

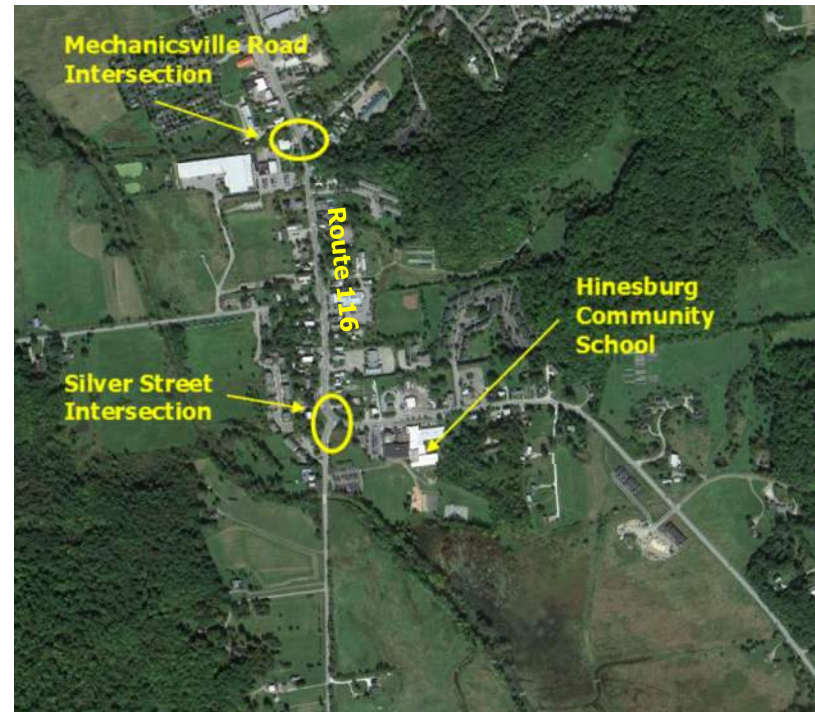
Hinesburg Crosswalk Assessment Scoping Study

Local Concerns/Alternatives Meeting – April 30, 2024



Project Overview

- Investigate potential crosswalk improvements:
 - Crosswalk at Silver Street Intersection
 - Mechanicsville Road Intersection



Project Schedule



- November 2023 to April 2024– Site Visit, Data Collection, Develop Potential Alternative Plans, Draft Study
- Tonight – Local Concerns Meeting and Alternatives Presentation ←
- Final Study Complete – June 2024

Draft Purpose and Need



- Purpose

- Improve pedestrian safety at the existing crosswalk on Silver Street and at the intersection of Mechanicsville Road with VT Route 116.

Draft Purpose and Need



- Need

- **Silver Street Crosswalk**

- Students crossing on their way to school cross have their backs to vehicles turning right onto Silver Street at high speed.
 - Long crosswalk creates a long exposure risk to pedestrians.
 - No streetlight at the intersection means that pedestrians cross in shadow during hours of darkness.

Draft Purpose and Need



- Need

- **Mechanicsville Road Intersection**

- No crosswalk present.
 - Residents in Mechanicsville Road neighborhood have no convenient crosswalk to reach attractions on west side of Route 116 such as the Hinesburg Public House.
 - Sidewalk in Mechanicsville Road is two feet higher than the level of the roadway making it difficult to cross. Pedestrians have to either walk down a short steep grass slope to cross Route 116 or walk in the road on Mechanicsville Road to reach Route 116.

Project Photos – Silver Street



Looking South towards Silver Street



Looking West towards Crosswalk

Project Photos – Silver Street



Looking East at the Crosswalk



Westbound Approach to Intersection

Silver Street Crosswalk



Silver Street Crosswalk

- Vermont Route 116 Conditions
 - Posted Speed: 30 mph
 - AADT: 11,145
 - 11.5 -foot travel lanes, variable shoulder width on east side
 - Silver Street is stop controlled
- Existing Pedestrian Facilities
 - Crosswalk provided across Silver Street at Intersection
 - Crosswalk is 77 feet long
 - Continuous Sidewalk from Commerce Street to Buck Hill Road

Silver Street Crosswalk



- Draft Alternative 1
 - Paint the crosswalk a contrasting color.
 - Add a streetlight at the crosswalk.
 - Add additional warning signs on eastern leg of the intersection.

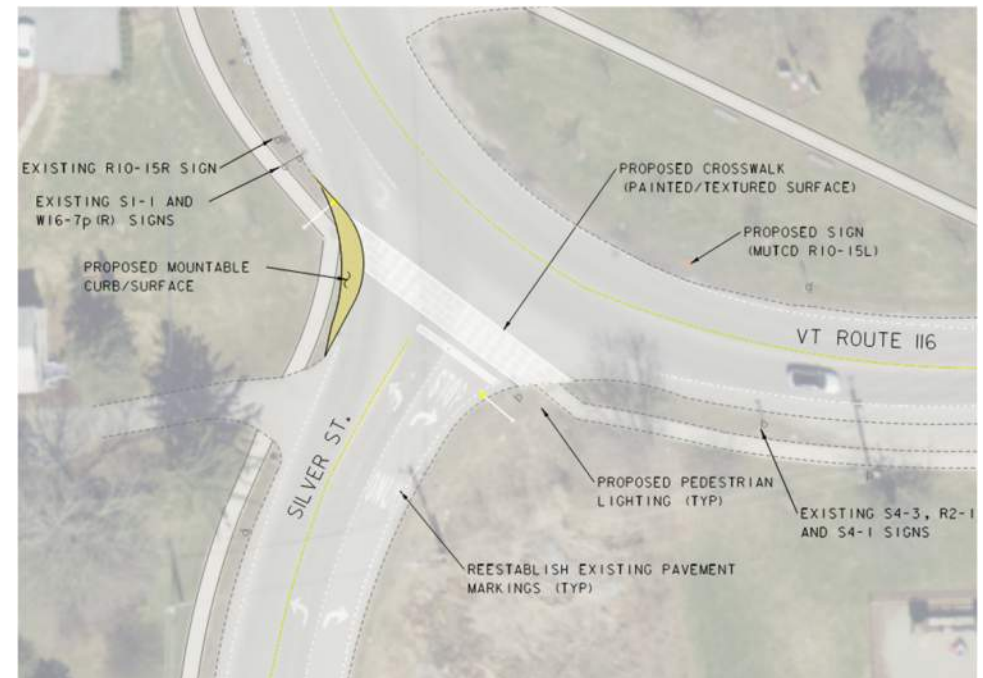


Examples of RRFB

Silver Street Crosswalk



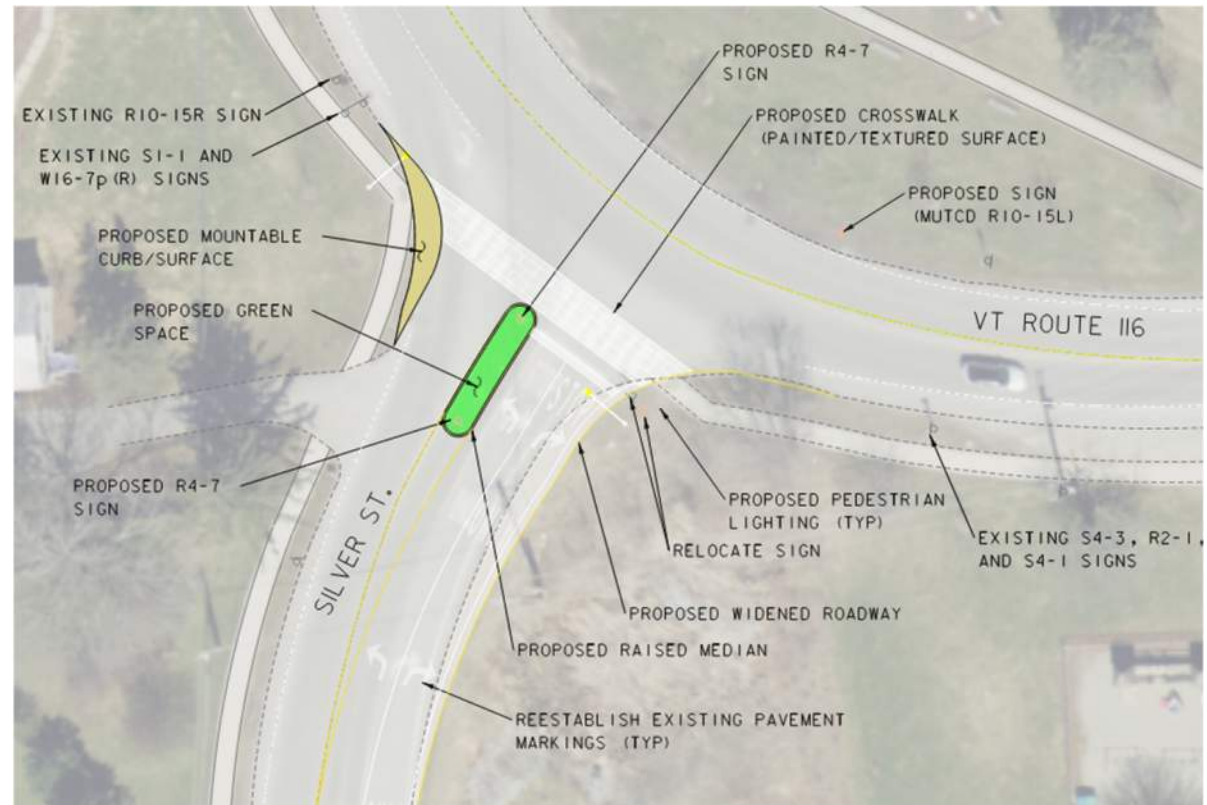
- Draft Alternative 2
 - Alternative 1 Improvements
 - Create mountable apron on west corner to slow right turning traffic



Silver Street Crosswalk



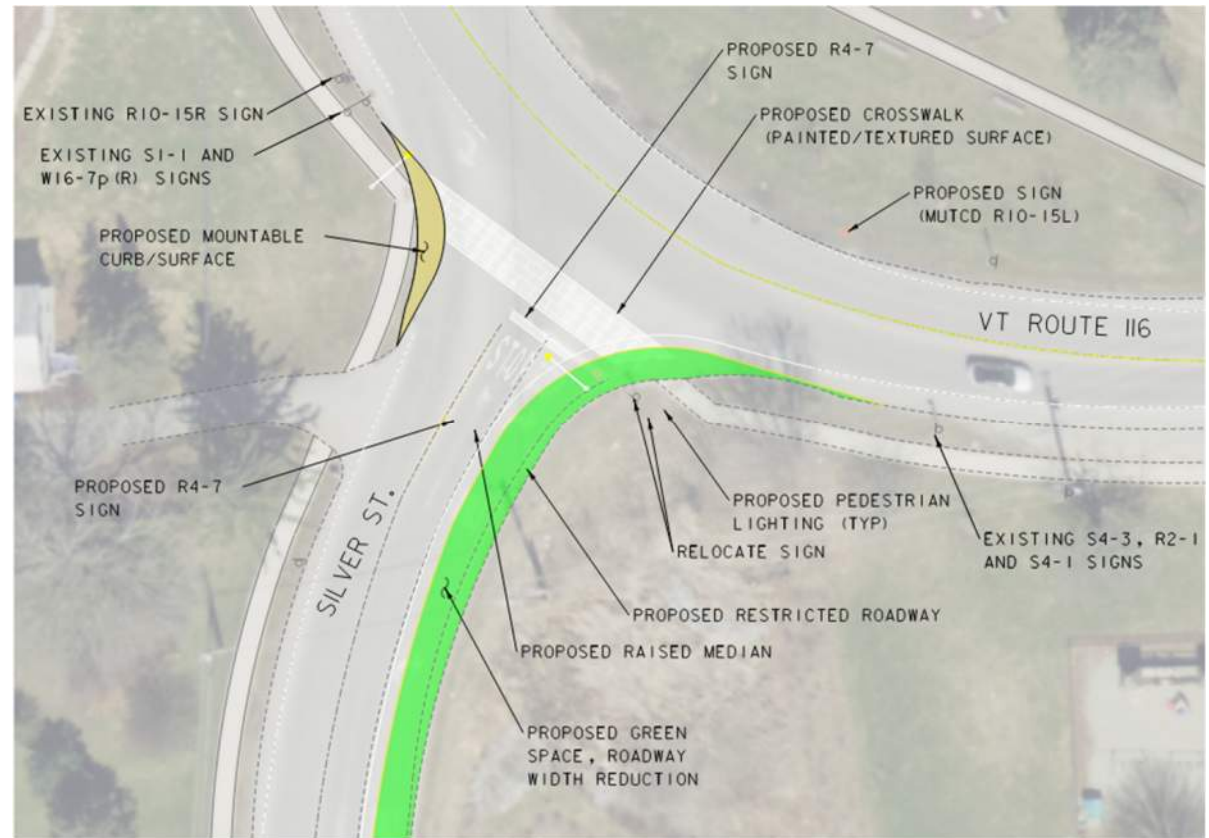
- Draft Alternative 3
 - Provide median for traffic calming and to provide some protection for crossing pedestrians.
 - Alternative 1 and Alternative 2 Improvements



Silver Street Crosswalk



- Draft Alternative 4
 - Reduce the number of northbound Silver Street lanes to one to reduce the length of the crosswalk.
 - Alternative 1 and Alternative 2 Improvements.



Silver Street Alternatives



	Pros	Cons
Alternative 1 – Enhanced Crosswalk, New Streetlights	<ul style="list-style-type: none"> • Improved visibility during hours of darkness • Improved conspicuity of crosswalk • Lowest cost 	<ul style="list-style-type: none"> • Enhanced crosswalk treatment would require ongoing maintenance
Alternative 2 – Mountable Apron	<ul style="list-style-type: none"> • Traffic calming for right turning traffic 	<ul style="list-style-type: none"> • Mountable aprons are designed to be plowed, but there may be some snow removal issues
Alternative 3 - Median	<ul style="list-style-type: none"> • Traffic calming for turning vehicles • Some protection for pedestrians 	<ul style="list-style-type: none"> • Snow removal may be more difficult • More expensive
Alternative 4 – Removing Silver Street Right Turn Lane	<ul style="list-style-type: none"> • Shortened crossing length 	<ul style="list-style-type: none"> • Reduced capacity at intersection • More expensive • VTrans may have concerns

*Alternatives 2-4 include New Streetlights and Enhanced Crosswalk Treatment

Trusted Experts | Innovative Results

Project Photos – Mechanicsville Road



Looking South at Intersection



Parking Bay on Route 116

Project Photos – Mechanicsville Road



Looking North from Potential Crosswalk



Looking South towards Potential Crosswalk

Mechanicsville Road Intersection



South Corner of Mechanicsville Road

- Vermont Route 116 Conditions
 - Posted Speed: 30 mph
 - AADT: 11,145 (2,947 on Mechanicsville Road)
 - 11.5-foot travel lanes, shoulders vary from 3 to 6 feet
- Existing Pedestrian Facilities
 - Sidewalks along west side of Route 116
 - Sidewalk along east side of Route 116 from Mechanicsville Road South
 - Future sidewalks planned for east side of Route 116 north of Mechanicsville Road
 - Short sidewalk segment to reach Mechanicsville Road (that does not connect to any other facility)

Mechanicsville Road Intersection

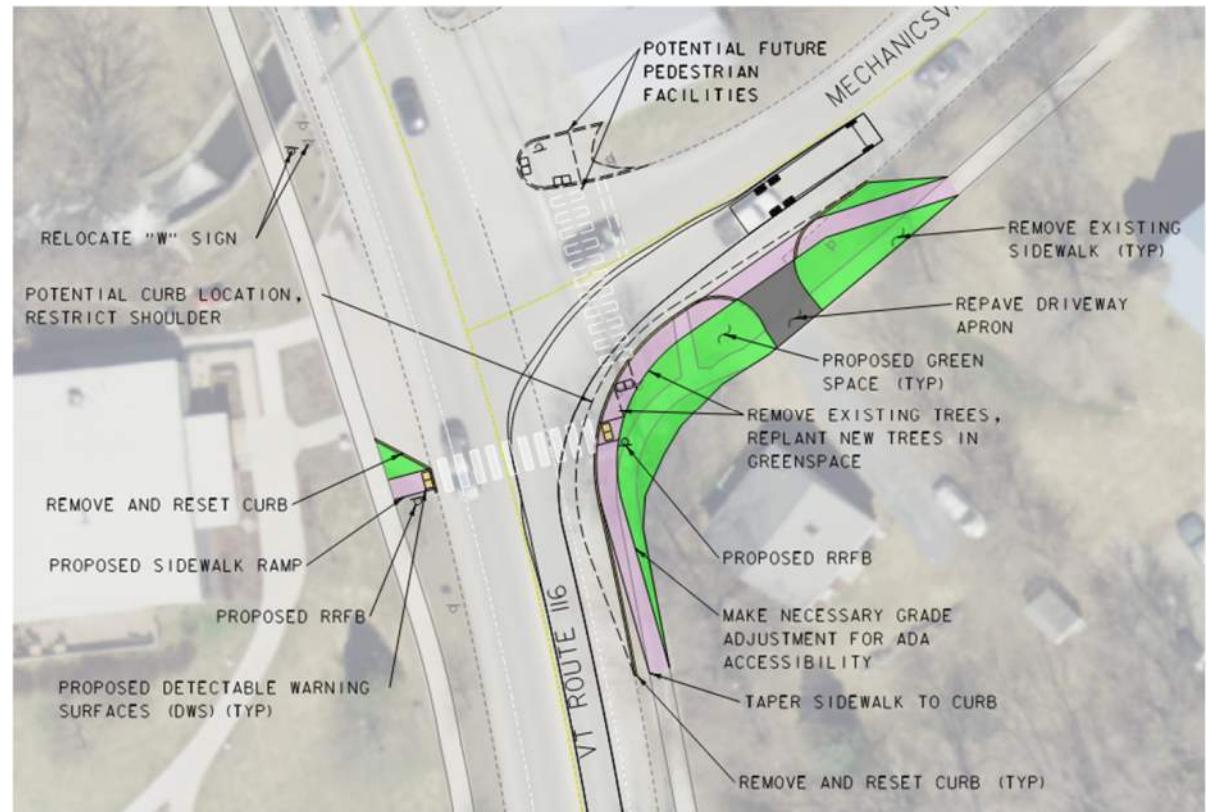
- Draft Alternative 1
 - Install Pedestrian warning signs
 - Trim tree to allow for existing streetlight to illuminate intersection



Mechanicsville Road Intersection



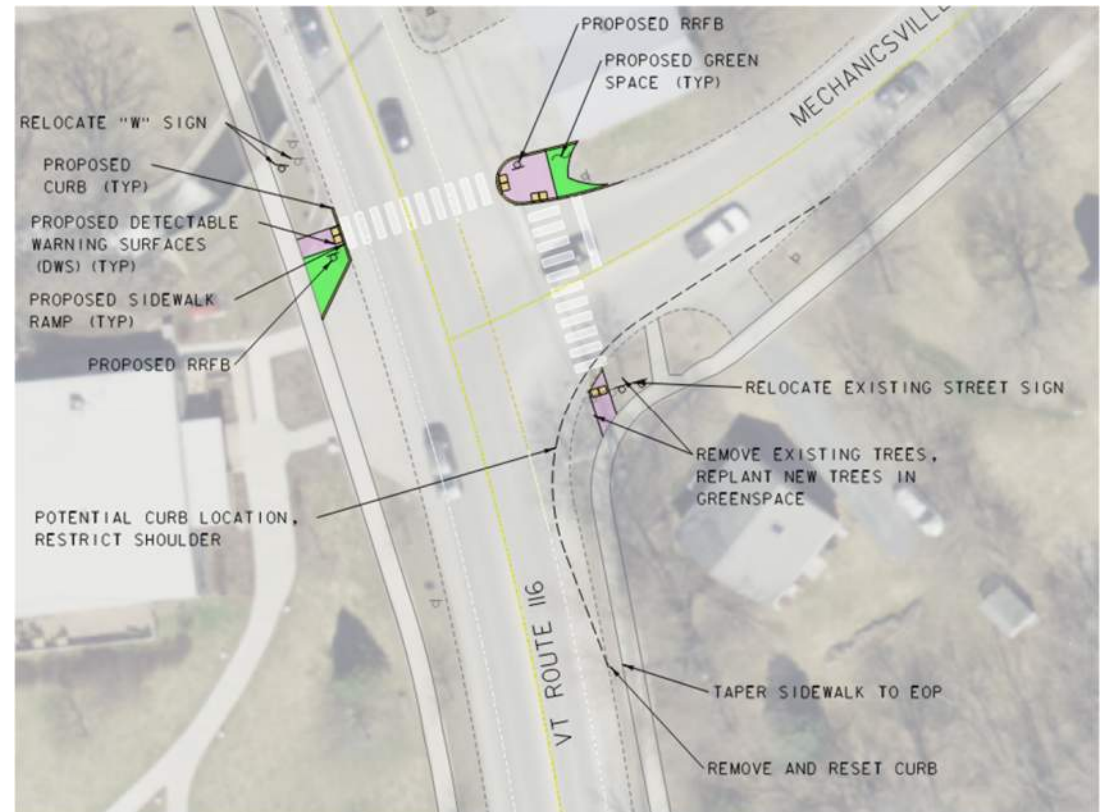
- Draft Alternative 2
 - Install Crosswalk with Rectangular Rapid Flashing Beacons (RRFB) at southern corner.
 - Relocate and regrade sidewalk on corner of Mechanicsville Road to ensure accessibility.
 - Assumes approval of crosswalk by VTrans.



Mechanicsville Road Intersection



- Draft Alternative 3
 - Install Crosswalk with Rectangular Rapid Flashing Beacons (RRFB) across Vermont 116.
 - Install Crosswalk across Mechanicsville Road.
 - Assumes approval of crosswalk by VTrans.



Mechanicsville Road Alternatives



	Pros	Cons
Alternative 1 – Pedestrian warning signs, tree trimming	<ul style="list-style-type: none"> • Raises awareness of pedestrians crossing VT 116 • Improves visibility during hours of darkness 	<ul style="list-style-type: none"> • Does not provide any facilities
Alternative 2 – RRFB on South corner of Mechanicsville Road	<ul style="list-style-type: none"> • Pedestrian crosswalk and ADA ramps 	<ul style="list-style-type: none"> • Visibility not ideal • Would need to shorten loading bay
Alternative 3 – RRFB on North corner of Mechanicsville Road	<ul style="list-style-type: none"> • Pedestrian crosswalk and ADA ramps 	<ul style="list-style-type: none"> • May not be on pedestrian's desire line • Would need to shorten loading bay

*Alternatives 2-3 include pedestrian warning signs and tree trimming

Questions & Discussion



Contacts

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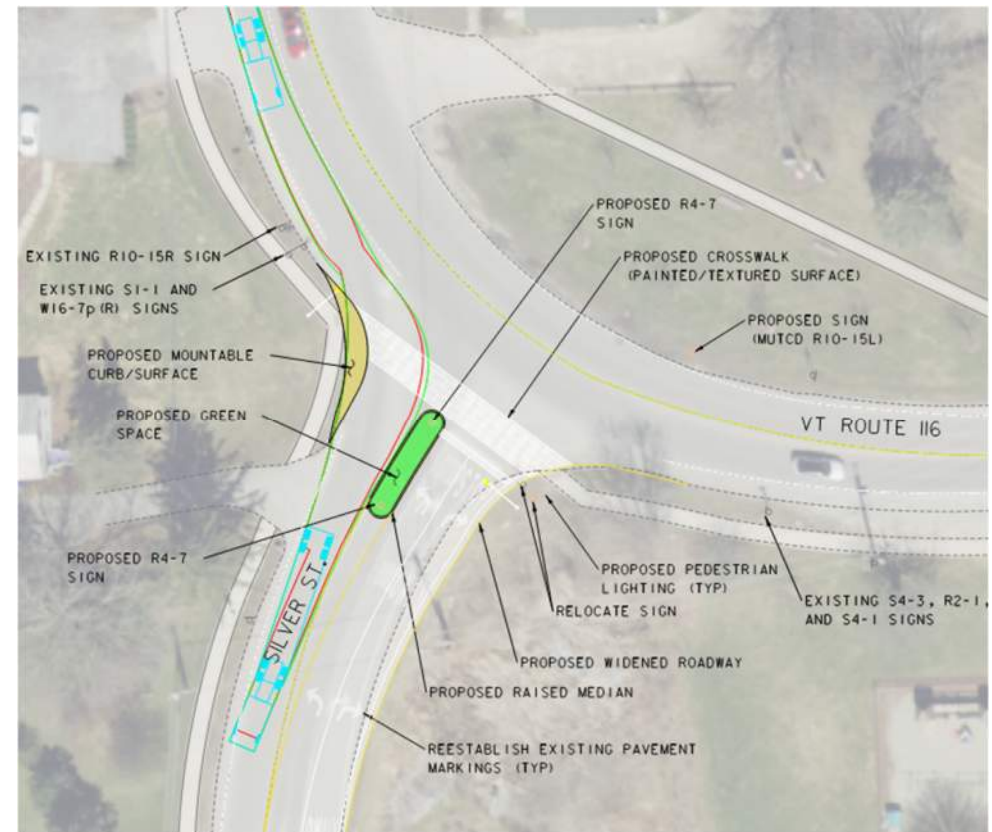
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Silver Street Truck Turning Movements



- Draft Alternative 3
 - WB-62 Interstate Semi-Truck.
 - Truck would drive over the proposed mountable curb.

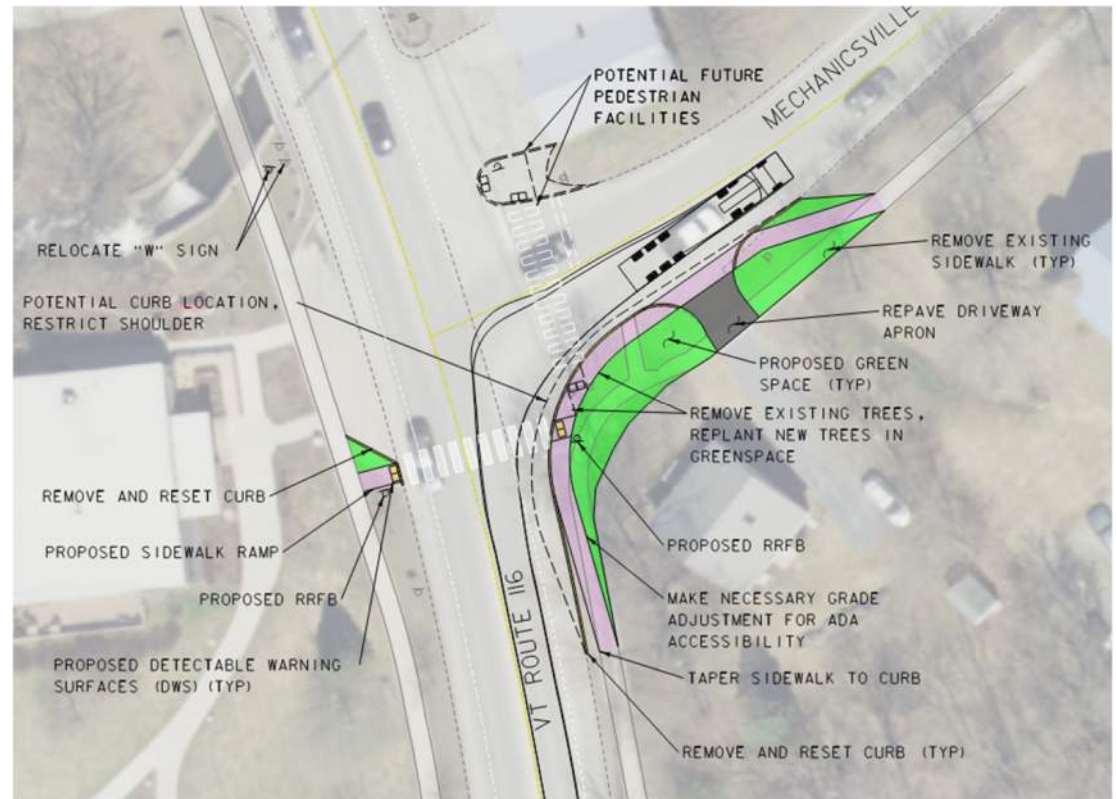


Mechanicsville Road Truck Turning Movements



- Draft Alternative 2

- SU-40 Single Unit Truck (such as an oil truck) – most likely truck to be using Mechanicsville Road.
- Vermont Route 116 could be narrowed and still accommodate turning trucks.



Pedestrian Crossing Warrant Criteria



	Mechanicsville Road
Speed Limit 40 mph or less	Yes
Vehicle Volumes exceed 3000	Yes
Adequate site distance	Yes, for RRFB
No other crosswalk within 200 feet	Yes
No parking within 20 feet	No, but recessed loading bay meets 10 foot minimum
Pedestrian facilities or adequate shoulder on both sides	Yes
Peak hour pedestrian volumes of 20 people	Need Current Peak Hour Count