

Tuesday, July 26th, 1:30pm.
Shelburne Vineyard

Present:

Lucy Gibson, DuBois & King
Sophie Sauvé, DuBois & King
Jason Charest, CCRPC
Marshall Distel, CCRPC
Dick Hosking, VTTrans
Nick Meltzer, VTTrans
Alain Hirsch, CCTA

1) Review findings from Outreach

(both prior and throughout the day)

a. Local Concerns Meeting (6/14)

Majority of attendees were supportive of adding sidewalks in this area of Shelburne (especially compared to other areas of Shelburne) and addressing the needs of pedestrians and cyclists.

b. Vermont Teddy Bear (6/19)

Meeting with CEO Bill Shouldice was very positive. Willing to allow path on VT Teddy Bear land to enable workers/visitors to avoid VT 7/ Shelburne Road and to have access to the bus stop on Shelburne Road at Bostwick/Marsett. Also willing to have the path connected to the Countryside Motel. The bus stop going to VT Teddy Bear is an infrequent stop that does not accommodate all users. Would be fabulous to cross-promote VT Teddy Bear and Shelburne Museum and two pillars of destination.

c. Vermont Day School (6/26)

Meeting with Head of School Sage Bagnato was also very positive. The school is currently a K-5 school but growing to be K-8. They would like to be able to take field trips to Shelburne Museum/ Village with the children but the speeds and lack of sidewalks along VT 7 do not make this possible. Having access to an internal path, such as that conceptualized on VT Teddy Bear land, would be very welcome. The only concern would be whether the path would be maintained in the winter and who would maintain it. They also currently have one child who comes to school by bus from Burlington on an infrequent service (AM and PM) but if the bus were to come throughout the day as well, they could also benefit from added service. She also mentioned how it is difficult to be driving southbound on Shelburne Road and to cross onto S. Park Street via a left hand turn. Between the narrow width of the lane and the fast moving trucks, knowing when to run the gap is challenging and unsafe.

d. Rocco Antinozzi (email)

A concerned citizen sent a list of recommendations in an email which was printed and circulated at the meeting.

e. Shelburne Vineyard (6/26)

Gail and Ken Albert provided input throughout the day, both during the committee session and the public session. A take-away was that the west side of Shelburne Road should also be considered for a sidewalk, especially from the Bostwick/Marsett intersection to the Vineyard. There is now a Local Motion Rest Stop at the Vineyard, so the sidewalk/path would help them navigate to the stop along a busy road, and also provide employees of the vineyard to both access town by foot and come to work by bus and walk safely to work. They also see several people every day crossing Shelburne Road between the Vineyard and the Brewery/ Pizza Restaurant across the street and how risky it is. There can be a lack of parking at the Brewery and their parking lot used as overflow.

f. Fiddlehead Brewery (6/26)

Matt Cohen of Fiddlehead Brewery was hesitant of the concept sketches that identified blocking one of their entrances to make pedestrian crossing safer (by adding in a refuge island) and the island also being a traffic calming device. His concern was the ability of a delivery truck to be able to enter and exit their establishment during peak hours of business.

2) Review of D&K Concept Sketches

The concept sketches spurred several discussions, including the maintenance of the path at VT Teddy Bear, winter or not. If it's not plowed, could it be used for cross country skiing? Noted that what the path is named will determine who pays for it (sidewalk vs. multi-use path)

If it's in VTrans ROW, it will require a section 11/11 permit.

Does the Town of Shelburne collect impact fees that could contribute to building this path?

Question on when the Traffic Committee (Amy) would be involved – is it possible to change the speed on this stretch of road and how do we add medians/ crossings?

15' is needed on either side of medians (travel lane + shoulder width)

Was the right lane turn at S. Park Street established as part of an Act 250 permit? If so, would it require an amendment?

Discussing the materiality of the medians/refuge islands. Grass is not recommended – it's very difficult (and dangerous in these areas) to mow. If it's tall grasses, they get complaints that it needs to be mowed. If it's vegetation – has a hard time with survival. Suggestion of looking at Richmond Park and Ride materiality of circle on drop off area. Imprinted concrete?

ACTION: need an intern to conduct traffic counts at Day School

Does Shelburne have an ordinance against bicycles on sidewalks?

The intersection needs a pedestrian signal

Wayfinding would be ideal to help pedestrians/ cyclists know where all the bits of path connect

CCTA comments: 35mph is okay for a bus to pullover/ stop on a road, but 45mph is much too fast, both to pull out and then pull back into traffic, especially if there isn't a circulation light to help facilitate re-entry

VT Teddy Bear bus stop: 5-6 times/day, but at the Bostwick/Marsett Road intersection, the bus comes every 30 minutes. The loop was 1 hour and is now 1.25hrs because of congestion coming through Shelburne.

VT Teddy Bear pays for an extra bus at 8pm in November/December due to increase in employees and darkness.

3) Site Walk and Discussion

During the Site Walk, we identified that there are existing paths between Shelburne Green and the back of Fiddlehead/Folinos being used. During the open house it was confirmed that some Shelburne residents park on the Shelburne Green parking lot to avoid the congested parking lot at Fiddlehead/Folinos and sneak down. The berm to the south of Fiddlehead/Folinos dips to allow passage (although it could use a boardwalk or bridge), rather than be restricted to a path along the roads.

4) Design Studio

5) Open House

Comments/ Questions left on sticky notes at the open house or on the flipcharts:

If path is on Teddy Bear land, who is responsible for maintaining it?

Will people staying at the Countryside Motel use the path if the road is a quicker route?

We love the idea of a median and sidewalk at S. Park and Shelburne Road and any other ideas to slow traffic.

Closer to Charlotte, copses of trees more than boulevard/ allee treatment

Boutique Hotel/ Convention Center with multipurpose gravel separate alignment path for 'cart' to bring inebriated guests safely to their accommodations

Roundabout at Bostwick (w/sculpture?), amazing views

Sidewalks/paths off road only and wide verge/ ditch with plantings

Radar feedback sign south of Ridgefield

Connect parking at Shelburne Green to Fiddlehead/Folinos for pedestrians

Path to the bike rest from Bostwick to Shelburne Vineyard

Directional signage improvements on the road at both ends (Bostwick/Marsett)

Shelburne Green as part of zoning cannot have night parking (difficult note to read)

CCTA concerned about going through parking lots turning lane brought up in Act 250 permit

Sidewalks on both sides of the (Shelburne) road

Path and Bridge over Stormwater Pond (at Shelburne Green/ adjacent to Fiddlehead/ Folinos)

Path from further down Bostwick to Shelburne Vineyard Rest Stop

6) Next Steps

- a. Check in with committee late August to plan for an Alternatives Presentation to public in September