

Active Transportation Project Guide

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Children crossing the US7/Kocher Drive intersection in Bennington

Active Transportation Project Guide

WINTER 2013

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Active Transportation Project Guide

WINTER 2013



Introduction:

This project guide is a catalog of transportation projects to improve walking and cycling in the Bennington County Region. It is updated periodically to reflect stakeholder feedback, project progression, and new project ideas.



Walking in Old Bennington

Bennington: Applegate to Willowbrook Path

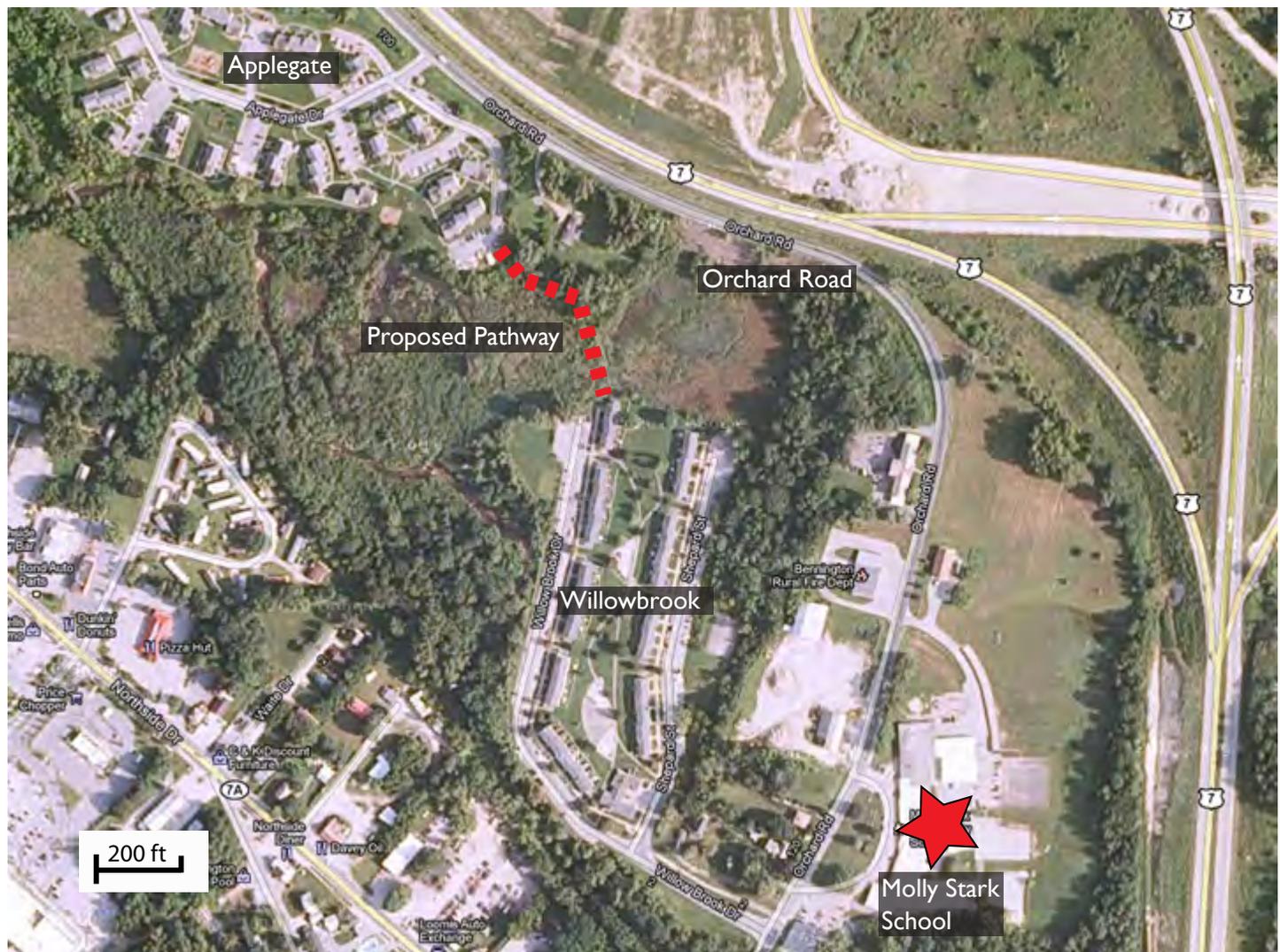
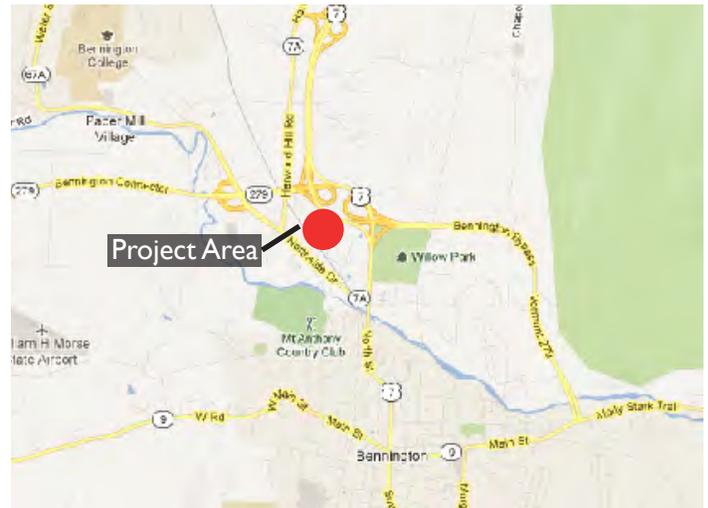
PATH PROJECT

What is the project?

The project is a new 480-foot gravel path and boardwalk that will span a wetland and stream to connect two affordable housing complexes, Applegate Housing (104 units) and Willowbrook Apartments (75 units).

Why is this project needed?

Applegate residents have no safe pedestrian access to the outside world. The new path will connect them to Willowbrook Apartments. From there they can safely walk to schools, jobs and grocery stores.



Bennington: Applegate to Willowbrook Path

PATH PROJECT



Orchard Road's steep embankments make sidewalk construction unfeasible.



Applegate residents walking on Orchard Road. Guardrail and embankments force pedestrians to walk in the travel lane.

Children from Applegate are bussed to the Molly Stark School less than half a mile away, because Orchard Road, which connects Applegate to the school, is unsafe to walk on. Children from Applegate have a high rate of absenteeism. When they miss the bus they often miss school.

Orchard Road lacks sidewalks. Guardrails and steep embankments force pedestrians close to the vehicle travel lane. The steep embankments make sidewalk construction prohibitively expensive. The only feasible way to create a safe walking route from Applegate to the Molly Stark School is to build a path through the wetland to Willowbrook.

What will this project accomplish?

Creates a safe route to school

- Gives the 107 children from Applegate mobility, independence and a healthy alternative way to get to school and to the larger community.

- Reduces absenteeism at the Molly Stark Elementary School because children who miss the bus will have a safe walking route.
- Makes it easier for children to walk or bike to Bennington's middle school, high school and to the Grace Christian School.

Improves public health

- Encourages physical activity to help reduce childhood obesity and type 2 diabetes. Eight percent of Bennington County residents have type 2 diabetes.
- According to a recent study by the Robert Wood Johnson Foundation, every \$1 spent on building walking paths and biking trails in Vermont could save approximately \$3 in obesity-related medical expenses.



Many residents already walk between the two housing complexes. The new pathway will follow a “path of desire.” This bridge made from a shopping cart and a board shows residents’ desire to walk between the two complexes.

Follows a “path of desire”

- Children hop the fence and walk between the two developments now—there is a well-worn “path of desire” and an improvised bridge made from boards and abandoned shopping carts. The existing path is not usable as a route to school because it crosses private property, disturbs a wetland, crosses a stream, and has steep slopes on either end. The new path will be more level, a boardwalk will span the wetland and stream, and a lot line adjustment will make it legal.
- Applegate residents can use the path to safely walk to jobs, grocery stores and other destinations. Twenty-nine Applegate households and twenty-five Willowbrook households do not own a vehicle.



The boardwalk sections of the path will be similar to the Paran Path in North Bennington. The Applegate to Willowbrook path will be wider and will have railings.

Bennington: Applegate to Willowbrook Path

PATH PROJECT



The new path will have scenic views of Mount Anthony and the Bennington Monument.

Creates a valuable public amenity

- The path will give access to a beautiful natural area with a stream and views of the Bennington Monument and Mt. Anthony. It will have a boardwalk, landings, benches and lighting.
- Willowbrook and Applegate residents, especially the 245 children under the age of 18 who live in the two complexes, will have a beautiful path to use in their backyard.

Fosters connections between Applegate and Willowbrook

- The path will make it easier for residents to get services and attend events at both developments.

Serves an economically disadvantaged population

- Residents of Applegate Housing have an average household income of just \$15,750. The state median household income is \$52,776 (American Community Survey 2011).
- Residents of Willowbrook Apartments have an average household income of just \$19,351.



The 245 children who live in Applegate and Willowbrook will benefit from the new path.

Project Status

The Bennington County Regional Commission has produced a Feasibility Study that includes a preliminary design by MSK Engineering. The boards of Applegate Housing and the Bennington Housing Authority (owners of Willowbrook) have tentatively approved the project pending resolution of a maintenance agreement. The project is not yet funded.

Cost Estimate

\$88,000 (MSK Engineering)

Bennington-North Bennington: Ninja Bicycle Path

MULTI-USE PATH PROJECT

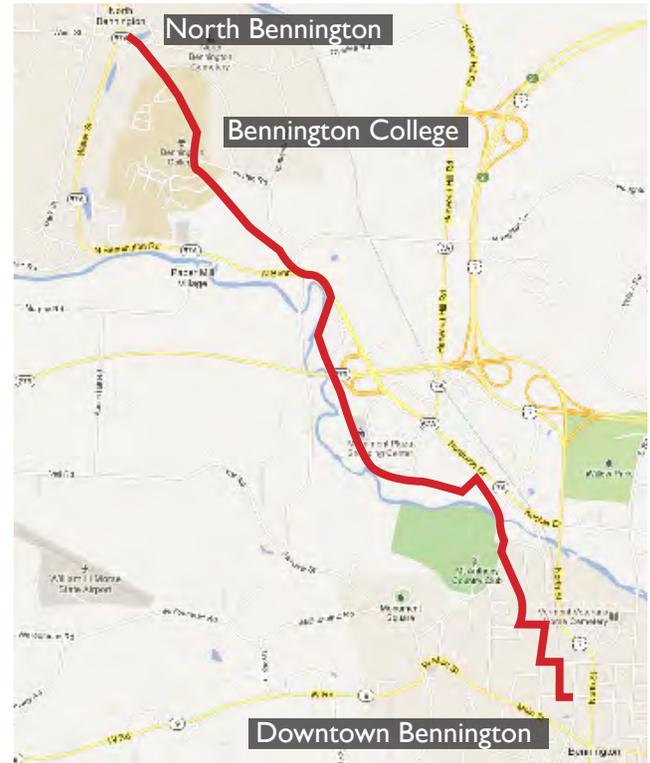


What is the Project?

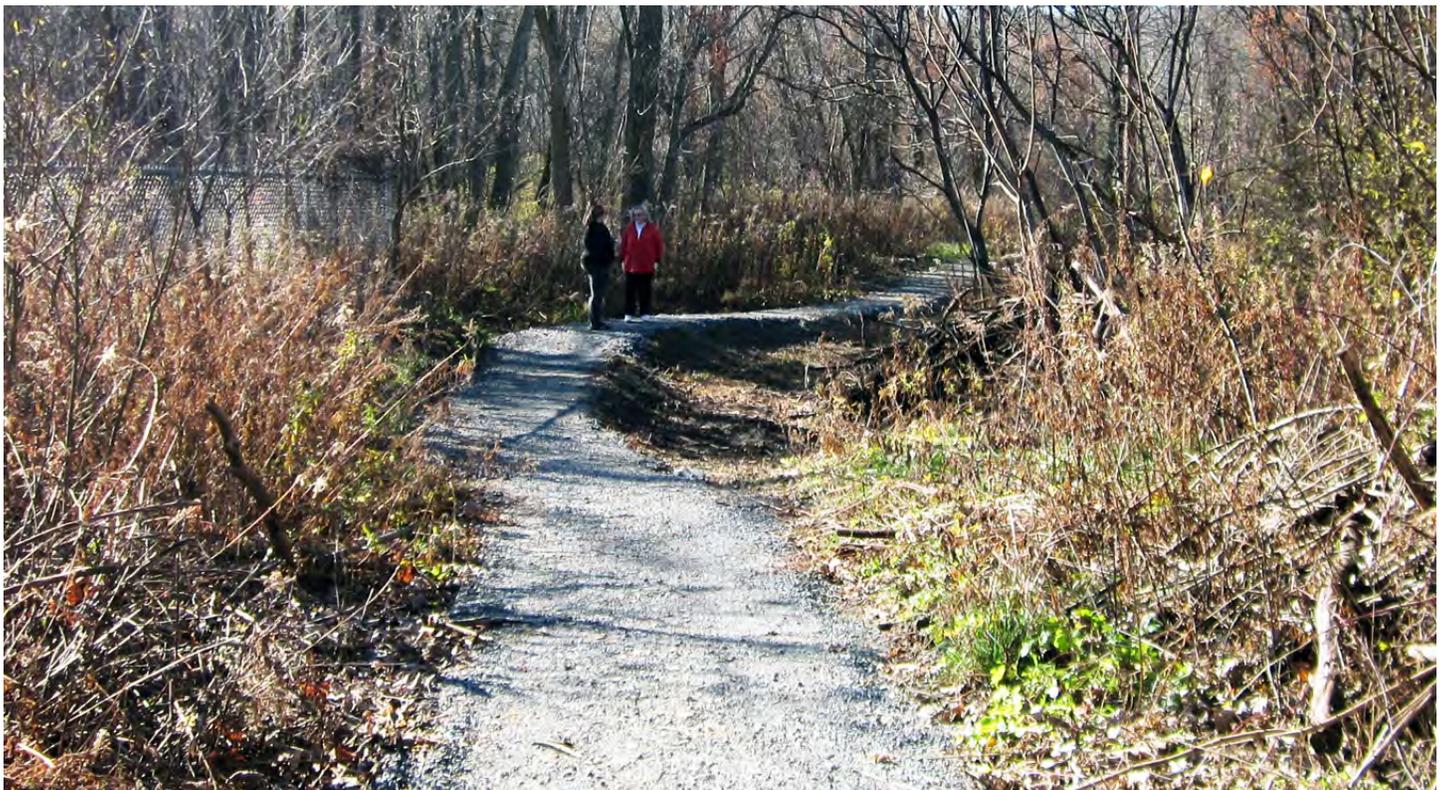
The Ninja Bicycle Path is a multi-use path that will connect Bennington and North Bennington. It is being planned and built by volunteers with the assistance of the Bennington Chamber of Commerce and the Bennington County Regional Commission.

Why is the Project Needed?

There is no safe or inviting walking or bicycling route between Bennington and North Bennington. The sole connecting road, Northside Drive/VT 67A is a congested commercial corridor with many turning vehicles and parking lot entrances, many of which are excessively wide. The mile-long western end of the road (VT 67A) is a multi-lane highway with typical traffic speeds between 40 and 50 mph and only two short sections of disconnected sidewalk.



Volunteers built the first section of the Ninja Bicycle Path.



Bennington-North Bennington: Ninja Bicycle Path

MULTI-USE PATH PROJECT



The Ninja Path will offer an alternative to the Northside Drive/VT67A corridor.



Volunteers clearing the Ninja Path

What will the project accomplish?

The Ninja Path will:

- Create a safe and appealing walking, bicycling, running and cross-country skiing route between Bennington and North Bennington
- Improve mobility for children in an area that lacks a local street network
- Encourage active transportation in a county with an eight percent rate of type 2 diabetes
- Provide public access to the beautiful natural environment along the Walloomsac River
- Create a recreational amenity in an area that lacks recreational amenities
- Give Bennington College students a safe bicycle access to downtown Bennington and stores on Northside Drive

A cleared section of trail awaiting gravel.





The trail will cross under this VT279 overpass.

Project Status:

Volunteers recently cleared and graded the southeastern section of the path between Hicks Avenue and Morse Road. A topping of gravel, improved drainage and other improvements are planned.

All abutting Morse Road landowners have given permission to construct the path along their rear property boundaries. The Bennington County Regional Commission is working with VTrans to allow the path to cross under a VT279 overpass and across State right-of-way that buffers the highway. A scoping study may be necessary to plan the path from the Furnace Brook crossing to the entrance to Bennington College Road.

Estimated Cost

So far, all labor and materials have been donated.

The Trail will provide access to this Walloomsac River “beach.”

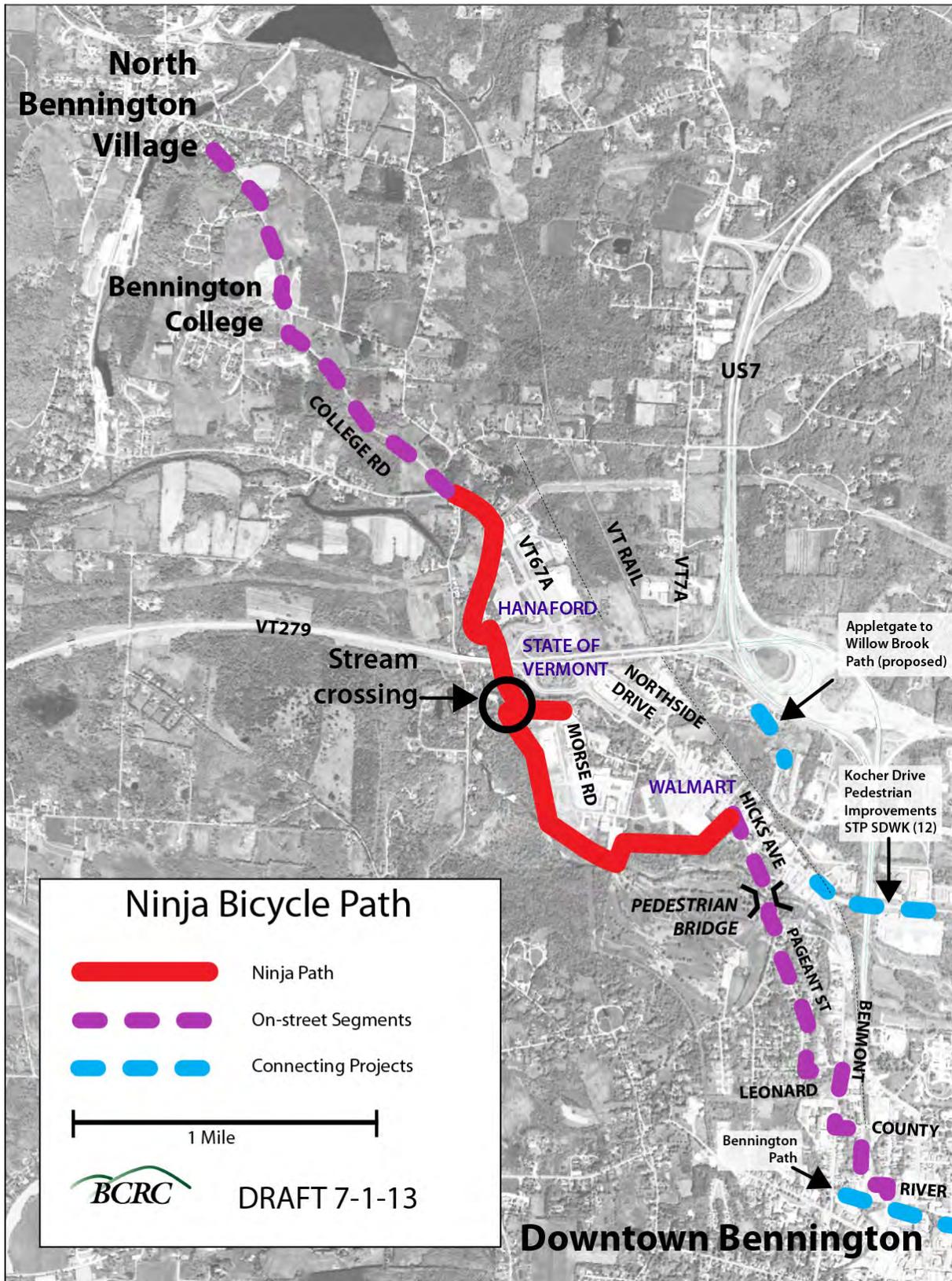


Bennington-North Bennington: Ninja Bicycle Path

MULTI-USE PATH PROJECT



The Ninja Bicycle Path will connect Downtown Bennington to North Bennington Village.



What is the Project?

The project is to convert an unused rail spur into a recreational path. The path will extend a short, existing pathway in downtown Bennington to the Molly Stark School 1.5 miles to the north.

The recreational path is envisioned as the first phase of a longer path that will link downtown Bennington, the Northside Drive commercial corridor, and North Bennington.

The pathway will transform derelict infrastructure into a valuable amenity.





The Ashuwillticook Rail Trail in nearby Berkshire County often gets more than 1,500 users per day on summer weekends.

The Bennington rail spur has not been used in decades.

What will the project accomplish?

The project will:

- Provide a direct and safe bicycle and pedestrian route along a busy and important corridor
- Transform derelict infrastructure into a valuable amenity
- Improve transportation options for children
- Promote physical activity

Project Status:

- The project was stalled because Vermont Railway, as a condition of a rail-to-trail conversion, insists that the Town pay for a run-around track to a vacant industrial site. The initial cost estimate for the runaround track was approximately \$1,000,000. Recently, the Town, working with its consultant, has identified a runaround

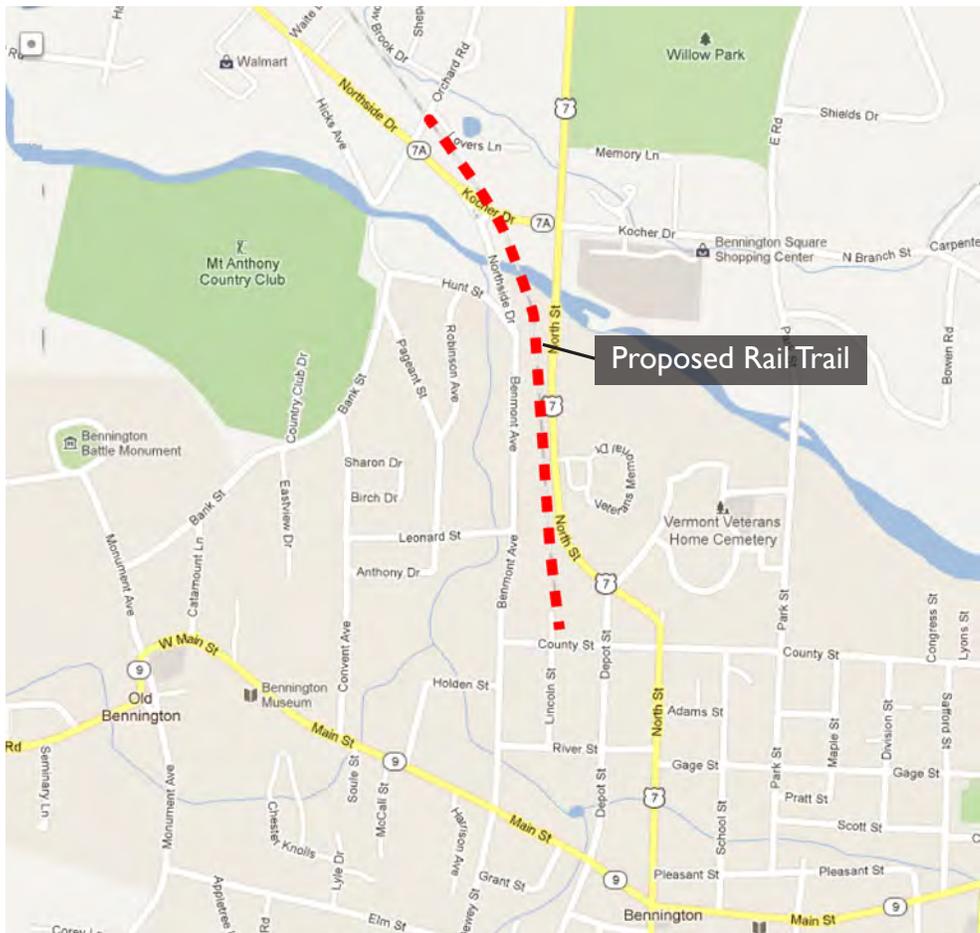


track design that may reduce the cost to \$300,000. Discussions with Vermont Railway are ongoing. The State legislature has granted the Town authority to ask the Surface Transportation Board for a rail-to-trail conversion.

- A group of local residents has recently organized to advocate for the Bennington Pathway project.
- The Iron Horse Preservation Society has agreed to remove the rails and create a cinder path at no cost.

Estimated Cost

- Rail removal and path construction: no cost (cinder path) to \$200,000 (paved path)
- Traffic and pedestrian signals at VT 7A: \$20,000 to \$30,000
- Runaround track: \$300,000
- Bridge Improvements: \$40,000 to \$60,000
- Total cost: \$400,000 to \$650,000





What is the project?

The Western New England Greenway is an initiative to create a traffic-free path from New York City to Montreal. Planners envision that it will utilize the existing East Coast Greenway in Connecticut, pass through Berkshire County in Massachusetts and up the west side of Vermont, passing through Bennington County.

What will the project accomplish?

The Greenway will be a valuable tourism and marketing tool and an amenity for residents.

Project status

There is a multi-regional initiative to create the Greenway, although there is no formal group yet. The Upper Housatonic Valley Heritage Area organized a conference in November 2012, in Bennington.

The envisioned first phase is to establish a complete route on quiet, low-speed roads with the goal of transitioning to fully separated (Class I) facilities where feasible. There are several complete segments in Connecticut, Berkshire County, Northern Vermont and Quebec.

BCRC will coordinate with the regional commissions in Berkshire and Rutland counties to identify possible routes.

Estimated cost

Unknown

The Western New England Greenway will go from New York City to Montreal via Bennington County.



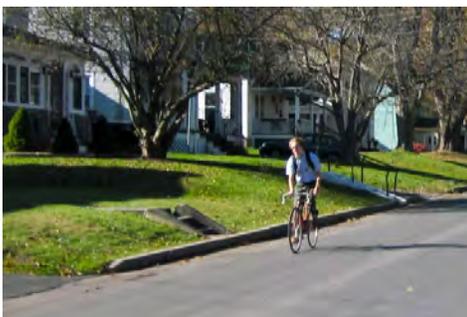
The 2500-mile East Coast Greenway is the model for the Western New England Greenway.

Bennington Bicycle Lane Network

BICYCLE PROJECT



A cyclist on Kocher Drive in Bennington. Many of Bennington's most important streets are not bicycle-friendly.



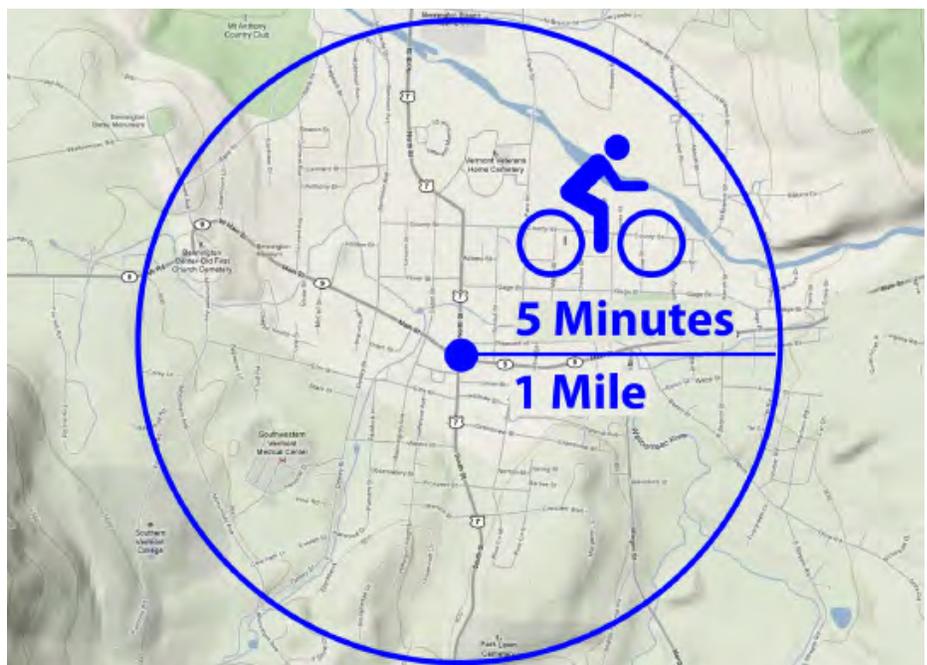
Elm Street in Bennington is a suitable local street for cycling. There are not enough quiet local streets to form a good cycling network.

Many destinations are within easy cycling distance in Bennington.

Why is this project needed?

Bennington has excellent potential for cycling. It is densely populated, relatively flat, and has low traffic volume, yet cycling accounts for only a tiny percentage of short trips. Many potential cyclists may be discouraged by lack of facilities. The town has no bike lanes and only one short recreational path, and the design of many important intersections and streets, such as Benmont Avenue and Northside Drive, are intimidating for beginner cyclists.

- Bennington has the population density to support a bike network. Nearly 14,000 people, more than one-third of region's population, live within a three-mile radius.
- A bike network will encourage physical activity. Lack of physical activity is linked to type 2 diabetes. 8% of Bennington County residents have type 2 diabetes.
- Bennington has a 15.5% poverty rate. A bike network will give residents an affordable transportation option.
- Many of Bennington's important destinations are a little too far for most people to comfortably walk, but are within easy cycling distance. For example, Walmart, Home Depot and the area's only two major grocery stores are two miles northwest of downtown.



Bennington Bicycle Lane Network

BICYCLE PROJECT



This bike lane in Vancouver invites cycling.



New York City has installed a network of bicycle lanes and cycling has increased dramatically.



On-street bike lanes are cost effective and relatively easy to instal. This green bike lane is made with paint and thermoplastic pavement markings on an existing right of way.

What will this project accomplish?

The network of on-street bicycle lanes in Bennington will make cycling more appealing and more people will use bicycles for short trips within Bennington.

- High quality on-street networks have lead to dramatic increases in cycling in many places including Cambridge, Massachusetts and New York City.
- Studies show that cyclists prefer streets with bike lanes to streets without bicycle lanes.
- An increase in cycling is shown to improve cycling safety by creating “safety in numbers.”
- On-street bike lanes can be implemented quickly and at little cost, compared to fully separated Class I pathways.
- On-street bike-lanes will compliment planned separated pathways.
- Bicycle lanes calm traffic by visually narrowing the roadway, which improves safety for cyclists, pedestrians and drivers.
- Bicycle lanes are a valuable amenity that could help attract more young people and businesses to Bennington.

Estimated cost

Unknown

Project Status

RPC identified need

Bicycle Parking

BICYCLE PROJECT



Unlocked bike in Bennington

Why the project is needed

Bicycle parking is a low-cost way to encourage cycling, yet most important destinations in Bennington County do not have bicycle racks.

- Cyclists need a safe and secure place to lock their bikes when they reach their destination.
- Fear of theft is a deterrent to bike use. An estimated 1.5 million bicycles are stolen in the US each year. It is easy to steal an unlocked bike—it is a perfect get-away vehicle.
- Bike parking is needed to compliment planned bike lanes and bike paths.



Simple bicycle parking in Durham, North Carolina

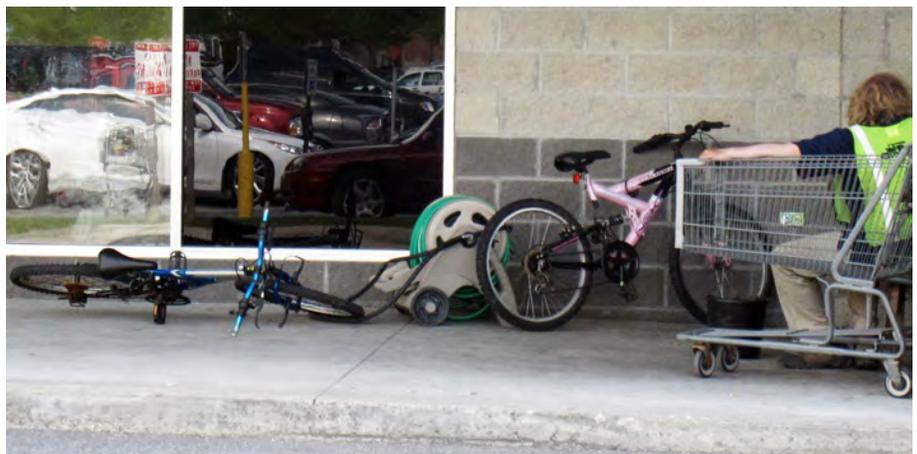
What the project will accomplish?

The project will install safe and secure bicycle racks at important destinations in the region. Possible locations include: schools, libraries, town offices, state offices, stores, cafes, large employers, shopping malls and athletic facilities.

- Will encourage cycling by providing a place to lock up and by sending a message that bicycles are an accepted form of transportation.



Broken Bicycle rack outside of the Bennington Public Library



Unlocked bikes outside Price Chopper in Bennington

Bennington County Bicycle Parking

PEDESTRIAN PROJECT



Much land in downtown Bennington is used for parking lots—an unproductive land-use

- Will provide low-cost parking. Bike racks fit two bikes and cost \$150--\$300. A surface parking space for a car costs up to \$2,200.
- Will provide spatially efficient parking. 10-12 bikes can be parked in one car space. Much land in downtown Bennington is used for parking lots—an unproductive land-use.
- To be well used, the racks must be properly designed, sited and installed.

Project Status

In 2012 The VTrans Bicycle Program gave Bennington and North Bennington bicycle racks for several key locations. More bike parking is needed.

Bikes locked to stanchions outside the South Street Cafe in Bennington



Bennington: Downtown Signal Retiming

PEDESTRIAN PROJECT



It's often a long wait to cross the street at the main intersection in Bennington.



The majority of pedestrians give up waiting and cross during the "no walk" phase.



Crossing against the light.



Why is the project needed?

The intersection of US 7 and VT 9 in downtown Bennington is the busiest pedestrian crossing in the region. The downtown commercial district depends on pedestrian traffic, and it is crucial that poor signal timing not discourage pedestrian circulation. Unfortunately, the traffic signal progression makes crossing difficult. In fact, the majority of people waiting to cross give up and cross against the light.

- The signal timing forces pedestrians to wait a long time—up to 90 seconds to cross the street. 80 seconds is the generally accepted maximum.
- An informal study showed that 59% of pedestrians gave up waiting for a pedestrian signal and crossed against the light. (In a 45-minute period, 47 out of 80 pedestrians crossed against the light.)
- Pedestrians must “apply to cross” by pressing a walk button. Many out of town visitors wait for a significant amount of time before realizing they must push a button to cross.
- Often, by the time the pedestrian phase starts, the pedestrians have already crossed and vehicles have to wait for no reason.
- The red flashing pedestrian warning signal does not inform pedestrians how long they have to cross.
- The new leg of VT 279 will divert traffic from downtown and will provide an opportunity to retime the signals to encourage walking.

What will the project accomplish?

- A simultaneous walk and green traffic signal will significantly reduce pedestrian waiting time and will improve traffic operations.
- A three-second Leading Pedestrian Interval (LPI) will give pedestrians a head start to reduce crashes.
- Countdown pedestrian signals will tell pedestrians how many seconds they have to cross the street.

Bennington: Downtown Signal Retiming



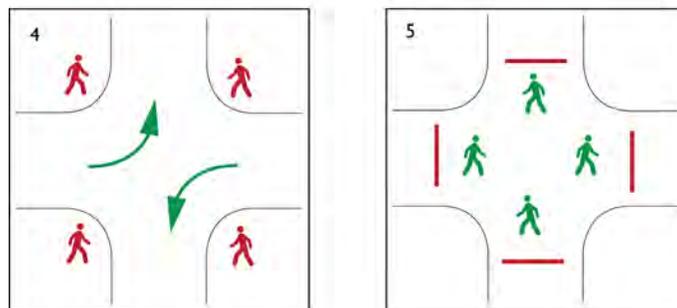
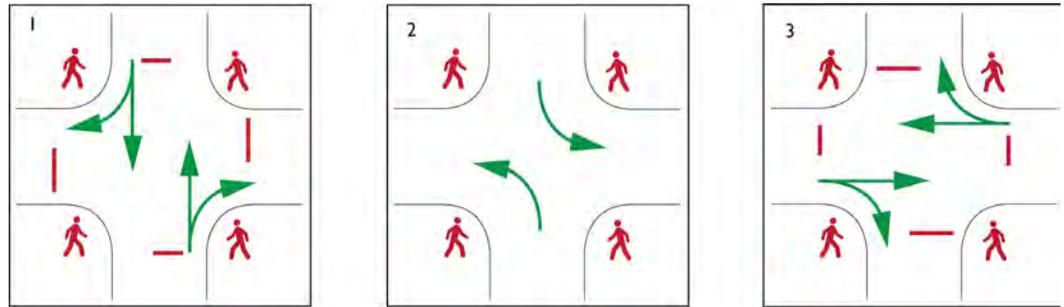
PEDESTRIAN PROJECT

Project Status

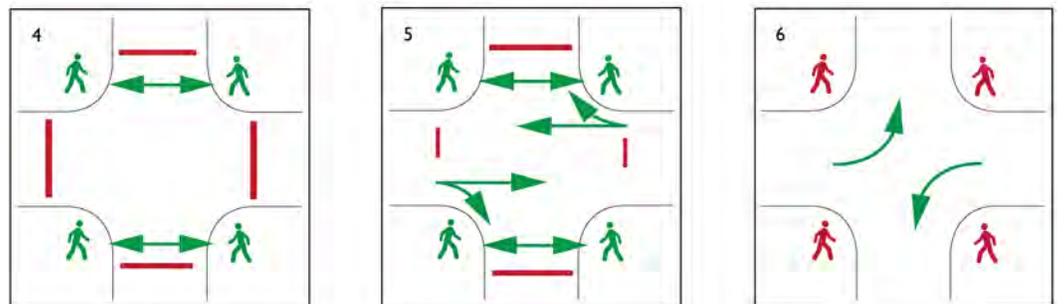
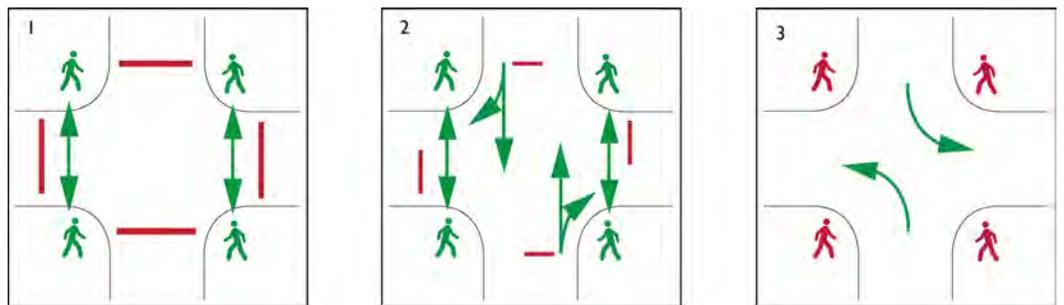
- RPC identified need
- The Town of Bennington supports the project.

Project Cost

- Unknown



Current Signal Progression: Pedestrians must “apply to cross” by pushing a button and often have to wait for up to four signal phases before crossing.



Proposed Signal Progression: Pedestrians and vehicles get a concurrent green signal. Pedestrians get a 3-second head start (leading pedestrian interval) to prevent being hit by right-turning vehicles.



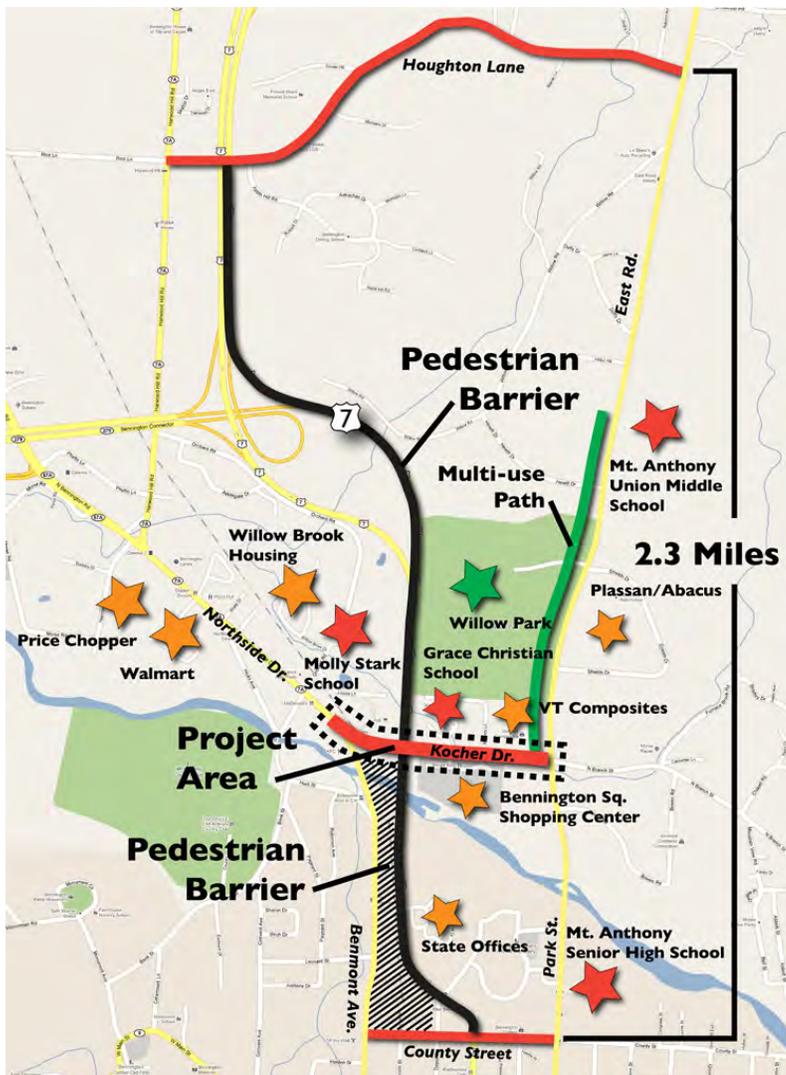
Children crossing US 7 at Kocher Drive

There is no safe way to cross US 7 for 2.3 miles

Why is this project needed?

The project area has high traffic volume but no facilities for pedestrians or cyclists who must tolerate unsafe conditions to use the roadway. Kocher Drive/Northside Drive is the only east-west passage for 2.3 miles between Houghton Lane and County Street and is a key link in the local transportation network.

The route is a developed commercial “strip” with large retail stores, offices, and industrial parks. Route US 7 is a six-lane wide limited-access highway immediately north of the Kocher Drive/US 7 intersection, which has the highest traffic volume in the region. These roadways and intersections are a deterrent, discouraging pedestrian travel between the region’s most populous residential neighborhood to the south and the commercial uses to the north and west.



Mount Anthony Union Middle School, Mount Anthony Union High School, Grace Christian School and Molly Stark Elementary School are all nearby, and many children walk along the edge of the roadway and cross the Kocher Drive/US 7 intersection. There is a wide multi-use path used by many students which extends to the eastern edge of the project area, yet does not connect west through the project area to the neighborhoods to the west. It is likely that many other children choose not to walk to school because of the lack of safe and appealing pedestrian facilities. There is growing evidence that infrastructure that promotes driving over “active transportation” have contributed to the public health epidemics of childhood obesity and type 2 diabetes.

Many additional concerns and deficiencies with the project area’s intersections and roadways support the purpose including:

Bennington Streetscape Improvement

Bennington County Regional Commission



- Despite the numerous pedestrians and cyclists who use the roadway, there are no sidewalks (except on Northside Drive west of Benmont Avenue) crosswalks, pedestrian signals, bike lanes, and only limited paved roadway shoulders.
- The lack of pedestrian facilities encourages driving even for short trips and limits transportation options.
- The project area is a High Crash Location (HCL).
- The bridge on Kocher Drive is too narrow to safely accommodate pedestrians, cyclists and motor vehicles.
- Roadway hardware (guardrail, signal mast poles and drainage structures) adjacent to the roadway push pedestrians close to motor vehicle traffic.
- Steep slopes at the roadway's edge limit space for pedestrians.
- The lack of street trees or landscaping makes walking less appealing.
- Inadequate lighting makes it difficult to see pedestrians and cyclists at night.



What will this project accomplish?

The purpose of the project is to create safe and appealing pedestrian access, with accommodations for bicycles where possible, along the Northside Drive/Kocher Drive near the intersection with US Route 7.

Project Status

Bennington received a \$490,000 earmark for pedestrian improvements at the intersection. Improvements recommended in a 2002 scoping study were never built because the recommended improvements would have cost more than the available funds. The project is now progressing after a decade of delay. URS and Behen Planning and Design were hired last fall to conduct a new scoping study. BCRC is the Municipal Project Manager.



Children crossing US 7 and walking on Kocher Drive

Bennington: Benmont Avenue Active Transportation Corridor

PEDESTRIAN PROJECT



Pedestrians on Benmont on Avenue

What is the Project?

The project is to create a safe and inviting travel corridor for pedestrians and bicyclists on Benmont Avenue between the Holden-Leonard Mill and the Hunt Street Bridge.

Why is the project needed?

Many pedestrians and bicyclists use Benmont Avenue to travel between downtown Bennington and Northside Drive's businesses and housing complexes.

There are no sidewalks between the Holden-Leonard Mill and the Hunt Street Bridge, and it is common to see pedestrians, often in groups, using the wide western shoulder as a refuge from the road's heavy traffic volume. Pedestrians must also contend with a succession of broad driveway accesses, which expose them to turning vehicles and create a blighted streetscape of excessive pavement.



Bennington: Benmont Avenue Active Transportation Corridor

PEDESTRIAN PROJECT

What will the project accomplish?

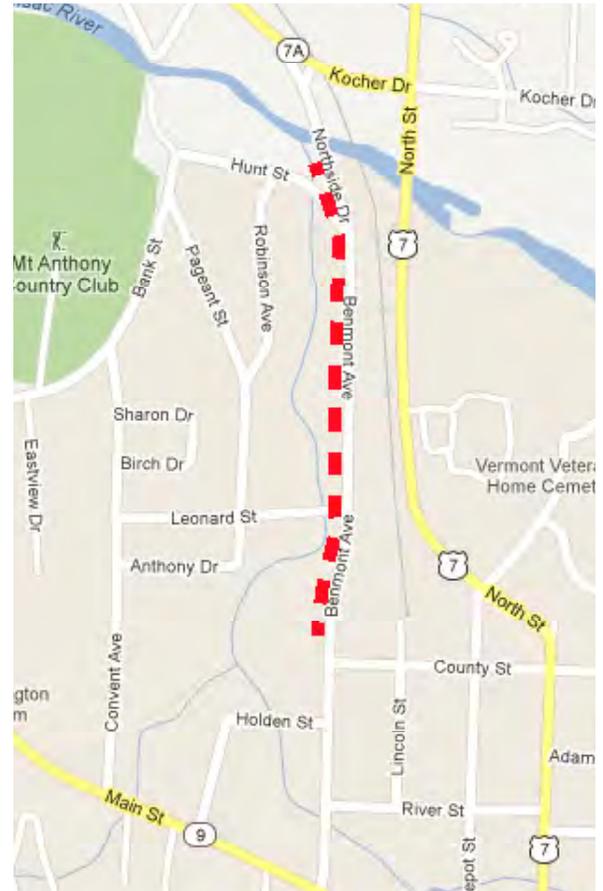
- Improve safety along a heavily travelled pedestrian corridor
- Encourage active transportation in a county with an eight percent type 2 diabetes rate
- Improve mobility for children
- Improve access management and aesthetics along a blighted corridor
- Improve access to the Ninja Bicycle Path and the pedestrian bridge on Hicks Avenue

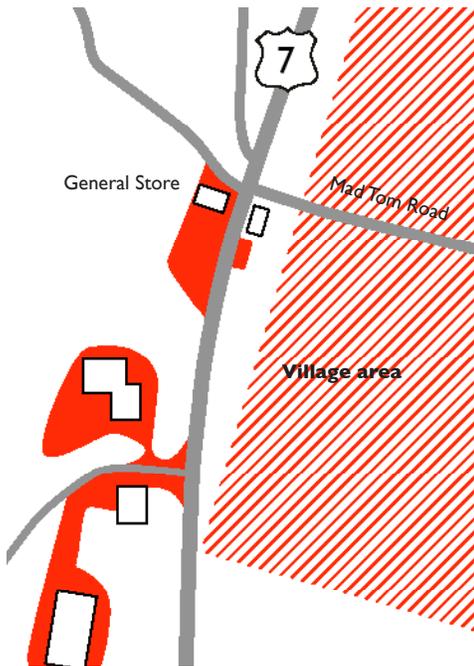
Project Status:

BCRC is assisting the Town of Bennington design short-term improvements.

Estimated Cost

Unknown





US 7 is a dangerous barrier for East Dorset residents trying to reach the general store.

Why is the project needed?

Route US 7 near Mad Tom Road is a dangerous barrier for East Dorset residents. Mad Tom Road is East Dorset's "Main Street." The Post Office, town offices, library, and several businesses are on Mad Tom Road or use it for access. Vehicles exiting Mad Tom Road have poor sight distance because of a steep grade at the intersection approach. Villagers also cross US 7 on foot to reach the East Dorset General Store, the area's only store that sells food and other household essentials.

- In 1991 a child was killed crossing US 7 trying to reach the general store.
- In 2002 a crash killed one person and injured four others.

The limited access portion of US 7 ends just below the village, and there are few visual cues to slow drivers down. Travel lane and shoulder width are the same as the limited access highway just to the south. Poor access management at nearby businesses creates unnecessary conflict points and is visually unattractive. There are no crosswalks, sidewalks or any other pedestrian safety features.



Vehicles exiting Mad Tom Road have a poor view of oncoming traffic because of a steep grade at the intersection approach.

How will the project solve the problem?

The project will improve safety, access management, and aesthetics along US 7 near Mad Tom Road by:

- Tightening roadway geometry to slow traffic to improve pedestrian safety and safety of vehicles exiting Mad Tom Road
- Limiting access to parking areas with curbed landscaping to reduce conflict points and improve aesthetics
- Installing crosswalks, neck-downs and curbing to protect pedestrians

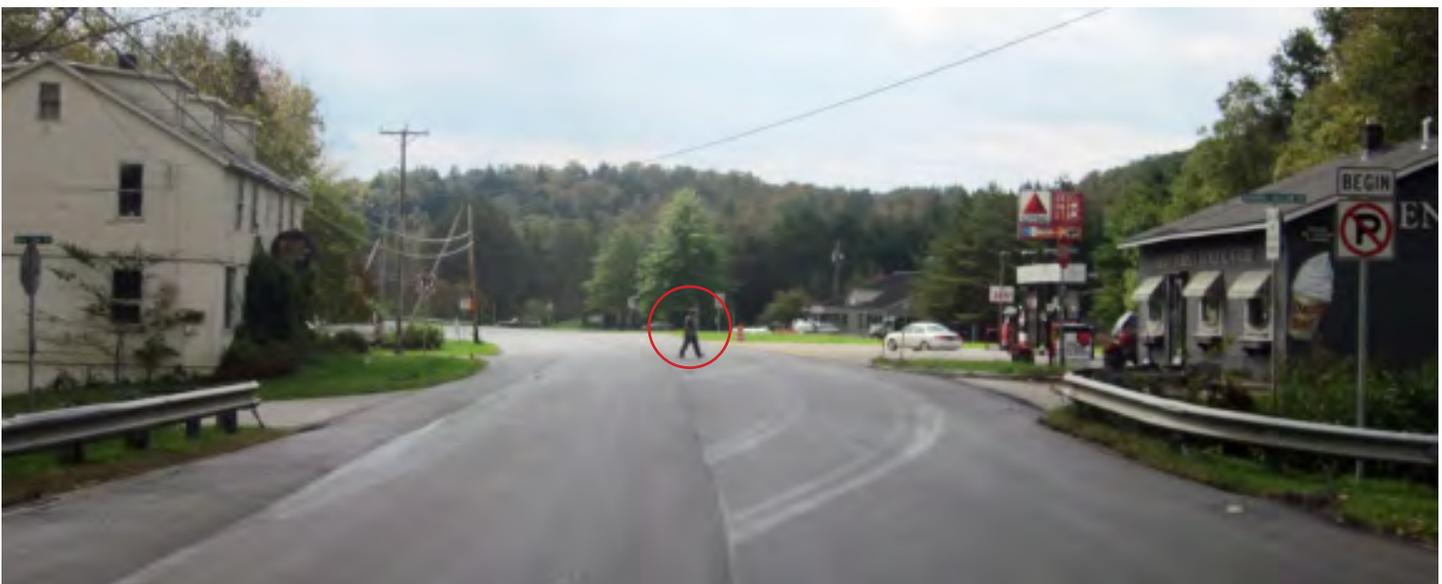
Project Status

In 2003, Engineered Solutions, Inc., held a series of public meetings and produced a study, which recommended a gateway treatment, turning lanes, a crosswalk, a pedestrian refuge median, bulb-outs and curbed landscaping to define access. Only one recommendation was implemented, a curbed landscaped area in front of the general store. The Town and the Transportation Advisory Committee still feel a need exists and more of the recommendations should be built.

Cost Estimate

\$45,000 (from 2003 study)

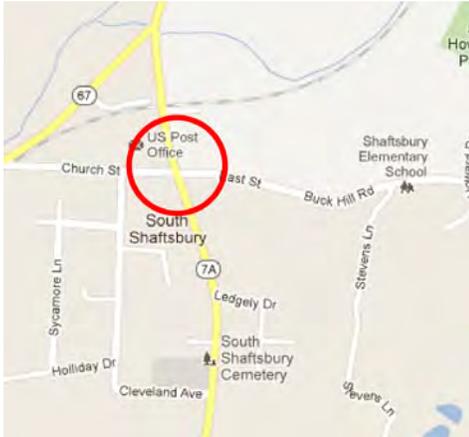
Crossing US 7 to reach the general store.



Shaftsbury: Village Center Improvements



PEDESTRIAN PROJECT



Why is the project needed?

Shaftsbury Village is a dense, walkable community with houses, businesses, schools and civic buildings. VT 7A divides the village in two and is a barrier to pedestrians, particularly to children, who must cross it to get to neighborhood schools. Heavy traffic, speeding vehicles and poor street design mar the corridor and make it difficult and uninviting for pedestrians.

The key crossroads in the Village is the intersection of VT 7A/Church Street/Buck Hill Road, which has these deficiencies:

- Parking close to the intersection of Buck Hill Road obscures pedestrians and vehicles entering the roadway.
- Vehicles, park perpendicularly in front of the general store and back into traffic to exit.
- Delivery trucks park on VT 7A, opposite the store, blocking the view of pedestrians and vehicles exiting Church Street.

Landscaping and curbing will make this intersection safer and more attractive.



Shaftsbury: Village Center Improvements

PEDESTRIAN PROJECT



The sidewalk and curb end before the intersection exposing pedestrians to fast, wide vehicle turns.

- Long turning radii create long pedestrian crossing distances and encourage fast vehicle turns.
- There is a sidewalk gap on the west side of VT 7A between Church Street and the railroad overpass.
- Crossing distances for pedestrians are long. There is a bulb-out only at one corner, and no pedestrian refuge island or other physical measures to shorten crossing distances or calm traffic.
- There is no crosswalk across Church Street.
- Lack of access management creates unnecessary conflict points and exposes pedestrians to turning vehicles.
- The area is covered with excessive pavement and lacks street trees, landscaping, benches and other amenities.
- The flashing yellow light does not adequately calm traffic. Physical traffic calming is needed.



A curb, sidewalk, landscaping and defined parking entrances are needed for better safety and aesthetics.

What will the project accomplish?

A scoping study will develop recommendations to improve safety, traffic operations, aesthetics and parking in Shaftsbury Village.

Cost Estimate

Unknown

Manchester: Depot Street Improvements

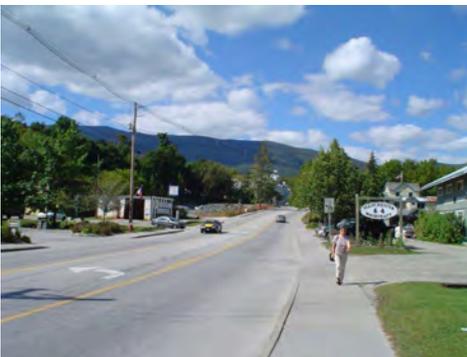
PEDESTRIAN PROJECT



Depot Street is uninviting to pedestrians.



This wide parking lot entrance leaves pedestrians vulnerable to turning vehicles and creates an unsightly sea of asphalt.



The center turning lane creates a wide highway strip.

Why is the project needed?

Depot Street in Manchester is one of the region's most important retail corridors. Its outlet stores, grocery stores and restaurants attract both tourists and locals. Unfortunately, the corridor's commercial potential is hurt by poor street design—long stretches are uninviting—particularly to pedestrians.

- Unpleasant strip-mall character—lack of a village streetscape.
- The area is covered with excessive pavement and lacks street trees, landscaping, benches and other amenities.
- A center turning lane creates a wide highway strip.
- High traffic volume and long crossing distances make it hard to cross the street.
- Parking areas are not interconnected.
- It is difficult to walk between stores, so many shoppers drive between stores.
- Excessive curb cuts create unnecessary conflict points and expose pedestrians to turning vehicles.
- Sidewalks are too close to the roadway.
- Sidewalks do not extend far enough east.

Manchester: Depot Street Improvements

PEDESTRIAN PROJECT



Photo rendering of proposed improvements

How will the project solve the problem?

A 2004 Scoping Study by URS Corporation/Bailliere Consulting recommended two alternatives.

Design #1: New center medians with upgraded sidewalks and crosswalks

Design #2: Narrower roadway with existing sidewalks.

Cost Estimate

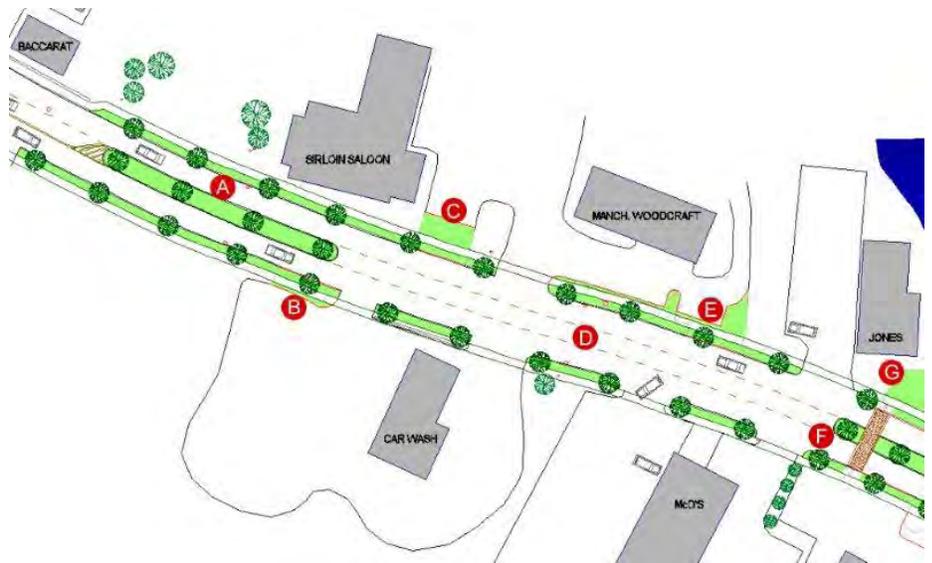
\$350,000 (from the 2004 study)

Project Status

Manchester was recently awarded a planning grant from the State of Vermont Department of Housing and Community Affairs to update the 2004 corridor study. The Bennington County Regional Commission will update the study this year.



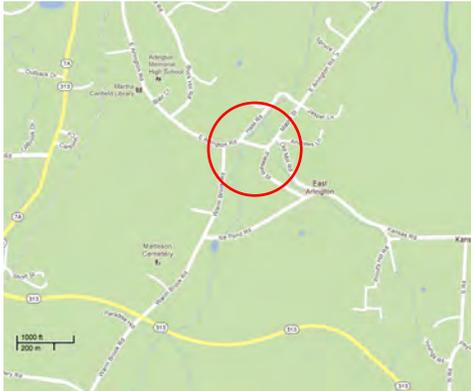
Design# 1 detail



Design #2 detail

East Arlington: Village Center Improvements

PEDESTRIAN PROJECT



Why is this project needed?

East Arlington's village center has stores, houses and a post-office arrayed around an irregular, wide and undefined multi-leg intersection. The paving extends almost to the building edges, leaving little room for pedestrians, plantings or other amenities.

How will the project solve the problem?

A scoping study is needed to develop recommendations to improve pedestrian safety, traffic operations, parking and aesthetics.



A truck parked in the middle of the intersection. The undefined paved area goes almost up to the building edges.

Project status

RPC identified need

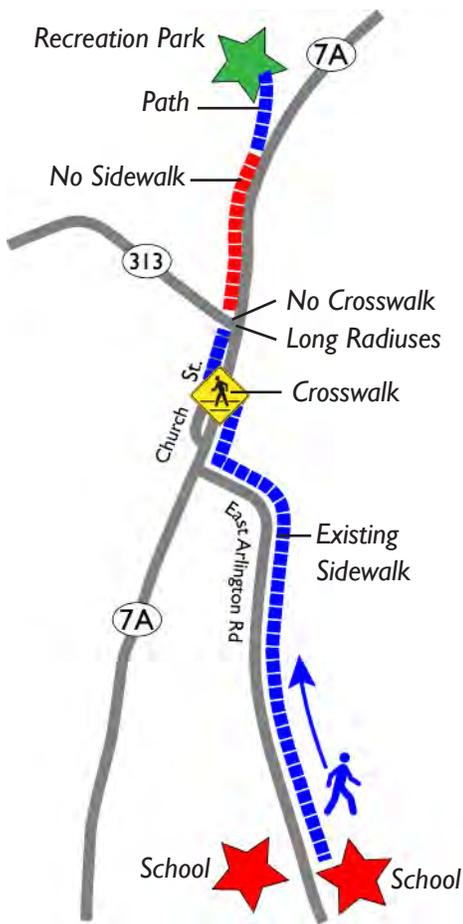
Cost Estimate

Unknown



Arlington: Schools to Recreation Park Pedestrian Connection

PEDESTRIAN PROJECT



There is no good place to walk for a short, critical stretch along VT 7A.

At the VT 313/VT 7A intersection, long turning radiuses encourage fast vehicle turns and create long pedestrian crossing distances.

Why is the project needed?

Many children walk from the Arlington schools to the Arlington Recreation Park after school. The first 0.7 miles has sidewalks and crosswalks and is safe and inviting for walking, but the last 0.2 miles is dangerous and uninviting for walking because:

- There is no sidewalk along VT 7A from the VT 313 intersection to the recreation park. Steep embankments and narrow shoulders force pedestrians to walk in the road next to traffic.
- It is dangerous to cross VT 313 at VT 7A.
 - There is no crosswalk.
 - Long turning radiuses encourage fast vehicle turns and create long pedestrian crossing distances.

How will the project solve the problem?

The project will create a complete, safe walking route between the schools and the recreation park.

- New sidewalks or walking paths along VT 7A between VT 313 and the Arlington Recreation Park entry path will protect pedestrians from traffic.
- A new crosswalk, curb extensions, and shorter turning radiuses will make it safe for pedestrians to cross at the VT 313 /VT 7A intersection.

Project Status

Regional Transportation Plan Identified Need

