



# Bristol West Street Scoping Study

## Preferred Alternative Presentation

April 27, 2026



# Study Area Overview



Maplefields

Maple St

Village  
Creeme Stand

Parish Hall

West St

School St

Park St

Village Green

North St

Existing Sidewalk

TVT Bus Stops

Bristol  
Downtown  
Core

Howden  
Hall

Community  
Bank

Post Office

Champlain  
Farms

Main St

Holley Hall

South St

# Project Purpose

Identify alternatives for a continuous, ADA-compliant sidewalk between Holley Hall and Village Creeme Stand that enhances pedestrian **safety**, **accessibility**, and **connectivity** within the downtown area.

# Project Needs

The project was driven by deficiencies identified in the existing pedestrian infrastructure, including:

- Gaps in existing sidewalk
- Inaccessible and substandard segments of existing sidewalk
- Misaligned segments of existing sidewalk leading angled jogs across driveways
- Inadequate separation between roadway and sidewalk
- Crosswalks with limited visibility and lacking a pedestrian landing on each side

# Opportunities for Improvement

Inaccessible



Inadequate separation from road



# Opportunities for Improvement

Deteriorated Concrete



Jogs/Misaligned Sidewalks



# Opportunities for Improvement

Gaps



Crosswalk without landing



# Public Participation & Engagement

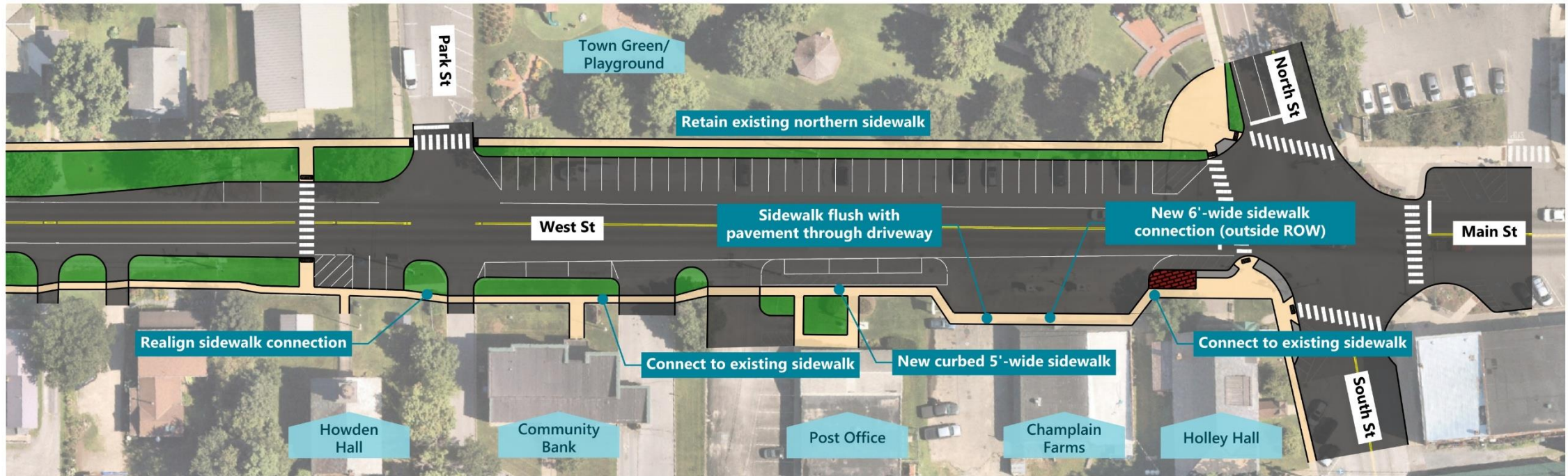
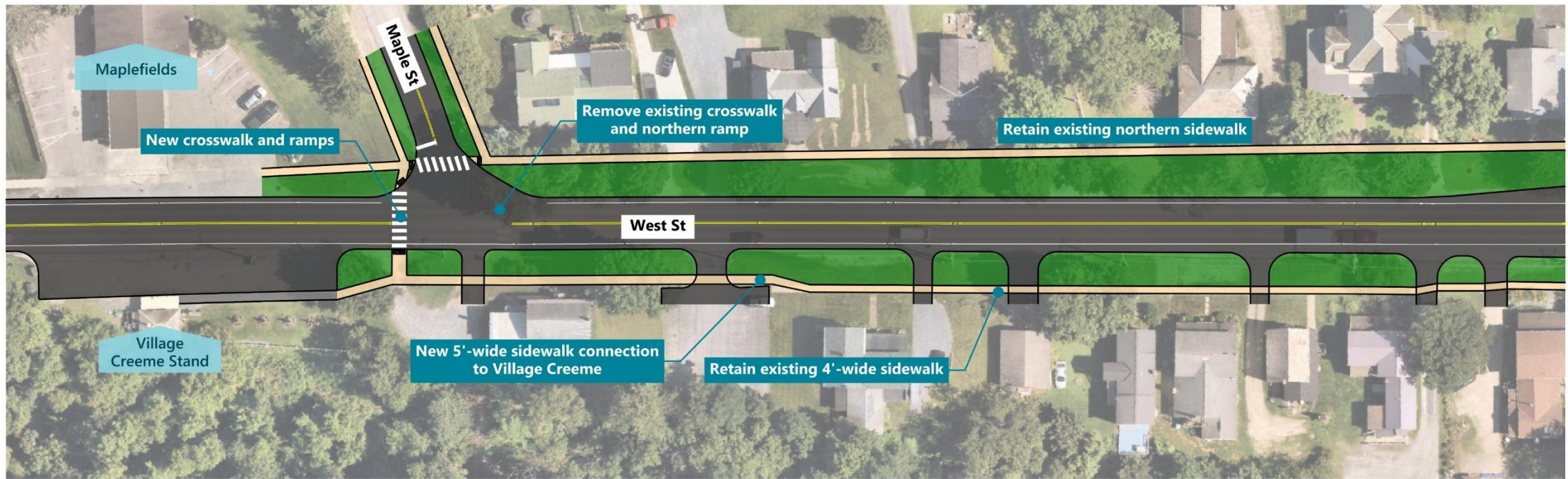
## Local Concerns Meeting, 10/22/2025

- Lack of defined sidewalk and poor access management at Champlain Farms, pedestrian safety is a concern
- Visibility issues at Maple St crosswalk and no pedestrian landing on south side of West St

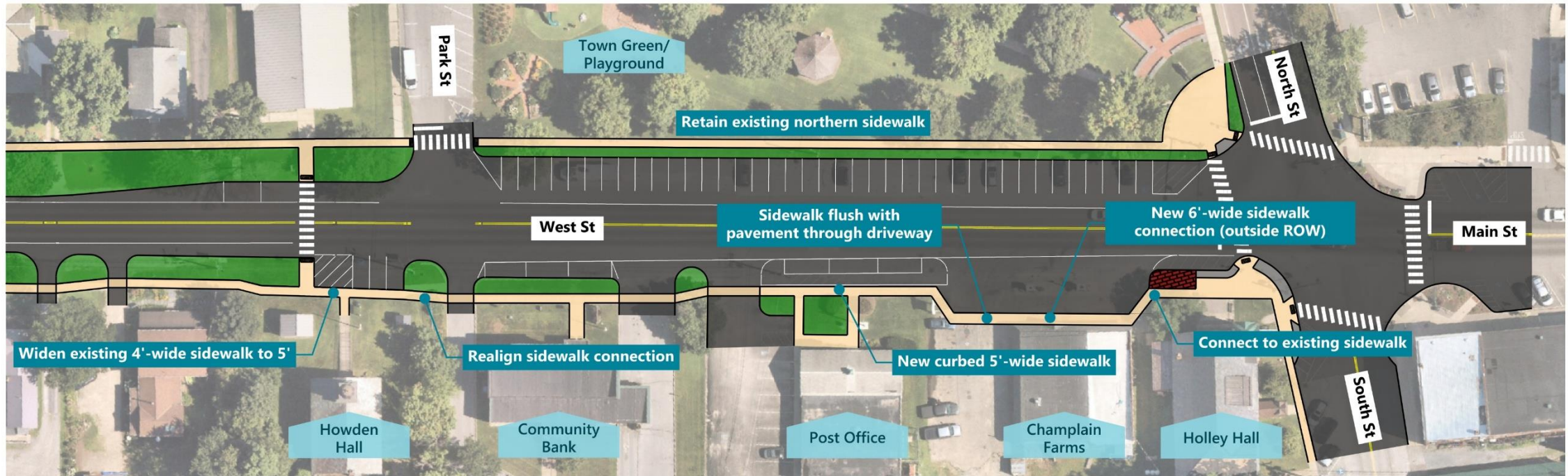
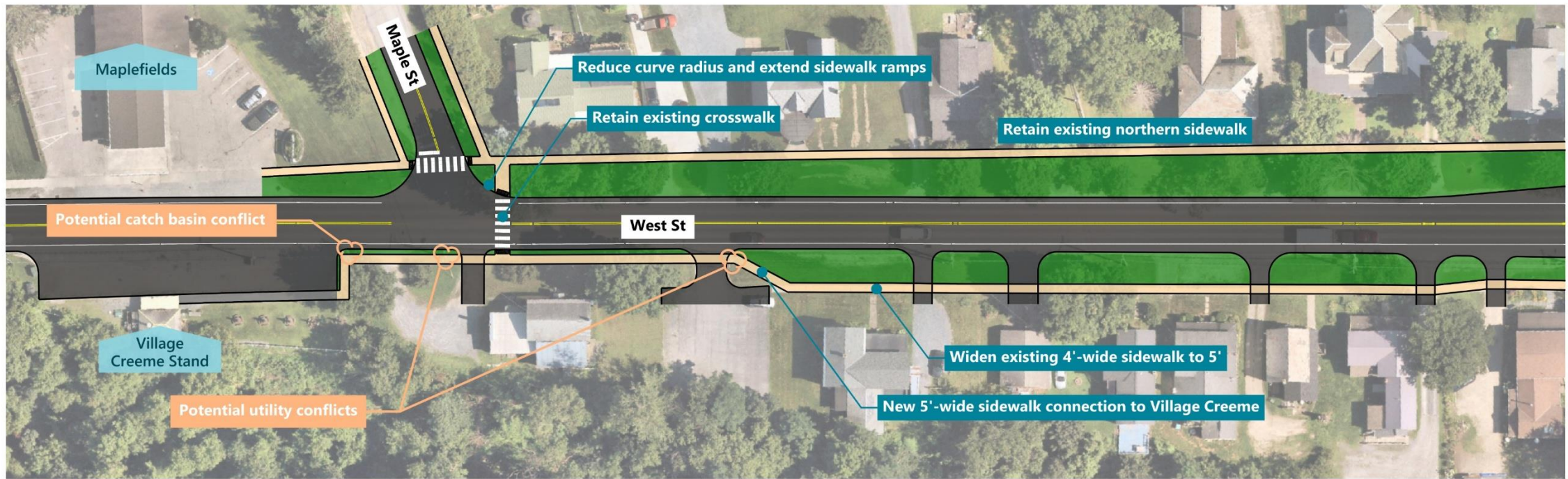
## Draft Alternatives Presentation, 12/8/2025

- Desire to keep new sidewalk in Town ROW, but concern over potential inconvenience for drivers accessing gas pumps at Champlain Farms
- Traffic backs up at Main St intersection, blocking access to street parking and Champlain Farms

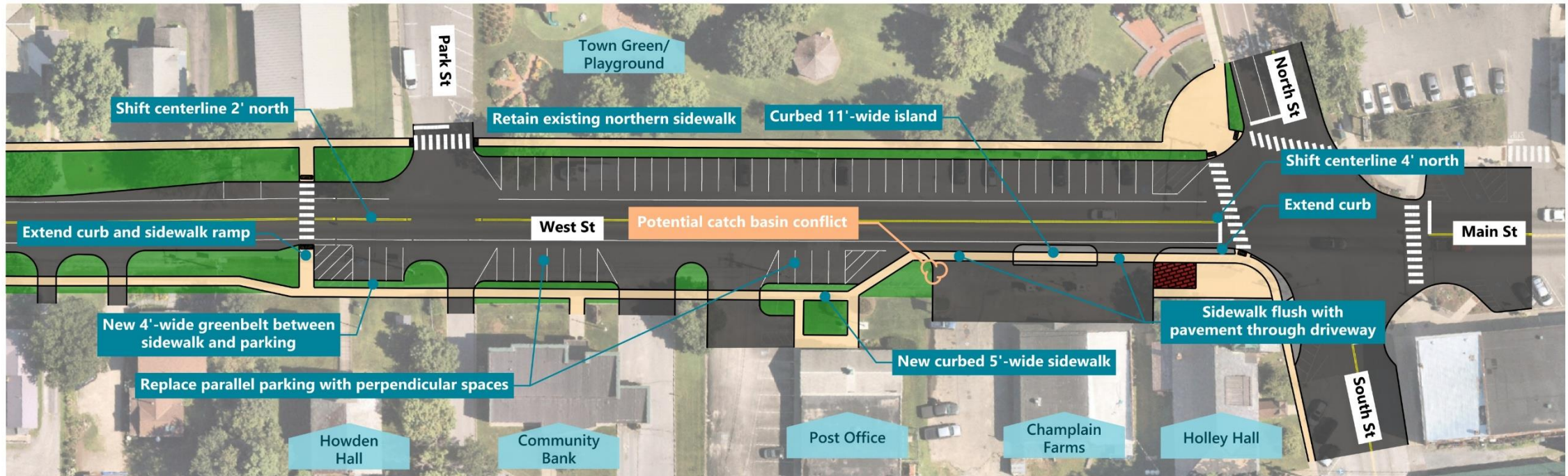
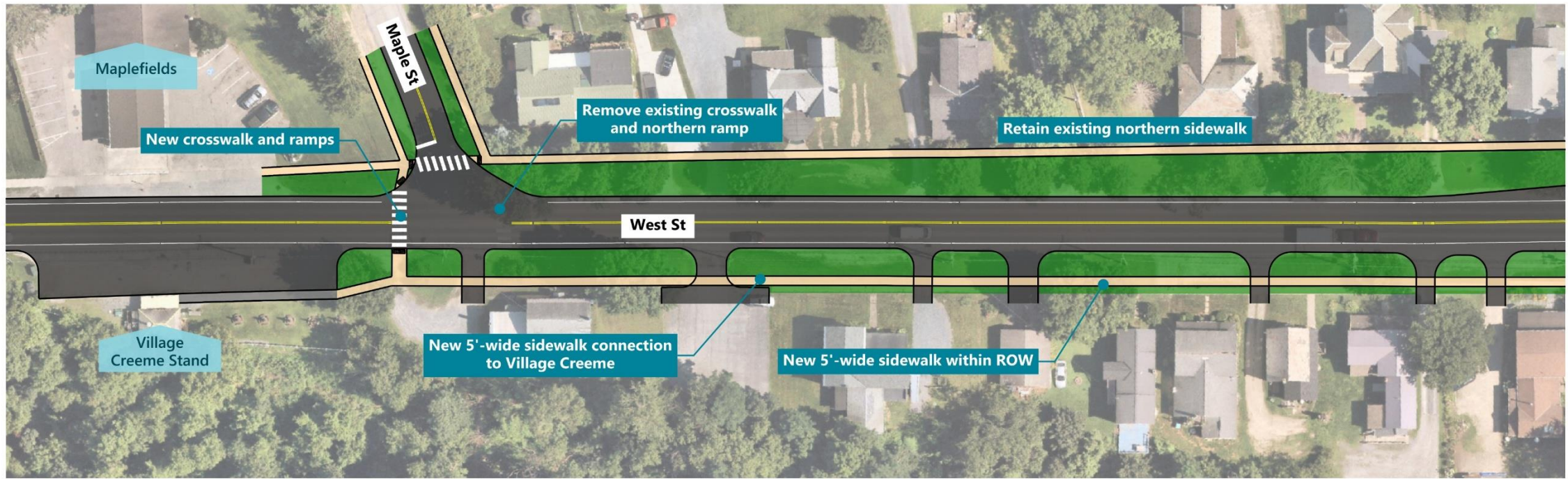
# Alternative A - Close Gaps



# Alternative B - Full Replacement



# Alternative C - Replace & Reroute



# Evaluation Matrix

	No Build	Alternative A New Connections	Alternative B New Connections + Widening	Alternative C New Connections + Realignment
Conceptual Cost	\$0	\$260,000	\$420,000	\$480,000
Pedestrian Safety	No Change	+	+	+
Pedestrian Comfort	No Change	+	++	+++
Utility Impacts	None	0	3	1
ROW Impacts	None	3	3	2
Satisfies Project Purpose/Needs	None	+	+	+
Historic/Archeological Resource Impacts	None	<i>No Significant Impacts Expected</i>		
Natural Resource Impacts	None	<i>No Significant Impacts Expected</i>		
New Impervious Surface	None	-	--	--
Permitting Needs	None	<i>Similar Permitting Needs for All Alternatives</i>		

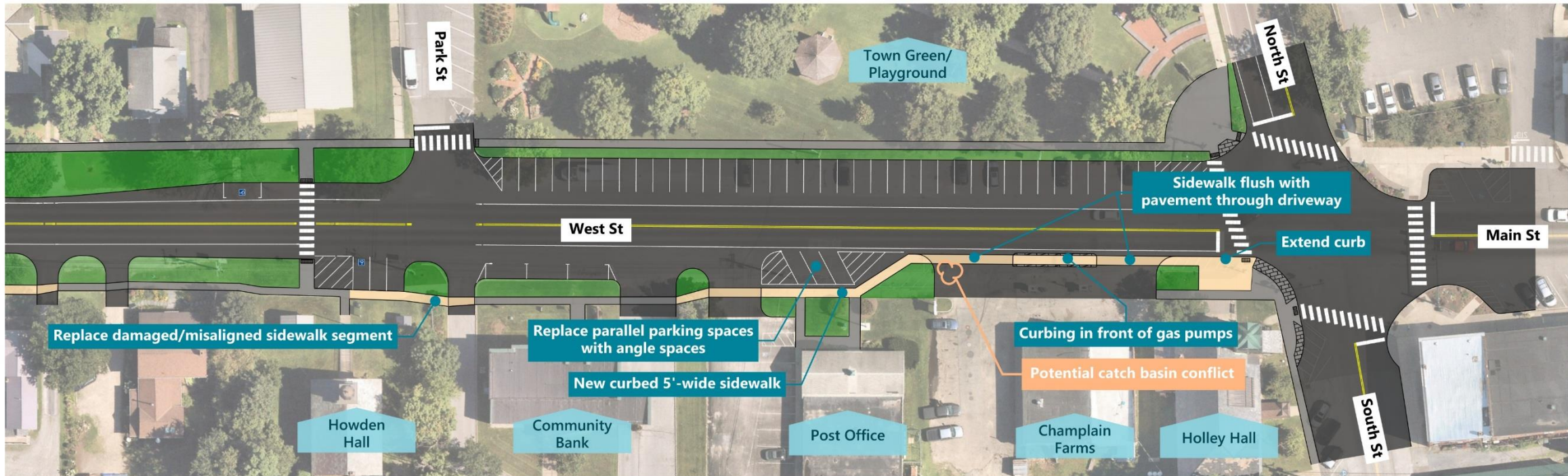
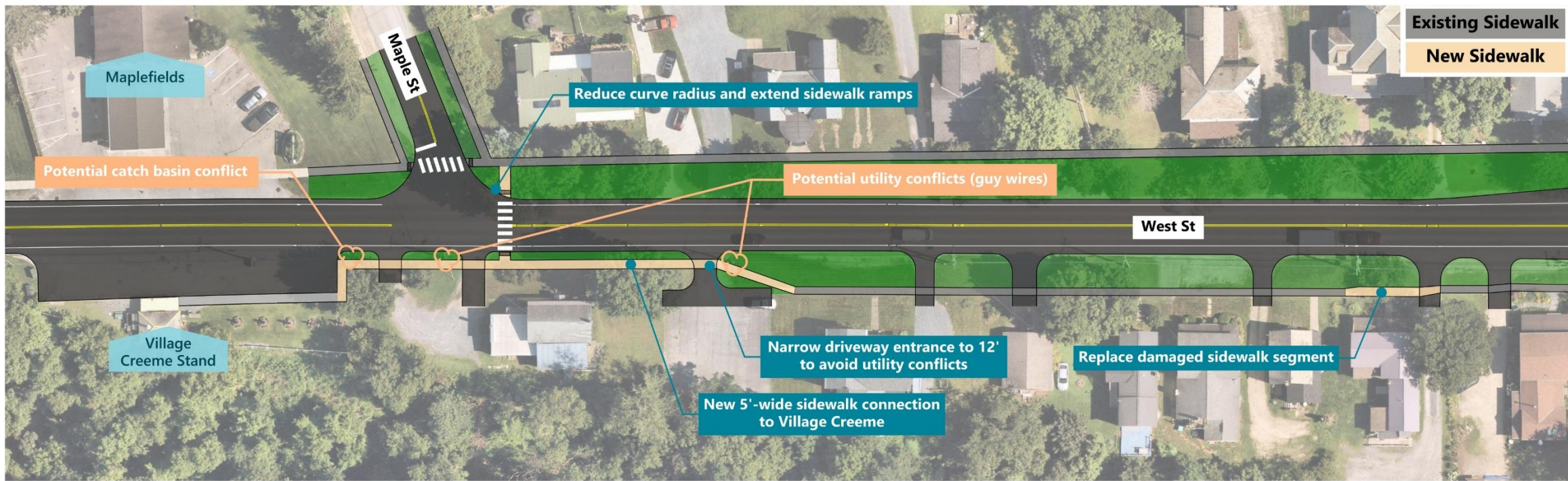
# Refinements to the Recommended Preferred Alternative

- Retain existing parking configuration in front of Community Bank to accommodate bus stop
- Adjust placement of new segment on western end of corridor to avoid tree and utility impacts while maximizing separation from buildings
- Replace existing sidewalk where needed due to damage/wear, otherwise retain as-is
- Option to retain northern street parking as-is for now, and convert to angle parking later – this will allow for shift in centerline to further separate traffic from new sidewalk
- Total estimated cost: \$360,000

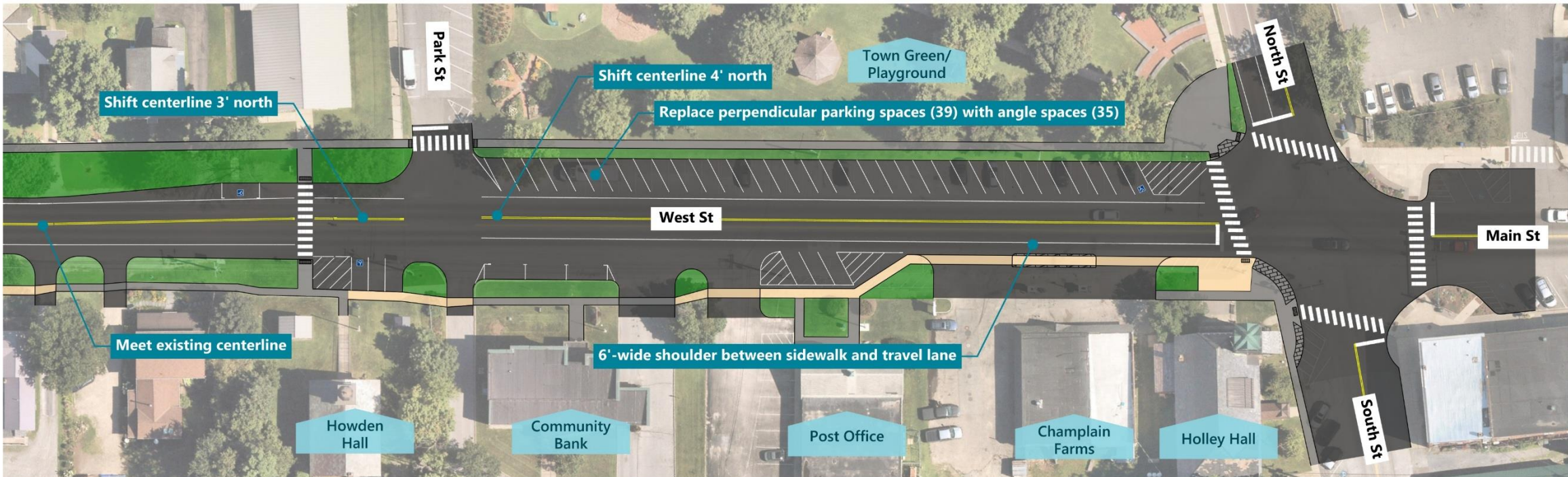
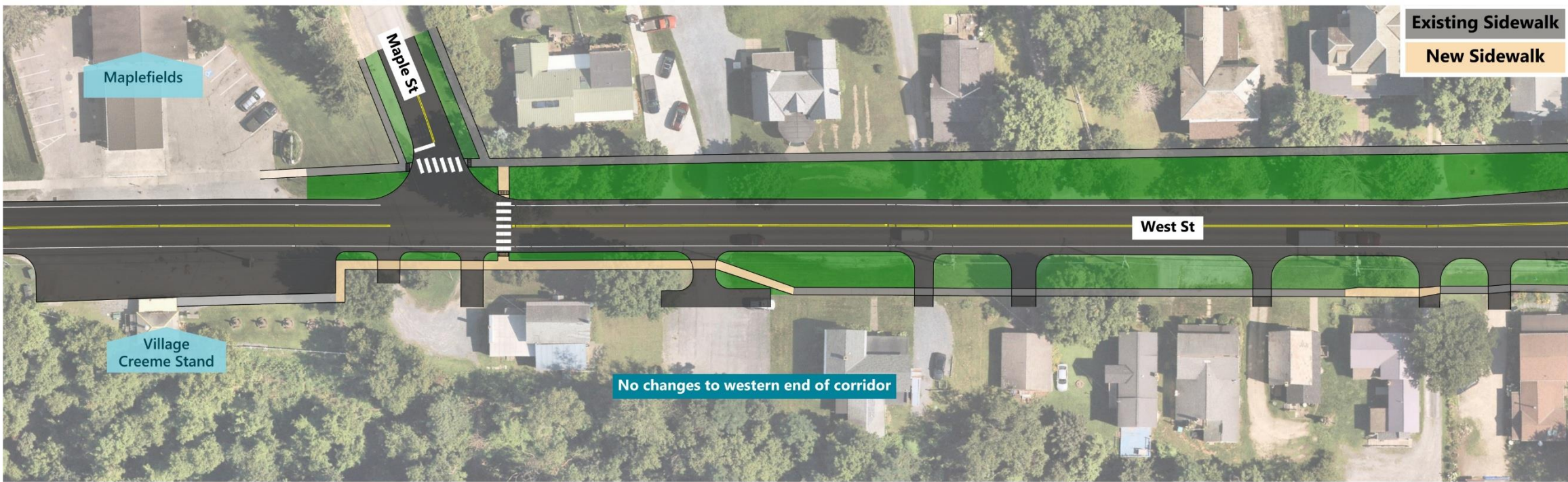
# Additional Refinements to the Recommended Preferred Alternative

- Retain existing Maple Street crosswalk in current location
- Adjust Maple Street intersection geometry to improve crosswalk visibility
- Retain both driveways to 39 West Street

# Recommended Preferred Alternative Phase 1

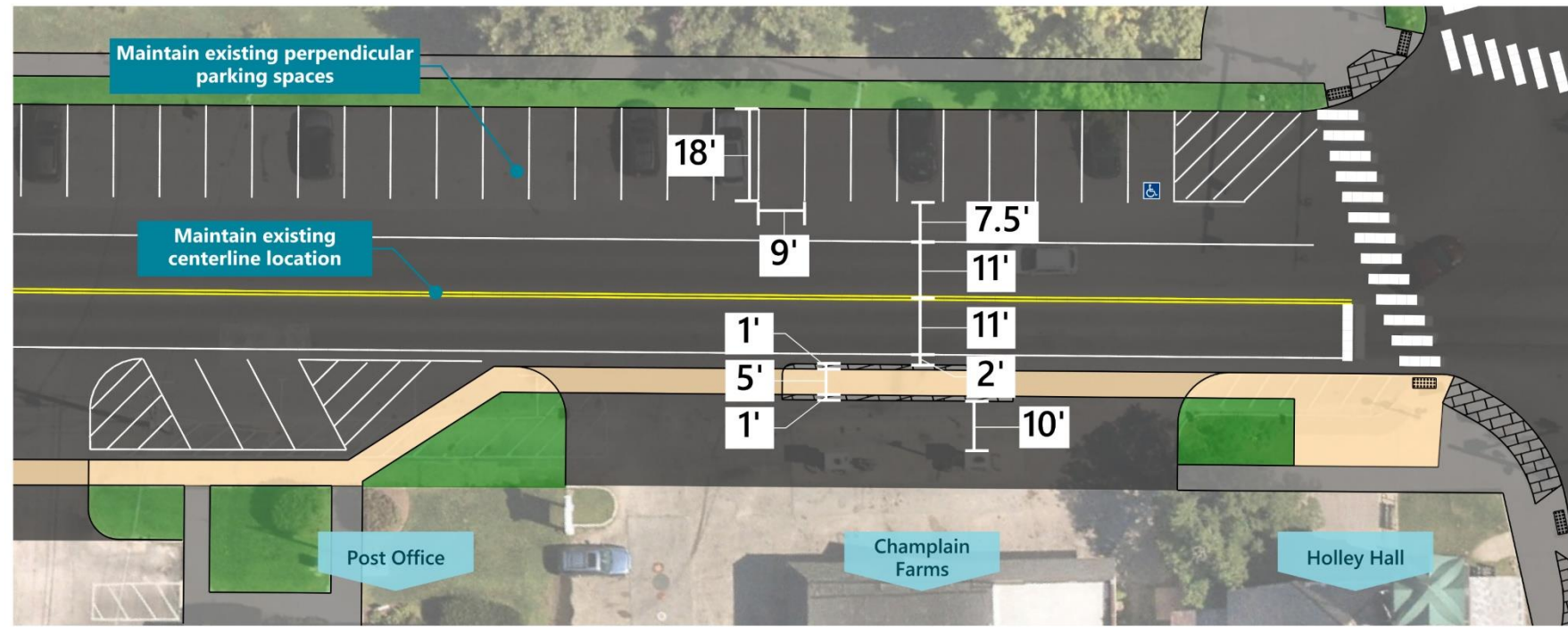


# Recommended Preferred Alternative Phase 2

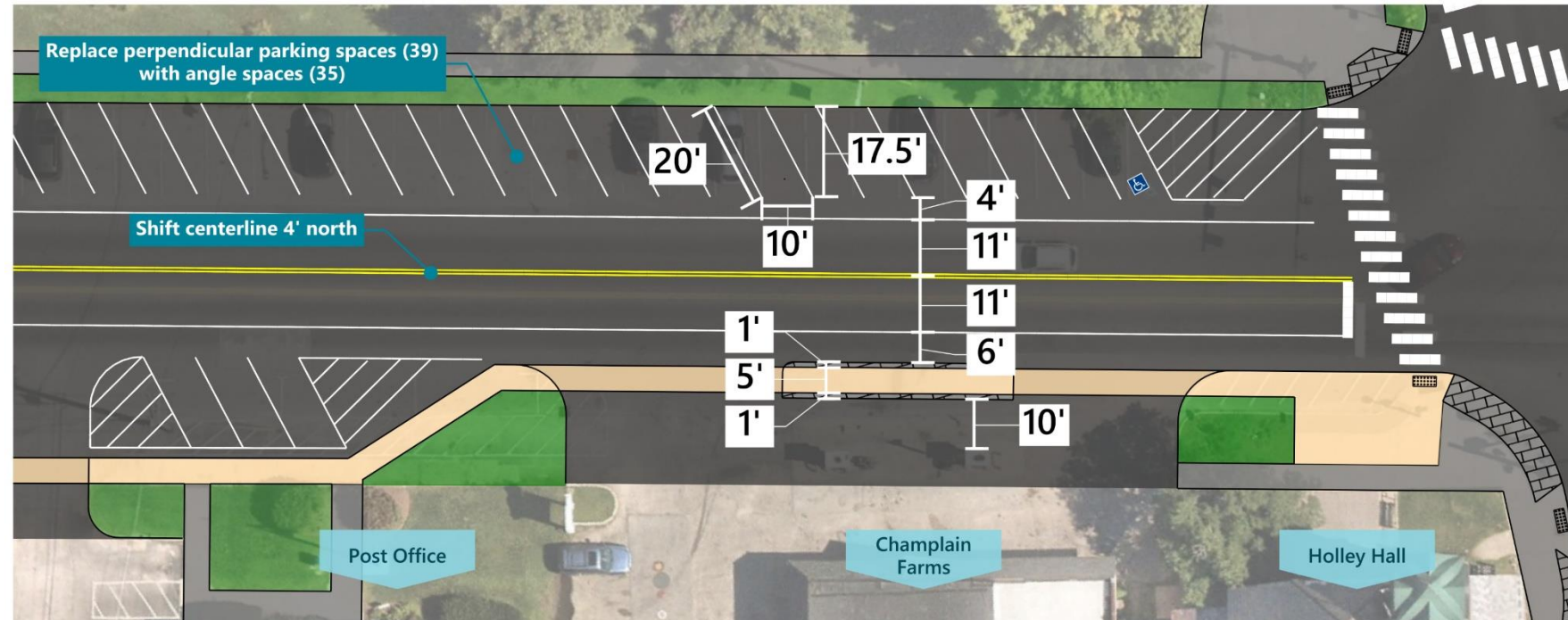


# Recommended Preferred Alternative - Proposed Phasing

## Phase 1



## Phase 2





# Open Discussion

# Next Steps



- **Final Scoping Report** | March
- **Apply for Funding** | July
- **Engineering and Construction** | 2027 - 2028



# Thank you!

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# 5-Year Crash History



Background imagery collected in 2024 (VTrans)

Right of Way Lines (VTrans)	Roads (VTrans)	2023 AADT (VTrans)	5 Year Crash History (VTrans)
Town ROW (MRT)	Town Highway Class 1	1587	VRU Crashes 8/1/2020-8/1/2025
	Town Highway Class 2	1588 - 2513	All Crashes 8/1/2020-8/1/2025
	Town Highway Class 3	2514 - 4862	<b>Boundaries</b>
			Parcel Boundary (VCGI)

