



Public Meeting on Rte 7 Walkability

HELP US IDENTIFY THE BEST OPTION FOR
SAFE WALKING & BIKING IN OUR COMMUNITY!

TUESDAY, AUGUST 14
6:30-8:30 PM
ST. ALBANS TOWN HALL
579 LAKE ROAD

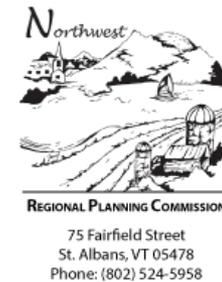


Route 7 Livability Connection Study

PUBLIC MEETING

TUESDAY, AUGUST 14, 2018 – ST ALBANS TOWN HALL

WAGNERHODGSON
LANDSCAPE ARCHITECTURE



Today's Agenda

1. Introduction to the study
2. Existing conditions + what we've heard from you so far
3. Alternatives
4. Your comments + discussion
5. Next steps



Project Status

1. Existing Conditions Analysis

- RiseVT Outreach, Wikimap Survey
- Report

2. Alternatives Exploration

- Assumptions, concepts, drawings
- Review with VTrans, Town DPW, City
- **Public Meeting (today!)**

3. Refine Alternatives & Create Implementation Plan

- Changes based on public feedback
- Alternatives/options matrix with cost estimates
- Team + public review

4. Reporting

- Draft report
- Team + public review
- Final report submission

*September
through
October*



Study Area

- Connection between **Town and City**
- Connection between **residential and commercial** (jobs, errands)
- Connection to **Swanton**
- **Rail Trail** access

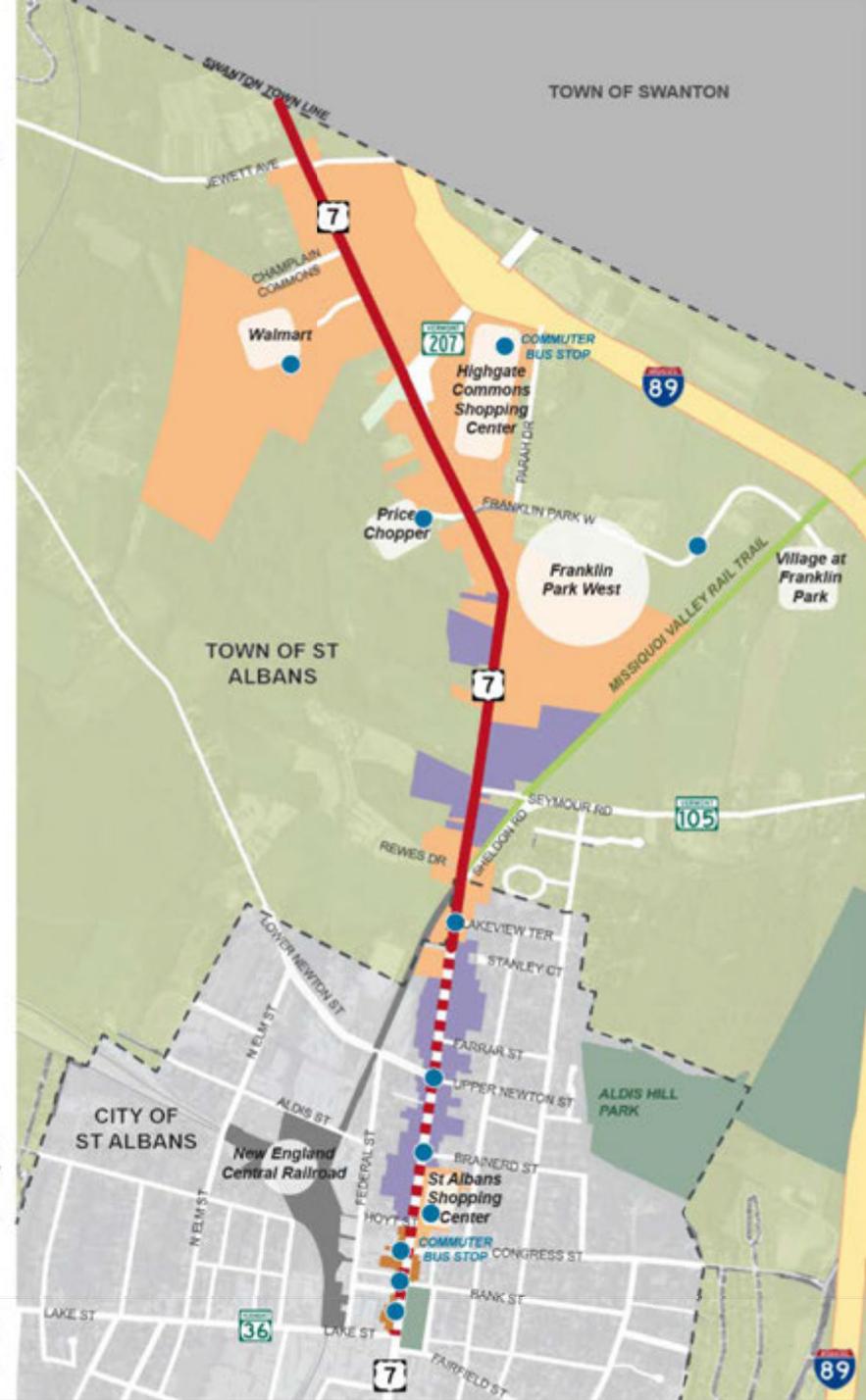


Route 7 Livability Connection Study
St. Albans, Vermont

RSG
the science of insight

WAGNERHODGSON
LANDSCAPE ARCHITECTURAL

Four Park Community Planning & Design



Project Goals

1. Create safe and desirable alternative transportation options.
 - Short- and long-term recommendations
2. Increase demand for active transportation options.
 - Public outreach
3. Support an economically vibrant future through land use planning, zoning, and aesthetics.
 - Challenges identified and addressed
 - Physical improvements to connect Town and City



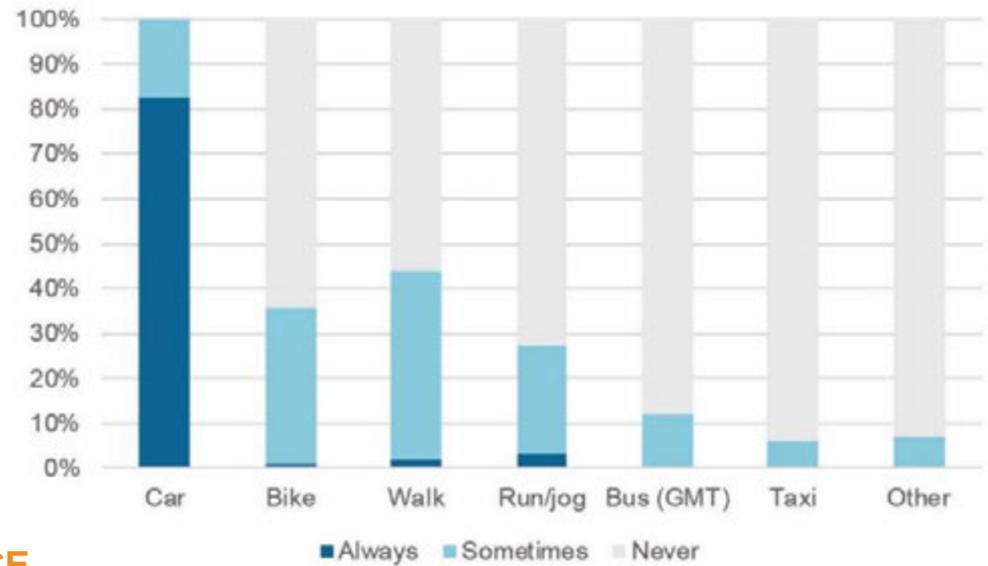


Existing Conditions Summary

Road Users

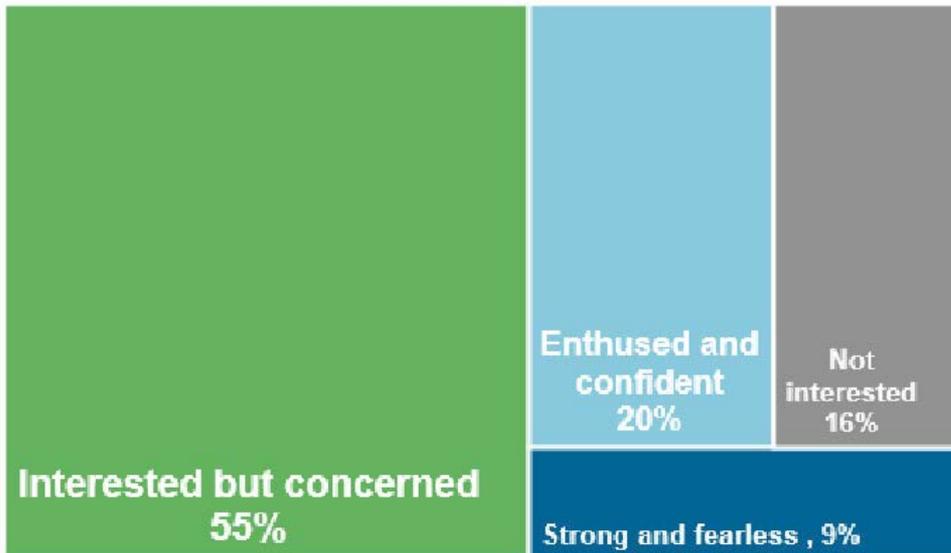
TRAVEL BEHAVIOR ALONG THE STUDY CORRIDOR

Survey participants were instructed to select all modes that apply.



Data Source: RiseVT

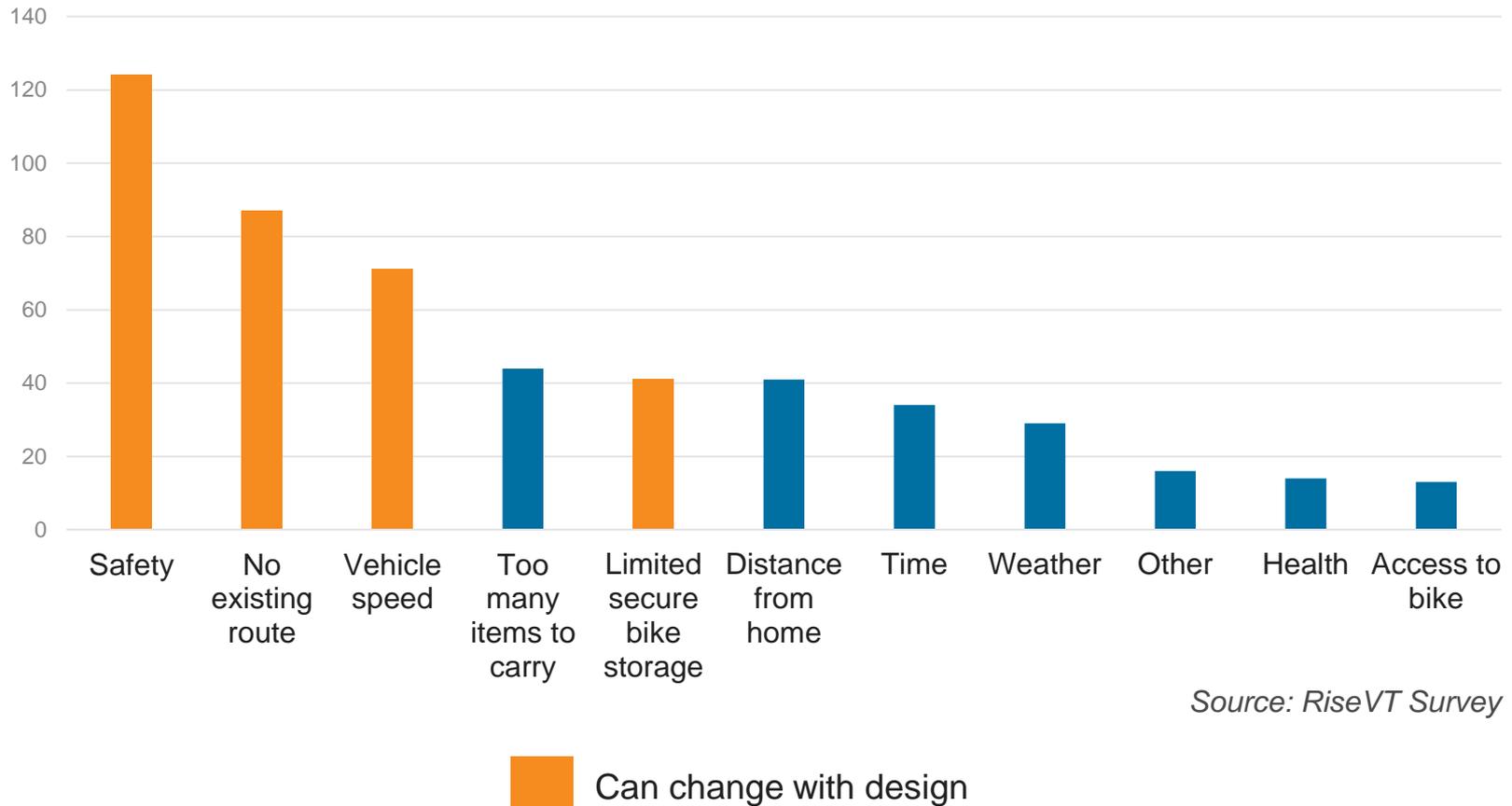
BICYCLE LEVEL OF INTEREST/CONFIDENCE



Public Perspectives from RiseVT Survey

What keeps you from walking or biking on this route now?

Check all that apply



Public Perspectives from Wikimap

- Lack of sidewalks
- Unsafe to cross – lack of crosswalks, wide roadway
- Not enough lighting, places to rest (shelter/shade)
- Narrow shoulder (bicycling)
- Need better connection (infrastructure and signage) to MVRT trailhead



Business Perspectives

- Enthusiasm and appreciation for ability of clients, employees, and the public to access businesses by foot and bike
- Desire for safer street crossing, especially for employees who want to run across the street for coffee/lunch/snack



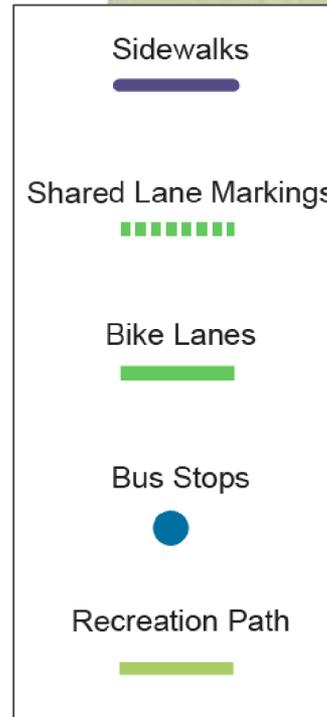
Key Issues

1. Pedestrian and bicycle connectivity
2. Pedestrian roadway crossings
3. Excessively wide curb cuts
4. Pedestrian and bus stop amenities
5. Visual appeal and connection
6. Crash History



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6. Crash History
 - High crash locations in primary study area
 - Bicycle and pedestrian crashes in secondary study area



Key Issues

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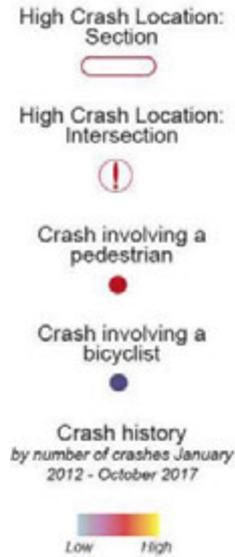
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Route 7 Livability Connection Study
 St. Albans, Vermont

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WAGNERHODGSON
 ARCHITECTS PLANNERS ENGINEERS

Franklin Park Community Planning & Design



Corridor Management Review

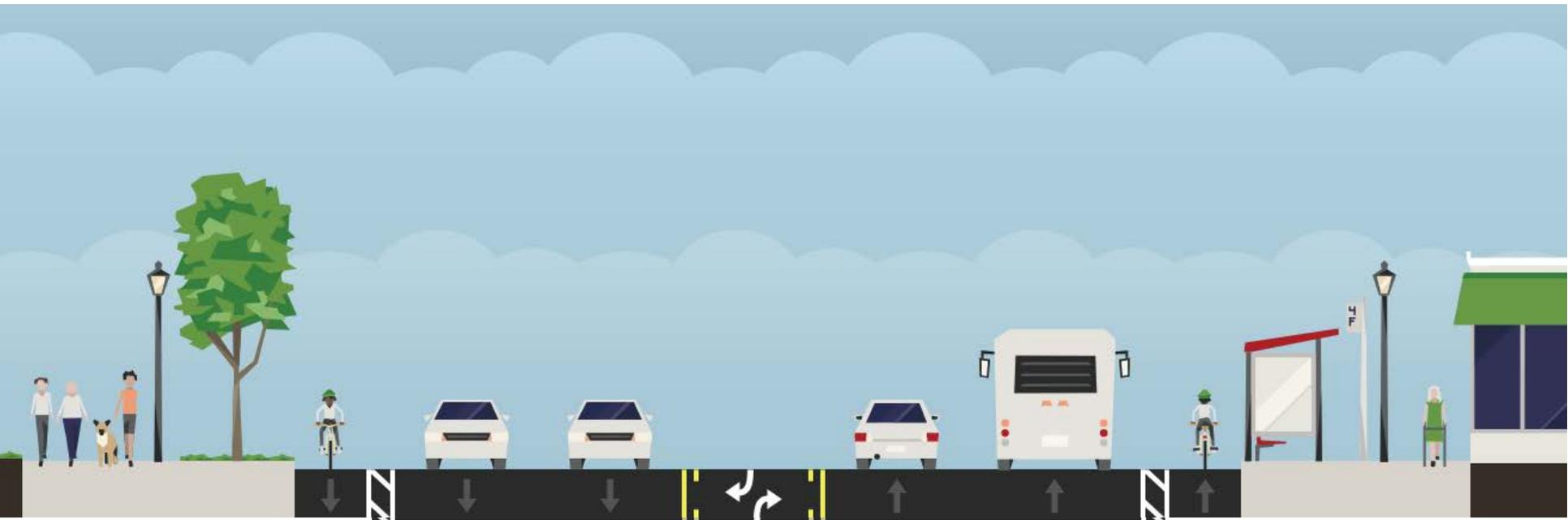
- Route 7 in City (Class 1) vs Town
- Northwest Regional Growth Area
 - NRPC and Town plans: to incentivize clustered, mixed use development and avoid further strip development
- Primary Study Area:
 - Regulations do not incorporate robust access management or complete street standards
 - Pedestrian- and transit-friendly development types or forms are not specified





Design Elements

Desire: A Complete Street that serves all modes



General Elements

- Sidewalks
- Shared use path
- Crosswalks and pedestrian signals
- Bike lanes
 - Conventional, buffered, protected



RRFB



Protected Bike Lane

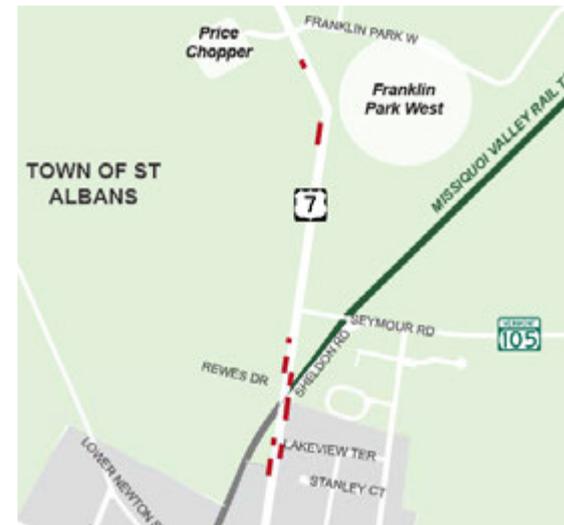
General Elements - Continued



- Green belt, trees
 - Stormwater management, snow storage, traffic calming, shade, aesthetics
- Lighting, seating
- Wayfinding
- Improved bus stops
- Improved MVRT access and intersection
- Access management



samanthacurcio.com



General Constraints and Considerations

- Right-of-way
 - *To generally stay within*
- Travel lanes
 - *Not removing*
- Power lines and poles
 - *Can limit placement of paths and trees*
- Landscaping and parking lots within ROW
 - *Case by case basis*
 - *Work with businesses*



Segments

- 1 Downtown (City) – Lake St to Hoyt St
- 2 Residential (City) – to 248 North Main
- 3 Residential / Commercial Transition – to Danform
- 4 Franklin Park & Highgate Commons – to 207
- 5 VT-207 & Walmart – to Cobb Auto
- 6 Town Edge





Alternatives

Existing Infrastructure

- Intermittent bicycle accommodations in City
 - Sharrows in Downtown
 - Bike lane between Newton Street and Rail Trail
- Sidewalks in City and at Walmart and Price Chopper
- Mature street trees between Hoyt St. and City-Town line



sharrow



Conceptual Infrastructure Plan

- Shared use path 
 - North of MVRT
 - East or west side
- Sidewalks 
 - Where there's no path
- Pedestrian crossings/signals 
 - Highgate Commons
 - Price Chopper
 - MVRT
 - Lakeview Terrace
- Buffered bike lanes 
 - Narrow travel lanes to 11'
 - Widen road in some areas
- MVRT entrance layout 
 - Various options



Downtown (City)

Lake St to Hoyt St

1



CONSTRAINTS

- **Angled vehicular parking** – difficult to see bikers in road
- **Min. green strip westside of ROW** – difficult to provide healthy street trees

EXISTING ACCOMODATIONS

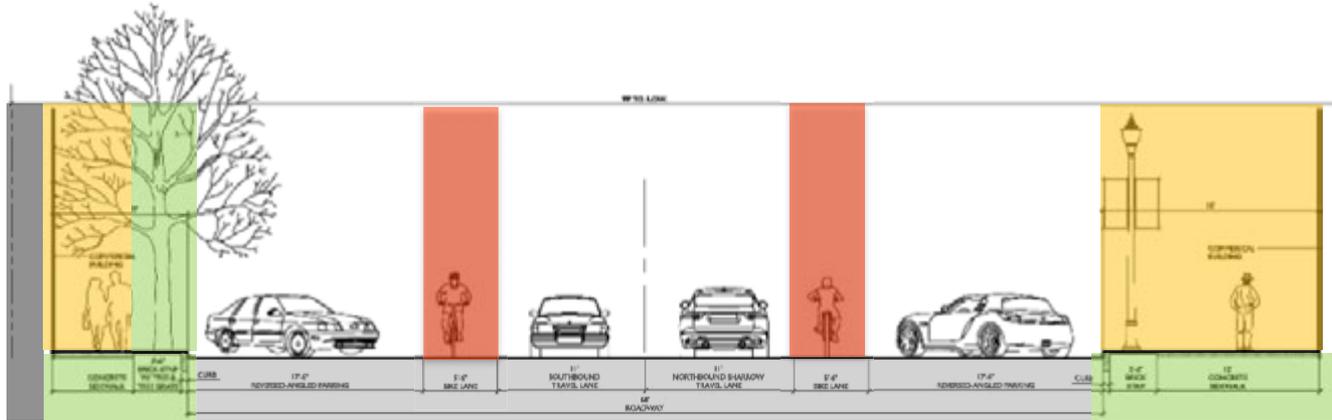
- Sidewalks both sides
- Bulb-outs
- Landscaping
- Wayfinding



Downtown (City)

Lake St to Hoyt St

1



Bike lanes and reverse angle parking

OPTIONS

1. Keep sharrows
 - Find way to narrow roadway/slow traffic
2. Bike lanes
 - Parking could become reverse angle to improve visibility
 - Could increase angle of parking to fit buffers

Residential (City)

Hoyt St to Plaza at 248 North Main

2



CONSTRAINTS

- **Narrow road width at intersections with 3 lanes of traffic** – can't accommodate designated bike lanes unless road is widened
- **Overhead powerline close to road edge** – restricts road expansion to eastside
- **Private parking lot in ROW** – Requires coordination efforts with neighboring business

EXISTING ACCOMODATIONS

- Sidewalks both sides with large green belt and street trees



Residential (City)

Hoyt St to Plaza at 248 North Main

2



OPTIONS

Hoyt St to Newton St

1. Add sharrows (can do ASAP)
 - Continued from downtown
 - Can fit on pavement
2. Widen road by up to 7' to provide standard bike lanes (5') or wider for buffered/protected (3' buffer)

Newton St to Plaza

1. Keep bike lanes as is
2. Buffer existing bike lanes, with option for protection
 - Room for 2.5' buffers without widening roadway



Residential / Commercial Transition

Plaza at 248 North Main to Danform Shoes

3



CONSTRAINTS

-  • Isolated areas of min. open space to ROW on west side of road
-  • Overhead powerlines & woods tight to road west side – restricts road expansion to eastside
-  • Private parking lots within ROW – Requires coordination efforts with neighboring business
-  • Private parking lots fronting on ROW – visually implication for pedestrian circulation



Residential /Commercial Transition

3

OPPORTUNITIES

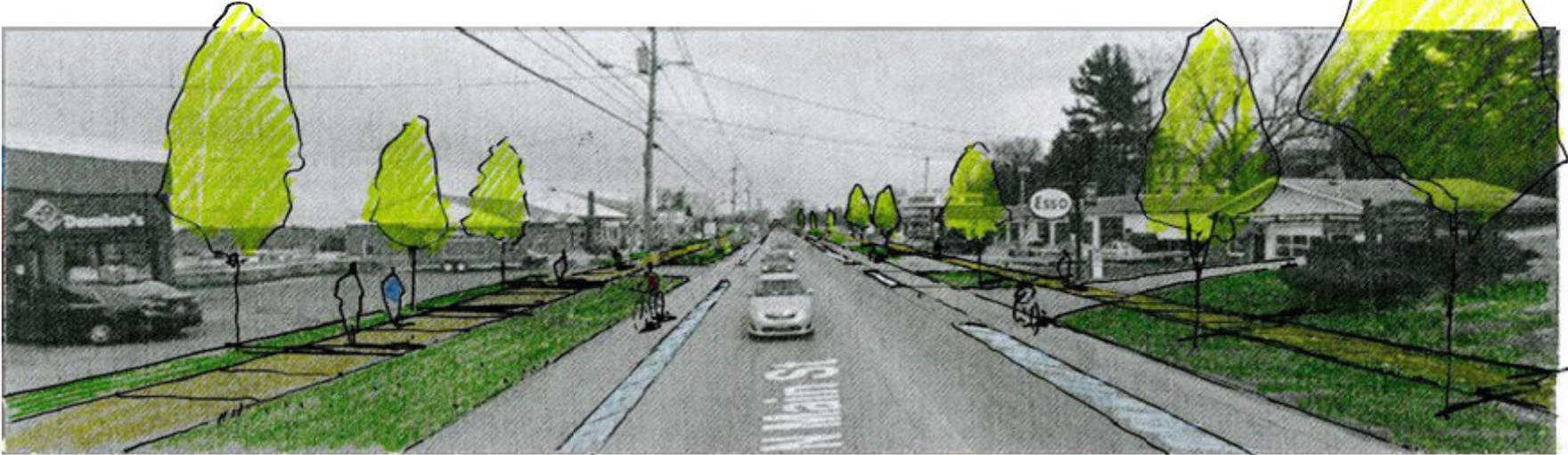
- **Wide vehicular travel lanes** – can accommodate designated bike lanes both sides road
- **Overhead powerline easement** – potential shared use path location
- **Ample open space within ROW eastside & part of westside of road to accommodate**
 - Pedestrian circulation
 - Street trees
 - Green space
 - Stormwater & utilities
 - Connection to Missisquoi Valley Rail Trail
- **Adjoining open space to ROW** – Potential land to acquire for long term design solutions



Residential / Commercial Transition

Plaza at 248 North Main to Danform Shoes

3



OPTIONS

Up to MVRT

- Buffer existing bike lanes
- Extend sidewalks on both sides of road



Residential / Commercial Transition

Plaza at 248 North Main to Danform Shoes

3



OPTIONS

Up to MVRT

- Buffer existing bike lanes
- Extend sidewalks on both sides of road

Up to Seymour Rd

- Restripe to add buffered bike lanes
- Shared use path on one side, sidewalk on other



Residential / Commercial Transition

Plaza at 248 North Main to Danform Shoes

3



OPTIONS

Up to MVRT

- Buffer existing bike lanes
- Extend sidewalks on both sides of road

Up to Seymour Rd

- Restripe to add buffered bike lanes
- Shared use path on one side, sidewalk on other

Up to Danform Shoes

1. Add 4'-5' bike lanes and buffered where possible
2. Widen road to have consistent, buffered bike lanes (8' max widening)



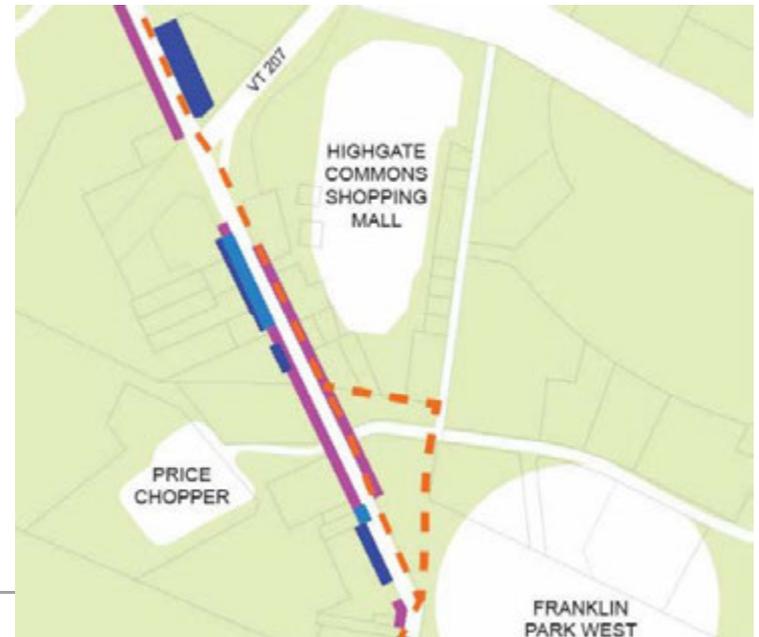
Franklin Park & Highgate Commons

Danform Shoes to southern VT-207 intersection



CONSTRAINTS

-  • **Minimal open space from road edge to ROW both side of road** – limits roadway expansion for bike lanes
-  • **Overhead powerlines close to east side of road** – limits pedestrian & shared path opportunities
-  • **Private parking lots within ROW** – Requires coordination efforts with neighboring business
-  • **Private parking lots fronting on ROW** – visually implication for pedestrian circulation



Franklin Park & Highgate Commons

Danform Shoes to southern VT-207 intersection

4



OPTIONS

Along Road

- Add buffered bike lanes
- Shared use path on one side, sidewalk on other

Alternate Path

- Shared use path to Highgate Commons utilizing utility ROW



VT-207 & Walmart

Southern VT-207 intersection to Cobb Auto

5



CONSTRAINTS

- **Min. open space to ROW along westside of road** – Limits road expansion to the east.

EXISTING ACCOMMODATIONS

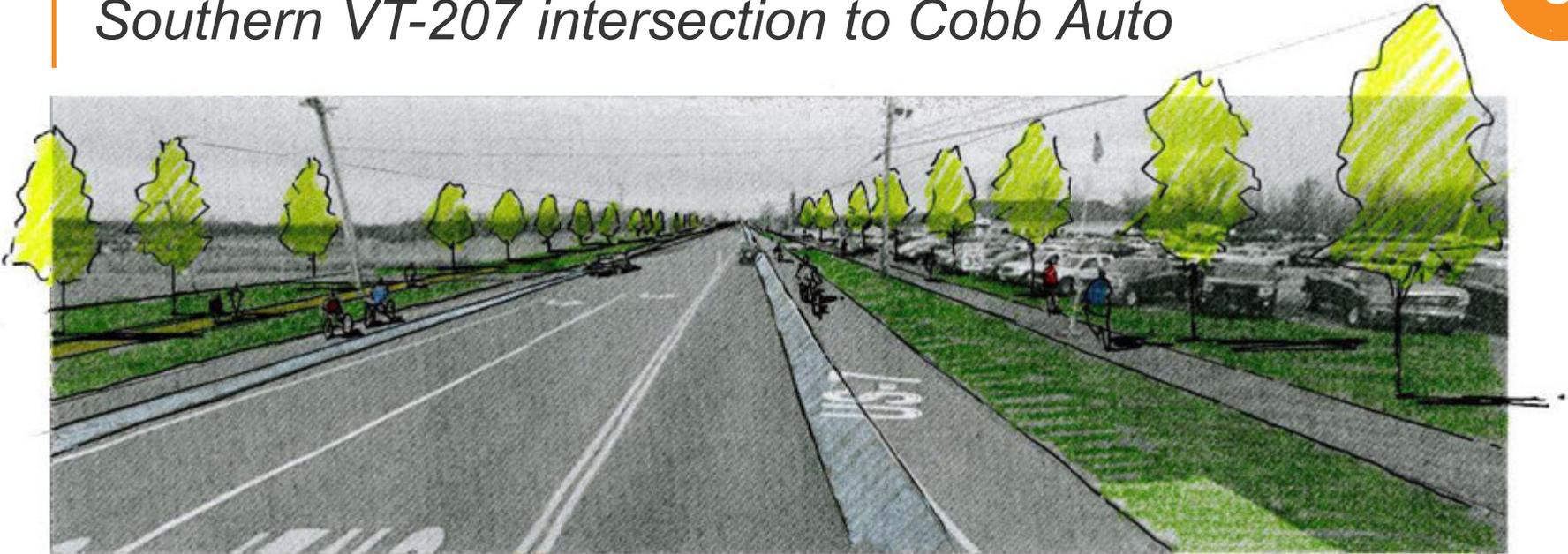
- 5 foot (and wider) shoulder
- Sidewalk on west side in front of Walmart



VT-207 & Walmart

Southern VT-207 intersection to Cobb Auto

5



OPTIONS

On-Road

1. Use signage and pavement markings to designate existing shoulders as bike lanes (ASAP)
2. Restripe lanes to 11' to fit buffers

Sidewalk/Path as development occurs

- Continue shared use path on one side
- Sidewalk on other side



Town Edge

Cobb Auto to Swanton Town Line

6



CONSTRAINTS

- **Swale tight to road edge** – restricts road expansion to the west

EXISTING ACCOMMODATIONS

- 4' shoulders



Town Edge

Cobb Auto to Swanton Town Line

6



OPTIONS

On-Road

1. Use signage and pavement markings to designate existing shoulders as bike lanes (ASAP)
2. Widen road to provide 6' bike lanes

Sidewalk/Path as development occurs

- Continue shared use path on one side
- Sidewalk on other side



See it again: Conceptual Infrastructure Plan

- Shared use path
 - North of MVRT
 - East or west side
- Sidewalks
 - Where there's no path
- Pedestrian crossings/signals
 - Highgate Commons
 - Price Chopper
 - MVRT
 - Lakeview Terrace
- Buffered bike lanes
 - Narrow travel lanes to 11'
 - Widen road in some areas
- MVRT entrance layout
 - Various options





Rail Trail

Rail Trail Options

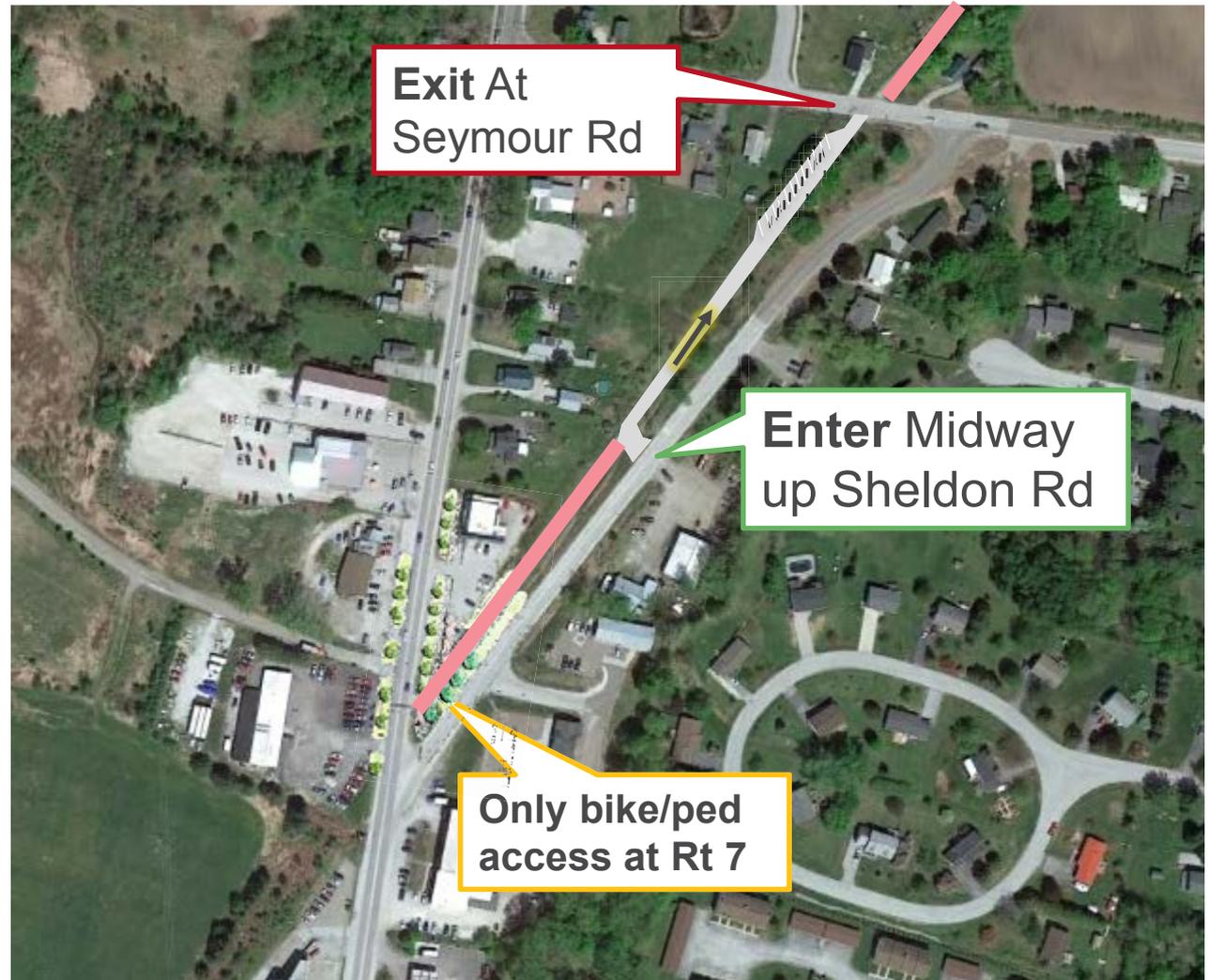
- **Pedestrian crossing** of Route 7 at MVRT entrance, with RRFB
 - Connecting to future sidewalk or path on west side of Rt 7
- Use **wayfinding and landscaping** to define/formalize/celebrate entrance(s)
- Formalize/expand parking at Seymour Rd; prohibit parking along rail trail
- Motorized vehicle access options:
 1. **In** midway down Sheldon Rd and **out** at Seymour Rd (reduced shared space)
 2. **In and out** at Seymour Rd (no shared space between motorized and non-motorized)



Rail Trail Motorized Vehicle Access Option 1

One-Way Access

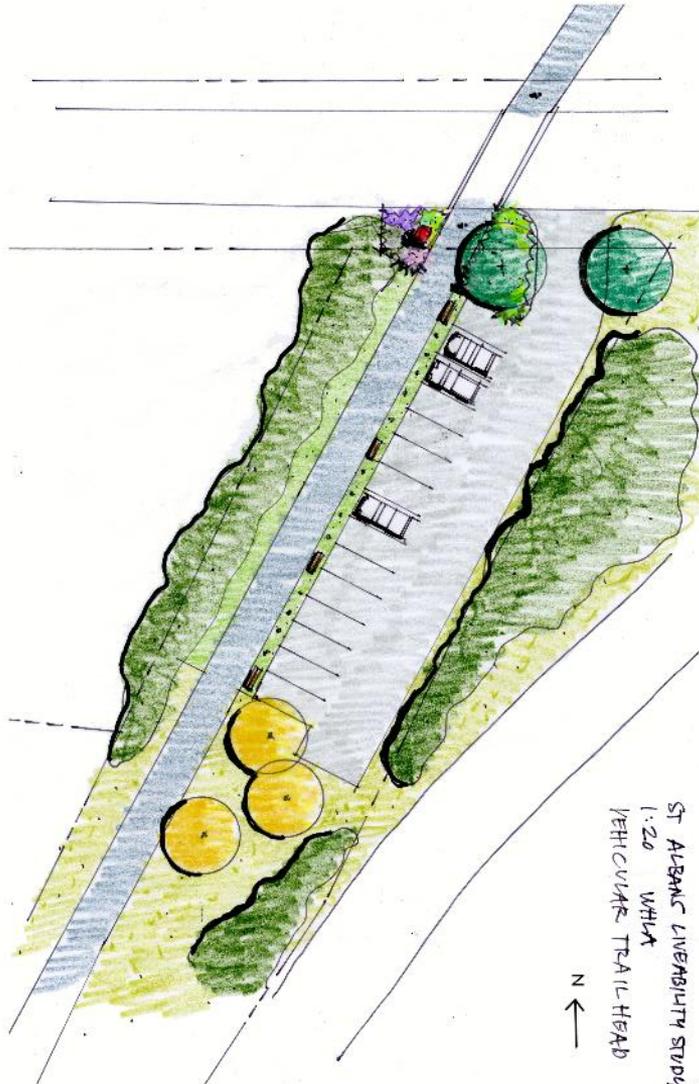
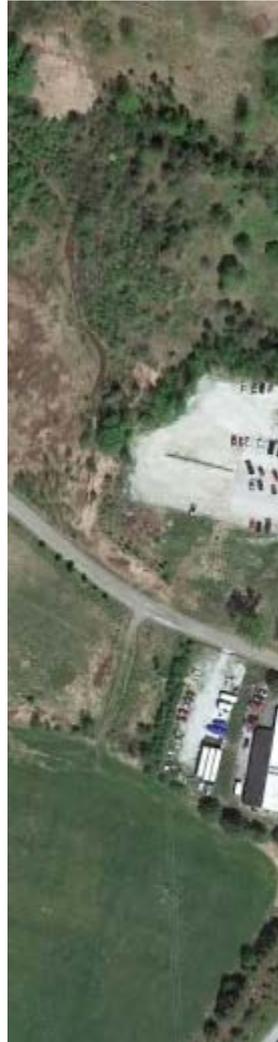
- One-way loop
- Enter from Sheldon Rd only
- Could expand parking area
- Shorter shared motorized and non-motorized space
- Path next to vehicle segment?



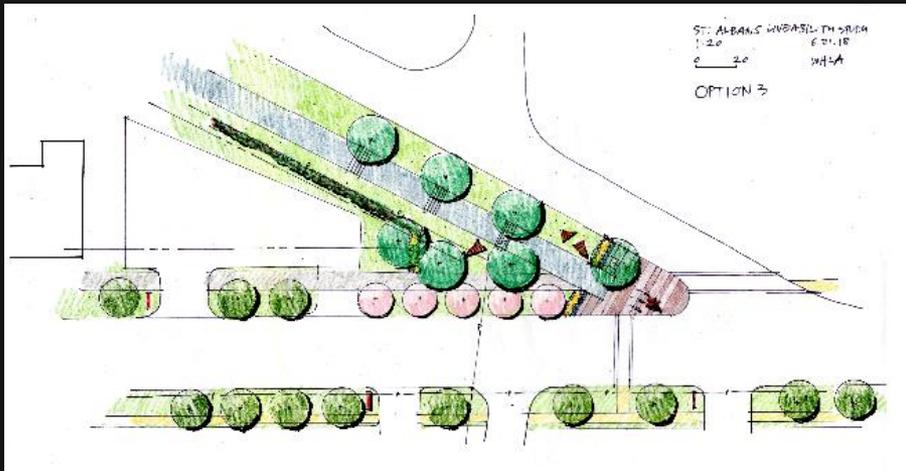
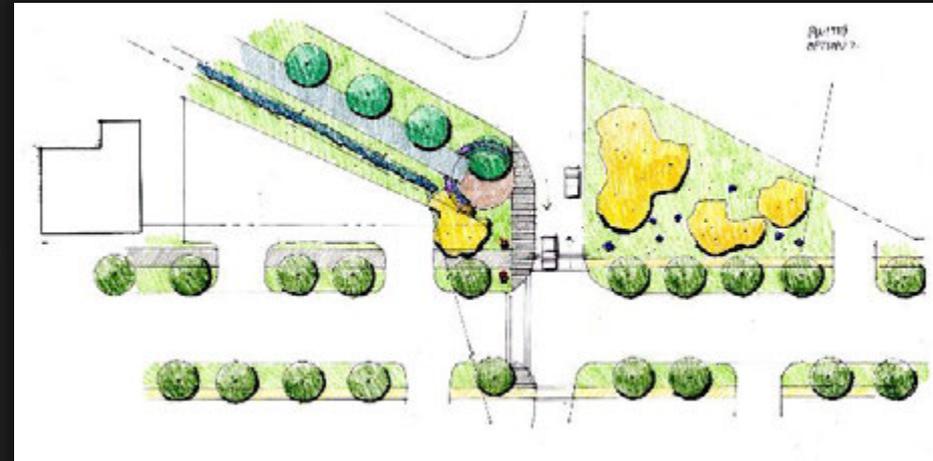
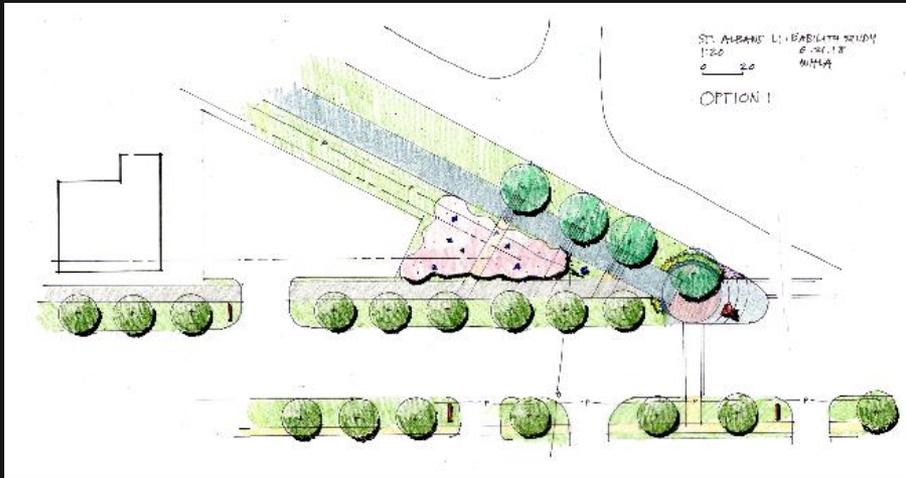
Rail Trail Motorized Vehicle Access Option 2

In and out at Seymour Rd

- Enter and exit at Seymour Rd
- Parking moved adjacent to trail
- No shared motorized and non-motorized space



Rail Trail Sketch Options for Trailhead at Rt 7

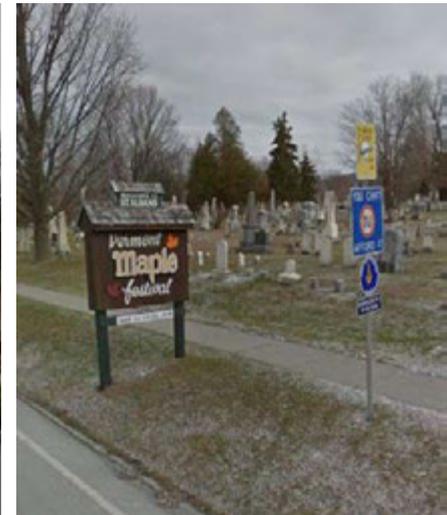




Wayfinding

Wayfinding Existing

VARIETY OF SIGNAGE



Wayfinding **Proposed**

Types:

- Maps
- Directional
- Destinations

Design:

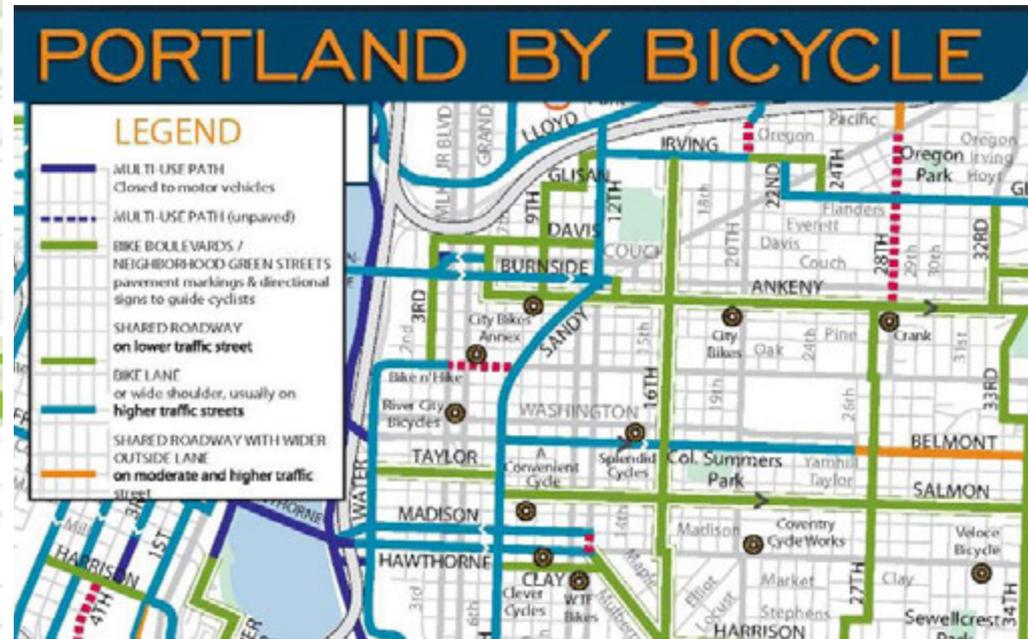
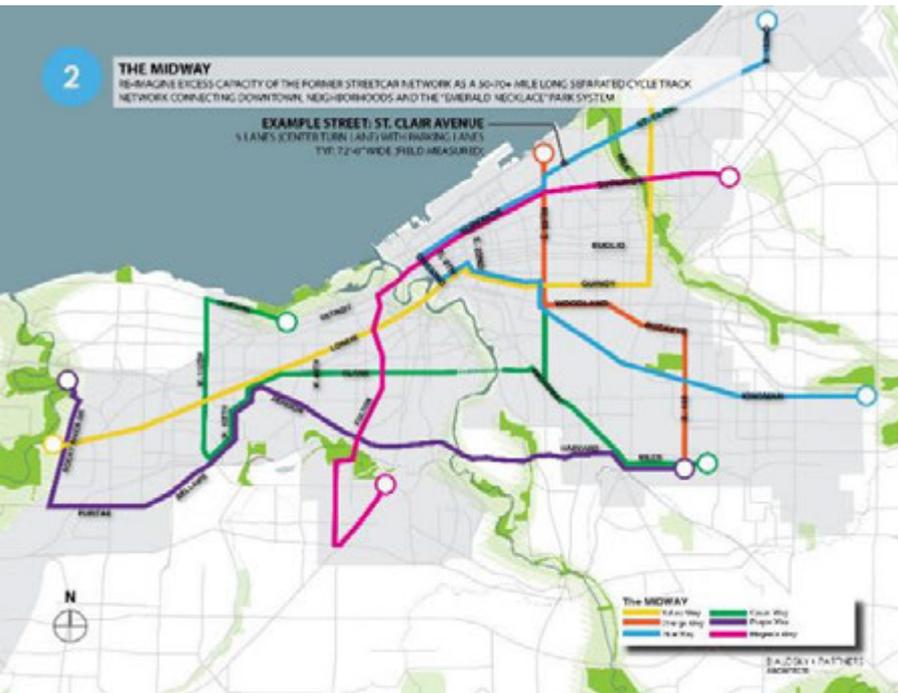
- Focused on pedestrians & bicyclists
- Simple forms, bold colors & clear font
- Color correlates to program
- Incorporate universal graphic symbols



Wayfinding Proposed

MAPS

- Located in both downtown City and Town
- Map of bike/ped infrastructure and destinations



Wayfinding Proposed

DIRECTIONAL & INFORMATIONAL

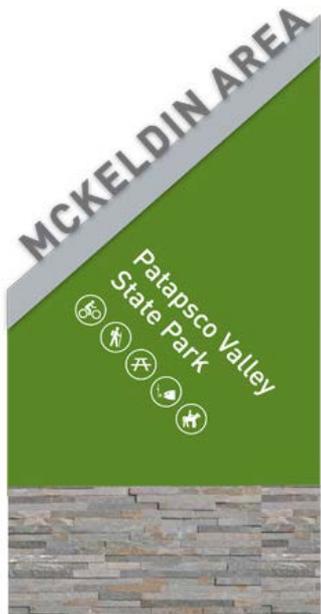
- Pointing towards destinations and providing mileage
- Position at key points such as turns
- Utilize existing sign posts, if possible



Wayfinding Proposed

GATEWAYS / LANDMARK & POINTS OF INTEREST

- Identify destinations
- Landscape - Ornamental Trees and seasonal plantings





Public Comment and Discussion

Share Your Thoughts...

- **Shared use path:** east side or west side?
- **Where** is it a priority to have a **shared use path versus a sidewalk?**
- **MVRT entrance:** Feedback and ideas on access and layout
- **Bicycling accommodations downtown:** Thoughts on sharrows (as is) vs bike lanes
- **Transit accommodations:** How can they be improved? What has your experience been?





Next Steps

Next Steps

1. Refine Alternatives & Create Implementation Plan

- Changes based on public feedback
- Alternatives/options matrix with cost estimates
- Team + public review

2. Reporting

- Draft report
- Team + public review
- Final report submission

Tonight

1. Voting!
2. Additional comments and feedback
 - a) Any issues, challenges, or opportunities that you want to add?
 - b) Provide us comments on the conceptual improvements
 - c) What are your high priorities for action?





Contacts

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Vote here!

Shared Use Path

Which side of Route 7 would a shared use path be most useful to you?

West

CITY TO SEYMOUR ↓ CROSS TO EAST SIDE
GO NORTH ON WEST SIDE FROM
MAPLEFIELD GAS STATION TO WALMART.

East

- SEYMOUR TO OLD HIGHGATE RD THEN
- BACK OF PEOPLE'S TRUST BANK
- INTO HIGHGATE SHOPPING PLAZA
- CROSS BACK TO WEST SIDE
- ON HIGHGATE ACCESS ROAD
-
-
-

Comments

- A separate bike/multi-use pathway or sidewalk would be really nice, not just a striped bike path on Route 7.
- Yes - a barrier between the traffic would help feeling safe on such a busy route.
- o MAKE THIS A MULTI-USE PATH FROM CITY TO WALMART

Route 7 Livability Connection Study

Missisquoi Valley Rail Trail

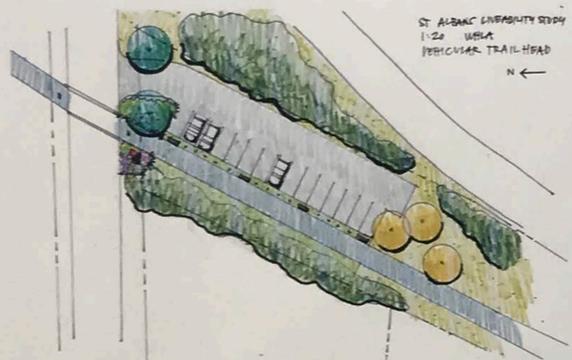
Vote here!

Which vehicular access/parking option is your favorite?
Which landscaping option do you like best?

Vehicular Access and Parking

Access in/out only via Seymour Rd

1



5 orange dots

One-way loop from Sheldon Rd to Seymour Rd

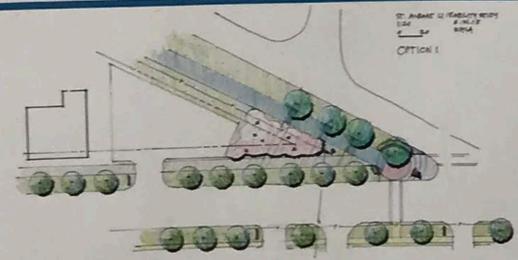
2



2 orange dots

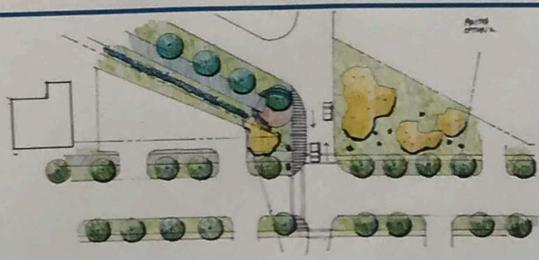
Landscaping (at Route 7)

1



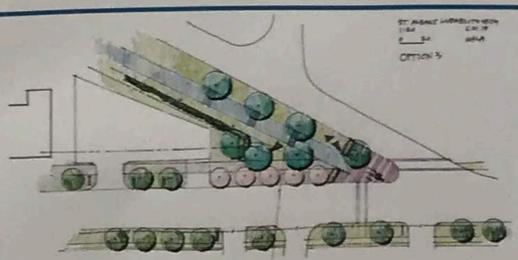
1 orange dot

2



7 orange dots

3



0 orange dots

Route 7 Livability Connection Study

What are your high priorities for action?

Tell us!

Write on this board or on a sticky note and post here.

Please plan a continuous path to the Hannaford shopping area. Don't do it in tiny segments. Don't minimize from the start of this process

Currently I've ridden ^{BIKE} HIGH ST → Sheldon Rd (establish myself in lane) → Rail trail to FRANKLIN PARK
→ Peoples trust → walk thru McDond's → VERY doable & small
Changes (eop Sheldon Rd) Light at Lake View + Relocating Seymour Rd
+ make one way going ~~WEST~~ SOUTHWEST

Route 7 Livability Connection Study

What are we missing?

Tell us!

Write on this board or on a sticky note and post here.

Please consider dark sky friendly lighting (ie shielded lights).TY.

PLAN FOR LEGAL CHALLENGES

Consider snowmobile use of railtrail