

**CITY OF ESSEX JUNCTION
BIKE WALK ADVISORY COMMITTEE &
WILLISTON ON THE MOVE
JOINT MEETING AGENDA**

Online &
6 Lincoln St. (Kolvoord Room)
Essex Junction, VT 05452
**Thursday, August 14th
2025, 7:00 PM**

E-mail: mgiguere@essexjunction.org

www.essexjunction.org

Phone: 802-878-6944, ext. 1625

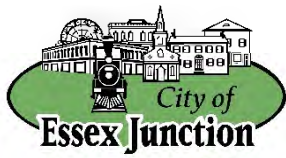
This meeting will be held in-person at 6 Lincoln Street in the Kolvoord Room at Brownell Library and available remotely. Options to join the meeting remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING:** (toll free audio only): (888) 788-0099 | Meeting ID: 958-5750-2850; Passcode: 790174

1. **CALL TO ORDER** [7:00 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **BWAC MINUTES FOR APPROVAL**
 - a. June 12th, 2025
4. **PUBLIC TO BE HEARD**
5. **BUSINESS ITEMS**
 - a. Walk/Bike audit debrief
 - b. Connect the Junction master plan review*
 - c. WOTM Lawn Sign Project
 - d. Pearl Street Multimodal Improvements Scoping Study – Planning Commission meeting debrief*
6. **MEMBERS UPDATES**
7. **STAFF UPDATES**
 - a. 2025 Essex Junction Bike Map publication
 - b. Traffic Calming Policy update
 - c. Bike helmets and locks library update
 - d. Lincoln Terrace traffic calming update
 - e. Bicycle Friendly Community survey
8. **READING FILE**
9. **ADJOURN**

*attachments in packet

This agenda is available in alternative formats upon request. Meetings of the Bike/Walk Advisory Committee, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the City Manager's office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.



**CITY OF ESSEX JUNCTION
BIKE WALK ADVISORY COMMITTEE
MEETING MINUTES - DRAFT**

Online &
6 Lincoln St. (Kolvoord Room)
Essex Junction, VT 05452
**Thursday, June 12th
2025, 7:00 PM**

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1. MEMBERS PRESENT

John O'Brien, David Achee, Philip Bieber, Russ Miller-Johnson, Lauren Philbrook

2. OTHERS PRESENT

Michael Giguere (staff representative), Jack Evans, Daniel Liguori, Joseph Finch

3. CALL TO ORDER

The meeting was called to order by John at 7:03 PM.

4. AGENDA ADDITIONS/CHANGES

No additions or changes were made.

5. MINUTES FOR APPROVAL

Lauren made a motion, seconded by Russ, to approve the minutes from May 8th, 2025 as presented. Motion passed unanimously (4-0).

6. PUBLIC TO BE HEARD

Joseph provided updates on planning for a balance bike race at Champlain Valley Expo on July 4th. Local Motion is providing some giveaway items. He also mentioned that he will be looking to hand off leading the organization of bike bus programming soon.

Daniel mentioned that he interviewed for the open seat on BWAC.

7. BUSINESS ITEMS

a. Bicycle Friendly Community (BFC) application review

Michael presented a summary presentation of Essex Junction's reapplication as a Bicycle Friendly Community. The group discussed interesting discussion points on the application, such as percentage of low-stress bicycle facilities, determining what the community's biggest improvement from the last application was, long-term planning projects working toward active transportation and safety, and considerations on equitable engagement. A live poll was run to determine the top three reasons committee members would like bicycling to be prioritized in the community and determine which communities should be looked to as comparable role models.

Michael shared next steps, which includes a local and national review period before notification of award level.

b. Town of Essex Route 15/Main Street shared use path

Michael presented a project being pursued by the Town of Essex for a shared use path and bike lane along Route 15/Main Street. A portion of the proposed path falls in Essex Junction, but the Town is likely pursuing funding for the northernmost portion first, making this proposal less time-sensitive for Essex Junction to consider.

Committee members voiced their strong support for the project, particularly in consideration of the improvements this project would have on pedestrian safety. Lauren pointed out that the alternative bike/ped route through the Countryside neighborhood to the Essex Experience is twice as long as this proposed direct route. While this is an acceptable distance for cyclists, a more direct route for pedestrians would be preferred. Russ mentioned that lowering the road speed from 40 mph would be an improvement and mentioned the lack of safe walking facilities on this route, with many people walking on the shoulder of the road in the wrong direction. Phil mentioned the benefit that this project could have as a proof of concept for Pearl Street. David shared concerns that avoiding supporting this project would solidify the gaps in the community's infrastructure network. Daniel mentioned that this path could provide connectivity to Athens Drive and Juniper Ridge's path, linking existing infrastructure. John mentioned how important this project is to support the Town's plans for

housing and commercial development.

Michael mentioned he would collect this feedback and share it with City leadership.

c. Printed bike map draft review

The committee reviewed the draft version of a printed bike map for Essex Junction, highlighting routes, points of interest, and regional connections. Feedback was provided by the committee on readability, accessibility, and user friendliness. They also discussed the applicability of defining specific streets as “low-traffic” such as South Street and West Street, which were determined to not be appropriate for that definition. Michael mentioned that this will be published and distributed soon, and will be used to help justify infrastructure planning projects that fill the network gaps on this map. John mentioned that there was a lot of interest in this map at Essex Pride.

d. CCRPC Regional Safety Action Plan discussion

The committee briefly discussed the RSAP drafted by CCRPC, noting that no roads in Essex Junction are mapped on the high injury network. Jack provided additional context for the types of toolkit items that would be eligible for funding, which mostly include signage and visibility improvements.

e. Regional advocates meet up planning

The committee plans on inviting Williston on the Move for a group ride and joint meeting during BWAC’s regularly scheduled meeting at 6:15 pm on Thursday, July 10th. Michael is coordinating further with City management.

Jack provided updates for a regional meetup between bike committee members at Local Motion’s headquarters in Burlington on Wednesday, August 6th at 5:30 pm. Food and refreshments will be available.

f. Memorial Way traffic count updates

The committee reviewed John and Lauren’s traffic counts on Memorial Way. Michael asked the group to do a traffic count to add to the data set if time permits.

8. MEMBERS UPDATES

Lauren asked about Lincoln Terrace and John asked about the RRFB at Main & Athens, Michael confirmed that Public Works has all the materials needed for these installations and will coordinate further.

Russ raised concerns about how the elementary school consolidation will impact traffic near Hiawatha next school year and recommended a proactive traffic calming project. Lauren presented her plan for a route and raised concerns about high stress drivers during school drop-off. Phil mentioned that most informational meetings at Hiawatha were related to parking areas. John mentioned that there are potential plans for two drop off lanes and mentioned the possibility of a Summit Street bus shuttle. Lauren mentioned that using the existing bus loop could be an option.

Phil brought up a recent encounter at Brownell Library where a child misplaced their bicycle helmet and presented the idea of purchasing a library of helmets for the library of things.

A motion was made by Phil, seconded by Lauren, to use BWAC funds to purchase a library of helmets and u-locks for Brownell Library. Vote passed unanimously (5-0).

9. STAFF UPDATES

a. Bike locker updates

Michael mentioned that the City did a news release for the bike lockers and has the rental forms available on the City’s website. He is working further with SB Signs to test materials for a printed advertisement on the side of the lockers.

b. Bike parking updates

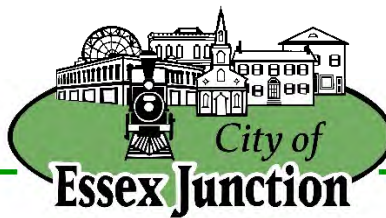
Michael mentioned that bike parking has been installed at several locations around the City, including Essex Junction Market, Bespoke, Nest, and Brownell Block. Planet Fitness will have two bike racks soon.

c. Recognition for Eric Bowker

Eric has chosen not to renew his term on BWAC. The committee took time to thank Eric for his twelve years of contributions to the committee from its conception in 2013.

10. **ADJOURN**

Motion to adjourn by Lauren, seconded by David. Motion passed unanimously (5-0), meeting adjourned at 8:19 PM.



MEMORANDUM

To: Bike/Walk Advisory Committee

From: Michael Giguere, City Planner

Meeting Date: Thursday, August 12th, 2025

Subject: Connect the Junction Transit Oriented Development (TOD) Draft Plan

Issue: The Connect the Junction TOD Draft Plan is available for review and for public engagement.

Discussion:

The full TOD Draft Plan is now available for review at <https://www.connectthejunction.org/documents>

The draft plan has several components that have impacts on active transportation in Essex Junction, including road diets for Pearl and Park Street, reconfiguring Railroad Avenue as a people street, amending the Land Development Code to provide design guidelines for street-level land uses, and much more.

Public engagement will continue throughout the Summer of 2025, with final plan adoption likely to take place by City Council in Fall 2025. BWAC is encouraged to provide feedback via the online open house at <https://www.connectthejunction.org/engagement>. The project's summary boards have also been printed and will be used throughout the summer at in-person public engagement events.

Framework, the consultant selected for this project, is scoped to reconvene the focus groups and to hold an in-person open house this summer. City Staff and the Planning Commission plan on attending additional in-person public engagement opportunities throughout the summer.

Cost:

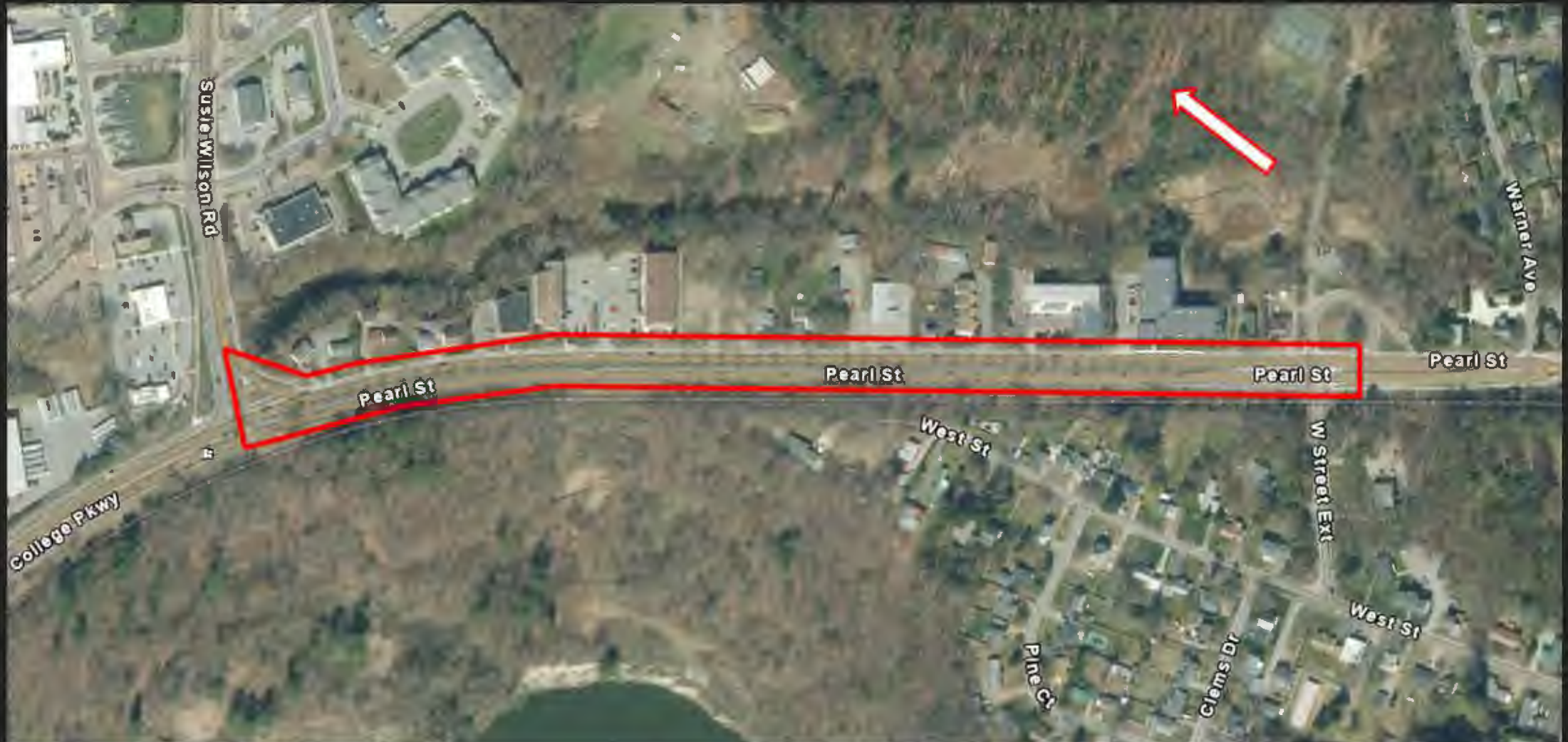
N/A

Recommendation:

BWAC should review the draft plan, share with other residents, and provide feedback on the plan using the online open house platform.

Essex Pearl St Multimodal Improvements Scoping Study

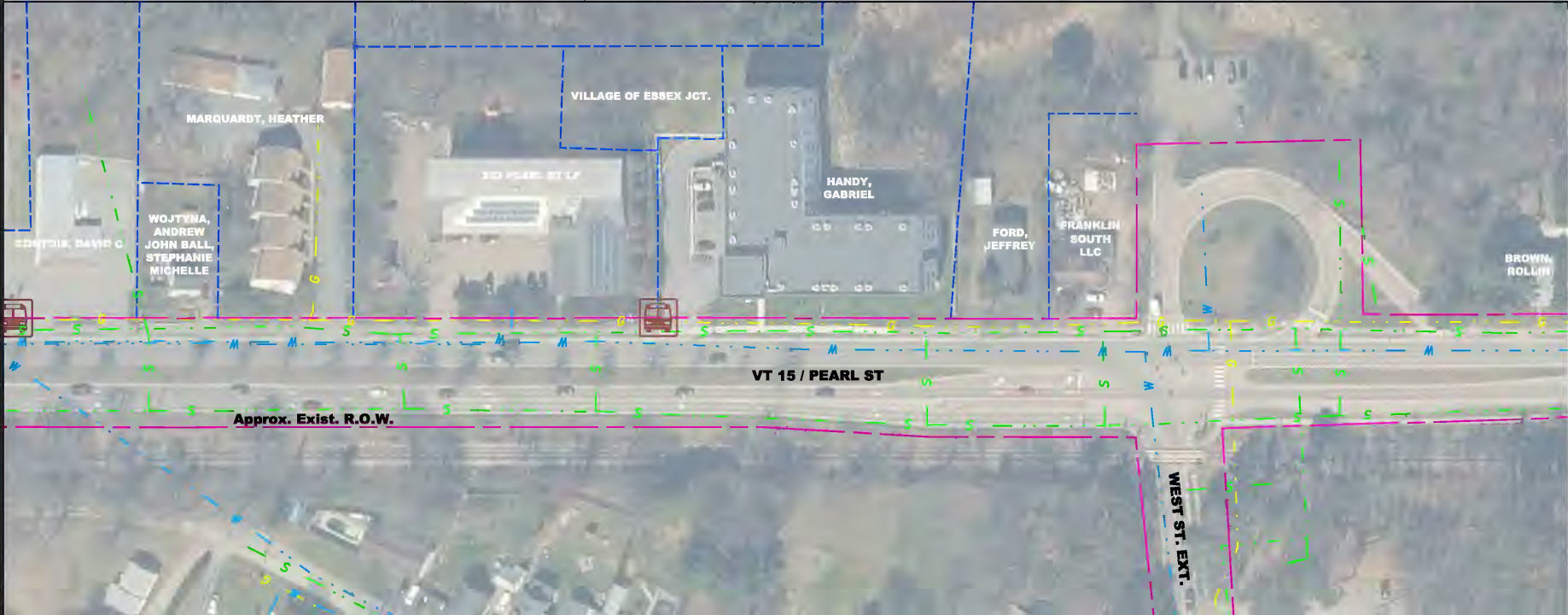
Planning Commission – 08/07/2025




Agenda


- Background – 2018 Scoping Study
- Purpose & Need
- Review Alternatives:
 - Previous 2018 Study Alternatives and Cost Estimate Updates
 - New 2025 Alternative and Cost Estimate
- Questions/Comments/Input
- Next Steps

PEARL STREET MULTIMODAL SCOPING STUDY - BASE MAP







LEGEND




SEWER LINE




VT GAS LINE




WATERLINE




CULVERT



STATE RIGHT OF WAY



TOWN RIGHT OF WAY



PARCEL BOUNDARY



Purpose & Need Statement

Current Study

Purpose:

The purpose of this project is to provide safe, visible, comfortable, and convenient multimodal accommodations, including improved transit facilities, that connect existing and/or planned facilities on Pearl Street (VT Route 15) between Susie Wilson Road and West Street extension, for use by all ages, abilities, and trip purposes, while maintaining safe and efficient vehicular and pedestrian conditions on VT Route 15.

Need:

1. There is a need to complete a missing bicycle facility link in the City, Town, and regional bicycle network.
2. There is a need to provide an inviting travel corridor for a growing number of residents and bicycle commuters that reinforces the City's, Town's, and region's goals for pedestrian and bicycle mobility.
3. There is a need to identify short- and medium-term improvements that can be accomplished within the existing resources secured by the City of Essex.



2018

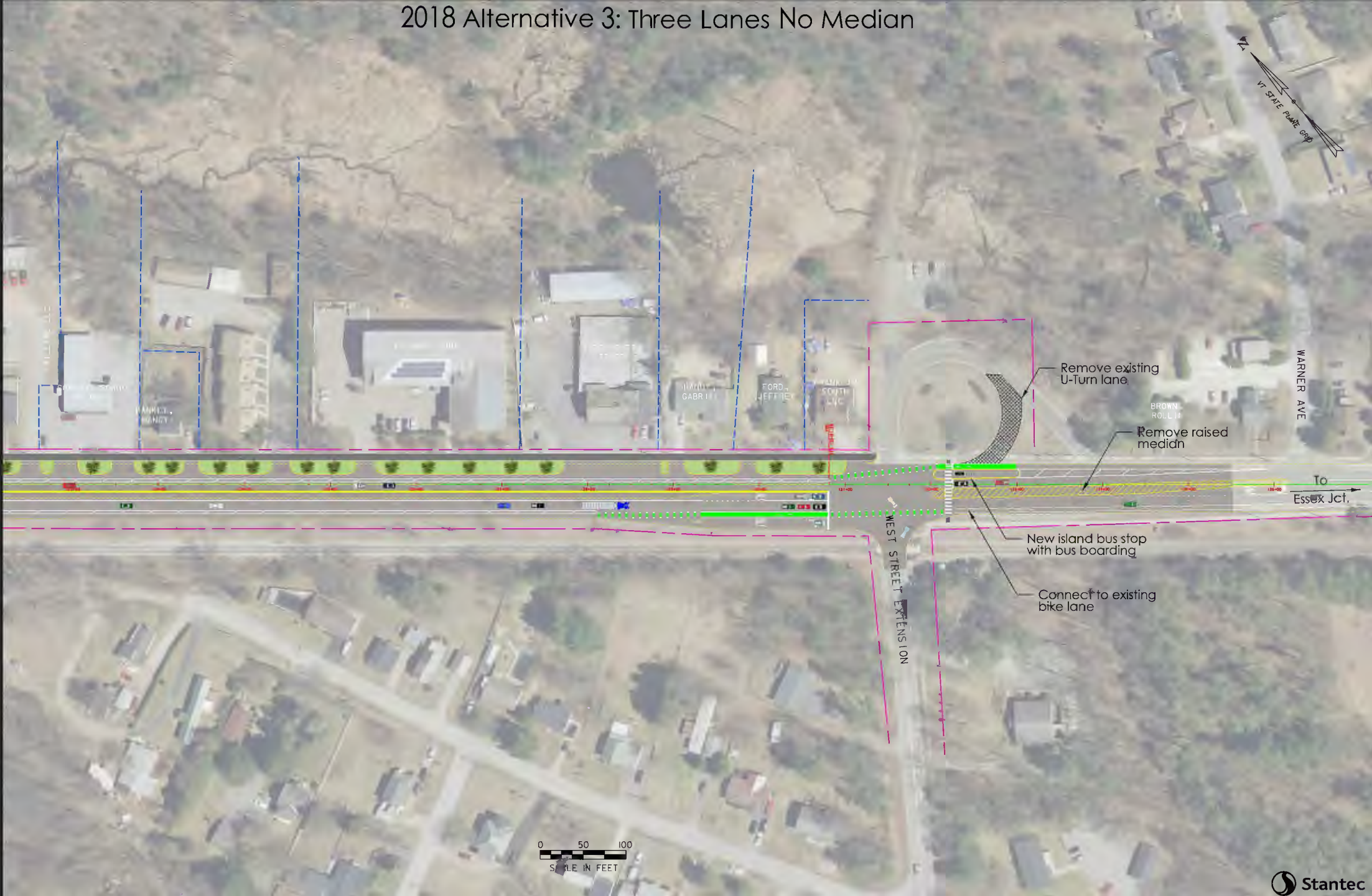
2018 Alternative 2: Two Lanes with Median





2018

2018 Alternative 3: Three Lanes No Median



2025 Alternative 2

Existing Curbs, 10-foot Separated Shared-use Path, Transit Stop

This alternative retains most of the existing median and curbs. The existing two-lane westbound roadway reduced to one lane, with a buffered bike lane, and the adjacent sidewalk is converted to a 10-foot shared-use path separated from the roadway by a 5-foot grass median. The existing two-lane eastbound roadway is primarily maintained as is, except for a narrowing to one-lane approximately mid-way through the study area to accommodate a public transit stop with a mid-block pedestrian crossing.

Typical Sections – 2025 Alternative 2



2025

2025 Alternative 2: Two Lanes with Median, Revised



Project Costs (adjusted to reflect 2025 costs)

Item	2018 Alternative 1 No Action	2018 Alternative 2 (2 lanes with Median)	2018 Alternative 3 (3 Lanes No Median)	2018 Option A (EAA to SWR Bike Lane)	2025 Alternative 2 (2 lanes with Median, Revised)
Construction Costs	\$0	\$1,450,000	\$3,400,000	\$310,000	\$760,000
Right-of-Way Costs	\$0	\$10,000	\$10,000	\$0	\$10,000
Design Engineering	\$0	\$218,000	\$510,000	\$47,000	\$114,000
Construction Engineering	\$0	\$145,000	\$340,000	\$31,000	\$76,000
TOTAL PROJECT COSTS	\$0	\$1,823,000	\$4,260,000	\$388,000	\$960,000

Cost of Median Removal Alone

Item	Median Removal
Construction Costs	\$1,450,000
Right-of-Way Costs	\$0
Design Engineering	\$218,000
Construction Engineering	\$145,000
TOTAL PROJECT COSTS	\$1,823,000

Mid-block Crossing

VTrans Criteria for Installation

- ☐ Speed limit is 40 mph or less
- ☐ 20 or more pedestrians using the crossing per hour during the highest pedestrian volume hour (elementary school age and elderly pedestrians count as 2 each)
- ☐ AADT exceeds 3,000 vehicles per day (VT Route 15 – East of Susie Wilson Road = 16,800 AADT)
- ☐ There is a sidewalk or adequate shoulder for use by pedestrians.
- ☐ There is not another crosswalk across the same roadway within 200 feet;
- ☐ A determination has been made that the pedestrian shall have the right of way over the vehicular traffic;
- ☐ There is adequate sight distance (equal to or exceeding the stopping sight distance for the posted speed) available in both directions.

Crosswalks should not be marked on 3 or 4 lane roadways with AADT greater than 9,000 vehicles per day unless other crosswalk enhancements, such as **pedestrian refuge islands, advanced yield lines, or rectangular rapid flashing beacons are included.**

Colchester RT 15 by Fanny Allen



Alternatives Comparison

Item	Alternative 1 No Action	2018 Alternative 2 (2 lanes with Median)	2018 Alternative 3 (3 Lanes No Median)	2025 Alternative 2 (2 lanes with Median, Revised)
Project Costs	\$0	\$1,823,000	\$4,260,000	\$960,000
Complete Missing Bicycle Link	No	Yes	Yes	Yes
Inviting Corridor for Bike/Ped Mobility	No	Yes	Yes	Yes
Use by All Ages & Experience Levels	No	Yes	Yes	Yes
Transit Access	No Change	No Change	No Change	EB Bus Stop Added
Safety	No Improvement	Improved	Improved	Improved
Within Available Budget	Yes	No	No	Yes

Questions/ Comments/ Input

2025 Alternative 2: Two Lanes with Median, Revised



Next Steps

- Incorporate comments
- Consider additional alternative
- Complete alternatives evaluation
- Alternatives refinement
- Selection of preferred alternative
- Report and Implementation Plan

Thank you!

Christine Forde, CCRPC
cforde@ccrpcvt.org

Chris Yuen, City of Essex Junction
cyuen@essexjunction.org

Sean Neely, Stantec:
sneely@stantec.com

Additional Information

COSTS: 2018 Alternative 2 – Updated to 2025

Item No.	Item Description	Unit	Unit Price	Quantity	\$
201.1000	Clearing and Grubbing, Including Individual Trees and Stumps	Lump Sum	\$10,000.00	1	\$10,000.00
203.1500	Common Excavation	Cubic Yard	\$35.00	1550	\$54,250.00
203.1600	Solid Rock Excavation	Cubic Yard	\$120.00	80	\$9,600.00
210.1000	Coarse-Milling, Bituminous Pavement	Square Yard	\$4.00	19200	\$76,800.00
301.3500	Subbase of Dense Graded Crushed Stone	Cubic Yard	\$60.00	1550	\$93,000.00
406.0230	Bituminous Concrete Pavement, Type IIS, QA Tier III	Ton	\$195.00	375	\$73,125.00
406.0410	Bituminous Concrete Pavement, Type IVS, QA Tier I	Ton	\$125.00	3025	\$378,125.00
616.4100	Removal of Existing Curb	Linear Foot	\$7.00	1155	\$8,085.00
618.1500	Bituminous Concrete Sidewalk	Ton	\$235.00	250	\$58,750.00
630.1000	Uniformed Traffic Officers	Hour	\$100.00	500	\$50,000.00
630.1500	Flaggers	Hour	\$50.00	500	\$25,000.00
635.1100	Mobilization/Demobilization (Est 12%)	Lump Sum	\$128,959.49	1	\$128,959.49
641.1000	Traffic Control	Lump Sum	\$115,142.40	1	\$115,142.40
646.4030	Durable 4 Inch White Line, Epoxy Paint	Linear Foot	\$1.40	10700	\$14,980.00
646.4130	Durable 4 Inch Yellow Line, Epoxy Paint	Linear Foot	\$1.60	5300	\$8,480.00
646.4830	Durable 24 Inch Stop Bar, Epoxy Paint	Linear Foot	\$15.00	170	\$2,550.00
646.4930	Durable Letter or Symbol, Epoxy Paint	Each	\$175.00	20	\$3,500.00
646.5030	Durable Crosswalk Marking, Epoxy Paint	Linear Foot	\$30.00	130	\$3,900.00
646.9001	Colored Pavement Markings, Green	Square Foot	\$19.00	3125	\$59,375.00
900.6450	Lump Sum Project, J1 (ADD PED PHASE TO EX. SIGNAL SYSTEM)	Lump Sum	\$30,000.00	1	\$30,000.00
				Subtotal	\$1,203,621.89
				Contingency	20.00%
				Total	\$1,450,000.00

COSTS: 2018 Alternative 3 – Updated to 2025

Item No.	Item Description	Unit	Unit Price	Quantity	\$
201.1000	Clearing and Grubbing, Including Individual Trees and Stumps	Lump Sum	\$20,000.00	1	\$20,000.00
203.1500	Common Excavation	Cubic Yard	\$35.00	7200	\$252,000.00
203.1600	Solid Rock Excavation	Cubic Yard	\$120.00	360	\$43,200.00
210.1000	Coarse-Milling, Bituminous Pavement	Square Yard	\$5.00	14200	\$71,000.00
301.3500	Subbase of Dense Graded Crushed Stone	Cubic Yard	\$60.00	5900	\$354,000.00
406.0220	Bituminous Concrete Pavement, Type IIS, QA Tier II	Ton	\$155.00	2250	\$348,750.00
406.0410	Bituminous Concrete Pavement, Type IVS, QA Tier I	Ton	\$120.00	3450	\$414,000.00
601.2615	18 Inch CPEP(SL)	Linear Foot	\$120.00	320	\$38,400.00
604.2000	Precast Reinforced Concrete Catch Basin with Cast Iron Grate	Each	\$7,500.00	4	\$30,000.00
604.4101	Rehabilitating DIs, Catch Basins, or Manholes, Class I	Each	\$1,700.00	16	\$27,200.00
616.2100	Vertical Granite Curb	Linear Foot	\$95.00	2800	\$266,000.00
616.4100	Removal of Existing Curb	Linear Foot	\$7.00	1155	\$8,085.00
618.1500	Bituminous Concrete Sidewalk	Ton	\$235.00	275	\$64,625.00
630.1000	Uniformed Traffic Officers	Hour	\$100.00	1300	\$130,000.00
630.1500	Flaggers	Hour	\$50.00	1300	\$65,000.00
635.1100	Mobilization/Demobilization (Est. 12%)	Lump Sum	\$282,605.40	1	\$282,605.40
641.1000	Traffic Control (Est 8%)	Lump Sum	\$188,403.60	1	\$188,403.60
646.4030	Durable 4 Inch White Line, Epoxy Paint	Linear Foot	\$1.40	10700	\$14,980.00
646.4130	Durable 4 Inch Yellow Line, Epoxy Paint	Linear Foot	\$1.60	5300	\$8,480.00
646.4830	Durable 24 Inch Stop Bar, Epoxy Paint	Linear Foot	\$15.00	170	\$2,550.00
646.4930	Durable Letter or Symbol, Epoxy Paint	Each	\$175.00	20	\$3,500.00
646.5030	Durable Crosswalk Marking, Epoxy Paint	Linear Foot	\$30.00	130	\$3,900.00
646.9001	Colored Pavement Markings, Green	Square Foot	\$19.00	3125	\$59,375.00
900.6450	Lump Sum Project, . (STORMWATER TREATMENT)	Lump Sum	\$50,000.00	1	\$50,000.00
900.6450	Lump Sum Project, . (LANDSCAPING)	Lump Sum	\$50,000.00	1	\$50,000.00
900.6450	Lump Sum Project, . (ADD PED PHASE TO EX. SIGNAL SYSTEM)	Lump Sum	\$30,000.00	1	\$30,000.00
				Subtotal	\$2,826,054.00
				Contingency	20.00%
				Total	\$3,400,000.00

COSTS: 2025 Alternative 2

Item No.	Item Description	Unit	Unit Price	Quantity	\$
201.1000	Clearing and Grubbing, Including Individual Trees and Stumps	Lump Sum	\$10,000.00	1	\$10,000.00
203.1500	Common Excavation	Cubic Yard	\$35.00	1700	\$59,500.00
203.1600	Solid Rock Excavation	Cubic Yard	\$120.00	90	\$10,800.00
210.1000	Coarse-Milling, Bituminous Pavement	Square Yard	\$4.00	600	\$2,400.00
301.3500	Subbase of Dense Graded Crushed Stone	Cubic Yard	\$60.00	1200	\$72,000.00
406.0230	Bituminous Concrete Pavement, Type IIS, QA Tier III	Ton	\$195.00	0	\$0.00
	Pedestrian Scale Street Lights	Each	\$10,000.00	5	\$50,000.00
616.4100	Removal of Existing Curb	Linear Foot	\$7.00	1155	\$8,085.00
616.2100	Vertical Granite Curb	Linear Foot	\$100.00	700	\$70,000.00
618.1005	Portland Cement Concrete Sidewalk, 5 Inch	Square Yard	\$115.00	60	\$6,900.00
618.1500	Bituminous Concrete Sidewalk	Ton	\$200.00	350	\$70,000.00
630.1000	Uniformed Traffic Officers	Hour	\$100.00	400	\$40,000.00
630.1500	Flaggers	Hour	\$50.00	1000	\$50,000.00
635.1100	Mobilization/Demobilization (Est 12%)	Lump Sum	\$63,148.44	1	\$63,148.44
641.1000	Traffic Control	Lump Sum	\$50,000.00	1	\$50,000.00
646.4030	Durable 4 Inch White Line, Epoxy Paint	Linear Foot	\$1.40	4280	\$5,992.00
646.4130	Durable 4 Inch Yellow Line, Epoxy Paint	Linear Foot	\$1.60	3100	\$4,960.00
646.4830	Durable 24 Inch Stop Bar, Epoxy Paint	Linear Foot	\$15.00	60	\$900.00
646.4930	Durable Letter or Symbol, Epoxy Paint	Each	\$175.00	60	\$10,500.00
646.5030	Durable Crosswalk Marking, Epoxy Paint	Linear Foot	\$30.00	140	\$4,200.00
646.9001	Colored Pavement Markings, Green	Square Foot	\$19.00	0	\$0.00
900.6450	Lump Sum Project, J1 (ADD PED PHASE TO EX. SIGNAL SYSTEM)	Lump Sum	\$30,000.00	0	\$0.00
678.2020003	RRFB, Solar-Powered, Single Sided	Each	\$10,000.00	4	\$40,000.00
				Subtotal	\$629,385.44
				Contingency	20.00%
				Total	\$760,000.00

COSTS: Median Removal (Construction Only)

Item Description	Unit	Unit Price	Quantity	\$
Clearing and Grubbing, Including Individual Trees and Stumps	Lump Sum	\$15,000.00	1	\$15,000.00
Common Excavation	Cubic Yard	\$30.00	4500	\$135,000.00
Solid Rock Excavation	Cubic Yard	\$120.00	50	\$6,000.00
Subbase of Dense Graded Crushed Stone	Cubic Yard	\$60.00	3600	\$216,000.00
Bituminous Concrete Pavement, Type IIS, QA Tier II	Ton	\$155.00	1575	\$244,125.00
Bituminous Concrete Pavement, Type IVS, QA Tier III	Ton	\$175.00	950	\$166,250.00
18 Inch CPEP(SL)	Linear Foot	\$110.00	320	\$35,200.00
Precast Reinforced Concrete Catch Basin with Cast Iron Grate	Each	\$7,500.00	4	\$30,000.00
Rehabilitating DIs, Catch Basins, or Manholes, Class I	Each	\$1,700.00	16	\$27,200.00
Removal of Existing Curb	Linear Foot	\$7.00	1155	\$8,085.00
Uniformed Traffic Officers	Hour	\$100.00	200	\$20,000.00
Flaggers	Hour	\$50.00	1000	\$50,000.00
Mobilization/Demobilization (Est. 12%)	Lump Sum	\$123,193.20	1	\$123,193.20
Traffic Control, All-Inclusive (Est 10%)	Lump Sum	\$102,661.00	1	\$102,661.00
Durable 4 Inch White Line, Epoxy Paint	Linear Foot	\$1.40	9200	\$12,880.00
Durable 4 Inch Yellow Line, Epoxy Paint	Linear Foot	\$1.60	5200	\$8,320.00
Durable 24 Inch Stop Bar, Epoxy Paint	Linear Foot	\$15.00	170	\$2,550.00
Lump Sum Project, J1 (STORMWATER TREATMENT)	Lump Sum	\$50,000.00	1	\$50,000.00
			Subtotal	\$1,252,464.20
			Contingency	15.00%
			Total	\$1,450,000.00

Purpose & Need Statement

Previous Study

Purpose:

The purpose of this project is to provide a safe, visible, comfortable, convenient, and direct bicycle facility connecting existing and/or planned facilities on VT Route 15 between (Ethan Allen Avenue) Susie Wilson Road and West Street extension, for bicyclists of various ages and abilities, while maintaining safe and efficient vehicular and pedestrian conditions on VT Route 15.

Need:

1. Complete a missing bicycle facility link in the town, village, and regional bicycle network.
2. Provide an inviting travel corridor for a growing number of residents and bicycle commuters that reinforces the Town's, Village's and Region's goals for pedestrian and bicycle mobility.
3. Facilitate use by all age groups, experience levels, and trip purposes.

Purpose & Need Statement

Previous Study

Purpose: The purpose of this project is to provide a safe, visible, comfortable, convenient, and direct bicycle facility connecting existing and/or planned facilities on VT Route 15 between (Ethan Allen Avenue) Susie Wilson Road and West Street extension, for bicyclists of various ages and abilities, while maintaining safe and efficient vehicular and pedestrian conditions on VT Route 15.

Need:

1. Complete a missing bicycle facility link in the town, village, and regional bicycle network.

- VT Route 15 is an important regional transportation corridor that was reconstructed in the 1960's as a median divided highway with four (4) 12-foot lanes. It has long been recognized that this area of VT Route 15 lacks bicycle facilities and while some improvements have been constructed, gaps remain. East of the study area bicycle lanes exist along VT Route 15 from West Street Extension to the Five Corners intersection and beyond. West of the study area a shared use path from Lime Kiln Road to Susie Wilson Road has been designed and construction is expected in 2022. This leaves a missing link in the bicycle network from Susie Wilson Road to West Street extension.

2. Provide an inviting travel corridor for a growing number of residents and bicycle commuters that reinforces the Town's, Village's and Region's goals for pedestrian and bicycle mobility.

- Land use and zoning changes in the project area have introduced a greater need to connect corridor residents to surrounding destinations. The 2016 Essex Town Plan states the following specific transportation policy: "Multiple modes of transportation that connect residents to schools, workplaces, shopping centers and recreational areas shall be supported." The 2014 Village Comprehensive Plan objectives include: continuing to increase the number of sidewalks and other facilities to support bike and pedestrian travel, making it easier for residents to visit downtown businesses; provide well-marked bike and pedestrian lanes, to encourage safety by allowing residents to comfortably and securely navigate the community; and promote and implement strategies to encourage the use of bicycles as alternate transportation modes.

3. Facilitate use by all age groups, experience levels, and trip purposes.

- The current facility – VT Route 15 roadway and existing sidewalk - is challenging for all bicycle users, including the most experienced and confident cyclists. The existing roadway is posted at 45 mph and has 4 lanes, 12-feet wide, and no shoulders for much of the corridor. This discourages would-be commuters and recreational cyclists needing to travel along VT Route 15. This connection would provide access to schools, shopping centers, and workplaces and therefore it is expected to be used by a wide range of ages and abilities.

Purpose & Need Statement

Current Study

Purpose: The purpose of this project is to provide safe, visible, comfortable, and convenient multimodal accommodations, including improved transit facilities, that connect existing and/or planned facilities on Pearl Street (VT Route 15) between Susie Wilson Road and West Street extension, for use by all ages, abilities, and trip purposes, while maintaining safe and efficient vehicular and pedestrian conditions on VT Route 15.

Need:

1. There is a need to complete a missing bicycle facility link in the City, Town, and regional bicycle network.

- VT Route 15 is an important regional transportation corridor that was reconstructed in the 1960's as a median divided highway with four (4) 12-foot lanes. A shared use path runs from Lime Kiln Road and ends at Susie Wilson Road. On-street bike lanes run from West Street Extension towards Five Corners. This leaves a missing link in the bicycle network from Susie Wilson Road to West Street extension.
- The City of Essex Junction Community and Strategic Action Plan (2024) identifies the need to "Develop a citywide multimodal transportation plan." The public input identified in the plan indicates a demand for safe bicycle facilities and specifically calls out the need for bicycle facilities on VT 15.
- The Essex Town Plan (2024) identifies the need to "Transition from an auto-centric focus to a multi-modal focus that increases attention and investment in walking, biking, and transit use." It also identifies that "multiple modes of transportation that connect residents to schools, workplaces, shopping centers and recreational areas shall be supported."

2. There is a need to provide an inviting travel corridor for a growing number of residents and bicycle commuters that reinforces the City's, Town's, and region's goals for pedestrian and bicycle mobility.

- There continues to be residential and commercial growth in the project area [cite plan/study]. There are no existing dedicated bicycle facilities within the project area. Bicyclists and pedestrians of all ages and abilities currently share a sidewalk that was not designed for this shared use. The Chittenden County Regional Active Transportation Plan (2022) identifies this segment of the Pearl Street corridor as a medium priority for making improvements to the countywide bicycle network. Due to its roadway characteristics, the regional plan also identifies this segment of Pearl Street as a high traffic stress segment.
- The City of Essex Junction Community and Strategic Action Plan (2024) indicates the need to enhance transportation safety. The plan states, "To create a walkable and bikeable community will require a focus on safety."
- The Essex Town Plan (2024) identifies a goal to "develop and implement a Safe System Approach to more effectively address traffic safety issues." Public input from the 2018 scoping study indicates that the public expressed concerns about safety for bicyclists and pedestrians in this area. The public preferred the idea of providing off-road bicycle facilities such as a shared use path versus providing on-road bicycle lanes. The public also identified the need to improve safety for the crosswalk at the Susie Wilson Road intersection.

3. There is a need to identify short- and medium-term improvements that can be accomplished within the existing resources secured by the City of Essex.

- The City has funds available for the design and construction of improvements. If additional funding is available, potential add-on improvements could be included.

Existing Conditions

Traffic Operations

2017 Existing

2025 Existing

Peak Hour

LOS¹

Delay²

V/C³

LOS¹

Delay²

V/C³

Signalized Intersections

VT Route 15 / Susie Wilson Rd

AM

C

27.0

0.76

C

32.2

0.68

PM

D

44.0

0.87

D

37.4

0.81

VT Route 15 / West Street Ext

AM

A

9.6

0.48

B

14.5

0.72

PM

B

14.9

0.79

C

23.2

0.90