



Town of Jericho

Vermont Route 15 Multi-Model Path
Scoping Study

Alternatives Presentation Meeting – Public
September 16, 2016



Principal Project Team Members:

- Jericho Select Board
- Jericho Planning Commission
- Todd Odit, Town Administrator,
- Katherine Sonnick, Planning & Development Coordinator
- Doug Siple, Town Highway Director
- Jericho Trails Committee
- Scott Gurley, VTrans
- Dave Conger & Matt Mears, DuBois & King
- Tom Jamison, Hartgen Archaeological Assoc.

Project Background and Goals

The Town of Jericho, working with VTrans, is seeking to develop a Bicycle / Pedestrian facility and improve transit connections along VT Route 15 to connect the villages of Jericho Corners and Riverside. The project area generally extends along VT Route 15 from Griswold Street to River Road.

The purpose of the Study is to identify the feasibility and costs of providing a bicycle, pedestrian and transit facilities along this corridor.

PROJECT SCOPING

Scoping develops alternatives that meet the stated purpose and need while minimizing environmental impacts. The process results in the recommendation of a preferred alternative, which has local, regional and VTrans support.

Steps in Scoping include the following:

- Collect background information
- Local Concerns Meeting (June 16th)
- Purpose & Need
- Development of project alternatives
- **Alternatives Presentation Meeting**
- Scoping Report



Project Purpose

The purpose of the study is to examine the feasibility and approximate costs of developing bicycle, pedestrian and transit improvements along VT Route 15 to connect the village of Jericho Corners to the Riverside Village in order to increase the safety of the area's multi modal transportation network. This study aims to enhance the safety and mobility of pedestrians, bicyclists, and transit users along this corridor regardless of age and ability, and encourage the use of non-motorized modes of transportation.

Project Need

There is a lack of pedestrian facility connectivity between Jericho Corners and Riverside.

- Land uses in the corridor provide origin/destination opportunities without multi-modal linkages
- There is a lack of pedestrian connectivity along Route 15 between the residential districts and area schools
- Experienced bicyclists currently utilize the shoulders along Route 15 for commuting purposes
- A portion of the study area is rural, and has higher vehicle speeds (50 MPH) in an environment where driver expectations of pedestrian or bicyclists are limited.
- Jericho's Safe Routes to School identified many unsafe conditions within the project area
- "The 2015 survey conducted by CCRPC showed that the majority of respondents desire improved bicycle and pedestrian conditions throughout town."
- A comprehensive pedestrian bicycle network, with connections to regional routes, can help to promote Jericho as a travel destination
- A more fully integrated pedestrian and bicycle system will encourage Jericho residents to bicycle and walk to destinations, thus encouraging a healthier lifestyle.
- School and recreation trips account for a significant number of trips to Jericho's villages during peak hours



Alternatives Overview

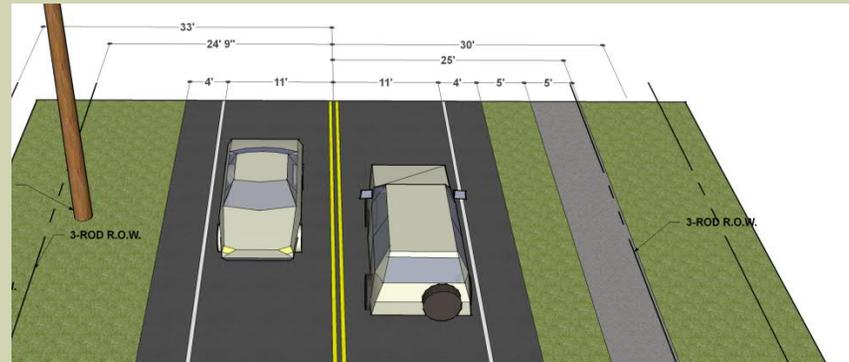
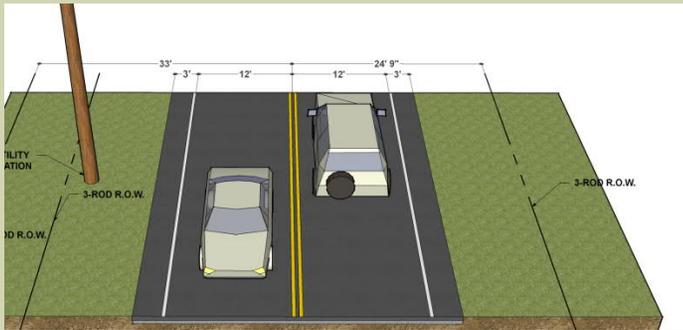
There are four primary route alternatives:

1. No Build
2. South Side of Route 15
3. North Side of Route 15
4. Cross Country Path

There are two primary section alternatives:

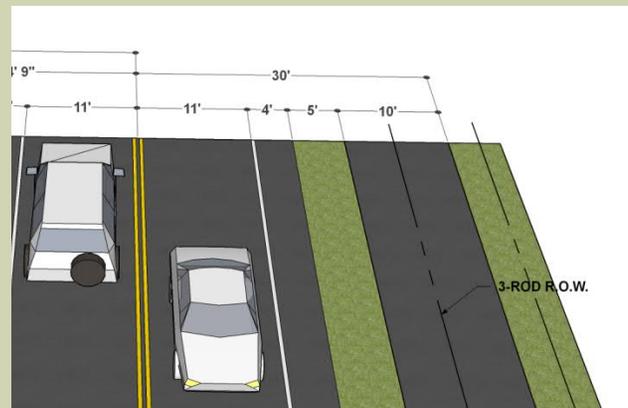
1. 10 Foot Wide Shared Use Asphalt Path
2. 5 Foot Wide Concrete Sidewalk

South Side Alternative



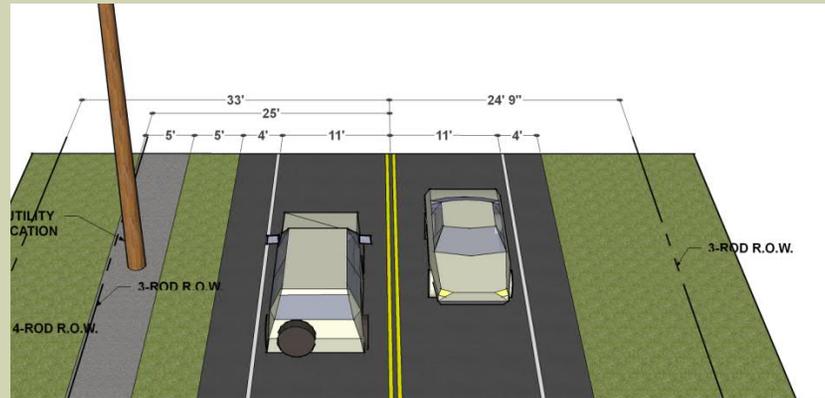
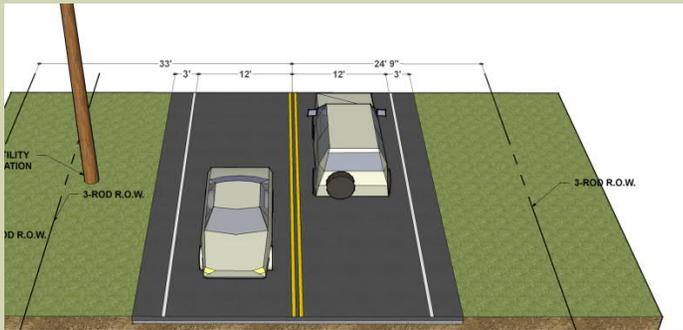
PROPOSED SIDEWALK
(Griswold to Packard Road, Mills Riverside Park to River Road)

EXISTING



PROPOSED SHARED USE PATH
(Packard Road to Mills Riverside Park)

North Side Alternative

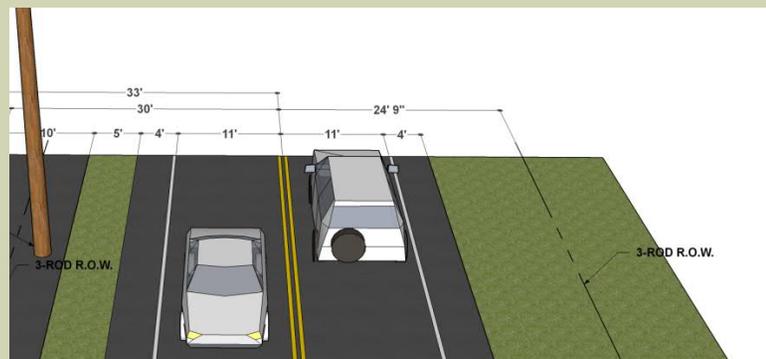


PROPOSED SIDEWALK

(Griswold to Raceway Road, Browns River Bridge to Jolley Mobile)



EXISTING



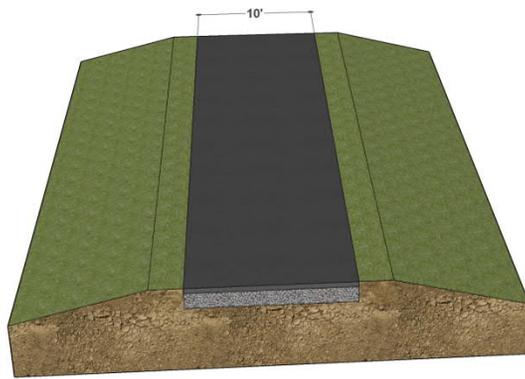
PROPOSED SHARED USE PATH

(Raceway Road to Browns River Bridge)

Cross Country Alternative



Wetlands



PROPOSED SHARED USE PATH



EXISTING

Crosswalk Options



Median Island



Raised Table



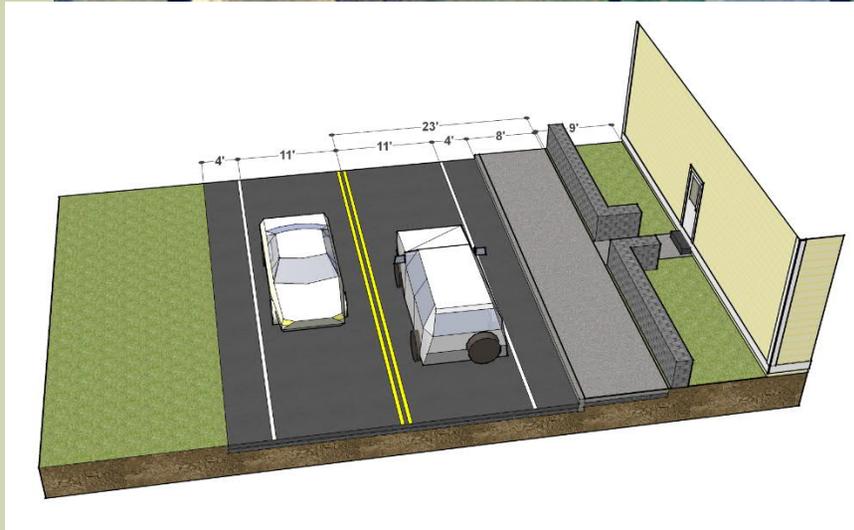
HAWK Signal



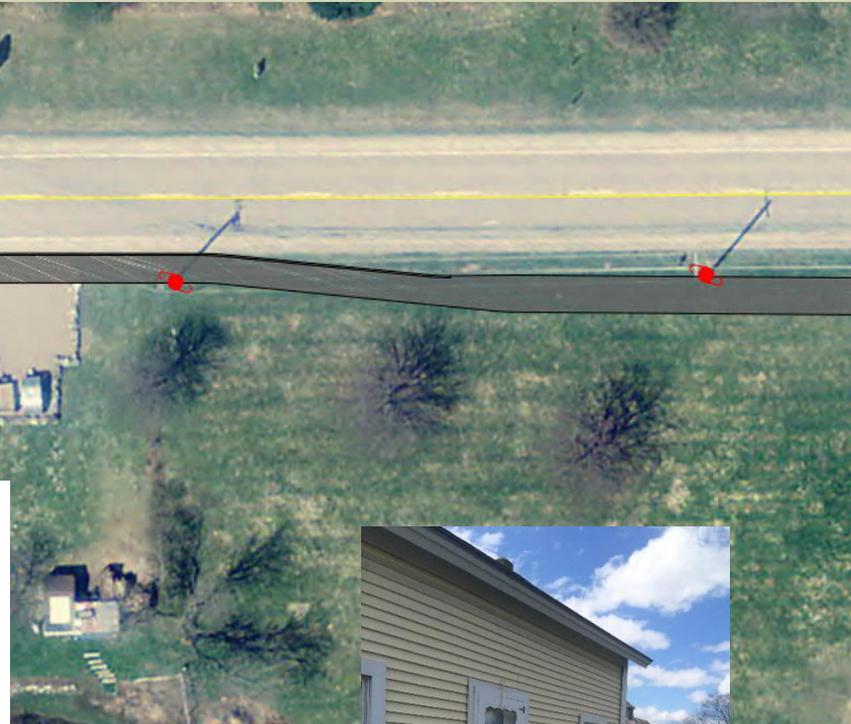
RRFB Signal

227 Route 15

Transition from 10' wide Shared Use Path to 8' wide, curbed section and then back to 10' wide path

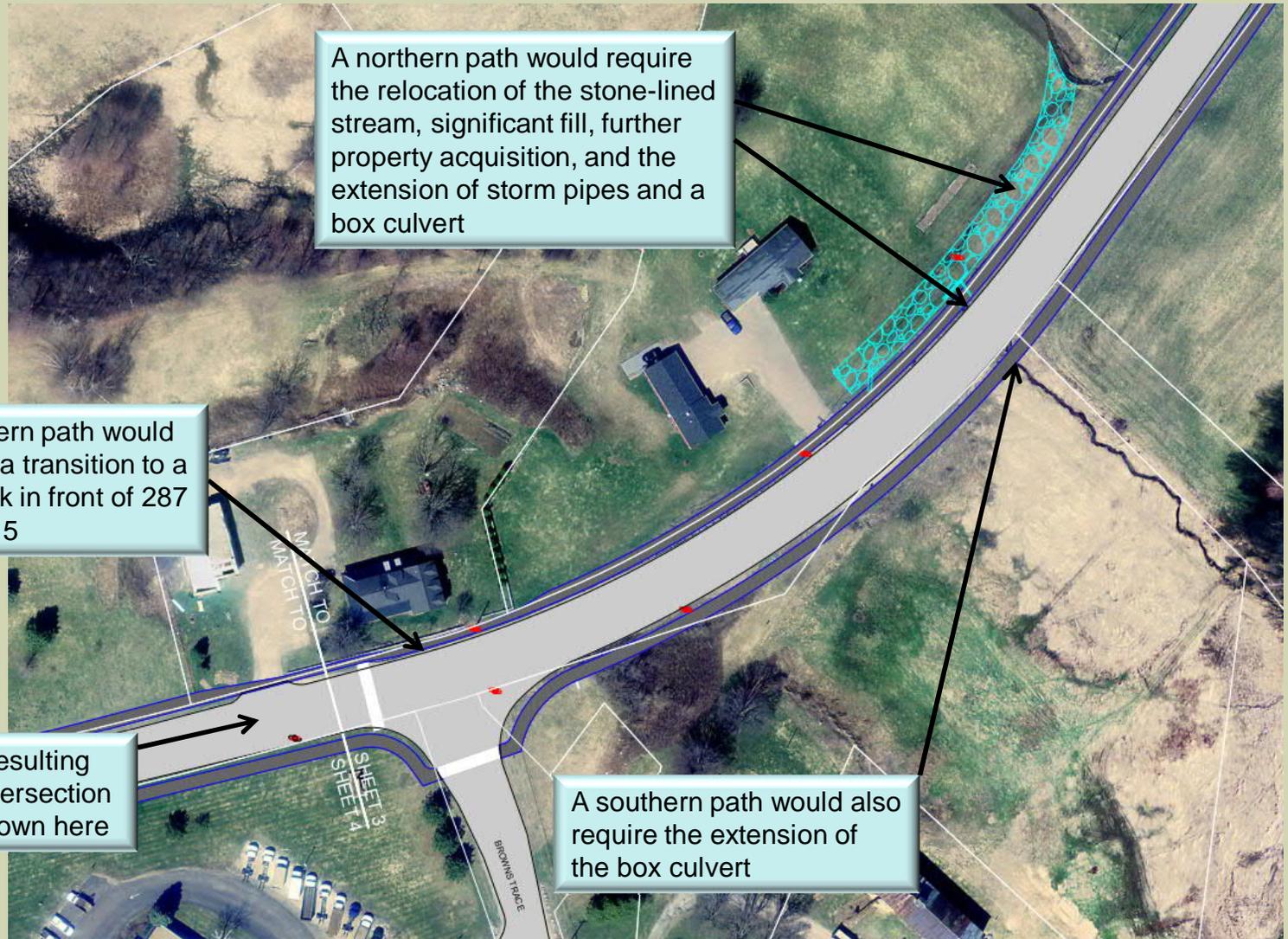


NARROWED SHARED USE PATH



NARROW SECTION AT HOUSE

Browns Trace Intersection



A northern path would require the relocation of the stone-lined stream, significant fill, further property acquisition, and the extension of storm pipes and a box culvert

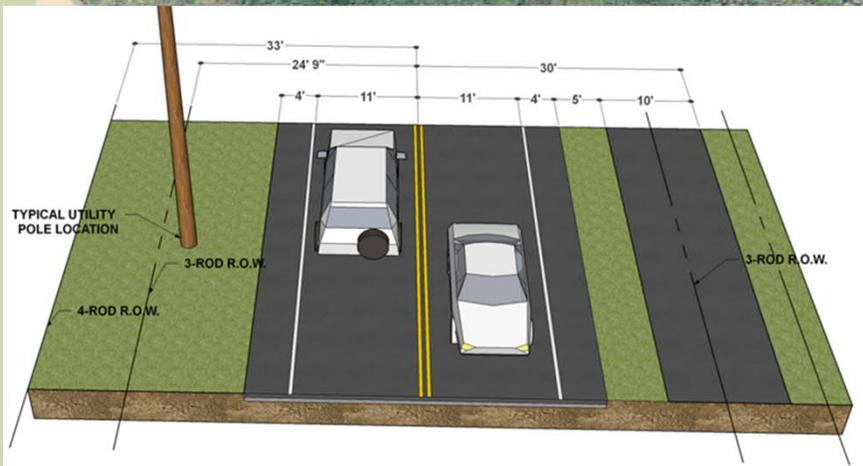
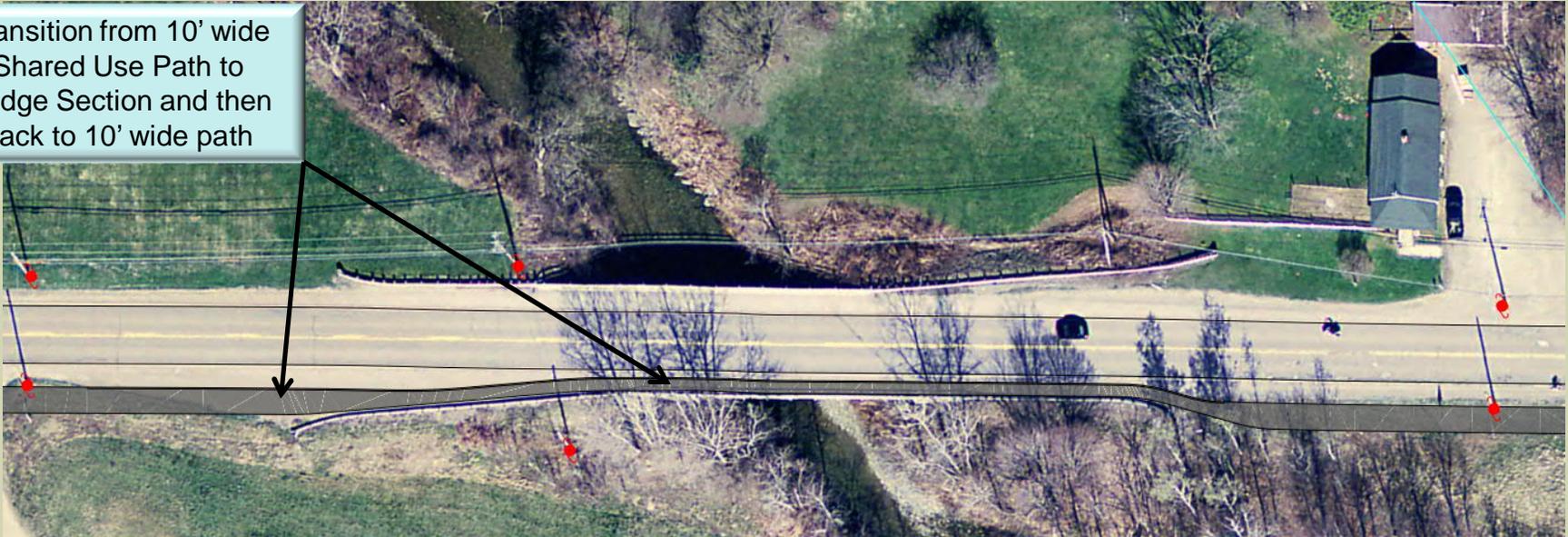
A northern path would require a transition to a sidewalk in front of 287 Route 15

New roadway width resulting from the proposed intersection improvements are shown here

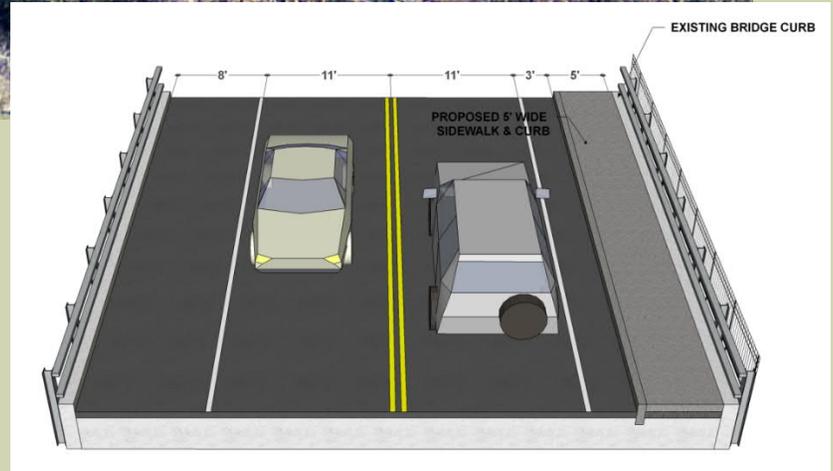
A southern path would also require the extension of the box culvert

Browns River Bridge

Transition from 10' wide Shared Use Path to Bridge Section and then back to 10' wide path



PROPOSED SHARED USE PATH



PROPOSED BRIDGE SECTION



Browns River Bridge Alternate



PEDESTRIAN &
BICYCLE BRIDGE
(\$385,000)





Probable Construction Cost

| VT Route 15 Segment | Description | Length | Construction Cost | Design Cost | Inspection Cost | Total Probable Cost | Probable Cost Per Foot |
|---------------------|---------------|--------|-------------------|-------------|-----------------|---------------------|------------------------|
| A | SOUTH SIDE | 11,514 | \$1,521,000 | \$228,150 | \$152,100 | \$1,901,250 | \$165 |
| B | NORTH SIDE | 12,041 | \$1,731,000 | \$259,650 | \$173,100 | \$2,163,750 | \$180 |
| C | CROSS COUNTRY | 11,567 | \$2,027,000 | \$304,050 | \$202,700 | \$2,533,750 | \$219 |



Questions/Comments???