

# HUNTINGTON LOWER VILLAGE BICYCLE AND PEDESTRIAN SCOPING STUDY

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- Town of Huntington
- CCRCP
- DuBois & King



# Where are we in this project?

	May-June	July-August	Sept-Oct	Nov-Dec	Jan-Feb	March-Apr	May-June	July-Aug	Sept-Oct	Nov-Dec	Jan - Feb
Project Kickoff	█										
Collect/Evaluate Data	█	█									
Local Concerns Meeting		█									
Develop Alternatives			█	█							
Committee Meeting				█							
Refine Alternatives					█	█					
Public Meeting							█				
Final Recommendations/Costs								█	█	█	
Final Report/Public Meeting											█

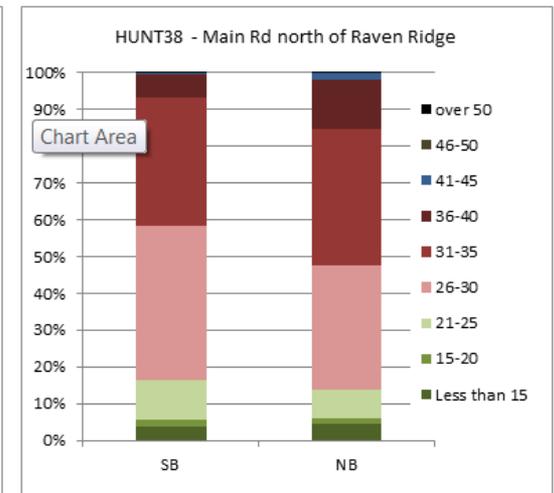
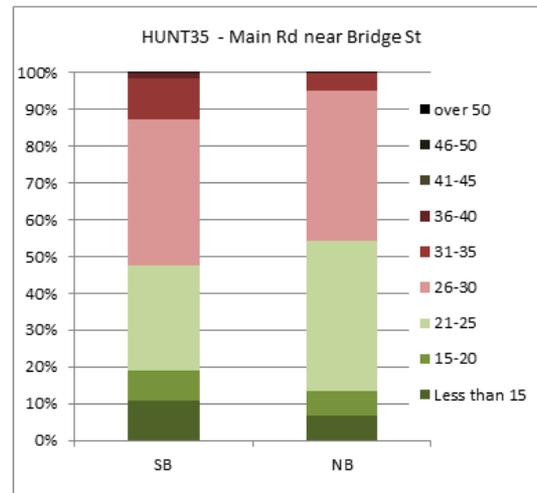
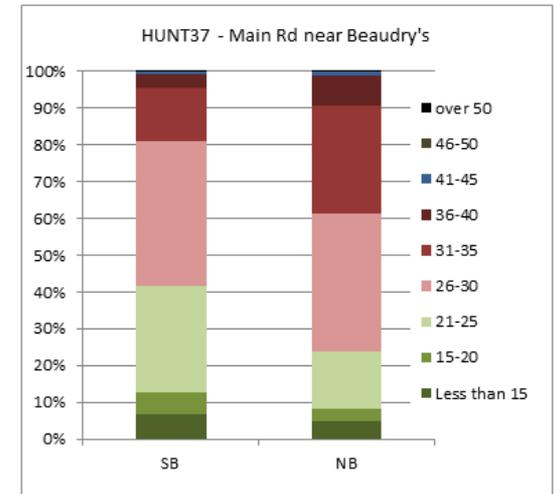
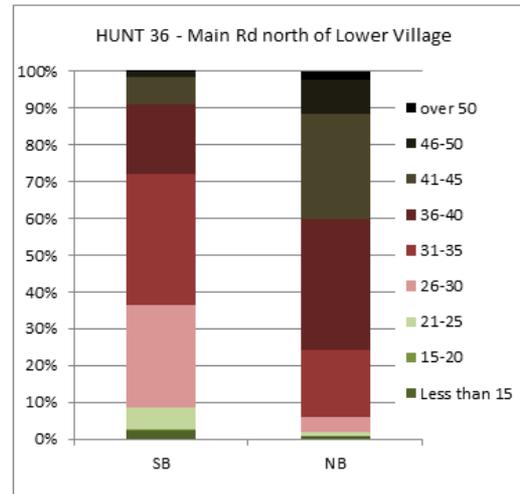
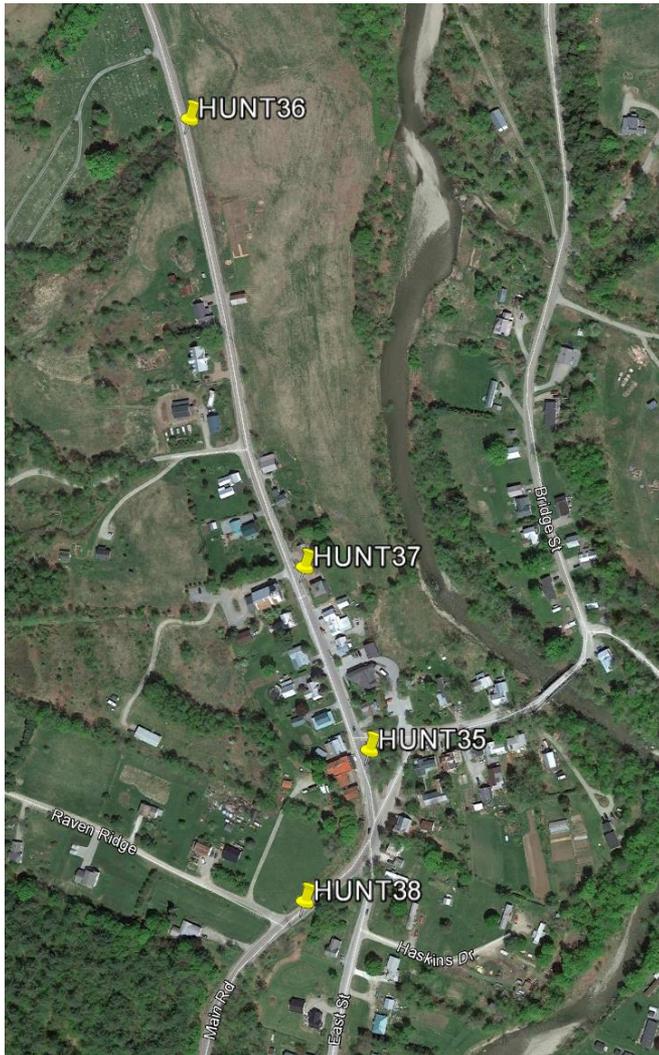


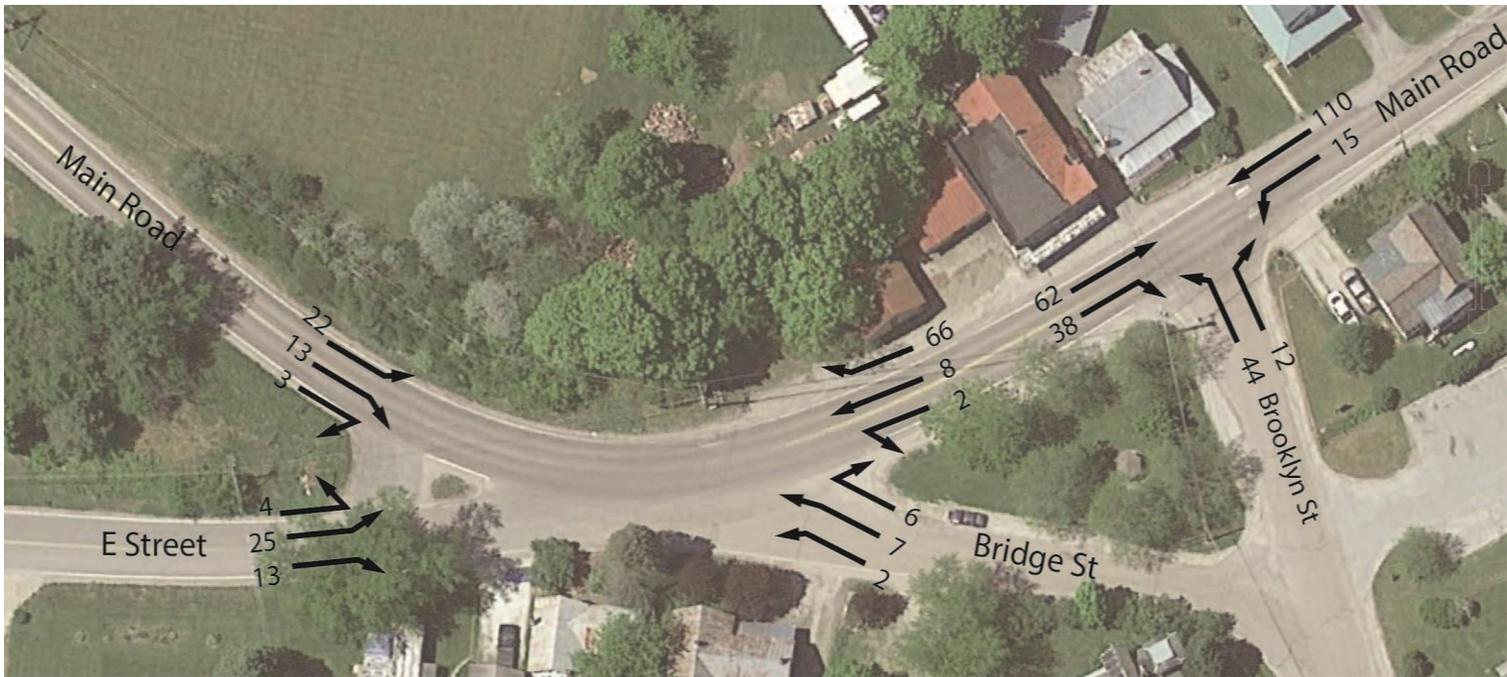
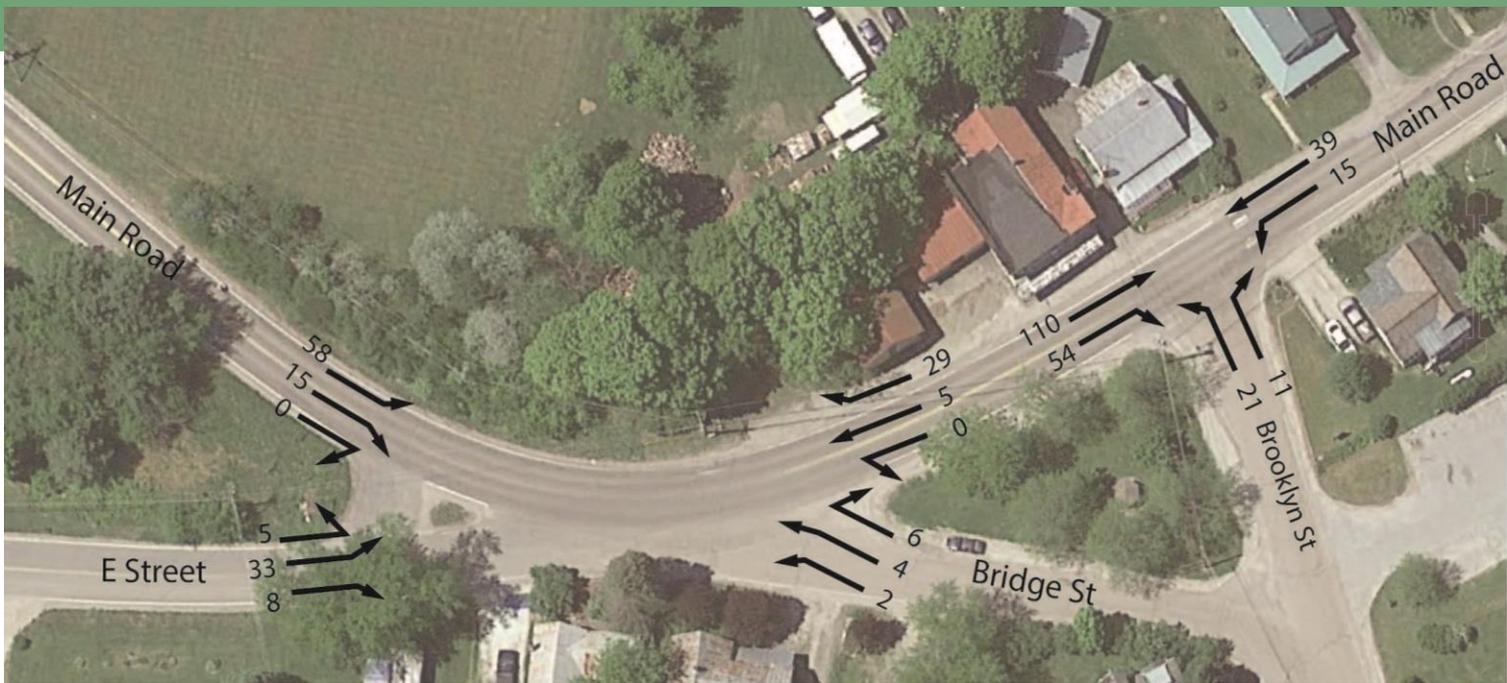
# Big Issues

- Speeds
- Safety
  - Parking at store
  - Intersections (East Street/Bridge Street)
- Pedestrians – no place to walk
- Bridge Street
  - Dust, speeds
- East Street
  - Speeds, widen open access



# Speed Data





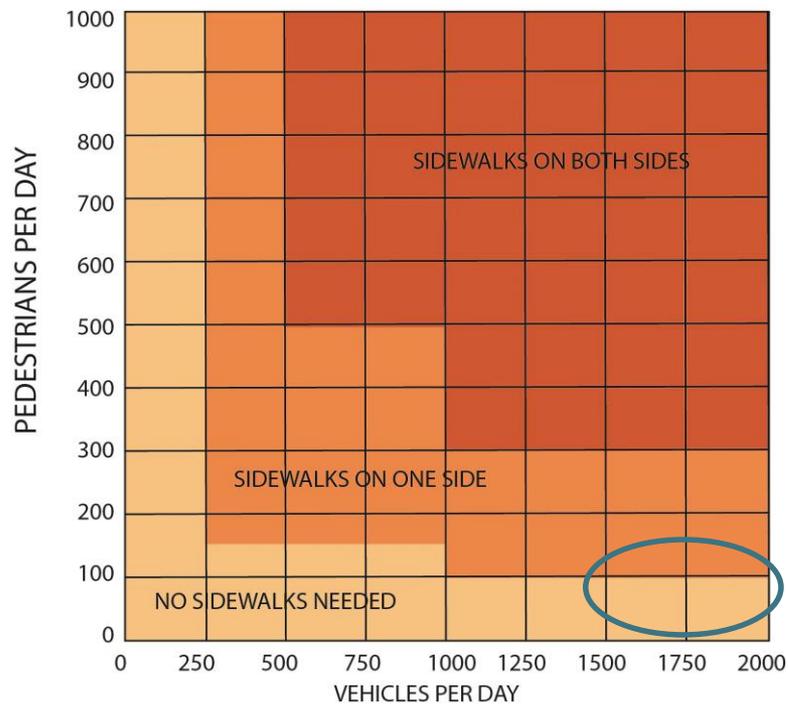
# Main Concepts

- **Gateways** to reinforce village entrance and reduced speed
- **Sidewalks** or pedestrian lanes and crosswalks
- **On-street parking** for village businesses and destinations
- **Define and narrow intersections** with curb extensions
- **Bridge/East/Main Intersection Traffic Circulation Alternatives**
- **Bridge Street**
  - Stop signs on bridge – formalize one lane bridge
  - Pavement with advisory lanes or gravel with dust control
  - Green stormwater infrastructure with landscaped curb extensions

# Sidewalks

## ■ Are they needed?

### WARRANTS FOR THE PROVISION OF SIDEWALKS

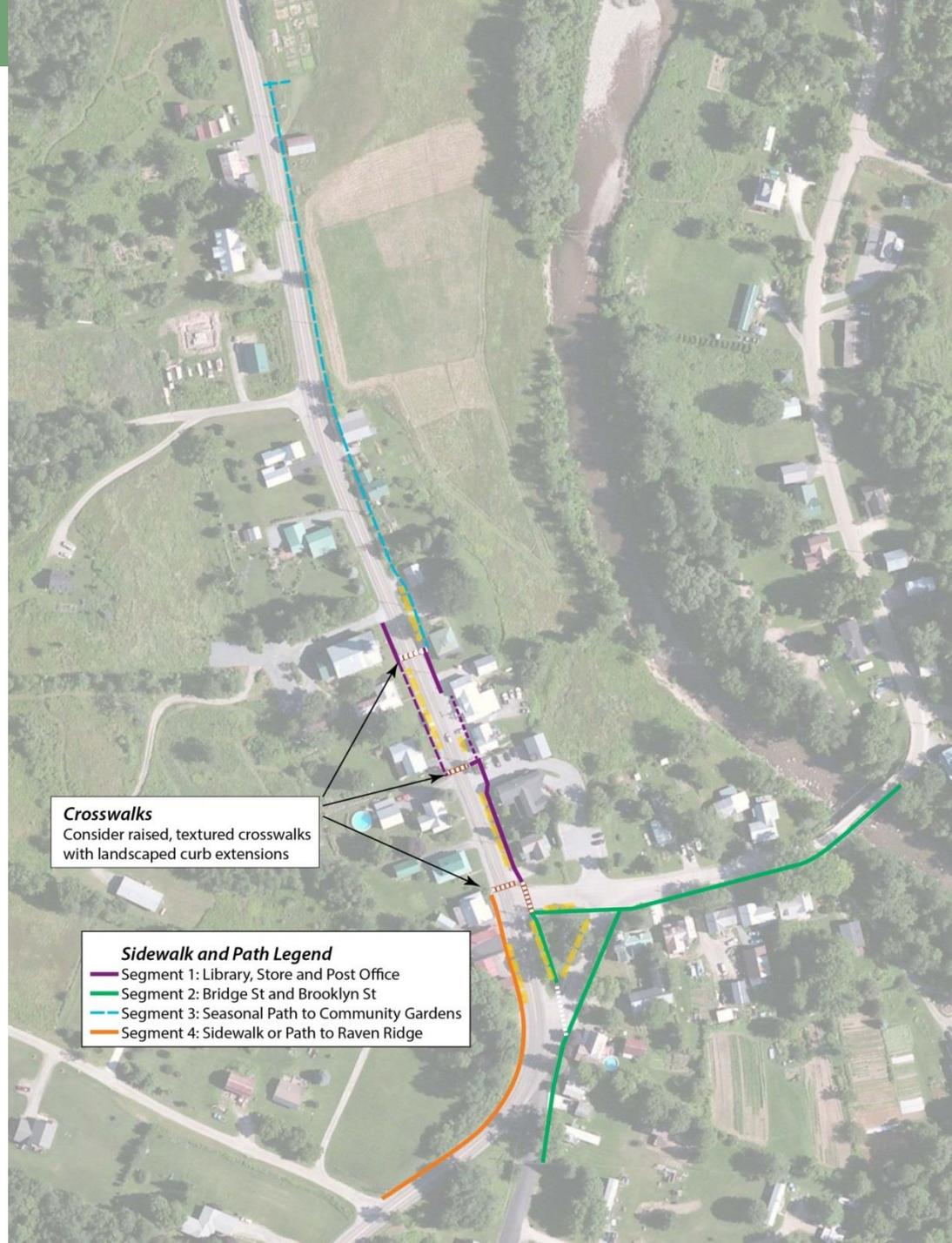


**Table 3-4.**  
Recommended Walkway Locations.

• <i>Commercial centers and downtowns</i>	Both sides of all streets.
• <i>Major residential streets</i>	Preferably on both sides.
• <i>Local residential streets</i>	Preferably on both sides, but at least one side.
• <i>Low-density residential (1-4 units/ac)</i>	Preferably on both sides, but at least one side with appropriate shoulder on other side.
• <i>Rural residential (less than 1 unit/ac)</i>	Preferably on one side with appropriate shoulder on other side, but at least a shoulder on both sides.

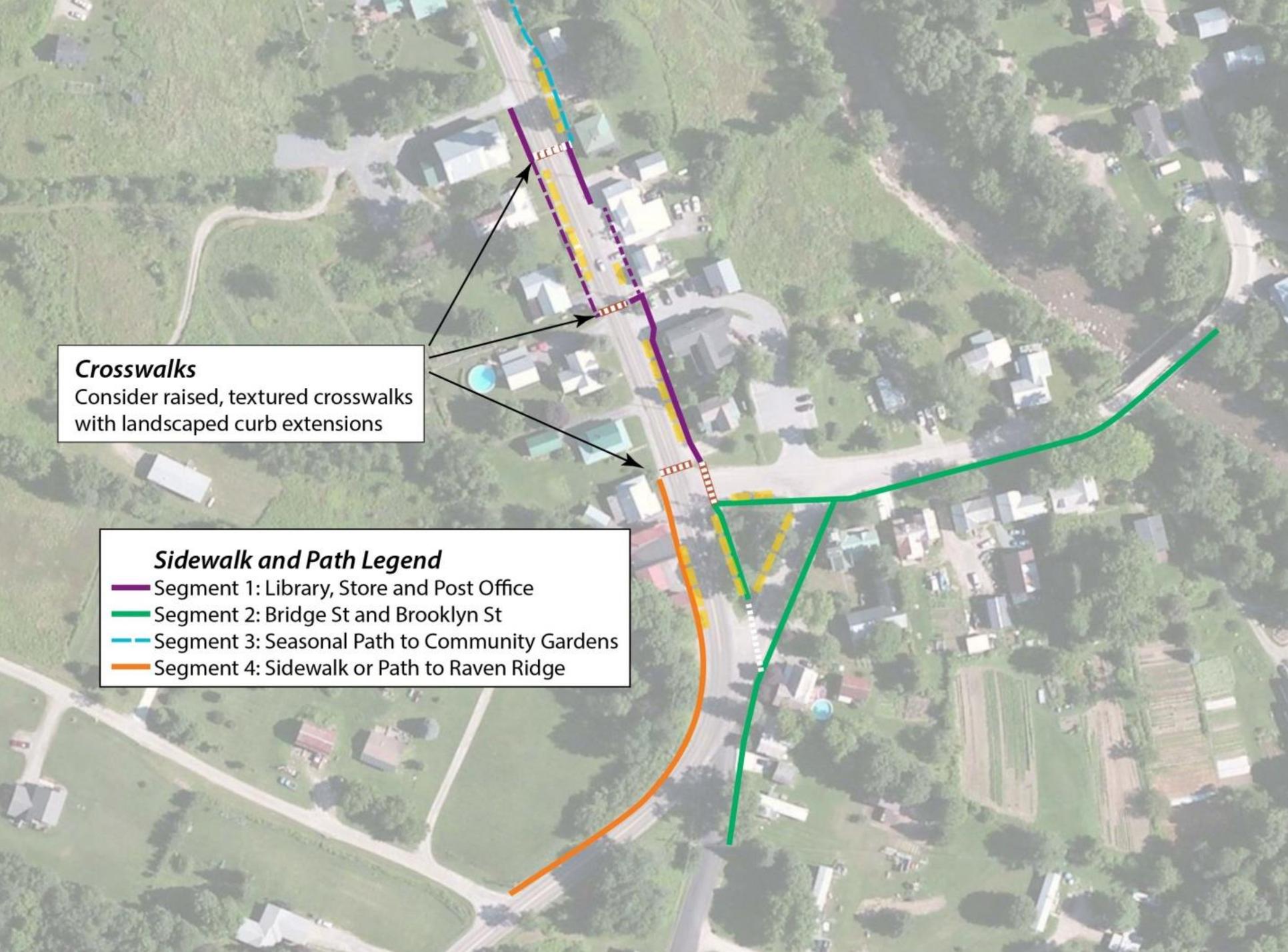
Adapted from *Design and Safety of Pedestrian Facilities*, Institute of Transportation Engineers (ITE)

# Sidewalk Network



**Crosswalks**  
Consider raised, textured crosswalks with landscaped curb extensions

- Sidewalk and Path Legend**
- Segment 1: Library, Store and Post Office
  - Segment 2: Bridge St and Brooklyn St
  - Segment 3: Seasonal Path to Community Gardens
  - Segment 4: Sidewalk or Path to Raven Ridge



**Crosswalks**

Consider raised, textured crosswalks with landscaped curb extensions

**Sidewalk and Path Legend**

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# Parking



66 ft  
ROW

Sidewalk  
Parking

5 ft  
sidewalk

8 ft  
parking lane

3 ft  
door zone  
buffer

9 ft  
travellane

9 ft  
travellane

3 ft  
shoulder

# Cost

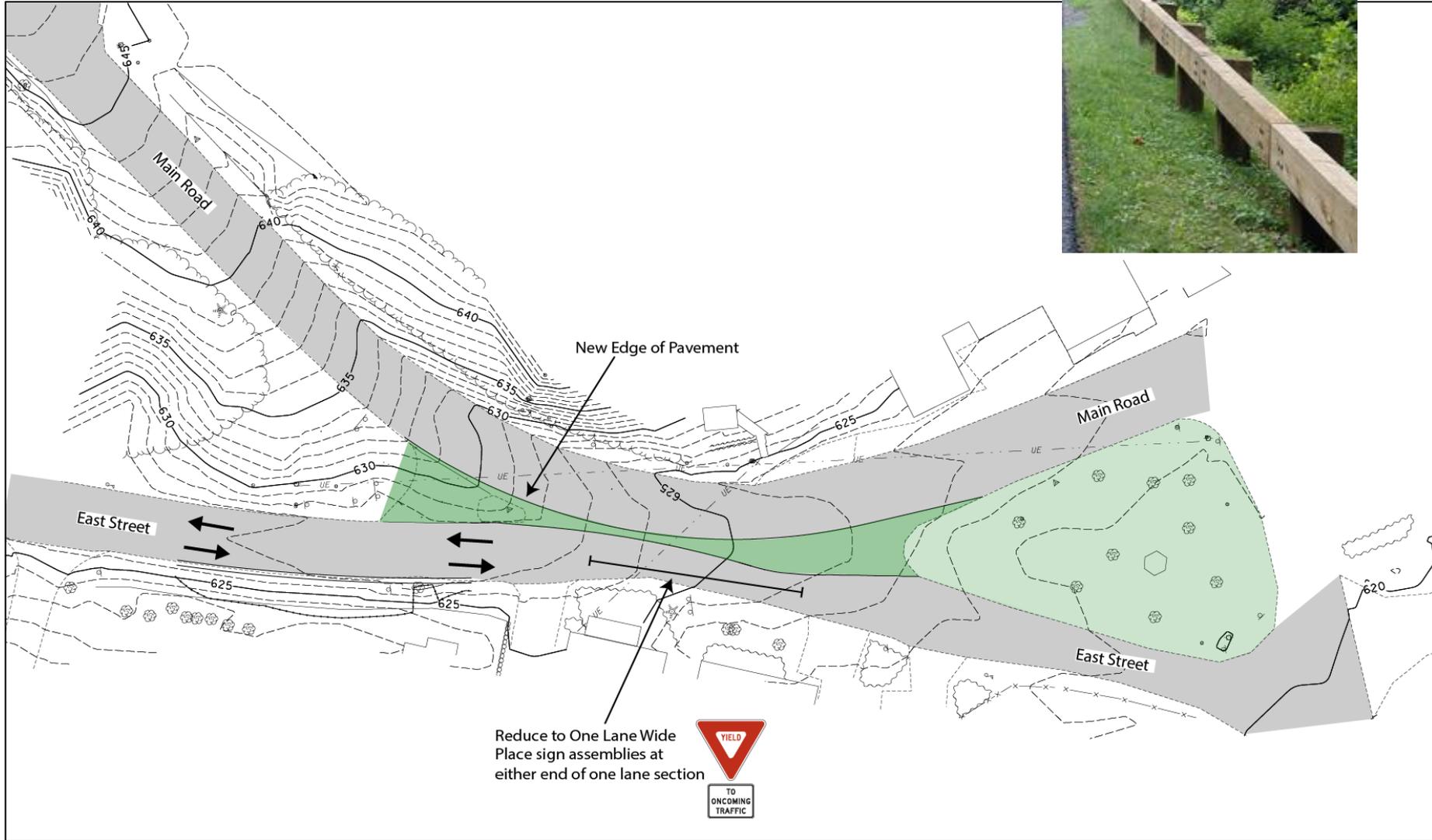
	Sidewalk Segment	Location	Length		Unit \$	Total cost
1	Sidewalk ( <i>curbed</i> )	Post Office to Library	600	ft	\$240	\$ 144,000
2	Sidewalk ( <i>uncurbed</i> )	Post Office to Bridge	900	ft	\$160	\$ 144,000
3	Seasonal Path ( <i>gravel</i> )	Store to Community Garden	900	ft	\$80	\$ 72,000
4	Sidewalk ( <i>curbed</i> )	To Raven Ridge	600	ft	\$240	\$ 144,000

# Intersection Alternatives





# One lane section on East St



Reduce to One Lane Wide  
Place sign assemblies at  
either end of one lane section



Mini-Roundabout at  
Brooklyn/Main Road



# Manchester VT Mini-Roundabout



Alternative	Benefits and Design Issues	Cost Estimate*
4.3.1 - East St diverted to Bridge St (2-lane section)	Will result in significant increase of paved surface in Lower Village. Requires re-aligning Main Road, cutting into bank and relocating utilities.	\$300,000
4.3.2 - One way circulation for East St	Results in steep grade on approach to East St from Main Rd (approximately 12%).	\$220,000
4.3.3 - T-intersection for East St; close Bridge St	Steep grade on East St as it approaches Main Rd (approximately 12%).	\$200,000
4.3.4 - East St diverted to Bridge St (1-lane section)	Maintains existing footprint, avoids property and utility impacts, reducing cost.	\$150,000
4.3.5 - All-way stop	Not warranted by traffic volumes, not recommended for traffic calming, can lead to driver frustration.	\$5,000
4.3.6 - Mini-Roundabout	Safest form of intersection control; can be created with attractive textured and mountable surfaces.	\$100,000

\* Cost estimate is based on highly conceptual design and offered for programming and planning level decisions.

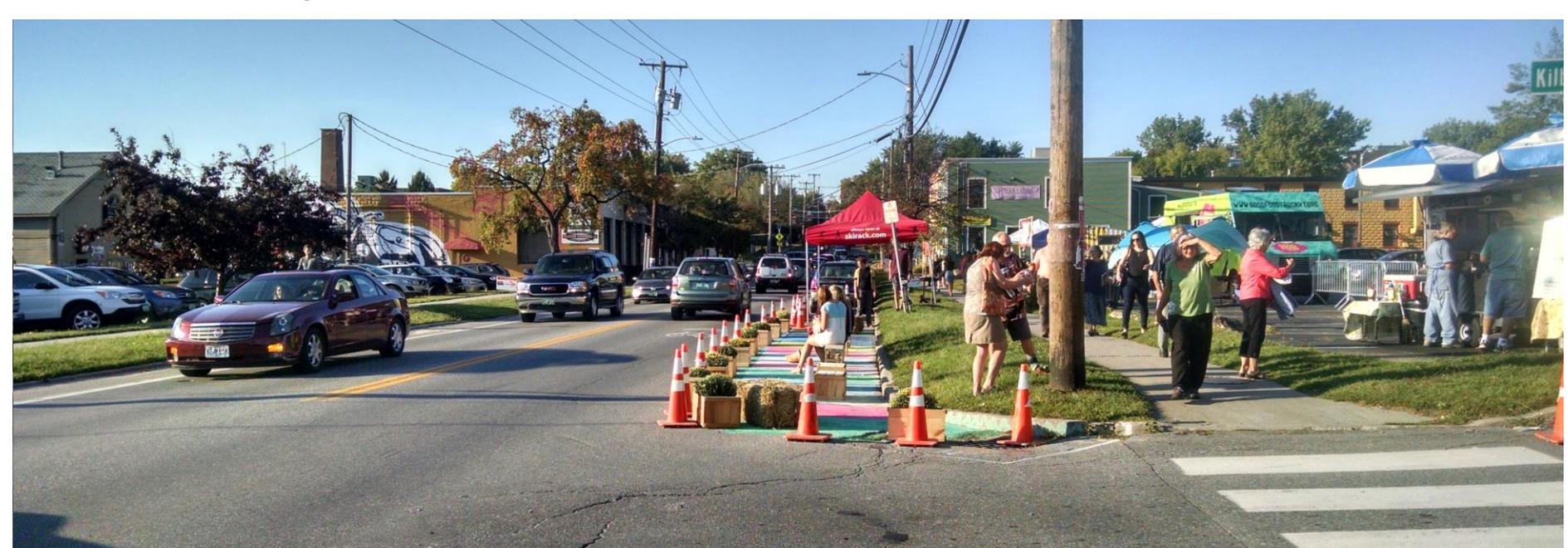
# Bridge Street Options

- Pavement will reduce dust but increase speeds
- Advisory Bike-Ped Lanes can offset speed increase, provide safer environment for walkers and bicyclists



# From planning to action!

- **Pilot test** the reconfiguration of the East St/Main Road/Bridge St intersection.
  - These ideas have been discussed for years, and it is difficult to reach consensus on these potentially significant changes.
  - Allowing the community to experience these changes with a pilot reconfiguration would help reach consensus.

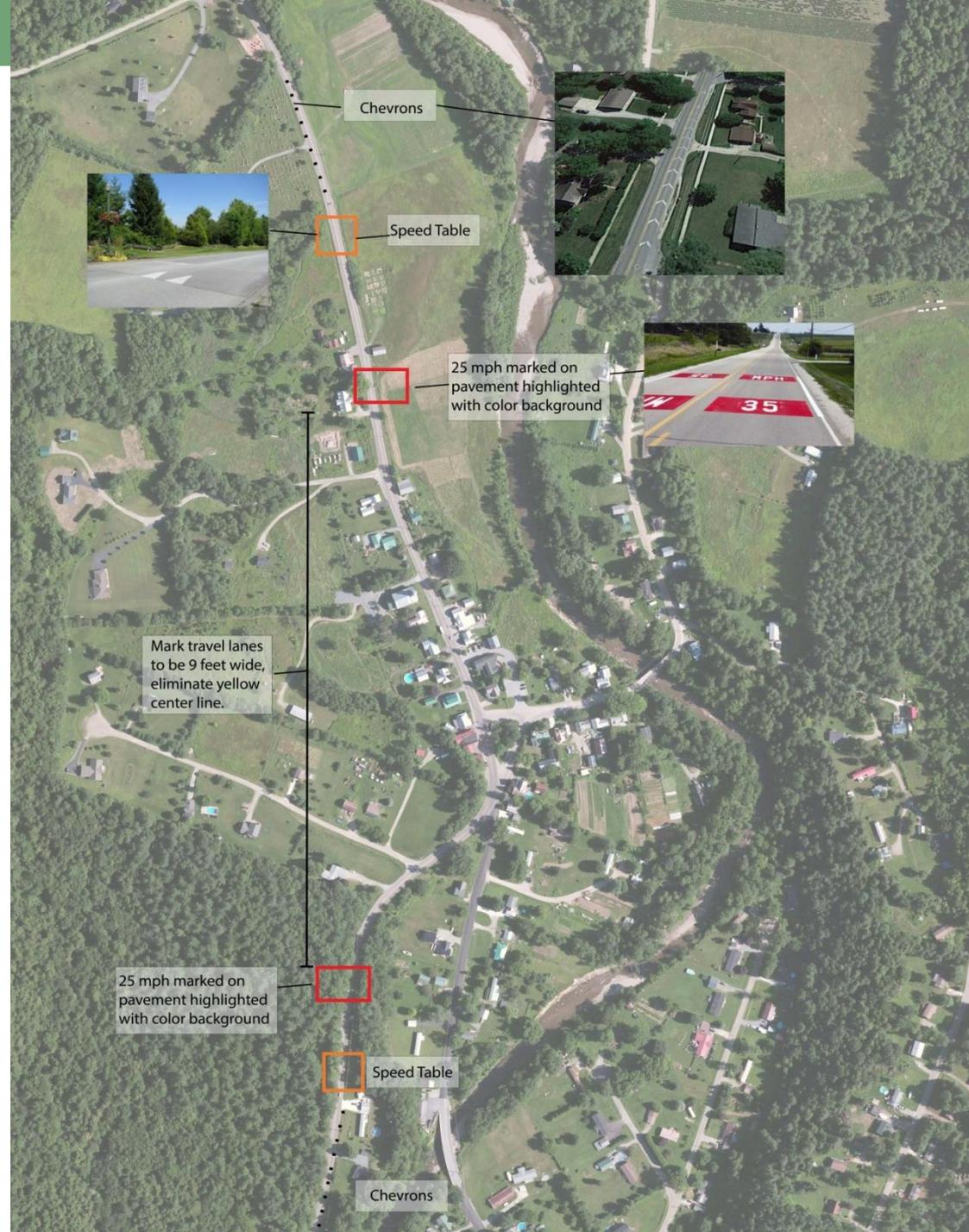


# One lane section on East St



# From planning to action!

- **Traffic Calming Pavement Markings.** Main Rd resurfacing project can include speed tables, narrower lanes, elimination of the center line, and accented marking of the speed limits on the road surface as discussed above with very little additional cost. Recommendations are illustrated in Figure 5.1.



Chevrons



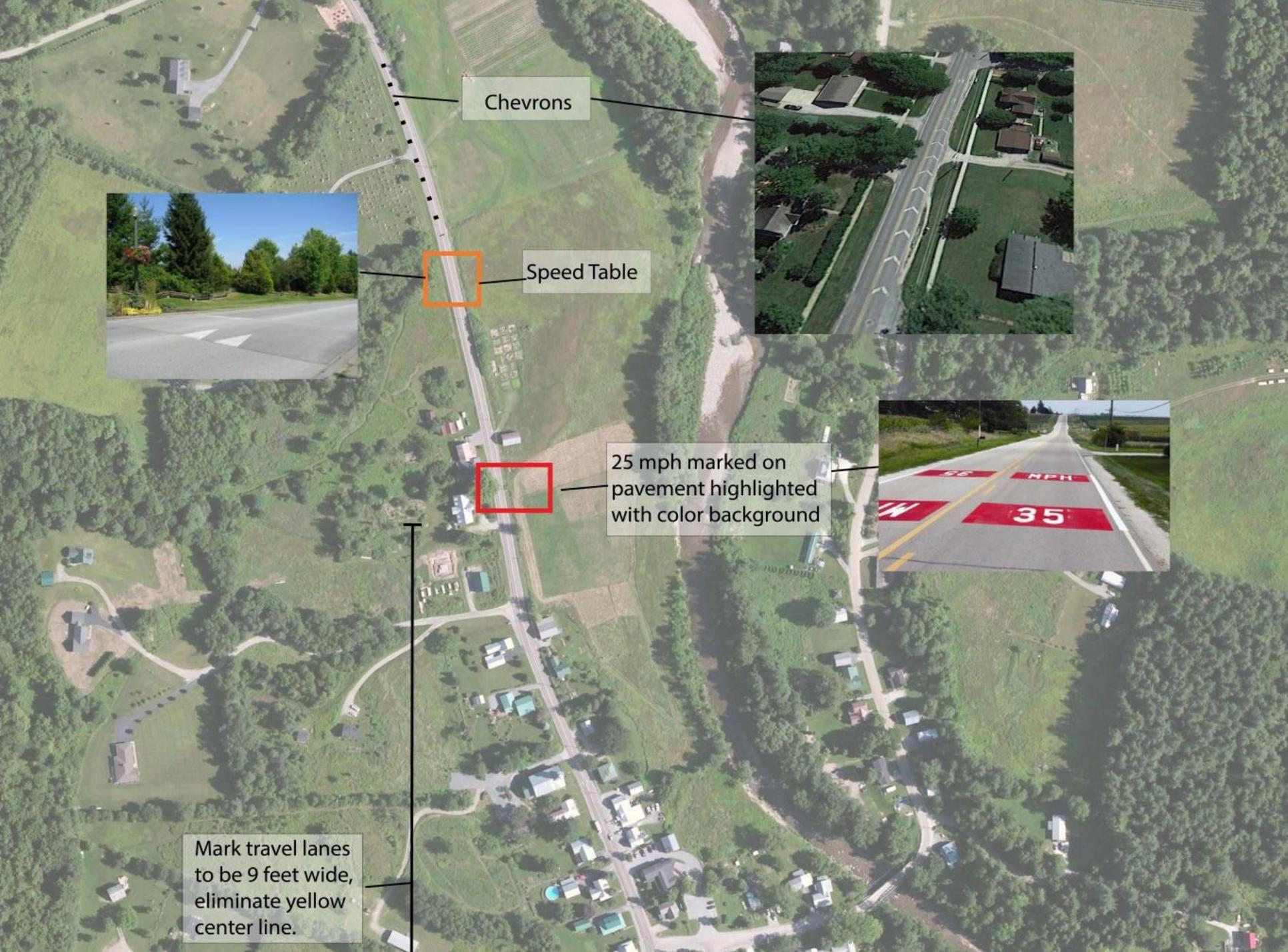
Speed Table



25 mph marked on pavement highlighted with color background

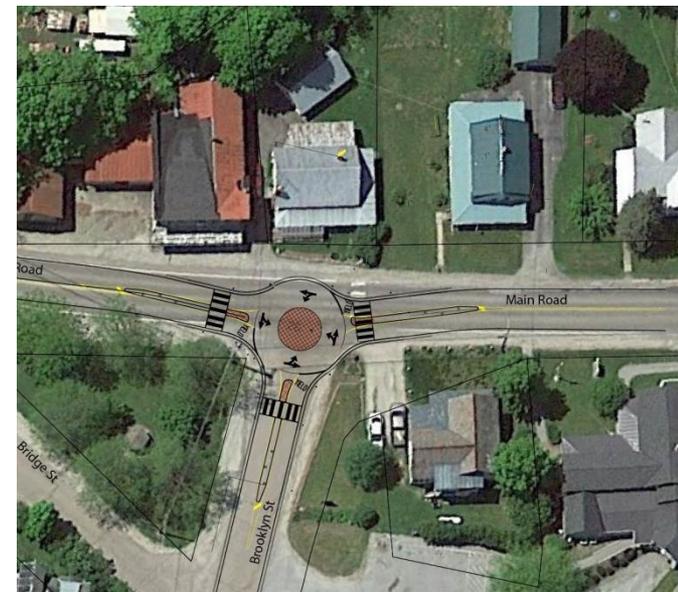
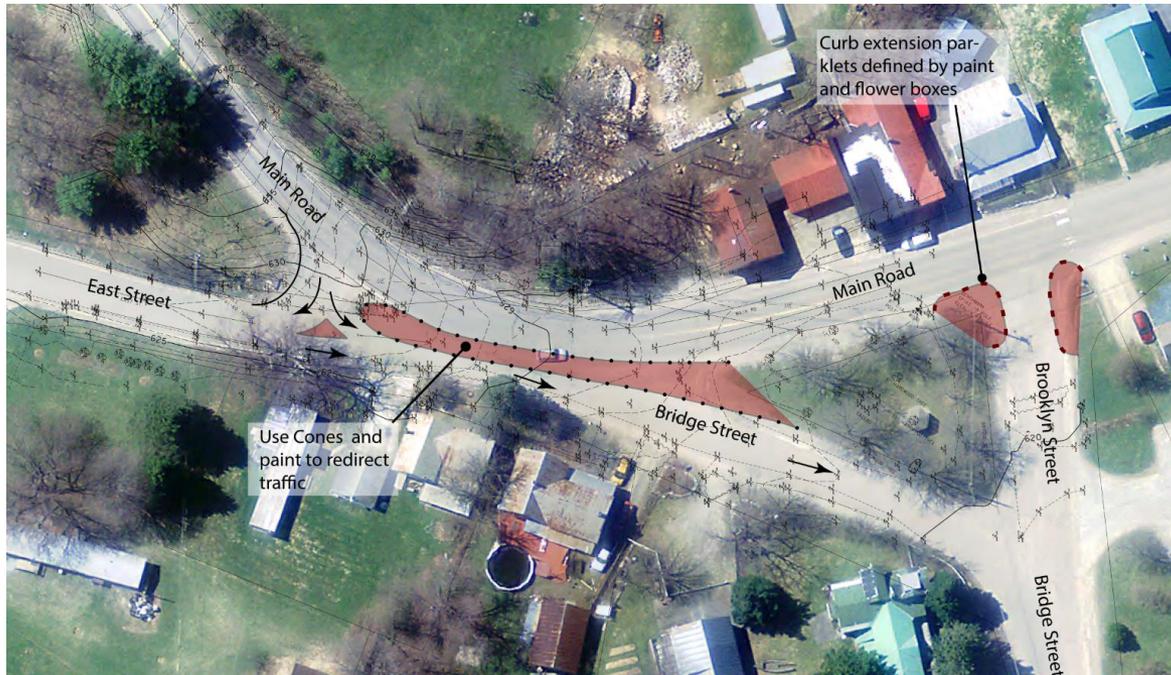


Mark travel lanes to be 9 feet wide, eliminate yellow center line.



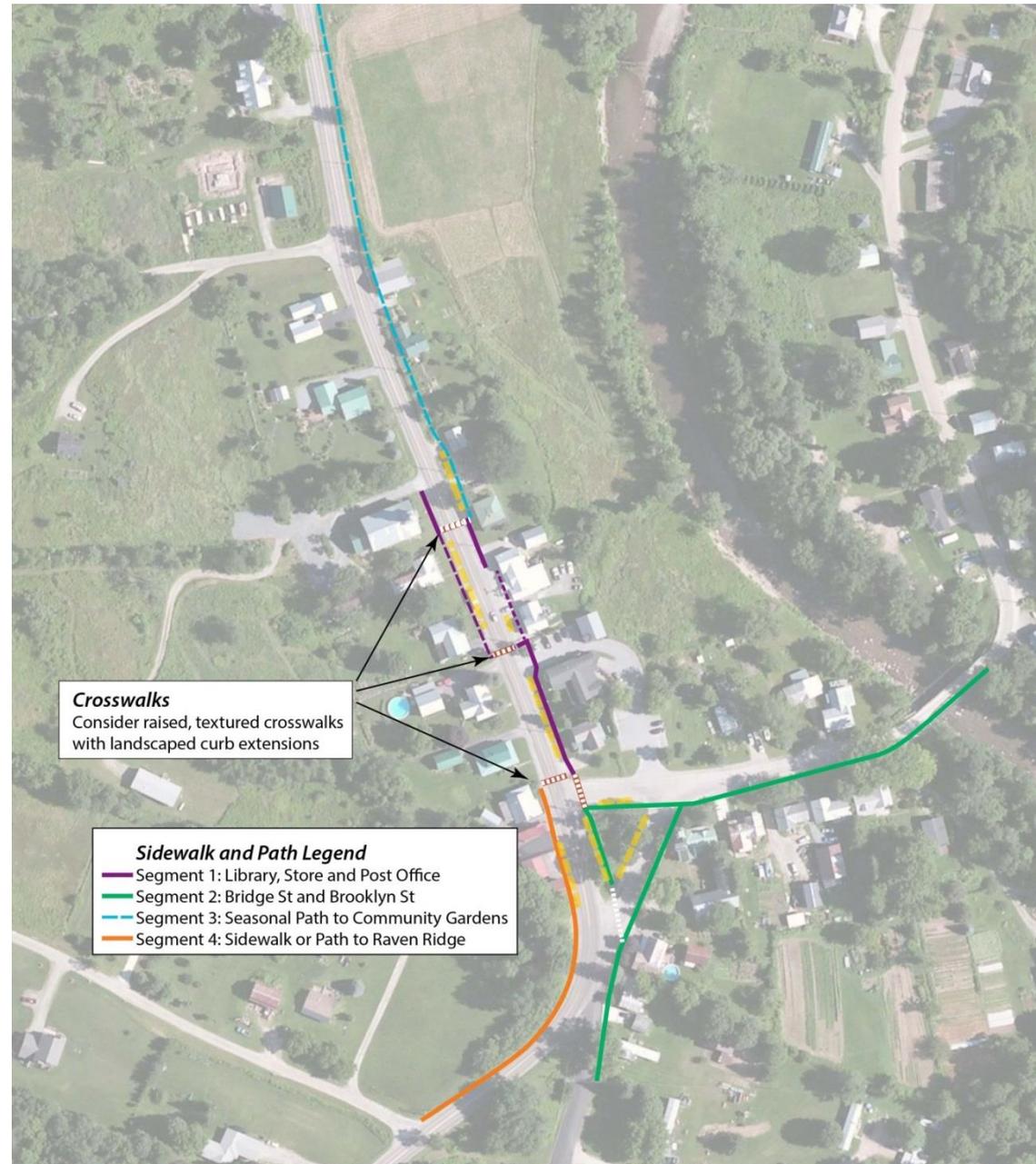
# From planning to action!

- **Phase 2 -Street and intersection design changes.** Possibilities include:
  - curb extensions or mini-roundabout at Brooklyn Street/Main Road.
  - Reconfiguration of East Street.



# From planning to action!

- **Sidewalk network.** Apply for funding of sidewalk construction, which can happen in phases or as one project as desired.



# Next Steps

- Town accepts D&K Report
- Our project is complete, but the Town's work is just beginning!