to answer
West River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East River Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creamery Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quaker Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gove Hill Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
West River Rd / East River Rd / Gove Hill Rd / Quaker St intersection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

# Lincoln Traffic Calming Study - Community Survey

The following are other traffic calming measures. The effectiveness of these are generally lower than measures above, but they often promote a "Village" nature to an area. Please let us know if there are locations within the project area that you would like to see any of these "other" measures implemented.

8. The following is a list of other measures. If you would like to see any of these measures implemented within the study area, please select the location(s) where you would like these to be implemented:

	West River Rd	East River Rd	Creamery St	Quaker St	Gove Hill Rd	W. River Rd / E. River Rd / Gove Hill Rd / Quaker St intersection
Bike Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corner Radius Reductions (tightening pavement width at intersection)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gateways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In-Street Pedestrian Crossing Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lane Narrowing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement Markings (shared use lane, sharrows, or other markings)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rumble Strips (across width of lane)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed Feedback Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Textured Pavement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Are there any additional traffic calming measures that would be interested in seeing incorporated into the study area? If so, please let us know below.

## Lincoln Traffic Calming Study - Community Survey

### Traffic Calming Preferences

We are interested to know what your preferred type of traffic calming measure is for each roadway. If you do not feel traffic calming measures are needed for a given road, are unsure what measures you would like to see here, and/or if you prefer not to answer please feel free to leave answer(s) blank.

**10. West River Road: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

**11. East River Road: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

**12. Creamery Street: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

13. **Quaker Street: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

14. **Gove Hill Road: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

15. **West River Rd / East River Rd / Gove Hill Rd / Quaker Street Intersection: preferred type of traffic calming measure (please select only one)**

- ☐ horizontal deflection(s)
- ☐ vertical deflection(s)
- ☐ street width reduction(s)
- ☐ Other (please specify)

# Lincoln Traffic Calming Study - Community Survey

## Survey Wrap-Up

16. Do you think traffic calming is needed in the town of Lincoln outside of this study area?

- ☐ Yes
- ☐ Unsure
- ☐ No
- ☐ Prefer not to answer

17. If you answered yes to the above question, please specify other areas where you think traffic calming is needed:

18. If you have any additional comments regarding this project, please let us know:

19. If you would like to be notified via email of future public meetings for this project please include your email address below. This information will only be used for the purpose of notifications regarding upcoming meetings.

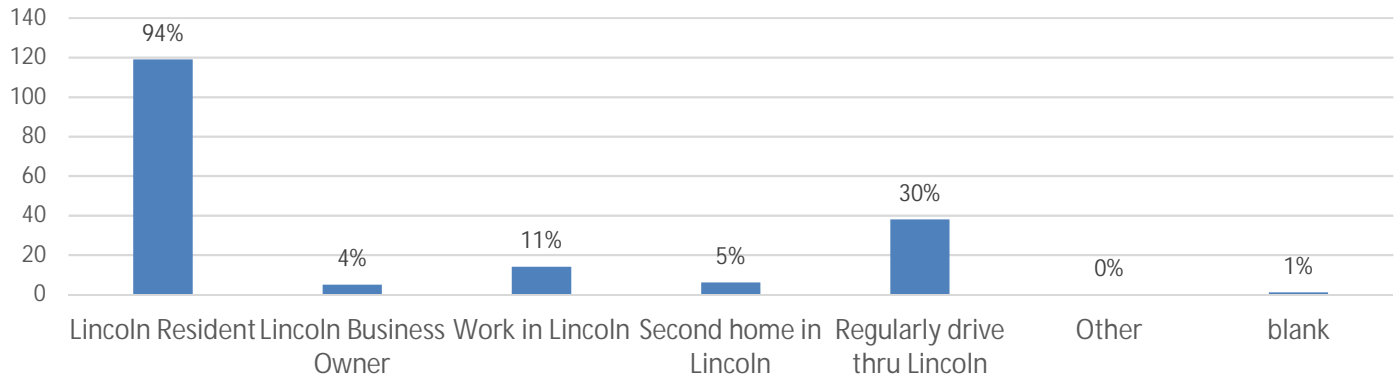
Email address

**Thank you for taking the time to fill out this survey for the Lincoln Traffic Calming Study!**  
**We appreciate your time in completing this survey and learning more about this project!**

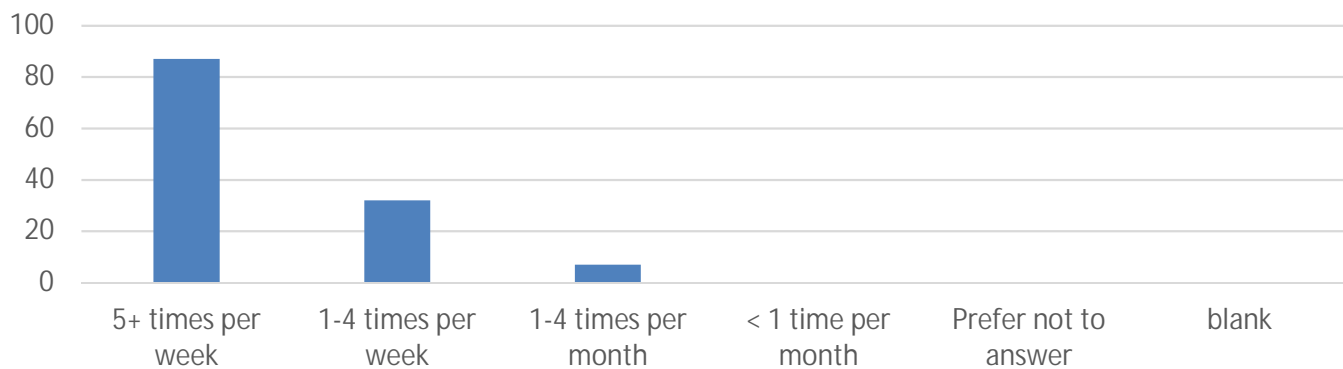
**If you are filling out a hard copy of this survey, we kindly ask that surveys be returned by  
July 26, 2024 to  
Jenny Austin, DuBois & King, Inc., 27 Center Street, Brandon, VT 05733 or  
to the Lincoln Town Office.**

Total number of surveys received: 126

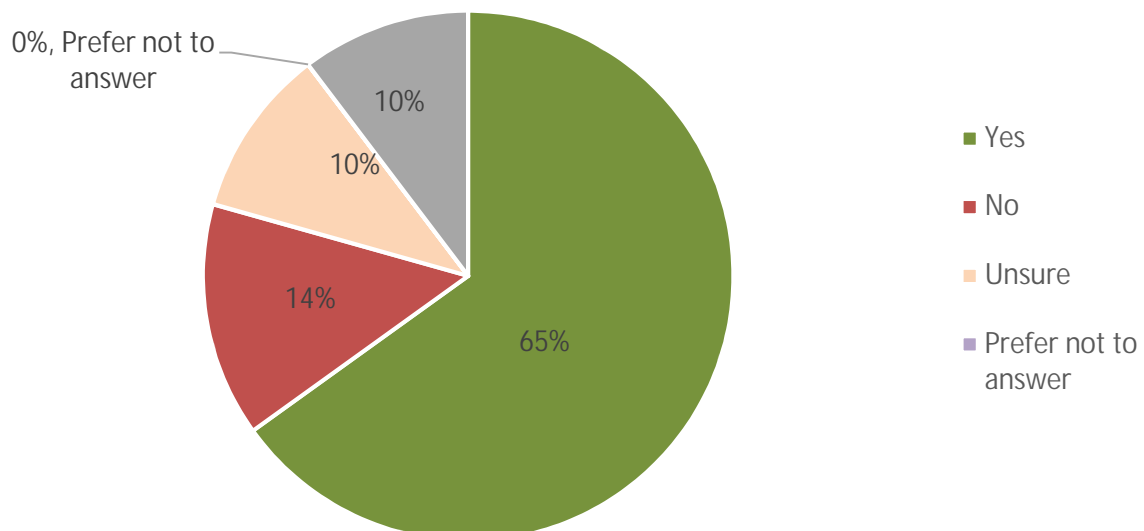
1. What is your interest in this project? (Check all that apply)



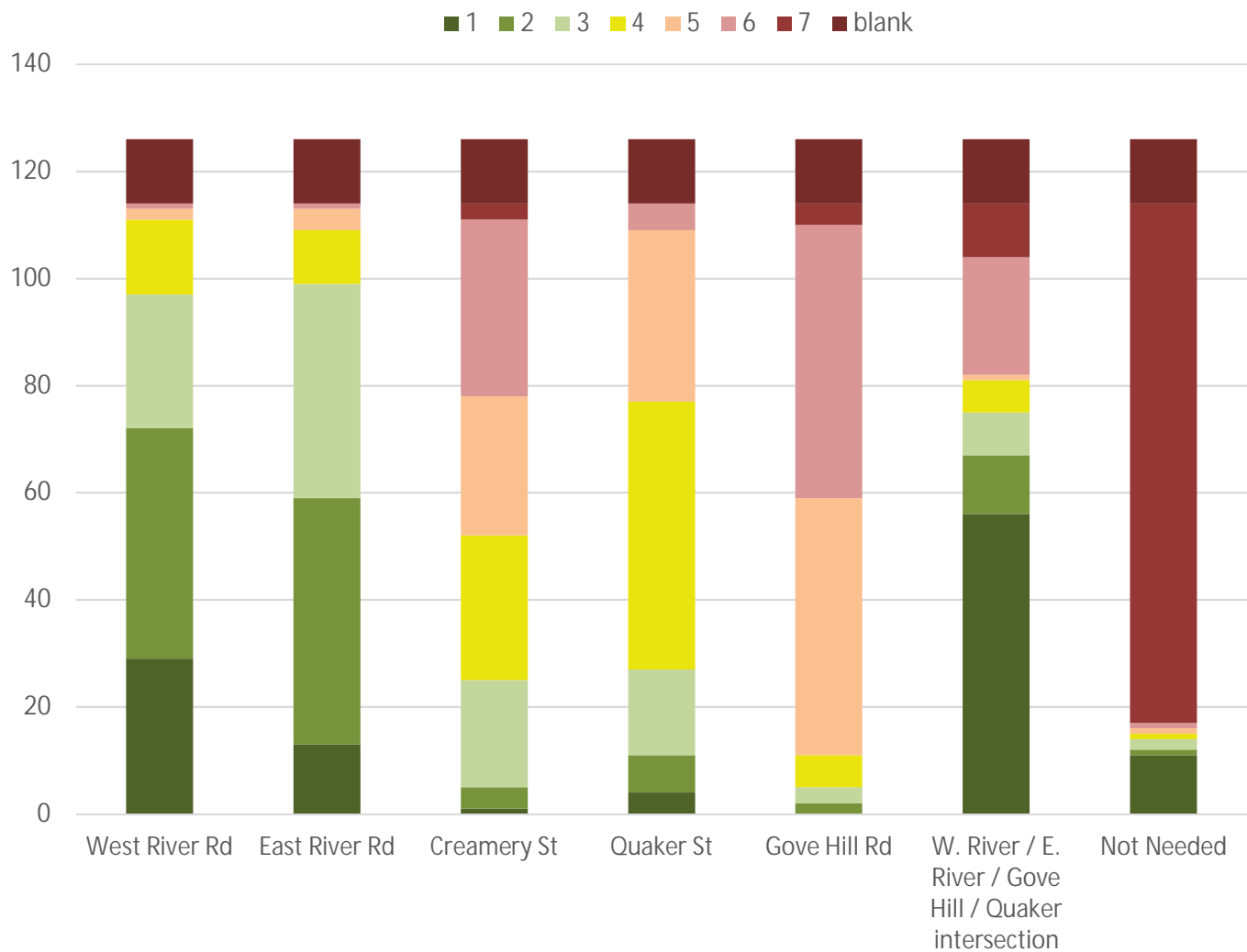
2. How frequently do you drive along the study area?



3. Do you think traffic calming is needed within the study area at one or more location?

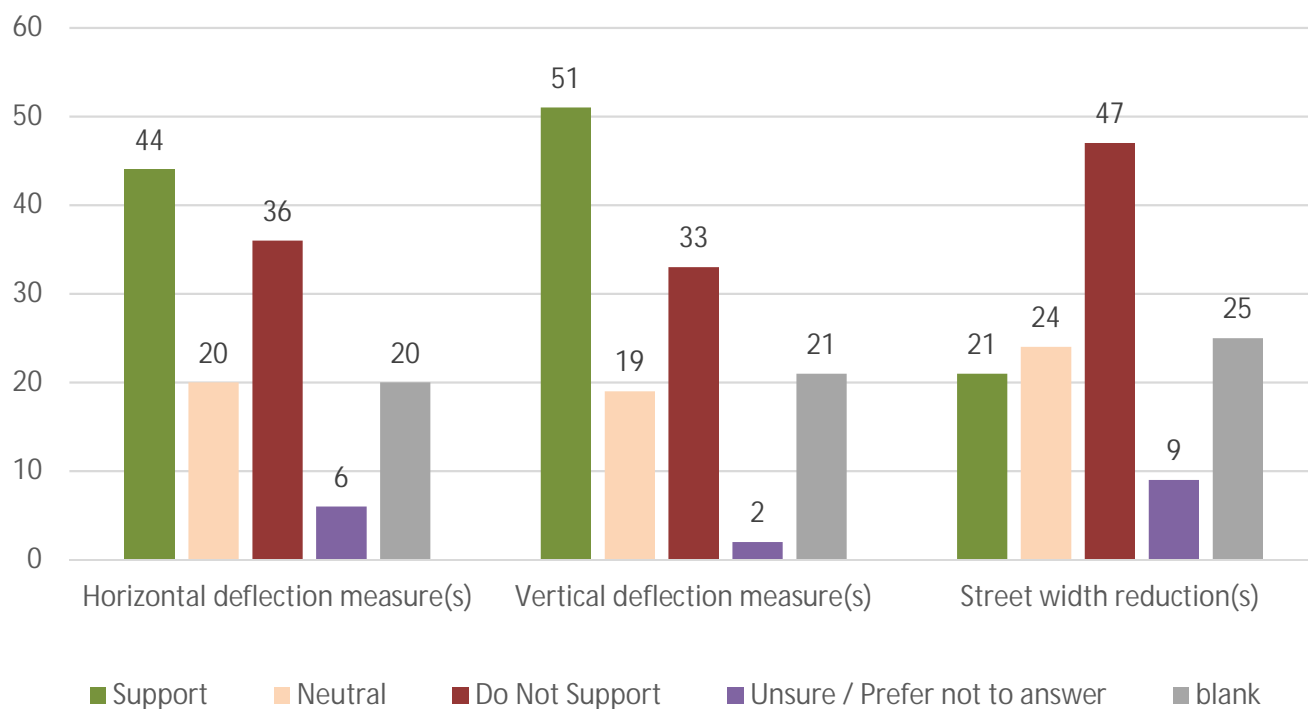


#### 4. Ranking of where traffic calming measures are needed (1=highest priority)

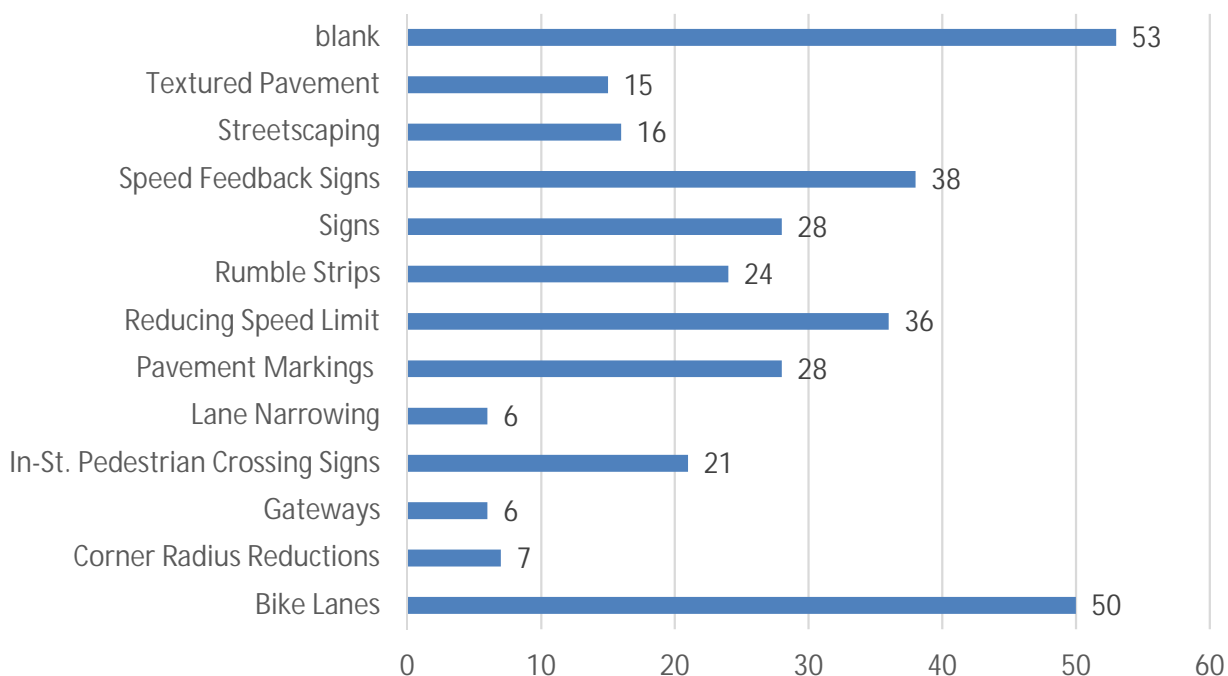


Ranking	West River Rd	East River Rd	Creamery St	Quaker St	Gove Hill Rd	W. River / E. River / Gove Hill / Quaker intersection	Not Needed
1	23%	10%	1%	3%		44%	9%
2	34%	37%	3%	6%	2%	9%	1%
3	20%	32%	16%	13%	2%	6%	2%
4	11%	8%	21%	40%	5%	5%	1%
5	2%	3%	21%	25%	38%	1%	1%
6	1%	1%	26%	4%	40%	17%	1%
7			2%		3%	8%	77%
average ranking	2.3	2.6	4.6	4.0	5.4	2.9	6.3
ranking	1	2	5	4	6	3	7

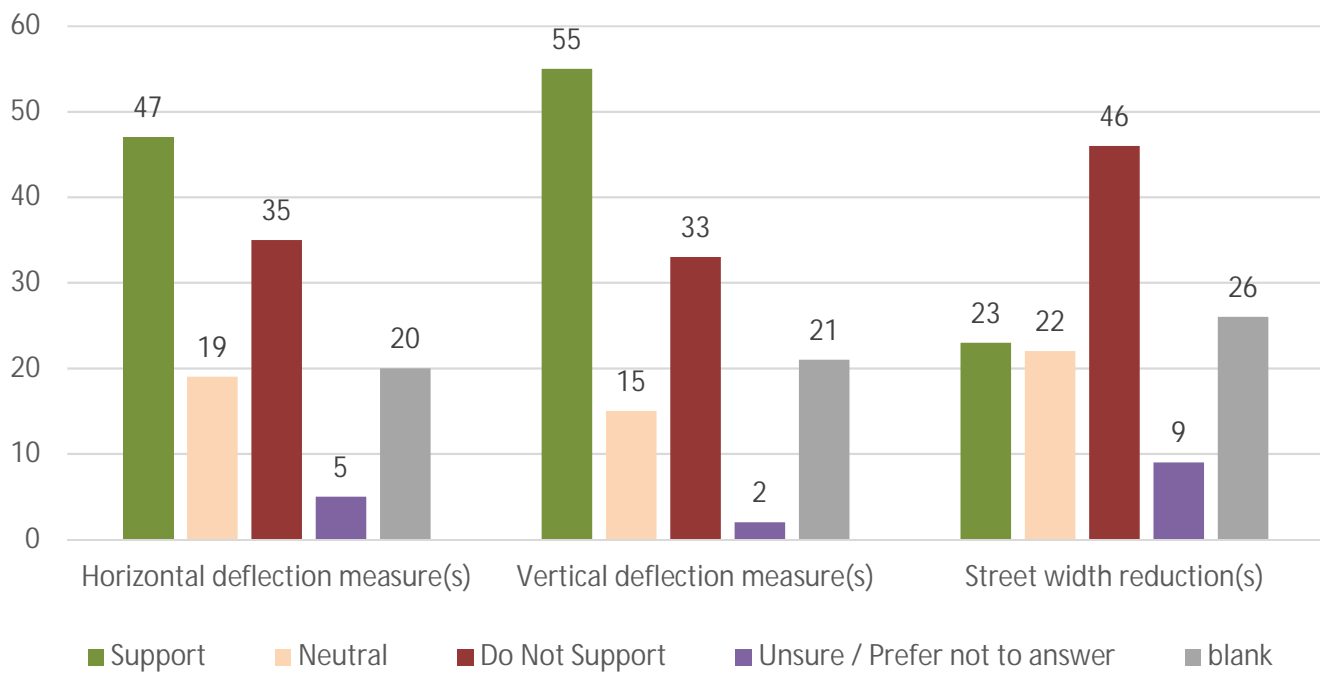
### 5-7. What traffic calming measures would you like to see implemented - WEST RIVER RD



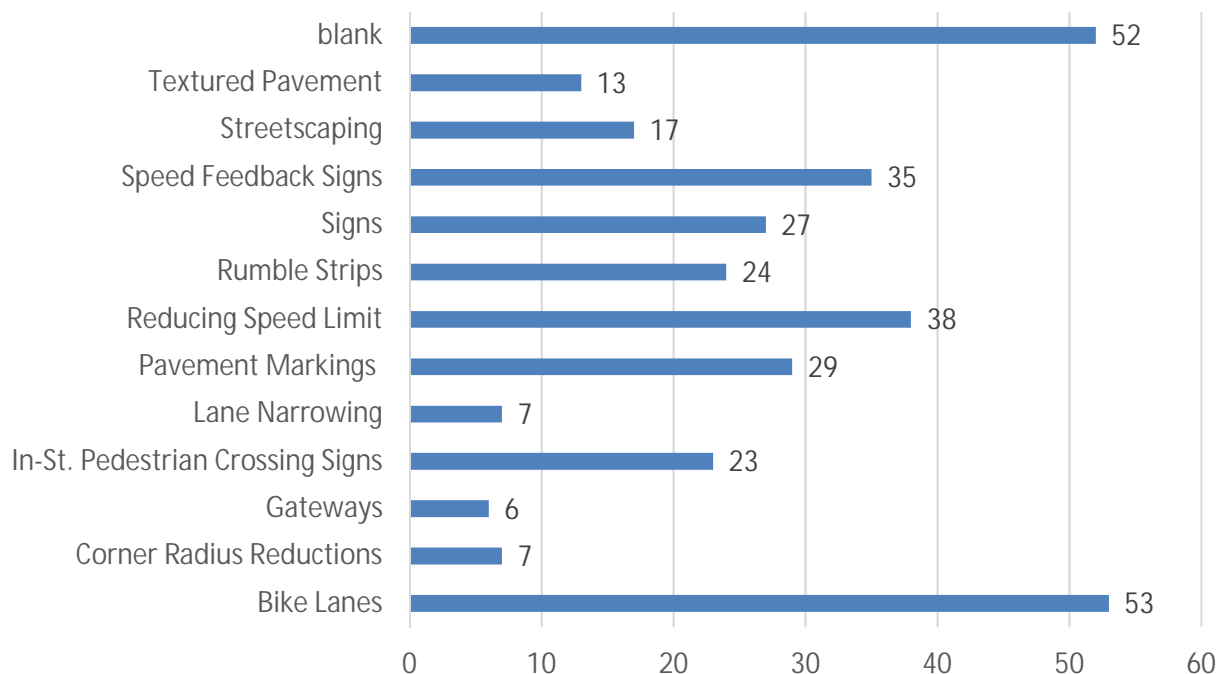
### 8. What traffic calming measures would you like to see implemented - WEST RIVER RD (Other Category)

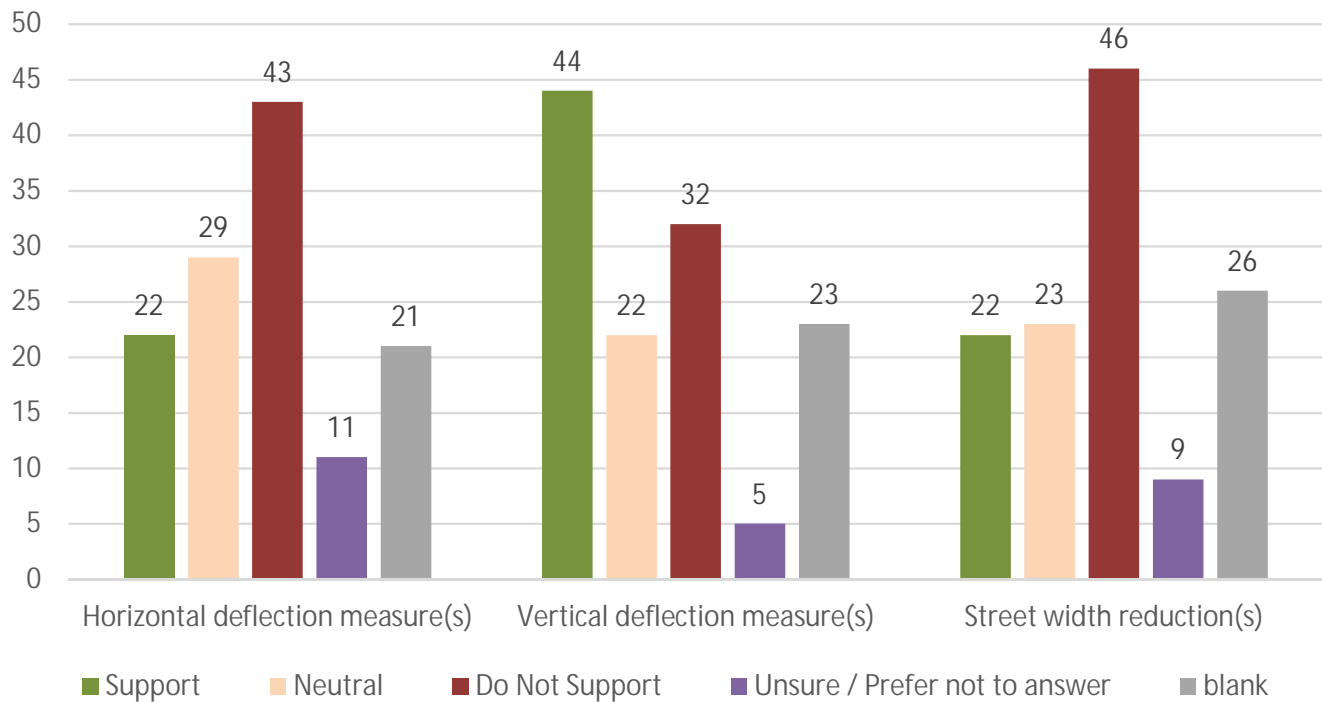
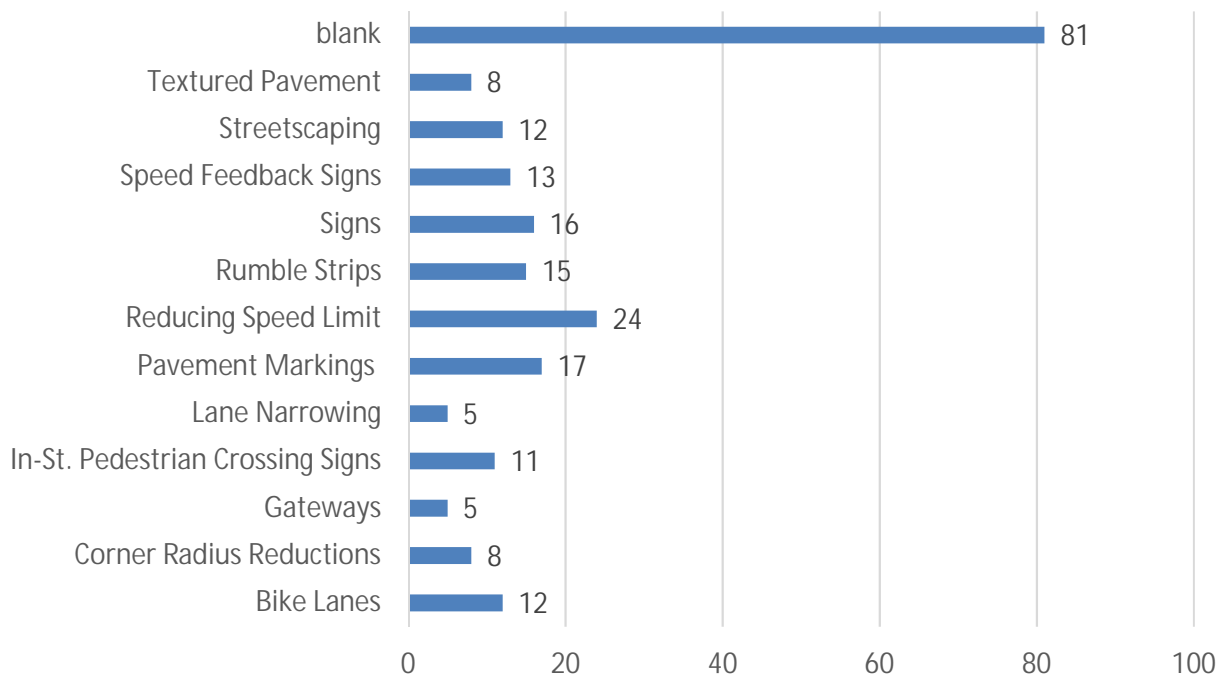


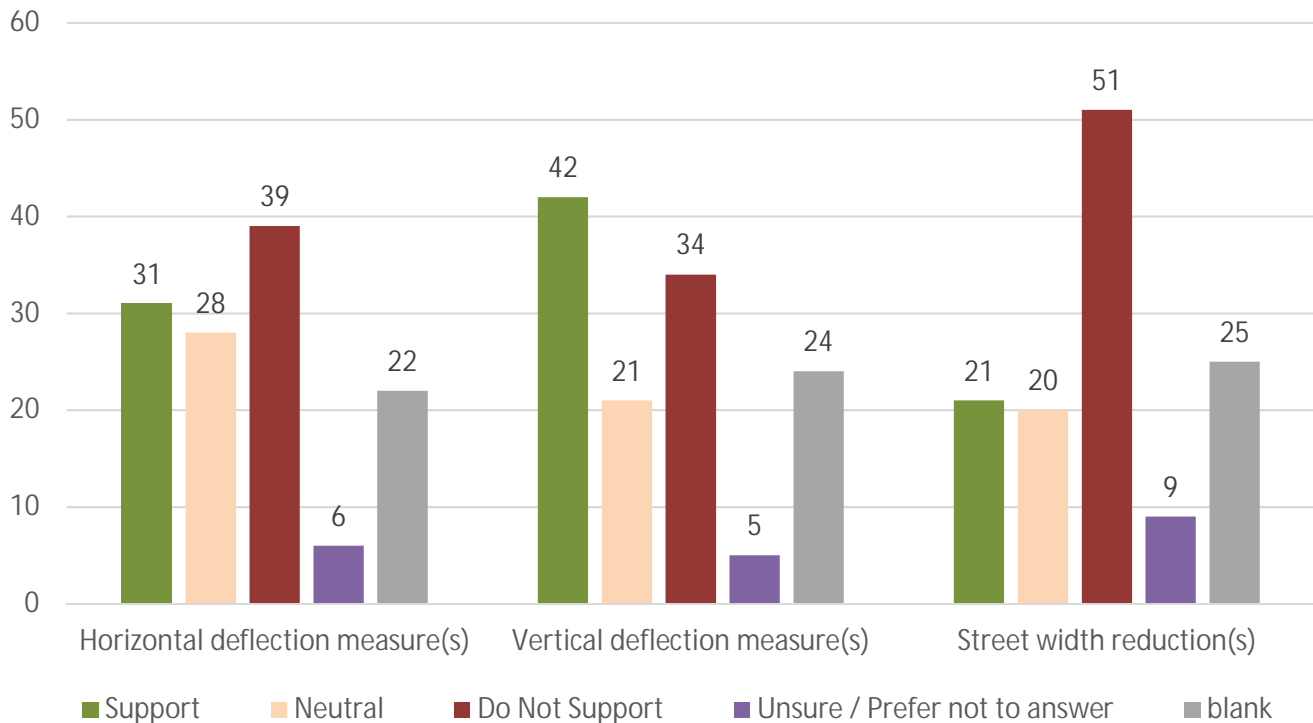
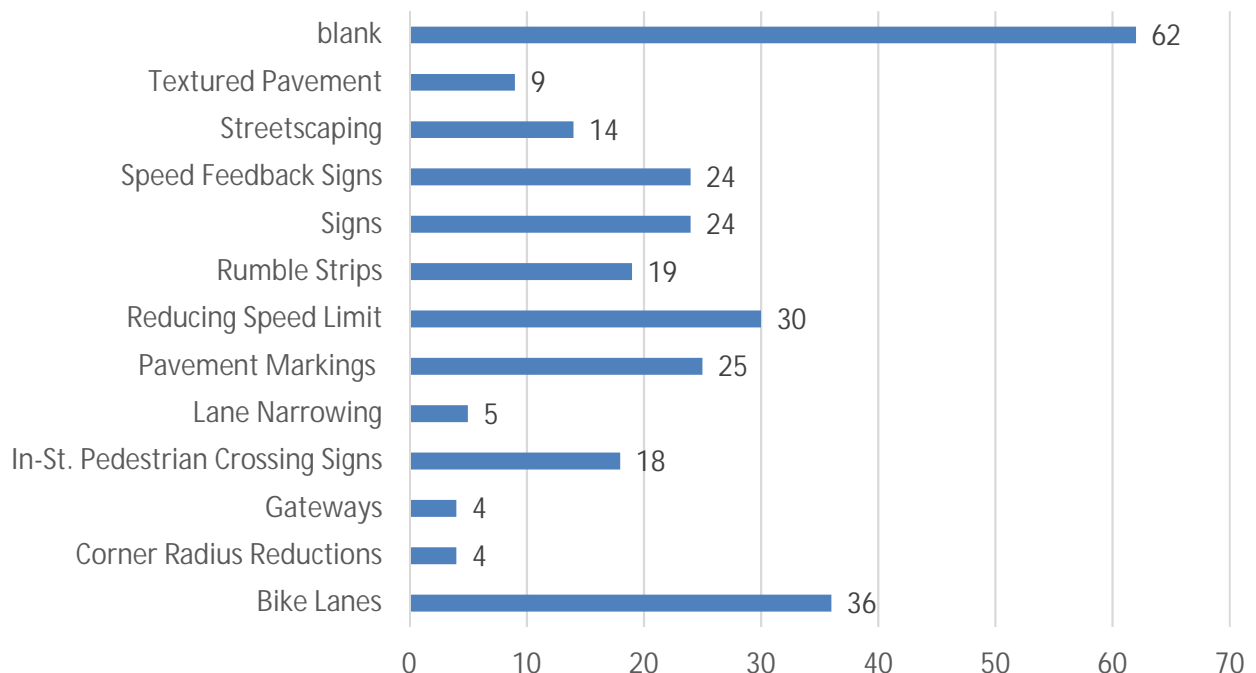
### 5-7. What traffic calming measures would you like to see implemented - EAST RIVER RD



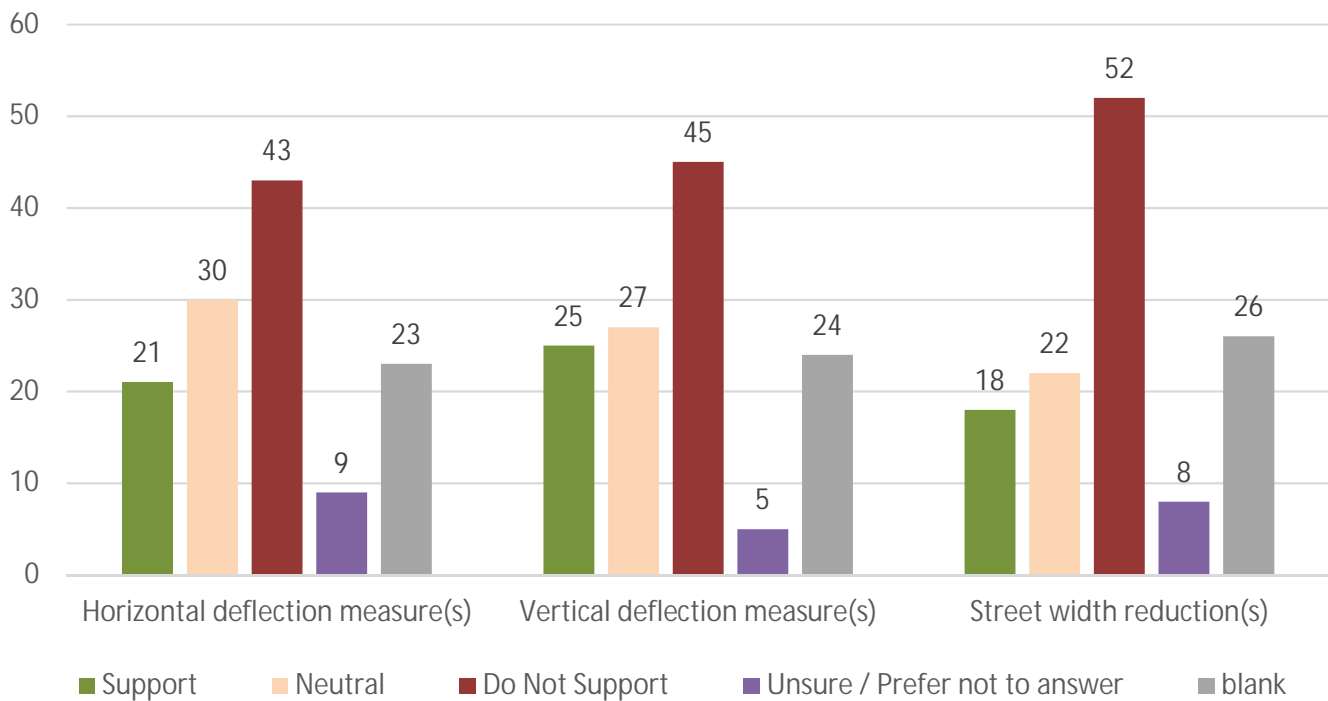
### 8. What traffic calming measures would you like to see implemented - EAST RIVER RD (Other Category)



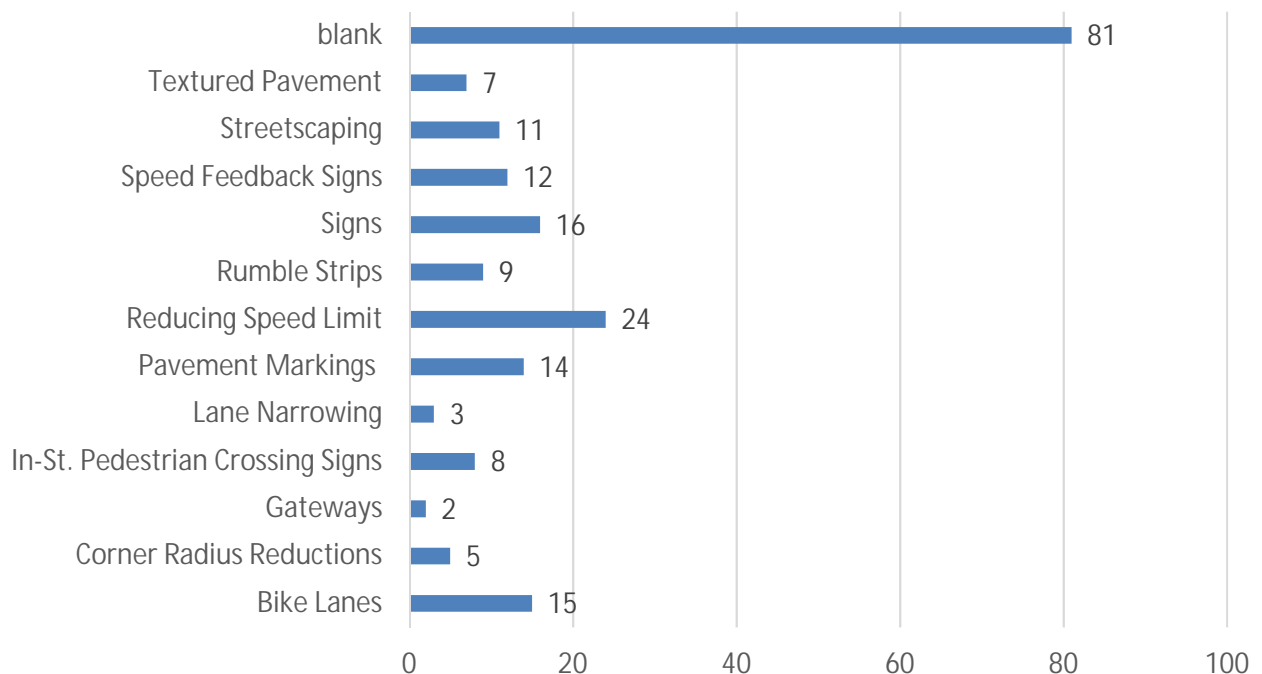
5-7. What traffic calming measures would you like to see implemented -  
CREAMERY ST8. What traffic calming measures would you like to see implemented -  
CREAMERY ST (Other Category)

5-7. What traffic calming measures would you like to see implemented -  
QUAKER ST8. What traffic calming measures would you like to see implemented -  
QUAKER ST (Other Category)

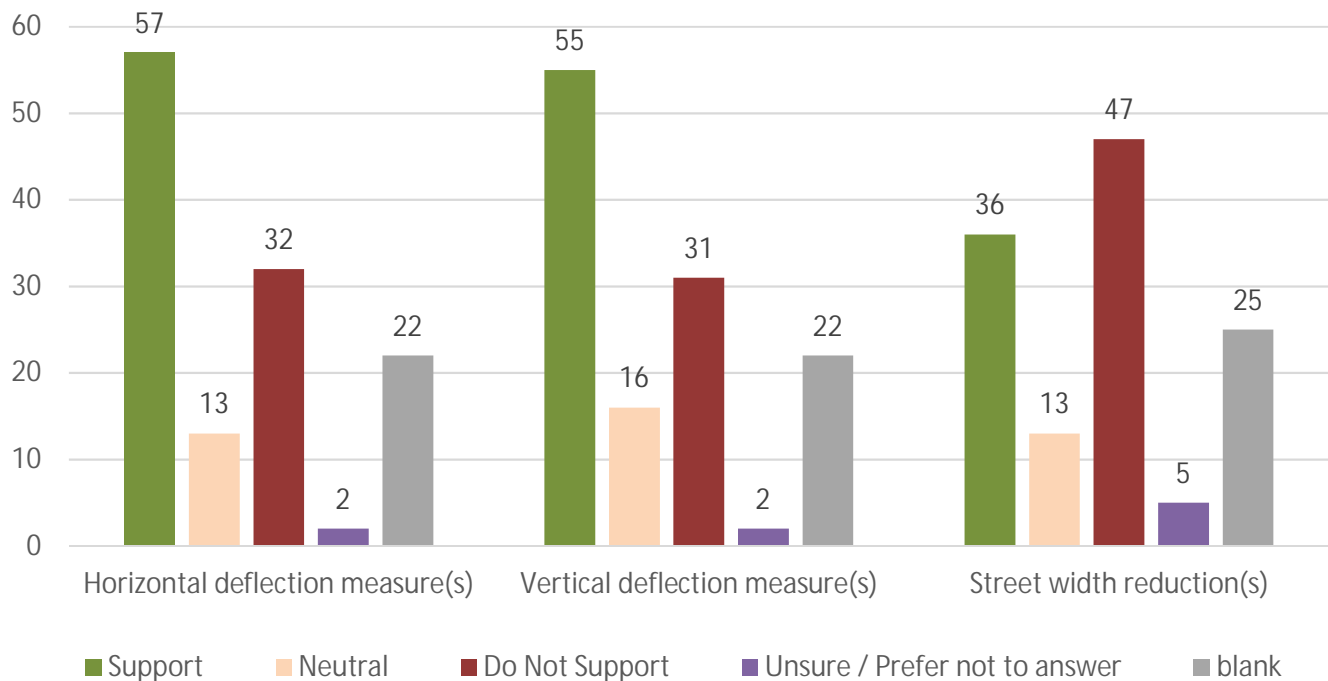
### 5-7. What traffic calming measures would you like to see implemented - GOVE HILL RD



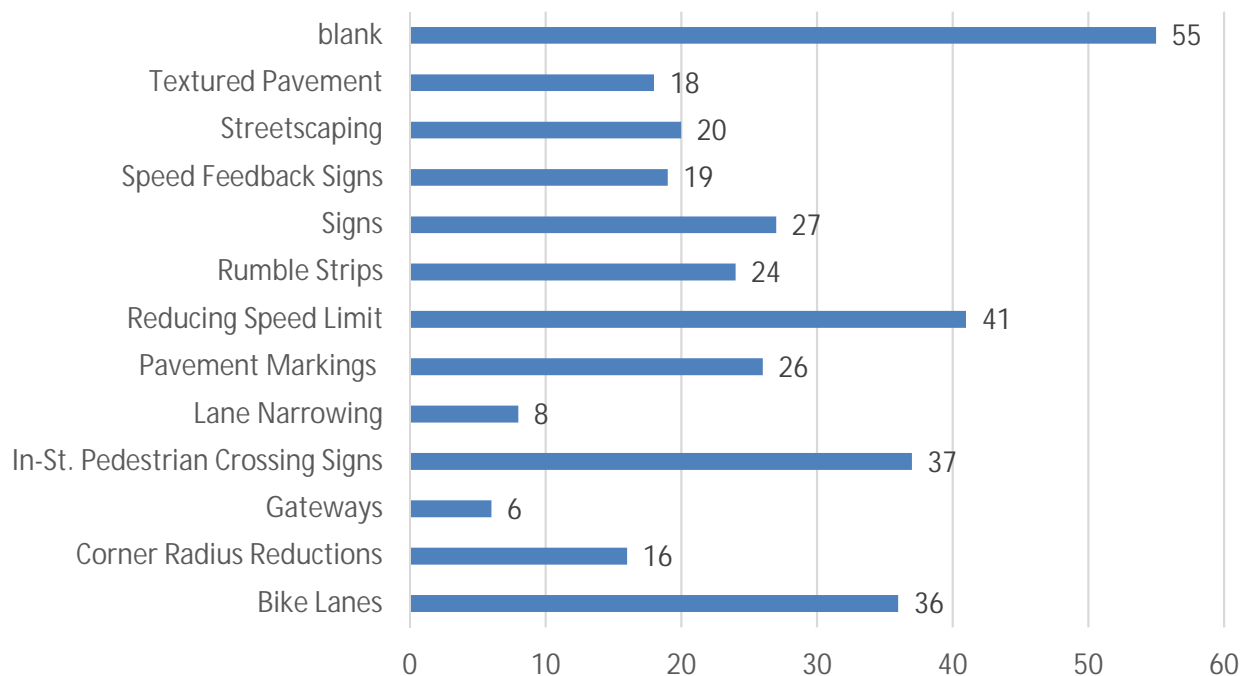
### 8. What traffic calming measures would you like to see implemented - GOVE HILL RD (Other Category)



5-7. What traffic calming measures would you like to see implemented - W.  
RIVER / E. RIVER / GOVE HILL / QUAKER INTERSECTION



8. What traffic calming measures would you like to see implemented - W.  
RIVER / E. RIVER / GOVE HILL / QUAKER INTERSECTION



	West River Rd	East River Rd	Creamery St	Quaker St	Gove Hill Rd	W. River / E. River / Gove Hill / Quaker intersection
5-7. Responses which selected "not in support of" for all of horizontal, vertical, and street width reduction measures	10 17%	10 17%	12 20%	11 18%	16 27%	11 18%
8. Responses which selected no "other" TC measures	23 38%	29 48%	29 48%	29 48%	29 48%	0 0%
5-8. Responses who do not support horizontal, vertical, street width reductions and did not select any "other" TC	5 8%	6 10%	7 12%	6 10%	9 15%	0 0%

9. Are there any additional traffic calming measures that would be interested in seeing incorporated into the study area? If so, please let us know below.

The following is a summary of comments. Full comments are included following these graphics.

Enforcement needed / issues with speeding (5)

Project not needed (5)

Bike lanes (4)

4 way stop (3)

Change the Y intersection to a T intersection (3)

Repaint pavement markings (3)

Sidewalks (3)

Speed table (2)

Automatic ticketings via camera

Barrels in road in front of Lincoln General Store

In road crossing signs

Incorporate Lincoln school project for signage

Increased signage

Lane narrowing

Lighted sign

Reduced speed limit

Rumble strips, but worried about noise issues

Sign indication entrance to a village.

Stop sign

Visibility near hotel parking lot

Visual reductions

## 9. Are there any additional traffic calming measures that would be interested in seeing incorporated into the study

### Open-Ended Responses

---

speed tables work!

I did join the state zoom meeting on street safety in rural towns. It was interesting, and I still believe lane narrowing can work FOR NOW. To me, the lane narrowing is the least invasive idea for our small town/community feel. I hope the study results from south lincoln road and Quaker street showed that traffic slowed/calmed, so we can continue that option on those roads and the above mentioned. Does the area being studied include east river road from the store to garlands bridge (to include the school)? West river road to 116? Most importantly, I think there should be a lighted sign between garlands and the school (perhaps the one near Willard's could be moved). Also, reduced speed limit before lincoln taxpayers and resident would be better served by using tax money to repair and improve all of the roads in lincoln to bring them up state and federal standards. Note: this study is a waste of time and money

This study is a waste of lincoln taxpayers and residents money. Our high taxes would be better used to repair and and improve all the town roads instead of spending it on unnecessary projects. NOTE: Grant cost taxpayer!!! The only IF we have to do anything, cheapest most effective would probably be adding STOP signs to make 4-way stop by store. There are many unnecessary STOP signs (should be YIELD signs) that can be repurposed.

The speed limit has already been reduced to 25 MPH in the entire study area. Signs need to be erected and Orange barrels in the middle of the the road in front of the Lincoln General Store.

Clearer, better marked crosswalks, especially at Gove/River/Quaker intersection, by Gove hill bridge by the firehouse, and by LCS. These are where many kids cross frequently.

In road safety/pedestrian crossing signs (like in Bristol)

Expanding sidewalks from library down to south Lincoln road

This survey is irrelevant to the small town nature of our roads and the proximity of the roads next to the river. I think the solar feedback signs are good and people continuing to remind one another

Anything to slow traffic between the general store and elder hill would be welcomed. A stop sign at the end of Elder hill is long over due. Get rid of the triangle at the bottom of elder hill.

Automatic ticketing via cameras

Not really, but two items. I don't think speed limit signs are effective. And, our roads are not very wide to begin with so some of the measures will be impractical. I DO like the lanes in place on Quaker. Thank you?

From the Old Hotel to the intersection of East River and South Lincoln Road. Ensuring visibility of motorists/ cyclists/ pedestrians coming out or approaching the Hotel parking lot, Willard's Woods, the bridge, Community School, Incorporate Lincoln school project for signage

Base level having the double yellow and SOLID white lines painted on the road yearly as at night you can't see the edges of our narrow roads and drivers cut corners when the lines fade. I could see rumble strips however the questions above are unclear and lacking details. With both rumble strips and speed bumps of any kind noise disturbance must be

Change "Y" intersection to a "T" (Quaker Street/River Road)

Change the "Y" to a "T" at the main intersection at the village center

Instead of spending all the money to slow the traffic, how about actually fix the problem and make bike lanes and sidewalks. These would be far more effective. Anything you do with shifting traffic requires paint to indicate where they are and we all know that paint is not maintained in town so don't waste our time and money please.

4 way stop . Easy cheap. Effective.

Put speed table in front of D. Gales house, at the west end of the Maple Cemetery, and at the west side of the Old

I do not think the town of Lincoln is large or busy enough to require traffic calming measures. We are a rural community that does see an uptick in traffic for less than half the year due to the gap being open, but in my experience and opinion We need regular police patrols or non of this is going to work. The speed limit indicator signs are nice but largely ignored.

Traffic and speeding are not problems on those roads. Traffic "calming" will just lead to driver irritation, which will cause residents to request that the measures be reversed. Installing them would be a waste of money.

---

9. Are there any additional traffic calming measures that would be interested in seeing incorporated into the study

Open-Ended Responses

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4 way stop sign at intersection of West, East, Quaker, and Grove Streets. Straighten out this intersection for better visibility. Make Creamery one way and add big speed bumps.

---

No

---

Enforcement of speed limits will do a lot for traffic calming.

---

I don't think anything should be done. Any kind of lane narrowing on our otherwise too narrow roads is ridiculous and let's remember our plow trucks when you start making roads curve this way and that. Leave it alone.

---

Thanks for offering this survey!

---

a biking / walking path protected from traffic extending to Lincoln Community School from these areas would be amazing and help keep kids safer when going to Willard's Woods / Burnham Hall, etc.

---

Clearly visible lane-stripes, especially at the intersection. At the moment, a lot of the problems are because cars aren't sure where to go - especially turning on to Quaker Street or stopping at the General Store. Clear markings for lanes and People fly up and down Quaker Street from Downingsville to the corner of Isham Hollow. We've had crazy close calls all times of the day. It's gotten much worse since 2022.

---

Great survey. \$ much better spent than on police.

---

Just a sign letting people know that they are entering a village when they come down past Garland Bridge from the Gap, and in front of the library for people coming into town on the river road. And more bike lanes if it can be possible to sidewalks!!!

---

could always have law enforcement come on occasion - oh but we always vote no on that option :(

---

Get rid of the triangle in the center. Instead, have one stop sign at the bottoms of Quaker street. This could help prevent cars whipping by the store from east river rd into Quaker. They would have to slow down and make a more tight right

---

Would it be possible to adjust the intersection by the General Store to create a 4-way stop? The greatest speed seems to be along West and East River Rd. The greatest risk seems to be by the general store and major routes to the school.

---

I agree that the traffic is overly fast through town - ESPECIALLY a small bus that comes out of South Lincoln at 5:30 in the morning (that bus gets to Middlebury in under 25 minutes) I have followed it out of Town and can never keep up!

---

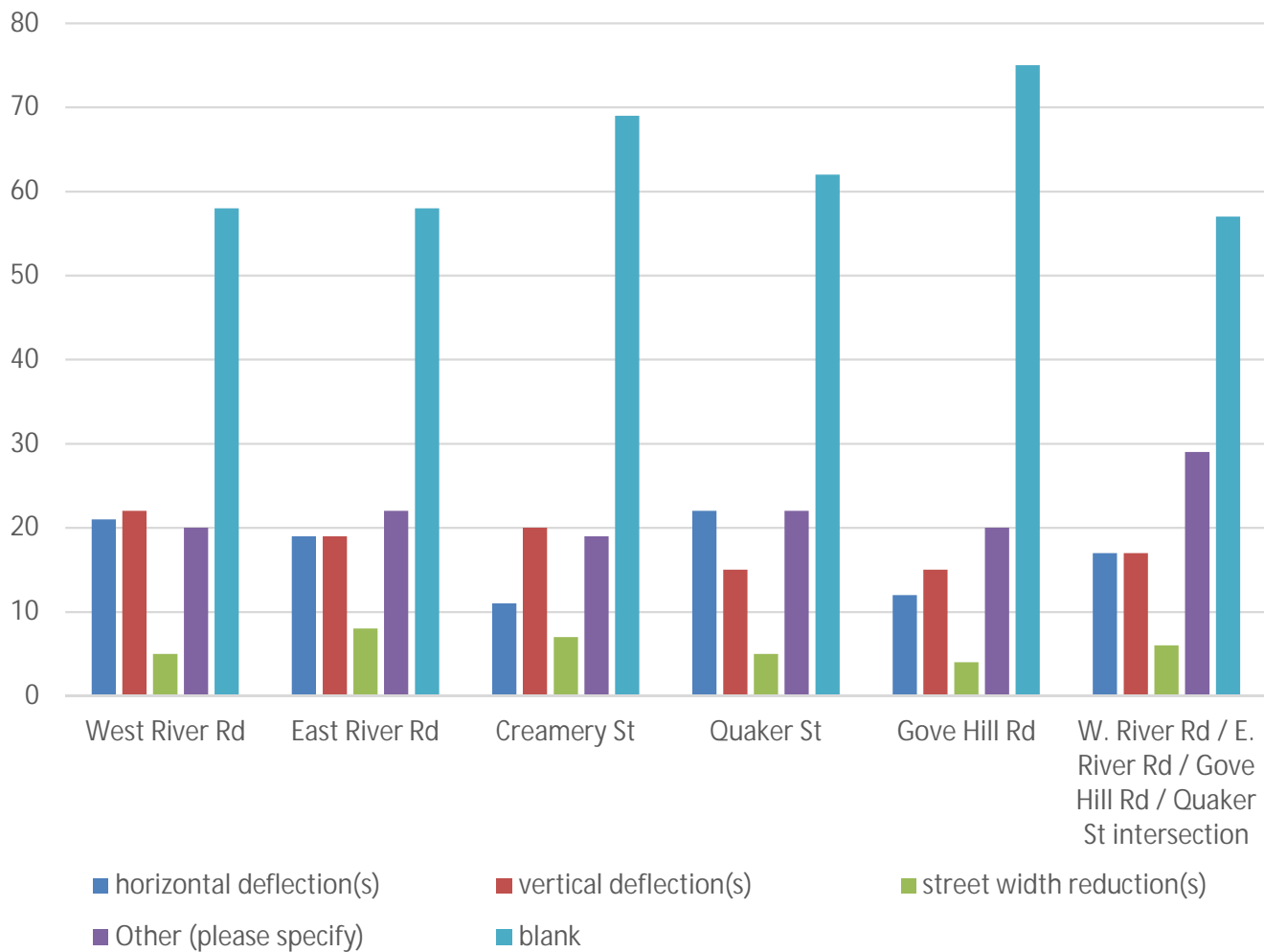
Anyway, I prefer visual reductions - lanes, bike lanes etc...anything that is build will have to be maintained and plowed around in the winter which is a long term financial commitment. Maintenance/up-keep is NOT our strong suit nor do we have the money to spend on these things. I am not sure how much Creamery Street gets used compared to those

---

None

---

## 10-15. preferred type of traffic calming measure (please select only one)



	W. River Rd	E. River Rd	Creamery St	Quaker St	Gove Hill Rd	W. River / E. River / Gove Hill / Quaker intersection
horizontal deflection(s)	17%	15%	9%	17%	10%	13%
vertical deflection(s)	17%	15%	16%	12%	12%	13%
street width reduction(s)	4%	6%	6%	4%	3%	5%
Other (please specify)	16%	17%	15%	17%	16%	23%
blank	46%	46%	55%	49%	60%	45%

For those that answered "other", see listing on the following page

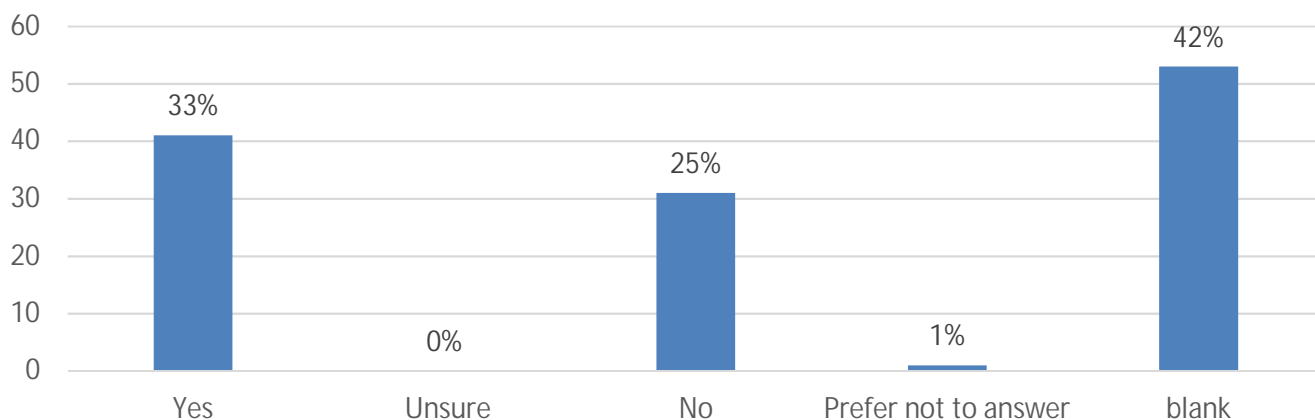
## Preferred Traffic Calming per Road - "Other" Answers:

	10. West River	11. East River Road	12. Creamery St	13. Quaker St	14. Gove Hill Rd
None needed	8	8	9	7	11
Speed radar / sign	3	3	1	2	
Speed table	2	2	1	2	
Roundabout	1	1	1	1	1
Camera ticketing	1	1	1	1	1
Signage	3	2			
Law enforcement	1	1	1	1	1
4 way stop sign	1	1		1	1
Bike lane		2		1	1
Yield sign			1	1	1
repaint pavement markings	1	1			
bike path	1	1			
reduce speed limit	1	2		1	
gate / limiting access / closing one end			2		

## 15. West River Rd / East River Rd / Gove Hill Rd / Quaker Street Intersection

none needed	7
Roundabout	6
Raised crosswalks	2
pedestrian signs	1
Crosswalks	1
Make a 4-way stop	1
speed sign	1
Speed table	1
Camera ticketing	1
T-intersection	1
blinking yellow/ red lights at peak times of year	1
reduced speed limit	1
4 way stop	1
Yield signs	1
Bike lane	1
law enforcement	1
No deflections or reductions	1
linestriping	1
better parking configuration at the store	1
Encourage traffic to stop in the center of town.	1

### 16. Do you think traffic calming is needed in the town of Lincoln outside of this study area?



17. If you answered yes to the above question, please specify other areas where you think traffic calming is needed:

Downingsville South Lincoln Road

Lincoln town center and near school

Intersection of York Hill Rd. and River Road to the Lincoln/Bristol town line.

See above, question 9

ABSOLUTELY NOT

All areas. Post 30 MPH throughout town per ordinance

West River from Lincoln Center to West Lincoln and East River Road from Lincoln Center to Garlands Bridge.

Bike lane, vertical measures and speed feedback should extend from the General Store to the school.

S Lincoln Rd by the Tea Cups area. Parking support is needed there as well.

South Lincoln road bike path to Bristol town line.

East River Road along South Lincoln Rd to end of pavement. Main area of West River Road along the whole of West Lincoln Village

The general store triable and the elder hill triangle .. plus Lee cemetery section on Quaker.

This is a complicated issue. There are people that are going to drive fast no matter what. I prefer that people didn't drive by my house going 50mph, but these folks will continue because- they drive above the speed limit in most places . I think the area in front of the general store where there are people crossing the street is the highest priority. Speed humps in this area like the one in Huntington Center past Beaudry's Store is very effective. Also the flashing speed sign. Speeders will speed but it's a good reminder for people to slow the heck down! Thank you all of east & west River Roads

West Lincoln

Quaker Street

mentioned previously - a look at all public spaces or roads that access to/from East River Road between the Old Hotel and the intersection at South Lincoln Road - potentially on the other side of that intersection as well as people are traveling down the gap road.

Downingville Rd.

17 Continued. If you answered yes to the above question, please specify other areas where you think traffic calming is needed:

the straight away on West River road in front of the library. People speed all the time. Also East River road for safety too and from the school.

Quaker Street/River Road intersection

South Lincoln Road

South Lincoln Road - I suggest leaving the potholes in place for a while. They slow traffic down.

South Lincoln Road

West Hill Road. People drive way over the speed limit

Vertical deflectors near the school on East River Road School zone reduction of speed limit Speed signs

South Lincoln Road is used as a racetrack. Vertical deflection and speed reduction are necessary.

West Hill Rd

All of the Lincoln Roads, don't be afraid of giving tickets for violators.

There should be paths protected from traffic for bikes / pedestrians that go to Lincoln Community School. Kids often walk along E and W River Road for field trips, commuting to school, etc

South Lincoln Road (the community drag strip for some). Cars speed down that road quite frequently.

I'm not sure how far Quaker Street you were going, but it really has become more dangerous in the last couple of years from Downingsville to Isham Hollow Rd. The traffic that seems to be taking advantage of things are not people who live on the street because we've all been talking to each other about it.

South Lincoln road (paved portion)

west lincoln village

pretty much everywhere - folks know that there is little risk of tickets. downingsville is a race track.

Traffic seems very quick along East and West River Road, the main thoroughfare and main access to the school.

Yes, we need to encourage traffic to slow down. Bike lanes would be great.

Forge Hill

West River Rd to Bristol line

Along the stretch of popular swimming holes on W River Rd.

South Lincoln Road

Backroads. Need to keep all of the unlicensed atvs, etc off the road!

18. If you have any additional comments regarding this project, please let us know:

#### Open-Ended Responses

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I am very concerned about cars going too fast in Lincoln

I couldn't get back to the map to review the area being studied. See #9 re my concerns.

Please send a copy of this survey to lincoln Town Office DON'T CONTINUE WASTING MONEY

Keep it simple. Our taxes are already too high.

PAINT! At least maintain existing crosswalks and reminder lanes on Quaker Street and So. Lincoln Rd. Extend reminders lines to all paved roads.

Glad that this survey is happening and hoping for much needed traffic calming. We all want to enjoy our roads & to be safe!

The children from our school as well as residents exercising need a bike/walking lane from the school to the General Store. Please consider extending the area on East River Road to the school.

Need traffic control officer to visit town once in awhile.

Irrelevant solutions for our town. A cross walk and a Solar sign on Quaker st. And neighbors reminding neighbors.

Police enforcement

Just thanks!

I live at the start of Quaker street and find it is like a raceway as cars speed up off river road.

I'm sorry to have missed the first meeting on this!

The intersection of Quaker and east/west river rd is a poorly designed intersection that may be better utilized as a T intersection perhaps. Furthermore it seems clear that these questions all tend to be leading questions with little intention of listening to responses that do not fit the predetermined ideas

Most people drive very respectfully through town. Those that don't will see any of these measures as an obstacle to beat, putting pedestrians and bikers are more risk. Please invest in widening roads to provide sidewalks and bike lanes instead.

There is no space for many of the suggested options without taking out many residents front yards. I don't think we need to spend tons of tax dollars on a mammoth project that a few stop signs would fix . The "study" itself is a ridiculous amount of tax dollars. Not directly from Lincoln residents but that money didn't just fall out of the sky .

1. In this survey, you showed pictures and diagrams from suburban areas. How this would look in a rural and historical area? I'd like more info about how this might be specifically applied in Lincoln. 2. I don't know why opinion matters here-- aren't the answers in the data? I'd like more info on why traffic calming is needed in Lincoln, and on how a narrow street like Creamery could be modified and how West River Rd, constrained by the river on one side, could be modified. I am concerned we might be eating into peoples' yards or moving rds closer to houses.

I'm sure this is a very confident traffic calming survey. It is largely irrelevant to the issues in Lincoln, which are far simpler. For traffic calming is primarily at the intersection by the General Store, not the broad areas in the survey. Most of the solutions offered are irrelevant to this area. Also in the section of E. River Rd. between the General Store and Lincoln Community School. Some of the solutions offered may be applicable here.

I am also curious how these calming measures may affect winter travel, road plowing and snow removal.

#### POLICE PATROLS

I would like to see how these measures would actually look on the roads indicated for these actions. It's hard to picture how many of them would actually work in the existing roadways. Main concern is in town center intersection.

Be very cautious about changes that would make navigating and plowing more difficult in the winter. Under the road care patterns of recent winters it is already challenging enough.

A great and necessary study!

Keep solution simple.

Don't make things more difficult to maintain the roads.

---

18. If you have any additional comments regarding this project, please let us know:

Open-Ended Responses

---

I think our money could be better spent on other projects, like grading our roads and ditches for all the runoff from rain events which will keep happening. We should use money to prepare for these weather events. Which will probably ruin any traffic calming you decide to do.

---

Youth bicycle police in Lincoln to control traffic? Get the word out that you should slow down in Lincoln through youth participation. Perfect story for the media and papers.

---

If anything a wide bike lane or sidewalk that goes all the way to the school so that kids can at least be safe walking and biking.

---

Bike lanes. Pedestrian crossing lights by the General Store

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Again any project that is implemented must have a low maintenance and low cost long term. Sidewalks are NOT an option as we do NOT have the resources, equipment nor wide enough roads to implement them.

---

I'm not in favor of narrowing the road. Dangerous drivers will just be driving closer to cyclists and pedestrians, if there are no other mitigating factors at the same time. In general the roads are already not wide, and I would prefer they retained their usable width. Less space for cyclists means that drivers who don't care about cyclists/are ignorant of what it's like to ride a bike on the road, will just be closer to the bikes. I like the idea of vertical techniques like speedbumps. I've seen people drive 40+ mph through the village with people around...at least let them damage their own vehicles if they choose to go that fast over speed bumps. Really it's just one pickup truck in particular....dark blue older Dodge I think with a bunch of stickers in the rear window. Every time this truck drives by me while I'm cycling/running, it's way too fast and way too close. If you put in speed bumps/tables, make them aggressive!

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## APPENDIX E

### PRIOR BIKE/PED STUDY RECOMMENDATIONS

**Addison County  
Regional Planning Commission**  
*And*  
**The Town of Lincoln**

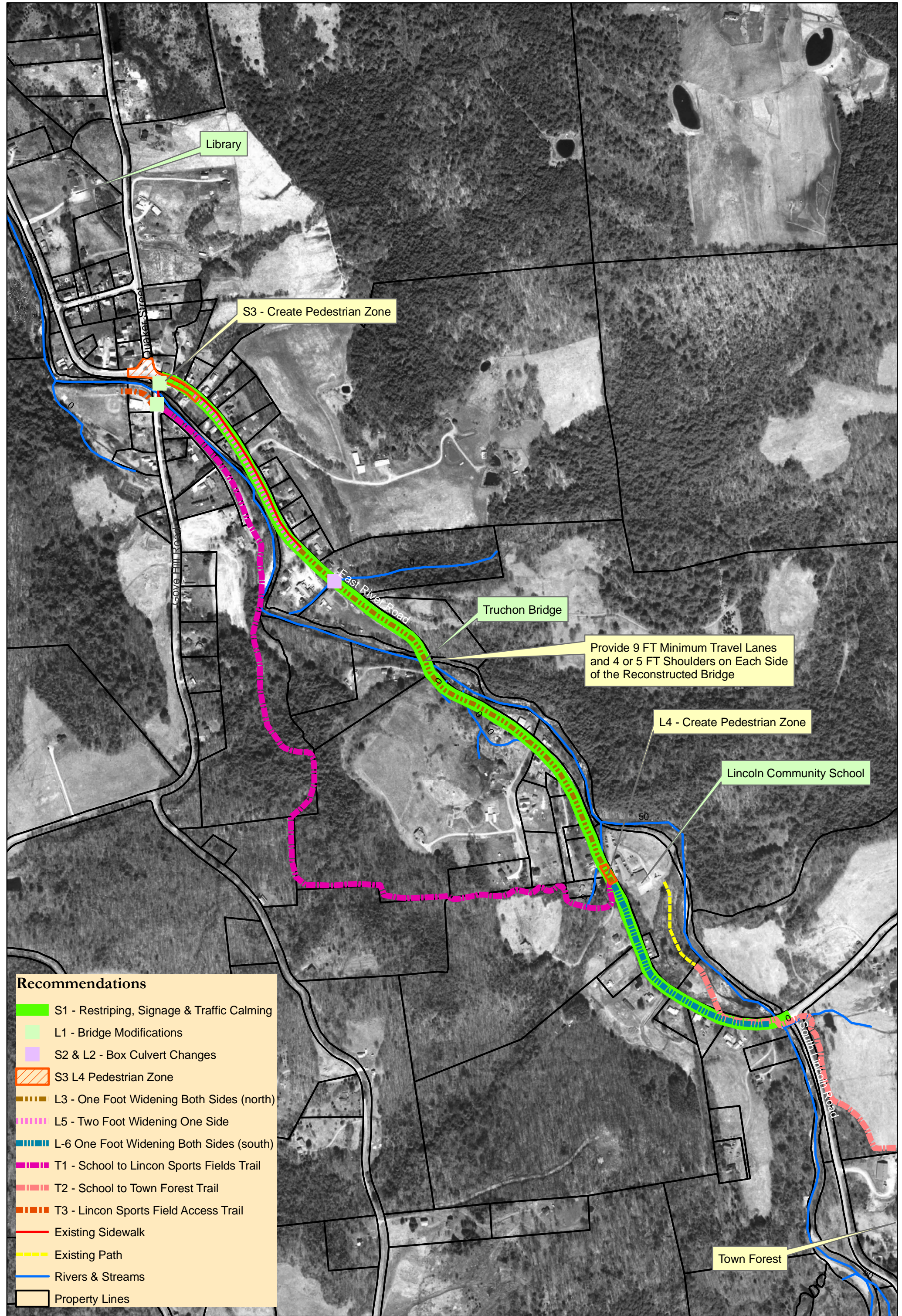
**Bicycle & Pedestrian Planning & Feasibility Study**  
**Final Report**

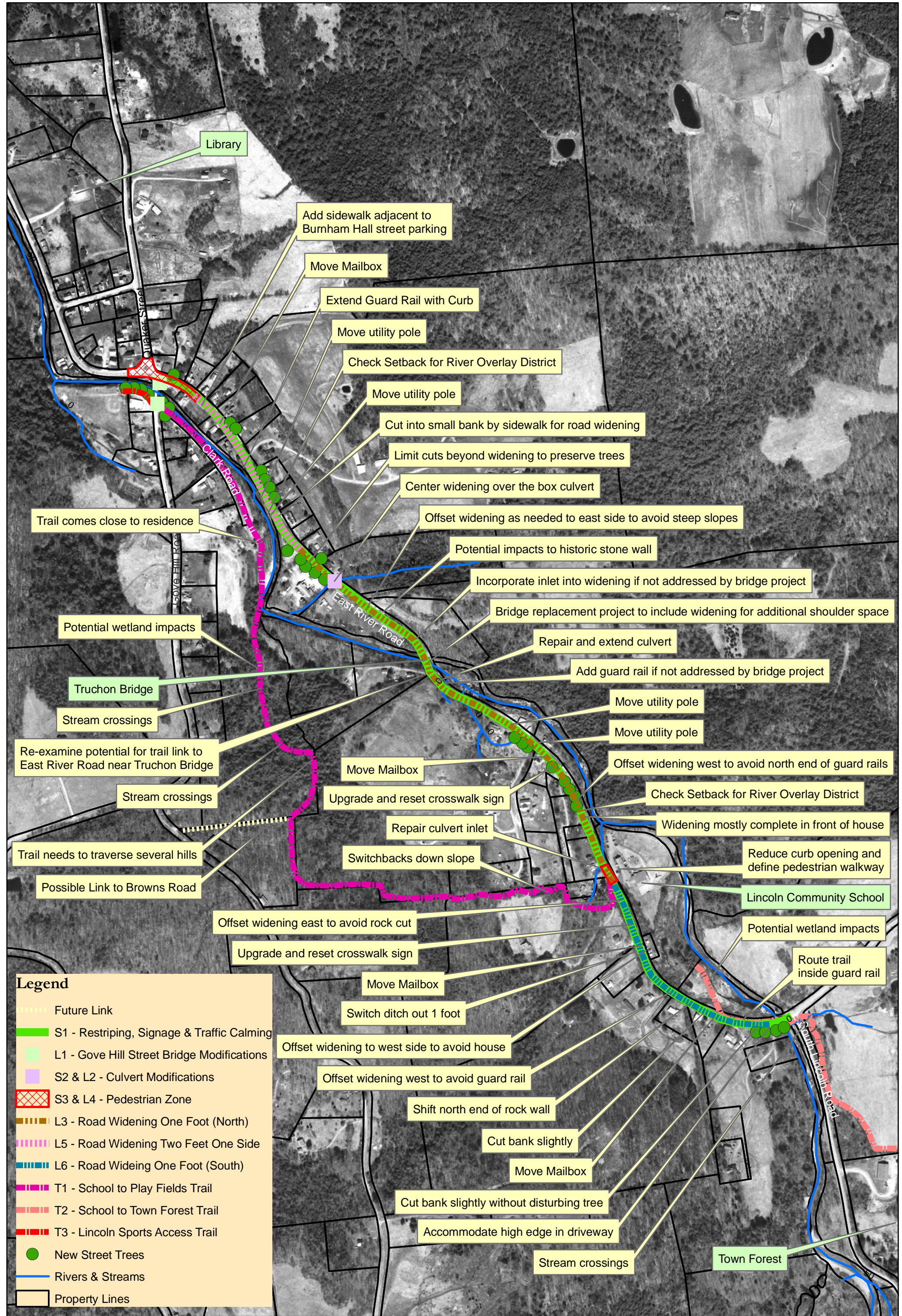


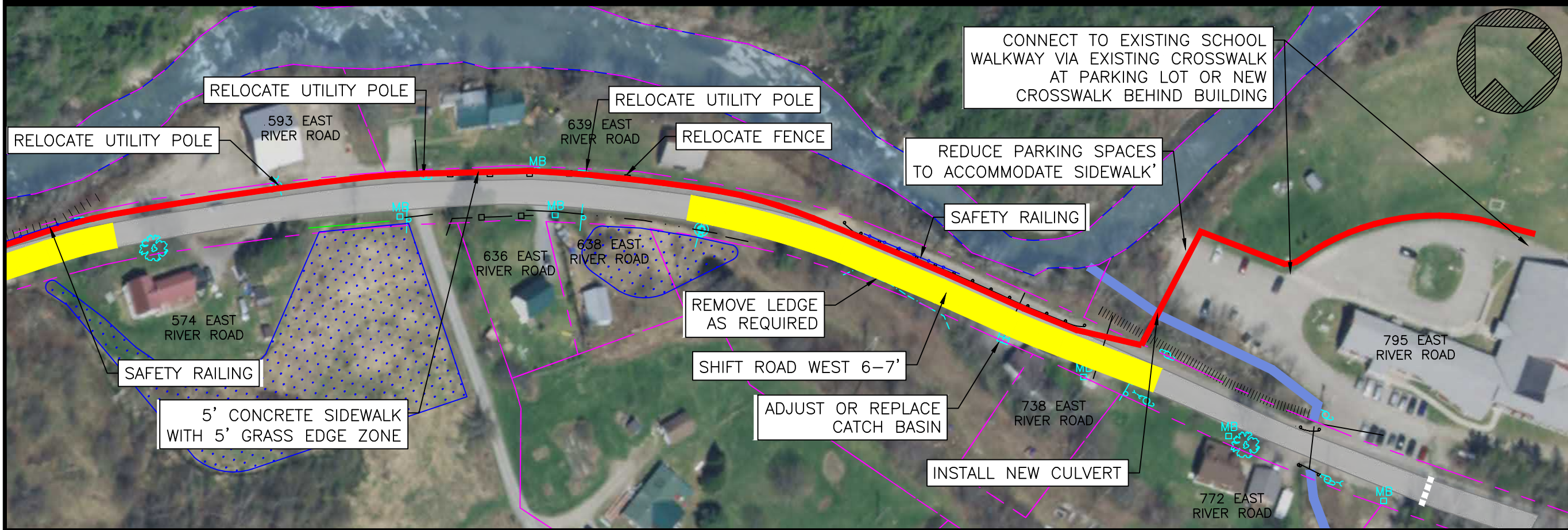
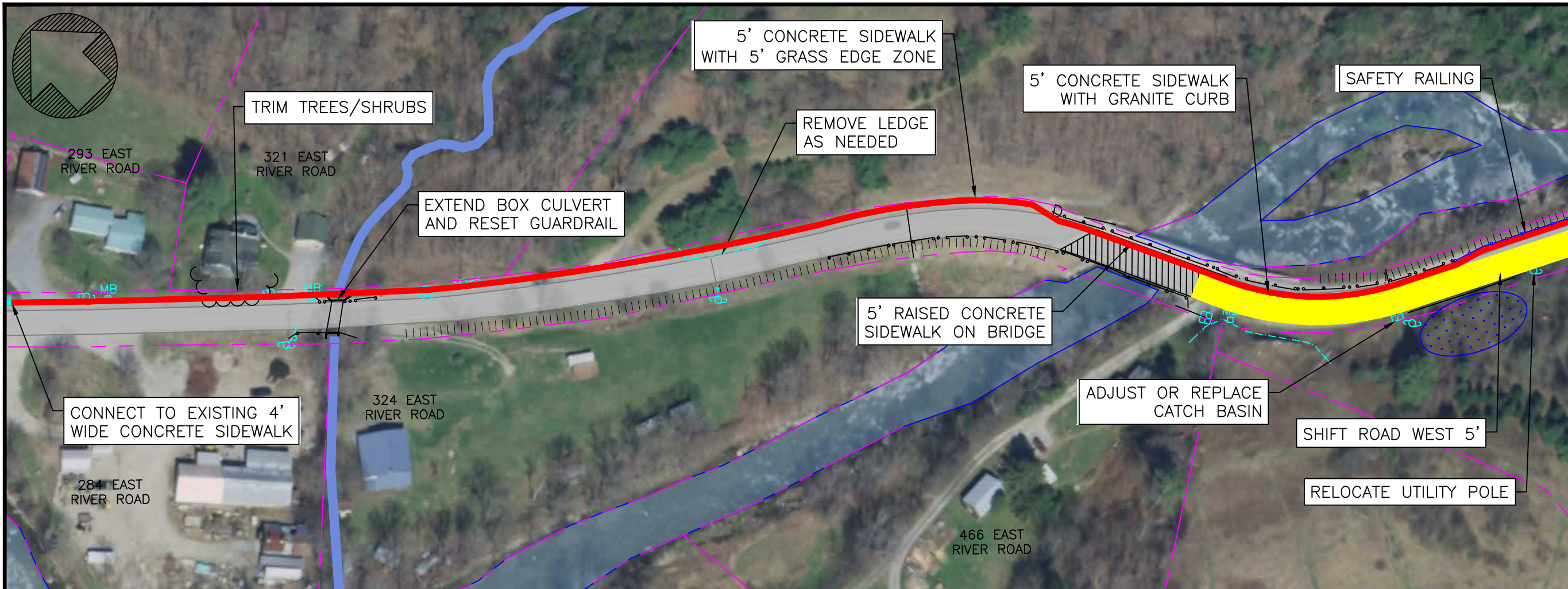
*Submitted by:*  
**Broadreach Planning & Design**

*In conjunction with*  
**Lamoureux & Dickinson Consulting Engineers, Inc.**  
**Heritage Landscapes LLC**

**June 18, 2011**







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Date	OCT 2021
Scale	AS SHOWN
Approved by	C.M.HASKINS

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SIDWALK EXTENSION SCOPING STUDY  
LINCOLN STP BP19(21)

PREFERRED ALTERNATIVE

LINCOLN, VERMONT

FIG 4.1

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SHEET 1 OF 1