

Sunderland Safe Roads - Alternatives Meeting

September 29, 2015
Sunderland Town Offices

Present: Marie Litowinsky, Jim Sullivan (BCRC), Chrissy Haskins (Dufresne Group), Cassidy Warren, Mark Hyde, Steve Bendix, Sally Ayrey, Avis Hayden, Lily Van Haverbeke, Peter Luca, Matt Vernon

After an introduction from Marie Litowinsky, member of the local committee, Chrissy Haskins of Dufresne Group (project consultant), presented an overview of the project, the purpose and need statement, and the alternatives that were identified and studied).

Alternative 1: Do Nothing

Alternative 2: 4 foot bike lane each side of road. Construction cost for the bike lanes estimated at \$465,000. Would probably not need to acquire ROW for the bike lanes, but there may be additional costs associated with drainage issues. Also add engineering, legal, and administrative costs. Might also be wetland permitting issues. Possible historic site impacts. Noted that grants could reduce local cost by providing 90% funding.

Alternative 3: Incremental improvements - focus on pedestrians and children

- Gravel shoulders, could serve as a base for future pavement
- Could be done in phases
- Addition of road signs (pedestrian warning, share the road, etc.)
- Adding fog lines (white lines on side of road), maybe 1 foot in from the edge of pavement and "sharrows"
- Details: Gravel shoulders along most of Sunderland Hill Road, paved shoulder on uphill side of Sunderland Hill Road/steep section south of Hill Farm Road intersection, adding fog lines and signs, possible future crosswalk at school. Just signs and pavement markings on Hill Farm Road (no gravel shoulders).

Haskins showed simulations of the proposed improvements along each segment

Construction Cost Estimate: \$125,000.

Questions:

What is the total project cost (including all engineering, ROW, etc.)? Will be adding in additional costs for the preferred alternative - design and construction engineering, project management, contingencies, etc. as part of the scoping report. Comment: anything that goes on the town's website should be clear about costs.

Need to consider roadway and shoulder design in light of any new state clean water requirements. Make sure improvements are consistent with future requirements.

Should there be a count of bikes and pedestrians along the road now (so that there can be a measure of success)? Hasn't been done formally, some observations. Noted that objective is to get more people out so counts aren't so low.

Will the improvements help slow traffic (i.e., fog lines to narrow travel lanes)? Experience has shown this to be the case.

Noted that VTrans pays 90% of paving on Sunderland Hill Road. State also pays full cost of paint markings on the road (fog lines, center line).

Can the town just take the recommendations from the scoping study and do all of the improvements on its own (town road budget and annual work plans)? Yes, no requirement to pursue a grant.

Next Steps: endorsement of an alternative - prepare scoping report - final public information meeting - submittal of final report - potentially apply for a state grant.

How to select the preferred alternative? Committee recommendation was for alternative 3. Mark Hyde, select board, indicated that the committee was charged with carrying out the study and its recommendation is important. Ultimately, the select board will have to decide to accept the scoping report or not. Board will then present to the town to determine if anything goes forward - at least with a grant application, potentially with town funds being spent on incremental improvements.

Meeting adjourned.