

TOWN OF GREENSBORO

Breezy Ave. Bike-Ped. Scoping Study – Project Description

The Community of Greensboro has repeatedly identified improving bike/ped infrastructure as a major priority for the Town in our Town Plans as well as in our 2019 Community Visit Process, led by the Vermont Council on Rural Development.

Breezy Avenue extends along the southern edge of Caspian Lake, which is a focal point of Greensboro's natural environment and is a major draw for bicyclists, runners, walkers, and other recreators. Breezy Avenue is also one of Greensboro's highest vehicular traffic areas, and improving and expanding bicycle and pedestrian infrastructure along this road is vital for encouraging safe bike and pedestrian transit for people of all abilities.

Breezy Avenue is one of three spokes emanating from the Village's main intersection with East Craftsbury Road and East Street, where Willey's Store, the Town Park, Miller's Thumb Gift Shop and Caspian Lake's Public Beach are located.

New Breezy Avenue bike-ped infrastructure would connect to existing sidewalk networks along East Craftsbury Road with key destinations including the town library, Willey Beach Park, United Church of Christ, Greensboro Grange, the town hall, community garden, and Lakeview Elementary School as well as to the newly constructed sidewalk along East Street/Cemetery Ridge (completed with support from 2021 VTrans Small Scale Bike-Ped funding). This sidewalk links downtown residences and the post office with the village center.

Breezy Avenue extends southwest to the Tolman Corners intersection where the Town Ballfield, Fire Department and the Highland Center for the Arts are located. Key destinations along the way to Tolman Corners include Circus Smirkus Camp, Mountain View Country Club and Greensboro Garage, along with dozens of private residences.

The Breezy Avenue Project includes approximately four different areas of facility scoping:

(1) Village Center Intersection. Repair sidewalks in poor condition and redesign to make ADA compliant on both sides of the road. Consider bulb outs and relocated crosswalks, referring to a 2021 Pop Up Demonstration that was conducted with support from Local Motion, which tested possible design modifications and collected community input.

Greensboro Brook, an outflow of Caspian Lake, flows under this intersection at the very center of town. Storm drain infrastructure in this area is in poor condition and will need to be addressed before new bike-ped infrastructure can be installed.

(2) Breezy Avenue: Existing Sidewalk Replacement. Beginning near the Village Center and heading uphill 1450' on the west side of Breezy Avenue is a stretch of 3.5 ft wide concrete slab sidewalk with a grass median buffer, in extremely poor condition. The sidewalk is broken, uneven, and sits below the level of the road and storm drain inlets. Work is needed to raise the sidewalk and make it ADA compliant. Storm drain infrastructure in this area is in poor condition and will need to be addressed before new sidewalk infrastructure can be installed.

(3) Breezy Avenue: End of Existing Sidewalk to Tolman Corners. Formal bike-ped facilities cease once the existing Breezy Avenue sidewalk (described above) ends. At this point, a mowed path in the field adjacent to the road is maintained by residents to allow pedestrians to safely walk off the busy road. A new sidewalk or shared use path is needed from the current sidewalk's end up to the Tolman Corner intersection, ±2,800 ft. Challenges here include:

- a. The field drops significantly below the level of the road between the sidewalk's end and the Country Club Rd. intersection.
- b. The beginning of Country Club Rd. is very wide, making it difficult for walkers and bikers to safely traverse this area.
- c. The stretch from Country Club Rd. up to Tolman Corners has no shoulder, bike lane, or even a white striped area for individuals to safely traverse. Banks in this section are steep and uneven making it dangerous for all modes of transit, and a fatal car accident occurred here in 2012 at the curve in the road. Given the topography and curvature of the road in this area, the scoping study needs to determine whether a sidewalk extension or a shared use path outside of the road ROW would be most optimal.
- d. While landowners along this stretch have been approached about the possibility of a shared use path for bikes and pedestrians, ROW issues may exist and further conversations are needed.

(4) Toman Corners Intersection. Tolman Corners, the four-way intersection of Breezy Avenue/Center Rd./Hardwick Street/Lake Shore Rd., is home to the town's ballfield and a parking area which is a hub for bike-ped traffic. The intersection is wide and vehicles coming from Center Rd., having just reduced speed from 50 to 35 mph., are often moving through at high-speed making it difficult for bike-ped traffic to safely navigate. The Highland Center for the Arts is close by and a large volume of vehicular traffic passes through this intersection on a regular basis heading to and from events there. The scoping study should identify improvements to this intersection that will allow individuals to safely and efficiently navigate across this important four-way intersection. The installation of a traffic roundabout could be considered.