

Shelburne Gateway Pedestrian Safety and Mobility Study

- Funded by CCRPC at the request of the town due to:
 - Growing economic activity in southern gateway area resulting in increased walking on or across US 7 by employees, residents, transit riders, and business patrons.
- Partners
 - CCRPC
 - Town of Shelburne
 - VTrans
 - CCTA
 - DuBois & King



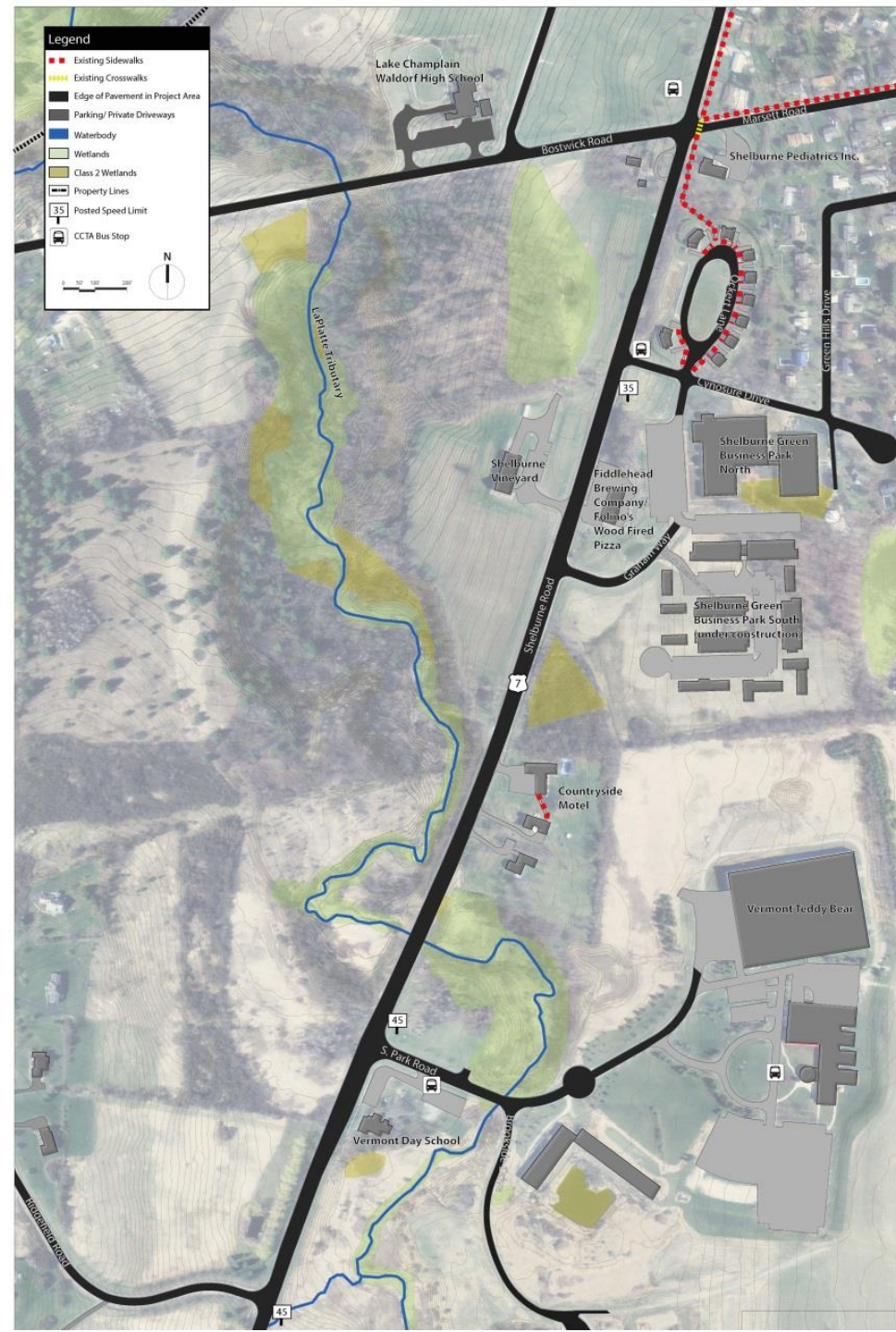
Today's Meeting

- Brief Review of Project
- Purpose and Need Statement
- Summary of input received from community
- Review Design Alternatives
- Discussion, questions and input



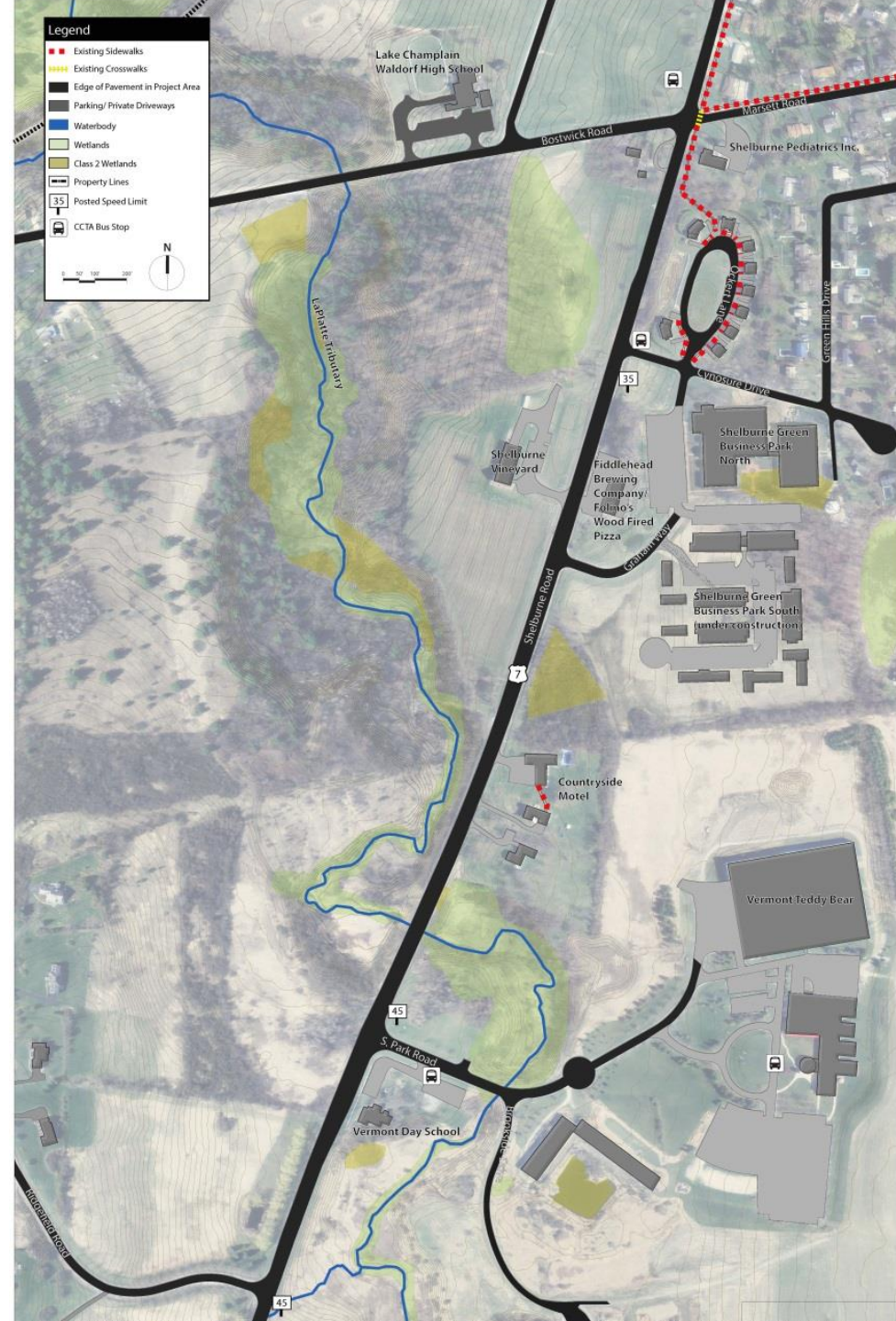
Primary Purpose and Need

- Provide pedestrian facilities between Shelburne Museum transit stop and Vermont Teddy Bear + Countryside Motel
- Provide safe crossing between Shelburne Vineyard and Fiddlehead/Folino's



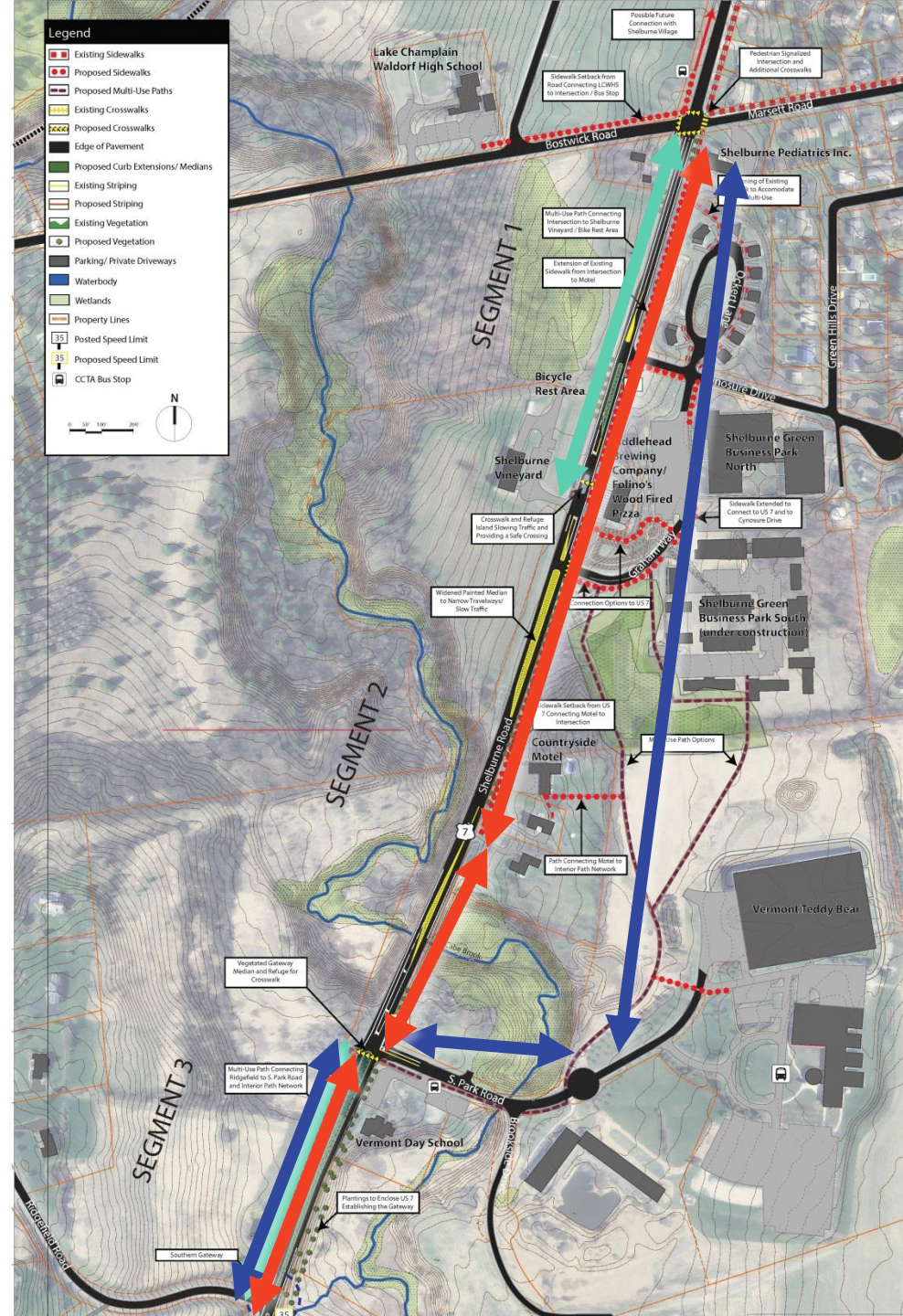
Additional Goals and Opportunities

- Bicycle connectivity and amenities
- Placemaking and Gateway enhancements
- Extend bike or walk facilities to Ridgefield Road neighborhood
- Sidewalk to Lake Champlain Waldorf High School

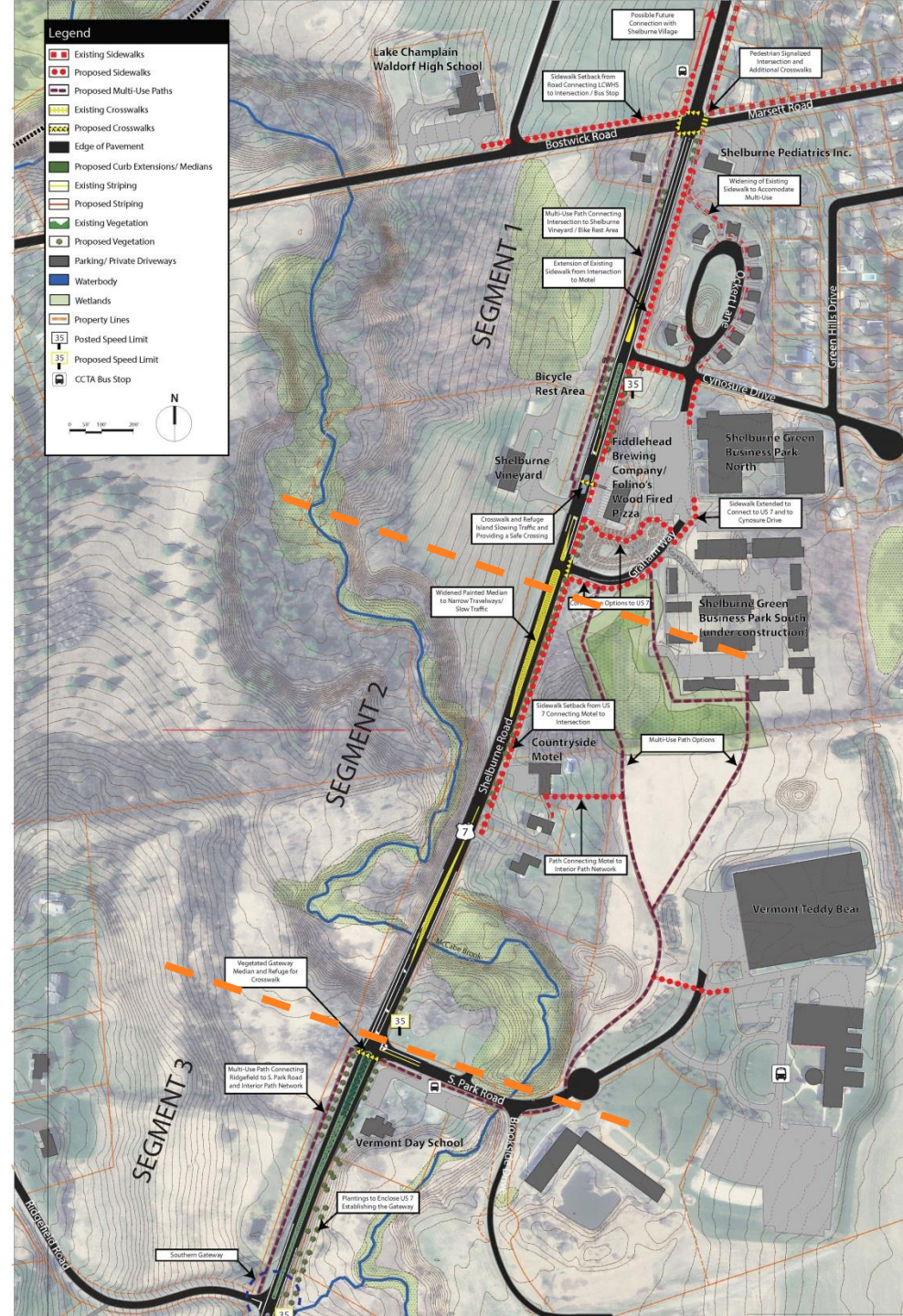


Project Alternatives

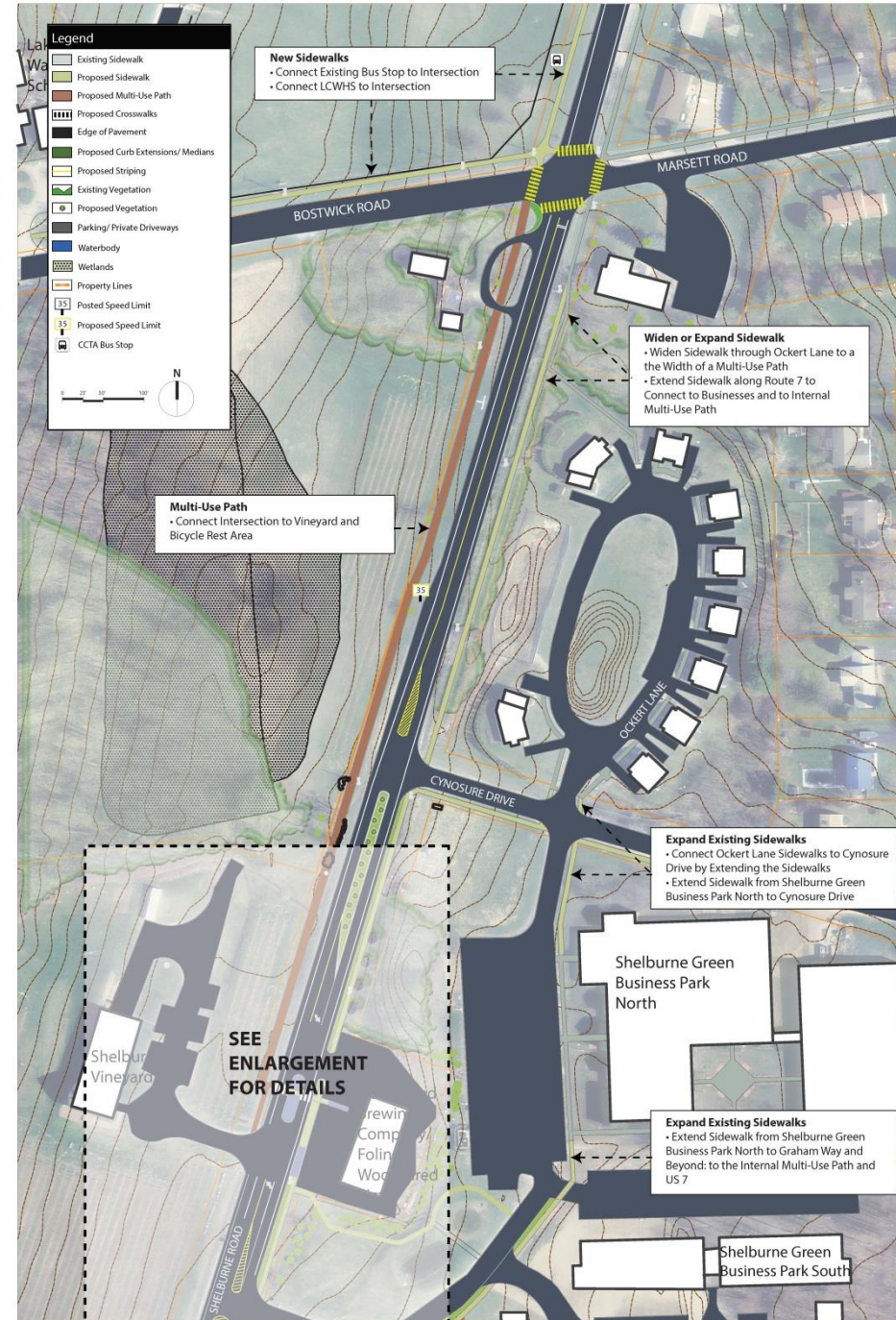
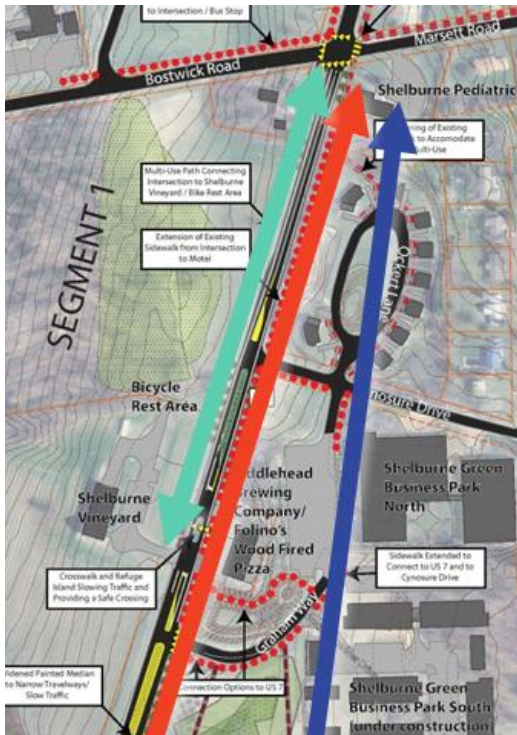
- A. Off road path** – connect existing sidewalk fragments and provide walkway on private property
- B. On-road sidewalk** – east side to Motel
- C. Shared use path** - on west side from Bostwick to Vineyard; VTB to Ridgefield



- 1) Shelburne Museum
Transit stop to
Waldorf School,
Vineyard/Brewery &
Shelburne Green
- 2) Vineyard/Brewery &
Shelburne Green to
Motel and VT Teddy
Bear
- 3) Teddy Bear to
Ridgefield

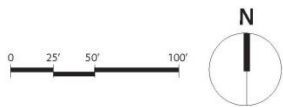


Segment 1



Legend

- Existing Sidewalk
- Proposed Sidewalk
- Proposed Multi-Use Path
- Proposed Crosswalks
- Edge of Pavement
- Proposed Curb Extensions/ Medians
- Proposed Striping
- Existing Vegetation
- Proposed Vegetation
- Parking/ Private Driveways
- Waterbody
- Wetlands
- Property Lines
- Posted Speed Limit
- Proposed Speed Limit
- CCTA Bus Stop



New Sidewalks

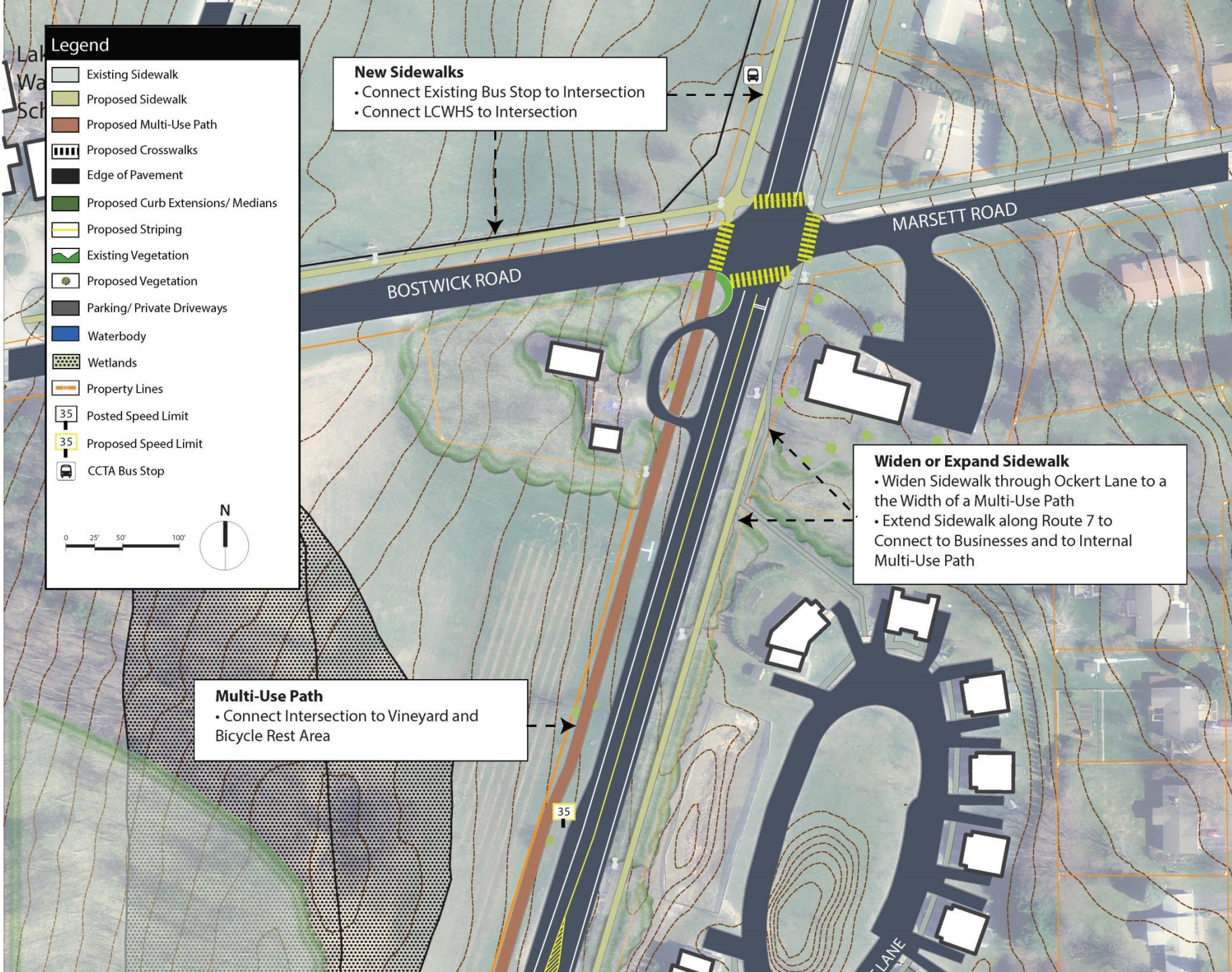
- Connect Existing Bus Stop to Intersection
- Connect LCWHS to Intersection

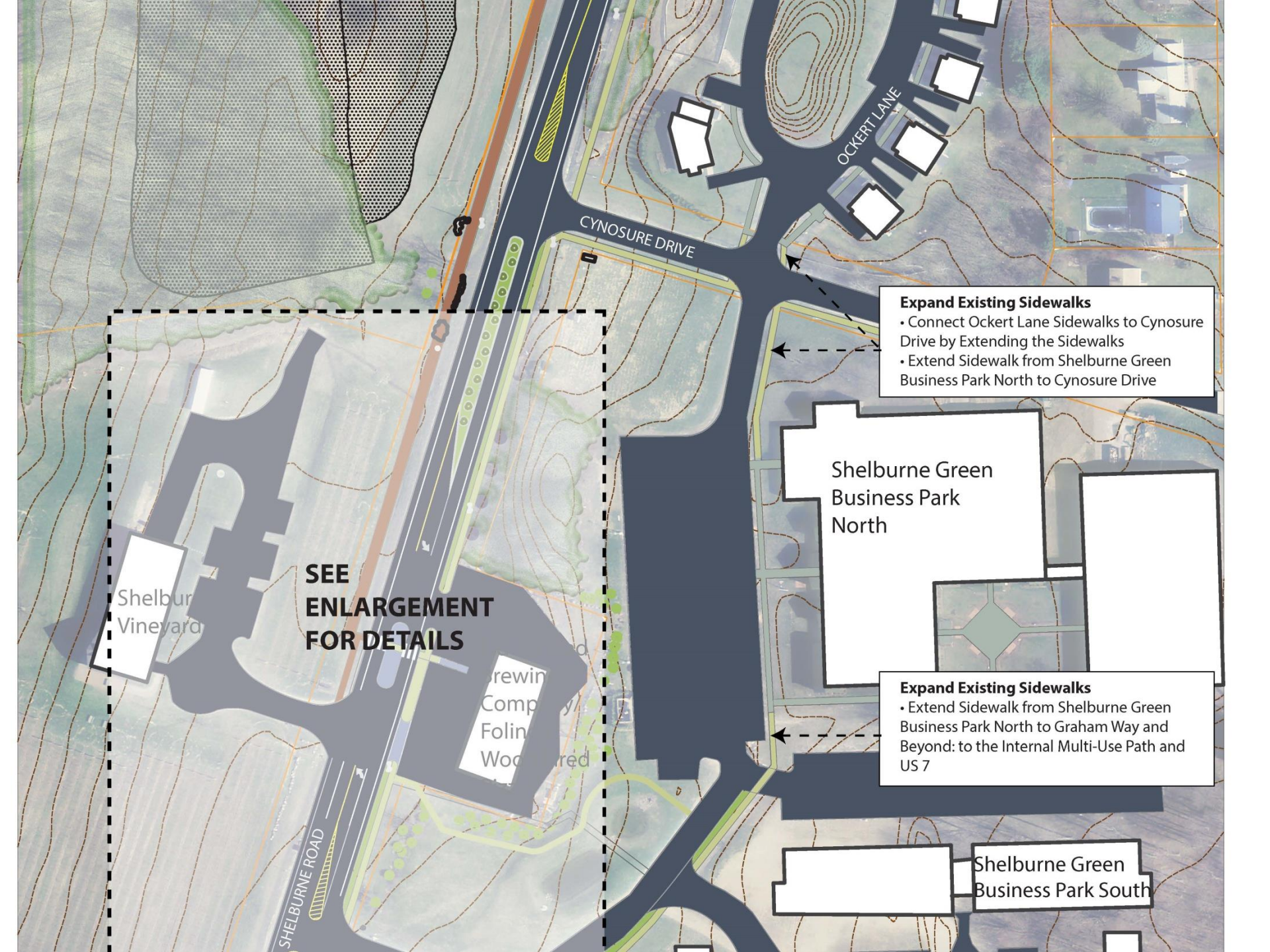
Widen or Expand Sidewalk

- Widen Sidewalk through Ockert Lane to the Width of a Multi-Use Path
- Extend Sidewalk along Route 7 to Connect to Businesses and to Internal Multi-Use Path

Multi-Use Path

- Connect Intersection to Vineyard and Bicycle Rest Area





**SEE
ENLARGEMENT
FOR DETAILS**

Shelburne
Vineyard

Brewing
Company
Folins
Woodshed

Shelburne Green
Business Park
North

Shelburne Green
Business Park South

Expand Existing Sidewalks

- Connect Ockert Lane Sidewalks to Cynosure Drive by Extending the Sidewalks
- Extend Sidewalk from Shelburne Green Business Park North to Cynosure Drive

Expand Existing Sidewalks

- Extend Sidewalk from Shelburne Green Business Park North to Graham Way and Beyond: to the Internal Multi-Use Path and US 7

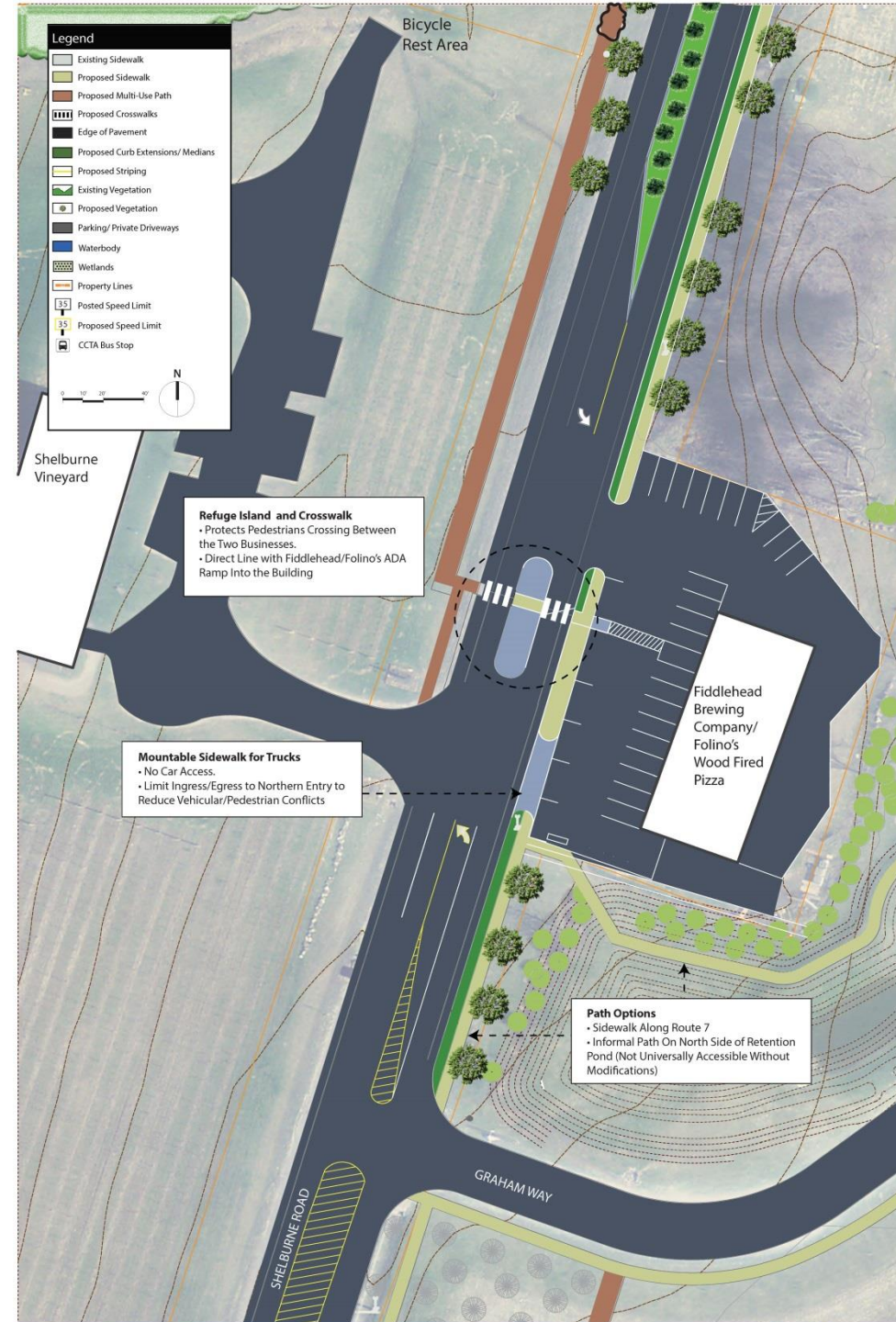
Crossing US 7

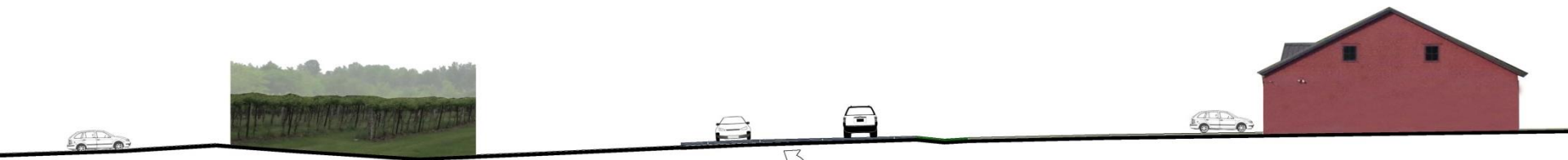
- Over 30 crossings per hour on busy days
- With posted speed of 40 mph or higher, crosswalk enhancements required
 - RRFB
 - Median Refuge



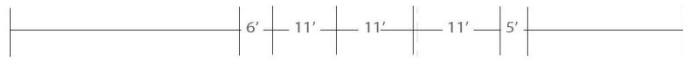
Crossing US 7

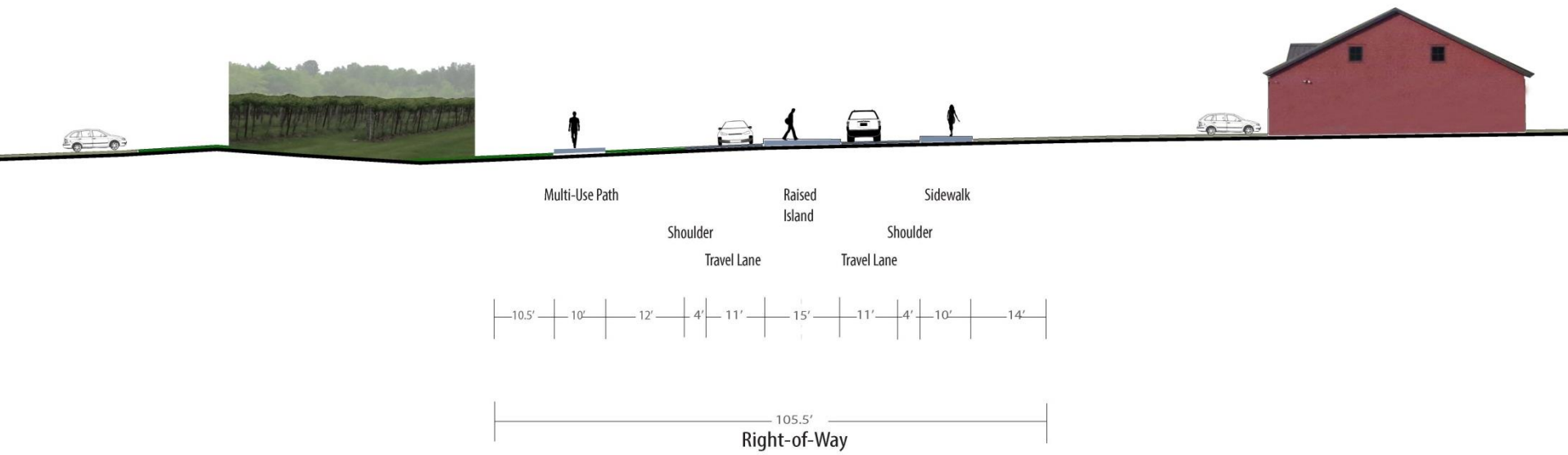
- Reconfigure left turn lanes to reduce conflicts and provide median
- Crosswalk Options include:
 - Raised median
 - RRFB
- Path to connect to Shelburne Green





Shoulder
Two-Way
Turning
Shoulder
Travel Lane
Travel Lane









Pedestrian Crossing Controls



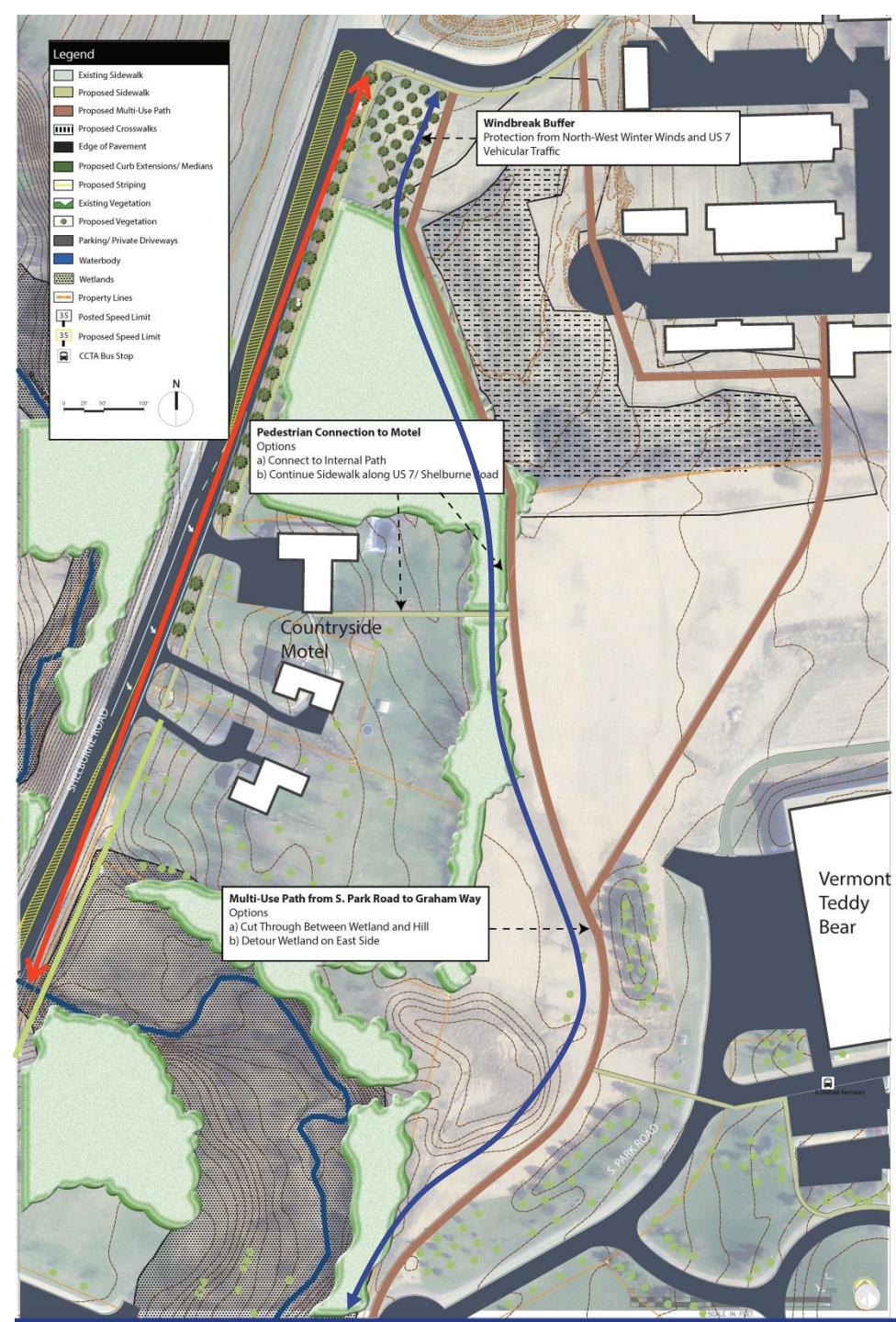
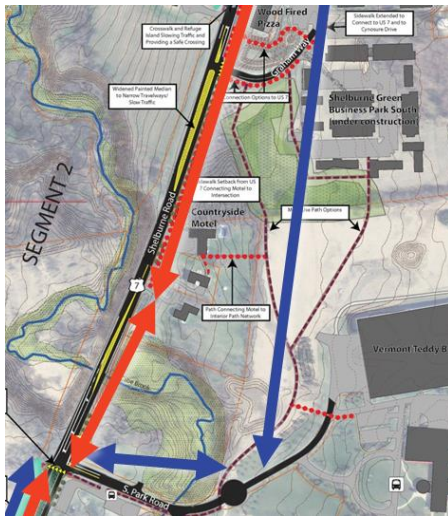
Options for Median Refuges



- VTrans will require town to maintain median landscaping or surface.



Segment 2



Legend

- Existing Sidewalk
- Proposed Sidewalk
- Proposed Multi-Use Path
- Proposed Crosswalks
- Edge of Pavement
- Proposed Curb Extensions/ Medians
- Proposed Striping
- Existing Vegetation
- Proposed Vegetation
- Parking/ Private Driveways
- Waterbody
- Wetlands
- Property Lines
- Posted Speed Limit
- Proposed Speed Limit
- CCTA Bus Stop

0 25' 50' 100'



Windbreak Buffer

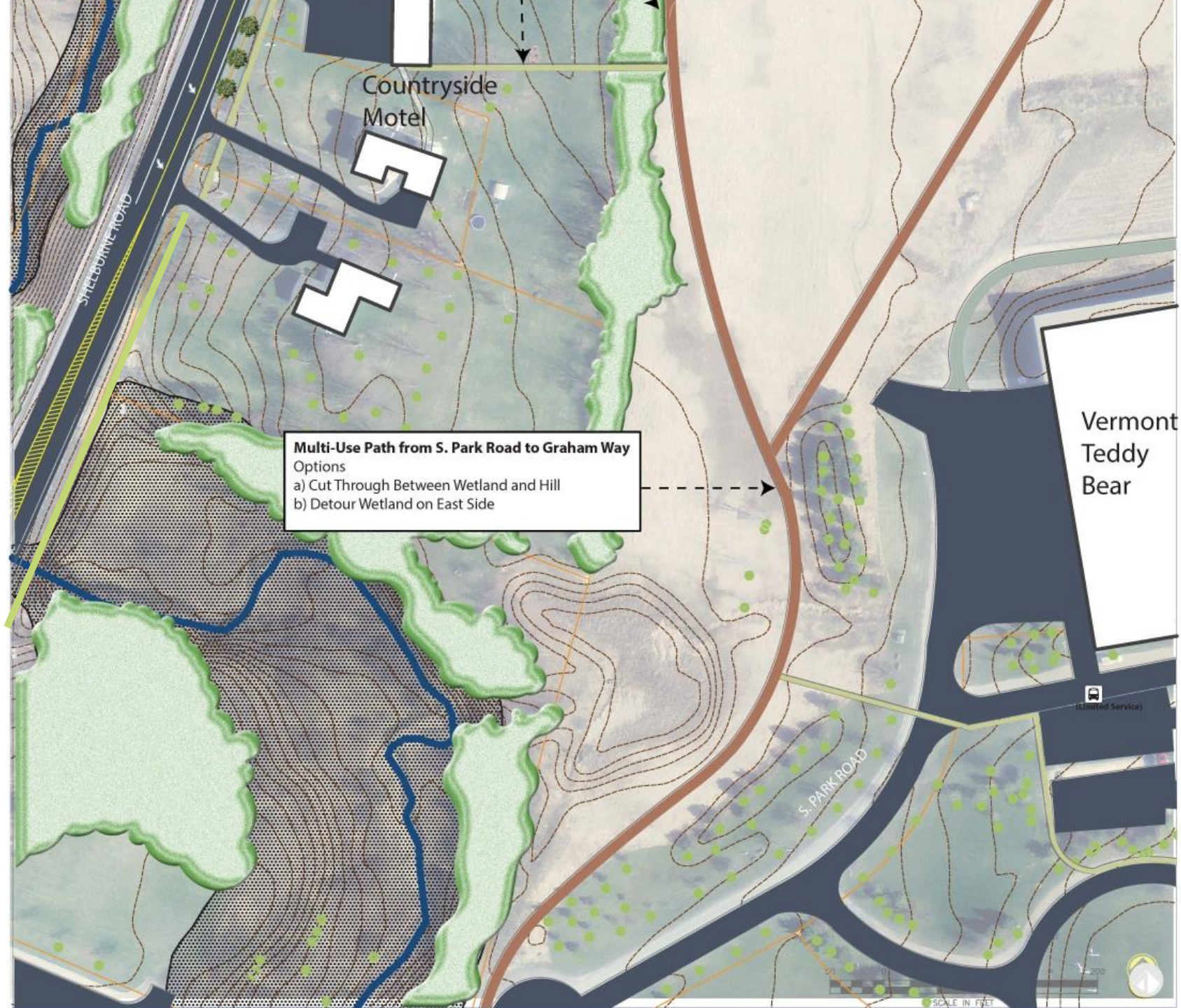
Protection from North-West Winter Winds and US 7 Vehicular Traffic

Pedestrian Connection to Motel

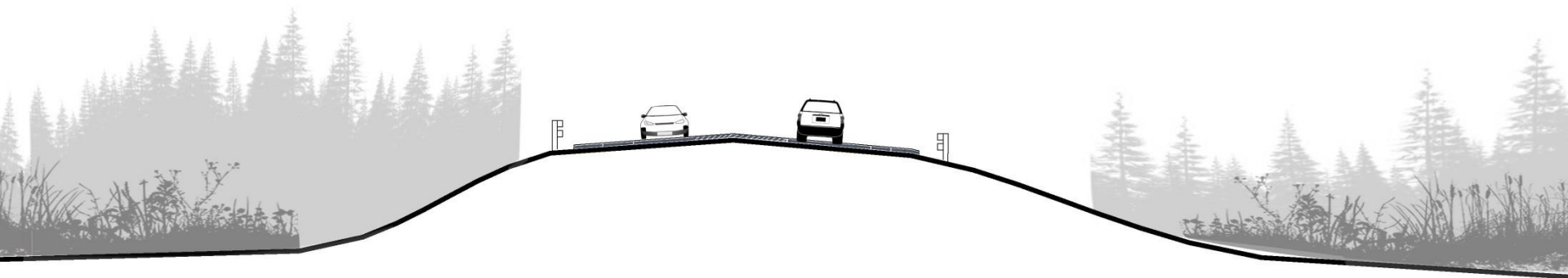
Options

- a) Connect to Internal Path
- b) Continue Sidewalk along US 7/ Shelburne Road

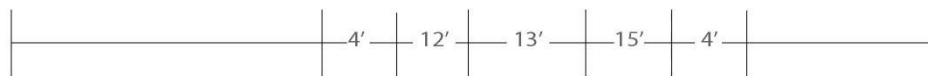
Countryside Motel



Multi-Use Path from S. Park Road to Graham Way
Options
a) Cut Through Between Wetland and Hill
b) Detour Wetland on East Side



Shoulder Striped
 Median
Travel Lane Travel Lane Shoulder



Design Considerations

- Width
 - 6 feet for walking
 - 10 feet for shared use
- Surface
 - Gravel aggregate is less costly
 - Pavement is easier to plow and maintain, and offers easier accessibility

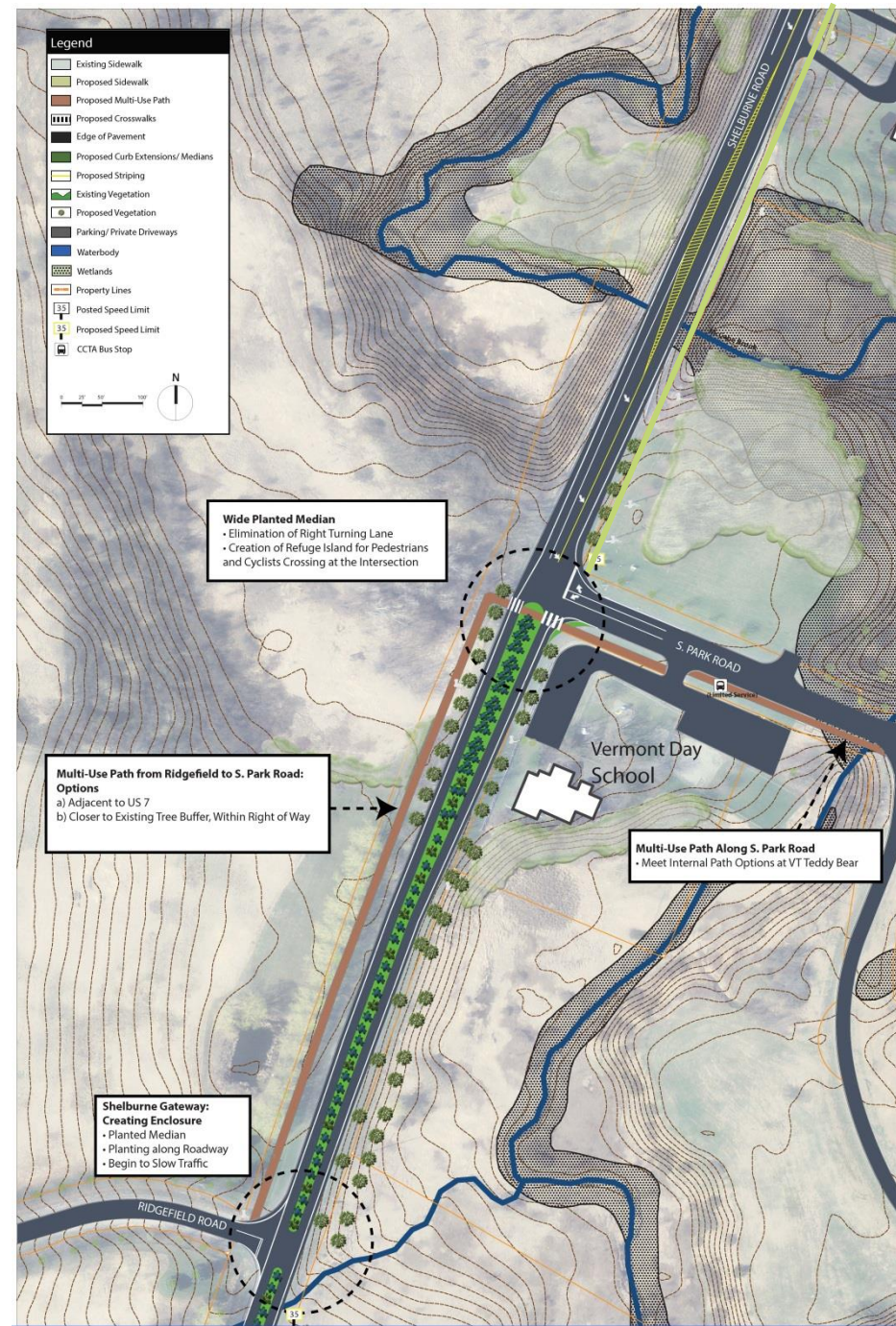
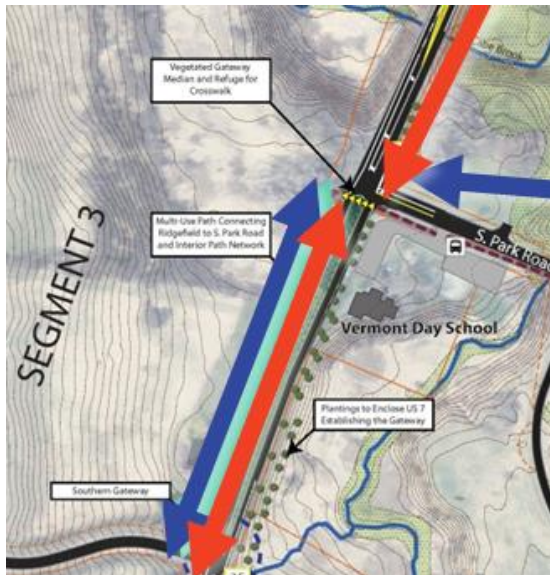


Design Considerations

- Lighting: Recommend solar light fixtures
 - Conduit not required
 - Lower cost
 - Lower environmental impact
 - Provides light in early evening, but may not carry through the night



Segment 3





Wide Planted Median

- Elimination of Right Turning Lane
- Creation of Refuge Island for Pedestrians and Cyclists Crossing at the Intersection

**Multi-Use Path from Ridgefield to S. Park Road:
Options**

- a) Adjacent to US 7
- b) Closer to Existing Tree Buffer, Within Right of Way

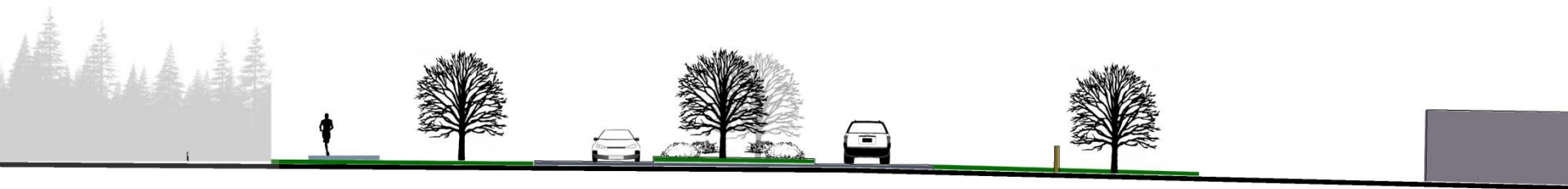
**Shelburne Gateway:
Creating Enclosure**

- Planted Median
- Planting along Roadway
- Begin to Slow Traffic

Vermont Day
School

Multi-Use Path Along S. Park Road

- Meet Internal Path Options at VT Teddy Bear



Multi-Use Path

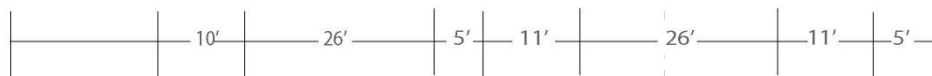
Shoulder

Raised
Median

Shoulder

Travel Lane

Travel Lane





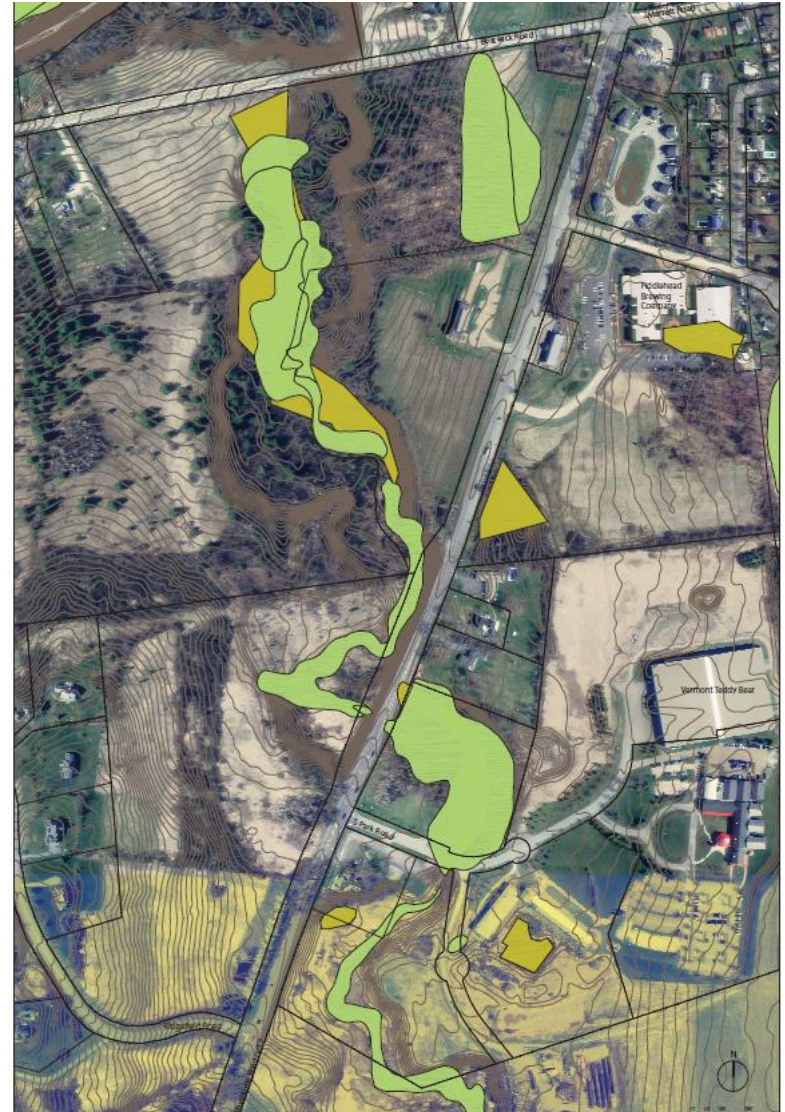


Design Considerations

- Right of Way
 - Permanent easements to town will be required if public funding used on private land
- Utilities
 - Few utility relocations anticipated
- Maintenance
 - Bicycle-Pedestrian Facilities will need to be maintained by Town, even if inside VTrans right-of-way

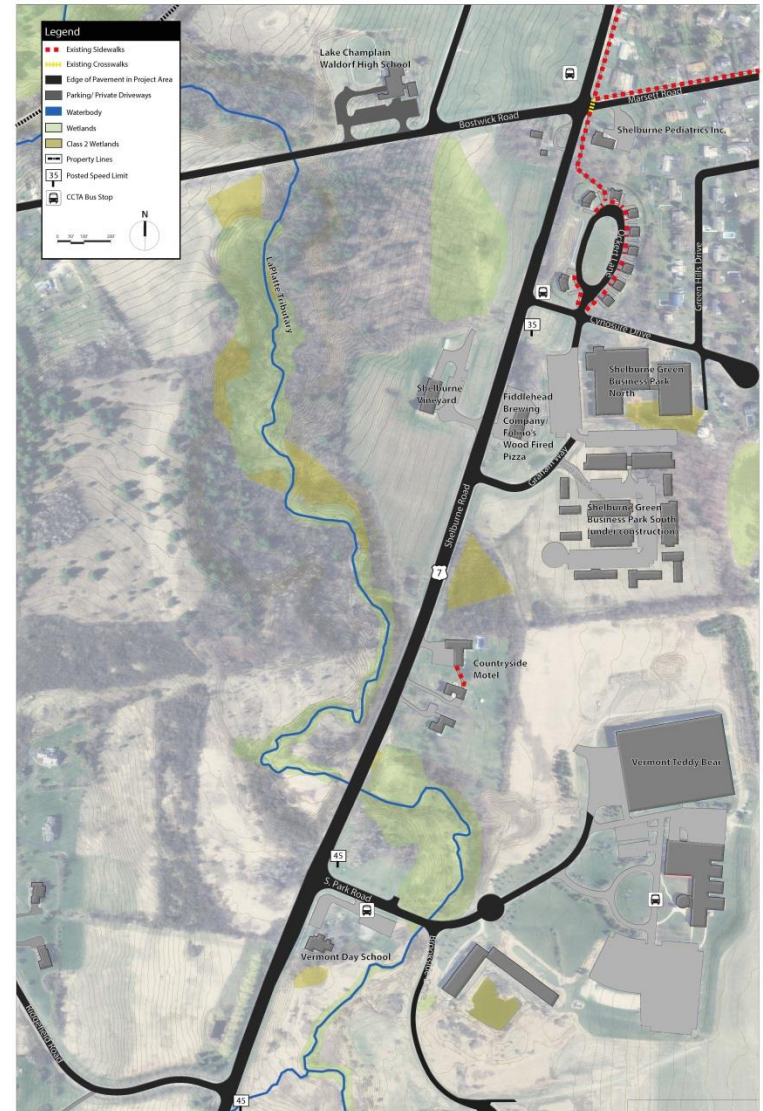
Environmental Considerations

- **Permits**
 - **Wetlands** permits required in buffer zone (within 50 feet from wetland edge)
 - **Act 250** Permit Amendments needed for most parcels
 - **Archaeological** Assessment required if federal funding is used



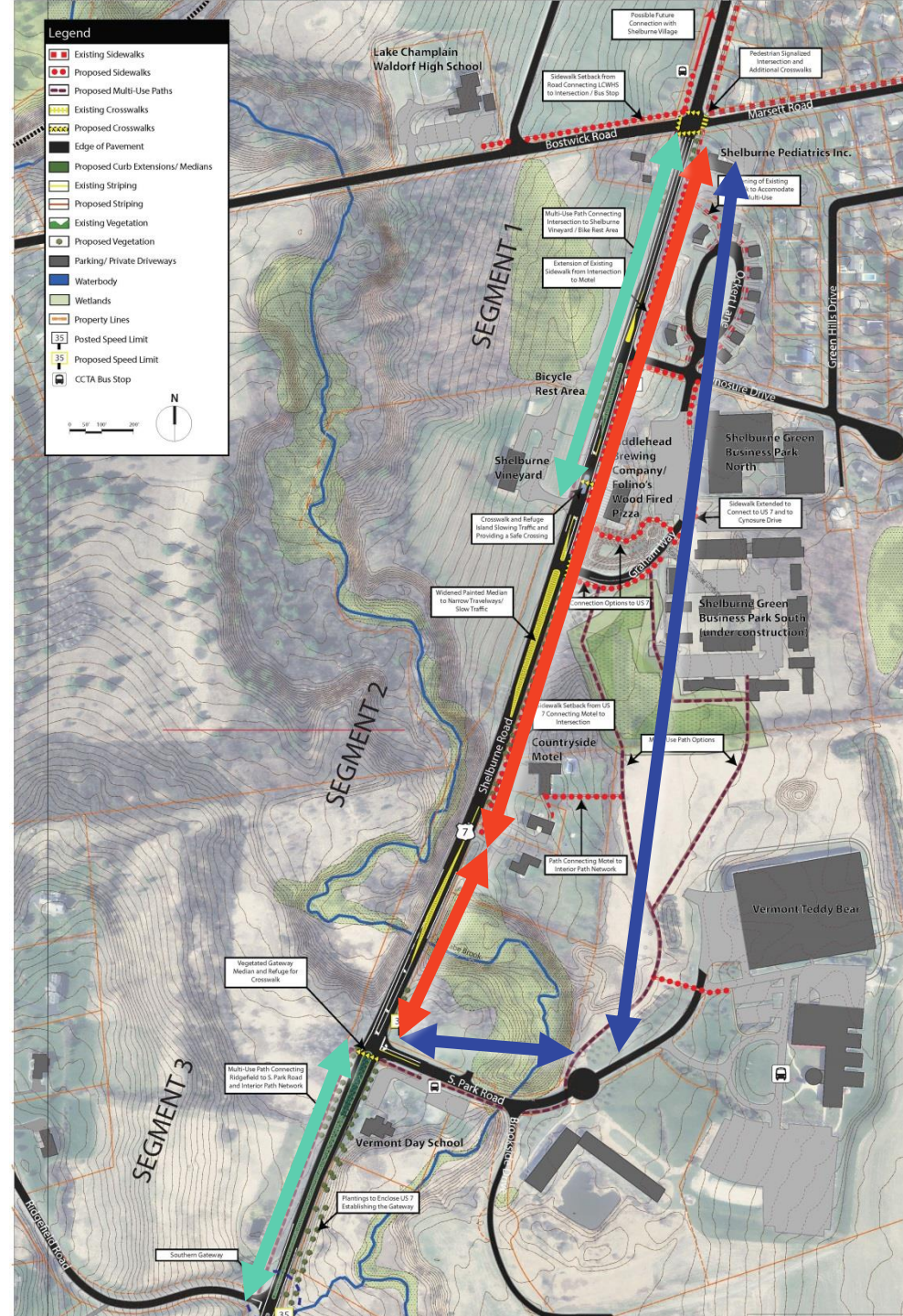
Considerations for Town Takeover

- More flexibility in design of median islands.
- Authority to set posted speed limits.
- Receive state funding that mostly offsets maintenance costs.



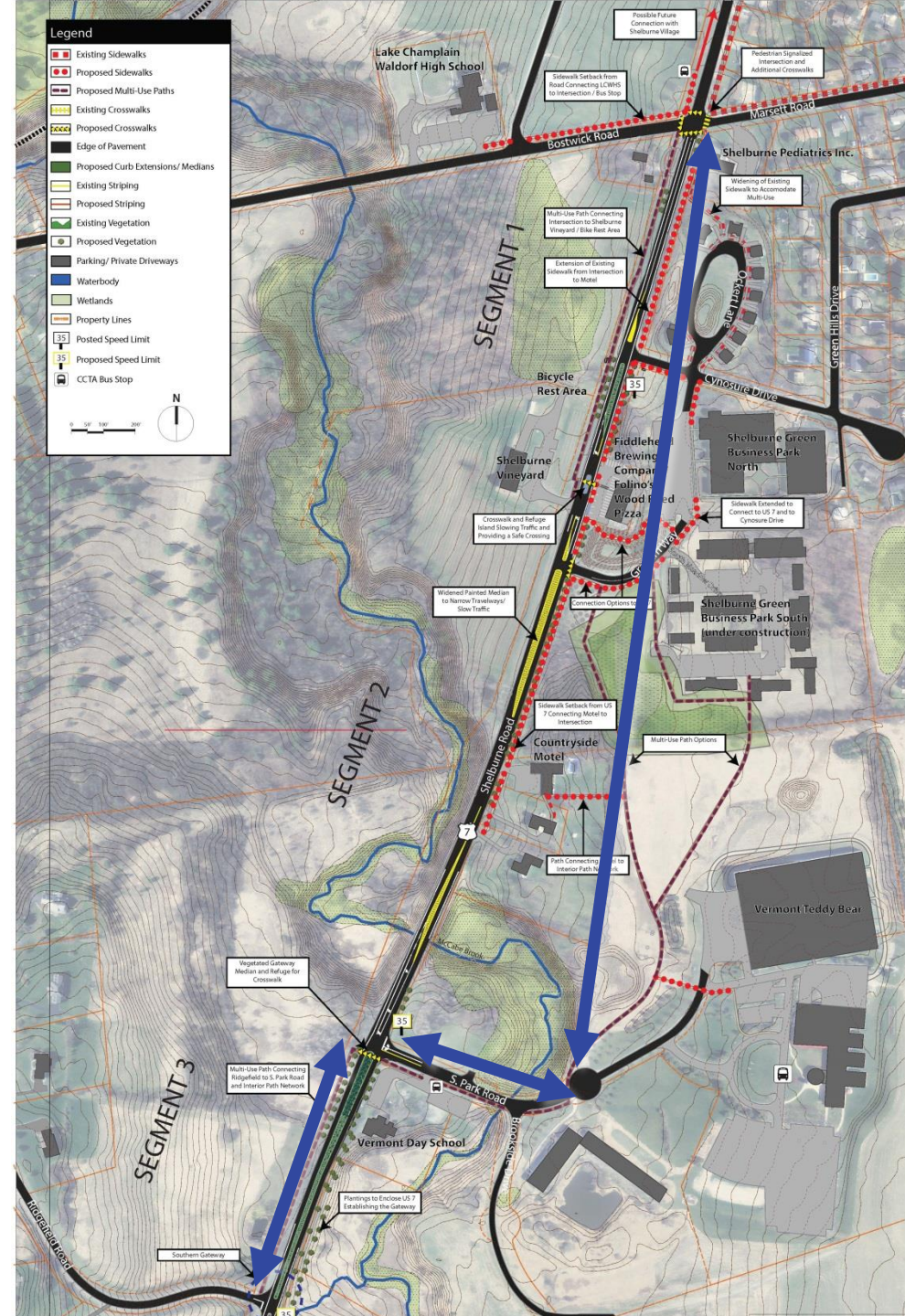
Pedestrian Alternatives

- A. Off road path** – connect existing sidewalk fragments and provide walkway on private property
- B. On-road sidewalk** – east side to Motel
- C. Shared use path** - on west side from Bostwick to Vineyard; VTB to Ridgefield



Pedestrian Alternatives

A. Off road pedestrian path – connect existing sidewalk fragments and provide walkway on private property



A) Off Road Path option

Advantages/Opportunities

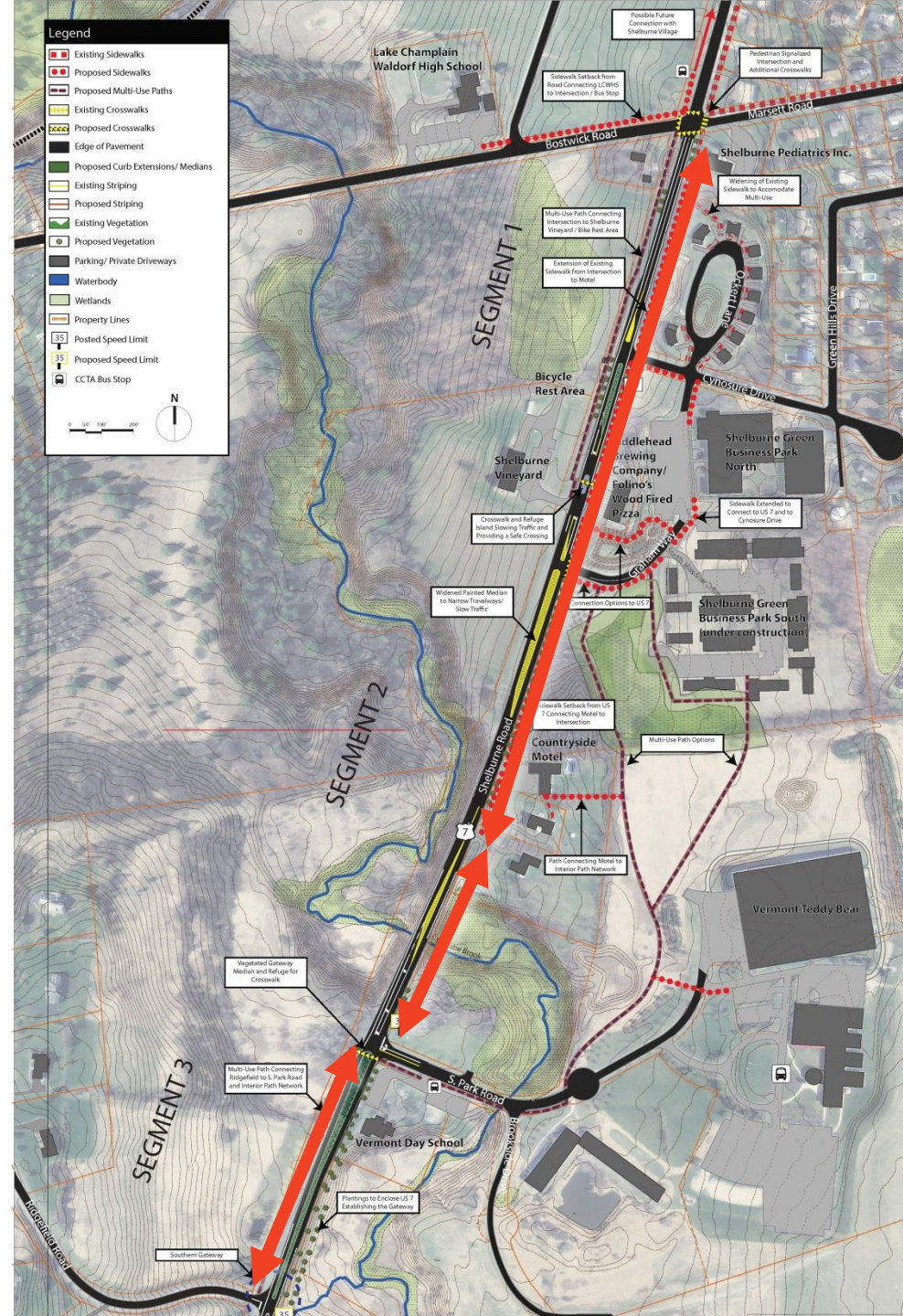
- Provides more direct connection to land use destinations
- More pleasant for pedestrians to be off Route 7
- Takes advantage of existing pedestrian facilities – lower cost

Disadvantages/Concerns

- Requires cooperation of private landowners
- Requires town easements for construction and maintenance of path
- Requires amendments to local and Act 250 permits

Pedestrian Alternatives

B. On-road sidewalk – east side to Motel



B) On Road Sidewalk option

Advantages/Opportunities

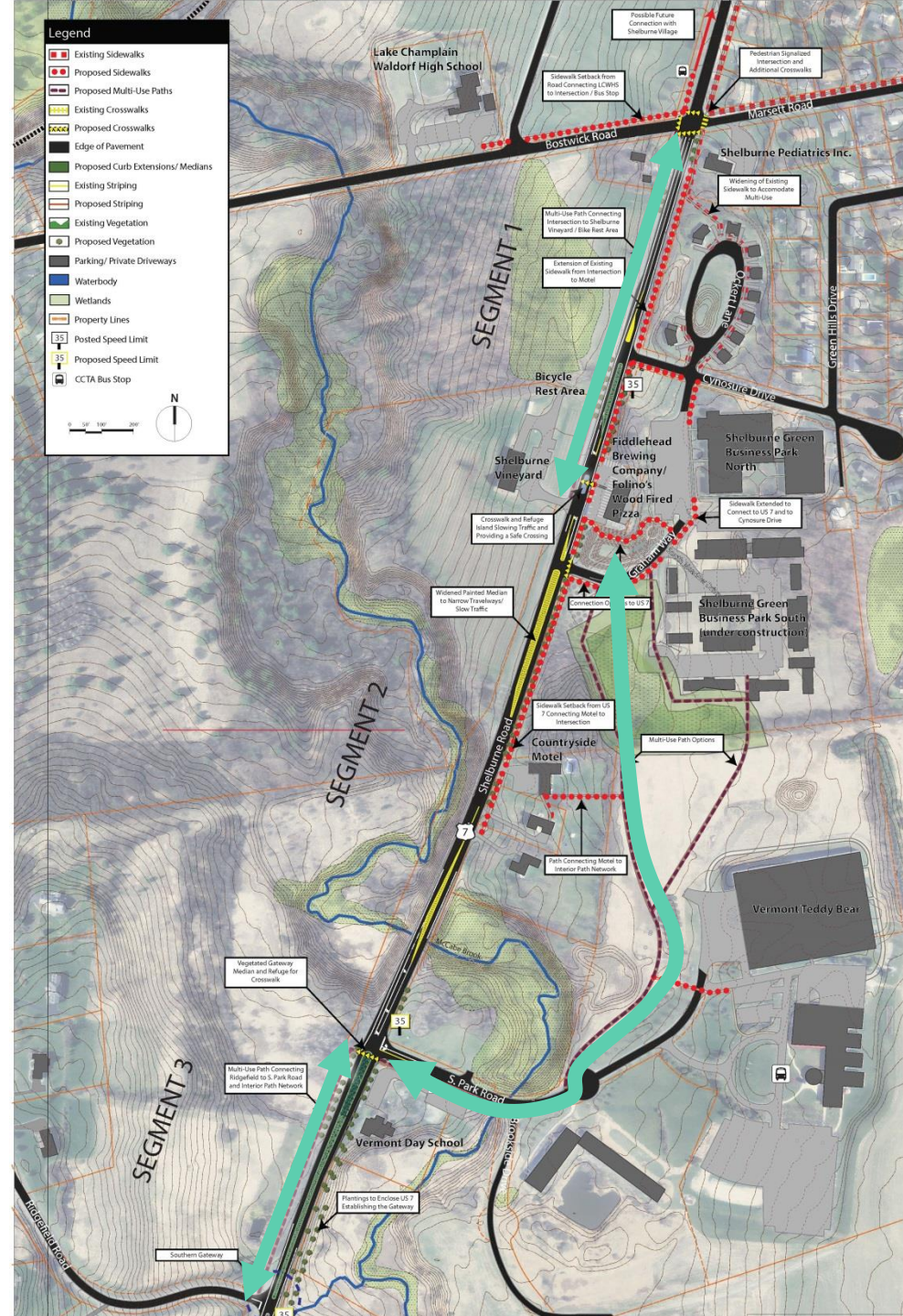
- Construction primarily in right-of-way

Disadvantages/Concerns

- Longer route to walk from bus stop to VT Teddy Bear
- Wetlands impacts along US 7
- Higher construction costs due to need for fill and retaining walls

Pedestrian/Bicycle Alternatives

C. Shared use path - on west side from Bostwick to Vineyard; VTB to Ridgefield



C) Shared Use Path option





















Advantages/Opportunities

- Provides more direct connection to land use destinations
- More pleasant for people walking and biking to be off of Route 7
- Provides safe and attractive multimodal facility for residents and visitors

Disadvantages/Concerns

- Higher cost due to greater width than a pedestrian path or sidewalk
- Greater environmental impact to wetlands and private property due to path width and design constraints

Evaluation Summary

Alternative > √Criteria	Do Nothing	A) Off Road Pedestrian Path	B) Sidewalk in Right-of- way	C) Off Road Shared Use Path
Pedestrian Safety and mobility				
Safety & mobility of other modes				
Aesthetics and character				
Ease of implementation				
Cost				

BREAK TO VIEW PLANS

Next Steps

- Further conversations with land owners and stakeholders
- Refine to final alternative
 - Cost estimates
 - Requirements for Permitting, Right-of-way Easements and Utility Relocations
 - Identify future maintenance requirements and costs
- Present final recommendation and implementation strategy to Selectboard (Winter 2016-2017)

Thank you!

QUESTIONS?