



## TOWN OF SOUTH HERO

# Featherbed Lane / Apple Island Resort Safety Concerns Scoping Study

**Public Information Meeting  
January 12, 2026**

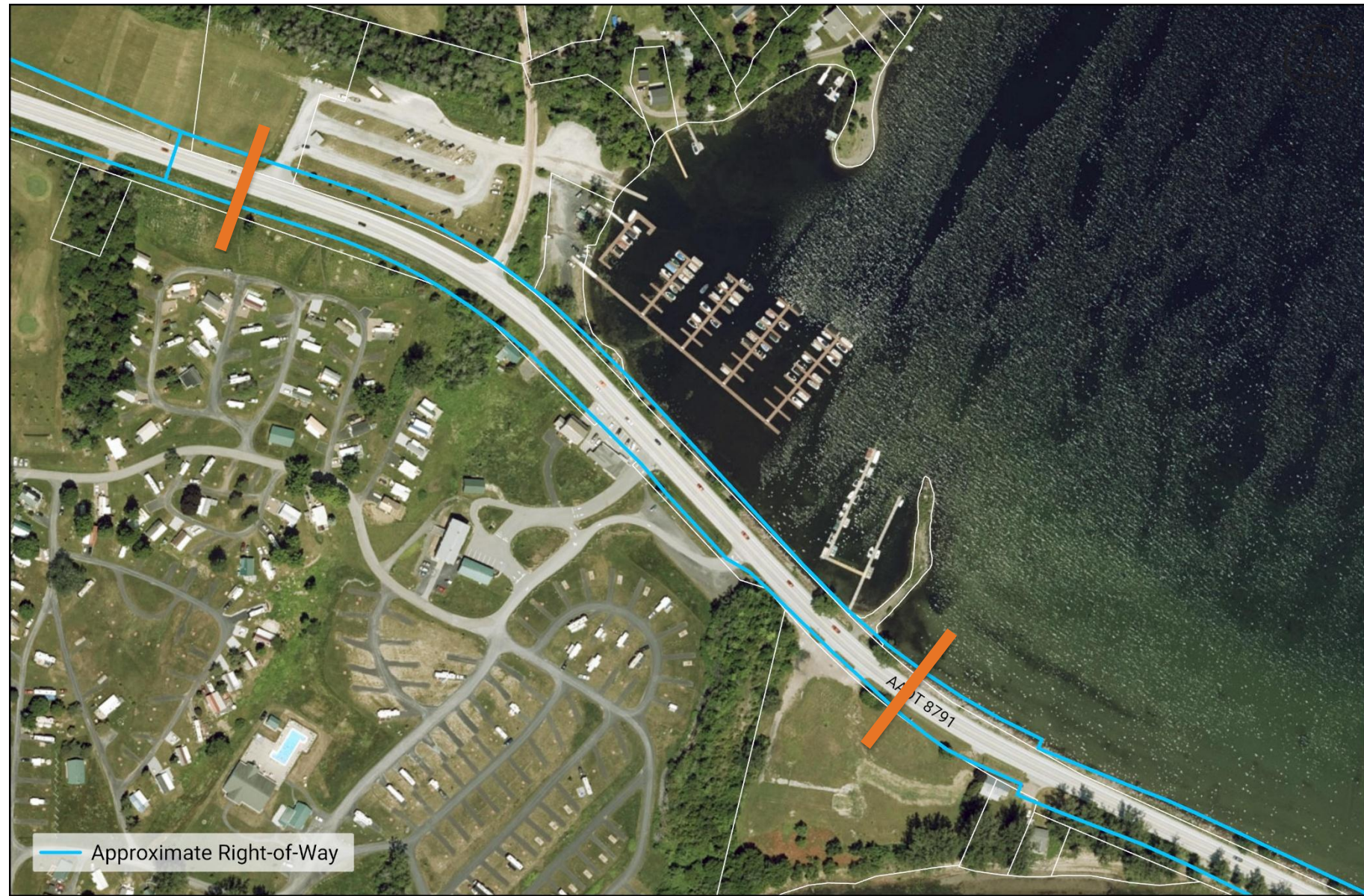
## Agenda

- Project Overview
- Proposed Alternatives and Evaluation Matrix
- Preferred Alternative
- Next Steps



# Project Area

- US Route 2 in South Hero just northwest of the causeway
- From The Sand Bar restaurant to the Vermont Fish & Wildlife parking lot



0 125 250 500 Feet

Prepared for: Northwest Regional Planning Commission  
Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns





# Purpose and Need Statement

**Purpose** – The purpose of this project is to improve the safety of US Route 2 in South Hero near the Featherbed Lane/Apple Island Resort intersection and surrounding area for all users (walkers, bikers, and vehicles).

**Need** – Recognizing the importance of enhancing safety at this location, the following needs have been identified:



- **Provide safe facilities for bicyclists and pedestrians.** With the proximity of the Apple Island Resort, Apple Island Marina, a restaurant, and public marina in the study area, there is a large demand for bikers and pedestrians to travel along and cross the road at convenient locations to reach key destinations, particularly during the summer months. Currently, there are no crossings, designated pedestrian areas along the road, or bicycle lanes in an area where vehicles often exceed the 40MPH speed limit.



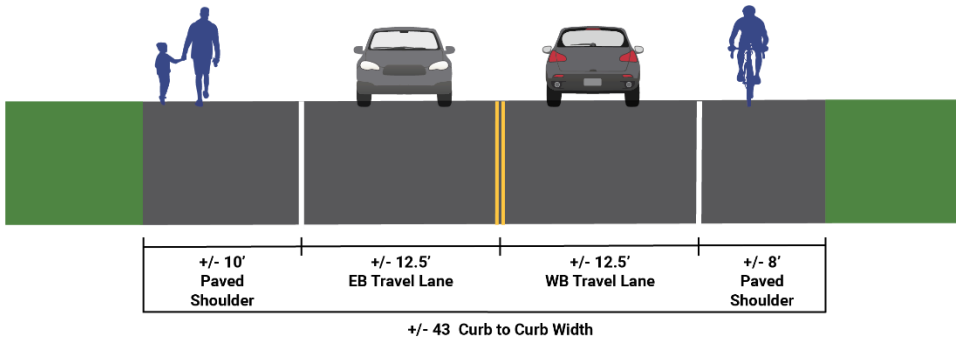
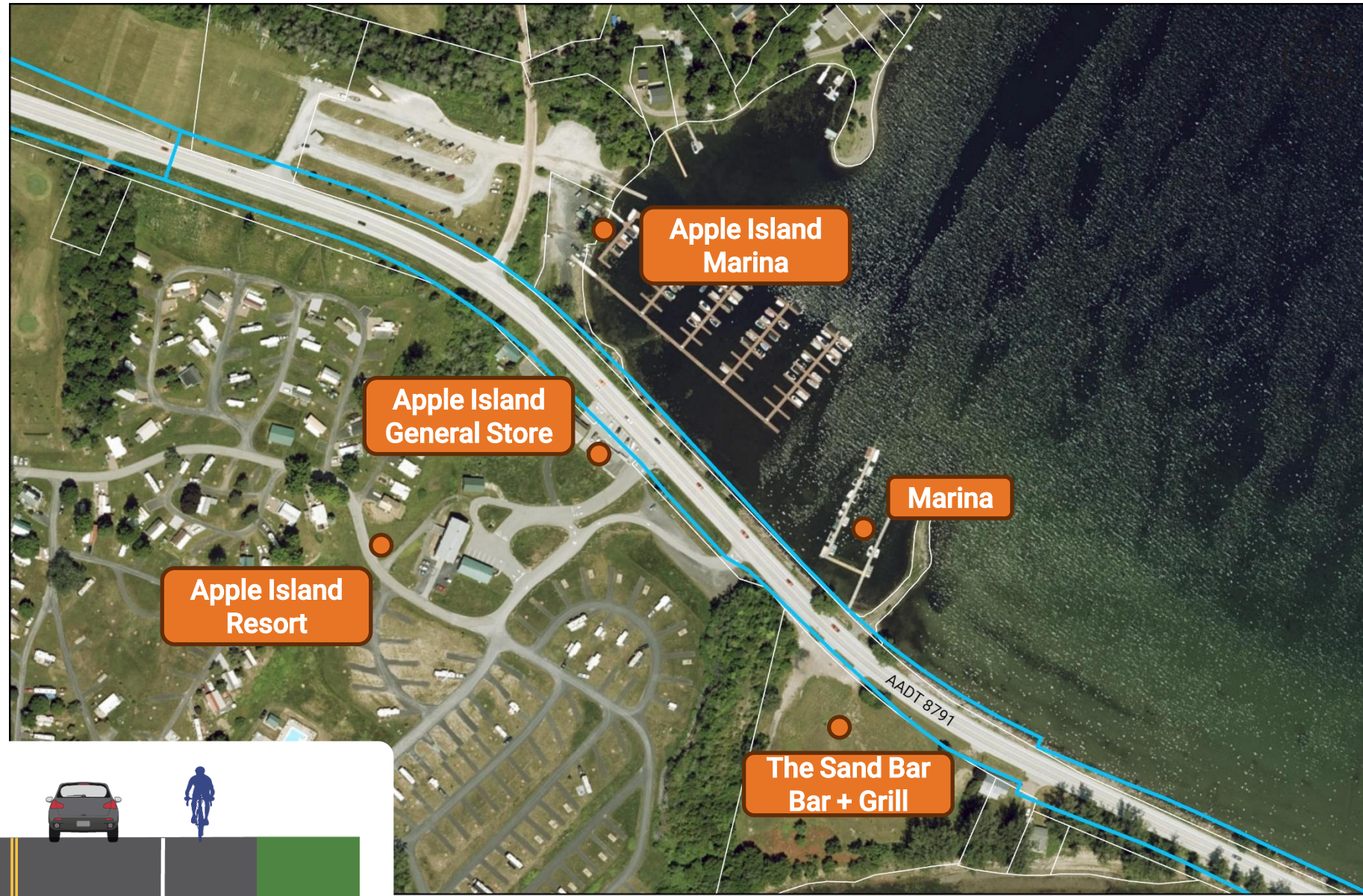
- **Improve vehicular safety while still maintaining the functionality of the corridor.** US Route 2 is an important corridor and the gateway to South Hero and a key route to New York State. This area also has a history of crashes attributed to high speeds and a wide range of uses, including bikers and pedestrians, as well as trucks and RVs.



- **Enhance the area as an important recreational destination.** The Apple Island Resort is a major summer destination and an important recreational destination for the community. Making it safe and comfortable for people to get to nearby amenities is essential for supporting this community resource and the local economy.

# Existing Conditions

## Key Destinations



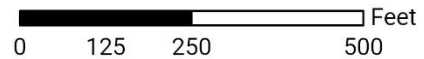
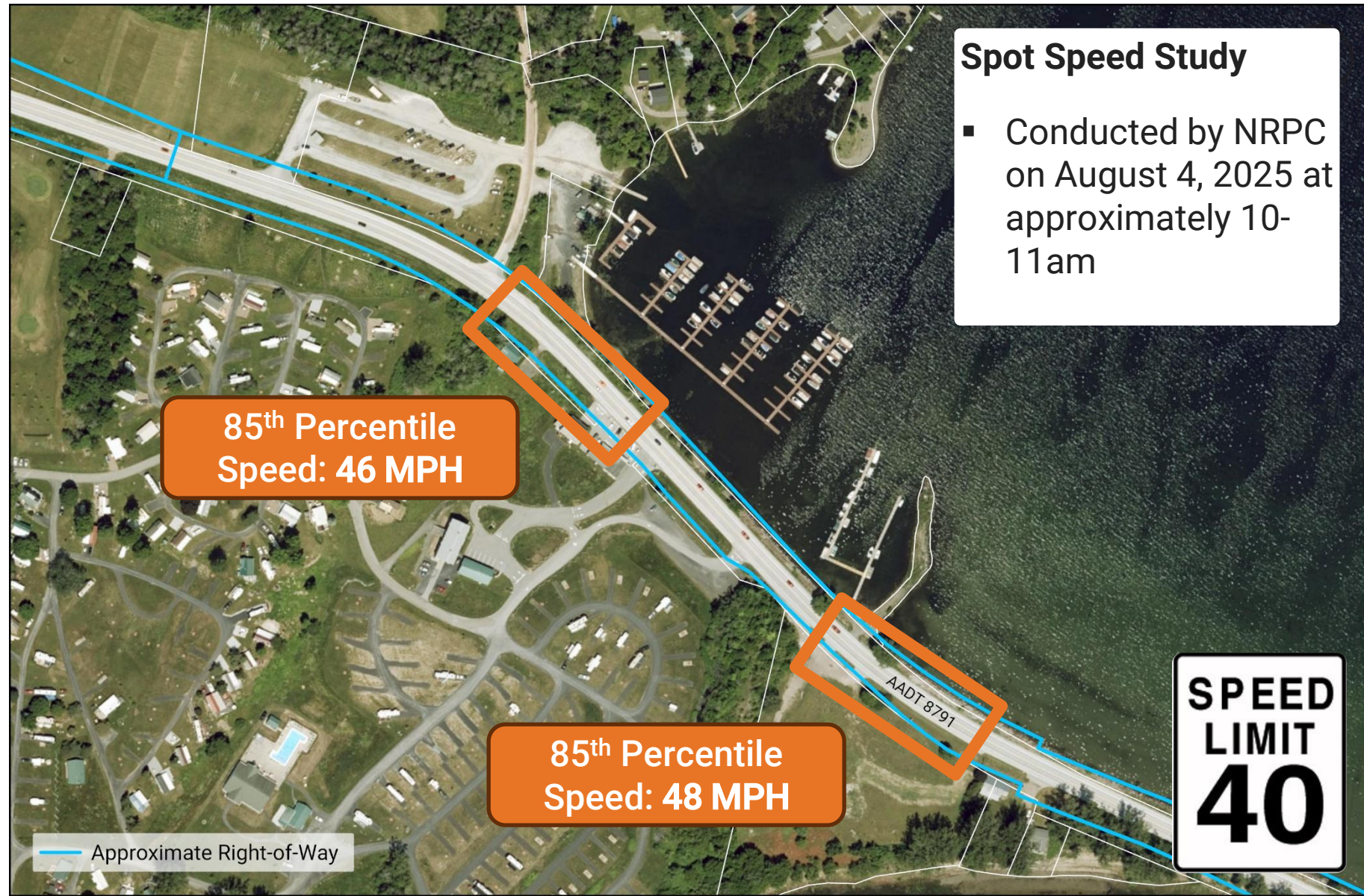
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# Existing Conditions

## Speeds



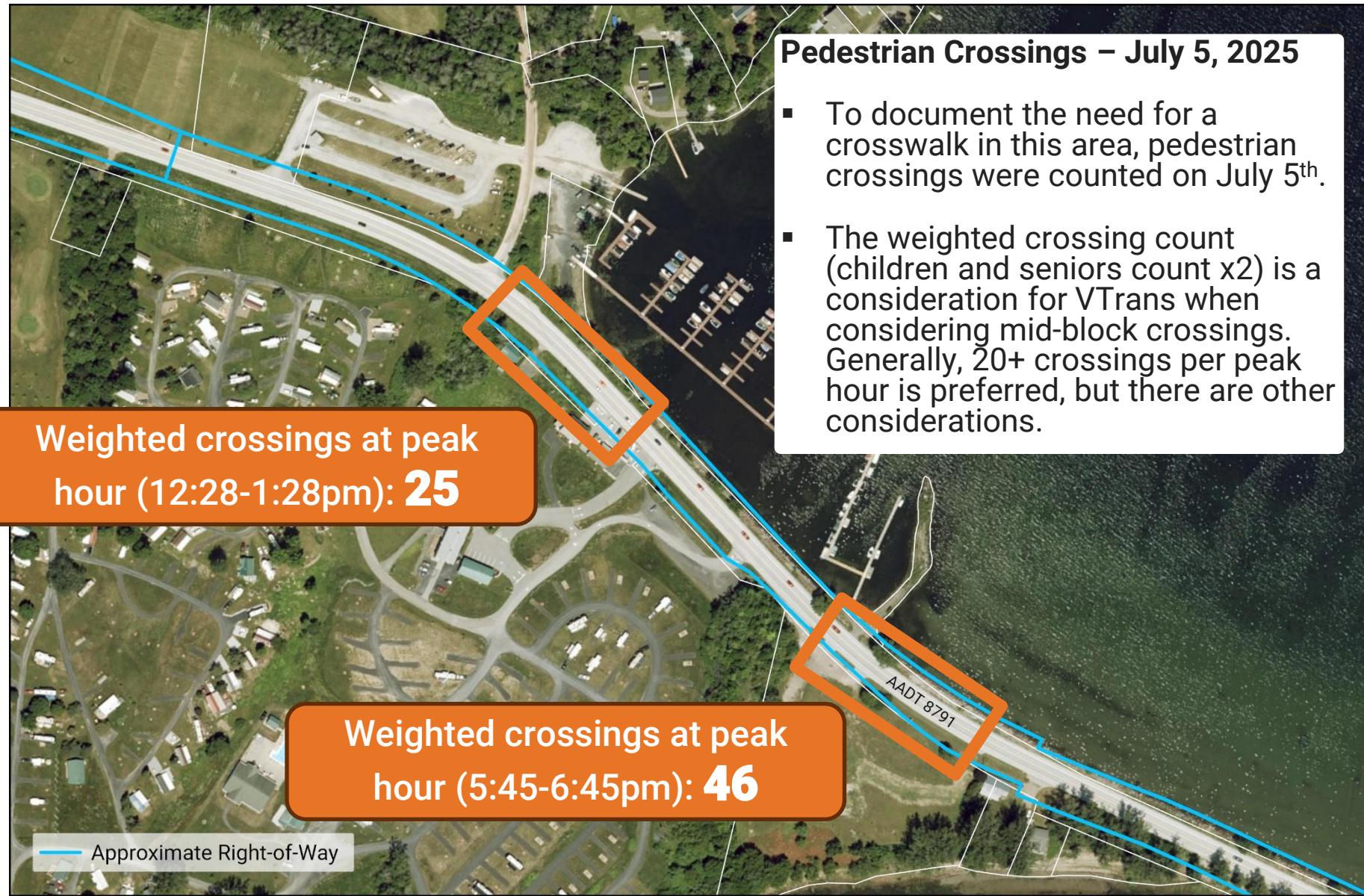
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# Existing Conditions

## Pedestrian Crossings

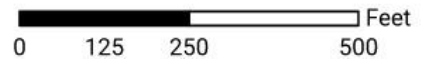
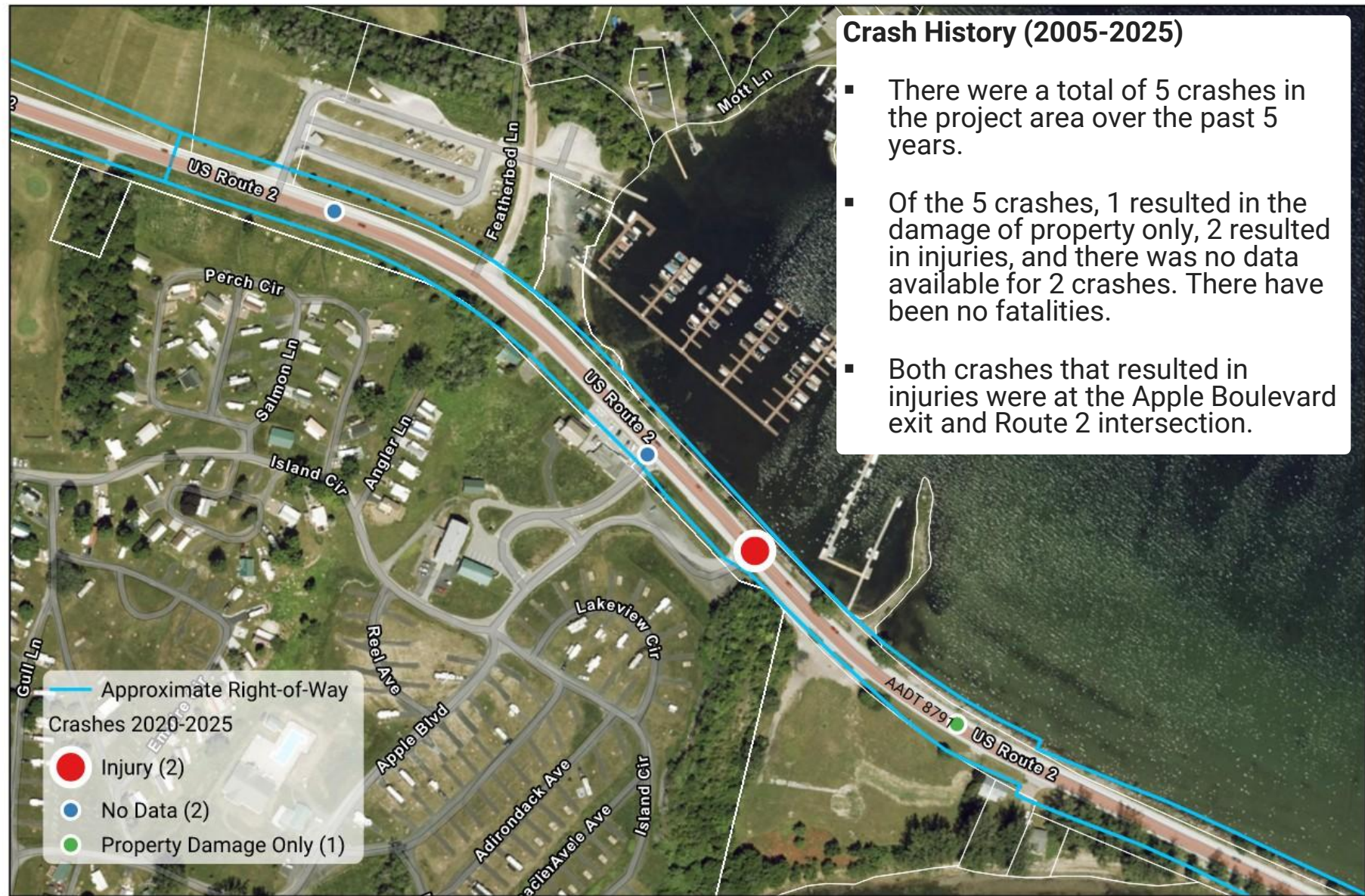


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# Existing Conditions

## Crashes



Prepared for: Northwest Regional Planning Commission  
Town of South Hero

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Source: Esri, USDA FSA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community



# What We Heard – Local Concerns Meeting (August 11<sup>th</sup>, 2025)

What are your concerns?

Where would you prefer to cross the road?

Do you ever feel unsafe in this area?

How do you access the Marina?

What facilities or amenities would you like to see?

# Local Concerns Meeting Feedback

## 1. Corridor Speeds

- Broad support for **slower speeds**
- Concerns about **limited enforcement** and the need for **stronger design cues** (lane width, gateway/transition signs, and speed-feedback displays)
- **Crash history and near-misses** were shared

## 2. Pedestrian Safety (Crossings and Sidewalk)

- **Two marked crossings** drew strong support—near the Sandbar Restaurant and at Featherbed Lane
- Interest in **flashing beacons** (e.g., RRFBs), **high-visibility** markings, and **lighting**.
- Placement should prioritize **adequate sight distance**; Featherbed Lane was suggested.
- A **sidewalk** would create a safer, continuous walking connection

## 3. Parking and Bicycle Safety

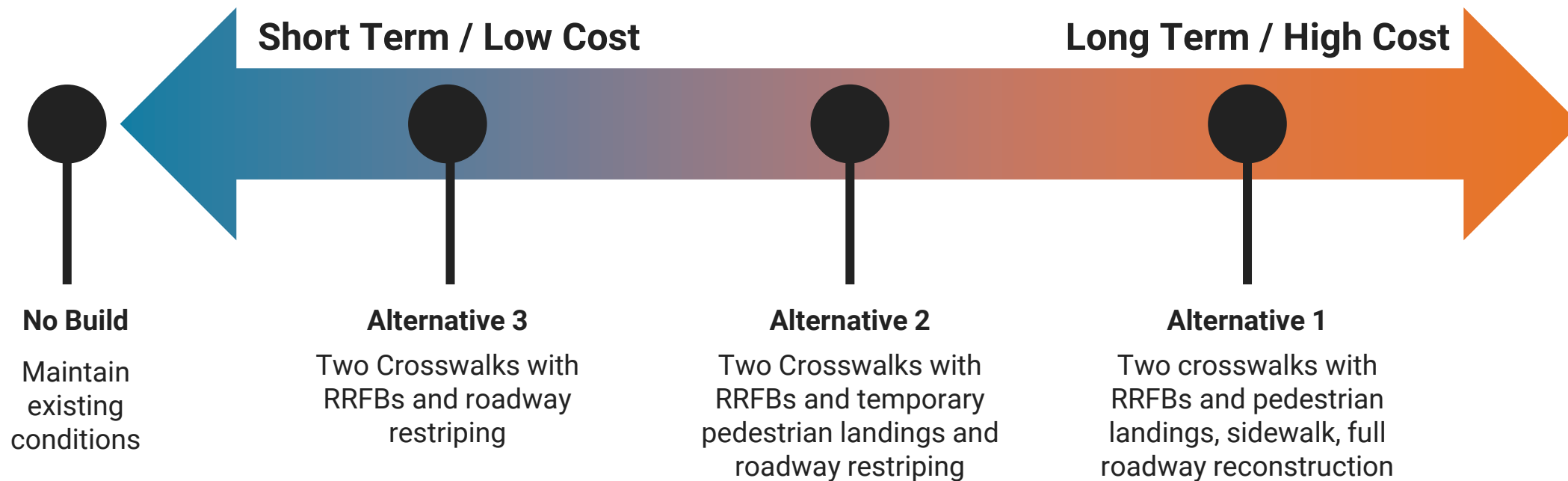
- **Boat-launch overflow parking** (trucks with trailers) encroaches on Route 2 shoulders, forcing cyclists into traffic—a peak-season safety concern.
- **Passing in the breakdown lane** is also a concern for bikers.

## 4. Turning Movements & Sight Distance

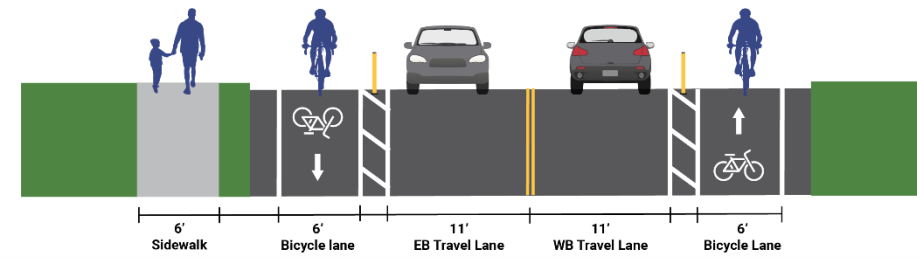
- Visibility constraints at **Apple Island driveways**
- The **mix of users** in this area leads to conflicts (biker, walkers, boats, trailers, etc)



# Proposed Alternatives



# Alternative 1



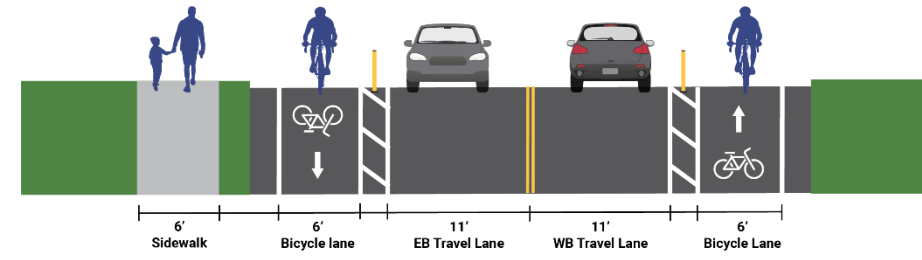
## Alternative 1 Components –

- **Two Crosswalks** with RRFBs and pedestrian refuge islands
- Roadway narrowed
  - **11ft travel lanes**
  - **6ft bicycle lanes** in each direction
- **Sidewalk** on western side of the road
- **Seasonal flex posts** between travel lanes and bicycle lanes
- **Speed feedback signage** on either end of project area
- Reduce **speed limit to 35MPH**
- Coordinate with **Apple Island Resort** to improve driveway visibility





# Alternative 1

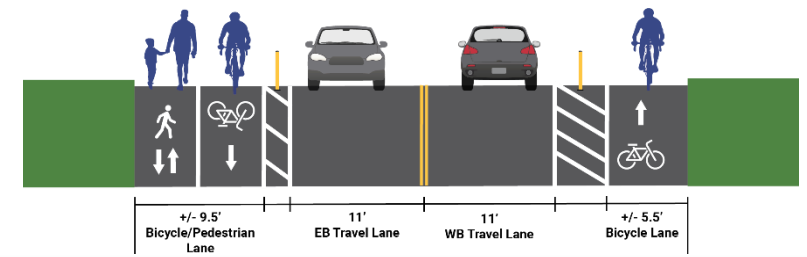
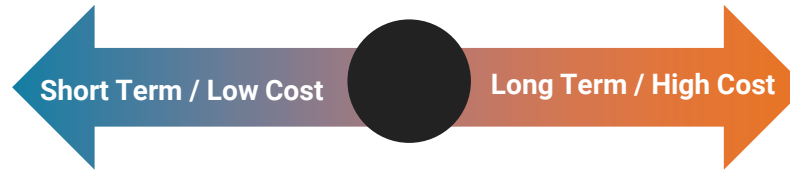


**PHYSICALLY SEPARATED BIKE LANE IN ONTARIO**



**CROSSWALK WITH PEDESTRIAN REFUGE ISLAND AND RRFB IN PORTLAND, ME**

# Alternative 2



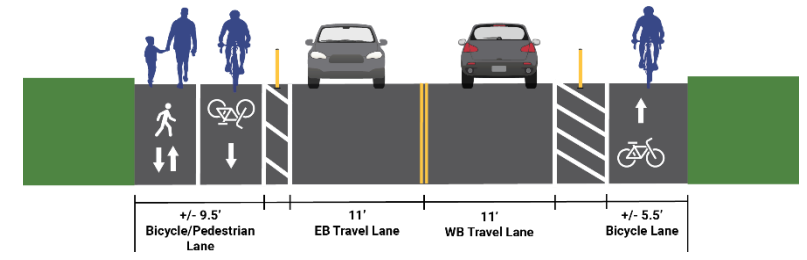
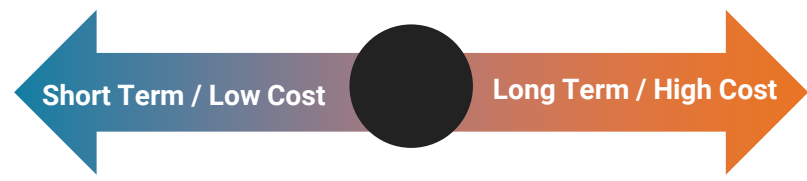
## Alternative 2 Components –

- **Two Crosswalks with RRFBs and seasonal pedestrian refuge islands**
- **Roadway restriped**
  - **11ft travel lanes**
  - **5ft bicycle lane on east side**
  - **9.5ft bicycle/pedestrian lane on west side**
- **No Sidewalk**
- **Seasonal flex posts between travel lanes and bicycle lanes**
- **Speed feedback signage** on either end of project area
- **Reduce speed limit to 35MPH**
- **Coordinate with Apple Island Resort to improve driveway visibility**





# Alternative 2

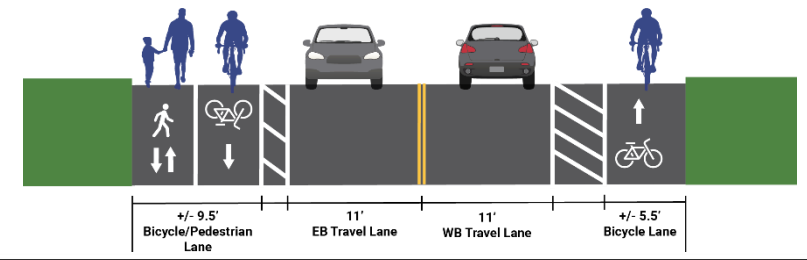


**REDIPAVE MODULAR MEDIAN  
EXAMPLE PROJECT**

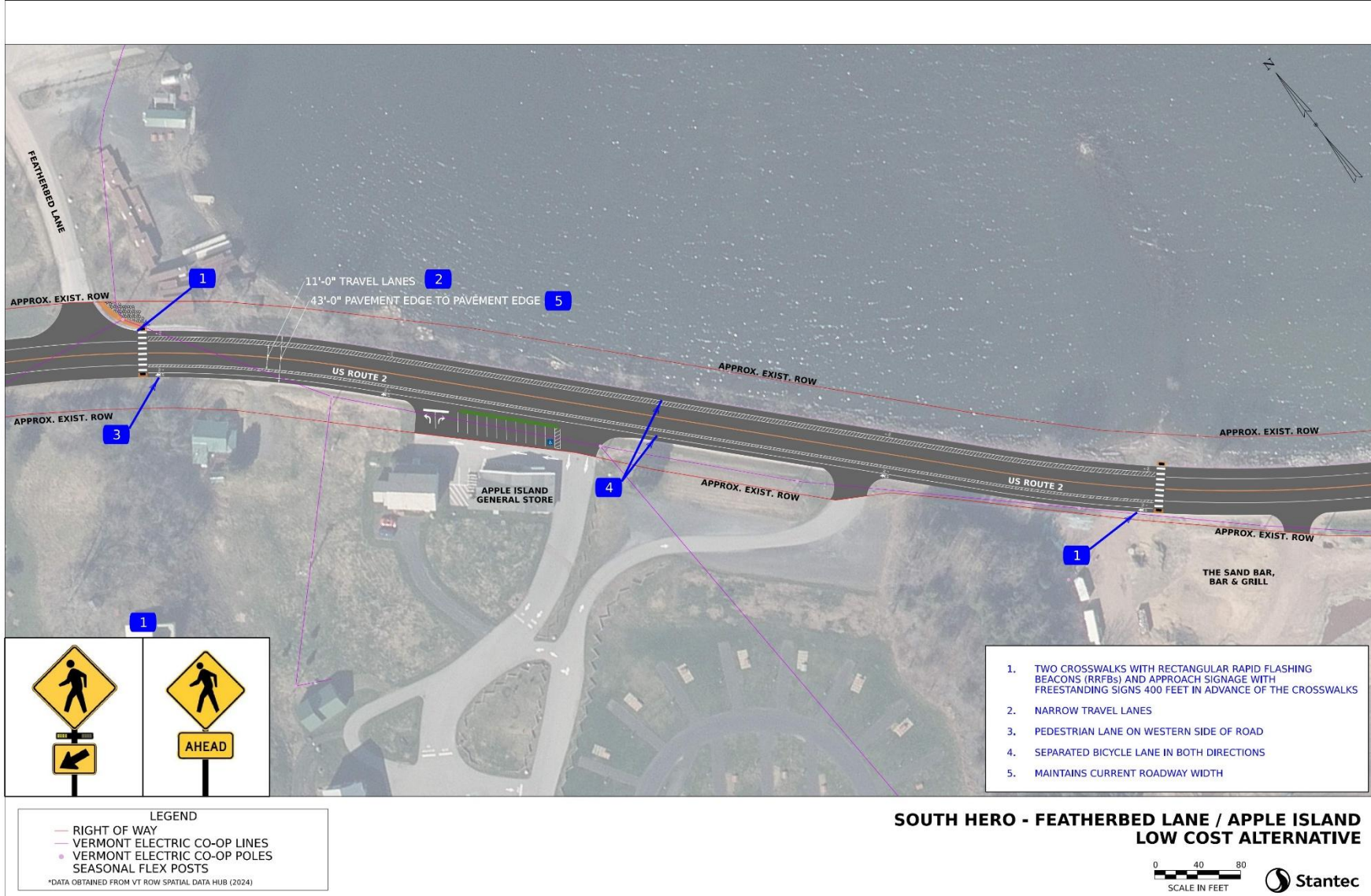


**SEPARATED BICYCLE AND PEDESTRIAN  
SHOULDER IN RHODE ISLAND**

# Alternative 3

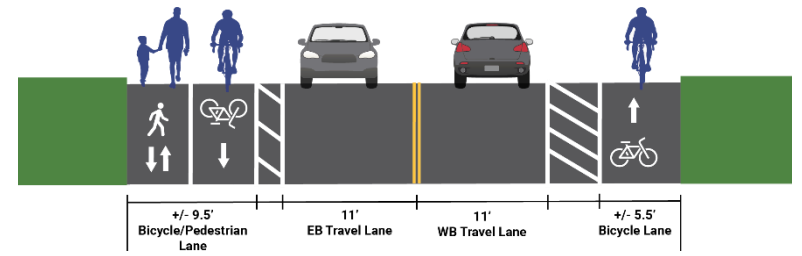


- Alternative 3 Components –**
- **Two Crosswalks with RRFBs and no pedestrian refuge islands**
  - **Roadway restriped**
    - 11ft travel lanes
    - 5ft bicycle lane on east side
    - 9.5ft bicycle/pedestrian lane on west side
  - **No Sidewalk**
  - **No Seasonal flex posts**
  - **No Speed feedback**
  - **Reduce speed limit to 35MPH**
  - **Coordinate with Apple Island Resort to improve driveway visibility**





# Alternative 3



**CROSSWALK WITH RRFB IN HANOVER, NH**



**CROSSWALK WITH RRFB IN CALIFORNIA**



# Alternatives Matrix

	No Build	Alternative 1	Alternative 2	Alternative 3
	Maintain existing conditions	Two crosswalks with RRFBs and pedestrian landings, sidewalk, full roadway reconstruction	Two Crosswalks with RRFBs and temporary pedestrian landings and roadway restriping	Two Crosswalks with RRFBs and roadway restriping
<b>Preliminary Cost Estimate</b>				
Construction	\$0	\$750,000	\$450,000	\$300,000
Total Project Cost	\$0	\$977,000	\$585,000	\$390,000
<b>Purpose and Need</b>				
Safe bicycle and pedestrian facilities	No Improvement	Very High	High	Medium
Vehicular safety	No Improvement	Very High	High	Medium
Economic vitality	No Improvement	Very High	High	Medium
<b>Impacts</b>				
Right-of-Way	None	Medium	None	None
Utilities	None	Low	None	None
Natural Resources	None	Low	None	None



# What We Heard – Alternatives Meeting (October 27<sup>th</sup>, 2025)

Do you need more information about any alternative?

Are your concerns being addressed?

What would you change?

Which alternative do you prefer?

Is anything missing from the alternatives?

# Alternatives Meeting Feedback

## Speed Management

- Community members expressed strong **support for adding crosswalks and speed feedback signs** to help calm traffic.
- Electronic **“Your Speed” signs** were noted as effective in encouraging drivers to slow down, especially near pedestrian areas.
- **Seasonal driving habits** were highlighted as a concern, with suggestions for treatments that help drivers adjust behavior as traffic increases in spring.

## Featherbed Lane Intersection Safety

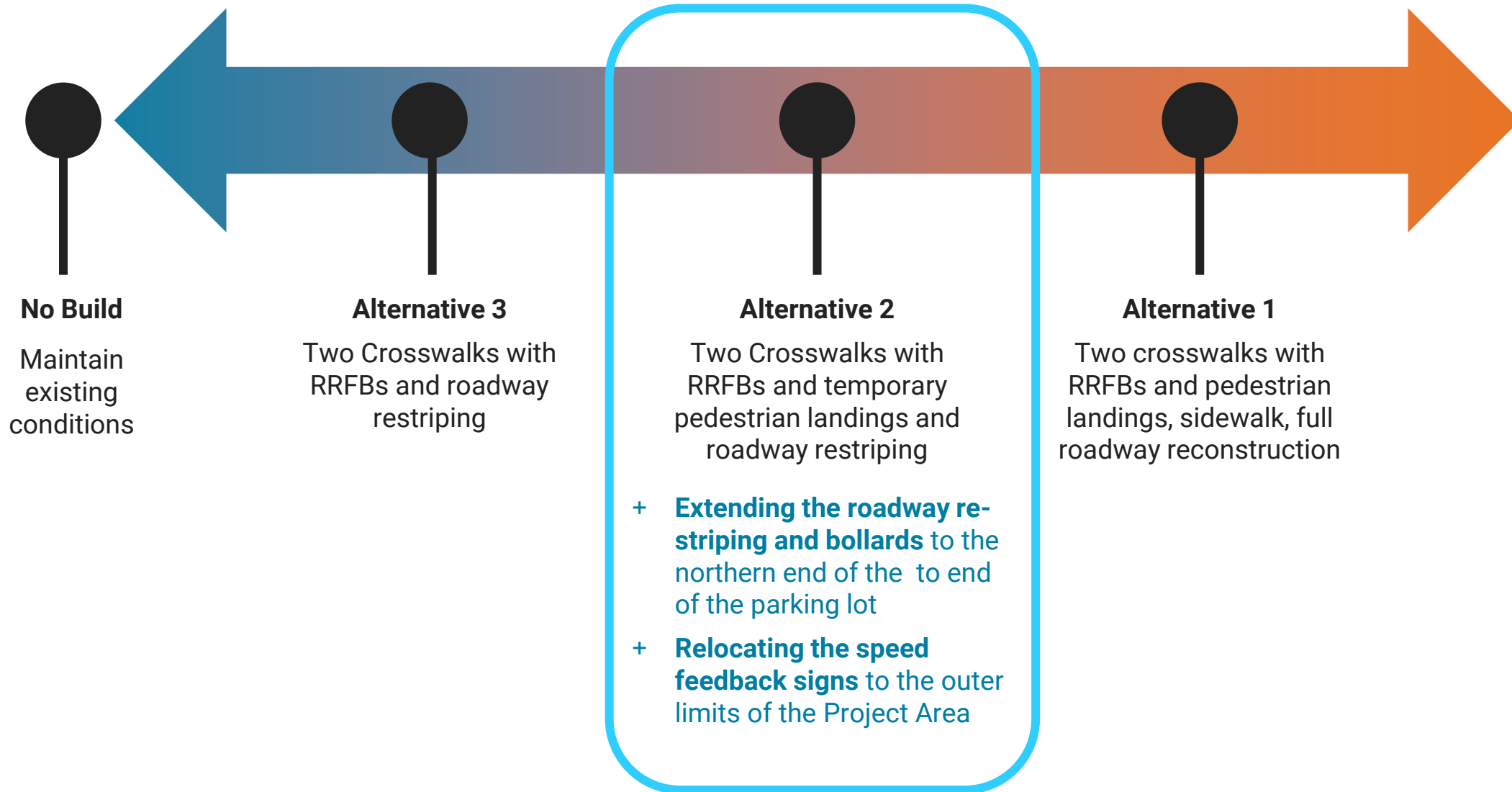
- Multiple residents described **dangerous conditions at the Featherbed Lane intersection**, including illegal passing on the right shoulder and near-miss incidents.
- The intersection was identified as particularly **hazardous for motorcyclists and left-turning vehicles**.
- Suggestions included narrowing shoulders and implementing seasonal closures to discourage unsafe maneuvers.

## Extending Beyond The Project Area

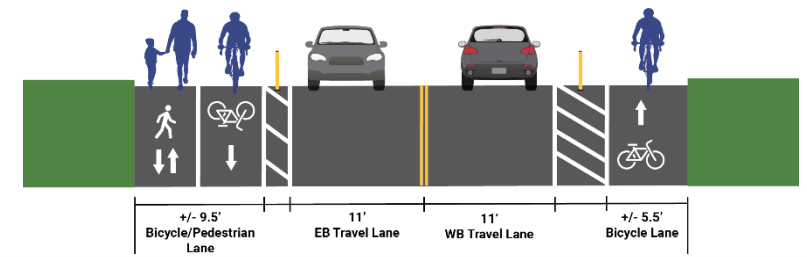
- Suggestions were made to **expand the study area westward** to slow traffic further west and improve sight lines, especially during peak seasons when parked vehicles obstruct visibility.
- A proposed development just west of the project area was also noted as a factor that could impact future traffic conditions.



# Preferred Alternative



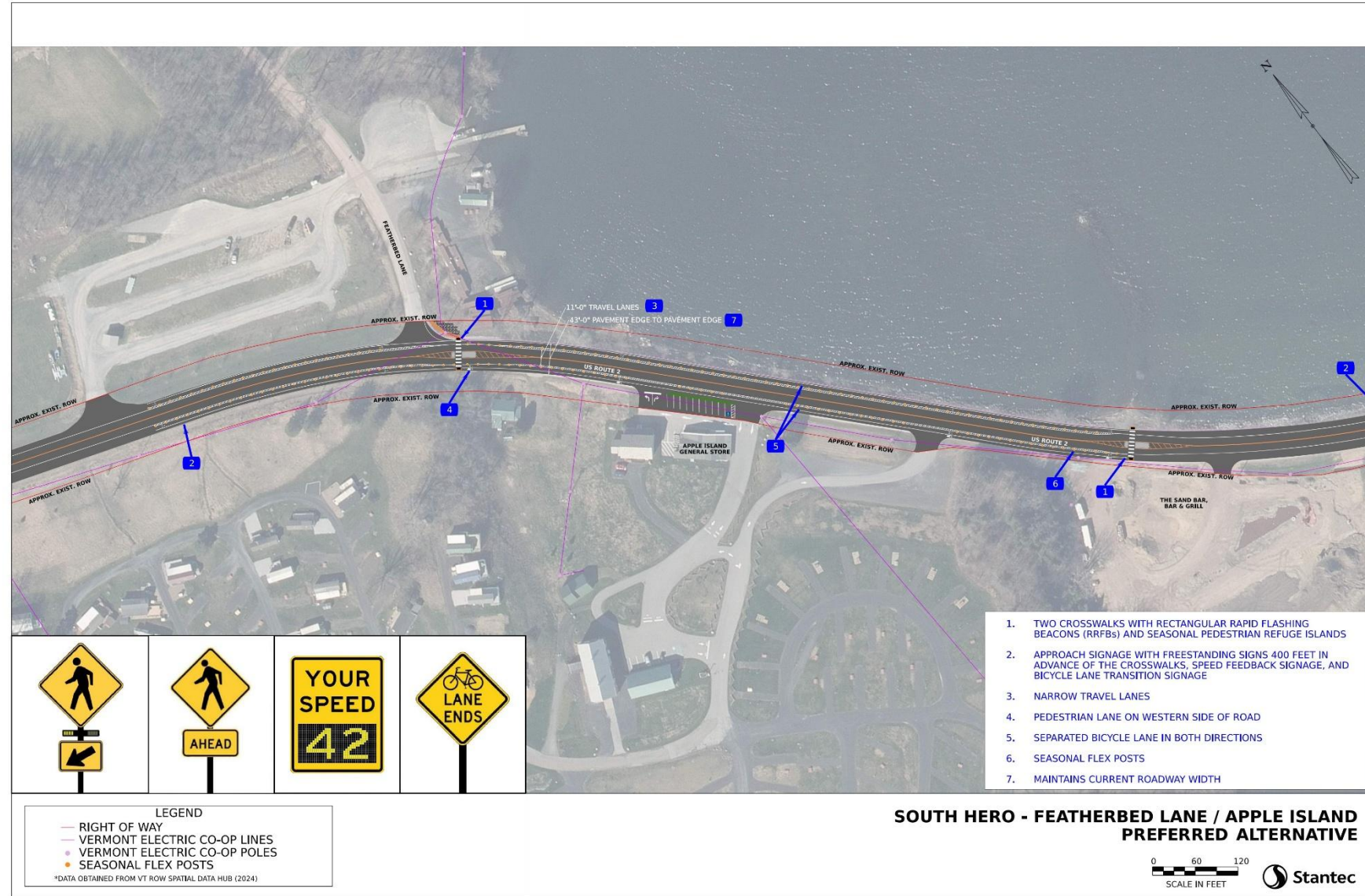
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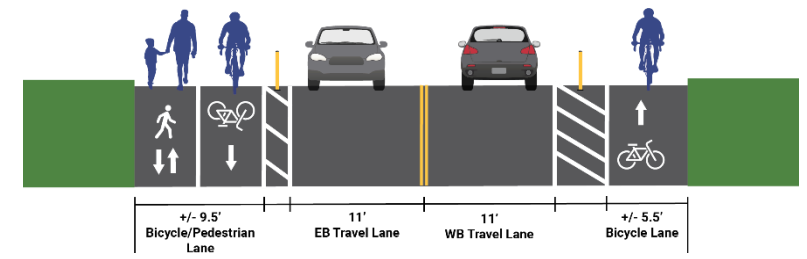
## Preferred Alternative

### Components –

- **Two Crosswalks** with RRFBs and seasonal pedestrian refuge islands
- **Roadway restriped**
  - 11ft travel lanes
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- Reduce **speed limit to 35MPH**
- Coordinate with **Apple Island Resort** to improve driveway visibility



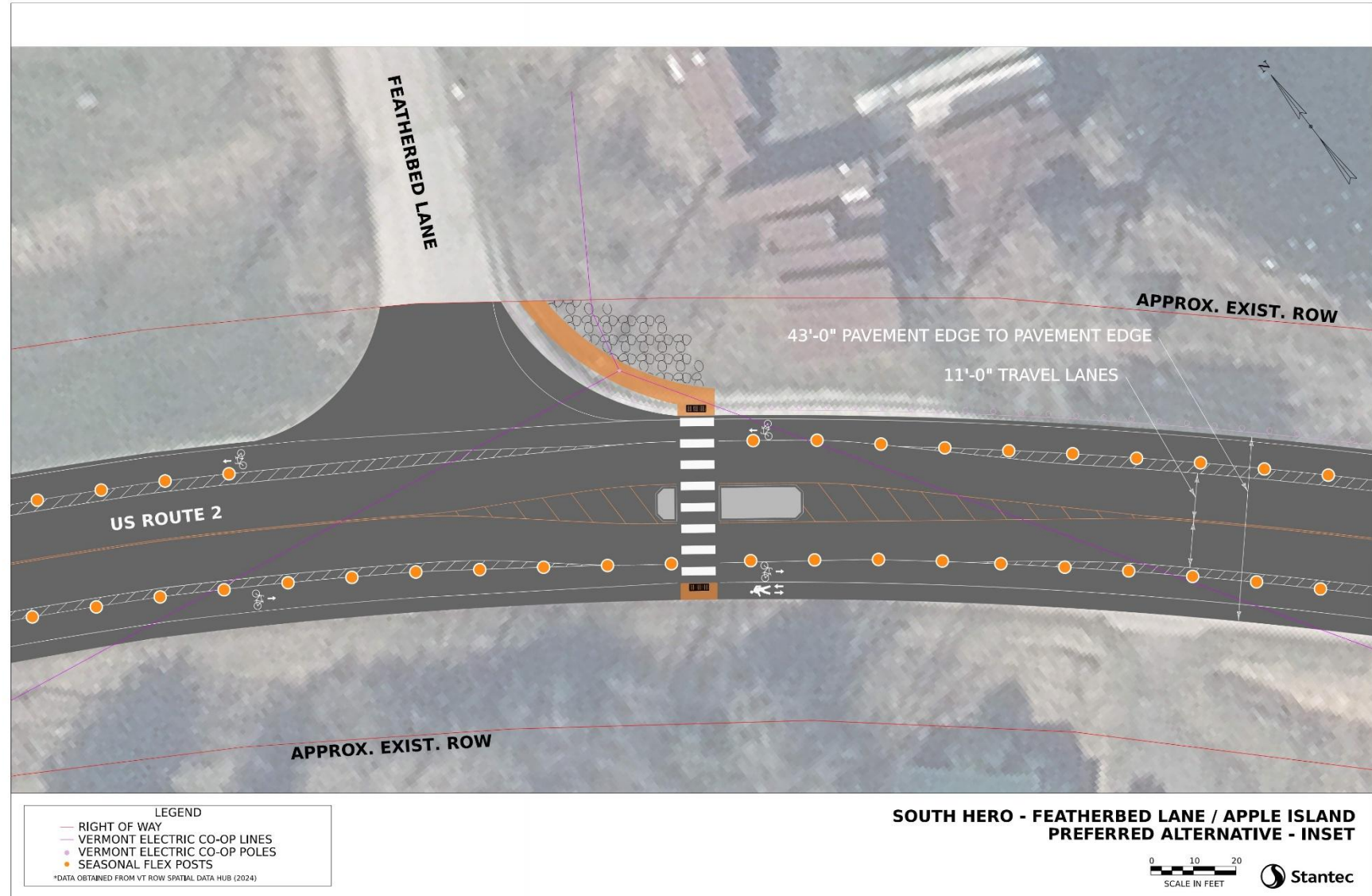
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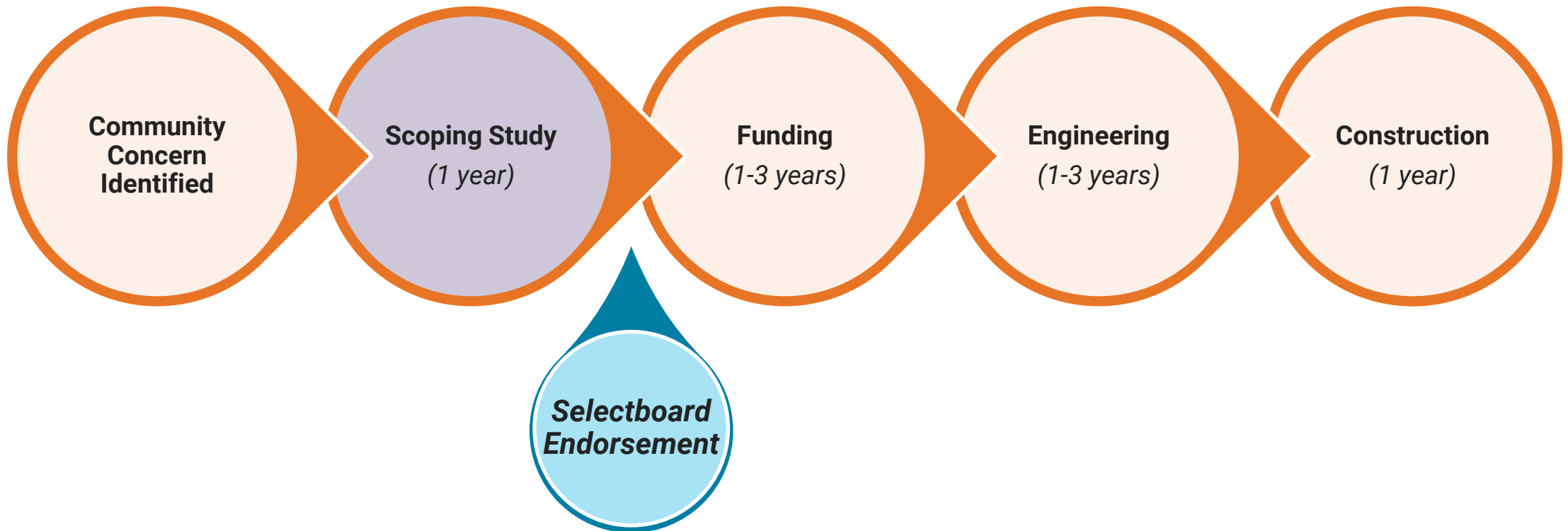
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# Next Steps – Typical Process

- This timeline can move from one step to the next fairly quickly, or depending on community resources and funding availability, there can be a delay between each steps.
- The shorter timelines can be realized if the community has a champion to apply for grants and procure the funding and if right-of-way, utility, and environmental impacts are avoided during the engineering phase.





# Next Steps – Costs

<b>Preferred Alternative</b>	
Two Crosswalks with RRFBs and temporary pedestrian landings and roadway restriping	
Preliminary Cost Estimate	
Construction Costs	\$500,000
Design Engineering	\$100,000
Construction Engineering	\$50,000
Right-of-Way Costs	\$0
<b>Total Project Cost</b>	<b>\$650,000</b>

- Adding additional striping and bollards to the northern end of the study area **added some cost to the preferred alternative.**
- **Labor to install and remove the bollards and Refuge Island** each year is estimated to cost around \$800-\$1,000. This is a rough scoping study estimate, dependent on time, the need for flaggers and the type of bollards.
- Additionally, there would be an annual cost associated with **replacing damaged bollards** each year. Assuming the posts cost \$300 and 10 are damaged each year, this could add about \$3,000 in expense each year.



# Next Steps – Funding Opportunities

In order for this project to progress, it requires **local advocacy and championship**. The Town of South Hero will have to take the next steps of pursuing funding. Project partners in the form of volunteers, nearby businesses directly impacted such as Apple Island Resort and the Sand Bar & Grill, or Town Board and Committee Members will be key to procuring funding, completing engineering, and progressing to final construction.

## Direct Funding Opportunities through VTrans:

Typically requires a 20% match

- **Bicycle & Pedestrian Program**
- **Transportation Alternatives Program**

## Demonstration Project Opportunities:

- **VTrans Demonstration Projects on State Highway Right of Way**

VTrans' Guidance Document: Demonstration Projects in State Highway Right-of-Way per the guide, maintain the installation, collect data, evaluate, and remove the project on schedule. No funding is available through this program.

- **Local Motion**

Local Motion is Vermont's statewide nonprofit advocate for active transportation whose mission is to make it safe, accessible, and fun for everyone to bike, walk, and roll. Local Motion can help South Hero refine pilot goals and, coordinate volunteers, and amplify communications—strengthening the case for permanent improvements and future funding.



# Questions?

## **Town of South Hero**

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## **Northwest Regional Planning Commission**

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## **Stantec**

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