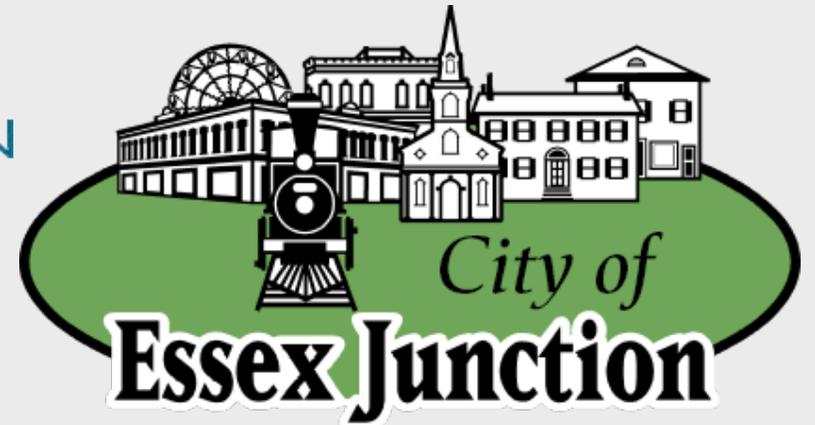


Pearl Street, Essex Junction Crosswalk Scoping Study

Alternatives Meeting

March 12, 2026



Crosswalk Scoping Study



- Scope of the Project
 - Assess the possibility of a crosswalk on Pearl Street west of the Champlain Valley Exposition
 - No Build alternative also an option
- Purpose of Tonight's Meeting
 - Review Existing Conditions and Survey Responses
 - Discuss any issues or concerns with possible alternatives
 - Gather feedback to help inform recommended preferred alternative selection

Pearl Street – Crosswalk Scoping Study



Purpose:

Improve safety for pedestrians crossing Pearl Street in order to access bus transit stops, retail, places of employment, recreational areas, and other attractions.

Need:

There are no crosswalks on Pearl Street between the Champlain Valley Exposition and the intersection with West Street Extension. Pedestrians currently cross three lanes of traffic at midblock locations.

Study Schedule

Fall 2025
Data Collection
& Analysis



**Winter
2025/2026**
Alternatives
Analysis



Spring 2026
Study
Submittal



**December
2025 –
January 2026**
Survey

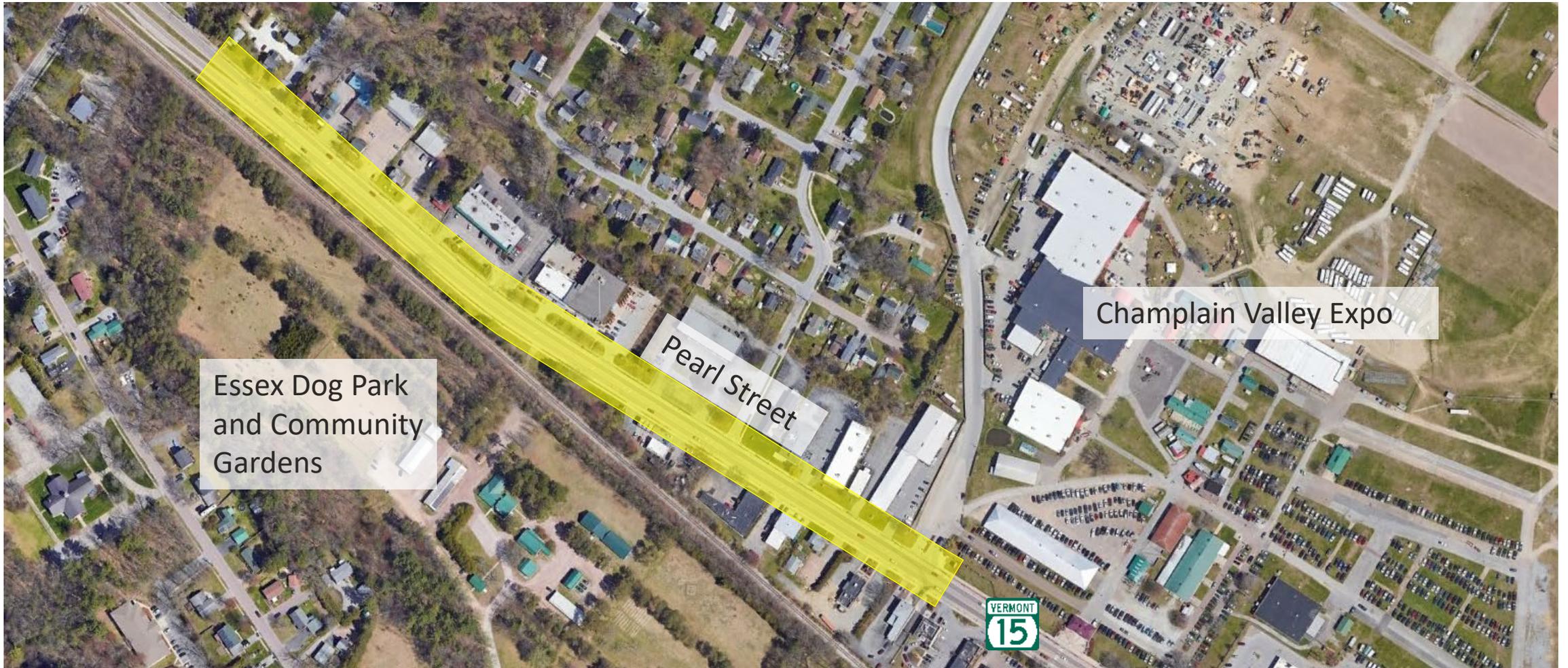


March 2026
Alternatives
Presentation

Next Steps:

- 1 Evaluate feedback to inform recommended Alternative
- 2 Complete Scoping Study Report

Study Area



Existing Conditions Traffic



- 11' Travel Lanes
- 12'9" Two-Way Left Turn Lane
- 5' Bike Lane with 2' Buffer
- 48-50' total Roadway Width



- Posted Speed Limit
- 85th Percentile Speed is 34 mph



12,193 Per Day – VT 15
6.7% Heavy Vehicles



Green Mountain Transit
Route #2



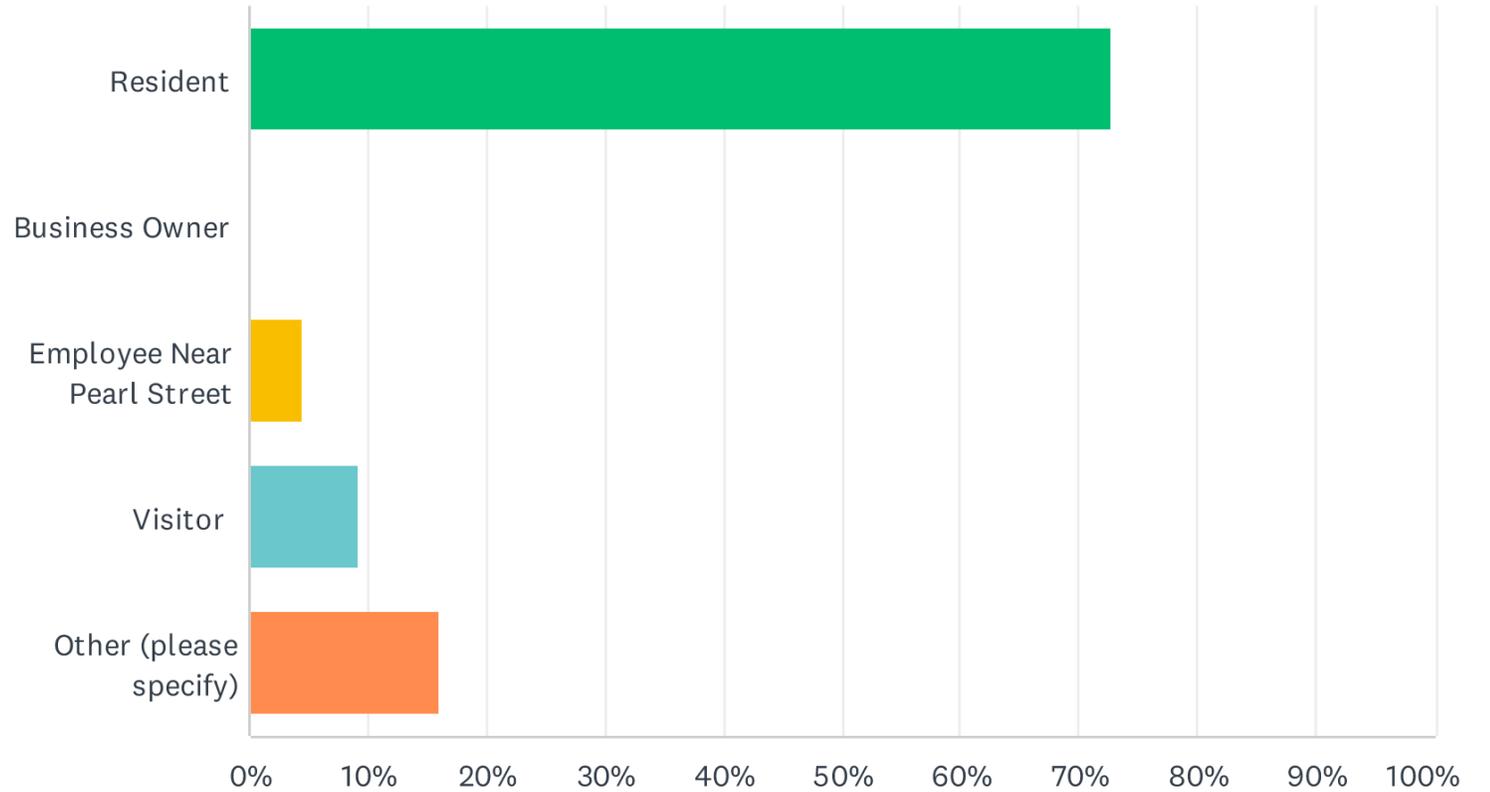
- Five Year Study Period (2020 through 2024)
 - Three vehicle crashes
 - One was a sideswipe type crash
 - Two unknown crash types
 - One crash involving a pedestrian
 - Resulted in Serious Injuries
 - Pedestrian crash involving eastbound driver
 - Nighttime

Traffic and Pedestrian Counts

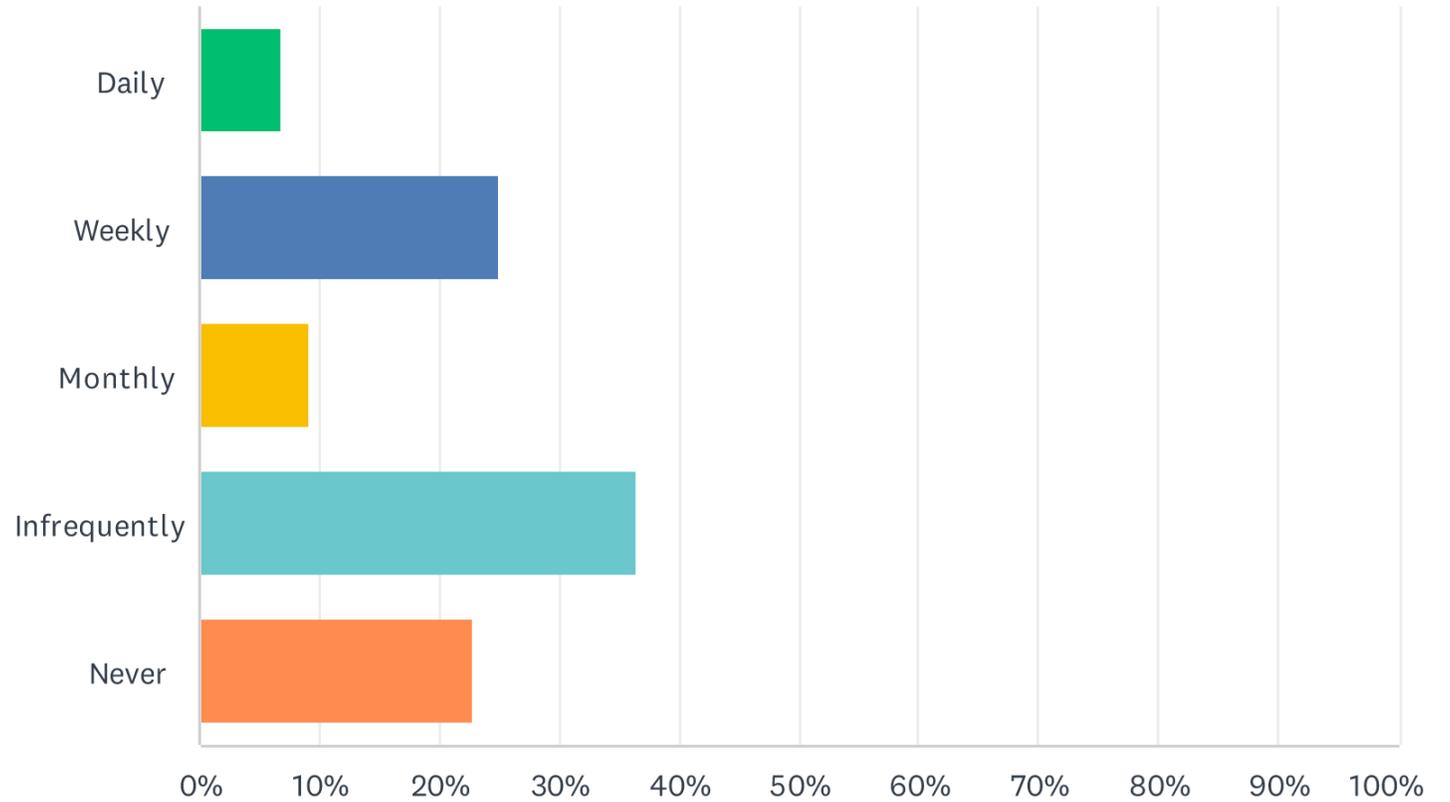
- Traffic and Pedestrian Counts on October 30-31, 2025
 - Peak Pedestrian Hours - October 30th
 - 8:30-9:30 am
 - 14 pedestrians/hour
 - 11:30 am – 12:30 pm
 - 8 pedestrians/hour
 - Peak Pedestrian Hour on October 31st was only 2, likely due to rainy weather
 - Pedestrians waited 35s to cross on average. Half ran across.
 - Vermont DOT Guidelines outline 20 pedestrians per hour



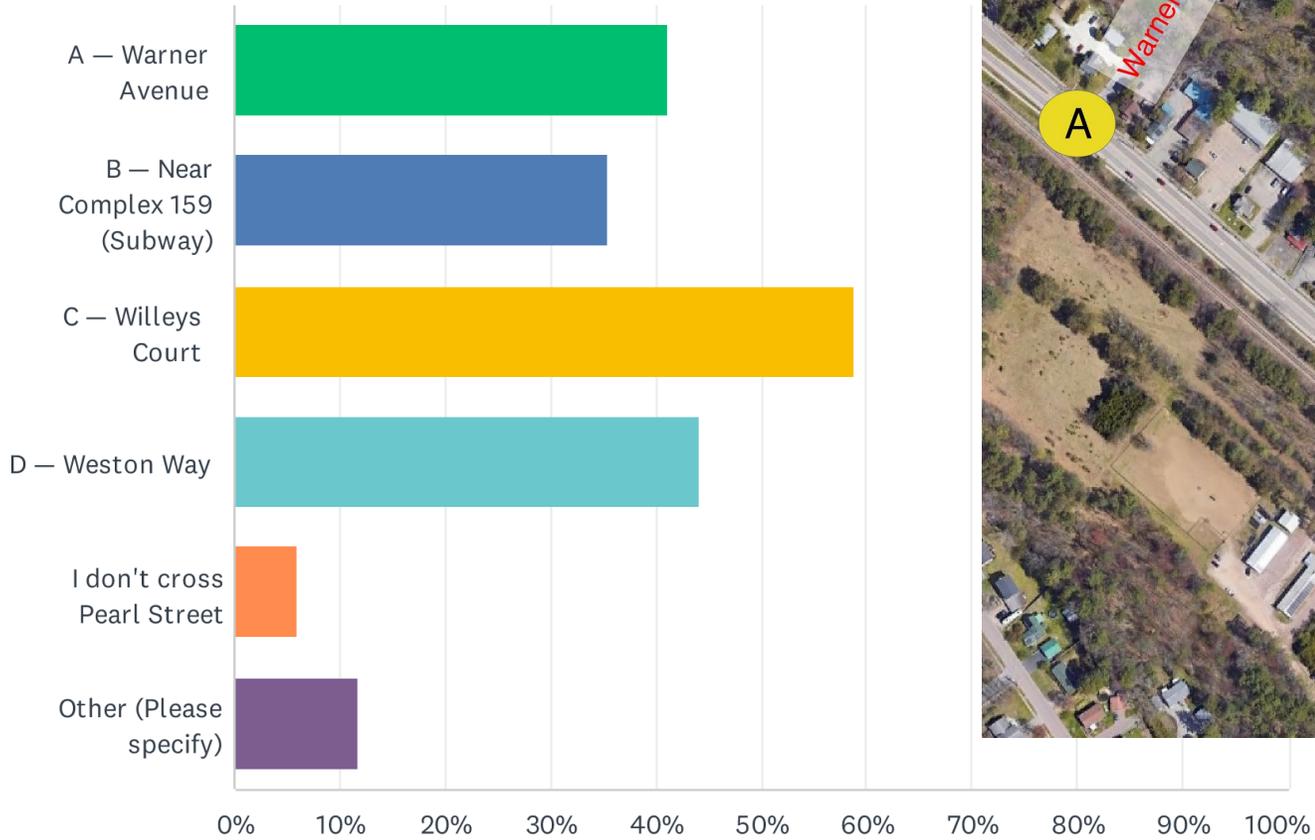
Survey Results – What is your connection to Pearl Street?



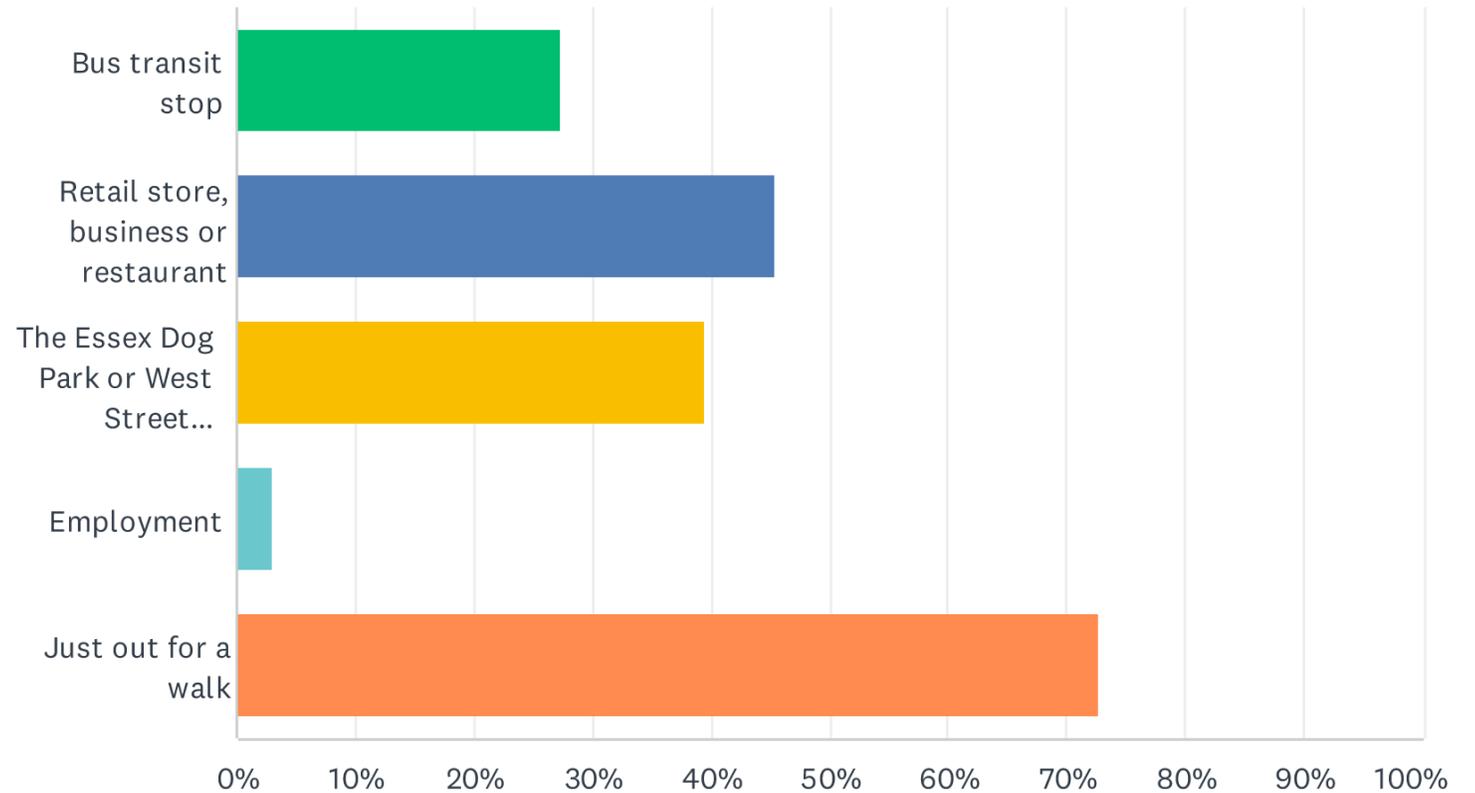
Survey Results – How often do you cross Pearl Street?



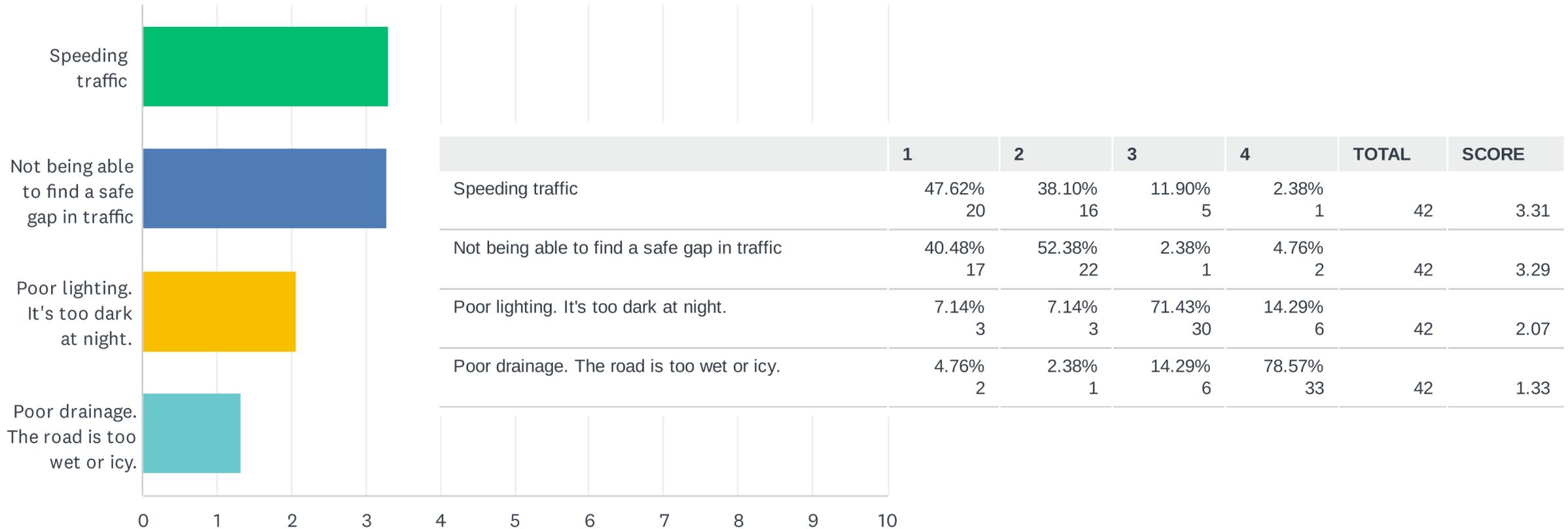
Survey Results – Where do you cross Pearl Street?



Survey Results – What is your destination?



Survey Results – What concerns you the most?



Survey Results – What are your concerns?



Summary of top responses from Q9: “What concerns do you have when crossing Pearl Street?”	Number of Responses
Pearl Street is very busy, and it’s difficult to find a gap to cross	12
Speeding traffic	10
Drivers don’t stop for you	6
There is no crosswalk	5
Crossing Pearl Street feels unsafe	4
Pearl Street is very wide	4
Poor lighting	2



Connect the Junction Master Plan

- Transit-Oriented Development (TOD) Master Plan for the City Center and Pearl Street Corridor
- TOD focuses on creating walkable, bikeable, and transit-friendly communities
- Improved facilities for pedestrians, cyclists, and transit riders
- High density housing near transit

“Transit in Essex Junction has high ridership, but there are zones with poor access to transit stops, especially due to limited safe pedestrian crossing opportunities.”

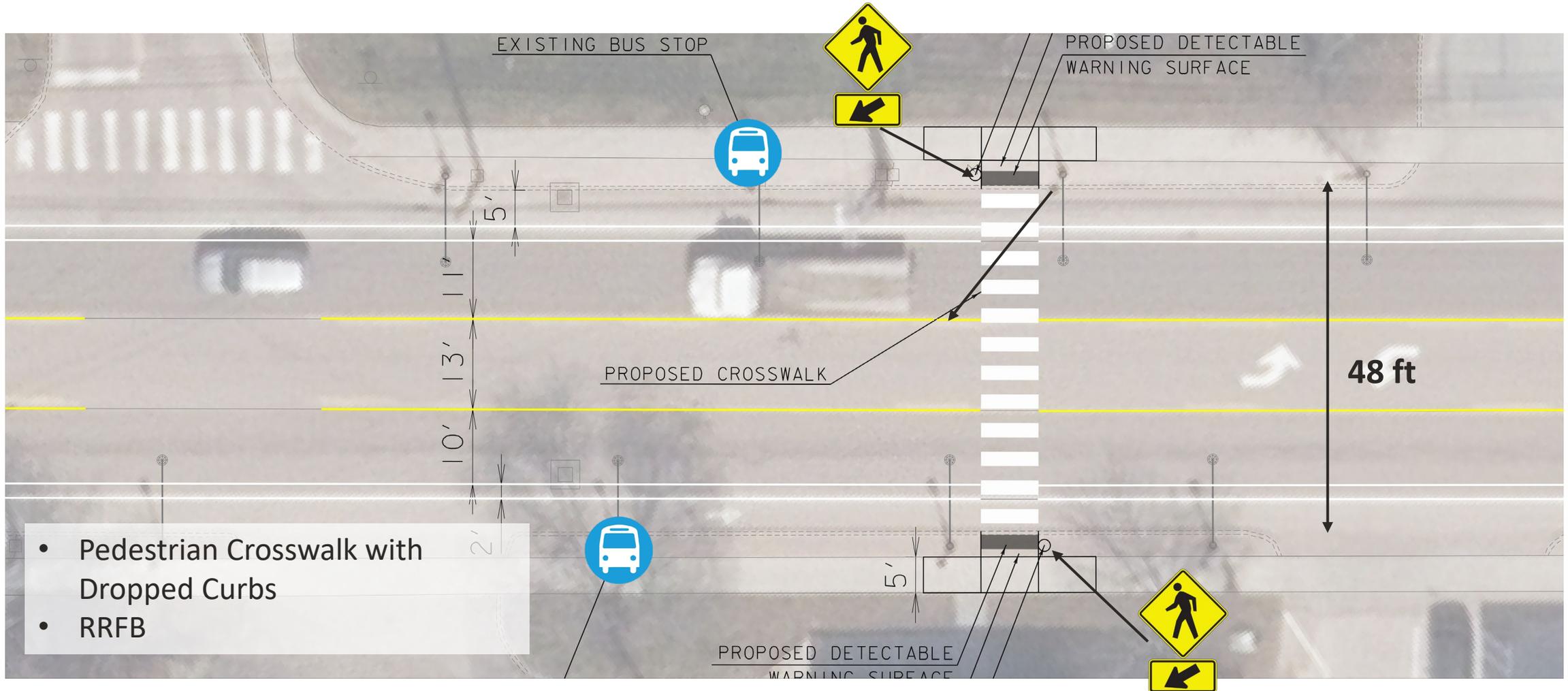


Other Considerations



- VTrans Crosswalk warrant not met outright due to pedestrian counts
- Access to transit requires pedestrians to cross Pearl Street
- Complete Streets policies support safe transit access
- Significant pedestrian delay increases risk taking behavior
- Wide roadway increases pedestrian exposure and risk

Willeys Court– Alternative 2



- Pedestrian Crosswalk with Dropped Curbs
- RRFB

Visualization of Alternatives 2 and 3

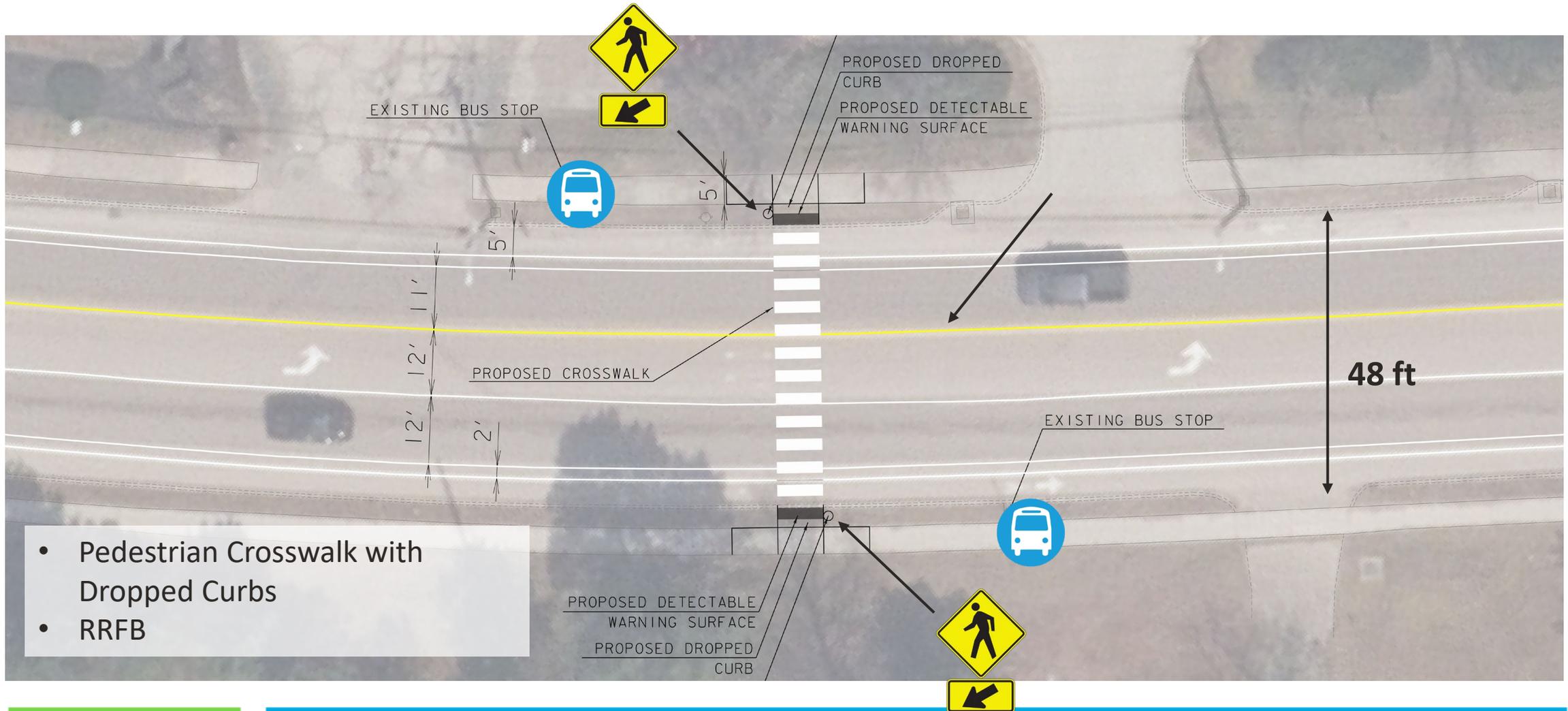


Willeys Court Alternatives Matrix

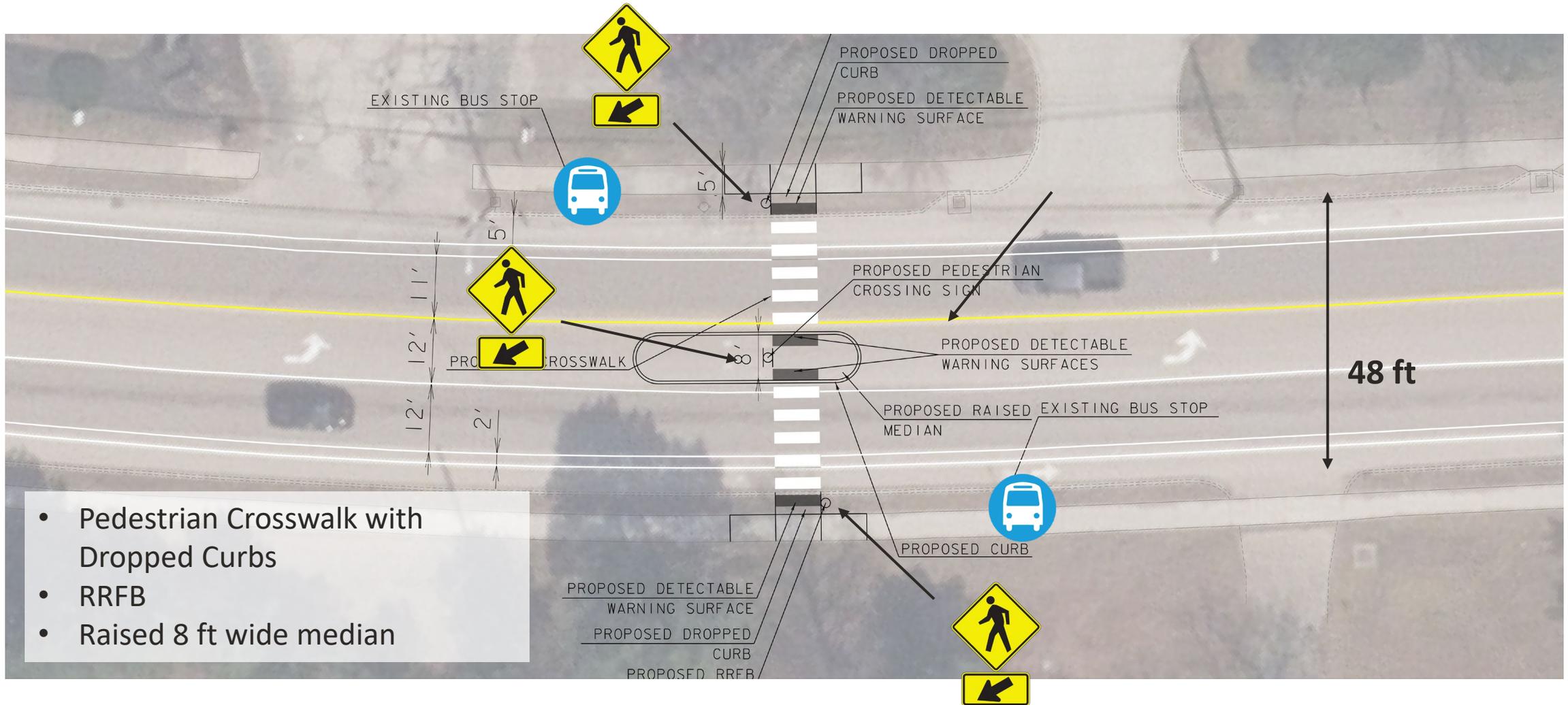


	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 2: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	
Alternative 3: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the Fair. Medians add winter maintenance issues. Medians may interfere with driveway access.	

Complex 159 – Alternative 4



Complex 159 – Alternative 5



Complex 159 Alternatives Matrix



	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 4: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	
Alternative 5: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the state fair. Medians add winter maintenance issues.	

COMMENTS & CONCERNS

CONTACT

Chris Yuen
Community Development Director
City of Essex Junction
cyuen@essexjunction.org

Eliana Fox
Transportation Planner
Chittenden County Regional
Planning Commission
efox@ccrpcvt.org

Alyssa Smith, EI, RSP1
Technical Lead
asmith@hoyletanner.com

