

Draft 04-2019

Barre City Routes and Trails Working Group Proposed Infrastructure Improvements Arrayed by Year 2019-2028

The City of Barre has been partnering with the Vermont Dept. of Health to promote healthy living among our residents. The initiative is called the 3-4-50 program named for 3 behaviors, 4 diseases and 50% of the deaths associated with our Vermont population. <http://www.healthvermont.gov/3-4-50>

The participants in the 3-4-50 efforts here in Barre recognized that in order to foster long term benefits and implementation, the elements of a planned effort needed to be completed. The group invited citizens with an expressed interest to join the discussions. The process noted that there are core routes, key paths and critical interferences for non-motorized travel in the City. After completing walk audits on a number of important areas, the group focused on improving sidewalk conditions on key routes, strengthening the ability to cross our major streets and addressing routes safety for vulnerable populations –e.g., students and our ADA community.

Recreational facilities and schools are directly associated with youngsters in age and in heart. Improved access and connection to neighborhoods is important for them. Linking Barre's bike paths to these same facilities as well as supporting the Bike Path Committee plans emerged as an important piece of developing a plan and actions to improve our resident's health.

This **Initial Draft Plan** attempts to lay out in a general sense where the City's needs are and provide some insight into facilities and costs associated with substantial improvements that can promote better health. There will be involvement of standing committees such as Bike Path and Traffic Advisory as the plan is further developed. We look forward to your participation and input as we progress these opportunities for better health.

Barre City Routes and Trails Working Group Proposed Infrastructure Improvements Arrayed by Year 2019-2028

2019

| Location | Action | Time Frame | Responsibility | Action | Effort | Cost \$ | Target Date |
|---|---|------------------------|----------------------|----------------------------------|----------------------|---------|-------------|
| S. Main St (between Boynton and Ayers Streets) | Add crosswalk to improve safety for students crossing to/from school in front of Cumberland Farms (high priority due to recent accidents and injuries) | Short-Term (1-2 Years) | DPW | Temp Signs, Lines Perm w/ ADA | 4 hrs | 350 | 05/19 |
| | | | | | 10 hrs | 550 | 09/19 |
| Allen Street/ Prospect Street | Locate school bus stop at this intersection and add crosswalk for safer pedestrian crossing | Short-Term (1-2 years) | DPW/ BSU | Signs, Lines | 4hrs | 520 | 09/19 |
| S. Main Street (various sections) | Explore feasibility of allowing on-street parking as a traffic calming measure and as an additional buffer between vehicles and pedestrians (larger citywide issue to explore that would also involve removal of yellow 'no parking' paint in certain locations and could also reduce need for so much surface parking in the downtown) | Short-Term (1-2 years) | DPW/ City Council | Feasibility Study | 3 months Contract | 7500 | 12/2019 |

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| River Street | Potential for multi-use path connecting to new downtown segment planned in 2019 as way to eliminate need for bridge on path. Possible candidate for a pop-up demonstration project in the short-term. | Short-Term (1-2 years) | DPW/ Local Motion | Pop up test w River St one-way southbound and bike path to Blackwell | 3 months | 1500 | 5/2019 |
| River Street | Crosswalk to be installed just south of the playground, so there is adequate visibility at crossing for vehicles traveling in both directions. | Short-Term (1-2 years) | DPW | Pop up w/line striping | 1 month | 500 | 8/2019 |
| River Street | Secure funding for speed feedback signage to calm traffic along this route. Explore feasibility of adding speed bumps. | Short-Term (1-2 years) | DPW/ Police Dept. | Sign post placement of speed feedback | 3 months (grants) | 2000 ea | 7/2019 |
| Granite Street (between Burnham and N. Main Street) | Remove sidewalk on north side of street and widen sidewalk on south side (akin to multi-use path) to provide connection to new section of bike path in downtown. | Medium-Term (3-5 years) | DPW | Pop out assessment 2019 | na | 1500 | 6/2019 |

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| Summer Street/ Seminary Street | Need safer pedestrian crossing at this high-traffic intersection when attending events at the auditorium. Test out different types of infrastructure improvements through a pop-up demonstration project. | Short-Term (1-2 years) | DPW/ Local Motion | Pop up | 3 months | 750 | 6/2019 |
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| Seminary Street/ N. Main Street | Explore whether a pedestrian island may be warranted to improve safety and calm traffic at this intersection. Test out different types of infrastructure improvements through a pop-up demonstration project. | Short-Term (1-2 years) | DPW/ Local Motion | Pop up w pedestrian safety review | 3 months | 1500 | 8/2019 |
| Seminary Street/Maple Ave | Sidewalk needed to avoid having pedestrians use railroad bed. Check location believed to be North Main and Seminary | Medium-Term (3-5 years) | DPW/ Railroad (right of way issues?) | Relocate No. Main Crosswalk from Beckley to mid-block | 1 month | 2250 | 9/2019 |



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2020

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| Allen Street/ Prospect Street | Locate school bus stop at this intersection and add crosswalk for safer pedestrian crossing | Short-Term (1-2 years) | DPW/ BSU | PER for Prospect/Fairview pedestrian travel | Contract | 12,500 | 12/2020 |
| Brooklyn Street | Create safer, more convenient access between the end of Brooklyn Street and the bike path | Medium-Term (3-5 years) | DPW/ | Preliminary Engr'g. Report (PER) w route study | 80 hrs | 3000 | 8/2020 |
| Mill Street | Create safer, more convenient access between the end of Mill Street and the bike path | Medium-Term (3-5 years) | DPW/ BCS | PER; use Blodgett Ave ROW | 60 hrs | 2250 | 4/2020 |
| Merchant Street/ Wellington Street | Stop sign and crosswalk needed to improve pedestrian safety at this intersection. In longer-term, redesign intersection as a 'T' | Short-Term (1-2 years) | DPW | Signs and Striping | 1 month | 1250 | 6/2020 |
| Tremont Street | Traffic calming measures needed | Medium-Term (3-5 years) | DPW | Explore temporary tables | 2 months | 5000 | 6/2020 |



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2021

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| Bike Path | Explore possibility of plowing and maintaining bike path as viable travel route to school for students and families year round | Short-Term (1-2 years) | DPW/ VTrans/ UVM | No-go Study Frostproofing | 15 months research contract | 20,000 | 6/2021 |
| Allen Street/ Prospect Street | Explore whether the city still owns the right of way through the woods between this intersection and the end of the bike path on Fairview Street, and determine whether an additional path could be constructed through this land | Medium - Term (3-5 Years) | DPW | PER and FD; for Rail Path Restoration | 3 months contract | 15,000 | 6/2021 |
| Parkside Terrace/ S. Main Street | Improve pedestrian safety at this intersection. Consider the request for a left hand turn lane onto S. Main | Long-Term (5-10 years) | DPW/ VTrans | VTrans DPW joint striping, signal upgrade | 24 months | 10,500 | 6/2021 |
| S. Main Street (Prospect to Parkside Terrace) | Important route for students, improve sidewalk condition, ADA access Widen sidewalks add green belt/street tree buffer from vehicles, | Short-Term (1-2 years) | DPW | DPW installed ADA ramps and correction | 6 months | 25,000 | 6/2021 |
| Blackwell/ Center Street | Improve pedestrian safety at intersection | Medium-Term (3-5 years) | DPW | Re-establish sidewalk and relocate utility pole | 8-10 months | 7500 | 6/2021 |

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| Beckley Street and Brooks Street | Traffic calming needed. Address limited parking options, lack of sidewalks, and cars parking in pedestrian right of way | Medium-Term (3-5 years) | DPW/Police Department? | Pop-ups and temporary parking trials | 3 months | 1500 | 6/2021 |
| N. Main Street (between Richardson Rd and Sixth Street) | Create new Park & Ride Facility to reduce congestion and parking in the downtown. And add new sidewalks for improved pedestrian access. | Long-Term (5-10 years) | DPW/ VTrans | PER DPW/VTrans | 3 months | 17,500 | 2/2021 |

2022

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| Prospect Street (between Fairview and Brooklyn) | Explore the feasibility of increasing sidewalk width/creating a multi-use path on the north side of the street along the retaining wall to allow for a connection between the existing bike path which ends on Fairview Street and the newer segment set for construction downtown in 2019 | Medium-Term (3-5 years) | DPW | PER for sidewalk widening and street crossing of Prospect; Final Design; Construction | 6 months contract | 25,000 | 6/2022 |
| Mill Street/Walker Ave/ S. Main Street | Add sidewalk for safer pedestrian crossing/access. Need improved visibility and better lighting. | Long-Term (5-10 years) | DPW/ VTrans | Project development with VTrans | 24 months | With 80/20 15,000 | 6/2022 |

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| S. Main Street (Prospect to Parkside Terrace) | Improve street lighting to increase visibility and safety of pedestrians traveling at night, similar to N. Main Street (2 levels improved density or improved fixtures and density) | Long-Term (5-10 years) | DPW | DPW w/ GMP Or DPW and VTrans complete streets | 24 months | 22,500 or 175,000 | 6/2022 |
| River Street (between Burnham and Blackwell) | Needs sidewalk for better pedestrian access. Potential for permanent multi-use path connecting to new downtown segment planned for construction in 2019 as way to eliminate need for bridge. | Medium-Term (3-5 years) | DPW | VTrans PER and FD w/ negotiations | 10 months | 250,000 | 7/2022 |
| Blackwell/Main Street | Improve pedestrian access and safety at this intersection, make more hospitable as critical route from this neighborhood across Main Street | Medium-Term (3-5 years) | VTrans/DPW | Crosswalk definition and intersection review | 12-15 months | 12,500 | 6/2022 |
| Washington Street/Church Street/Academy Street | Over longer-term, explore feasibility of traffic circle/series of traffic circles. | Short-Term (1-2 years) | DPW/ Local Motion/ VTrans? | PER and FD City Hall Park traffic pattern changes | 30 months | 35,000 | 6/2022 |

2023

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| Granite Street (between Burnham and Foster Street/Basset Street) | Opportunity for switchback path to connect Foster Street and surrounding neighborhood down the hill, as it is very steep. House at corner of River Street and Granite Street was recently for sale and could potentially be acquired so land behind could be used for this purpose. | Medium-Term (3-5 years) | DPW | VTrans PER | 24 months | 35,000 | 6/2023 |
| Main Street | Identify and apply for a planning grant to study where people are crossing Main Street, where they'd like to cross, and what barriers exist | Medium-Term (3-5 years) | DPW/ VTrans | Pedestrian study | 18 months | 10,000 | 6/2023 |
| Berlin Street/Main Street | Redesign intersection to improve pedestrian safety. Explore feasibility of including pedestrian refuge. Improve bus stop/access at this intersection. | Long-Term (5-10 years) | DPW/ VTrans | Intersection review possible pop-up | 18 months | 7500 | 6/2023 |
| Maple Ave (between Main and Merchant Street) | Traffic calming and road diet needed to make Maple Ave feel less like a highway/ more hospitable for pedestrians. Also grade issues to address. | Long-Term (5-10 years) | DPW/ VTrans | PER and public involvement | 6 months | 7500 | 6/2023 |
| Merchant Street/ | Explore potential for speed table at this 4 way stop | Short-Term | DPW | Explore temporary table | 2 months | 2500 | 6/2023 |

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| Warren Street | | (1-2 years) | | | | | |
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2024

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| Warren Street/ Seminary Street | Construct pathway to provide better access between these two streets to the rink complex and auditorium | Medium Term (3-5 years) | DPW | Build defined sidewalks Plain St and Warren St | 12 months | 16,700 | 6/2024 |
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2025

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| Circle Street (between Batchelder and S. Main Street) | Construct sidewalks, as this is an important connection for those traveling to school on foot | Medium-Term (3-5 years) | DPW/ VTrans | PER and FD for sidewalks | 30 months | 420,000 | 6/2025 |
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2026-7

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| River Street | Repair or replace damaged retaining wall | Medium-Term (3-5 years) | DPW | VTrans PER and FD | 42 months | 400,000 | 6/2027 |
| N. Main Street (between Richardson Rd and Sixth Street) | Create new Park & Ride Facility to reduce congestion and parking in the downtown. | Long-Term (5-10 years) | DPW/ VTrans | PER and FD VT byans | 30 months | 275,000 | 6/2027 |

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2028-9

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| Ayers/Hill/S. Main Street | Redesign intersection for safer pedestrian crossing, possibly exploring a traffic circle | Long-Term (5-10 years) | DPW/VTrans | Project development with VTrans | 42 months | With 80/20 25,000 | 6/2028 |
| S. Main Street (Prospect to Parkside Terrace) | Widen sidewalks add green belt/street tree buffer from vehicles, | Long-Term (5-10 years) | DPW/VTrans | Major reconstruction | 24 mos. | 150,000 | 06/2029 |
| S. Main Street (Prospect to Parkside Terrace) | Address access management issue by reducing width of curb cuts, improve safety of pedestrian crossings (larger zoning/permitting issue to address citywide) | Long-Term (5-10 years) | Plng Comm./ City Council/ DPW/VTrans | Develop political will and project scope | 60 months | 150,000 as above plus 75,000 negotiations | 6/2029 |