



Trevor Lashua <tlashua@gmavt.net>

Shelb Falls Rd study - P&Z comments

1 message

Alex Weinhausen <hinesburgplanning@gmavt.net>

Wed, Oct 15, 2014 at 1:16 PM

Reply-To: hinesburgplanning@gmavt.net

To: Trevor Lashua <tlashua@hinesburg.org>, Renae Marshall <rmarshall@hinesburg.org>, rmartin@hinesburg.org, Michael Anthony <hinesburghighway@gmavt.net>, Alex Weinhausen <aweinhausen@hinesburg.org>, "Koss, Frank" <Frank.Koss@state.vt.us>

Trevor,

Thanks for forwarding the Shelburne Falls Road safety report. A lot of ideas for Mike Anthony and the Selectboard to consider. Three comments – pass them along to the Selectboard, or not, as you see fit:

1) **Fog Lines and Travel Lane Width** – In the “Corridor-Wide Improvements” listed on page 3, the consultant recommends fog lines and maintaining at least a 10’ travel lane width. While I wholeheartedly support the use of fog lines, I believe we’ve been painting them to create 9’ travel lane widths. Even on Shelburne Falls Road, I think we should paint fog lines to create 9’ travel lanes. This helps make non-vehicular users of the road safer – e.g., bicyclists, pedestrians, etc. It also helps keep cars away from the edge of pavement, which can help with both safety and road maintenance. It’s also the least we can do to be in compliance with the State Complete Streets requirements.

2) **Road Improvement Prioritization** – With limited resources and funding, the Town should carefully weigh needed improvements to all of our roads, before we embark on significant improvements to any one road. I think it makes sense to tackle many of the Shelburne Falls Road improvement recommendations in the report; however, we have many other roads with high-traffic and/or safety concerns that also require attention. Pedestrian and bicycle safety along Richmond Road (from Texas Hill Road to Mechanicsville Rd) is long overdue for study and improvements. Silver Street is a high-traffic, high-speed local road, and we completed a formal scoping study in 2007 that recommended a variety of improvements. Charlotte Road sees a lot of CVU student commuter traffic, and it also presents a number of safety concerns due to geometry, speed, lack of fog lines, etc.

3) **Enforcement & Outreach** – Road improvements, signage, and speed limit reductions are very important, but will not necessarily change driver behavior. We have a very capable Police Department that does outreach at CVU and speed enforcement on Shelburne Falls Road. As departmental resources allow, these efforts should continue. Education is expected by students. Getting your first speeding ticket is another form of education – one that I feel really does change behavior, often times more successfully than many other means.

Alex Weinhagen

Director of Planning & Zoning, Town of Hinesburg

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From: Trevor Lashua [mailto:tlashua@hinesburg.org]

Sent: Wednesday, October 15, 2014 10:12 AM

To: Renae Marshall; rmartin@hinesburg.org; Michael Anthony; "Alex Weinhagen" (aweinhagen@hinesburg.org); Koss, Frank

Subject: Fwd: 12-005 Shelburne Falls Road

Hi all,

FYI - this is the Shelburne Falls Road safety report from TCE set to be presented at Monday's Selectboard meeting.

Regards,

-T

----- Forwarded message -----

From: **Jeremy Matosky, P.E.** <Jeremy.Matosky@tcevt.com>

Date: Wed, Oct 1, 2014 at 1:05 PM

Subject: 12-005 Shelburne Falls Road

To: "tlashua@hinesburg.org" <tlashua@hinesburg.org>

Cc: "jcolangelo@shelburnevt.org" <jcolangelo@shelburnevt.org>, "Abby A. Dery, P.E." <Abby.Dery@tcevt.com>

Trevor-

As we discussed, over the past few years TCE has been working on a study of the Shelburne Falls

Road and Shelburne-Hinesburg Road combined corridor. A report for each section in Hinesburg and in Shelburne has been prepared. The purpose of these two studies is to provide the Towns of Hinesburg and Shelburne with an inventory of existing roadway conditions, safety issues, and suggested roadway improvements for both short and long range planning.

The need arose from a history of crashes due to instances of excessive speeds and limited visibility on curves, including one tragic fatality of a commuting high school student in recent years. Since there was no apparent work being done in response to this, I took it upon myself to start the process and invest a significant amount of TCE's resources, at no cost to either town, to provide a comprehensive analysis that could be a tool for the Town's to use in addressing road safety issues moving forward. This work included a visual safety inventory conducted between September of 2012 and February of 2014 to observe potential hazards and identify areas for improvement. Site-reconnaissance included measurements of sight distance at various locations throughout the study corridor, centerline and intersection geometry and side-slope observations, ball-bank indicator analysis, sign inventory, and observation of clear zone obstructions. Key areas that could benefit from improvement were identified and immediate, short, and long term improvements were outlined.

I hope that this report can serve as an impetus to make improvements that will benefit all of the residents of both towns, including a large number of inexperienced high school students, that travel this road daily. I am also hoping to present this report at a public meeting, at your earliest convenience, as well as discuss with any stakeholder you wish. Please call or reply with any questions.

Regards,

Jeremy M. Matosky, P.E.

President, Senior Engineer

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