



Bicycle and Pedestrian Master Plan

**Adopted in 2003
Revised in 2018 and 2021**

Adopted by Selectboard on May 17, 2021

ACKNOWLEDGEMENTS

2021 Selectboard

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2021 Planning Commission

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The Town of St. Albans Selectboard would like to acknowledge and thank the community for their participation and valuable input on the Bicycle and Pedestrian Master Plan. The writing of the Bicycle and Pedestrian Master Plan could not have been accomplished without the hard work of the Planning Commission members and many others. The Bicycle and Pedestrian Master Plan was written for and belongs to the community of St. Albans. Bicycling, walking, and community participation are vital for a vibrant and beautiful St. Albans.

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INTRODUCTION

The Town of St. Albans is likely to realize substantial health benefit and economic value from a highly connected and well-designed recreational pedestrian and bicycle network. Evidence for the added value will most apparent in a larger Grand List, more visitors, greater recreational opportunity, more equitable access to community assets, and an improved local economy. Sidewalks, multi-use pathways, and trails are prioritized based on their recreational value, connectivity, and equitable access to community assets.

This plan replaces all previous plans. St. Albans and the surrounding region have a renewed focus on recreation and non-motorized transportation, since creation of the 2003 plan and adoption of the A-76 road standards. The 2003 Sidewalk Master Plan, development review, and updated public works specifications support the bicycle and pedestrian improvement goals for development subject to review under Act 250 9(L) criteria.

The Novel Coronavirus (COVID-19) pandemic of 2020, as well as, the direction of health care reform over the past decade have further highlighted how important local recreational infrastructure is for community health, both physical and mental. The American Planning Association expresses in their 2015 literature review entitled “The Benefits of Street-Scale Features for Walking and Biking” that increased community physical activity and improvements in mental health are some of the top co-benefits of improving and developing bicycle and pedestrian infrastructure.

This plan includes an assessment of the present needs, existing infrastructure and appropriate facility alternatives for future investments. Connecting the Collins Perley Sports Complex to the Missisquoi Valley Rail Trail will provide the catalyst needed to connect the Town of St. Albans with the City of St. Albans and the surrounding region that will encourage and facilitate more recreational biking and walking.

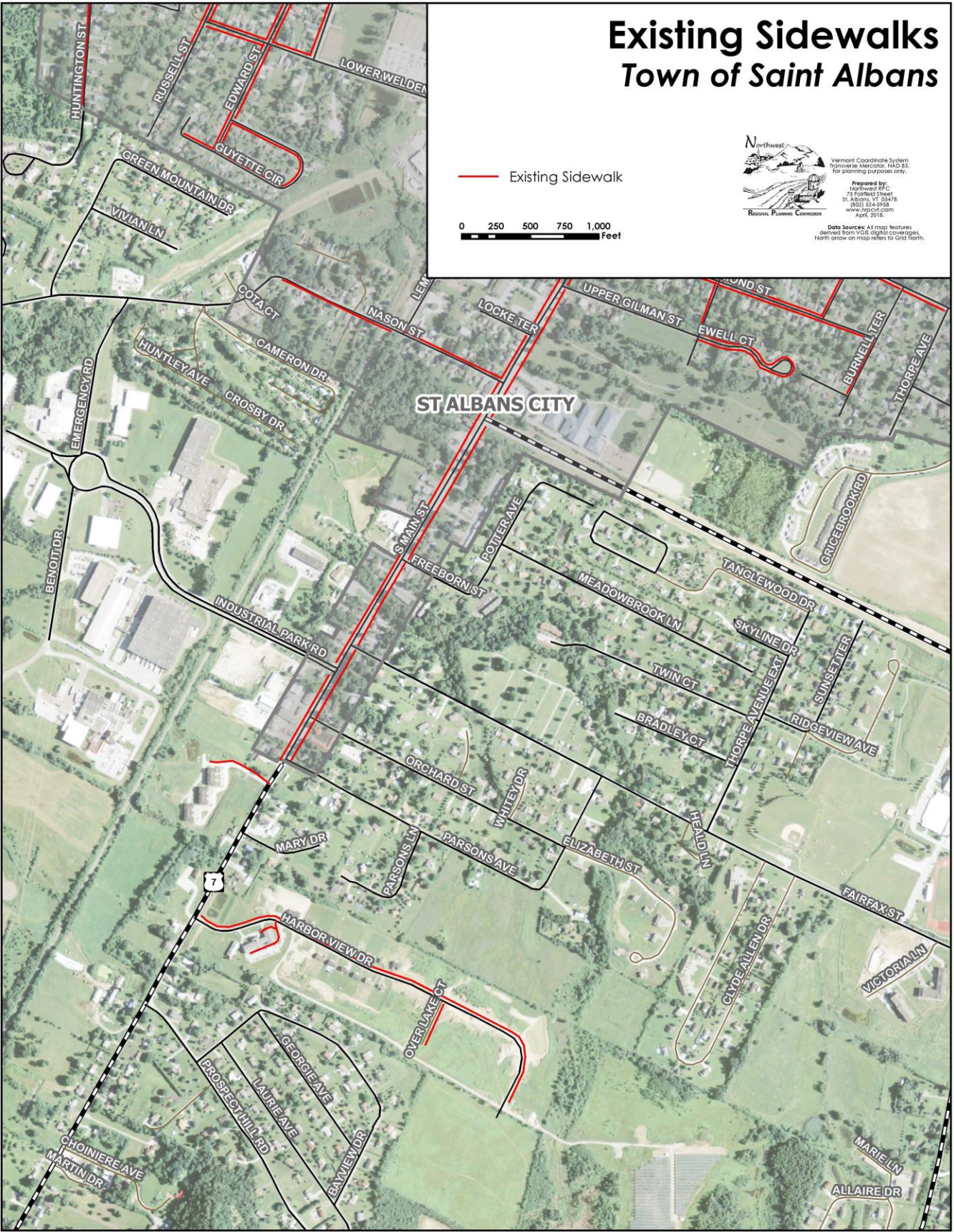
The Town of St. Albans has a limited amount of pedestrian infrastructure including sidewalks, multi-use paths, and trails. The existing bicycle and pedestrian network is shown on **Map 1** and is limited to a few commercial frontages along US Route 7 and isolated within various neighborhoods. The adjacent City of St. Albans’ pedestrian network, shown on **Map 1**, has numerous opportunities to extend into the Town of St. Albans and increase possible walking options. A goal of the 2003 Sidewalk Master Plan and the 2018 Bicycle and Pedestrian Master Plan was to expand our sidewalks radially from the City’s network into the Town to capture higher density residential and commercial areas. There have been several recent planning studies that reviewed specific locations for sidewalks and multi-use facilities. These reports and studies were integrated into this Master Plan and are listed below in **Table 1**. There has been 18 years of planning with little forward momentum on achieving these connectivity goals. The plan revision shifts the priorities of the 2018 Master Bicycle and Pedestrian Master Plan to promote a more expansive bicycle and pedestrian infrastructure.

Study	Year	Location
Feasibility Proposal for a Multi-use Path	2020	From the St Albans Town Education Center along the St. Albans State Highway with an at-grade crossing near Thorpe Avenue extension to the Collins Perley Sport and Fitness Center
Town of St. Albans Bicycle & Pedestrian Master Plan	2018	Throughout the entire community.
Conceptual Planning and Feasibility Study for Bicycle and Pedestrian Facilities	2014	From the Bellows Free Academy using various streets with a below-grade crossing between Thorpe Avenue and Thorpe Avenue extension under St. Albans State Highway to the Collins Perley Sport and Fitness Center
Road Safety Audit Review	2016	Surrounding the VT Route 36 / Georgia Shore Road intersection
I-89 exit 19 / St Albans State Highway / VT 104 Intersection Scoping Study	2009	Surrounding the I-89 exit 19 / St. Albans State Highway / VT Route 104 intersection
VT Route 104 Corridor Study	2005	Along VT Route 104 in Northwestern Vermont
Town of St. Albans Sidewalk Master Plan	2003	Throughout the entire community

CURRENT BICYCLE AND PEDESTRIAN REQUIREMENTS IN THE UNIFIED DEVELOPMENT BYLAWS

Currently within the Unified Development Bylaws sidewalks are required in the north and south Growth Centers. However, only minimal bicycle infrastructure is explicitly required within the Unified Development Bylaws. There are some key sections of the Unified Development Bylaws where sidewalks, bicycle infrastructure, and or trails are suggested, required, or recommended.

Map 1: Existing Sidewalk Network



LAND USE, ORIGINS, AND DESTINATIONS

Trip generation of bikers and walkers has a high potential in the greater St. Albans community. Our compact suburban neighborhoods surround the City have a great potential number of bikers and walkers when linked with existing locations that act as origins and destinations for bikers and walkers. When we link the origins and destinations in the City with the City's existing sidewalk network to our surrounding neighborhoods and our two Growth Centers, the potential user volume is high. The list below and on **Map 2** portray some important origins and destinations for bikers and walkers in the Town of St. Albans and the City of St. Albans.

<p><u>Commercial/Service</u></p> <p>Walmart Price Chopper Hannafords Food City St. Albans Bay Store Downtown area in St. Albans Swanton Road commercial strip North Main Street commercial strip South Main Street commercial strip Lake Road commercial area</p> <p><u>Employment</u></p> <p>Former Energizer Plant Property Mylan Ben & Jerry's Peerless Clothing Northwest Correctional Facility St. Albans Industrial Park Northwest Medical Center Franklin Park West area St. Albans Cooperative Creamery I-89 exit 20 vicinity (northern growth center) I-89 exit 19 vicinity (southern growth center)</p> <p><u>Government</u></p> <p>St. Albans Town Hall City Hall US Post Offices US Citizens and Immigration Service Park and Ride Lot (VT Route 104 / VT Route 36) Park and Ride Lot (Collins Perley Sports Center) Park and Ride Lot (Hannafords)</p>	<p><u>Public Recreation</u></p> <p>St Albans Bay Park Cohen Park Collins Perley Sports and Fitness Center Hard'ack Recreation Area Taylor Park St. Albans City Pool Kill Kare State Park St. Albans Town Forest Missisquoi Valley Rail Trail</p> <p><u>Commercial Recreation</u></p> <p>Duke's Fitness Center Branon's Pool St. Albans Bay Marina Planet Fitness</p> <p><u>Schools</u></p> <p>St. Albans Town Education Center Bellows Free Academy Community College of Vermont Vermont Technical College (Congress & Main) ~30 Day Care Centers Vermont Adult Learning S O A R</p> <p><u>Housing</u></p> <p>Clyde Allen Drive neighborhood Eastview Drive neighborhood Harbor View Drive neighborhood Hill Farm Estates neighborhood Lake Road neighborhoods Prospect Hill Road neighborhood St. Albans Bay village area Pearl Street neighborhood Thorpe Avenue extension neighborhood Nason Street neighborhoods</p>
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EXISTING NEEDS AND FUTURE OPPORTUNITIES

Existing needs have been identified based on a review of easily identifiable and obvious areas with an existing user volume, planned projects, consultation with the Planning Commission, and public comments. This input resulted in the development of a list that included proposed near-term and long-term projects. Logical corridors were established to link together origins and destinations within the Town of St. Albans and with the City of St. Albans. Most segments are located along existing major travel corridors and within existing road right-of-ways. The segments included are those considered to provide reasonable and logical bicycle and pedestrian travel routes within the Town of St. Albans and interconnection with the City of St. Albans to accommodate increasing user volume.

Facility Types

This plan discusses three general types of facilities: sidewalks, multi-use pathways and trails. Definitions of each facility are below. Similar versions of these facilities are found in our region.

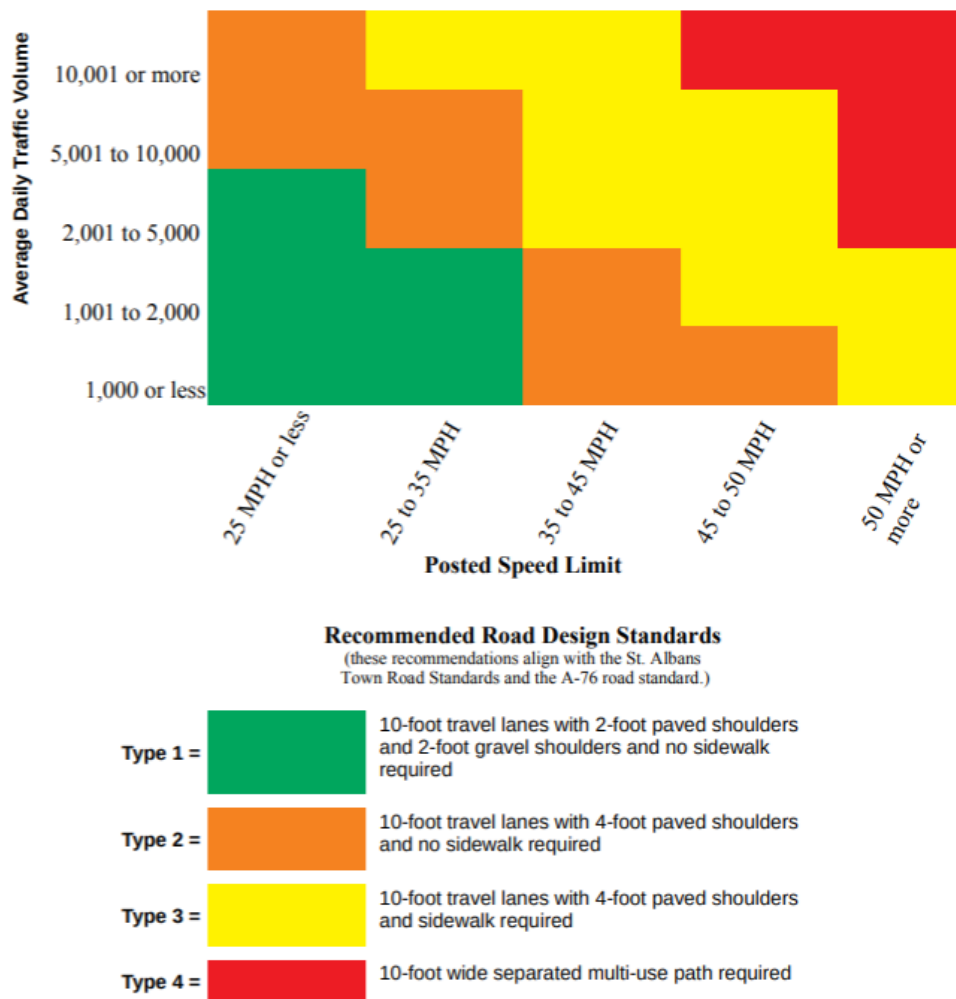
Definitions:

- **Multi-Use Pathway:** A multi-use pathway, also seen as a bike path, is defined as a facility for pedestrians, bicyclists, and other users that is physically separated from all motorized vehicular traffic by open space or barrier and either within the highway right-of-way or in an independent right-of-way. Multi-use pathways are typically used by more than one type of user, such as pedestrians, joggers, wheelchair users, skaters, bicyclists, cross-country skiers, and where permitted equestrians and snowmobilers. Multi-use pathways offer opportunities and a level of user comfort that are not provided by on-road or shared-road bicycle and pedestrian facilities. Multi-use pathways can link neighborhoods and are designed to accommodate a broad range of non-motorized uses and wide range of speeds, such as bike riders, runners, walkers, and others.
- **Sidewalk:** A sidewalk is that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or right-of-way on private property that is paved or improved and intended for use by mainly pedestrians. Sidewalks tend to improve pedestrian safety by providing a safe and convenient facility for walking within the public right-of-way. Sidewalks are also typically constructed in medium and high-density neighborhoods and are primarily designed for pedestrian uses such as walking, jogging, and bicycling under 10 MPH.
- **Trail:** A trail is a narrow path made of compacted native soil or gravel across open country or through forests that may be in a right-of-way or utilize an easement. A trail is a very low-cost alternative to a sidewalk, that can accommodate various grades, for lower intensity use areas and rural neighborhoods by connecting them across open country or through forested areas.

Design and Location Guidelines

There is a significant impact on pedestrian's and bicyclist's comfort and enjoyment when the speed differential between themselves and a passing motor vehicle is noticeable and traffic volumes are high. There are a range of facilities appropriate for a given roadway depending on vehicle speeds and daily traffic volumes. This plan provides a modular schematic for selecting the appropriate facility type. This plan's selection criteria is found on **Figure 1**. It provides practical information, decision making guidance, and illustrates the facility that may be considered under various traffic speeds and diverse traffic volume scenarios. The Modular Facility Schematic in **Figure 1** guidelines do not account for existing bicycle or pedestrian traffic, which is only known at this time via hearsay evidence or subjective observations.

Figure 1 - Modular Facility Design Schematic for Multi-Use Pathways and Sidewalks



Please note: The Modular Facility Schematic is not a set of absolute decisions and is subject to changes and adaptations to appropriately fit any road's existing configuration and surrounding development. Additionally, all sidewalks, multi-use pathways, and most walking trails must meet the requirements of the Americans with Disabilities Act Accessibility Guidelines.

St. Albans adopted and revised regulations related to roads and driveways in 1988 and again 2006. Lastly, in February 2013, St. Albans adopted of the Vermont State Design Standards, the A-76 Standards for Town and Development Roads under 19 V.S.A. Section 1111 and the B-71 Standards for Residential and Commercial Drives. Please note that the A-76 design detail sheet states that the standards are for local low volume roads with an average daily traffic volume of 250 or less and that higher volume roads require additional shoulder widths and paved shoulders

PROPOSED FUTURE NETWORK

Map 3 shows the proposed future bicycle and pedestrian network for the Town of St. Albans. The original Bicycle and Pedestrian Master Plan of 2018 proposed a network that primarily extended from the City of St. Albans network into the Town of St. Albans, filled the gaps in the existing sidewalk system, provided multi-use pathways for appropriate contexts and in certain locations. The 2021 updated plan is built under the assumption, that by building a backbone recreational path, the other projects make more sense and have more benefit for the average resident of the Town of St. Albans. The most important projects that were identified are listed in **Table 2** with their corresponding priority as determined by the Planning Commission when updating this list based on feasibility and likely community support.

Table 2: Priority Sidewalk and Multi-Use Pathway Projects

Priority	Route	Location	Facility Type and Notes
1	Future St. Albans Health Path	Beginning at the Collins Perley Sport Center and continuing North along VT-104, through the Hard'Ack property to the Missisquoi Valley Rail Trail	Multi-use pathway. This one larger vision incorporates a number of priorities listed in both 2003 and 2018. Broken down into Phases in likely order of completion.
1(a)	Phase 1: Collins Perley Sports Center to SASH	From the entrance of the Collins Perley Sports Complex to SASH.	
1(b)	Phase 2: SASH Crossing	Crossing of SASH	Multi-use pathway with an at-grade crossing of the SASH - coordinate with 2014 scoping study recommendations for volume of use by BFA students and others
1(c)	Phase 3: Continue path from SASH to intersection of Rt 36.	Along VT-104	Multi-use pathway.
1(d)	Phase 4: Rt 36 to Congress Street/Hard'Ack.	Running parallel to VT104	Multi-use pathway.
1(e)	Phase 5: Congress Street to Sheldon Rd	Working with the City of St. Albans to find a logical path through the hard'ack property.	Multi-use pathway.
1(f)	Phase 6: Sheldon Rd to MVRT.	Can run parallel to I-89.	Multi-use pathway.

Priority	Route	Location	Facility Type and Notes
2	New Town Hall to Bay Park Sidewalk & Streetscape.	Connecting the entrance of the Proposed New Town Hall to the Bay Park.	Sidewalk and streetscape.
3	US Route 7 (South Main St)	from Georgia TL to Parson Ave.,	Multi-use pathway, or sidewalk, to be determined by a future scoping study, extending from City network to Georgia Town line.
4	Upper Welden Street	Both sides of road from City limits to VT Route-104	Sidewalk extensions from City network - provides connectivity for commercial and residential areas between Town and City
5	Fairfield Street	North side of the road from Crest Road to Fisher Pond Road	Sidewalk extension from City network - provides improved connectivity to the existing sidewalk on the south side of this roadway
6	Congress Street	North side of the road from City limits to Hard'ack Recreation Area	Sidewalk extension from City network - provides connectivity between recreation area and residential neighborhoods
7	Fairfax Street	Either side of road from City line to Collins Perley Sports Center	Sidewalk extension from City network provides connectivity for neighborhoods to the Collins Perley Sports Center - minor extension of city sidewalk required on Fairfax Street to make connection to existing City network on South Main Street - exact placement to be determined by future study - coordinate design with bridge reconstruction at Rugg Brook
8	High Street and VT Route 105	From City line to VT Route 105 and continuation on north side of VT Route 105 to rail trail	Sidewalk connection for neighborhood to rail trail - exact design and siting to be determined by future engineering study
9	Lake Road	Both sides of road from Bronson Road to Adams Street/City line	Sidewalk extension, paved shoulders, and curbing from City line - provides connectivity for commercial and residential areas in Town and City - exact configuration to be determined by future engineering study
10	Nason Street	Both sides of the road from Lapier Drive/Marc Ave to City line	Sidewalk extensions from City network - provides safe connectivity for neighborhoods

Priority	Route	Location	Facility Type and Notes
11	Lake Road (St. Albans Bay)	West side of the road from Georgia Shore Road extending to east for 1,275 ft.	Sidewalk provides local connectivity between residences, retail businesses, and St. Albans Bay Park
12	US Route 7 (section 1)	from Seymour Road/City Limits to former Energizer plant	Multi-use pathway extension from City network - provides connectivity of retail areas between Town and City and to rail trail - exact placement to be determined by study
13	US Route 7 (section 2)	from former Energizer plant to Wal-Mart; in fill connections on west side of road	Multi-use pathway extension of priority #3 to I-89 exit 20 commercial sites - provides connectivity between commercial areas and rail trail - some sidewalk in-fill on west side allows for local connectivity to businesses - placement to be determined by study

Map 4 shows the very generalized outline of a proposed future trail network for the Town of St. Albans. Much more planning and design is needed to create and implement this network. Also, these trail systems do not include trails located within the Town Forest nor any other of our parks. The existing trail network is composed of “pirate” trails from existing neighborhoods to various locations around town. The “pirate” trails are primarily used by children and teens to provide shorter routes and faster connections to popular sites like the Collins Perley Sports and Fitness Center. Unfortunately, most of the “pirate” trails appear to use private property with some amount of tacit approval from the landowner, but without the appropriate legal easements to protect landowners from liability and from harmful trail construction methods.

Bicycle and Pedestrian Plan Costs

Table 3 below provides basic cost estimates for initial capital planning and major maintenance analysis. Many of the projects are not defined sufficiently to determine a specific project cost estimate. The project cost estimates below were developed by making general assumptions on planning, design, engineering, and construction costs. All project costs were based on the VTrans *Report on Shared-Use Path and Sidewalk Unit Costs* from January 2020.

Table 3 - Estimated Project Costs:

Name	Low Estimated Cost	High Estimated Cost	Cost per linear ft. (High)
Phase 1: Collins Perley Sports Center to SASH	\$145,550	\$607,000	\$342
Phase 2: SASH Crossing	\$915,000	\$935,000	Study Determined
Phase 3: Continue path from SASH to intersection of Rt 36.	\$268,000	\$1,115,000	\$342
Phase 4: Rt 36 to Congress Street/Hard' Ack.	\$164,000	\$684,000	\$342
Phase 5: Congress Street to Sheldon Rd	\$471,500	\$1,966,500	\$342
Phase 6: Sheldon Rd to MVRT.	\$287,000	\$1,197,000	\$342
Potential New Town Hall to St. Albans Bay Park	\$105,000	\$310,000	\$187
US Route 7 (South Main St)	\$400,000	\$1,625,000	\$187
Upper Welden Street	\$113,500	\$326,450	\$187
Fairfield Street	\$73,000	\$215,000	\$187
Congress Street	\$162,500	\$475,000	\$187
Fairfax Street	\$730,000	\$2,130,000	\$187
High Street and VT Route 105	\$492,500	\$890,000	\$187
Lake Road	\$360,000	\$1,045,000	\$187
Nason Street	\$335,000	\$970,000	\$187
Lake Road (St. Albans Bay)	\$81,000	\$237,500	\$187
US Route 7 (section 1)	\$595,000	\$1,736,000	\$187
US Route 7 (section 2)	\$465,000	\$1,860,000	\$187

It should be noted that the larger projects and projects along State Highways will need to be funded primarily through grants from VTrans or other sources that will require a small local match. All projects, if funds are available, would be implemented over a period of about 25 years.

Local Capital Planning

Local funding and project management is often the most cost-efficient way to complete small-scale local projects. The Town of St. Albans should consider annual capital reserve funds that will allow this plan to move forward. Annual capital reserve funds can also be used as a local match for larger and more significant projects that are along State Highways. Annual capital reserve funds can allow the Town of St. Albans to proceed with projects at a steady pace and provide matching funds for federal and state grant programs.

State and Federal Grants

There are numerous grant opportunities to fund bicycle and pedestrian improvements, which would help stretch local funds. However, many of these funding options have requirements or constraints that make it important to be aware of the strengths and weaknesses of each funding source. Since programs change and evolve over time, it is important to consult the funding agency for more information on application processes, funding amounts, and other requirements.

Town Standards and Planning

Sidewalks, multi-use pathways, and trails facilitating recreation and the movement of people by walking and bicycling are desirable elements in developing a better and more attractive community. The Town of St. Albans will utilize this Bicycle and Pedestrian Master Plan to make the improvements needed to improve and increase bicycle and pedestrian infrastructure throughout town and to enhance safety.

The inclusion of sidewalks, multi-use pathways, and trails in new development projects will continue to be the responsibility of developers. This master plan's goal is to have new development continue to incorporate bicycle and pedestrian amenities such that non-vehicular users are accommodated where it is appropriate. Some small and localized elements to continue are the following:

- Ensure that neighborhood facilities connect to existing or proposed roadside bikeways and sidewalks.
- Ensure that neighborhood bicycle and pedestrian connect to adjoining neighborhoods and other surrounding land uses.
- Improve accessibility for bicycles and pedestrians throughout all site plans.

The following are the recommended minimum design standards to be adopted as part of a bicycle and pedestrian ordinance. Higher volume and intensive use areas are recommended to have wider minimum cross sections.

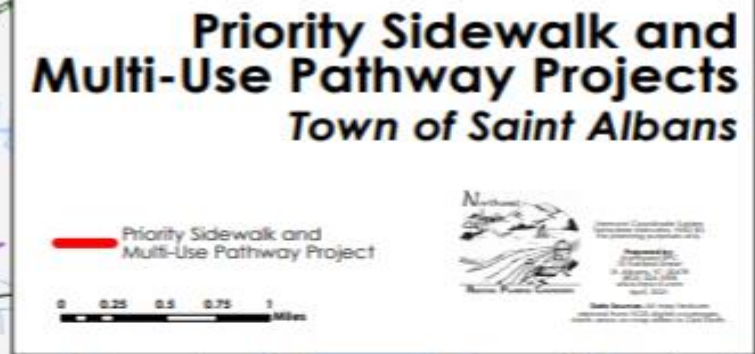
- Sidewalks are recommended to be 5-foot wide made of Portland cement concrete.
- Multi-use paths are recommended to be 10-foot wide made of bituminous asphalt pavement or compacted crushed stone with stone dust and designed for all season use.
- Trails are recommended to be 2.5-foot wide of compacted native soils, where appropriate, and or compacted crushed stone with stone dust in high or intensive use sections.

IMPLEMENTATION

The following are suggested actions for St. Albans to consider as part of implementing this plan and are based on information found within this plan. However, implementation of all bicycle and pedestrian improvements and facilities are dependent on future funding opportunities.

- Apply for funding for a scoping study for the St. Albans Health Path during the 2021 Bicycle/Pedestrian Grant Program Cycle.
- Recommend that the Selectboard consider establishing an annual capital reserve account for bicycle, pedestrian, and other associated infrastructure to fund improvements along existing roads surrounding new development and throughout the north and south growth centers.
- Recommend that the Selectboard begin funding and constructing the thirteen-priority sidewalk and multi-use pathway projects listed in **Table 2** using a combination of local funds, and state/federal grants.
- Trail construction in the north or south growth centers is not recommended, due to the potential high user volumes and intensity of use. In either growth center multi-use pathways surfaced with bituminous asphalt pavement and sidewalks surfaced with Portland cement concrete are recommended to handle the likely very high number of users, to facilitate snowplowing, and to permit year-round use.

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Map 4: Long Range Trail Planning

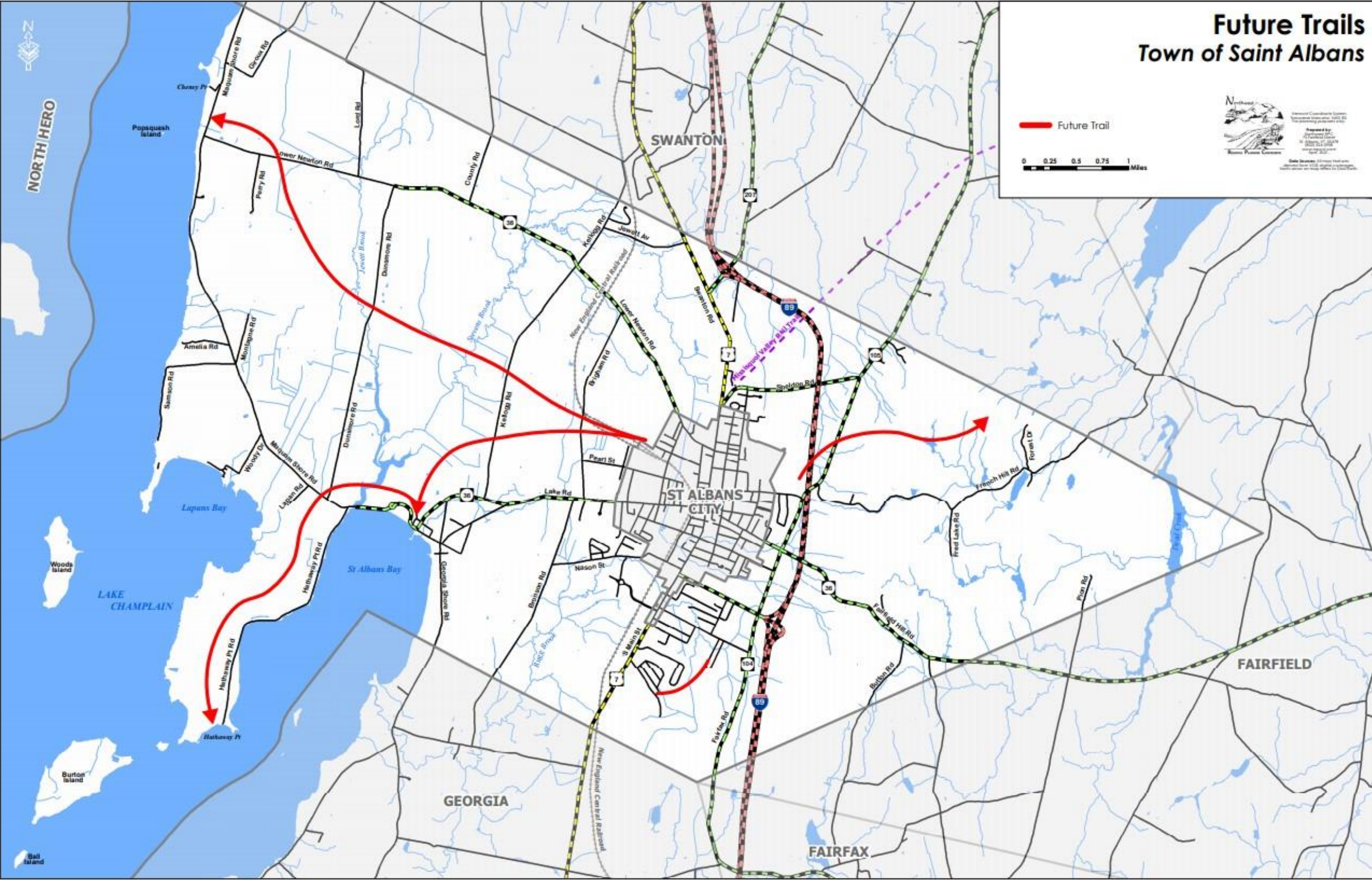


Table 4 - Recommended Bicycle and Pedestrian Improvements by Road Segment

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Adams Street	1	No improvements recommended at this time
Adirondack Drive	1	No improvements recommended at this time
Aldis Street	1	No improvements recommended at this time
Ashton Drive	1	No improvements recommended at this time
Austin Road	1	No improvements recommended at this time
Bayview Drive	1	No improvements recommended at this time
Beauregard Drive	1	No improvements recommended at this time
Benoit Drive (Formerly Industrial Park Drive)	2	<i>Special Design recommended due to truck traffic - 10-foot travel lanes with 2-foot paved shoulders, 2-foot gravel shoulders, and a sidewalk</i>
Bluff Lane	1	No improvements recommended at this time
Bradley Court	1	No improvements recommended at this time
Brigham Road	1	No improvements recommended at this time
Bronson Road	2	10-foot travel lanes with 4-foot paved shoulders
Bushey Drive	1	No improvements recommended at this time
Button Road	1	No improvements recommended at this time
Cedar Hill Drive	1	No improvements recommended at this time
Cherry Street	1	No improvements recommended at this time
Chubb Street	1	No improvements recommended at this time
Church Road	1	No improvements recommended at this time
Clyde Allen Drive	1	No improvements recommended at this time
Congress Street	1	<i>Special Design recommended to fit existing development - Sidewalk extension from City line along north side of road with 10-foot travel lanes and 2-foot paved shoulders</i>
County Road	1	No improvements recommended at this time
Dunsmore Road	1	No improvements recommended at this time
Eastview Drive	1	No improvements recommended at this time

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Elizabeth Street	1	No improvements recommended at this time
Emergency Road (Formerly part of Industrial Park Road)	2	<i>Special Design recommended due to truck traffic</i> - 10-foot travel lanes with 2-foot paved shoulders, 2-foot gravel shoulders, and a sidewalk
Fairfax Street	3	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Forest Drive (Class 4 road)	1	No improvements recommended at this time
Franklin Park West - Parah Drive to end	1	10-foot travel lanes with 2-foot paved shoulders and 2-foot gravel shoulders with circumferential multi-use pathway as required via an Act 250 decision in 2005
Franklin Park West (80') - US Route 7 to Parah Drive	3	<i>Special Design recommended to fit existing development and traffic volume</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along each side
Fred Lake Road	1	No improvements recommended at this time
Freeborn Street	1	No improvements recommended at this time
French Hill Road	1	No improvements recommended at this time
Georgia Shore Road (Lake Champlain Bikeway) - Lake Road to Patten Crosby Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along southern side
Georgia Shore Road (Lake Champlain Bikeway) - Patten Crosby Road to Georgia TL	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Georgie Avenue	1	No improvements recommended at this time
Giroux Road	1	No improvements recommended at this time
Green Mountain Drive	1	No improvements recommended at this time
Harbor View Drive	1	No improvements recommended at this time
Hathaway Point Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
High Street	1	<u>Special Design recommended to fit existing development</u> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Hillfarm Estates	1	No improvements recommended at this time
Huntington Street	1	No improvements recommended at this time
Industrial Park Road	2	<u>Special Design recommended due to truck traffic</u> -10-foot travel lanes with 2-foot paved shoulders, 2-foot gravel shoulders, and a sidewalk
James Circle	1	No improvements recommended at this time
Jewell Street	1	No improvements recommended at this time
Jewett Avenue	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Kellogg Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Lakemont Drive	1	No improvements recommended at this time
Lapan Road	1	No improvements recommended at this time
Laurie Avenue	1	No improvements recommended at this time
Lebel Drive	1	No improvements recommended at this time
Little County Road	1	No improvements recommended at this time
Lord Road	1	No improvements recommended at this time
Maquam Shore Road (Lake Champlain Bikeway)	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Marc Avenue	1	No improvements recommended at this time
Marcel Drive	1	No improvements recommended at this time
McGinn Drive	1	No improvements recommended at this time
Meadowbrook Lane	1	No improvements recommended at this time
Mechanic Street	1	No improvements recommended at this time
Michelle Drive	1	No improvements recommended at this time
Montagne Road	1	No improvements recommended at this time

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Nason Street - CL to Marc Avenue	1	<u>Special Design recommended to fit existing development</u> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Nason Street - Marc Avenue to Bronson Road	1	No improvements recommended at this time
Old Orchard Road	1	No improvements recommended at this time
Orchard Street	1	No improvements recommended at this time
Paquette Road	1	No improvements recommended at this time
Parah Drive - short segment to connect with circumferential multi-use pathway as required via an Act 250 decision in 2005	1	<u>Special Design recommended to fit existing development</u> – 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side to connect with planned circumferential multi-use pathway for Franklin Park West
Parah Drive - all other remaining segments of road	1	No improvements recommended at this time
Parsons Avenue	1	No improvements recommended at this time
Parsons Lane	1	No improvements recommended at this time
Patten Crosby Road	1	No improvements recommended at this time
Pearl Avenue	1	No improvements recommended at this time
Pearl Avenue Extension	1	No improvements recommended at this time
Pearl Street	1	No improvements recommended at this time
Perry Road	1	No improvements recommended at this time
Pike Drive	1	No improvements recommended at this time
Pion Road	1	No improvements recommended at this time
Potter Avenue	1	No improvements recommended at this time
Prospect Hill Road	1	No improvements recommended at this time
Quarry Court	1	No improvements recommended at this time
Rugg Road	1	No improvements recommended at this time
Samantha Lane	1	No improvements recommended at this time
Samson Road	1	No improvements recommended at this time

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Seminary Hill Road	1	No improvements recommended at this time
Seymour Road	1	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Summit Place	1	No improvements recommended at this time
Sunset Terrace	1	No improvements recommended at this time
Thorpe Avenue Extension	1	No improvements recommended at this time
Twin Court	1	No improvements recommended at this time
Upper Welden Street	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
US Route 7 (Swanton Road)	4	10-foot wide separated multi-use path required
US Route 7 (North Main Street)	4	10-foot wide separated multi-use path required
US Route 7 (South Main Street) - CL to Prospect Hill Road	3	10-foot travel lanes with 4-foot paved shoulders with sidewalk
US Route 7 (South Main Street) - Prospect Hill Road to Georgia TL	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Vivian Lane	1	No improvements recommended at this time
VT Route 36 (Fairfield Hill Road)	3	10-foot travel lanes with 4-foot paved shoulders with no sidewalk
VT Route 36 (Fairfield Street)	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
VT Route 36 (Lake Road) - CL to Bronson Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalks along both sides
VT Route 36 (Lake Road) - Bronson Road to Little County Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 36 (Lake Road) - Little County Road to Georgia Shore Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
VT Route 36 (Lake Road) - Georgia Shore Road to Maquam Shore Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 38 (Lower Newton Road) - CL to Kellogg Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 38 (Lower Newton Road) - Kellogg Road to Dunsmore Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 38 (Lower Newton Road) - Dunsmore Road to Maquam Shore Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 104 (Fisher Pond Road) - VT Route 105 to Congress Street	3	<u>Special Design recommended for rural area</u> - 10-foot travel lanes with 4-foot paved shoulders with no sidewalk
VT Route 104 (Fisher Pond Road) - Congress Street to Fairfax Street	4	10-foot wide separated multi-use path required
VT Route 104 (Fairfax Road) - Fairfax Street to Fairfield TL	3	10-foot travel lanes with 4-foot paved shoulders with sidewalk from Allaire Drive to Fairfax Street – no sidewalk south of Allaire Drive
VT Route 105 (Sheldon Road) - Swanton TL to High Street	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
VT Route 105 (Sheldon Road) - High Street to US Route 7	2	<u>Special Design recommended to fit existing development</u> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Ward Terrace	1	No improvements recommended at this time
Westview Drive	1	No improvements recommended at this time
Wharf Street	1	No improvements recommended at this time
Wiley Place	1	No improvements recommended at this time