

MEMORANDUM

TO: Erik Wells, Town Manager
FROM: Bruce K. Hoar, Public Works Director
CC: Christine Dougherty, Assistant PW Director
DATE: May 20, 2024
RE: Path/Sidewalk Construction Progress Update

This is an update of information that was presented in previous memos dated September 29, 2009, October 13, 2010 and December 12, 2016 and has been updated to represent the current status of the paths/walks. Included are projects completed and ones that are under design and various other issues related to paths and sidewalks.

Completed Projects: (* In fill Projects)

Route 2A (Industrial to James Brown) 2006 **
North Williston Road 2008 **
Mountainview Road 2009 **
*Route 2A (Taft Corners North) 2009
Route 2 Taft Corners to South Brownell 2010 **
Route 2A (James Brown to Essex Town Line) 2012 **
*Old Stage Road (Wildflower to Mountain View) 2013
*South Brownell Road (From Williston Road to 275' South)
*Route 2A (Knight Lane to Flag Shop) 2015
Route 2A (Beaudry Lane to Meadow Run) 2016
*Harvest Lane (Section from Store South to existing) 2016
*Route 2A (section in front of Bank North Property) 2018
*Blair Park (in fill around loop to connect to Route 2) 2021
Williston Road (S. Burlington Town Line/Muddy Brook to Industrial Ave) 2023
(** Original Bond List)

The projects above represent over 4.77 miles of Sidewalk/Alternative Transportation Path and \$3.2 million dollars spent.

The bond that was approved in 2004 was to provide local match money of 20% for path/sidewalk construction and has been used on most of the projects for that purpose. The original bond identified 5 major projects all of which are included in the list above. The bond is also used to match money for the other projects in the pipeline that we have received grants for but are in various stages of development.

Other Projects in pipe line:

2021 TAP – TA21(6) Route 2A missing link. This is the link that will be completed on the east side of 2A from Alpine Lane to Beaudry Lane. This will then connect to a section of alternative transportation path to be built by the Annex development currently under way. This will complete a connection from the New Park & Ride on 2A just south of I-89 all the way to the City

of Essex Junction. Project is well along in design and should be under construction next year. The estimated cost of this 1400' section is \$369,603.

2023 TAP – TA23(19) Industrial Avenue. This project starts where the Williston Road/Industrial Avenue Intersection project stopped. A sidewalk was installed along Industrial Avenue to a point just east of the intersection of Avenue A and Industrial. The proposed sidewalk will connect a new transit stop and sidewalk facilities on Route 2 to destinations along Industrial Avenue including Vermont Department of Children and Families offices and a general-practice physician's office at the "White Cap" building at 426 Industrial Avenue. The estimated cost for this 1450' of sidewalk is \$386,860 and is under design. The construction date at this point is most likely 2027-28. There will still be 1000' of walk that needs to be constructed from 426 Industrial to Rossignol Park and PW will apply for more grants to finish this project. Once these two sections are completed there will be a connection to the South Burlington City line all the way to the City of Essex Junction and also through to the Taft Corners area of Williston all the way to the Park & Ride south of I-89.

All the projects listed above would allow connection to Williston Village once completed but certainly not through a straight or easily followed route. The travel would take you through developments and some alternative transportation paths and on road bike lanes and sidewalks, but it will be possible. One way to make it clearer that connections do exist is through the use of wayfinding signage at certain locations. This would take some effort, planning and funding to make this a reality but could go a long way in letting everyone know that there are connections available.

Areas with biggest disconnect:

Two of the biggest areas of disconnect that PW hears about the most is connection from the Village to Taft Corners via Williston Road or along Mountain View Road from Route 2A to Old Stage and Mountainview road. Both of the projects are included on the Circ Highway Alternatives list and are on the Transportation Improvement Projects (TIP) list for Chittenden County. They are on the TIP as non-funded projects.

Mountain View road had a scoping study done in 2014 and updated in 2017. The cost of improvements along this route is \$3.85 million.

The connection along Williston Road from the Cotton Wood development east to the Village is in the TIP to be completed. A study in 2013 estimated the cost at the time of \$2.7 million. Because both of these projects are on the TIP no further action has been taken at this point besides tracking them in the TIP and asking for updates.

There has also been a study completed to look at a connection between North Williston Road/Mountain View Road Intersection and the Essex Town line along North Williston Road. This study was completed in 2017 with a cost between \$1.5 million - \$6.3 million.

Last as far as disconnect on the north side of I-89 is concerned would be a connection along Marshall Avenue from the fairly new section of walk that was installed with the Muddy Brook Culvert replacement project at the Williston/South Burlington line. PW has applied for funding for a connection along Marshall Avenue south and east to the Marshall Avenue/South Brownell intersection on two occasions, both were denied because of the wetlands impact along this corridor. The more likely scenario for a connection in this general area is one along Shun Pike. As the Robear property lots are being built out alternative transportation path segments are being built as part of the lot development. Because of the issues along the Marshall Avenue corridor

the Shun Pike connection would make a second connection between South Burlington and Williston. Once a connection is made to South Brownell Road via Shun Pike the rest of the system is accessible. Shun Pike will have its own issues to install a complete path along its route such as proximity to houses and the crossing of one wet land.

Williston Road just east of the Industrial Avenue Intersection is beginning to have sidewalks built as the Robear Lots (property from Industrial Avenue Intersection to South Brownell Road) on the north edge of the property are developed. There is only one lot left along this property that borders Williston Road and runs from South Brownell Road west to the new U-Haul Facility. Once that lot is built there will be a connection along Williston Road from the South Burlington City line through to Taft Corners and the rest of the system of Paths and Sidewalks.

Ongoing infrastructure issues:

As with any existing infrastructure there are always sections that need to have maintenance and improvements made. One location that has been brought up is a crossing at Maple Tree Place Road and Williston Road. There are two crosswalks at the intersection at this time. The one in question would be on the south side of the intersection crossing east to west. The issue with a crosswalk at this location is one of proximity to the signalized intersection. The crosswalk as the path is now laid out appears to be in an easement granted to the State for the construction of the signalized intersection. PW has reached out to VTrans District 5 to start the conversation since any crossing and pedestrian signal will be part of the pedestrian crossing signal for the intersection. We also acknowledge that the west side would need a curb cut and both sides would need to have truncated domes.

There is also the issue of the last section of sidewalk along the west end of Zephyr Road. When the hotel was repurposed, they were required to install a sidewalk along the north edge of the property from Day Lane west to their property line. As a result of this there is a section missing to complete this walk to Route 2A. When the property on the corner comes in for redevelopment it would most likely be a condition of the project to build the sidewalk along the north edge of their property. That is the way that infill connections get made such as the ongoing projects on both Shun Pike and Williston Road. Also, it is important to point out that the alternative path on the north side of Zephyr in this location does make the connection all the way to Route 2A.

One of the last items to touch on in this update is the use of Rectangular Rapid Flash Beacons (RRFB). Williston was the first community in Chittenden County if not in the State to install this type of infrastructure. Since that time there are now 8 crossings where RRFB's have been installed. There is guidance on where this type of technology should be installed and as with all techniques it is important not to overuse and cause complacency in the traveling public. The cost per installation for these units is around \$18,000. This cost includes purchasing the units and installation.

Williston has been and continues to be active in completing projects that enhance and help complete connections. The total money spent is not just the \$4 million +/- represented in both completed projects and ones we have active grants for but the annual Highway Budget carries funds for maintenance along with a Capital fund for some minor improvements. Lastly, totaling up the cost for projects that have been identified but not advanced for various reasons, the estimate comes to over \$12.85 million.

The average cost per mile for the list already completed is in the range of around \$670,860 +/- . One item to note is this represents projects that have been built over 20 years. Certainly, the cost

increased over that time. Based on the cost associated with our active projects above the cost is now \$1.4 million +/- per mile