

BRISTOL, VERMONT

TOWN PLAN

APPENDIX

**Adopted by Town Vote
NOVEMBER 5, 2012**

BRISTOL TOWN PLAN APPENDIX

The following maps, reports, etc are attached as appendices to the Bristol Town Plan dated November 5, 2012.

The maps herein are reduced size copies and in many cases will be difficult to read. Large size copies of the maps may be found at the Town offices or at the Addison County Regional Planning office in Middlebury. Note that many of these maps are periodically updated and, thus, the copy shown herein may be out of date at the time of reading.

The reports attached here, or referenced, including the Natural Resources Plan and the Traffic Study, are attached for information only and not necessarily to be considered as part of the Town Plan.

Appendices

- A – Land Use Planning Areas – Town of Bristol
- B – Zoning Districts- Town of Bristol
- C – Zoning Districts – Bristol Downtown Area Map
- D – Land Use Planning Areas - Inset
- E – Bristol Designated Downtown District
- F – Flood Hazard Areas
- G – Aggregate Resource Potential
- H – Transportation
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- J – Utilities and Educational Facilities
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- L – Population Density
- M – Land Cover
- N – Landscape Slope
- O – Government or Non-Profit Property (Working Draft)
- P – Watersheds
- Q – On-Site Septic Suitability
- R – Soil Parent Material
- S – Generalize Bedrock Geology
- T – Ground Water Favorability
- U – Biologically Significant Areas
- V – Commute Shed
- W – Labor Shed
- X – Survey Results: Graphs
- Y – Urban Compact – Police District
- Z – Natural Resources Plan
- ZZ – Traffic Study



Downtown Bristol Traffic Study

Final Report Completed:
February 10, 2003

Prepared for the



REGIONAL PLANNING COMMISSION

Prepared by:



Lamoureux & Dickinson Consulting Engineers, Inc.
14 Morse Drive
Essex Junction, VT 05452
Tel: 802-878-4450 Fax: 802-878-3135
E-mail: mail@ldceinc.com

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INTRODUCTION

The Transportation Advisory Committee (TAC) of the Addison County Regional Planning Commission (ACRPC) initiated this traffic study for the downtown area of the Town of Bristol at the request of Bristol town officials. The purpose of the study was to:

- Evaluate the existing parking facilities, and address the recurring problem with a lack of available parking for downtown merchants and apartment tenants during the winter months when snow removal parking restrictions are enforced,
- Evaluate the current bicycle and pedestrian infrastructure and amenities, and make appropriate recommendations to facilitate and encourage these modes of travel, and
- Evaluate the existing traffic flow patterns and conditions, identify deficiencies, and recommend solutions to improve flow, efficiency, access and safety.

STUDY AREA

The study area consists of VT Route 17 / 116 through the Town of Bristol extending from Airport Drive to Lincoln Road. The focus area for the parking aspect of the study extends from the School Street / West Street intersection east to the Basin Street / Mountain Street intersection, north to Church Street where the Shaw's Shopping Center is located and approximately 200 feet of South Street. Figure 1 shows the location of the study area and the project limits.

AREAS OF CONCERN

Bristol town officials have recognized a need in the downtown area to encourage and facilitate bicycling and walking and to reduce the conflicts with vehicular traffic. There has been a noticeable increase in truck traffic through the town in recent years which is causing concern and the sidewalk network is in need of repair. Specific areas of concern regarding traffic flow and safety in the downtown area include:

- The Shaw's / Brooks Shopping Plaza parking lot
- The intersection of West Street and Maple Street (Bristol Village Mobil & Village Creemee Stand)
- VT Route 17 / 116 east of the Lords' Prayer Rock to Lincoln Road

A public concerns meeting was held on June 24, 2002 to gather input and consensus on the issues and concerns to be addressed in this study. Minutes from this meeting are included in Appendix A. Several residents and business owners attended the meeting and expressed concerns regarding:

- Lack of convenient parking for downtown customers and residents (particularly during winter months)
- Desire to lower speed limit in downtown
- Need to accommodate bicyclists through town and out to Bartlett Falls

Also included in Appendix A is a summary of a meeting which was held with Pomerleau Real Estate Co. (owner of the Shaw's / Brooks shopping center parcel) to obtain their concerns and input for this study.

Figure 2 has been prepared to graphically summarize these areas of concern.

EXISTING CONDITIONS INVENTORY

In an effort to verify the concerns expressed by town officials, local merchants and area residents, an extensive inventory was taken of existing roadway, pedestrian / bicycle and parking conditions. The results of this inventory are summarized in the following sections.

EXISTING ROADWAY CONDITIONS

Functional Classification

VT Routes 116 and 17 share a common route through downtown Bristol. The local portion of this roadway is named West Street from Airport Drive to North Street where it becomes Main Street. Main Street extends from North Street to Mountain Street where it becomes East Street. East Street extends from Mountain Street to the Lords Prayer Rock where the State Highway begins again.

West / Main / East Street is a Class 1 town highway classified as a minor arterial. North Street and South Street are Class 2 minor collectors. All other streets in downtown Bristol are Class 3 local streets.

Horizontal Alignment

There are no significant horizontal curves on West / Main / East Street in the project area

Terrain & Vertical Alignment

There are no significant vertical curves on West / Main / East Street in the project area although there is a steep hill just outside the study area to the west.

Posted Speed Limits

The posted speed limit on West / Main / East Street is 30 mph from Liberty Street to the Lords Prayer Rock. For this study, L&D performed two speed surveys on East and West Streets for a five-hour period on Thursday, June 20, 2002. The results of the speed surveys are shown in Table 1. Detailed speed survey results are included in Appendix B.

Table 1
Speed Survey Results

Location	Avg. Speed (mph)	85 th Percentile Speed (mph)	Percent Vehicles > 30 mph
West St. (east of Maple St.)	32	33	35%
East St. (east of Mountain St.)	34	34	55%

The two speed surveys on West and East Streets were performed in close proximity to the downtown area where speeds are constrained by the presence of on-street parking, pedestrians and the traffic signal at the North St. / South St. intersection. Higher speeds are likely as vehicles enter and exit the Village in the area of Prayer Rock and to a lesser extent near Airport Road.

Roadway Width

Pavement widths on VT Route 17 / 116 (West Street / Main Street / East Street) vary from a minimum of 25 feet wide to a maximum of 78 feet wide at the intersection of North / South Streets. The narrowest segment occurs at Lord's Prayer Rock where the lanes are approximately 12 feet wide and the paved shoulders are between 6 inches to 1 foot wide. Paved shoulder widths vary from 6 inches to 12 feet wide while lane widths vary from 12 to 30 feet wide. The wider sections occur where parallel or diagonal on-street parking exists in the downtown area.

Surrounding Land Use

Downtown Bristol provides a wide-range of services to surrounding towns. The core downtown area is densely developed with a mixture of commercial, retail and residential buildings. The commercial sector provides professional services (medical and general offices), several eating establishments, a laundromat and two bank branches. Retail uses include a Shaw's Supermarket, a Brooks drug store, several convenience and beverage stores plus numerous smaller specialty-retail stores. Municipal offices and a Post Office are also located in the downtown area. Existing building footprints in the core downtown study area have been mapped on Figure 3. A table is included on this figure listing the current building use and building footprint size.

Parking Inventory

The focus area for the parking aspect of the study extends from the School Street / West Street intersection east to the Basin Street / Mountain Street intersection, north to Church Street where the Shaw's Shopping Center is located and approximately 200 feet of South Street. All existing parking (public and private) in this study area has been mapped on Figure 3. There are a total of 154 public on-street parking spaces located on West Street, Main Street, South Street, Park Place and School Street. There are approximately 288 private parking spaces (both paved and gravel) including the parking lots at the post office, the Merchants Bank and Brooks / Shaws. In total there are approximately 442 parking spaces in the downtown study area.

In an effort to determine the adequacy of the existing parking in the core downtown area, the amount of parking required for the existing building uses and footprints was calculated using the parking requirements in the town zoning regulations combined with rates recommended by the Urban Land Institute. This evaluation indicates that 476 spaces are required to meet the needs of the existing building uses which indicates a possible shortage of approximately 30 +/- parking spaces.

Right of Way Information

Based on tax maps, it appears that the width of the right-of-way ranges from 66 to 110 feet along West / Main / East Street.

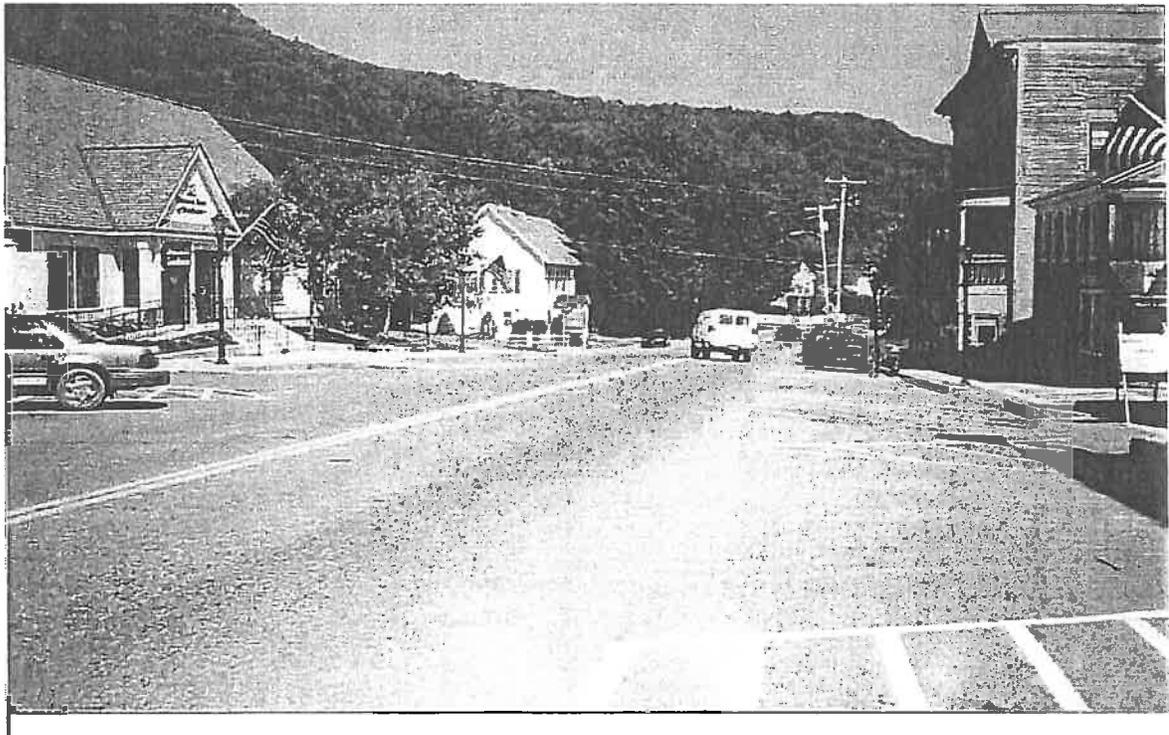
Utilities

Overhead electrical, telephone and cable TV lines pass through the area mainly along the south side of West Street and East Street on utility poles located from 1 to 10 feet from the edge of pavement. The utility poles are located behind the northerly block along Main Street. Underground water, sewer and telephone lines also exist along West / Main / East Street.

Lighting

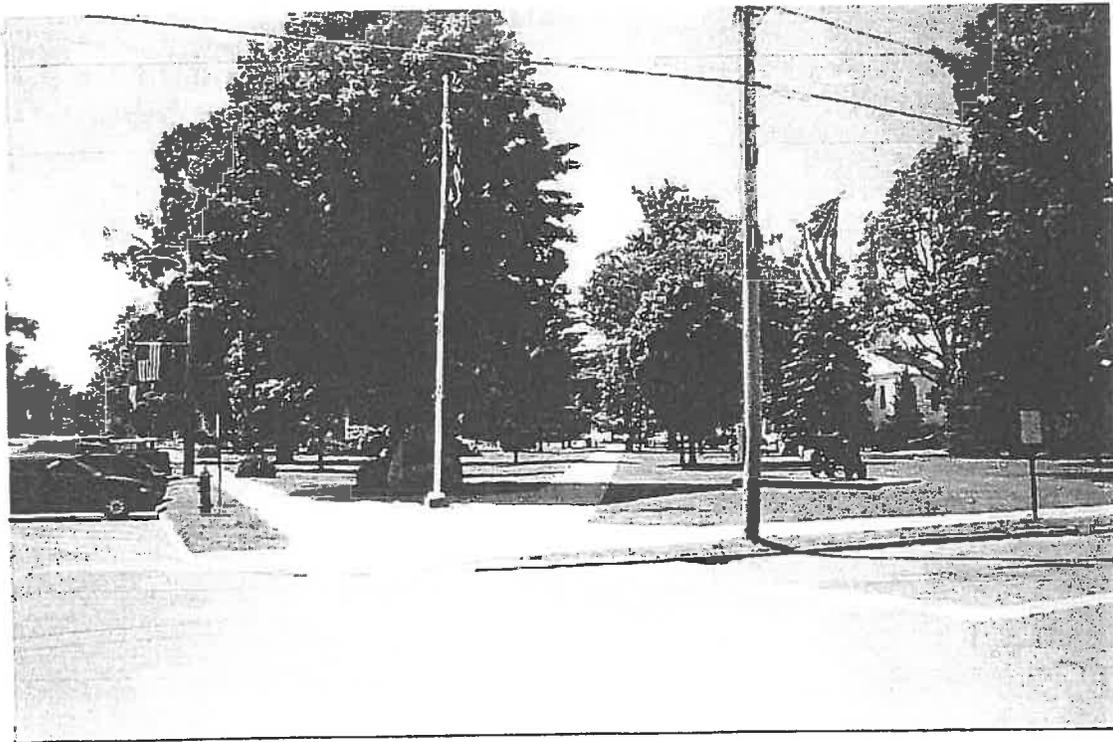
Existing roadway lighting consists of luminaires on the utility poles along VT 17/116 through the downtown area. There are also historic style pedestal pole lights along Main Street as can be seen in Image 1.

Image 1 : Downtown Streetscape / Lighting



Existing lighting for the park is minimal. There is one luminaire in the center of the park which provides 1.2 foot-candles of light directly under the fixture but drops to 0.5 foot-candles within twenty feet of the pole. This fixture is mounted quite high and is obstructed by tree limbs. There is a luminaire at the northeast corner of the park facing the fountain which provides 0.4 foot-candles of light directly under the fixture. The only other luminaire for the park is on the south side, in the center, facing the gazebo. This luminaire produces 0.1 foot-candles of lighting directly under the fixture. Throughout a majority of the green, light levels are only 0.01 to 0.02 foot-candles. Image 2 shows the main walkway through the park which should be illuminated to a level of at least 0.3 foot-candles and no more than 0.5 foot-candles.

Image 2 : View of Main Walkway Through the Park



Traffic Control

The primary intersection traffic control along West / Main / East Street is a traffic signal which exists at the North / South / Main Street intersection as shown in Image 3. The signal is operating on a fixed timing plan with a 65 second cycle and two phases (one for Main Street and one for North / South Street). There are no vehicle detector loops currently operating at this intersection. The controller for this signal is a Traconix HMP-40 controller which is obsolete and difficult to find replacement parts for. A separate rotary timer sets the signal into flashing operation from 11 p.m. to 6 a.m.

Image 3 : North / South / West / Main Street Traffic Signal



Traffic Volumes

The most recent available traffic counts on VT Route 17 / 116 are automatic traffic recorder (ATR) counts performed by VTrans in 2000. These counts are typically 7-day counts and provide both hourly and daily traffic volumes. Table 2 presents the average annual daily traffic (AADT) in vehicles per day (vpd) and the afternoon peak hour volume in vehicles per hour (vph) from the three counts located within the study area.

Table 2
VT Route 17 / 116 Average Daily Traffic Volumes

Count ID	Location	AADT (vpd)	Peak Hour (vph)
A127	VT 17 W to Bristol Village Line	5,500	617
A162	Bristol Village Line to Mountain Street	6,000	750
A126	Mountain Street to Lincoln Road	4,700	523

These traffic volumes are average compared to other minor arterials in downtown areas in the region which carry anywhere between 2,000 – 9,600 vehicles per day. The following list of minor arterials in the region can be used for comparison purposes:

<u>Route</u>	<u>Town</u>	<u>AADT</u>
VT Route 17	Addison	2,000 – 3,300
VT Route 116	Middlebury	2,200 – 3,100
VT Route 30	Middlebury	4,400 – 6,600
VT Route 22A	Vergennes	4,500 – 9,300
VT Route 116	Hinesburg	3,400 – 9,600

New morning and afternoon peak hour turning movement counts were conducted at the North / South / Main Street intersection in June 2002 as part of this study. The morning peak hour occurs from 8:00 to 9:00 a.m. Afternoon traffic peaks between 4:45 and 5:45 p.m. The results of these new turning movement counts can be found in Appendix B.

Data from the turning movement count conducted at the North / South / Main Street intersection indicates that 12% of the eastbound through traffic and 7% of the westbound through traffic consists of heavy truck traffic during the morning peak hour. During the afternoon peak hour, 4-5% of the through traffic is heavy trucks. Statewide afternoon peak hour truck percents for minor arterials typically range from 3-5% indicating that afternoon truck volumes through Bristol are average for this type of roadway. There is no published statewide data for morning peak hour truck percents,

however, 7-12 % truck percents are very high. VTrans data from 1998 indicated that on an average day approximately 7.22% of the daily traffic stream on VT Route 17 / 116 through Bristol consisted of heavy trucks, which was slightly higher than the statewide average of 6.87% for a minor arterial roadway.

Intersection Capacity Analyses

Using the methodology outlined in the *Highway Capacity Manual 2000*, intersection capacity analyses were performed for the North / South / Main Street signalized intersection. Capacity analysis results are reported as a level of service and average delay (reported in seconds per vehicle) for each approach of the intersection. Levels of service are letter designations ranging from A to F, with level of service (LOS) A representing the best operating conditions and LOS F the worst. It is desirable to maintain LOS C (average delays between 20-35 seconds) or better for all approaches at signalized intersections.

Traffic volumes from the intersection turning movement count were factored to year 2002 design hour volumes, using VTrans traffic data and factors, for use in the capacity analyses. Design hour volumes (DHV's) represent the 30th highest hourly volumes anticipated over a given year. It is standard practice to use design hour volumes to analyze intersection operation and geometry. Pre-timed signal timings from the existing two phase controller were used in the capacity analyses.

Table 3 summarizes the results of the morning and afternoon peak hour analyses which indicate that the signalized intersection is operating at very acceptable levels of service during both peak periods.

Table 3
North / South / West / Main Street Intersection
2002 Capacity Analysis Results

Approach	AM DHV	PM DHV
South Street (NB)	B (16.5)*	B (17.7)
North Street (SB)	B (18.1)	C (20.8)
Main Street (EB)	A (9.0)	B (12.0)
Main Street (WB)	A (8.9)	A (9.5)

* Level of service (average delay in seconds per vehicle)

Accident Information

Accident data was obtained from the Vermont Agency of Transportation for VT Route 17 / 116 through Bristol Village. During the five-year period from 1996-2000, 15 accidents were reported along West / Main / East Street with a total of 9 injuries. A summary of these accidents can be found in Appendix C.

Accident information was also requested from the Bristol Community Police. A search of the Vermont Incidence Based Reporting System (VIBRS) indicated that 115 accidents were investigated in the study area during the time period from January 1, 1999 to September 27, 2002. Figure 4 is a diagram indicating the location of these accidents. Table 4 is the accident listing which accompanies the diagram to describe each of the accidents. Based on this accident data the following locations have been identified as "high accident locations" in town:

1. Brooks / Shaws Parking Lot
2. Section of Main Street with diagonal parking
3. Champlain Farms parcel
4. Section of South Street with diagonal parking
5. Mobil Station parcel

Sign Inventory

Existing signs on West / Main / East Street include the following:

- "Winter Parking Ban" sign located east of Airport Drive for eastbound traffic
- "30 MPH" speed limit signs for both directions located just east of Liberty Street ,
- "Yield to Pedestrian" crossing signs at crosswalk for Mobil / Creemee Stand,
- "School Pedestrian" warning sign for eastbound traffic located west of School Street,
- "Deaf Pedestrian" sign for East Street,
- "Watch for Children Ahead" warning sign for eastbound traffic located east of Mountain Street
- "30 MPH" speed limit signs for both directions at the Lords Prayer Rock.

Environmental & Cultural Resources

There are no significant environmental resources in the project area, however the study area contains the historic downtown district of Bristol.

Downtown Bristol Traffic Study

Table 4

Accidents Reported Within the Study Area Between 1/1/99 and 9/27/02
(Data source: Bristol Community Police Department search of VIBRS)

Acc. No.	LOCATION	DESCRIPTION
1	South Street at traffic light	Vehicle exiting parking backed into a northbound vehicle
2	West Street at Munsill Ave. Exxon	Westbound vehicles, rear-end collision
3	West Street, near Maple Street	Vehicle struck backing out of drive
4	West Street by Village Mobil	Eastbound vehicle rear-ended, stopped to turn into Mobil
5	Main Street	Eastbound vehicle rear-ended, waiting for pedestrian to cross
6	Main Street (middle) on South side	One vehicle leaving parking, one going in, collided
7	West Street at Champlain Farms	Vehicle pulling in hit building
8	Parking Lot at Champlain Farms	Crash in the lot
9	North Street at traffic light	2 vehicles in North Street approach, vehicle in left lane decided to turn right, struck vehicle turning
10	Grand Union parking lot	Hit and run
11	Main Street	Backing out accident
12	West/North Streets Intersection	Both vehicles on North Street turning west onto West Street, cars formed separate lanes and collided
13	West Street by Exxon	Eastbound vehicle rear-ended, struck by 2 others while waiting to turn into Exxon
14	West Street at Mobil	Vehicle pulling out to go westbound struck by vehicle backing out of Creemee Stand
15	Grand Union parking lot	Hit and run
16	West Street at Munsill Ave.	Eastbound vehicle on West Street turning onto Munsill Avenue rear-ended
17	Village Mobil Parking lot	Vehicle backed into another
18	Creemee Stand	Vehicle parked in Creemee stand didn't set brake, vehicle rolled over bank
19	Main Street by Dearleap Books	Vehicle rear-ended while waiting for pedestrian to cross
20	Main Street by bakery	Vehicle backing out of parking space struck by westbound vehicle
21	Main Street in front of Mings	Eastbound vehicle hit pedestrian coming out of Mings
22	West Street by Post Office	Vehicle pulling out of Post Office struck by eastbound vehicle on Main Street
23	Main Street by Dearleap Books	Vehicle parked in front of bakery had brake released by dog inside it, vehicle hit building

Downtown Bristol Traffic Study

Acc. No.	LOCATION	DESCRIPTION
24	East Street/Basin Street	Eastbound vehicle collided with pole to avoid a vehicle traveling in the same direction
25	Main Street	Vehicle hit Laundromat building while parking
26	West Street / old entrance to rec field	Westbound vehicle stopped to let vehicle turn left and was rear-ended
27	East Street (73)	2-car crash in front of house, vehicle entering the road was struck by westbound vehicle
28	West Street by Holley Hall	Eastbound vehicle rear-ended waiting for traffic turning onto North Street
29	Post Office parking lot	Vehicle struck by another vehicle backing out of parking spot
30	Post Office parking lot	Vehicle backed into another
31	Champlain Farms	2 vehicles collided in lot
32	West Street (29)	Westbound vehicle turned in front of 2 eastbound vehicles
33	Brooks/Grand Union	Backing out accident
34	Main Street	Vehicle backing out of south side parking lot collided with a vehicle on the north side
35	Main Street	Vehicle parked on south side backed out and hit a vehicle backing out of north side parking lot
36	Main Street at Bakery	Vehicle backed out and struck another parked car (sideswiped)
37	Main Street	Vehicle backed out into a westbound vehicle trying to park next to him (diagonal parking on south side)
38	Grand Union parking lot	Vehicle backed into another moving car
39	Park Place	Vehicle backed into a pedestrian
40	Main Street	Pedestrian ran across street (not in crosswalk) from between 2 cars on north side and was hit by an eastbound car
41	West Street at Creemee Stand	Westbound vehicle hit tent pole in vehicle parked in Creemee stand
42	West Street/Maple Street	Westbound vehicle pulled out of Mobil, stopped to turn onto Maple, rear-ended by motorcycle
43	Grand Union parking lot	Vehicle backed into westbound vehicle traveling through the parking lot
44	West Street at Airport Drive	Westbound vehicle struck eastbound vehicle turning into Airport Drive
45	Main Street (31)	Eastbound vehicle hit 2 parked cars, jumped curb, tried to pass vehicle on right that was turning into Shaws
46	West Street at Village Mobil	Vehicle backed into another in parking lot
47	West Street, west of park	Dog ran into vehicle
48	West of Lords Prayer rock	Vehicles traveling in opposite directions collided, side-swipe

Downtown Bristol Traffic Study

Acc. No.	LOCATION	DESCRIPTION
49	South Street by Town Office	Vehicle backed out, hit a southbound vehicle
50	Village Mobil Parking lot	Vehicle parked between pumps & building struck by vehicle passing through
51	Brooks/Grand Union	Vehicle parked behind Images backed into vehicle parking next to it
52	Village Mobil Parking lot	Vehicle backed into another vehicle in lot
53	Main Street	Eastbound vehicle stopped to make left turn to Brooks changed to park on Main, turned into vehicle passing on the right
54	Main Street	Vehicle backed out of parking space, hit vehicle traveling on Main Street
55	Main Street	Vehicle traveling west on Main went to park on South, 3 vehicles collision occurred
56	Airport Drive	Vehicle stopped at stop sign, was rear-ended
57	Grand Union parking lot	2 vehicle crash
58	Main Street near No-knees	Eastbound tractor trailer damaged light poles trying to make a turn into shopping center
59	West Street at Maple Street	Vehicle struck another vehicle turning into Maple, rear-ended eastbound vehicle
60	Main Street in front of Reeds Auto	Parked vehicle struck by a vehicle parking
61	West Street/School Street	Westbound vehicle struck by vehicle turning off School Street
62	West Street at Champlain Farms	Backing out accident in parking lot
63	Shaws in front of door	Vehicle backed into person and cart
64	Main Street	Eastbound vehicle struck by vehicle backing out of south side
65	West Street at Munsill Avenue	Eastbound vehicle rear-ended while waiting for turning traffic
66	West Street at Champlain Farms	Eastbound vehicle rear-ended vehicle stopped for light
67	South Street	Vehicle backed into vehicle parked across street
68	Shaws parking lot	Vehicle backing out of space hit vehicle heading west
69	Brooks parking lot	Vehicle backed into parked car
70	Brooks parking lot	One vehicle behind bakery, one vehicle in front of Brooks, backed into each other
71	West Street	Westbound vehicle struck concrete block placed on road edge west of Mobil
72	Main Street	Two vehicles backing out of spaces on opposite sides, hit each other
73	Village Mobil Parking lot	Mobile home struck pump driving out

Downtown Bristol Traffic Study

Acc. No.	LOCATION	DESCRIPTION
74	Shaws parking lot	Vehicle backing out of spot struck a vehicle passing through the lot
75	West Street at light	Vehicle rear-ended
76	Main Street at Sip n Suds	Eastbound vehicle collided with vehicle traveling in opposite direction, crossed center line
77	South Street by Town Office	Vehicle backing out hit another parked vehicle
78	Brooks parking lot	Vehicle traveling through parking lot was backed into by another vehicle behind Cubbers
79	Main Street near Showtime Video	Vehicle backing out could not see due to larger vehicle parked beside it, struck westbound vehicle
80	West St., near Martins Hardware	Parked vehicle was struck by a hit and run
81	Brooks parking lot	Vehicle backing out hit a moving vehicle behind Bristol Bakery
82	Main Street	Vehicle backing out struck another vehicle pulling into nearby parking space
83	West St., at Champlain Farms	Eastbound vehicle crossing westbound lane to park on south side of Park Street collided with passing vehicle leaving Park to travel westbound
84	South Street/Main Street Int.	Vehicle backed out of parking space into northbound vehicle stopped at light
85	Village Mobil Parking lot	Rear-end collision
86	Post Office parking lot	Vehicle backed into mail vehicle
87	Main Street/Basin Street	Eastbound vehicle stopped to turn left onto Mountain, rear-ended
88	Village Mobil Parking lot	Vehicle backed into another vehicle in lot
89	Village Mobil Parking lot	Vehicle backed into another vehicle in lot
90	West Street	Vehicle struck a pole in Martin's Hardware lot from Liberty Street, cutting through lot onto West Street
91	Main Street	Vehicle parked on north side backing out and vehicle parked on south side backing out, south side vehicle crossed eastbound lane and they hit each other
92	Shaws parking lot	Tractor trailer ripped off bumper of parked car
93	Park Street/North Street	Southbound vehicle struck by garbage truck that went left of center before turning right
94	West Street (25)	Vehicle parked on road struck by eastbound vehicle
95	Post Office parking lot	Vehicle backed into parked car
96	Main Street Intersection	Southbound vehicle from North Street struck by vehicle driving east on West Street who was distracted - light violation

Downtown Bristol Traffic Study

Acc. No.	LOCATION	DESCRIPTION
97	West Street	Westbound vehicle was rear-ended waiting to turn into Post Office - snowy roads
98	South Street	Vehicle backed into northbound vehicle waiting for light
99	Main Street	Eastbound vehicle rear-ended when stopped to turn into Shaws
100	Village Mobil Parking lot	Vehicle backed into another
101	East Street at Lords Prayer Rock	Child walking stepped in front of car
102	Champlain Farms	Vehicle backing into pump hit another coming in from West St.
103	North Street	Southbound vehicle stopped to turn left by entrance to Brooks, was rear-ended
104	West Street at Martin's Hardware	Westbound vehicles both trying to turn into drive, 1st vehicle stopped in middle of right turn (for pedestrians), 2nd vehicle was side swiped
105	West St. by Champlain Farms	Westbound vehicle on West Street turned into eastbound vehicle
106	West St. by Post Office	Eastbound vehicle stopped to turn into Post Office, struck by another vehicle
107	West Street at Merchants Bank	Westbound vehicle stopped to turn, was rear-ended
108	Main Street	Vehicle backed out of space at 15 Main, another vehicle beside backing up struck each other
109	South Street	Vehicle backed out and hit northbound vehicle
110	Main Street	Parked car backed out of spot near bank, struck vehicle exiting parking lot
111	Shaws parking lot	Vehicle parked in front of store backed into car which had pulled up behind it and was stopped driving through
112	Shaws parking lot	Backing accident
113	Main Street by Reeds Auto	Westbound vehicle towing trailer chipped vehicle backing from north side
114	Main Street	Vehicle parked in parallel space in front of No-Knees, backed into fire hydrant post
115	Main Street	2 vehicles backing out of south side spaces, one vehicle in between, backed into each other

Most sidewalk ramps are in good condition and meet the ADA standards for texture, slope and maximum curb reveal. Ramps which do not meet ADA standards are flagged on Figure 5 and include the following locations:

- the ramp at the northeast corner of Church and Maple Street which has too much curb reveal and is not textured
- the ramp at the southwest corner of Church and North Street which has too much curb reveal and is not textured
- the ramp at the northeast corner of North and Garfield Street which has too much curb reveal and is not textured
- the ramp to the handicapped parking space on School Street which is too steep and not textured
- both sidewalk ramps at the bank driveway entrance which are too steep
- both sidewalk ramps at the Main Street entrance to Brooks which are too steep
- the south side of the Main Street mid-block crosswalk which has no sidewalk ramp
- the southeast corner of the East and Basin Street which has too much curb reveal and is not textured

There are no existing bike paths, bike lanes or bike racks in Downtown Bristol and most of the paved shoulder along West / Main / East Street is inadequate for bicycling (see Image 5). Shoulder widths on West / Main / East Street range from 6 inches to 2 feet wide through most of the study area (not including the areas with on-street parking) as shown on Figure 6. To be considered adequate for bicycling, VTrans recommends that the paved shoulder be a minimum of 3 feet wide, increasing to 4 feet wide against guardrail, curb or other roadside barrier. This recommendation is published in the VTrans *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*.

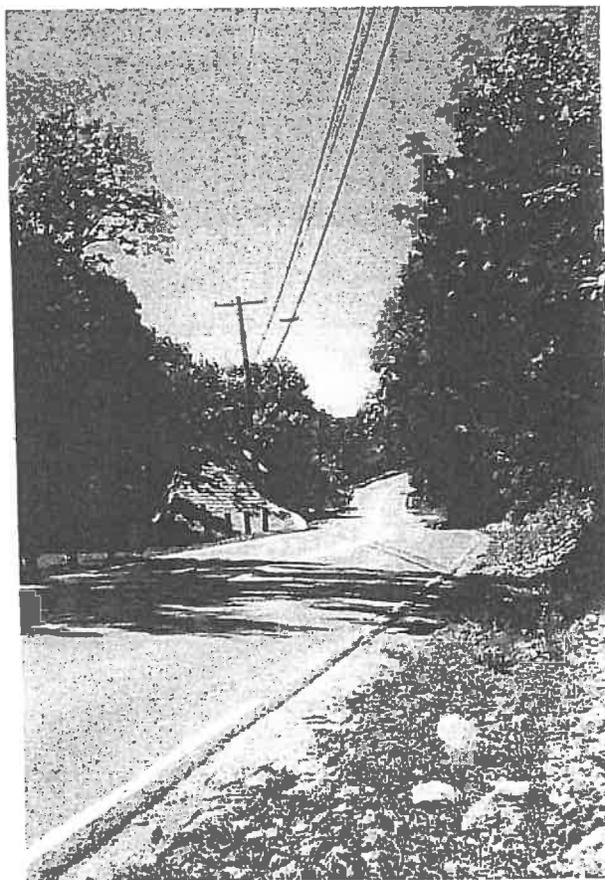


Image 5 : Lack of Paved Shoulder at Lord's Prayer Rock

Downtown Bristol Traffic Study

EXISTING PARKING ANALYSIS

Parking occupancy counts were conducted on a Thursday at noon and 6 p.m. and on a Friday at 5 p.m. during the summer months. Table 5 provides a summary of the marked on-street parking inventory and occupancy counts.

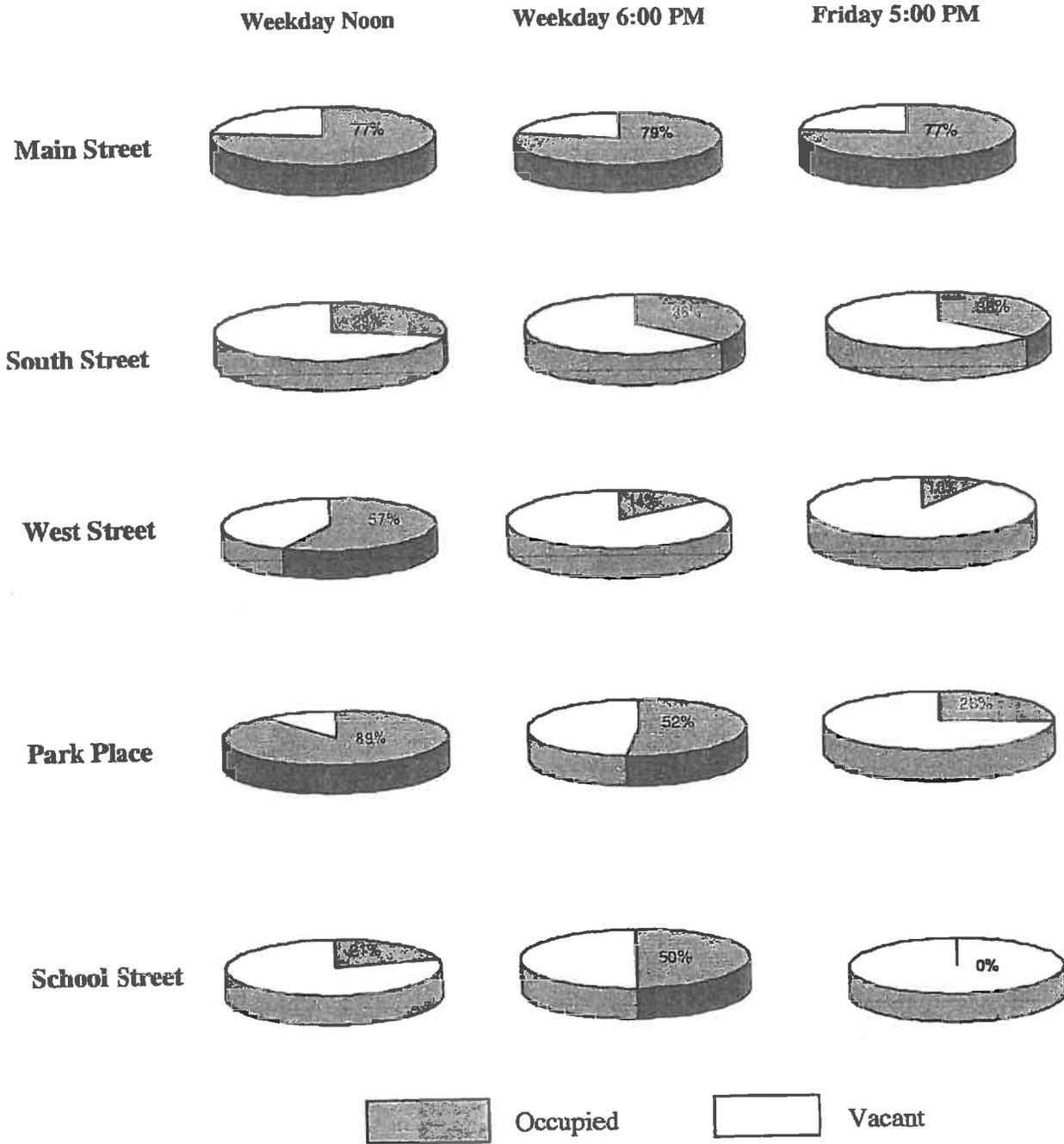
Table 5
On-Street Parking Inventory and Occupancy Counts

Street Name	Existing Designated On-Street Parking	# of Spaces Occupied		
		Thursday Noon	Thursday 6 p.m.	Friday 5 p.m.
South Street - west side	14 diagonal spaces	5	5	8
North Street - both sides	no parking	-	-	-
Park Place - south side	25 diagonal spaces	22	12	6
Park Place - north side	2 parallel spaces	2	2	1
School Street - east side	8 diagonal spaces	3	4	0
School Street - west side	6 parallel spaces	0	3	0
West Street - north side	40 perpendicular spaces (along park)	11	5	4
West Street - south side	2 parallel spaces (in front of Town Offices)	1	1	0
Main Street - north side	23 diagonal spaces	18	15	17
	2 parallel spaces (at bank)	1	1	0
Main Street - south side	25 diagonal spaces	21	23	21
	2 parallel spaces (at Deerleap)	0	2	2

Based on these parking occupancy counts there appears to be adequate on-street parking available in the downtown area on an average weekday during the summer months. The pie charts on the following page summarize the parking utilization observed on each of the streets with on-street parking. The parking spaces on West Street (on the south side of the park) have a very low occupancy rate during the afternoon peak when Main Street parking is reaching full occupancy.

A conflict with current uses has been noted between the restaurant and laundromat which are both located on the south side of Main Street. Customers using the laundromat must compete with restaurant patrons (particularly in the evening) for the parking spaces in front of the laundromat which are the most convenient for loading and unloading laundry.

On-Street Parking Utilization Graphs



During the non-winter months, several tenants and employees of the downtown block park on Main Street or in the shopping center parking lot. There is an overnight winter parking ban on all public right-of-ways (see Image 6) and overnight and long term parking is restricted by the owner of the shopping center lot during the winter months. This creates a lack of available parking during the winter months particularly for tenants of the downtown block.

Image 6 : Winter Parking Ban Sign

A parking permit program was tried for the first time in 2001-2002 to address the winter parking problem for the tenants of Main Street. A parking permit was issued to each of the tenants to allow overnight parking on Park Place. The tenants were required to move their vehicles early in the morning to allow snow removal on Park Place before the employees / business owners arrived who park in this area. During this first year, there were problems with tenants who were not moving their vehicles in the morning and because the program was not officially adopted into the Town parking ordinance, the local police department could not ticket the offending vehicles. By the end of the season, the program appeared to be working better as one of the problem tenants was evicted and a landlord pulled the parking permit from another problem tenant.



This Winter Parking Program has been implemented again this year (2002-2003) with a few minor changes. The program has been officially adopted so vehicles in violation can be towed away. A light in the clock tower at the Town Hall indicates when vehicles must be moved off Main Street for overnight parking. If the light is on, the cars must be relocated to one of 25 spaces on Park Place which are designated for overnight parking during snow storms. These cars must be moved from Park Place by 6:30 a.m. to allow for snow removal. Any cars left on Main Street when the light is on are being towed and vehicles left on Park Place after 6.30 a.m. are either being plowed in or are being towed as well.

RECOMMENDATIONS

Overall concept plans (Figures 7 & 8) have been prepared to summarize the following recommendations which address parking, traffic circulation and pedestrian / bicycle access in downtown Bristol.

PEDESTRIAN FACILITY IMPROVEMENTS

Short Term Recommendations

High Priority

The Town of Bristol should pursue a speed limit reduction from 35 to 25 mph through the village area between Airport Drive and the Lord's Prayer Rock.

All existing sidewalks in poor condition along West / Main / East Street should be replaced with new 5 ft. wide sidewalks meeting ADA standards.

Existing crosswalks on West / Main Street should be replaced with raised / textured crosswalks (as shown in Image 7) to improve the visibility and safety of pedestrians.

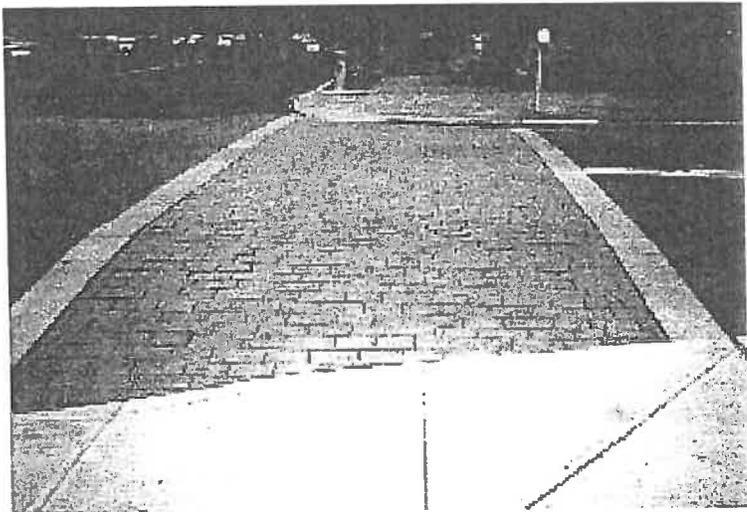


Image 7 : Textured Crosswalk

Medium Priority

All ADA non-compliant sidewalk ramps (refer to Figure 5 for locations) should be replaced with ramps that meet the current ADA standards which includes texturing and a maximum of a 1/4" curb reveal.

A signalized pedestrian crossing should be considered for the North / South / Main Street intersection. The crosswalks on Main Street should be shortened if possible (using bulb-outs) to minimize the timings required for a pedestrian phase at this intersection. This should be part of a traffic calming project which should be pursued by the Town.

Lighting in and around the park should be improved by continuing the Main Street lighting theme

Downtown Bristol Traffic Study

into the park. The walkway through the park should be illuminated to a level of at least 0.3 foot-candles and no more than 0.5 foot-candles. Perimeter lighting should also be provided along all four sides of the park, directed toward the sidewalks / roadways around the park. Lighting should also be designed inside the park to highlight the major park features (gazebo, fountain, play area, cannon), minimize dark spots and increase security.

Low Priority

The sidewalk along the north side of Park Place should be replaced.

Long Term Recommendations

High Priority

New 5 ft. wide sidewalks should be constructed along West Street in areas of missing sidewalk links (refer to Figure 5 for locations).

Medium Priority

New 5 ft. wide sidewalks should be constructed along one or both sides of Airport Drive and Munsill Avenue.

Low Priority

New 5 ft. wide sidewalks should be constructed in areas of missing sidewalk links on North and South Streets.

BICYCLE FACILITY IMPROVEMENTS

Short Term Recommendations

Bicycle racks should be provided in the downtown area to encourage bicycle activity. Bicycle parking areas should be clearly visible, close to principal building entrances and separated from vehicle parking areas. Suggested areas for bicycle racks are indicated on Figure 6.

Due to existing on-street parking, steep grades and rock outcrops, shared lanes are the most feasible method to accommodate bicycles in the project area. Several improvements are recommended (in the Draft Vermont Pedestrian and Bicycle Facility Planning and Design Manual published by VTrans April 2002) to improve the bicycling experience in this type of environment including:

- Providing at least a 2 ft paved shoulder wherever possible (refer to Figure 6 for areas to be upgraded)
- Narrowing travel lanes to the minimum 11 ft width
- Implement traffic calming to reduce the speed of motor vehicles
- Install bicycle safe drainage grates
- Be sure pavement surfaces are free of irregularities
- Use a limited number of share the road signs to indicate to motorists that bicycles are present (refer to Figure 6 for placement recommendations)
- Use slip-resistant durable markings
- Reduce and enforce the speed limit
- Regularly removing accumulated dirt, broken glass and other debris

Long Term Recommendations

A feasibility study should be conducted for a separated path along the New Haven River between South Street and Lincoln Road. This type of facility should be feasible for a majority of the distance, however, there is one area between the Lord's Prayer Rock and Lincoln Road where there appears to be insufficient room for a path between the river and the existing roadway. Widening the roadway to provide 5 ft wide bicycle lanes or 3-4 ft wide paved shoulders should be examined as part of the feasibility study.

DOWNTOWN PARKING IMPROVEMENTS

Short Term Recommendations

Based on the parking utilization count and land use parking analysis, it appears that overall, there is adequate parking available in downtown Bristol, however, the location of the available parking is not always convenient for the patrons of the Main Street businesses, particularly those carrying laundry to the laundromat. This problem could be addressed by designating several 15-minute parking spaces (loading / unloading spaces) in front of the laundromat for their patrons. The parking ordinance will need to be revised to allow enforcement of these spaces by the Bristol Police Department.

Improving the lighting around the park, installing a pedestrian activated crossing at the North / South / Main Street signal and instituting traffic calming on Main Street (possibly shortening the crossings with bulb-outs) should make the perpendicular parking on West Street (along the south side of the park) more desirable to patrons of the Main Street businesses.

The current Winter Parking Management Program should be continued to accommodate the tenants of the downtown block. This program involves the sale of parking permits to landlords of the downtown apartments for use by their tenants. These permits allow overnight parking in an area designated by the Town with a requirement that the vehicles be moved by a specified time in the morning to allow for snow removal. When the light in the clock tower is on, all vehicles must be removed from Main Street and parked in the designated area. The parking spaces along the north side of the park are currently being used and are preferred by the Town maintenance crew due to plowing issues, however, the parking spaces along the south side of the park would be more convenient for the tenants and are the least utilized for daytime, on-street parking which would allow tenants to remain in these spaces until later in the morning. Revenue gained from the sale of the parking permits should be used to offset additional snow removal costs created by this program. The parking ordinance and parking ban signs must be revised to include this Winter Parking Management Program so that the Bristol Police Department can enforce the program.

Long Term Recommendations

If additional municipal parking spaces are determined to be necessary in the future, it is recommended that diagonal or parallel parking be added to the north side of Park Place. There appears to be adequate right-of-way to add diagonal parking to Park Place without requiring any property acquisition. The sidewalk on the north side of Park Place (which is currently in poor condition) would have to be replaced in front of the new diagonal parking and the diagonal parking on the south side would have to be shifted approximately 3 feet into the park. Diagonal spaces could also be added to the east side of School Street by again taking approximately 3 feet of the park. Figure 9 illustrates the additional parking which could be created along Park Place and School Street.

This study also examined the core downtown area to identify potential locations for a municipal parking lot. There are no municipally owned lots currently available for parking. The municipal parcel at the end of Basin Street is too far away and separated from Main Street by too steep of a grade to be feasible for such a lot. It appears that the most feasible parcel for such a lot is currently owned by the Brown-McClay funeral home on South Street. The Town might consider purchasing this parcel in order to create a suitable off-street municipal parking lot for the benefit of its downtown business district.

BROOKS / SHAWS SHOPPING CENTER IMPROVEMENTS

Short Term Improvements

Current access to the shopping center consists of three access points on Main Street (2 two-way and 1 one-way) and an access on North Street. There is also a private entrance from Mountain Street which leads to the Beverage Center.

It is recommended that the western access on Main Street be converted to a right-turn entrance only or eliminated altogether. Either option will improve traffic circulation on Main Street by prohibiting the left- turn movement from Main Street into the shopping center. This access is located too close to the intersection to allow this movement which can result in queues on Main Street backing up into the intersection. This will also increase pedestrian safety across this access. As can be seen in Image 8, the building makes it impossible to see pedestrians approaching from the left when vehicles are exiting at this access.

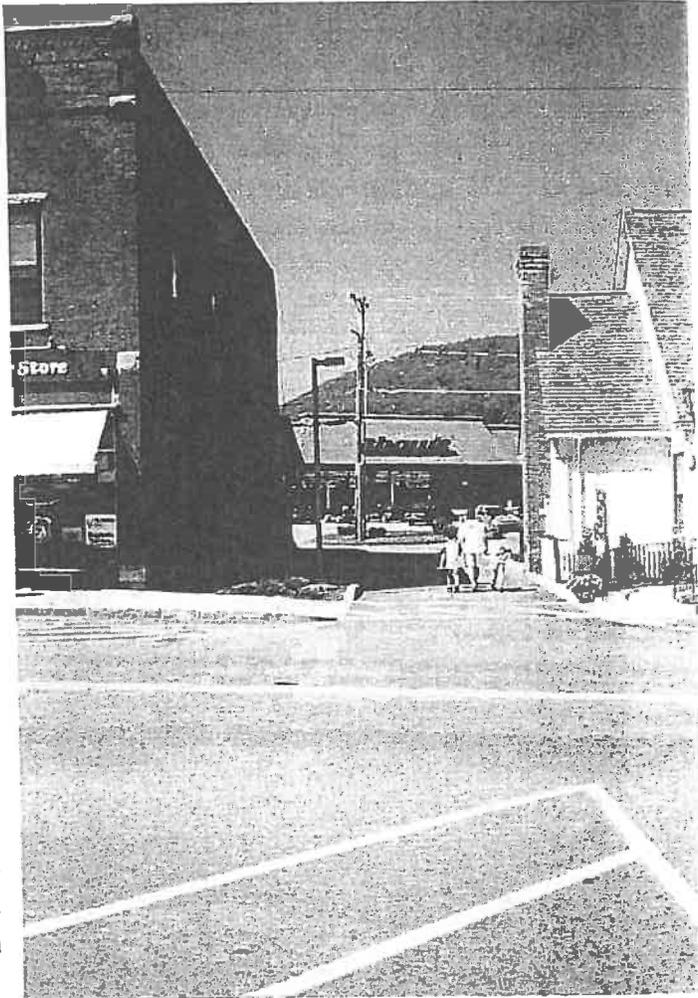
Image 8 : Limited Visibility of Pedestrian Crossing at Western Shopping Center Access



The middle access (between the bank and the Village Corner Store, see Image 9) should be closed and converted to a pedestrian walkway / bicycle / green area. Benches and bike racks could be installed in this area to encourage pedestrian and bicycle activity in the downtown area. The 2-3 parking spaces along the Village Corner Store could be converted to diagonal spaces on the roadway once the access is closed.

Long Term Recommendations

Grassed islands are recommended at the ends of the parking stalls in front of Shaws. These islands will help to define the isles and improve traffic circulation through the parking lot. It is also recommended that curbing, sidewalks and grassed areas be added between the parking and the backs of the Main Street buildings. The parking aisle behind the Main Street buildings should be straightened and narrowed to allow just enough room for two-way traffic between this aisle and the Brooks parking aisle.



**Image 9 : Shopping Center Middle Access
Being Used as Pedestrian Walkway**

The bank drive-thru traffic can be re-directed between the bank parking and the shopping center parking back to the same access that they entered through. This will keep bank traffic separate from the shopping center traffic, eliminating conflict points and will create an area that can be used as a truck loading / unloading area and additional grassed area in the parking lot.

Figure 10 has been prepared to illustrate these recommendations.

WEST STREET / MAPLE STREET INTERSECTION IMPROVEMENTS

Bristol Police accident records indicate that the area at the West Street / Maple Street intersection is a high accident area. An examination of the existing conditions in this area indicates that the wide gravel shoulders along West Street and Maple Street are being used for parking by Bristol Village Mobil and Village Creemee Stand customers. There is a "no parking" sign on the north side of West Street for this area which is not always being obeyed.

Image 10 : West Street / Maple Street Intersection (Bristol Village Mobil / Village Creemee Stand)



Bristol Village Mobil has two relatively wide, uncontrolled access points which may be contributing to the high incidence of accidents at this location. This is also an area of high pedestrian / bicycle activity in the summer months. Vehicles seldom yield to pedestrians at the mid-block crosswalk between the Bristol Village Mobil and the Village Creemee Stand. This is particularly true of the higher speed vehicles approaching from the west who are not anticipating a crosswalk in this location. Image 10 shows existing conditions in this location.

Figure 11 has been prepared to show the existing conditions and recommended improvements for the West Street / Maple Street area. Traffic calming is recommended to slow the traffic on West Street through this area and make the crosswalk more visible. It is also recommended that the West Street / Maple Street corner be reconfigured as shown on the plan to clearly define the two access points to the Bristol Village Mobil and to prevent parking on the streets in this area.

A third access from the parking lot of the Bristol Village Mobil onto Maple Street could also be used to reduce traffic conflicts with the traffic backing out of the Village Creeme Stand and with pedestrians crossing West Street. It should be noted however, that the proposed access onto Maple Street was opposed by neighbors and the Planning Commission during the original permit review of the Bristol Village Mobil project. They required that trees be planted along Maple Street to reduce the impacts of the project on the houses on Maple Street.

A relocation of the parking area at the Village Creeme Stand has also been shown on Figure 11. Currently, uncontrolled perpendicular parking exists along most of the West Street frontage for the Creeme Stand and requires vehicles to back out onto West Street. This perpendicular parking has been replaced by a gravel parking located on the east side of the Creeme Stand. This design implements access management techniques in an effort to define a more precise ingress / egress location and eliminate a wide uncontrolled access. This design will also improve the safety of the crosswalk at this location.

WEST / NORTH / SOUTH STREET INTERSECTION IMPROVEMENTS

Traffic Signal Improvements

Traffic flow in the downtown area could be improved by providing improvements to the traffic signal at the North Street / South Street / Main Street intersection. First, the signal should be converted to semi-actuated operation by installing vehicle detector loops on the side streets. This will allow the signal to dwell on Main Street until there is a call to serve the side streets; which in turn will improve traffic circulation on Main Street during the off-peak hours. This can be accomplished with the existing traffic signal controller.

Second, a pedestrian activated crossing should be installed at this intersection. The pedestrian signals could be designed to allow exclusive pedestrian phasing or concurrent phasing. An exclusive pedestrian phase provides the safest crossing for pedestrians by requiring all traffic to stop during the pedestrian phase.

The third change which should be made at the signal is to provide an advance green for the eastbound traffic on Main Street. This would allow left-turning traffic a chance to turn before westbound through traffic is given a green light.

The second two changes, will require replacing the existing controller with a more modern model. The VTrans District Transportation Administrator has indicated that a spare controller may be available from VTrans for this intersection.

North Street Improvements

The southbound traffic lane on North Street should be reduced to 11 ft wide with 2 ft shoulders by adding on-street parking on the west side of the street or by creating a wider green belt between the road and the sidewalk. This will prevent vehicles from passing on the right which has been a cause for accidents at the intersection.

South Street Improvements

The diagonal parking on South Street has been identified as a problem area based on the review of the accident data. Most drivers using these parking spaces do not back out of the spaces properly and head south down South Street. Most people want to head north so they either back into the parking space so they can drive out (see Image 11) or they back all the way around until they are facing north again which is not safe due to limited visibility in this area. To correct this situation, the diagonal parking should be converted to perpendicular parking. The parking spaces on the east side of South Street were recently eliminated in the parking ordinance, so there is now room for the northbound and southbound travel lanes to be shifted to the east to provide room for the conversion to perpendicular

parking on the west side of South Street. There is also room between the first two telephone poles on South Street to shift the sidewalk closer to the town office building and provide a buffer strip between the parking spaces and the travel lanes on South Street for the first 100 feet.

Image 11 : Vehicle Backed into Diagonal Parking on South Street



West Street Improvements

The segment of West Street between School Street and North Street should be reconfigured to clearly delineate 11 ft wide through lanes. There is also room to add an eastbound left-turn lane for traffic turning left onto North Street. This will work well with the advanced green phase proposed for the traffic signal at this intersection. Parallel parking spaces should be delineated on West Street in front of the Merchants Bank and the Post Office. Curbing and a grass strip can be installed between the parallel parking spaces and the sidewalk to protect the utility poles and improve the pedestrian safety in this area.

It is also recommended that bulb-outs be installed on all four corners of this intersection to increase pedestrian safety by shortening the distance that pedestrians must cross and placing them out where they are more visible. The crosswalks at this intersection should be replaced with raised, textured crosswalks to increase their visibility. Figure 12 has been prepared to illustrate all of the above recommendations for this intersection and the West Street approach.

TRAFFIC CALMING PROJECT

Traffic calming is defined by ITE (the Institute of Transportation Engineers) as “the use of education, enforcement and / or engineering to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized users.” ITE describes the meaning of the phrases in the definition as follows:

- 1) *Reduce negative effect of motor vehicle use* means changing the design and the role of the street to reduce the negative social and environmental effects of motor vehicles on individuals (e.g. speed, intrusion, etc.), and on society in general (e.g. pollution, urban sprawl, etc.).
- 2) *Altering driver behavior* addresses the self-enforcement aspect of traffic calming: the lowering of speeds, the reduction of aggressive driving, and the increase in respect for non-motorized street users.
- 3) *Improve conditions for non-motorized street users* means to promote walking and cycling, increase safety, create a feeling of safety and improve aesthetics, etc.

The Vermont Agency of Transportation (VTrans) is has developed a *Traffic Calming Study and Approval Process for State Highways*. Based on the May 2002 Final Draft of this document, the implementation of traffic calming devices on a state highway will require a multi-step process involving a variety of stakeholders. The first two steps of the planning process have been completed for the Town of Bristol and are included as a separate document in Appendix D.

In summary, it is recommended that the remaining steps of the VTrans *Traffic Calming Study and Approval Process* be completed to define a traffic calming project for VT Route 116 from Airport Drive to Lincoln Road.

IMPLEMENTATION OF RECOMMENDATIONS

Table 6 presents a summary of the recommendations presented in the previous section. A conceptual cost estimate is included for each of the recommendations where appropriate.

Table 6

Recommendation / Cost Estimate Summary

Problem Area	Recommendation	Cost Estimate
Pedestrian Facilities	<ul style="list-style-type: none"> ▪ Pursue speed limit reduction to 25 mph ▪ Replace sidewalks in poor condition ▪ Replace crosswalks on West / Main Street with raised / textured crosswalks ▪ Replace ADA non-compliant ramps ▪ Install a signalized pedestrian crossing at West / North / South / Main Street intersection ▪ Improve lighting in and around the park ▪ Construct sidewalks in areas with missing sidewalk links 	<ul style="list-style-type: none"> ▪ no cost ▪ \$10-15 / lf ▪ \$500 each ▪ \$75-\$100 each ▪ \$15,000 (not including a new controller) ▪ \$10,000 - \$15,000 ▪ \$15-20 / lf
Bicycle Facilities	<ul style="list-style-type: none"> ▪ Install bike racks in the downtown area ▪ Implement shared lane improvements ▪ Conduct a feasibility study for a separated bike path between South Street and Lincoln Road 	<ul style="list-style-type: none"> ▪ \$300 per rack ▪ \$100,000-200,000 ▪ \$10,000 - \$15,000
Downtown Parking	<ul style="list-style-type: none"> ▪ Designate 15 minute parking for laudromat ▪ Institute a Winter Parking Management Program ▪ Add diagonal or parallel parking to Park Place when future demand warrants additional parking 	<ul style="list-style-type: none"> ▪ \$50 / sign ▪ Management Costs ▪ \$20,000 - \$30,000 depending on design
Brooks / Shaws Shopping Center	<ul style="list-style-type: none"> ▪ Close or convert western Main Street access to right-turn entrance only ▪ Close middle Main Street access and convert to a pedestrian walkway / bicycle / green area ▪ Install grassed islands in parking lot, add curbing, sidewalks and green area behind Main Street buildings, re-direct bank parking to create truck loading / unloading area 	<ul style="list-style-type: none"> ▪ \$300 (convert) - \$1,000 (close) ▪ \$1,000 - \$3,000 ▪ \$8,000 - \$12,000

Downtown Bristol Traffic Study

Problem Area	Recommendation	Cost Estimate
West Street / Maple Street Intersection	<ul style="list-style-type: none"> ▪ Install curbing and grassed islands to clearly delineate two access points to the Mobil Station ▪ Reconfigure the site to define parking spaces ▪ Install an access onto Maple Street ▪ Creeme Stand access / parking reconfiguration 	<ul style="list-style-type: none"> ▪ \$1,000 ▪ \$2,000 ▪ \$2,000 ▪ \$3,000 - \$5,000
West St. / North St. / South St.	<ul style="list-style-type: none"> ▪ Convert the signal to semi-actuated operation ▪ Install a new controller, replace signal heads, add an eastbound left-turn lane on West Street and program an advanced green phase for eastbound traffic on Main Street ▪ Convert diagonal parking on South Street to perpendicular parking (including an overlay of 300 lf of South Street) ▪ Make southbound lane on North Street narrower by creating on-street parking or a wider green strip ▪ Install bulb-outs and raised textured crosswalks on all four corners of the intersection ▪ Create parallel parking spaces in front of the Merchants Bank and the Post Office 	<ul style="list-style-type: none"> ▪ \$1,000 - \$2,000 ▪ \$40,000 - \$50,000 ▪ \$8,000 - \$12,000 ▪ \$2,000 - \$3,000 ▪ \$5,000 - \$8,000 ▪ \$2,000 - \$3,000
Traffic Calming Project	<ul style="list-style-type: none"> ▪ Complete the Traffic Calming Study and Approval Process for a traffic calming project on VT Route 116 from Airport Drive to Lincoln Road 	<ul style="list-style-type: none"> ▪ \$15,000 - \$20,000

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APPENDIX A

Meeting Minutes

BRISTOL
DOWNTOWN TRAFFIC STUDY
Public Concerns Meeting Notes

June 24, 2002

Attendees: Bob Hall, Town Manager
Kevin Beham, ACRPC
Jody Carriere, Lamoureux & Dickinson
Barb James (Sip-N-Suds)
Tom Wells (Dearleap Books)
Tom Clements (Bristol Bakery)
Bill Sawyer, Ken Weston, Dave Sharpe, Armand Compagna
Doug Corkins, Michael Menard, Kathleen O'Neil, Joel Bouvier

Discussion:

Barb James (Laundromat owner) --

- Lack of convenient parking is a major concern
- Lack of overnight parking for tenants in the Winter is a problem
- Open until 8 p.m. M-F now competing for parking with the 70-80 seat restaurant
- Laundry clients coming with children need convenient parking
- A loading / unloading zone may work but will not work if people do not obey it
- Parking situation will continue to get worse because Bristol is growing
- There are approximately 20 tenants on Main Street that need overnight parking
- Tried parking permits on Park Place but tenants had to move their cars at 6:00 am for plowing
- There were problems with a couple tenants so parking permits were pulled from them. The bugs were just getting worked out in her opinion when the trial period ended.

Dave Sharpe --

- Winter parking problem is most critical (Main Street and parking lot are not available overnight in the Winter)
- Tried a parking area on Park Place but it conflicted with employees arriving in the morning and with plowing
- This was a one-year trial period last Winter

Ken Weston-

- The Selectboard is looking for a validation that a parking problem exists.
- It is important to count private as well as public parking spaces
- Friday at 5 pm would be the best time to count parking availability

General Comments:

- East Parking lot of Shaws Shopping Center might be utilized if door was relocated to east side of the building
- Would loading / unloading zones work at the laudromat? Should they be 15 minute?
- Because there are no meters on Main Street some business owners and employees park in front of businesses
- Signs for 2-hour parking are not being enforced

- Parking spaces along the green are underutilized
- When apartments were put in, off-street parking was supposed to be provided
- Funeral parlor does not want anyone to use their lot
- Speed limit though Town should be lowered to 25 mph
- Right-turns-on-red conflict with the crosswalks, should prohibit right-on-red or install a pedestrian signal
- Crosswalk and speed limit laws are not enforced
- People drive too fast through Town for a residential area
- It doesn't make sense that the outskirts are the same speed limit at the center of Town
- There are no crossing guards downtown
- Concerned that speed bumps would cause noise and plowing problems
- Would like to see a ped / bikeway from one end of Town to the other, there is no way to walk safely to Bartlett Falls
- Could build the walkway off the road down by the river or on the road which would require widening
- Mobil Station and crème stand have back out collisions, this is the highest accident location in Town
- A parking structure may be possible on the Town parcel located south of Main Street where the downtown septic fields are, this is a substantial piece of property 4-5 acres but is much lower than Main Street
- The parking structure may work if combined with metered parking for Main Street
- Pomerleau (shopping center owner) allows people to park but will not officially enter into an agreement with any business owners or landlords, if his business tenants complain he could ask for common area charges
- Be sure to look at parking generation / parking requirements for the land uses
- There is potential for parking on private lots in a few areas behind downtown businesses and at the Old Mill Building where a series of sheds could be torn down and used to add parking
- The Zoning Board should make new businesses create parking spaces
- Shared use parking should be examined
- Landlords have tried to get spaces from other owners including the shopping center and the funeral home but both said no due to liability issues and plowing problems
- May want to survey the business owners and ask where they park
- There may be room for parking behind the bar / apartments, maybe 4 spaces behind bookstore
- Cross-easements are not clear on south side, this area has been used by everyone for so long that no one would stop the others
- The diagonal parking should be at more of a slant on South Street and on East Street the road seems too narrow
- Take a look at zoning requirements with regard to parking
- There should be regulations with regard to parking for a change of use
- Do not want to make regulations so strict that downtown development would be strangled
- From 7 am to noon and from 5-6 p.m. there is an employee at the Laundromat, who would enforce the loading / unloading zone
- Metered parking forces employees to park elsewhere

- Would meters make revenue for the Town?
- Laundry clients cannot afford meters
- May have long and short-term solutions
- Wednesday night at the park the parking is full in that area
- There is a lot of truck traffic through Town
- Would like a faster speed outside of Town and a slower speed in Town
- There are 4 apartments over the Laundromat and 2 over the insurance agency
- The Sprout House is being redeveloped possibly into a health food store, the parcel is behind Shaws and is accessed from a dead end residential street, it is zoned for commercial and they can create all parking necessary on site
- Property on North Street (Bristol Market) up for redevelopment, may be good to convert the store to apartments, there is enough parking on site for this lot
- Bristol has a zoning GIS theme we can get from ACRPC
- Pomerleau was not interested in the Sprout House parcel
- Shaws has plans for the store, a July 30th meeting was planned to discuss it with the Town

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Meeting Minutes September 16, 2002

As part of the Downtown Bristol Traffic Study, Roger Dickinson and Jody Carriere met with Ernie Pomerleau and Steve Ploesser of the Pomerleau Real Estate Co. to obtain their concerns and input concerning parking and circulation on the Shaws / Brooks / Middlebury Bank shopping center parcel. Pomerleau Real Estate developed this shopping center approximately 25 years ago by consolidating five small parcels into one. Even by the standards in use at that time, the number of parking spaces provided on the consolidated parcel was marginal.

Pomerleau Real Estate owns exclusive rights to the parking and circulation on this parcel; the adjoining parcels reportedly do not have any legal access or parking easements. This has apparently been a source of conflict with several of the adjoining parcels, as Pomerleau essentially receives no compensation for the use and maintenance of their parking by others. Historically, they have tolerated public use of their parking by others to the extent that it does not interfere with or restrict the parking available to their tenants. Although they have observed downtown shoppers, apartment residents and others using the parking on the shopping center parcel for long-term parking, they feel that it would be counter-productive to strictly enforce a ban on such parking. This works for most of the year. During the winter, however, it is their absolute policy that no overnight parking is allowed on their property. They have found this to be necessary in order to remove snow and prepare the parking areas for day-time use; and every fall, notices are distributed to this effect. Vehicles found parked overnight during the winter months are then towed as necessary.

Their opinion is that Bristol needs to have an ongoing parking management program for the winter months, similar to what was first tried last winter. They point out that putting the time and effort into such a program is generally less expensive than constructing additional parking lots.

APPENDIX B

Traffic Counts

Location: East Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : Dir. 1-EB, Dir. 2-WB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Site Code : 0000000000
 Start Date: 06/20/2002
 File I.D. : EAST_STREET
 Page : 1

Street name : East Street (VT 116) Cross street: Just east of Mountain Street A to B *Eastbound*

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	208	1	6	19	86	65	17	3	0	0	0	1	0	1	9
03:00	207	1	2	10	85	77	20	5	1	0	0	0	0	0	6
04:00	289	2	0	14	119	112	30	5	1	0	1	0	0	0	5
05:00	364	2	2	13	141	158	36	2	1	0	1	1	0	0	7
06:00	274	5	2	22	107	101	18	9	0	0	0	0	0	1	9
Grand Total	1342	11	12	78	538	513	121	24	3	0	2	2	0	2	36

Speed Statistics.
 15th Percentile Speed : 26 MPH
 Median Speed (50th percentile): 30 MPH
 Average Speed - All Vehicles : 33 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 40 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1051
 Percent of Vehicles in Pace : 78.45%
 Number of Vehicles > 30 MPH : 703
 Percent of Vehicles > 30 MPH: 52.48%

Location: East Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : Dir.1-EB, Dir. 2-WB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Sire Code : 0000000000
 Start Date: 06/20/2002
 File I.D. : EAST_STREET
 Page : 2

Street name : East Street (VT 116) Cross street: Just east of Mountain Street B to A *Westbound*

Begin Time	Int.	0-	16	21	26	31	36	41	46	51	56	61	66	71	76
Time	Total	15	20	25	30	35	40	45	50	55	60	65	70	75	9999
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	179	0	1	7	50	91	11	1	0	2	0	0	0	0	16
03:00	165	0	2	7	65	75	13	2	0	0	0	0	0	0	1
04:00	209	0	2	5	88	88	21	1	0	0	0	0	0	0	4
05:00	242	0	1	5	88	112	17	0	0	0	1	0	1	0	17
06:00	242	4	2	15	100	96	12	0	0	1	0	0	0	1	11
Grand Total	1037	4	8	39	391	462	74	4	0	3	1	0	1	1	49

Speed Statistics.

15th Percentile Speed : 26 MPH
 Median Speed (50th percentile): 31 MPH
 Average Speed - All Vehicles : 36 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 54 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 853
 Percent of Vehicles in Pace : 82.49%
 Number of Vehicles > 30 MPH : 595
 Percent of Vehicles > 30 MPH: 57.54%

Location: East Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : Dir.1=EB, Dir. 2=WB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Site Code : 000000000000
 Start Date: 06/20/2002
 File I.D. : EAST_STREET
 Page : 3

Street name	East Street (VT 116)	Cross street: Just east of Mountain Street A to B, B to A <i>Combined</i>													
Begin Time	Int.	0-	16	21	26	31	36	41	46	51	56	61	66	71	76
Time	Total	15	20	25	30	35	40	45	50	55	60	65	70	75	9999
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	387	1	7	26	136	156	28	4	0	2	0	1	0	1	25
03:00	372	1	4	17	150	152	33	7	1	0	0	0	0	0	7
04:00	498	2	2	19	207	200	51	6	1	0	1	0	0	0	9
05:00	606	2	3	18	229	270	53	2	1	0	2	1	1	0	24
06:00	516	9	4	37	207	197	30	9	0	1	0	0	0	2	20
Grand Total	2379	15	20	117	929	975	195	28	3	3	3	2	1	3	85

Speed Statistics.

15th Percentile Speed : 26 MPH
 Median Speed (50th percentile): 30 MPH
 Average Speed - All Vehicles : 34 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 41 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1904
 Percent of Vehicles in Pace : 80.24%
 Number of Vehicles > 30 MPH : 1298
 Percent of Vehicles > 30 MPH: 54.70%

Location: West Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : A to B=WB, B to A=EB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Site Code : 00000000000
 Start Date: 06/20/2002
 File I.D. : WEST_STREET
 Page : 1

Westbound

Street name	West Street	Cross street: Just east of Maple Street A to B													
Begin Time	Int. Total	0-	16	21	26	31	36	41	46	51	56	61	66	71	76
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	211	0	10	24	84	47	14	0	4	0	0	1	0	0	27
03:00	230	5	12	38	92	64	10	0	0	0	0	0	0	1	8
04:00	265	5	4	37	128	59	15	3	2	0	1	1	1	0	9
05:00	253	7	10	47	98	69	7	1	1	0	0	2	2	0	9
06:00	297	6	10	49	130	72	10	3	0	1	1	1	2	1	11
Grand Total	1256	23	46	195	532	311	56	7	7	1	2	5	5	2	64

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 34 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : * MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 843
 Percent of Vehicles in Pace : 67.40%
 Number of Vehicles > 30 MPH : 460
 Percent of Vehicles > 30 MPH: 36.78%

Location: West Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : A to B=WB, B to A=EB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Site Code : 0000000000
 Start Date: 06/20/2002
 File I.D. : WEST_STREET
 Page : 2

Eastbound

Street name	West Street	Cross Street	Just east of Maple Street	B to A												
Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999	
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	236	2	7	34	99	65	13	2	0	1	0	3	0	0	10	
03:00	254	4	17	48	114	54	8	1	0	0	0	0	0	0	8	
04:00	337	2	7	77	150	73	13	0	1	0	0	0	0	0	14	
05:00	378	10	13	58	173	87	9	2	0	1	1	1	2	0	21	
06:00	295	2	6	45	134	80	16	1	0	1	1	0	0	2	7	
Grand Total	1500	20	50	262	670	359	59	6	1	3	2	4	2	2	60	

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile): 27 MPH
 Average Speed - All Vehicles : 33 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : 43 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1029
 Percent of Vehicles in Pace : 68.82%
 Number of Vehicles > 30 MPH : 498
 Percent of Vehicles > 30 MPH: 33.30%

Location: West Street
 Project: Bristol Traffic Study
 File Name : P:\2002\02-047
 Other : A to B=WB, B to A=EB

Lamoureux & Dickinson
 14 Morse Drive
 Essex Jct., VT 05452

Site Code : 0000000000
 Start Date: 06/20/2002
 File I.D. : WEST_STREET
 Page : 3

Street name : West Street Cross street: Just east of Maple Street A to B, B to A *Combined*

Begin Time	Int.	0-	16	21	26	31	36	41	46	51	56	61	66	71	76
	Total	15	20	25	30	35	40	45	50	55	60	65	70	75	9999
12:00 06/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	447	2	17	58	183	112	27	2	4	1	0	4	0	0	37
03:00	484	9	29	86	206	118	18	1	0	0	0	0	1	1	16
04:00	602	7	11	114	278	132	28	3	3	0	1	1	1	0	23
05:00	631	17	23	105	271	156	16	3	1	1	1	3	4	0	30
06:00	592	8	16	94	264	152	26	4	0	2	2	1	2	3	18
Grand Total	2756	43	96	457	1202	670	115	13	8	4	4	9	7	4	124

Speed Statistics.
 15th Percentile Speed : 22 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 33 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : 63 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1872
 Percent of Vehicles in Pace : 68.19%
 Number of Vehicles > 30 MPH : 958
 Percent of Vehicles > 30 MPH: 34.90%

LAMOUREUX & DICKINSON CONSULTING ENGINEERS, INC.
INTERSECTION TURNING MOVEMENT VOLUMES

PROJECT / TOWN: Downtown Bristol Traffic Study
 PROJECT #: 02047
 INTERSECTION: North / South / East / West Street

BY: J. Carriere
 CHECKED:

COUNT DAY/DATE: L&D TMC 6-20-02
 AM/PM?: AM PEAK (8:00-9:00 a.m.)

ENTER DHV FACTOR = 1.070

ENTER GROWTH RATES:
 BASE YEAR 2002 = 1.000
 FUT. YEAR 2007 = 1.090

(60)	(12)	(38)
[64]	[13]	[41]
{ 70 }	{ 14 }	{ 44 }
↙	↓	↘

KEY
 (OBSERVED PEAK
 [HOUR VOLUME
 { 2002 DHV
 { 2007 DHV

(51)	[55]	{ 59 }	↗
(146)	[156]	{ 170 }	→
(19)	[20]	{ 22 }	↘

↖	(31)	[33]	{ 36 }
	(183)	[196]	{ 213 }
↙	(21)	[22]	{ 24 }

↑
↑
↑
↑
NORTH

↖	(17)	(11)	(18)
	[18]	[12]	[19]
	{ 20 }	{ 13 }	{ 21 }

TOTAL APPROACH VOLUMES:

YEAR	WEST	EAST	NORTH	SOUTH
COUNT	(476)	(437)	(203)	(98)
2002	[509]	[467]	[218]	[104]
2007	{ 554 }	{ 508 }	{ 236 }	{ 114 }

LAMOUREUX & DICKINSON CONSULTING ENGINEERS, INC.
INTERSECTION TURNING MOVEMENT VOLUMES

PROJECT / TOWN: Downtown Bristol Traffic Study
 PROJECT #: 02047
 INTERSECTION: North / South / East / West Street

BY: J. Carriere
 CHECKED:

COUNT DAY/DATE: L&D TMC 6-20-02
 AM/PM?: PM PEAK (4:45-5:45 a.m.)

ENTER DHV FACTOR = 1.070

ENTER GROWTH RATES:
 BASE YEAR 2002 = 1.000
 FUT. YEAR 2007 = 1.090

(91)	(33)	(61)
[97]	[35]	[65]
{ 106 }	{ 38 }	{ 71 }
↙	↓	↘

KEY
 (OBSERVED PEAK
 [HOUR VOLUME
 { 2002 DHV
 { 2007 DHV

(80)	[86]	{ 93 }	↗
(334)	[357]	{ 390 }	→
(15)	[16]	{ 17 }	↘

↖ (50)	[54]	{ 58 }
(209)	[224]	{ 244 }
↙ (27)	[29]	{ 31 }

↑
 ↑
 ↑
 ↑
 NORTH

↖	↑	↗
(17)	(22)	(62)
[18]	[24]	[66]
{ 20 }	{ 26 }	{ 72 }

TOTAL APPROACH VOLUMES:

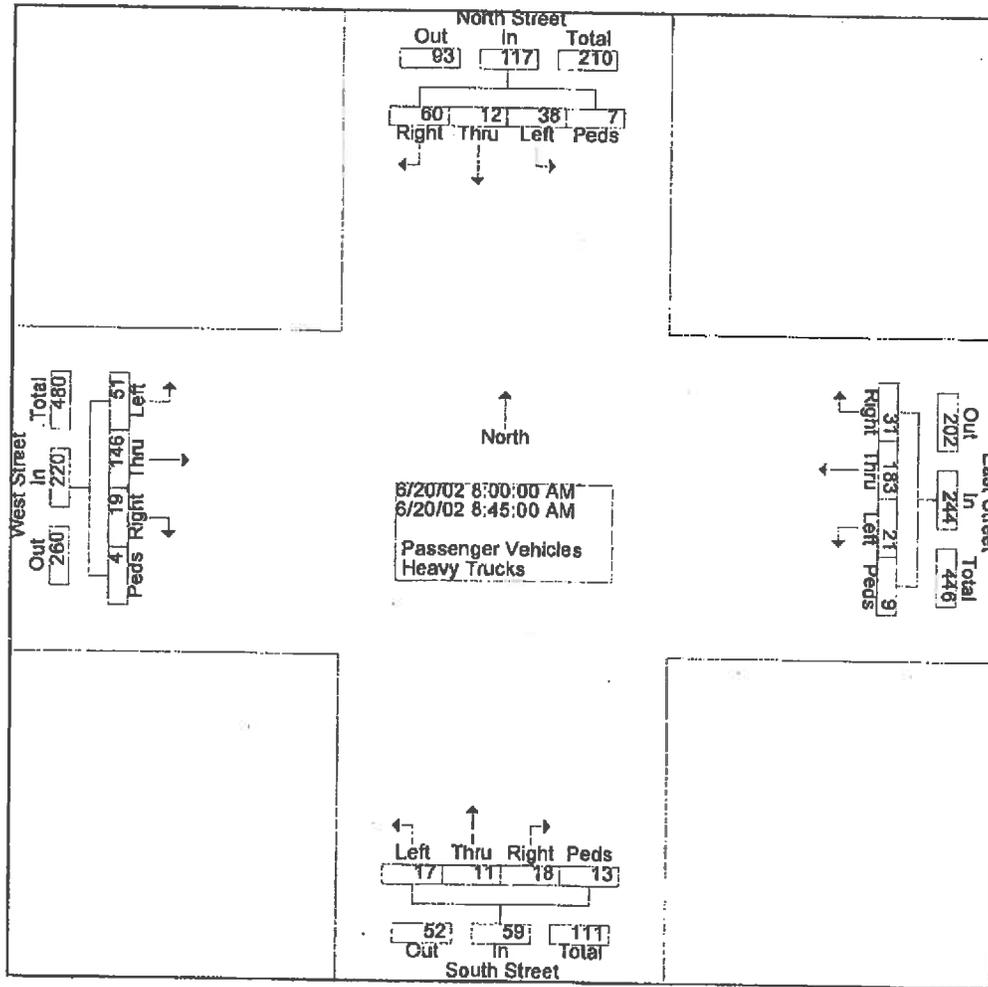
YEAR	WEST	EAST	NORTH	SOUTH
COUNT	(746)	(743)	(337)	(176)
2002	[798]	[795]	[361]	[188]
2007	{ 870 }	{ 866 }	{ 392 }	{ 204 }

Lamoureux & Dickinson.
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

File Name : am_count
 Site Code : 20020471
 Start Date : 06/20/2002
 Page No : 2

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersect on	08:00 AM																				
Volume	60	12	38	7	117	31	183	21	9	244	18	11	17	13	59	19	146	51	4	220	640
Percent	51	10	32	6.0		12	75	8.6	3.7		30	18	28	22		8.6	66	23	1.8		
08:45 Volume	18	3	15	1	37	5	42	4	6	57	7	1	5	6	19	7	41	11	1	60	173
Peak Factor	0.925																				
High Int. Volume	08:45 AM					08:15 AM					08:45 AM					08:30 AM					
Peak Factor	18	3	15	1	37	11	53	3	1	68	7	1	5	6	19	7	44	14	2	67	0.82
					0.79					0.89					0.77					0.82	
					1					7					6					1	



Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

File Name : am_count
 Site Code : 20020471
 Start Date : 06/20/2002
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Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	10	2	4	2	18	2	30	6	0	38	3	4	4	1	12	2	21	7	1	31	99
07:15 AM	19	1	4	4	28	10	37	5	1	53	1	2	4	2	9	2	34	10	0	46	136
07:30 AM	20	2	3	4	29	10	59	9	0	78	2	5	4	1	12	0	43	7	1	51	170
07:45 AM	21	6	6	1	34	10	41	12	0	63	7	3	3	1	14	5	24	14	1	44	155
Total	70	11	17	11	109	32	167	32	1	232	13	14	15	5	47	9	122	38	3	172	560
08:00 AM	16	2	9	1	28	7	45	9	0	61	2	5	5	1	13	3	27	11	0	41	143
08:15 AM	15	3	11	2	31	11	53	3	1	68	4	0	5	3	12	2	34	15	1	52	163
08:30 AM	11	4	3	3	21	8	43	5	2	58	5	5	2	3	15	7	44	14	2	67	161
08:45 AM	18	3	15	1	37	5	42	4	6	57	7	1	5	6	19	7	41	11	1	60	173
Total	60	12	38	7	117	31	183	21	9	244	18	11	17	13	59	19	146	51	4	220	640
Grand Total	130	23	55	18	226	63	350	53	10	476	31	25	32	18	106	28	268	89	7	392	1200
Apprch %	57.5	10.2	24.3	8.0		13.2	73.5	11.1	2.1		29.2	23.6	30.2	17.0		7.1	68.4	22.7	1.8		
Total %	10.8	1.9	4.6	1.5	18.8	5.3	29.2	4.4	0.8	39.7	2.6	2.1	2.7	1.5	8.8	2.3	22.3	7.4	0.6	32.7	

Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

File Name : am_count
 Site Code : 20020471
 Start Date : 06/20/2002
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Groups Printed- Passenger Vehicles

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	10	2	4	2	18	2	28	6	0	36	3	4	4	1	12	2	19	7	1	29	95
07:15 AM	17	1	3	4	25	10	34	5	1	50	1	2	4	2	9	2	25	9	0	36	120
07:30 AM	17	2	2	4	25	10	53	9	0	72	2	5	4	1	12	0	36	7	1	44	153
07:45 AM	21	6	6	1	34	10	38	11	0	59	7	3	3	1	14	3	22	13	1	39	146
Total	65	11	15	11	102	32	153	31	1	217	13	14	15	5	47	7	102	36	3	148	514
08:00 AM	16	2	9	1	28	6	45	9	0	60	2	5	5	1	13	3	23	10	0	36	137
08:15 AM	15	3	11	2	31	11	48	3	1	63	4	0	5	3	12	2	31	15	1	49	155
08:30 AM	11	4	3	3	21	8	39	5	2	54	5	5	2	3	15	6	38	13	2	59	149
08:45 AM	16	3	15	1	35	4	38	4	6	52	7	1	5	6	19	7	37	11	1	56	162
Total	58	12	38	7	115	29	170	21	9	229	18	11	17	13	59	18	129	49	4	200	603
Grand Total	123	23	53	18	217	61	323	52	10	446	31	25	32	18	106	25	231	85	7	348	1117
Apprch %	56.	10.	24.	8.3		13.	72.	11.	2.2		29.	23.	30.	17.		7.2	66.	24.	2.0		
Total %	11.	2.1	4.7	1.6	19.4	5.5	28.9	4.7	0.9	39.9	2.8	2.2	2.9	1.6	9.5	2.2	20.7	7.6	0.6	31.2	

Lamoureux & Dickinson
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File Name : am_count
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Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

Groups Printed- Heavy Trucks

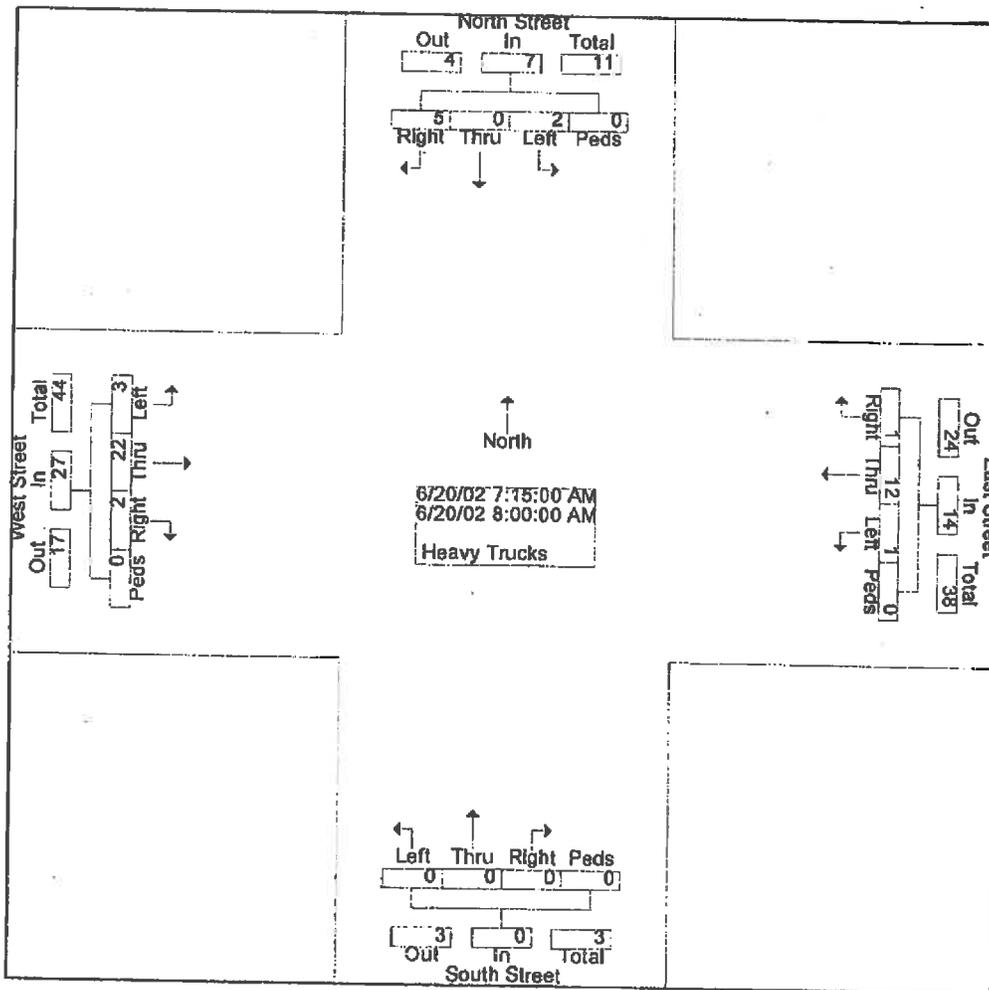
Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:15 AM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	9	1	0	10	16
07:30 AM	3	0	1	0	4	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	17
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	2	1	0	5	9
Total	5	0	2	0	7	0	14	1	0	15	0	0	0	0	0	2	20	2	0	24	46
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	6
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	1	0	8	12
08:45 AM	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	11
Total	2	0	0	0	2	2	13	0	0	15	0	0	0	0	0	1	17	2	0	20	37
Grand Total	7	0	2	0	9	2	27	1	0	30	0	0	0	0	0	3	37	4	0	44	83
Approch %	77.8	0.0	22.2	0.0		6.7	90.0	3.3	0.0		0.0	0.0	0.0	0.0		6.8	84.1	9.1	0.0		
Total %	8.4	0.0	2.4	0.0	10.8	2.4	32.5	1.2	0.0	36.1	0.0	0.0	0.0	0.0	0.0	3.6	44.6	4.8	0.0	53.0	

Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
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 Location: Bristol, VT
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 Site Code : 20020471
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Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	5	0	2	0	7	1	12	1	0	14	0	0	0	0	0	2	22	3	0	27	48
Percent	71.4	0.0	28.6	0.0		7.1	85.7	7.1	0.0		0.0	0.0	0.0	0.0		7.4	81.5	11.1	0.0		
07:30 Volume	3	0	1	0	4	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	17
Peak Factor																					
High Int. Volume	07:30 AM					07:30 AM					6:45:00 AM					07:15 AM					
Peak Factor	0.438					0.583					0.675					0.675					



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Weather: Sunny, Warm
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Location: Bristol, VT
Project #: 02-047

Groups Printed- Bicycles

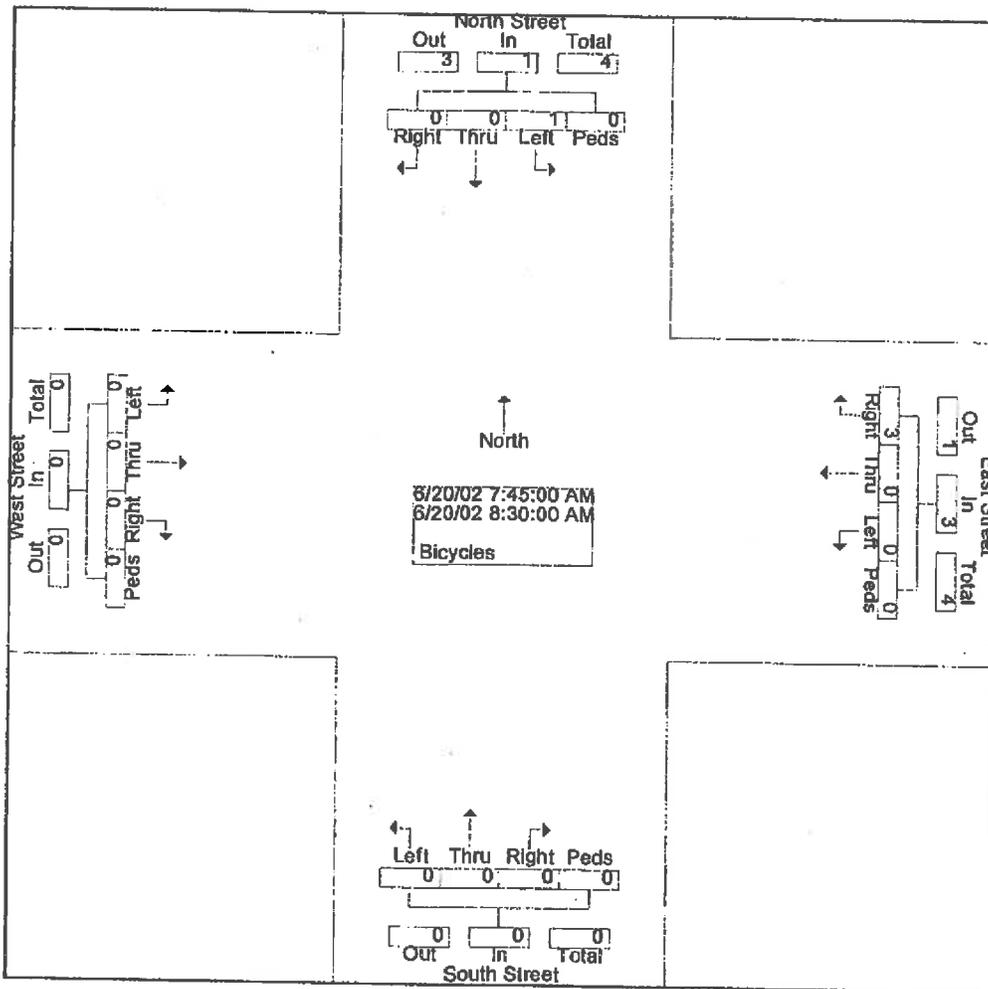
Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total	
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	4
Grand Total	0	0	2	0	2	3	0	0	1	4	0	0	0	0	0	0	1	0	0	1	7	
Apprch %	0.0	0.0	100.0	0.0		75.0	0.0	0.0	25.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	28.6	0.0	28.6	42.9	0.0	0.0	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3		

Lamoureux & Dickinson
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 14 Morse Drive
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Weather: Sunny, Warm
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Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total	
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Intersection	07:45 AM																					
Volume	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
Percent	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
08:30 Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Peak Factor																						
High Int. Volume	08:00 AM					07:45 AM					6:45:00 AM					6:45:00 AM						
Peak Factor	0					0.25					0.75					0						

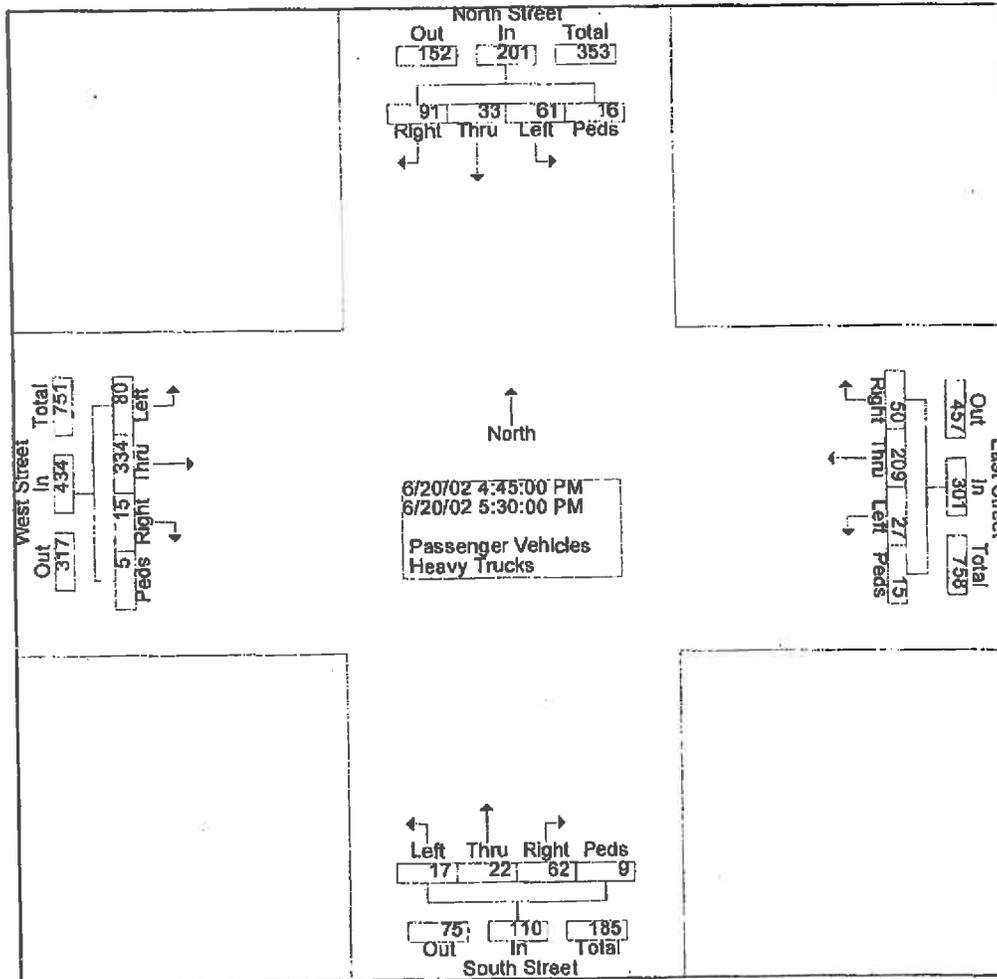


Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
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File Name : pm_count
 Site Code : 20020472
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Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	91	33	61	16	201	50	209	27	15	301	62	22	17	9	110	15	334	80	5	434	1046
Percent	45.3	16.4	30.3	8.0		16.6	69.4	9.0	5.0		56.4	20.0	15.5	8.2		3.5	77.0	18.4	1.2		
05:00 Volume Peak Factor	32	10	20	4	66	15	66	4	8	93	15	5	4	1	25	4	93	25	2	124	308
High Int. Volume Peak Factor	05:00 PM					05:00 PM					05:30 PM					05:00 PM					0.849
	32	10	20	4	66	15	66	4	8	93	13	8	4	4	29	4	93	25	2	124	124
						0.76					0.80					0.94					5
						1															



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Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
03:00 PM	23	2	7	12	44	7	49	4	3	63	3	4	8	2	17	9	57	17	3	86	210
03:15 PM	20	3	8	9	40	9	40	2	5	56	4	5	3	2	14	3	56	15	3	77	187
03:30 PM	22	2	15	1	40	9	54	4	1	68	8	4	1	8	21	2	73	21	2	98	227
03:45 PM	27	5	12	3	47	13	34	4	1	52	13	3	1	7	24	6	75	25	0	106	229
Total	92	12	42	26	171	38	177	14	10	239	28	16	13	19	76	20	261	78	8	367	853
04:00 PM	36	6	20	4	66	15	44	6	4	69	6	7	4	5	22	6	87	24	4	121	278
04:15 PM	28	8	9	8	53	13	48	6	4	71	8	2	0	7	17	5	67	22	9	103	244
04:30 PM	21	11	21	3	56	8	39	12	0	59	8	5	7	1	21	11	66	15	0	92	228
04:45 PM	24	10	10	3	47	9	41	8	1	59	17	6	3	2	28	3	92	14	1	110	244
Total	109	35	60	18	222	45	172	32	9	258	39	20	14	15	88	25	312	75	14	426	994
05:00 PM	32	10	20	4	66	15	66	4	8	93	15	5	4	1	25	4	93	25	2	124	308
05:15 PM	14	4	15	4	37	14	50	7	3	74	17	3	6	2	28	3	78	20	1	102	241
05:30 PM	21	9	16	5	51	12	52	8	3	75	13	8	4	4	29	5	71	21	1	98	253
05:45 PM	21	9	13	8	51	12	50	4	1	67	7	3	11	5	26	1	72	22	2	97	241
Total	88	32	64	21	205	53	218	23	15	309	52	19	25	12	108	13	314	88	6	421	1043
Grand Total	289	79	166	64	598	136	567	89	34	806	119	55	52	46	272	58	887	241	28	1214	2890
prch %	48.3	13.2	27.8	10.7		16.9	70.3	8.6	4.2		43.8	20.2	19.1	16.9		4.8	73.1	19.9	2.3		
Total %	10.0	2.7	5.7	2.2	20.7	4.7	19.6	2.4	1.2	27.9	4.1	1.9	1.8	1.6	9.4	2.0	30.7	8.3	1.0	42.0	

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File Name : pm_count
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Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

Groups Printed- Passenger Vehicles

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total				
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total					
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
03:00 PM	22	2	7	12	43	6	44	4	3	57	3	4	8	2	17	9	50	17	3	79					196
03:15 PM	19	3	6	9	37	9	34	2	5	50	4	5	2	2	13	3	51	15	3	72					172
03:30 PM	22	2	14	1	39	9	50	4	1	64	8	4	1	8	21	2	69	21	2	94					218
03:45 PM	26	5	12	3	46	12	33	4	1	50	13	3	1	7	24	6	69	25	0	100					220
Total	89	12	39	25	165	36	161	14	10	221	28	16	12	19	75	20	239	78	8	345					806
04:00 PM	35	6	19	4	64	14	41	6	4	65	6	7	4	5	22	5	82	24	4	115					266
04:15 PM	26	8	9	8	51	13	46	6	4	69	8	2	0	7	17	5	64	22	9	100					237
04:30 PM	21	11	20	3	55	8	37	11	0	56	8	5	7	1	21	11	66	15	0	92					224
04:45 PM	24	10	9	3	46	9	39	8	1	57	17	6	3	2	28	3	87	12	1	103					234
Total	106	35	57	18	216	44	163	31	9	247	39	20	14	15	88	24	299	73	14	410					961
05:00 PM	32	10	19	4	65	14	63	4	8	89	15	5	4	1	25	4	89	25	2	120					299
05:15 PM	14	4	14	4	36	14	48	7	3	72	17	3	6	2	28	3	75	19	1	98					234
05:30 PM	20	9	16	5	50	11	49	8	3	71	13	8	4	4	29	5	69	21	1	96					246
05:45 PM	21	9	13	8	51	12	49	4	1	66	7	3	11	5	26	1	70	22	2	95					238
Total	87	32	62	21	202	51	209	23	15	298	52	19	25	12	108	13	303	87	6	409					1017
Grand Total	282	79	158	64	583	131	533	68	34	766	119	55	51	46	271	57	841	238	28	1164					2784
prch %	48.4	13.6	27.1	11.0		17.1	69.6	8.9	4.4		43.9	20.3	18.8	17.0		4.9	72.3	20.4	2.4						
Total %	10.1	2.8	5.7	2.3	20.9	4.7	19.1	2.4	1.2	27.5	4.3	2.0	1.8	1.7	9.7	2.0	30.2	8.5	1.0	41.8					

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Groups Printed- Heavy Trucks

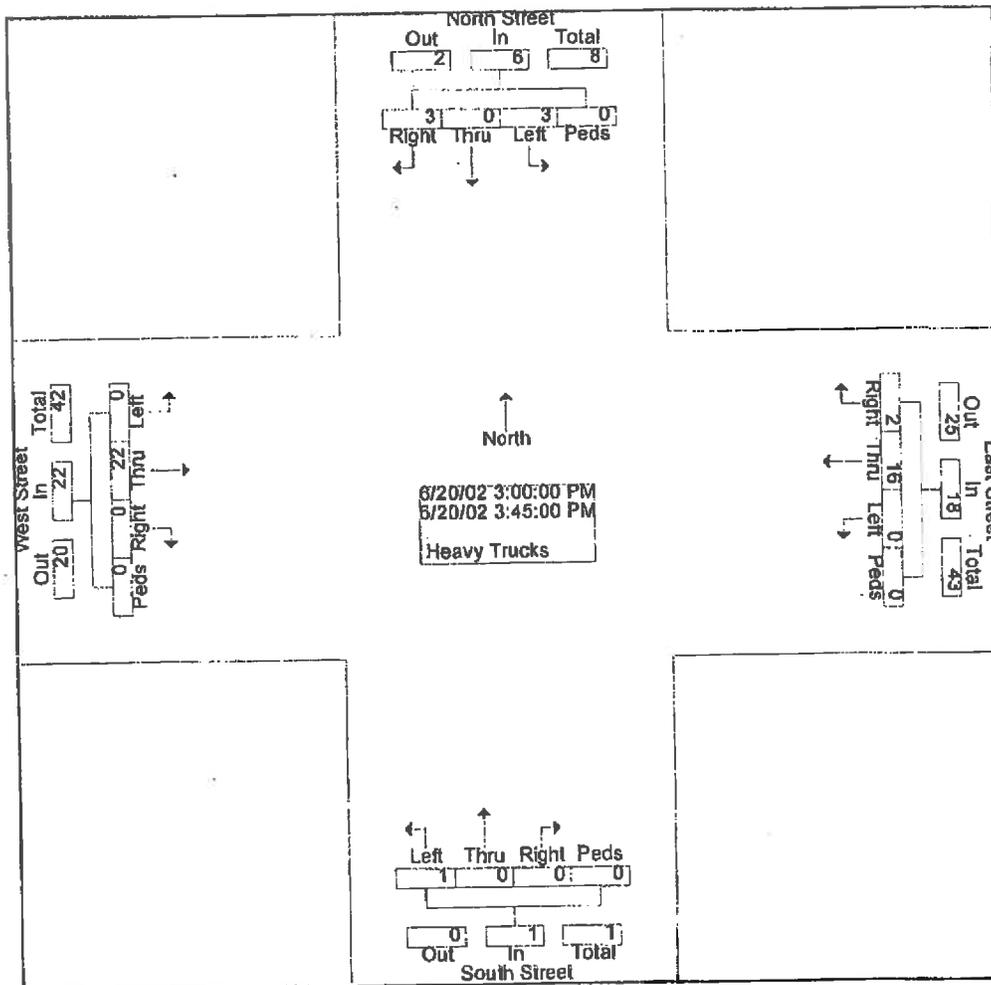
Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	14
03:15 PM	1	0	2	0	3	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	15
03:30 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
03:45 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	9
Total	3	0	3	0	6	2	16	0	0	18	0	0	1	0	1	0	22	0	0	22	47
04:00 PM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	1	5	0	0	6	12
04:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
04:30 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	2	0	7	10
Total	3	0	3	0	6	1	9	1	0	11	0	0	0	0	0	1	13	2	0	16	33
05:00 PM	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	9
05:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	7
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	1	0	2	0	3	2	9	0	0	11	0	0	0	0	0	0	11	1	0	12	26
Grand Total	7	0	8	0	15	5	34	1	0	40	0	0	1	0	1	1	46	3	0	50	106
prch %	46.7	0.0	53.3	0.0		12.5	85.0	2.5	0.0		0.0	0.0	100.0	0.0		2.0	92.0	6.0	0.0		
Total %	6.6	0.0	7.5	0.0	14.2	4.7	32.1	0.9	0.0	37.7	0.0	0.0	0.9	0.0	0.9	0.9	43.4	2.8	0.0	47.2	

Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

File Name : pm_count
 Site Code : 20020472
 Start Date : 06/20/2002
 Page No : 2

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total			
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total				
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																								
Intersection	03:00 PM																							
Volume	3	0	3	0	6	2	16	0	0	18	0	0	1	0	1	0	22	0	0	22	47			
Percent	50.0	0.0	50.0	0.0		11.1	88.9	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0					
03:15 Volume	1	0	2	0	3	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	15			
Peak Factor	0.783																							
High Int. Volume	03:15 PM																							
Peak Factor	1	0	2	0	3	03:00 PM	1	5	0	0	6	03:15 PM	0	0	1	0	1	03:00 PM	0	7	0	0	7	0.786



Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

File Name : pm_count
 Site Code : 20020472
 Start Date : 06/20/2002
 Page No : 1

Groups Printed- Bicycles

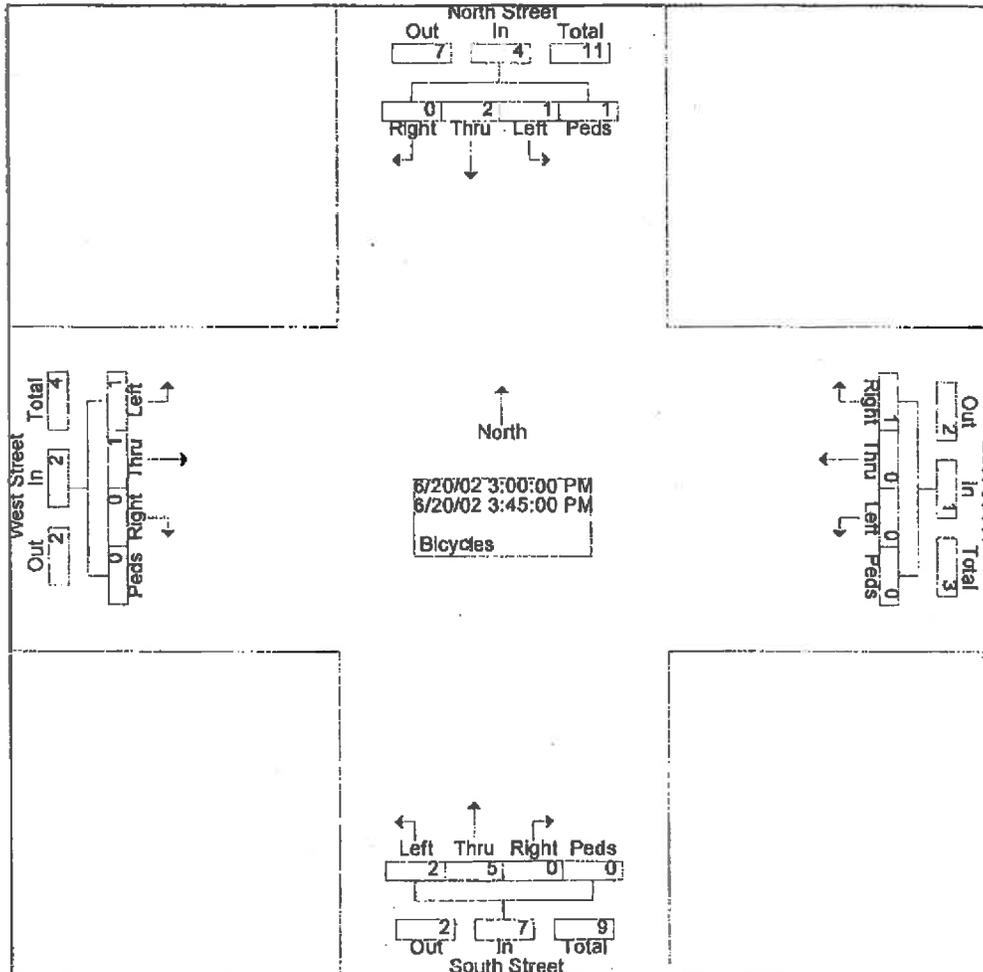
Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	5
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	2	1	1	4	1	0	0	0	1	0	5	2	0	7	0	1	1	0	2	14
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	2	0	1	0	3	2	1	0	0	3	10
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:45 PM	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Total	2	1	3	0	6	0	0	0	0	0	1	4	0	0	5	0	3	0	0	3	14
Grand Total	2	5	4	1	12	1	2	0	0	3	3	9	3	0	15	2	5	1	0	8	38
Aprch %	16.7	41.7	33.3	8.3		33.3	66.7	0.0	0.0		20.0	60.0	20.0	0.0		25.0	62.5	12.5	0.0		
Total %	5.3	13.2	10.5	2.6	31.6	2.6	5.3	0.0	0.0	7.9	7.9	23.7	7.9	0.0	39.5	5.3	13.2	2.6	0.0	21.1	

Lamoureux & Dickinson
 Consulting Engineers, Inc.
 14 Morse Drive
 Essex Junction, VT 05452

Weather: Sunny, Warm
 Counted By: D. Lawrence
 Location: Bristol, VT
 Project #: 02-047

File Name : pm_count
 Site Code : 20020472
 Start Date : 06/20/2002
 Page No : 2

Start Time	North Street Southbound					East Street Westbound					South Street Northbound					West Street Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:00 PM																				
Volume	0	2	1	1	4	1	0	0	0	1	0	5	2	0	7	0	1	1	0	2	14
Percent	0.0	50.0	25.0	25.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	71.4	28.6	0.0	100.0	0.0	50.0	50.0	0.0	100.0	
03:00 Volume	0	0	1	0	1	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	5
Peak Factor																					
High Int. Volume	03:15 PM					03:30 PM					03:00 PM					03:00 PM					
Peak Factor	0.50					0.25					0.58					0.50					



Run Date: <002/05/06

Vermont Agency of Transportation
 Technical Services Division
 Traffic Research Unit
 Special Count - Volume

2000

Site ID: S6A126

Functional Class: RURAL-MINOR ARTERIAL

Location: Bristol: VT116 Rockydale Rd

Town: Bristol

Count Type: CLASS

Counter Type: Tube

Final AADT: 4700

Route No: VT116

Date	Daily																							Adj. Vol.				
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		23	Total	Factor	MADTACF
2000/08/21 Mon												329	289	397	431	419	321	276	193	63	32	2865	1.02	0.86	2521			
2000/08/22 Tue	8	5	8	7	21	87	256	317	297	311	282	290	329	316	340	465	459	485	324	321	218	167	78	40	5411	0.99	0.86	4628
2000/08/23 Wed	12	15	7	6	22	99	242	372	327	297	333	313	321	287	278	402	446	402	330	219	151	107	70	36	5096	1.02	0.86	4504
2000/08/24 Thu	17	11	11	7	21	116	249	329	304	310	349	291	319	319	348	457	452	487	388	271	208	179	93	60	5576	1.01	0.86	4859
2000/08/25 Fri	21	13	12	7	36	92	244	263	269	283	281	329	344	350	410	452	523	494	375	328	278	125	102	70	5701	0.91	0.86	4490
2000/08/26 Sat	49	16	16	9	15	45	93	188	305	347	361	427	433	405	397	464	404	404	360	286	248	151	95	88	5624	1.02	0.86	4978
2000/08/27 Sun	41	25	13	9	18	23	60	133	151	302	320	367	328	363	365	341	375	347	313	245	181	125	78	35	4558	1.22	0.86	4808
2000/08/28 Mon	15	10	4	10	33	97	247	295	293	302	314	325	336												2281	1.06	0.86	2094
Average:	23	14	10	8	24	80	199	271	278	307	323	335	344	338	347	425	442	428	344	278	211	138	83	52				

		Average Peak Volume:							Preliminary AADT: 4700	
		All Days**							Poll Site: P6A041	
		Weekend		Weekday		Average Peak Volume:			Poll Group: Rural Primary and Secondary	
		48		5386		AM Peak***: 342			Poll Group: Rural Primary and Secondary	
		5091		5302		PM Peak***: 476				

* Averaging by hour(0-23), then by day of week (Sun-Sat)
 ** Adjusted Average Day equals 5/7 * Avg Weekday + 2/7 * Avg Weekend Day
 *** AM, PM Peak Average Volumes are only from the weekday days

Run Date: 2002/05/06

Vermont Agency of Transportation
 Technical Services Division
 Traffic Research Unit
 Special Count - Volume

2000

Site ID: S6A127
 Functional Class: RURAL:MINOR ARTERIAL
 Location: Bristol: VT116 Stony Hill Rd
 Town: Bristol
 Count Type: CLASS
 Counter Type: Tube

Final AADT: 5500
 Route No: VT116

Date	Daily							23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	Total	MADTACF	Adj. Vol.
	0	1	2	3	4	5	6																										
2000/08/22 Tue	13	8	9	11	29	112	312	381	389	355	367	371	400	391	411	556	580	572	392	323	250	168	87	53	6550	1.04	0.87	5919					
2000/08/23 Wed	14	17	8	11	36	112	295	401	412	350	349	402	416	371	407	569	617	505	398	301	184	139	57	44	6415	1.07	0.87	5968					
2000/08/24 Thu	16	17	15	7	31	117	300	387	435	341	414	355	410	370	398	590	601	549	419	323	237	209	109	101	6753	1.00	0.87	5850					
2000/08/25 Fri	38	14	17	11	38	109	308	358	372	372	337	416	431	451	474	581	615	559	399	356	295	178	131	78	6938	0.89	0.87	5325					
2000/08/26 Sat	56	29	18	9	19	47	111	209	375	413	452	452	501	415	435	465	405	405	368	279	236	178	120	95	6082	1.01	0.87	5320					
2000/08/27 Sun	58	26	16	6	11	30	60	130	175	315	308	385	391	340	391	380	344	328	311	247	202	139	65	47	4705	1.08	0.87	4408					
Average:	33	19	14	9	27	88	231	311	361	358	371	397	425	390	419	524	527	486	380	305	234	189	95	70									

Hours Averaged:	Average Peak Volume:							Preliminary AADT: 5500		
	Sun*	Mon*	Tue*	Wed*	Thu*	Fri*	Sat*	Weekday	Weekend	All Days**
24	24	24	24	24	24	24	24	96	48	144
Average Volume:	4705	6550	6415	6753	6938	6082	6864	6664	5394	6301
									AM Peak***: 416	
									PM Peak***: 603	
										Poll Site:
										Poll Group: Rural Primary and Secondary

* Averaging by hour(0-23), then by day of week (Sun-Sat)
 ** Adjusted Average Day equals 5/7 * Avg Weekday + 2/7 * Avg Weekend Day
 *** AM ,PM Peak Average Volumes are only from the weekday days

Run Date: <002/05/06

Vermont Agency of Transportation
 Technical Services Division
 Traffic Research Unit
 Special Count - Volume

2000

Site ID: S6A162

Functional Class: RURAL:MINOR ARTERIAL

Location: Bristol: VT116 West St

Town: Bristol

Count Type: VOLUME

Counter Type: Tube

Final AADT: 6000

Route No: VT116

Date	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total	Daily Factor	MADTACF	Adj. Vol.	
2000/08/21 Mon							445	588	552	477	470	640	883	611	476	435	316	213	98	51	7700	1.04	0.87	0.93	2946				
2000/08/22 Tue	12	8	9	14	26	141	324	409	440	430	423	442	552	477	470	640	883	611	476	435	316	213	98	51	7700	1.04	0.87	0.93	6494
2000/08/23 Wed	14	13	7	11	32	134	315	443	489	409	436	468	555	408	465	650	637	551	483	358	212	127	64	42	7323	1.07	0.87	0.93	6348
2000/08/24 Thu	20	18	16	13	29	149	326	430	474	401	532	399	542	432	509	669	649	577	468	384	290	229	125	85	7796	1.00	0.87	0.93	6303
2000/08/25 Fri	33	19	19	17	39	125	324	377	427	450	432	476	505	558	583	664	750	651	486	439	361	215	134	89	8163	0.89	0.87	0.93	5848
2000/08/26 Sat	50	20	16	9	17	54	141	256	486	577	542	581	571	578	474	527	478	459	431	330	301	207	132	110	7347	1.01	0.87	0.93	5998
2000/08/27 Sun	42	23	15	10	13	28	92	167	263	381	407	454	457	418	443	411	390	365	344	294	215	135	79	42	5506	1.08	0.87	0.93	4814
2000/08/28 Mon	12	15	12	12	45	119	300	379	403	453	487	454	485	469											3655	1.07	0.87	0.93	3172
Average:	28	17	13	12	29	107	260	352	426	443	468	468	525	477	484	593	591	540	449	374	283	184	101	65					

Hours Averaged:	Sun*	Mon*	Tue*	Wed*	Thu*	Fri*	Sat*	Weekend	All Days**	Average Peak Volume:	Preliminary AADT: 6000
Average Volume:	5506	7165	7700	7323	7796	8163	7347	6427	7286	485	6000
										AM Peak***: 485	Poll Site:
										PM Peak***: 696	Poll Group: Rural Primary and Secondary

* Averaging by hour(0-23), then by day of week (Sun-Sat)
 ** Adjusted Average Day equals 5/7 * Avg Weekday + 2/7 * Avg Weekend Day
 *** AM_PM Peak Average Volumes are only from the weekday days

APPENDIX C

Accident Data

Vermont Agency of Transportation
 General Yearly Summaries - 5 Year Summary Listing (most current)
 From 01/01/96 To 12/31/00 General Yearly Summaries Information

Date: 09/16/2002

Reporting Agency Number	Town	Route	Marker	Date	Time	Weather	Contributing Circumstances	Manner Of Collision	Number Of Injuries	Number Of Fatalities	Direction
010201001	Bristol	6.02		07/10/1998	15:50	Clear	Failure to keep in proper lane or turning off road	Other	1	0	S
010201001	Bristol	6.02		01/09/1998	08:55	Snow	Failure to keep in proper lane or turning off road	Other	3	0	S
010201001	Bristol	6.02		01/05/1998	08:30	Clear	Followed to closely	Rear End	0	0	S
010201001	Bristol	6.02		02/15/2000	07:15	Cloudy	Other improper action	Opp Direction Sideswipe	0	0	S
010201001	Bristol	6.02		04/14/1997	09:00	Clear	Made an improper turn	Other	1	0	N
010201001	Bristol	6.02		08/14/1998	07:08	Clear	Made an improper turn	Other	2	0	E
010201001	Bristol	6.02		09/18/1998	18:00	Clear	Other improper action	Other	1	0	S
010201001	Bristol	6.02		05/27/1998	18:00	Clear	Failed to yield right of way	Other	3	0	S
010201001	Bristol	6.02		09/27/1997	13:00	Rain	Exceeded authorized speed limit	Opp Direction Sideswipe	1	0	N
010201001	Bristol	6.02		05/07/1996	20:00	Rain	Exceeded authorized speed limit	Other	1	0	N
010201001	Bristol	6.02		12/05/1998	08:00	Snow	Operating defective equipment	Other	1	0	N
010201001	Bristol	6.02		05/06/2000	14:10	Clear	Other improper action	Rear End	2	0	N
010201001	Bristol	6.02		07/23/1998	17:00	Clear	Other improper action	Head On	5	0	N
010201001	Bristol	6.02		04/25/1995	16:00	Rain	Violation	Rear End	1	0	S
010201001	Bristol	6.02		10/30/1998	11:00	Rain	Operating vehicle in erratic, reckless, careless, negligent, or aggressive manner	Rear End	1	0	S
010201001	Bristol	6.02		04/29/1998	18:00	Clear	Failure to keep in proper lane or turning off road	Other	1	0	S
010201001	Bristol	6.02		08/23/1998	18:05	Cloudy	Failure to keep in proper lane or turning off road	Rear End	1	0	S
010201001	Bristol	6.02		03/03/1998	01:00	Fog, Snow, Smoke	Followed to closely	Other	1	0	S
010201001	Bristol	6.02		01/17/1997	08:00	Cloudy	Driving to fast for conditions, Other improper action	Rear End	2	0	N
010201001	Bristol	6.02		05/08/1997	12:00	Clear	Failed to yield right of way	Other	0	0	N
010201001	Bristol	6.02		03/13/2000	17:25	Unknown	Followed to closely	Rear End	0	0	E
010201001	Bristol	6.02		02/28/1997	18:00	Clear	Made an improper turn	Other	0	0	E
010201001	Bristol	6.02		12/24/1997	16:00	Clear	Failed to yield right of way	Other	1	0	E
010201001	Bristol	6.02		05/22/2000	18:00	Cloudy	Followed to closely	Rear End	1	0	W
010201001	Bristol	6.02		03/15/1998	23:00	Cloudy	Other improper action	Other	1	0	E
010201001	Bristol	6.02		03/08/1997	11:00	Snow	Other improper action	Head On	0	0	E
010201001	Bristol	6.02		09/03/1996	12:00	Clear	Exceeded authorized speed limit	Rear End	1	0	E
010201001	Bristol	6.02		09/05/1995	15:00	Clear	Violation	Rear End	0	0	W
010201001	Bristol	6.02		01/13/1998	16:05	Cloudy	Operating vehicle in erratic, reckless, careless, negligent, or aggressive manner	Rear End	0	0	S
010201001	Bristol	6.02		10/17/2000	13:58	Clear	Failure to keep in proper lane or turning off road	Head On	1	0	S
010201001	Bristol	6.02		01/03/1995	09:00	Snow	Operating vehicle in erratic, reckless, careless, negligent, or aggressive manner	Other	0	0	E
010201001	Bristol	6.02		11/20/1995	17:00	Clear	Other improper action	Other	0	0	S
010201001	Bristol	6.02		07/31/1996	00:50	Cloudy	Other improper action, Failure to keep in proper lane or turning off road	Other	1	0	S
010201001	Bristol	6.02		07/25/1997	16:00	Clear	Other improper action	Other	0	0	S
010201001	Bristol	6.02		09/15/2000	14:55	Cloudy	Failure to keep in proper lane or turning off road	Other	0	0	E
010201001	Bristol	6.02		11/21/1999	16:48	Cloudy	Other improper action	Other	0	0	E

6.02 Bristol Village Line
 6.03 North Street
 6.78 Mountain Street
 8.17 Lincoln Road

* This Accident occurred prior to the last Highway Improvement Project. This Data should not be used in an Analysis with other Accidents at the same location. UNK indicates the Location (Marker) is Unknown.

APPENDIX D

Traffic Calming

Step 1: Problem Identification by Local Government or Community Group

At the June 24, 2002 public meeting which was held to obtain input from the Bristol community for the Downtown Bristol Traffic Study, several attendees expressed their view that traffic was traveling at excessive speeds through the Village. Concerns were also expressed relative to traffic safety, given the number of large trucks traveling VT 116 combined with the presence of on-street parking and pedestrians in the downtown area. Attendees at this meeting included representatives of the Town of Bristol, its Selectboard and Planning Commission and representatives of the Addison County Regional Planning Commission.

Step 2: Problem Review: Identify Study Area, Problematic Route Sections and Supporting Justification

Study Area / Problematic Route Sections

Several areas along VT Route 17 / 116 extending from Airport Drive to Lincoln Road have been identified in the Downtown Bristol Traffic Study as problem areas for pedestrians and bicyclists. The problematic sections along this route include the following:

- Mid-block crosswalk between the Mobil Station and Village Creeme Stand
- Long crosswalks at the North / South / Main Street intersection
- Mid-block crosswalk at the bank on Main Street
- Roadway segment from Lord's Prayer Rock east to Lincoln Road problematic for bicyclists

Traffic Conditions

VT Route 116 through the Village of Bristol is a Class 1 town highway with a posted speed limit of 30 mph. Functionally, this portion of Route 116 is classified as a rural minor arterial. There are no parallel routes in the immediate vicinity, although the Monkton Rd. / Burpee Rd. corridor located approximately one mile west of the Village is a well-known short-cut between Hinesburg and East Middlebury. That corridor is posted to prohibit through truck traffic.

The most recent available traffic counts are ATR (automatic traffic recorder) counts performed by VTrans in 2000. These counts are typically 7-day counts and provide both hourly and daily traffic volumes. The following table shows the results of those counts:

Count ID	Cross-Street	AADT (vpd)	Peak Hour (vph)
A127	Stony Hill Rd.	5,500	617
A162	School St.	6,000	750
A126	Rockydale Rd.	4,700	523

For the Downtown Bristol Traffic Study, Lamoureux & Dickinson performed two speed surveys on East and West Streets for a five-hour period on Thursday, June 20, 2002. The results are shown in the following table:

Location	Avg. Speed (mph)	85 th Percentile Speed (mph)	Percent Vehicles > 30 mph
West St. (east of Maple St.)	32	33	35%
East St. (east of Mountain St.)	34	34	55%

The two speed surveys on West and East Streets were performed in close proximity to the downtown area where speeds are constrained by the presence of on-street parking, pedestrians and the traffic signal at the North St. / South St. intersection. Higher speeds are likely as vehicles enter and exit the Village in the area of Prayer Rock and to a lesser extent near Airport Road.

A pedestrian and traffic count was also performed on June 20th from 3-6 p.m. at the North/South/East/West Street intersection. Hourly pedestrian volumes in the 20-30 pedestrians per hour range crossing North St., and 10-20 pedestrians per hour crossing each of the remaining three approaches were observed.

Local accident data obtained from the Bristol Police Department indicates that 115 accidents have occurred in the project area (from Airport Drive to Lincoln Road) during the January 1, 1999 to present time period.

Land-Use

Bristol Village provides a wide-range of services to surrounding towns. The core downtown area is densely developed with a mixture of commercial, retail and residential buildings. The commercial sector provides professional services (medical and general offices), several eating establishments, a laundromat and two bank branches. Retail uses include a Shaw's Supermarket, a Brooks drug store, several convenience and beverage stores plus numerous smaller specialty-retail stores. Municipal offices and a Post Office are also located in the downtown area.

The Village downtown area makes extensive use of on-street parking in a mix of diagonal, perpendicular and parallel parking. With a generally high-turnover rate, numerous traffic conflicts are created by vehicles entering and exiting parking spaces throughout the day.

Immediately to the west and an integral part of Bristol's downtown area is the Town Green. Located on the north side of Route 116, the Green serves as a focal point of the Village. With benches, a small playground, a gazebo and a fountain, adjacent churches and offices, the Green is actively used. The entire Village is served by an extensive sidewalk network which links the downtown to surrounding residential areas and schools. Mount Abraham Union High School is located on the westerly edge of the Village at the intersection of West Street and Airport Road. The local elementary school is located some distance north of the Village off from Mountain Street. School

children living in the Village walk to school.

VTrans Input

Dick Hosking, the District Transportation Administrator (DTA) for this region, was contacted to obtain his input on a traffic calming project for this section of VT Route 116. Because a majority of the roadway (from Airport Drive to the Lord's Prayer Rock) is a Class 1 Town Highway the only requirement VTrans has is that any traffic calming devices which are installed must not restrict the use of this roadway as a through route for heavy trucks.

Greg Riley, the VTrans Planning Coordinator for this region, has reviewed the Step 1 and Step 2 information and had no additional input.

Traffic Calming Project Justification

With the problem area identified and the existing conditions documented the following questions have been asked to determine if a traffic calming project is justified:

Is there a conflict between traffic speeds and the built environment along the road?

Prevailing traffic speeds of 33-34 mph are inappropriate for the built environment within the study area which is densely developed. In particular, the Bristol downtown has all of the characteristics of a central business district of a larger community, with on-street parking and high numbers of pedestrians. This creates numerous points of conflicts with traffic traveling on VT 116. Additionally, vehicles traveling East Street beyond the Prayer Rock often increase their speeds, although the posted speed limit remains at 30 mph. Although VT 116 has very narrow shoulders and no sidewalks along most of this route, numerous bicyclists and pedestrians travel along this roadway to and from Bartlett Falls, a popular swimming hole.

Would traffic-calming devices reduce traffic speeds without affecting the general mobility and character of the region?

Traffic calming devices will not adversely affect general mobility of the region. Because of the high volume of heavy truck traffic, the use of speed humps or other similar devices which would create high noise levels and vibrations as trucks travel over them is not recommended. In general, however, it is believed that traffic calming devices will enhance the character of the downtown Village area as a people-friendly commercial center and community focal point.

Is the problem occurring in a village setting?

Yes, downtown Bristol meets all five criteria used to determine a Village setting as summarized in the following table.

Village Criteria	Downtown Bristol Conditions
Speed limit of 40 mph or less	Yes – speed limit = 30 mph
There are sidewalks in the area	Yes – there are sidewalks along VT Route 17/116 from Airport Drive to the street east of Basin Street
Residences, commercial and civic buildings such as town halls, post offices, churches, etc. are so located that walking and bicycling are convenient modes of travel within the area.	Yes – all of the listed uses are located within walking / bicycling distance in the downtown area
The density of houses gives the area the appearance of a connected settlement	Yes – the buildings along the downtown block are physically connected or separated by narrow alleys
The area is designated as a village in the Town or Regional plan	Yes – Main Street is designated as a Village in downtown Bristol

With positive responses to all three of the above questions, we conclude that the traffic calming study and approval process should be completed for a traffic calming project along VT Route 17 / 116 in downtown Bristol from Airport Drive to Lincoln Road.



LAMOUREUX & DICKINSON
Consulting Engineers, Inc.