



**CITY OF ESSEX JUNCTION  
PLANNING COMMISSION  
MEETING AGENDA**

Online & 6 Lincoln St.  
Essex Junction, VT 05452  
Thursday, August 7<sup>th</sup>, 2025  
**6:30 PM**

E-mail: [cyuen@essexjunction.org](mailto:cyuen@essexjunction.org)

[www.essexjunction.org](http://www.essexjunction.org)

Phone: 802-878-6944, ext. 1607

This meeting will be held in-person at the Kolvoord Room at 6 Lincoln St and remotely. To participate remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING:** (toll free audio only): (888) 788-0099 | Meeting ID: 953 1240 7791; Passcode: 040339

1. **CALL TO ORDER** [6:30 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **PUBLIC TO BE HEARD**
  - a. Comments from Public on Items Not on Agenda
4. **MINUTES**
  - a. July 10<sup>th</sup>, 2025
5. **BUSINESS ITEMS**
  - a. Introduction of new member of Planning Commission [6:33 PM]
  - b. Discussion of Revised Design Alternative for Pearl Street between Susie Wilson Rd and West St Extension\* [6:40 PM]
6. **READING FILE**
  - a. Vermont Public story- "Vermont towns continue to debate short-term rental rules"
7. **MEMBERS UPDATES** [8:00 PM]
8. **STAFF UPDATES** [8:05 PM]
9. **ADJOURN** [8:06 PM]

\*attachments included in the packet

*Agenda item timestamps are estimates of the starting time of each topic and are subject to change.*

*This agenda is available in alternative formats upon request. Meetings of the Planning Commission, 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  
PLANNING COMMISSION REGULAR MEETING  
MINUTES OF MEETING  
JULY 10, 2025  
DRAFT**

**PLANNING COMMISSIONERS PRESENT:** Elijah Massey, Chair; Diane Clemens, Vice-Chair; Elena Juodisius; Kirstie Paschall

**ADMINISTRATION:** Chris Yuen, Community Development Director

**OTHERS PRESENT:** Natalee Braun, Toni Morgan

**1. CALL TO ORDER**

In lieu of a Chair, Mr. Yuen called the meeting to order at 6:35 PM.

**2. REORGANIZATION**

**DIANE CLEMENS made a motion, seconded by ELENA JUODISIUS, to nominate Elijah Massey as Chair. Motion passed 4-0.**

**ELIJAH MASSEY made a motion, seconded by ELENA JUODISIUS, to nominate Diane Clemens as Vice-Chair. Motion passed 4-0.**

**3. AGENDA ADDITIONS/CHANGES**

Mr. Yuen said that feedback from the Chittenden County Regional Planning Commission (CCRPC) future land use has been included in the Reading File.

**4. PUBLIC TO BE HEARD**

**a. Comments from Public on Items Not on Agenda**

None.

**5. MINUTES**

**a. June 5, 2025**

**DIANE CLEMENS made a motion, seconded by ELENA JUODISIUS, to approve of the minutes of June 5, 2025. Motion passed 4-0.**

**6. BUSINESS ITEMS**

**a. a. Introduction of new members of Planning Commission**

Mr. Yuen said that Finn Hamilton has been nominated as a non-voting student member by the City Council.

**b. Update on Municipal Code Chapters 9 and 18 Amendments**

Mr. Yuen said that this has been introduced to the City Council and warned for a public hearing on July 23<sup>rd</sup>. He said that the City Attorney has recommended that both visible and screened junk be subject to the same rules. Substantive changes will require re-warning the document.

**c. Discussion of Connect the Junction Draft Plan**

**• Update on Project Schedule**

Mr. Yuen said that the draft plan has been posted online and that the online open house has begun. He showed the PC the Konveio software that manages and guides the conversation.

- **Review of Draft Plan content**

Mr. Yuen discussed some of the ideas that were presented with this project, including changes to the Five Corners, Main Street Road Diet, Park Street Complete Streets Project and the Memorial Way Road Closure. The types of movements that would and would not be allowed at each intersection was discussed, as well as the potential benefits of each. A proposed weekend, and later weekday closure of Main Street could be tested. Mr. Yuen discussed the proposed height changes in the Village Center and Transit-Oriented Development Districts.

- **Public Engagement throughout summer**

Mr. Yuen said that the virtual open house will run through the summer but could be extended if needed. An in-person open house and focus groups will be scheduled. Mr. Yuen discussed previous engagement events, and the media boards used for these. He presented a list of upcoming events, including National Night Out, various Essex Junction Recreation & Parks events, Brownell Library events and the City Hall Grand Re-Opening. The PC discussed dates in September to have an in-person open house event. The PC discussed holding an ice cream social at Essex Junction apartment buildings, which has been done successfully in the past and could be effective in engaging renters. All members agreed that this would be a good idea to implement. The PC also plans on attending National Night Out. Mr. Yuen will compile a list of events and see which PC members would be interested in attending. Postcards have been designed, and flyers could be placed at bus stops. Immediate action, such as “dotmocracy” or placing dots on a question, was suggested. Notices could be placed in water or tax bills. Mr. Yuen will discuss contacting local new sources. The largest issues to be addressed with public feedback are building heights and traffic diversion.

#### **d. Project Updates**

- **Amtrak Station Renovations**

Mr. Yuen said that a full project update will be presented to the City Council on July 23<sup>rd</sup>. The project is close to grant obligations, however, is waiting on paperwork from the railroad. The main use of funds will be a steel structure that goes around the existing station and there will likely be enough funds to make changes to the road’s geometry. Renovations to the waiting room are desired however there may not be enough funds to do so. This will be further discussed by the Planning Commission in September.

- **Pearl Street Road Diet**

Mr. Yuen said a stakeholder meeting will take place next week. Additional meetings are planned with the PC and the Bike/Walk Advisory Committee.

#### **7. READING FILE**

**a. Welcoming Neighbors Network slides on “Crafting Powerful Pro-Housing Messages”**

**b. CCRPC Memo on Essex Junction Future Land Use Map**

#### **8. MEMBERS UPDATES**

Mr. Massey said that the Animating Infrastructure Grant Proposal was prepared and submitted by the City. Funding decisions will be announced in August.

**9. STAFF UPDATES**

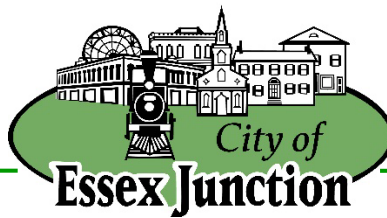
None.

**10. ADJOURN**

**ELENA JUODISIUS made a motion, seconded by DIANE CLEMENS, to adjourn the meeting.**

**Motion passed 4-0 at 8:15 PM.**

Respectfully submitted,  
Darby Mayville



## MEMORANDUM

**To:** Planning Commission

**From:** Christopher Yuen, Community Development Director

**Meeting Date:** Thursday, August 7, 2025

**Subject:** Pearl Street Road Diet Scoping Study 2025 Updated Alternative

**Issue:** An updated alternative for the planned redesign of Pearl St between Susie Wilson Road and West Street Extension is now available for feedback.

### Discussion:

The City of Essex Junction is working with Stantec to develop a new alternative for multimodal improvements along Pearl Street (VT Route 15), between Susie Wilson Road and West Street Extension. This updated concept builds on a 2018 scoping study conducted in partnership with the Chittenden County Regional Planning Commission (CCRPC), which proposed major upgrades to support walking, and cycling. This corridor is a vital part of the ongoing Connect the Junction Transit Oriented Development planning process.

The original 2018 plan envisioned a full reconfiguration of the roadway, including:

- Removing the existing center median
- Reducing vehicle travel lanes from four to two
- Installing buffered bike lanes
- Replacing the 5-foot concrete sidewalk with an 8-foot shared-use path

While the long-term vision remains valid, its projected cost—approximately \$4.3 million (adjusted for 2025)—presents a significant funding challenge. Projects of this scale exceed typical award amounts from programs like the VTrans Bicycle and Pedestrian Program and other state/federal sources. As a result, the City is now pursuing a near-term design that:

- Improves safety and connectivity for cyclists and pedestrians
- Minimizes disruption to existing curbs, sidewalks, and utilities
- Incorporates new crosswalks and a proposed eastbound transit stop—addressing a  $\frac{3}{4}$  mile segment where eastbound Green Mountain Transit Route 2 buses currently do not serve riders due to lack of safe infrastructure

A slide deck for the proposed updated alternative is attached. The Alternatives Comparison on slide 16 demonstrates that the revised Alternative offers a significant improvement on most measures, but it should be noted that it does not include the removal of the median, which would be necessary for improved motor vehicle access between the properties on the north side of Pearl Street and the City Center.

The full 2018 study can be found here: <https://www.ccrpcvt.org/vt15-bicycle-pedestrian-study-ethan-allen-ave-west-street/>

### Cost:

The updated alternative aims to deliver meaningful improvements within the next few years using existing available funding. The 2018 Preferred Alternative is estimated to cost approximately \$4.3M while the

updated Alternative is estimated at \$960,000. There is 1.23M in capital program funds reserved for this project, available now.

**Recommendation:**

The Planning Commission should consider the proposed alternative and provide feedback to the project team.



# Essex Pearl St Multimodal Improvements Scoping Study

## Planning Commission – 08/07/2025

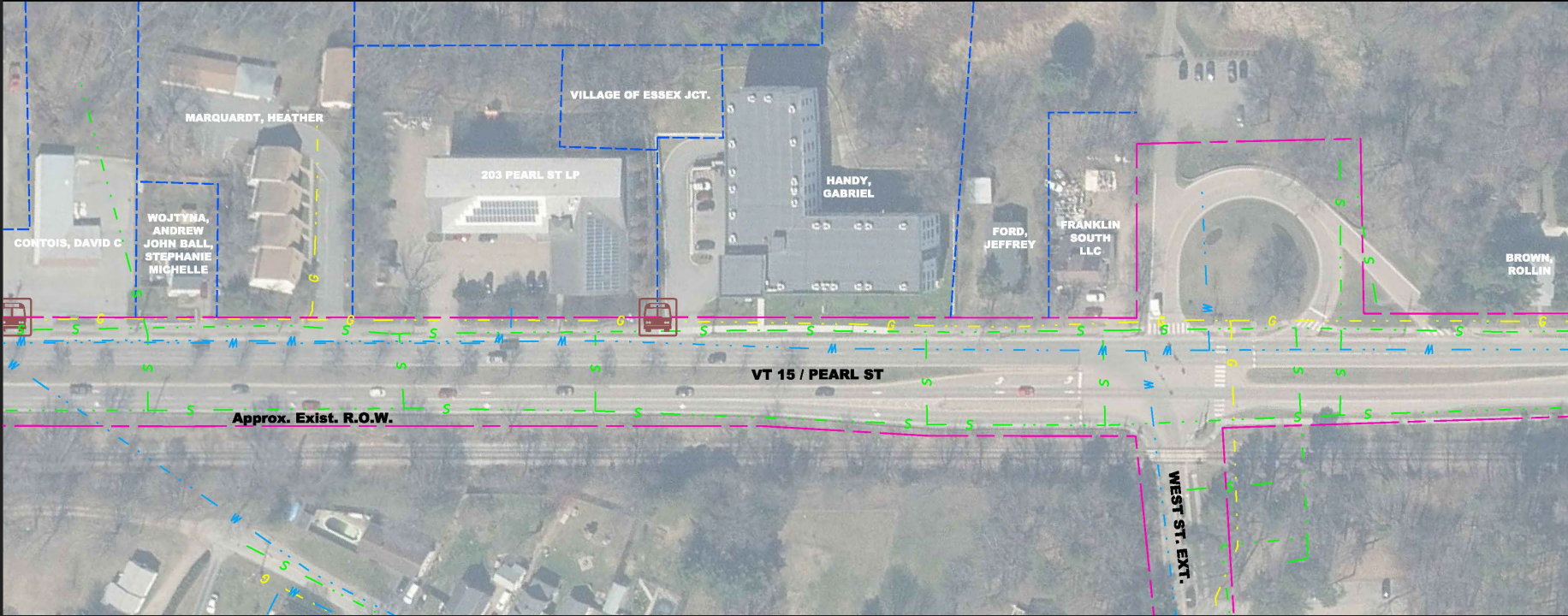
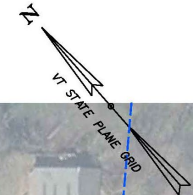


# Agenda

- 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**

**TRANSIT STOP**

**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.

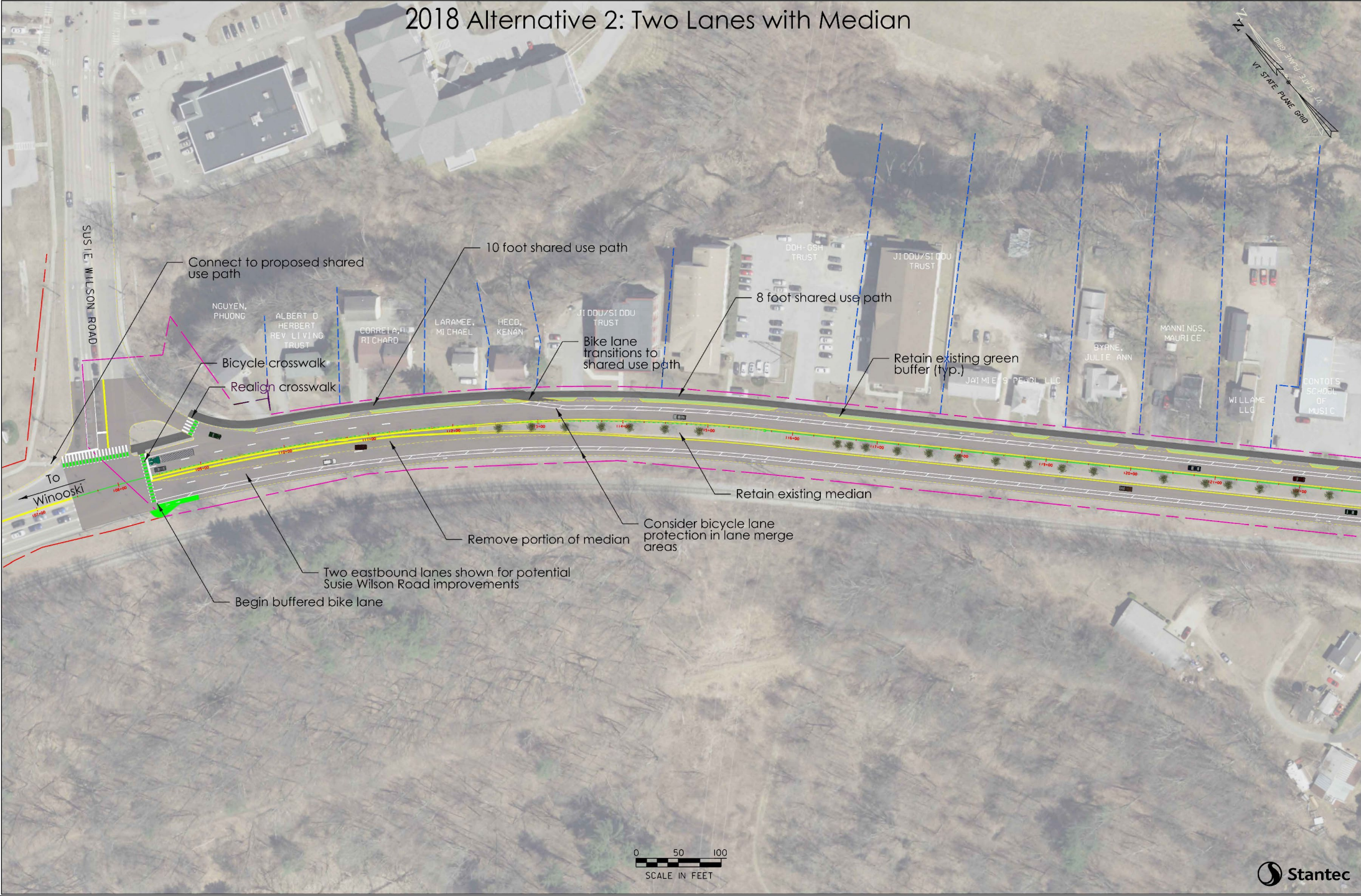
### **Need:**

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

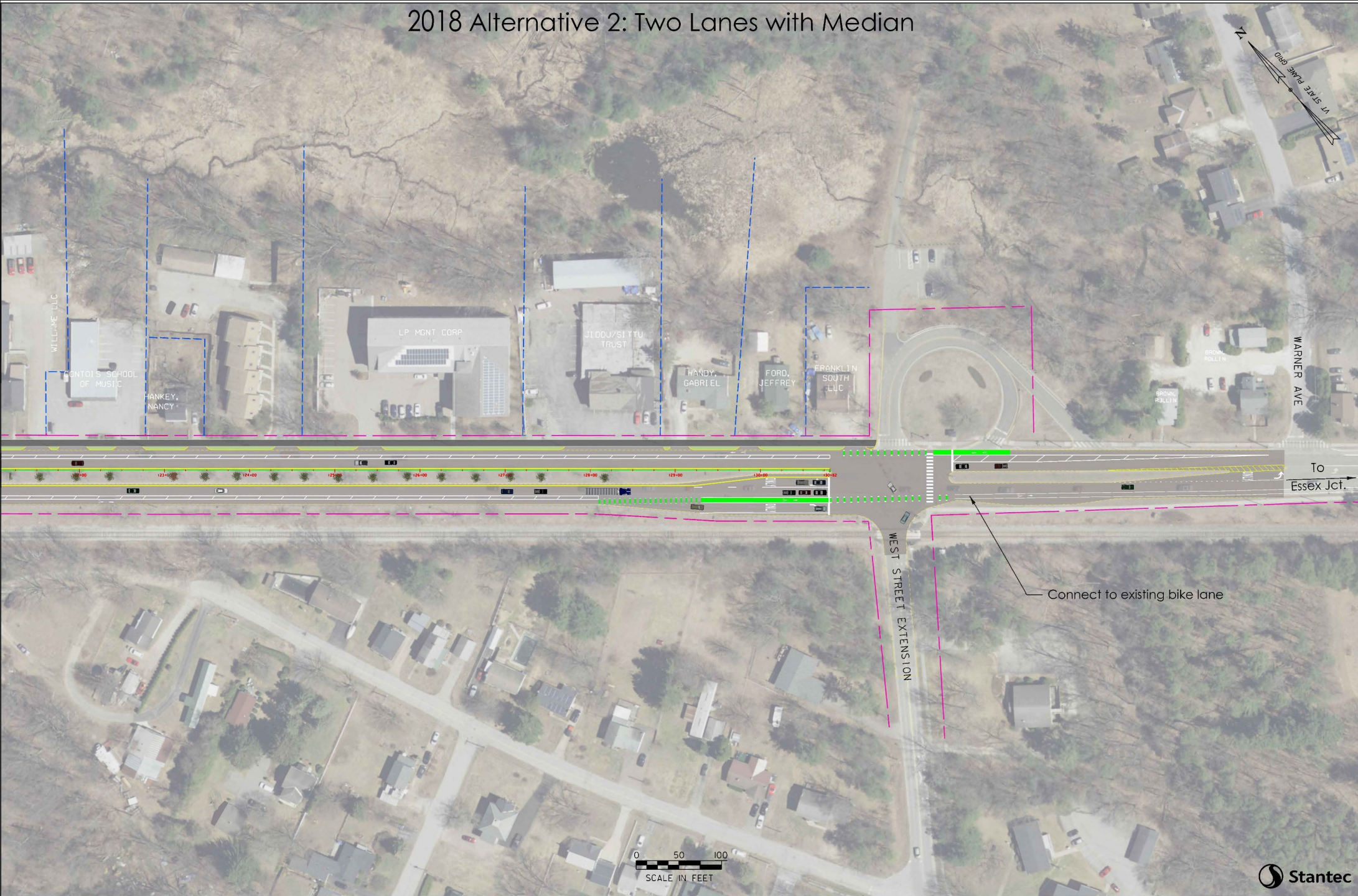
2018 Alternative 2: Two Lanes with Median





2018

2018 Alternative 2: Two Lanes with Median





2018

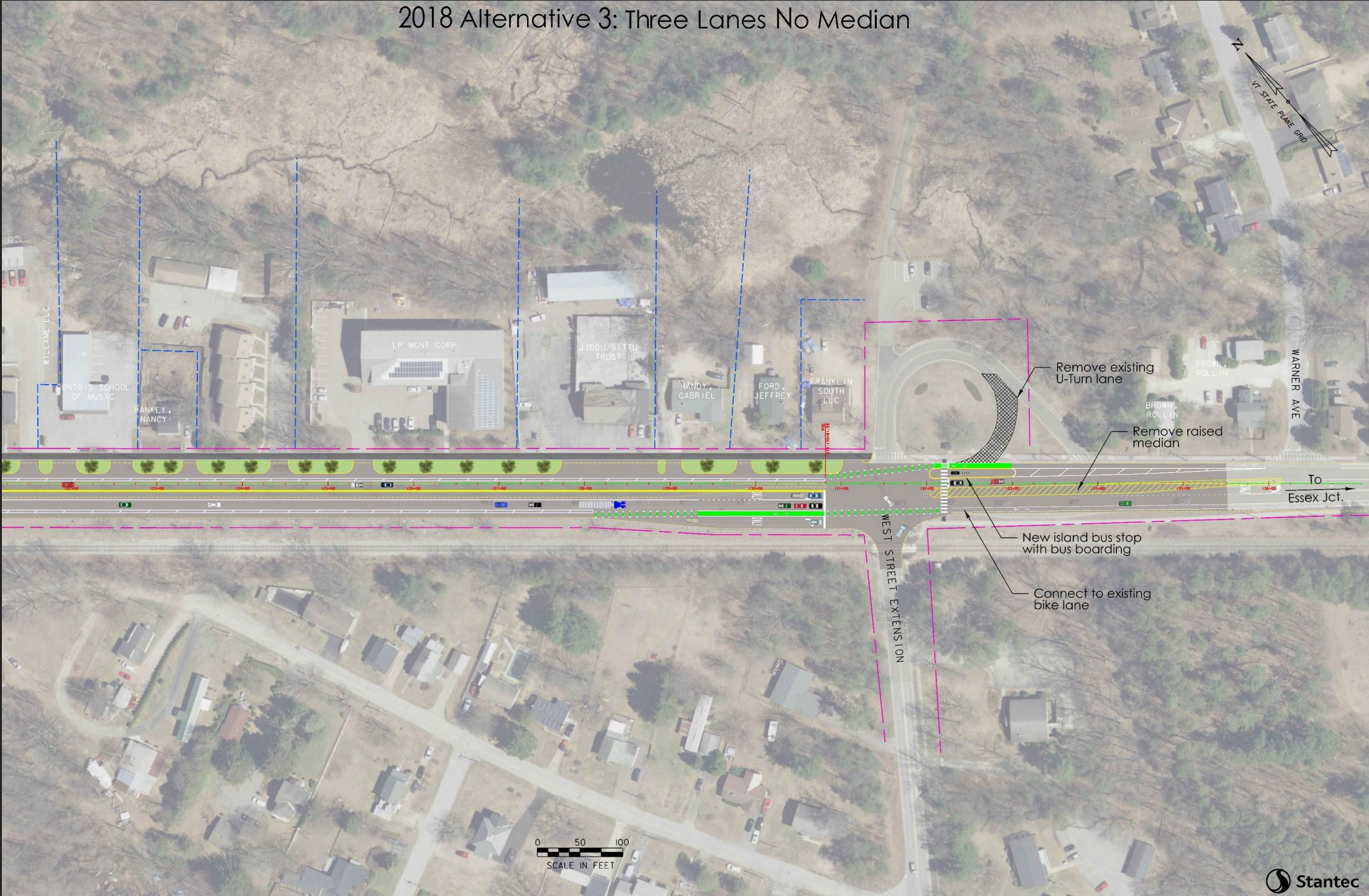
2018 Alternative 3: Three Lanes No Median





2018

2018 Alternative 3: Three Lanes No Median



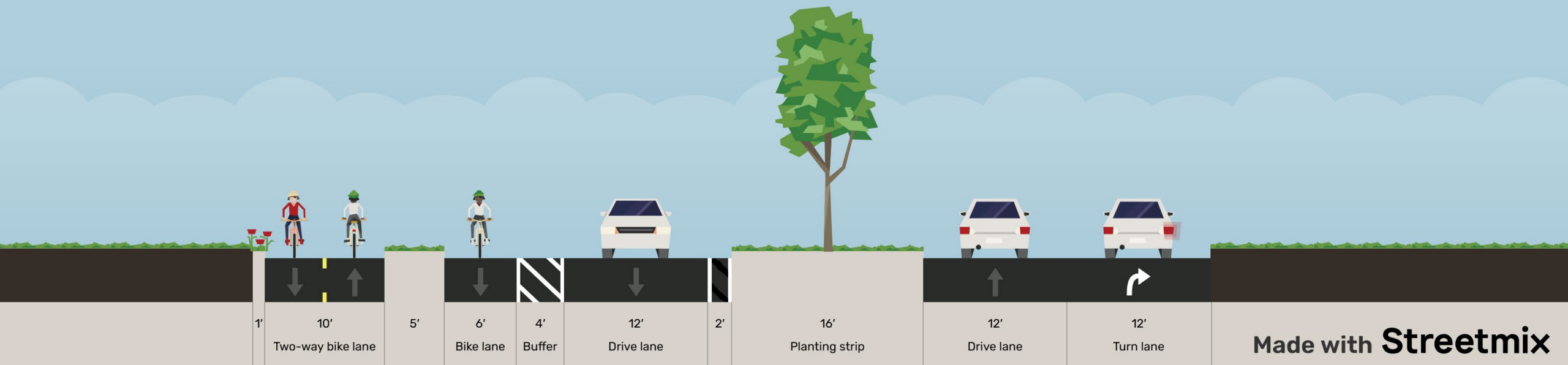
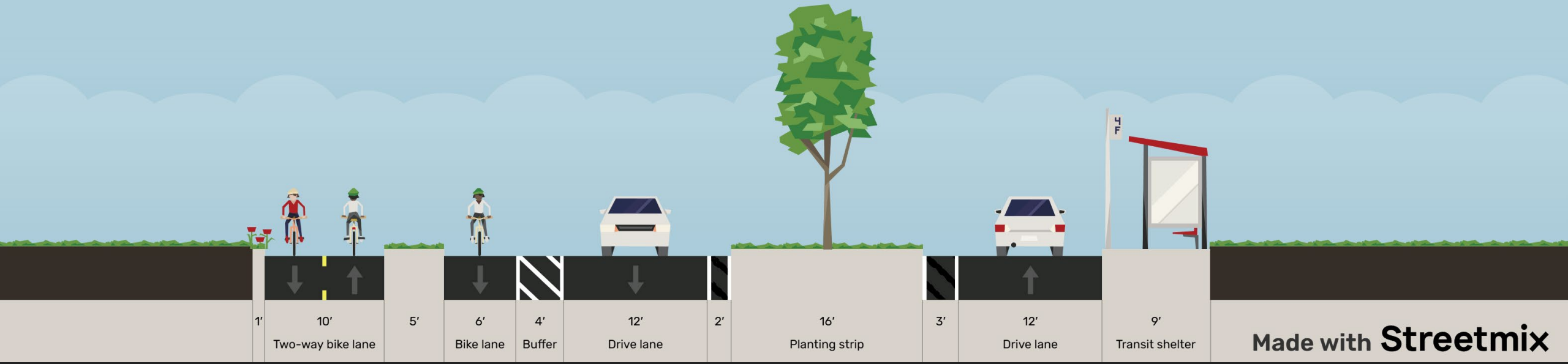


# 2025 Alternative 2

## 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.

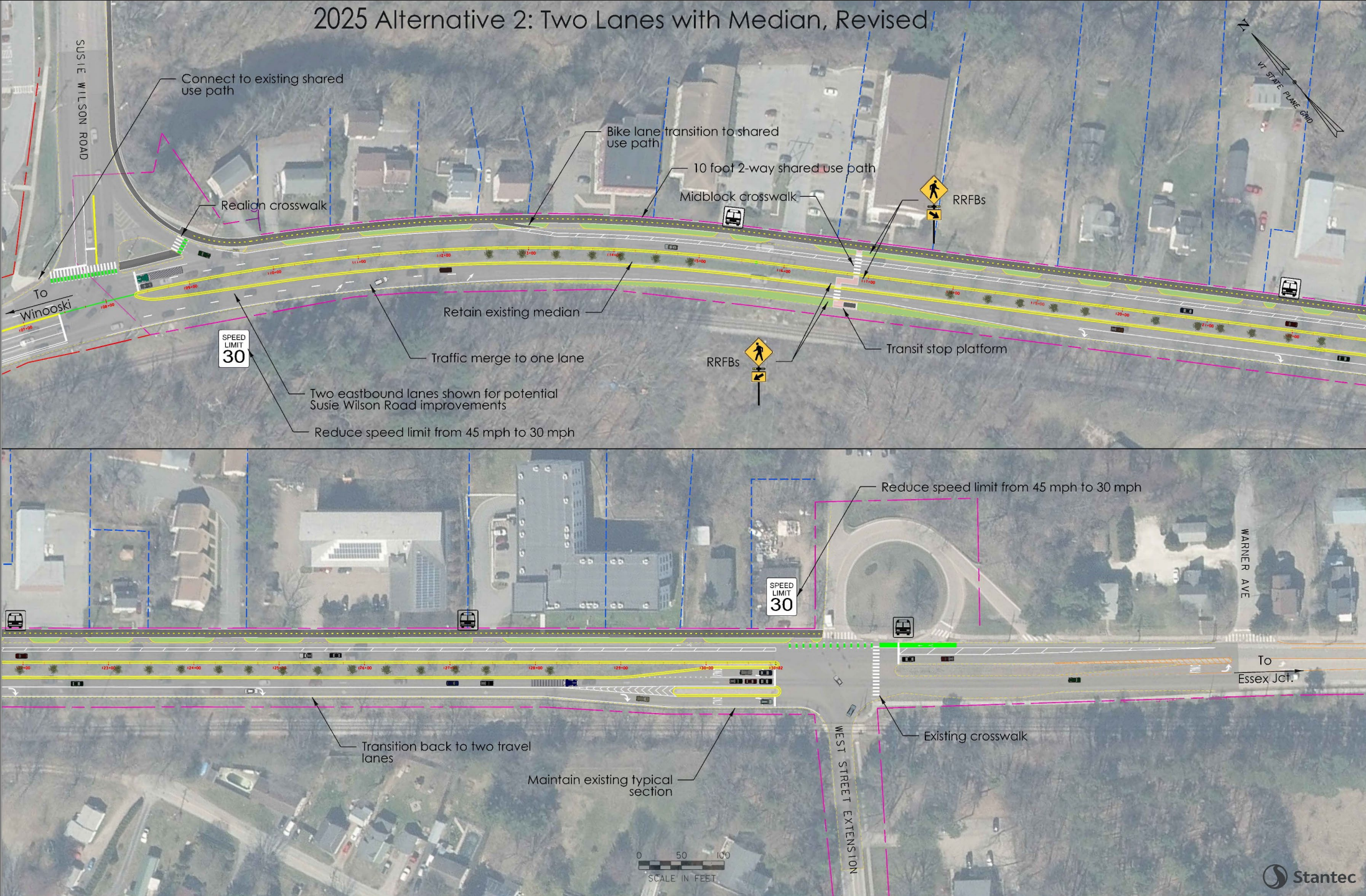
# Typical Sections – 2025 Alternative 2





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
<b>TOTAL PROJECT COSTS</b>	<b>\$0</b>	<b>\$1,823,000</b>	<b>\$4,260,000</b>	<b>\$388,000</b>	<b>\$960,000</b>

# 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
<b>TOTAL PROJECT COSTS</b>	<b>\$1,823,000</b>

# Mid-block Crossing

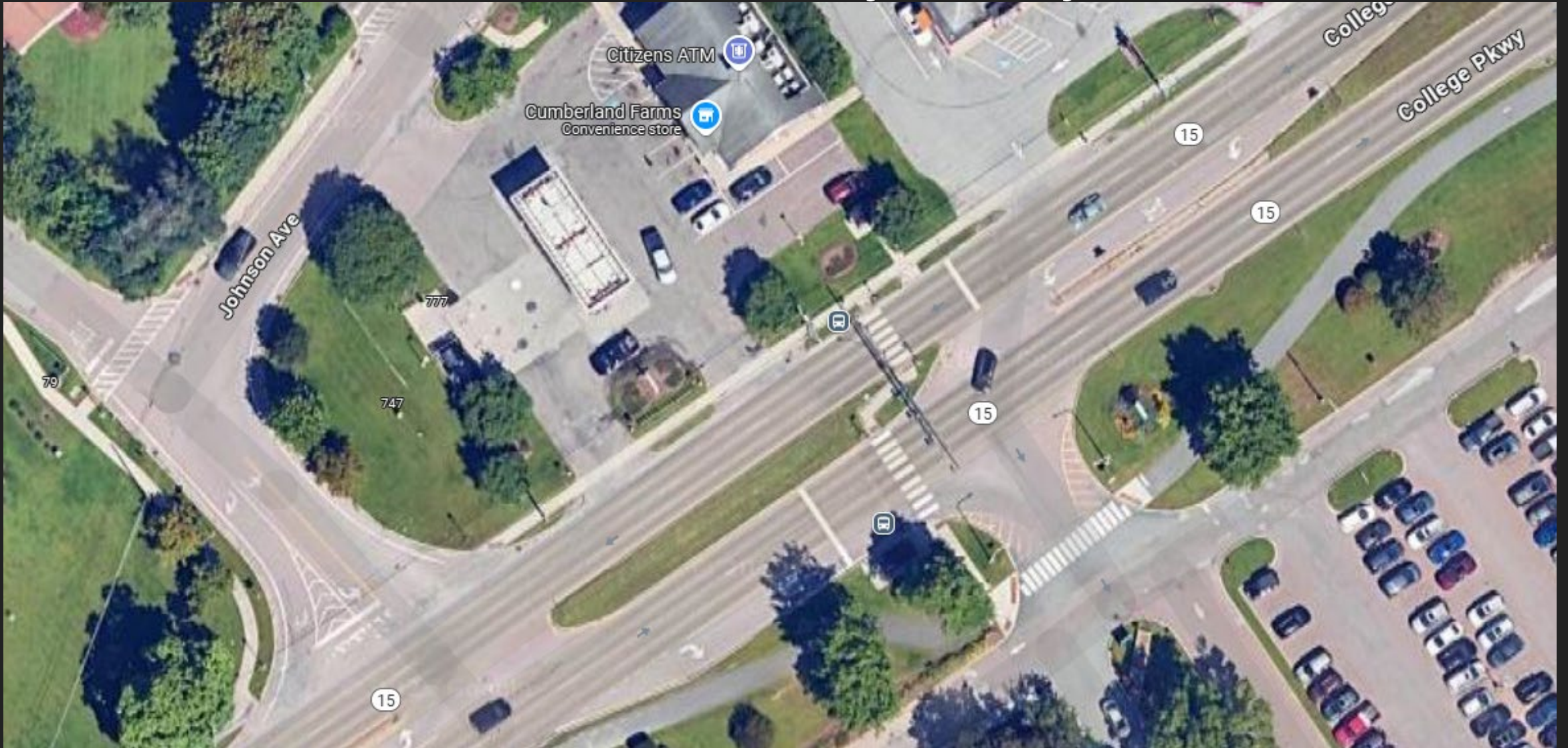
## VTrans Criteria for Installation

- ☐ 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



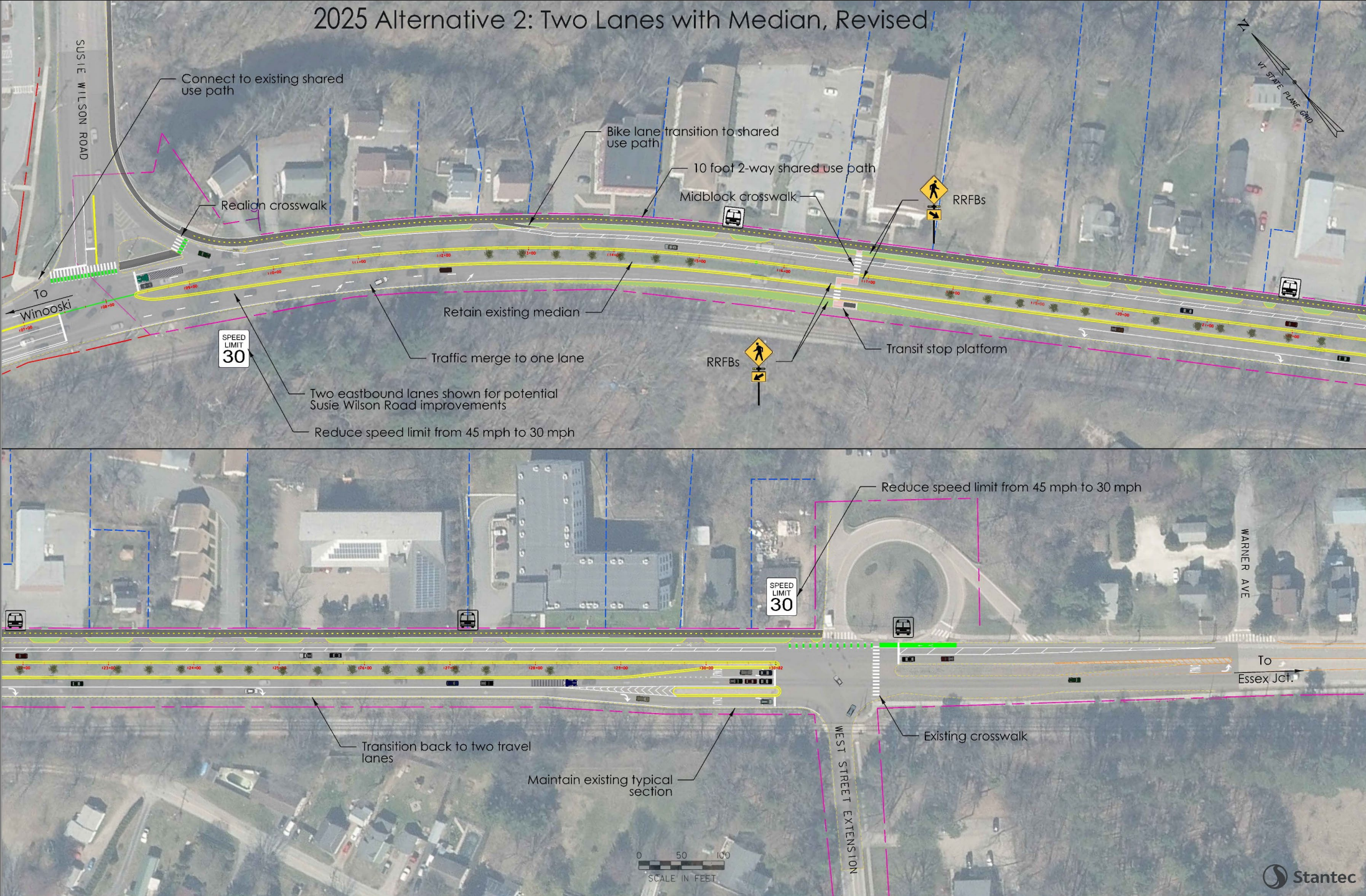
# Alternatives Comparison

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](mailto:cforde@ccrpcvt.org)

Chris Yuen, City of Essex Junction  
[cyuen@essexjunction.org](mailto:cyuen@essexjunction.org)

Sean Neely, Stantec:  
[sneely@stantec.com](mailto: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, J (ADD PED PHASE TO EX. SIGNAL SYSTEM)	Lump Sum	\$30,000.00	1	\$30,000.00
				Subtotal	\$1,203,621.89
				Contingency	20.00%
				<b>Total</b>	<b>\$1,450,000.00</b>

# 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%
				<b>Total</b>	<b>\$3,400,000.00</b>

# 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%
				<b>Total</b>	<b>\$760,000.00</b>

# 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, JI (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.

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**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.**

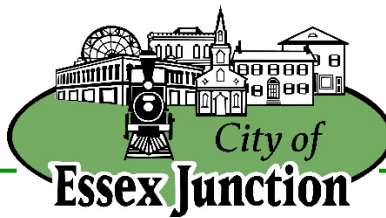
- The City has funds available for the design and construction of improvements. If additional funding is available, potential add-on improvements could be included.

# Existing Conditions

## Traffic Operations

		2017 Existing		
	Peak Hour	LOS <sup>1</sup>	Delay <sup>2</sup>	V/C <sup>3</sup>
<u>Signalized Intersections</u>				
VT Route 15 / Susie Wilson Rd				
	AM	C	27.0	0.76
	PM	D	44.0	0.87
VT Route 15 / West Street Ext				
	AM	A	9.6	0.48
	PM	B	14.9	0.79

2025 Existing		
LOS <sup>1</sup>	Delay <sup>2</sup>	V/C <sup>3</sup>
C	32.2	0.68
D	37.4	0.81
B	14.5	0.72
C	23.2	0.90



## MEMORANDUM

**To:** Planning Commission

**From:** Christoher Yuen, Community Development Director

**Meeting Date:** Thursday, August 7, 2025

**Subject:** VPR: Vermont towns continue to debate short-term rental rules

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**Issue:** A story on municipal debate on short-term rental rules is available on Vermont Public Radio.

### Discussion:

Planning Commission Chairperson Elijah Massey is sharing the following story to the Planning Commission's reading file.

Listen to: Vermont towns continue to debate short-term rental rules - <https://one.npr.org/i/fis-381443915-56b62fea1a2ebf66f346eb4d521006b6:fis-381443915-56b62fea1a2ebf66f346eb4d521006b6-enclosure-audio>

### Cost:

N/A

### Recommendation:

This is for information only