

# 2023 VTrans Scoping Bicycle and Pedestrian Grant Application

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1. Project Title:

2. Applicant (Town, RPC, etc.):

3. Project Contact Info:

a. Name:

b. Mailing Address:

c. Town:

d. Zip Code:

e. Email Address:

f. Phone Number:

4. Fiscal Information:

a. Accounting System                      Automated                      Manual                      Combination

b. Unique Entity Identifier #

c. Fiscal Year End Month

5. RPC(s)

6. Primary Facility Type:                      Sidewalk                      Bike Lane                      Shared-use Path

Shoulder

Other (Please describe)

7. Project Description: Please give a brief description of the project (100 words or less.)

Detailed information should be submitted as part of addressing the selection criteria. Be sure to include identifying streets or landmarks that the proposed project links at either end (e.g. New concrete sidewalk with granite curbing on Main St. from Elm St. to Maple St.).

# 2023 VTrans Scoping Bicycle and Pedestrian Grant Application

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## 8. **Estimated Project Costs:**

### Scoping Projects

#### **Consultant Costs**

**Consultant Costs** (to develop scoping report)

#### **Admin Costs**

#### **Administration/Local Project Manager Costs**

(Costs associated with oversight of the project, estimated at 10% of Scoping report development)

**TOTAL SCOPING AMOUNT APPLIED FOR (including 20% local share)**

## **2023 VTrans Bicycle/Pedestrian Program – Scoping Criteria Template**

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**Applicant Name: Town of St. Albans**

**Project Title--Scoping: Route 7 North Shared Use Path Project**

### **Application Checklist**

Make sure everything is included and pages numbered.

- (1) Project Application Form (separate PDF file)

All other materials noted below to be provided in the same order as below.

- (2) Project Evaluation Criteria Documentation for the project (completed BELOW)

- (3) Project Map(s)

- (4) RPC review confirmation letter

- (5) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match

- (6) Documentation of contact with VTrans District office, if project is on the state system

- (7) Supporting Documentation (Excerpts from other planning documents, police reports, etc.)

## A. SCOPING PROJECTS

1. **Community Need—15 Points:** How does the project to be scoped contribute to the community bicycling or walking network? How does the project contribute to ongoing local placemaking or economic development initiatives? Include a description of the type of facility (i.e. sidewalk, bike lanes, shared-use path) to be studied and key origins and destinations to be served. Provide justification for study requests that exceed \$60,000.

*The Route 7 North Shared Use Path Project is one of the top Priority Sidewalk and Multi-Use Pathway Projects as stated in the Bicycle and Pedestrian Master Plan (see Attachment A). This project focuses on the U.S. Route 7 corridor in the Town and City of St. Albans. The corridor is defined as the primary public connection from the City of St. Albans to the Commercial corridor within the Town. See Attachment B for a map of frequent pedestrian destinations within the affected corridor. Route 7 is the only continuous roadway between the two areas, which is imperative for housing, jobs, shopping, and recreation, but is not supported by safe and comfortable access for people powered transportation. Despite these conditions, many people are forced to walk, take transit, and bicycle along the corridor proving there is a demand for improved infrastructure for those currently using these modes of transportation.*

*This facility, due to the changes of environment, will need to be designed utilizing sidewalks, multi-use paths, and possibly biking lanes throughout the corridor. The project will begin at 255 N. Main St. (which is approximately 1,000 feet south of the boundary of the Town and City of St. Albans) and will continue North on Route 7 another 9,400 feet (approximately) to the boundary of the Town of St. Albans and Town of Swanton.*

*The Town of St. Albans Town Plan discusses development of a comprehensive approach to our transportation system that emphasizes the safe and efficient movement of people and goods utilizing a variety of transportation modes that include public transit, sidewalks, bikeways, multi-use paths, in addition to the movement of cars and trucks along our roads and highways (See Attachment C). The Transportation section of the Town of St. Albans Town Plan also has a goal of creating “Complete Streets” along main roads and state highways and that the Town will seek funding for improvements that are needed to provide the needs of the pedestrian community (See Attachment D). The Town Plan calls out 2 more goals relating to pedestrians and bicycles including creating safe and effective links between the Town and neighboring communities, as well as developing multi-use paths that link neighborhoods and provide transportation and recreation routes along or near heavily traveled roadways (See Attachment E).*

*After completing a livability study in conjunction with the City of St. Albans to study the movement of people from the Downtown area to the commercial corridor, one*

*key issue was the lack of pedestrian and bicycle connectivity and that the roadway does not support alternative modes in safe or inviting ways (See Attachment F). You can also view the entire Livability Study on our website at <https://www.stalbanstown.com/departments/planning.php>*

*VTrans Crash Data shows data from 2018 until 2023 there have been a total of 90 Vehicular accidents along this corridor, 28 of those crashes resulted in an injury with 1 fatal accident (see Attachment G). The next steps are to complete a scoping study to determine exact location of the facility as well as navigate right-of-way acquisition and create a shovel ready project.*

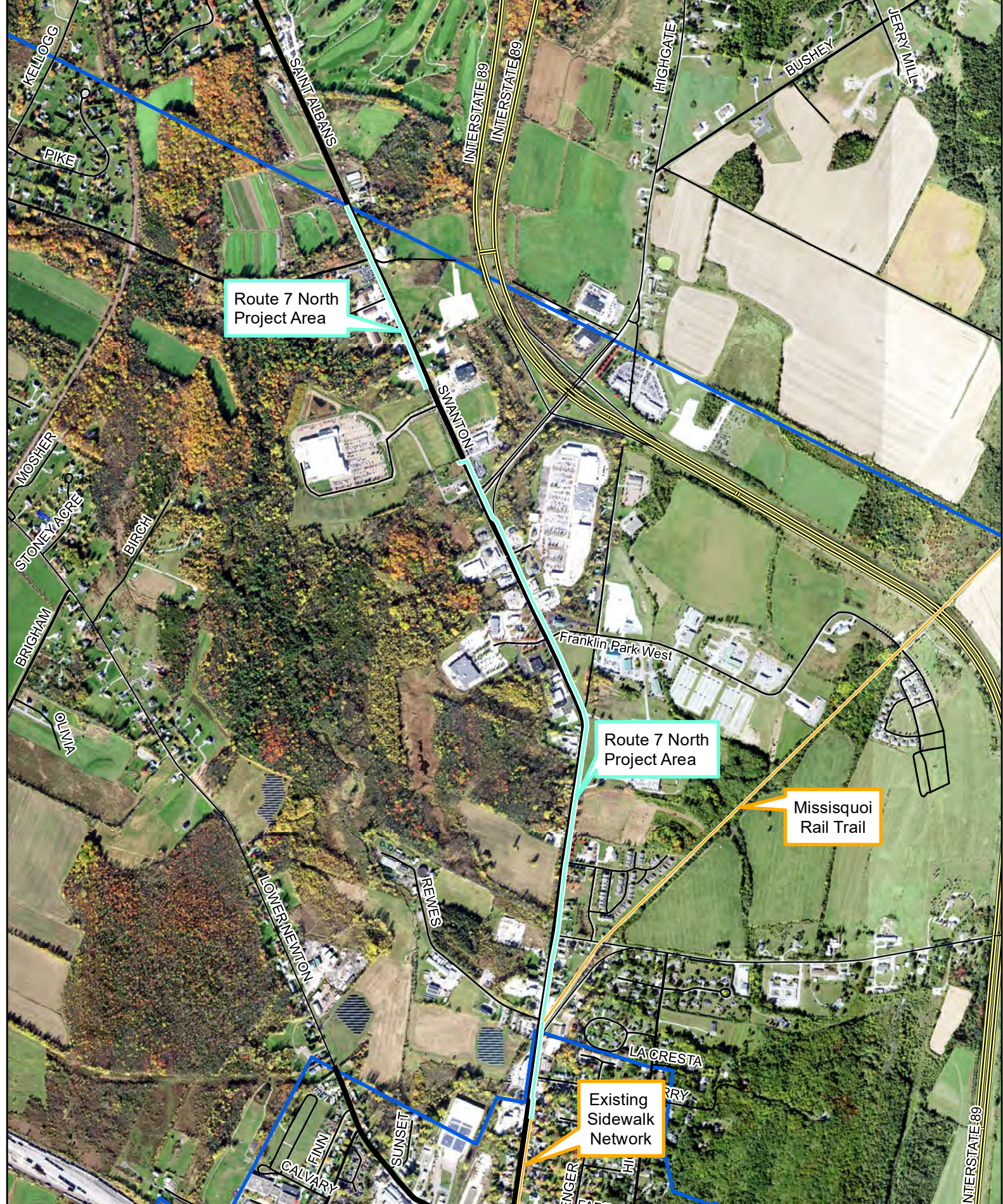
*We are projecting this scoping study to cost upwards of \$80,000 because of the complexities of the 1.5-mile corridor after seeing recent scoping studies in the region for projects with similar constraints and length costing more than previous studies done in the Town.*

**11-15 Points** – Project is an important part of a pedestrian or bicycling network and serves obvious bike/ped generators and/or the project includes measures identified in the [FHWA STEP](#) initiative.

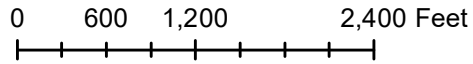
**6-10 Points** – Project is in an area of low land use density or not clearly contributing to a local network.

**0-5 Points** – Unclear how proposed facility contributes to a network or solves a safety problem





**Route 7 North Sidewalk Project**  
 Town of St. Albans  
 Community Development Department







75 Fairfield Street • St. Albans, VT 05478 • (802) 524-5958 • Fax (802) 527-2948

June 6, 2023

Peter Pochop  
Vermont Agency of Transportation,  
Bicycle & Pedestrian Project Manager  
219 North Main Street  
Barre, Vermont 05641  
[Peter.pochop@vermont.gov](mailto:Peter.pochop@vermont.gov)  
(802) 744-3123

Dear Peter,

The Northwest Regional Planning Commission (NRPC) is pleased to support the Town of St. Albans application for this 2023 Federal Aid Bicycle and Pedestrian Grant Program submission.

The proposed Scoping Study will benefit residents in St. Albans Town and St. Albans City by providing safer access to the essential services that reside in the St. Albans Town Commercial Corridor by means of active transportation. Not only will this provide safer access to those walking, running, cycling, etc., but is crucial in connecting the public to local stores that provide food, clothing, medicine, and other necessities. Currently folks choosing to walk or cycle are forced to do so along the side of a busy section of US 7 which lacks any available pedestrian infrastructure.

NRPC supports any and all efforts to make the US 7 corridor which travels through St. Albans more visible, more accessible, and safer to navigate for all. This project fits well with the goals and policies of the 2017-2023 Northwest Regional Plan. Some of the goals that support this project are:

- Ensure all of the region's residents have access to safe and affordable transportation options regardless of age, physical ability or economic status.
- Ensure the transportation network enhances residents' overall quality of life, supports regional land use goals and expands economic opportunities.
- Incorporate healthy community design through land development patterns, transportation options and site design that enable residents to lead physically active lives.

Thank you for considering our comments. Please feel free to reach out with any questions or need for additional information.

Sincerely,

*Kyle Grenier*

Kyle Grenier  
Transportation Planner

SELECTBOARD

Bryan DesLauriers, Chair  
Jack Brigham, Vice Chair  
Jonathan Giroux  
Brendan Deso  
Jeff Sanders

Anna Bourdon, Town Clerk  
Carrie Johnson, Town Manager



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Vermont 05481

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802-524-5816

Website  
[www.stalbanstown.com](http://www.stalbanstown.com)

June 5, 2023

Peter Pochop, Project Manager  
VT Agency of Transportation  
Municipal Assistance Bureau  
219 North Main St.  
Barre, VT 05641

RE: St. Albans Route 7 North Pedestrian Access Project

Mr. Pochop,

I am writing on behalf of the Town of St. Albans Selectboard. The Selectboard supports the St. Albans Route 7 North Pedestrian Access Project grant application under the 2023 VTrans Bicycle and Pedestrian Grant Program, Scoping Study. In my role as Selectboard Chair, I see how important it is to continue to work toward a more pedestrian friendly community. The Town of St. Albans Selectboard approved this grant application and pledged to designate a member to the steering committee for this project.

The Town has recently taken multiple steps to secure funding to assist with creating shovel ready pedestrian focused projects. The traveled way from the City of St. Albans to and through the Town of St. Albans is of high priority for safety and connectivity reasons. This path will create connections not only to the City of St. Albans, but also to a large commercial district and the Missisquoi Valley Rail Trail.

The Selectboard is committed to supporting 20% of the project cost with the other 80% coming from the VTrans Bicycle and Pedestrian Grant Program. Please support this proposal for sorely needed bike and pedestrian infrastructure for its connectivity and safety needs. The project would allow pedestrians safer and more reliable access from the City of St. Albans throughout the Town of St. Albans.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bryan DesLauriers". The signature is stylized and written in a cursive-like font.

Bryan DesLauriers  
Selectboard, Chair



Mayor: Tim Smith  
Ward 1: Timothy Hawkins  
Ward 2: Newell Decker  
Ward 3: Marie Bessette  
Ward 4: Trudy Cioffi



Ward 5: Robert Farrar  
Ward 6: Chad Spooner  
Clerk/Treasurer: Nicole Robtoy  
City Manager: Dominic Cloud

June 6, 2023

Peter Pochop  
Vermont Bicycle and Pedestrian Program  
Vermont Agency of Transportation  
219 North Main Street  
Barre, VT 05641

Dear Peter,

I am writing to express the City of St. Albans' support for the St. Albans Route 7 North Pedestrian Access Project grant application to the VTrans Bicycle and Pedestrian Grant Program. This project would benefit residents and visitors in the City and Town of St. Albans by scoping the possibilities for pedestrian/bike connections along North Main Street and Route 7.

In 2019 the City and Town of St. Albans worked with a local nonprofit and other partners to complete the Route 7 Livability Study, funded with a Vermont Better Connections grant. One of the next steps from that study is to engage in scoping for bicycle and pedestrian connections along the northern Route 7 corridor, from where the sidewalks end in the City to the commercial developments near the northern border of the Town. The exploration of these bicycle and pedestrian connections has been a lingering priority for both communities ever since. This new grant application would be a significant step forward for the project.

The City of St. Albans stands ready to engage in this project and supply local match, if necessary, for the portions of the work within the City.

Sincerely,

Tim Smith  
Mayor

## Megan Sherlund

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**From:** Megan Sherlund  
**Sent:** Tuesday, June 6, 2023 11:40 AM  
**To:** Jordan.quilliam@vermont.gov  
**Subject:** Town of St. Albans Bike and Ped Grant Application

Jordan,

I am reaching out on behalf of the Town of St. Albans in regards to the Bicycle and Pedestrian Scoping Study Grant. We are interested in submitting a grant application to complete a scoping study on Route 7 from approximately the City of St. Albans and Town of St. Albans boundary line extending a multi-use path/sidewalk/bike lane north to the Town of St. Albans and Town of Swanton boundary.

Can you provide any insight into the project as well as a letter for our grant application?

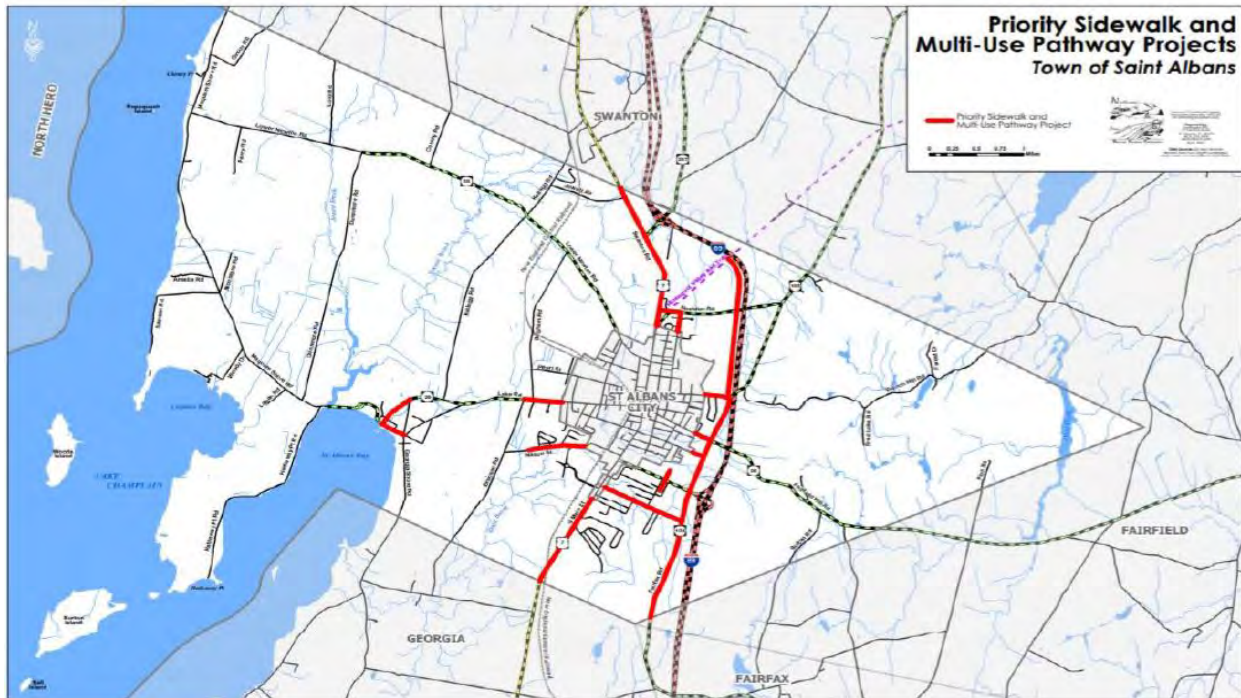
Thank you!

Megan Sherlund

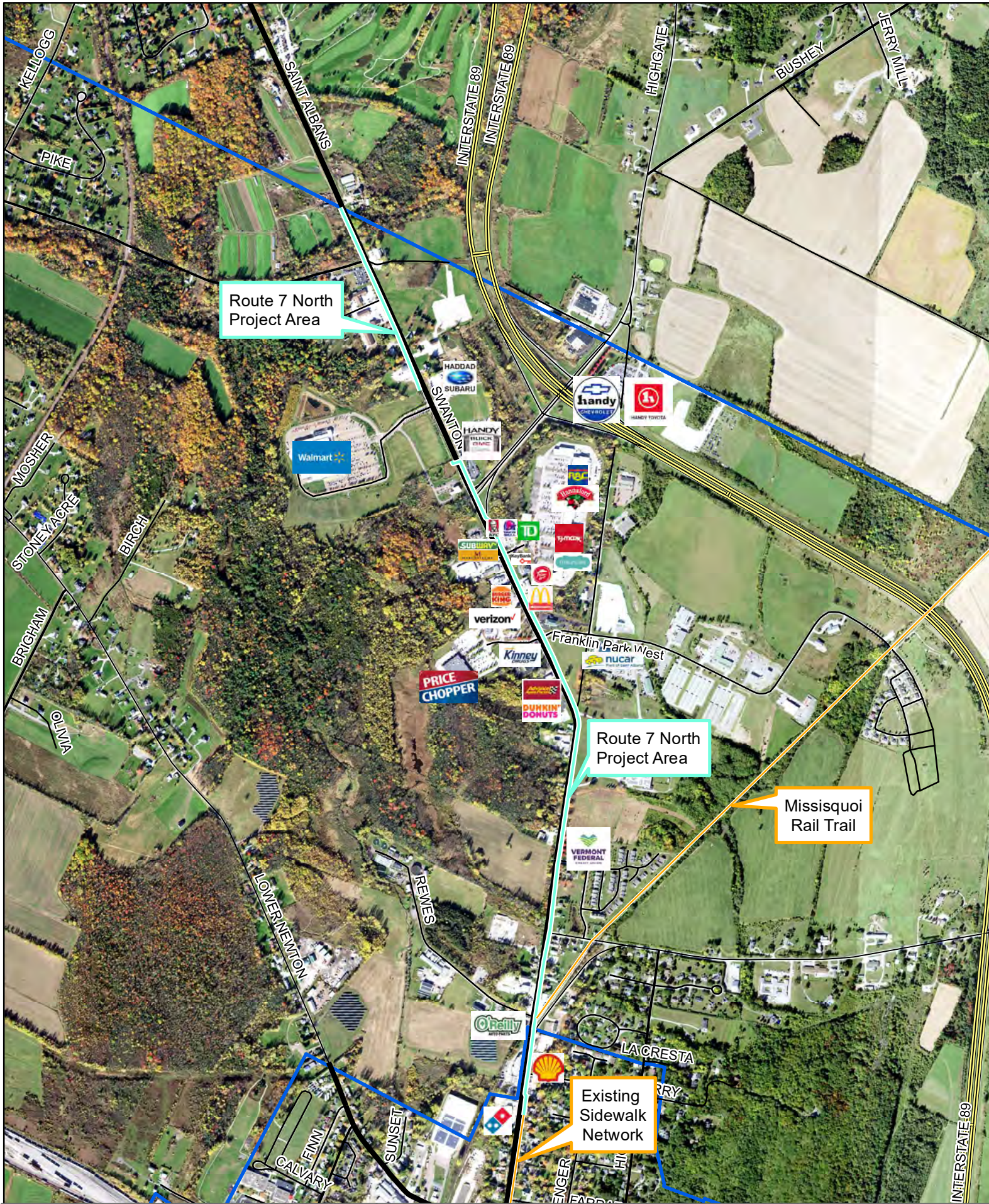
Director of Community Development  
Town of St. Albans  
PO Box 37  
St. Albans Bay, VT 05481  
[www.stalbanstown.com](http://www.stalbanstown.com)  
(802) 524-7589 ext. 103

## Town of St. Albans Priority Bicycle and Pedestrian Master Plan Projects

Priority	Route	Location	Facility Type and Notes
13	US Route 7 (section 1)	from Sheldon 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
14	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







Route 7 North  
Project Area

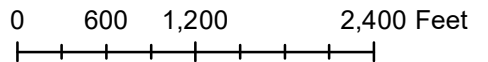
Route 7 North  
Project Area

Missisquoi  
Rail Trail

Existing  
Sidewalk  
Network



**Attachment B**  
Town of St. Albans  
Community Development





### 13. IMPLEMENTATION OF THE PLAN

The St. Albans Town Plan is a living document. St. Albans should be actively using this plan to guide the planning process and enhance decision making. Each chapter has at least one goal and several policy recommendations to fulfill the goal. Some of these will require updating of our ordinances; some are through capital improvements, and some can be accomplished as part of the annual Town budget. All require communication amongst the various constituents and by doing so we will raise public awareness and advance these ideas so they will help St. Albans flourish.

St. Albans is fortunate to have a large number of actively engaged citizens that are eager to make St. Albans an even better place to live. To that end, the Planning Commission will take on the task of evaluating and prioritizing Town Plan goals and policy recommendations. In some cases the Selectboard may create new committees, if one does not already exist, to further reach to goals and policy recommendations in the Town Plan. All meetings will adhere to the open meeting law and minutes will be kept and made public.

#### 13.1 Priority Goals

A goal has been selected from each chapter in the Town Plan, which is listed below to be targeted as a priority. The intent is to draw upon community members that are already in place to help prioritize and implement this plan. The Planning Commission will be charged with overseeing and coordinating this effort. The Chair of the Planning Commission will meet with the Chair of the Selectboard each year in April to determine if the Selectboard would like periodic updates of specific activities of the Planning Commission and to establish a schedule. This is an 8-year plan, so there will be updates several times each year delineating progress and allowing for discussion about the management of planning and implementation process. At those meetings, discussions will be held on this Plan's conformity, address subsequent questions, permit citizens to express concerns about the Plan's implementation, and suggest changes with implementation.

**Land Use:** Continue to encourage new development in a manner that will promote the public health, safety, prosperity, convenience, efficiency, and the economy of St. Albans.

**Transportation:** Develop a comprehensive approach to our transportation system that emphasizes the safe and efficient movement of people and goods utilizing a variety of transportation modes that includes public transit, sidewalks, bikeways, multi-use paths, in addition to the movement of cars and trucks along our roads and highways.

**Scenic and Natural Resources:** Identify, protect, preserve, and transform important natural and scenic features of St. Albans' landscape.

**Housing:** Facilitate a diverse range of residential dwellings that provide safe and affordable housing for all residents with ownership opportunities for low and moderate income people.

#### 4. TRANSPORTATION

The penultimate transportation goal of St. Albans is to have a broad approach to transportation that emphasizes safe and efficient movement of people and goods utilizing a variety of transportation features that includes public transit, sidewalks, bikeways, multi-use paths, in addition to the movement of cars and trucks along our roads and highways. This, our primary transportation goal is intended to foster and support the utilization of Complete Street principles as recently enacted by the Vermont State Legislature under Act 34 of 2011. A complete and comprehensive road system will enable the town to facilitate the unimpeded movement of people and goods, protect public safety, promote healthy lifestyles, and foster community building throughout the town.

**4.1. Goal - Develop a comprehensive approach to our transportation system that emphasizes the safe and efficient movement of people and goods utilizing a variety of transportation modes that includes public transit, sidewalks, bikeways, multi-use paths, in addition to the movement of cars and trucks along our roads and highways.**

St. Albans adopted the road system shown on **Map 4.1** to provide a basis for the land use and transportation policies of this plan. The adopted road system has points out that I-89 is a major national interstate highway and other state highways serve as principle arterials and major collectors (their official federal classification). This reality should be respected in project planning and improvement design phases.

**Map 4.1** shows the functional classification of existing and proposed roads in St. Albans. The legend on **Map 4.1** explains the function of each road type within the community. Functional classification helps decision makers set priorities for road maintenance and improvements. It also provides a basis for town development review and requirements for access management.

**Policy:** St. Albans is committed to building “Complete Streets” along our main roads and state highways. Complete Streets are those that include design features for all modes of transportation not just cars and trucks. Major road reconstruction projects along existing roads and new roads should incorporate complete street design principles to the maximum extent possible and should incorporate appropriate facilities for non-motorized transportation modes.

**Policy:** St. Albans will seek funding for improvements that are needed to provide pedestrian and bicycle circulation throughout town and to enhance bicyclist and pedestrian safety.

#### Transportation– Statutory Goals and Elements

##### Planning Goals – 24 V.S.A. 4302

(4) To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.

(A) Highways, air, rail, and other means of transportation should be mutually supportive, balanced, and integrated.

##### Plan Elements – 24 V.S.A. 4382

(3) A transportation plan, consisting of a map and statement of present and prospective transportation and circulation facilities showing existing and proposed highways and streets by type and character of improvement, and where pertinent, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads, and port facilities, and other similar facilities or uses, with indications of priority of need.



Policy: Where reasonable and logical during other road improvements or major projects add paved shoulders along both sides of public streets wide enough to meet the A-76 design standard for bicyclists and pedestrians. The 2018 Bicycle and Pedestrian Master Plan recognized that sidewalks and bikeways are not feasible or necessary along most rural and or low traffic roads. The 2018 Bicycle and Pedestrian Master Plan suggested a “decision tree” model to require new development provide widened shoulder construction along certain roads. However, to prevent a future need to fill gaps in a bikeway system, St. Albans will use an impact fee structure with the town constructing most paved shoulders at a future date along appropriate town-maintained roads and recreation routes.

Policy: Maintain the Public Works specifications. St. Albans adopted and revised regulations related to roads and driveways in 1988 and again 2006. Lastly, on February 11 2013, St. Albans adopted of the VTrans A-76 Standards for Town and Development Roads under 19 V.S.A. Section 1111, and B-71 Standards for Residential and Commercial Drives. Our current road standards provide the minimum construction standards by which all roads, driveways, entrances, culverts, bridges, and other road items should be constructed within the Town of St. Albans.

**4.2. Goal - Facilitate the movement of people by walking and bicycling along sidewalks, bikeways, and multi-use paths as an element of the town’s future transportation system.**

Currently, St. Albans has a limited sidewalk network and does not provide any maintenance. Our limited sidewalk network was typically constructed as a part of neighborhood developments. The town’s existing network of sidewalks, bikeways, and multi-use paths are highly valued in the community and often mentioned as the type of facility the town’s people would like to see more of. Improvements to the town’s network of sidewalks, bikeways, and multi-use paths should include providing safe and effective links between St. Albans and neighboring communities. These projects would be funded by supplementing local funds with outside grants, developer construction, and impact fees which can help accelerate the construction of sidewalks, bikeways, and multi-use paths, especially in filling in missing links in the network.

St. Albans does have official and informal trails, which are low-maintenance and primitive in nature. While they may serve a transportation function they are primarily used for recreation. Recreational trails are described in more detail in Chapter 11 - Recreation.

Policy: St. Albans recently completed a sidewalk master plan and has a renewed focus on non-motorized transportation. The sidewalk master plan recommended a functional and attractive network with connections to the City’s existing network to encourage more widespread walking. This plan included an assessment of the needs and suggested a regulatory model to require new development provide sidewalks construction. However, to prevent a future need to fill gaps in a sidewalk system, St. Albans will use an impact fee structure with the town constructing most sidewalks at some future date along prioritized transportation and recreation routes.

Policy: Build Multi-Use Pathways Supported by Adequate Study. The provision of multi-use paths in new construction, in certain locations, may be the responsibility of the developer, but the town may need to fill other gaps in its bicycle and pedestrian system. Multi-use paths that link neighborhoods and provide transportation and recreation routes along or near heavily traveled roadways should be prioritized. Pedestrian and non-motorized facility priorities include:

- connecting Bellows Free Academy and the St. Albans Town Education Center to the Collins-Perley Sports and Fitness Center;
- along US Route 7 (North Main Street and Swanton Road) from the City line and the Missisquoi Rail-Trail to Tucker Drive; and,
- along VT Route 104 (Fairfax Road and Fisher Pond Road) from the Collins-Perley Sports and Fitness Center to the Hard’ack Recreation Area;

Policy: Build multi-use paths in larger new developments. Large new development projects, especially those in the town’s growth centers, should continue to include requirements for pedestrian and non-motorized transportation facilities within these projects.

Policy: Provide amenities along sidewalks, paths, and trails. Simple improvements can enhance the experience of walking or bicycling in St. Albans. Benches should be provided, especially near elder housing projects. Bike racks should be provided near logical destinations for bicyclists.

Policy: Link sidewalks, bikeways, multi-use pathways, and recreational trails to form a comprehensive network: The town’s sidewalks, bikeways, multi-use paths, and recreation trails should be tied together within the town and out to the City and region.

#### **4.3. Goal - Support Green Mountain Transit (GMT) in providing services to St. Albans.**

St. Albans has limited fixed-route bus service provided by Green Mountain Transit (GMT). GMT operates the public transit bus system, in addition to elderly, disabled, and Medicaid non-emergency transportation services throughout the St. Albans area. Use of all of GMT's routes is generally stable and most changes correlate directly to fluctuations in gasoline prices.

St. Albans also has several commuter routes that connect it with other areas in Franklin County and into downtown Burlington. The GMT Alburgh to Georgia Commuter Shuttle runs weekdays and stops at several locations taking riders to the Industrial Park off US Route 7 and, during the school year, a stop at BFA. The GMT Richford to St. Albans Shuttle runs Monday to Friday taking riders from Richford and other locations along VT Route 105 into St. Albans. The GMT operates the LINK Express, a St. Albans to Burlington commuter bus route. It picks up passengers in the early morning and drops off passengers in the evening after work from Monday through Friday at the Collins-Perley Sport Center. Ridership on GMT's commuter routes is relatively stable and correlates directly to high fuel prices.

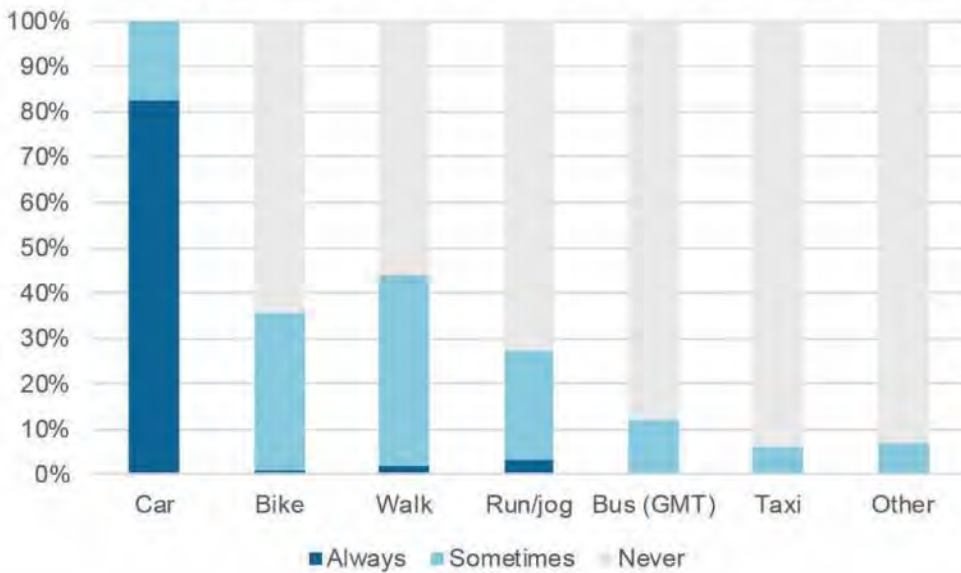
Policy: Continue to support public transit through an annual budget appropriation. St. Albans has supported GMT’s public transit services for many years.

Policy: Explore public transit busing options to provide student transportation from towns surrounding St. Albans. Currently, many students from neighboring towns choose to attend schools outside of the Maple Run School District solely based on the other districts provision of student busing. This policy recommendation is repeated in the Education chapter.

Policy: Continue to promote the use of carpooling and ridesharing facilities. The park-and-ride are an affordable and viable transportation alternative for some in St. Albans. GMT should develop a

**FIGURE 2-1 TRAVEL MODES USED ALONG THE STUDY CORRIDOR**

*Survey participants were instructed to select all modes that apply.*



*Data Source: RiseVT*

## Key Issues

Currently, the roadway does not support alternative modes in safe or inviting ways, due to the key issues identified here:

### ***Pedestrian and bicycle connectivity***

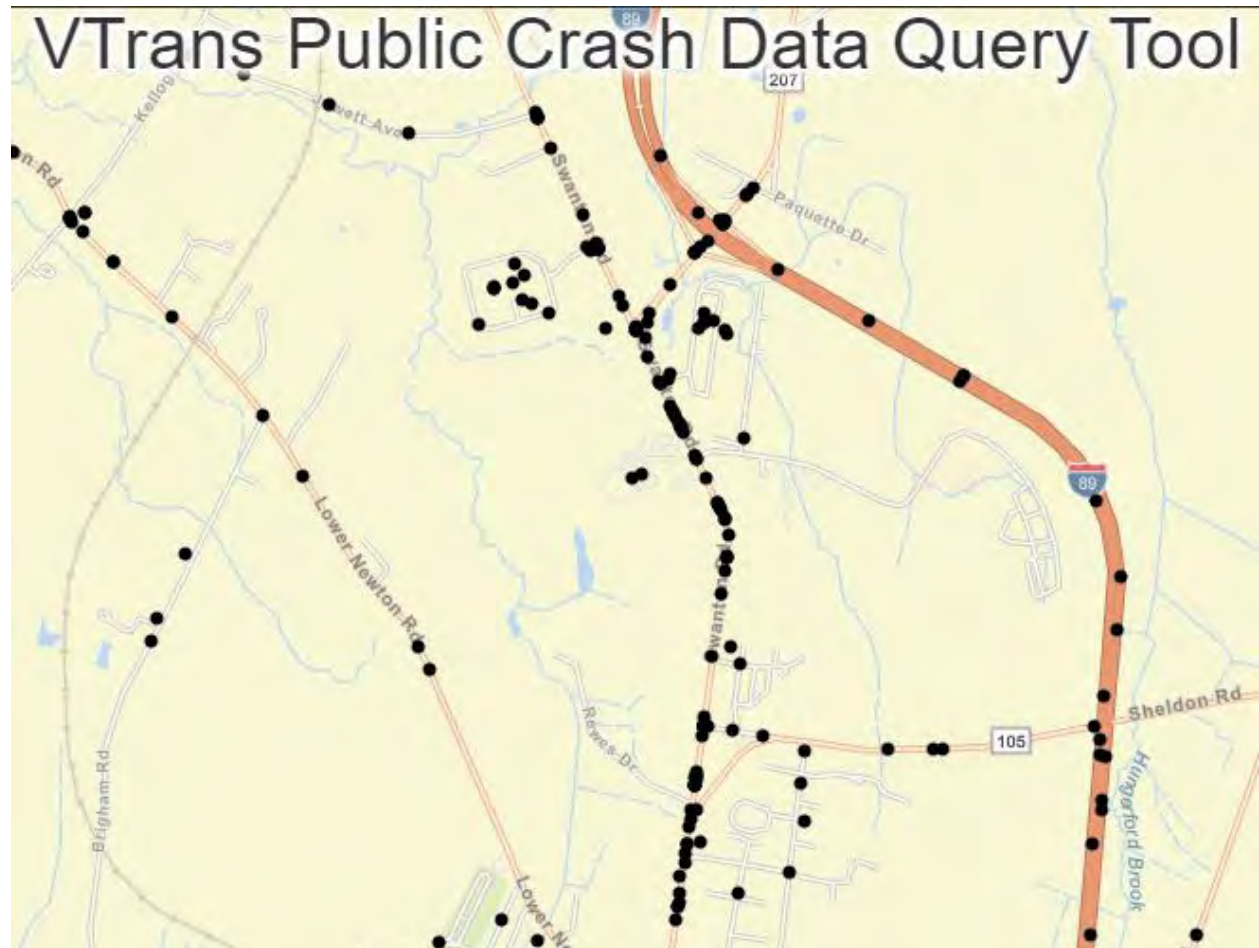
See Figure 2-2 for a map of existing pedestrian and bicycle infrastructure, as well as bus stops.

- There are no sidewalks or formal paths in the primary study area. This is unsafe and is an access problem for people in wheelchairs, with strollers, and who have trouble on uneven ground. Some areas are absent of street lighting as well.
- In the primary study area, there are no marked bike lanes or signs to reinforce to drivers that bikes may use the full lane. Shoulders without additional markings or protection are not comfortable for less-experienced bicyclists, particularly along a multilane roadway.
- The secondary study area has a quarter-mile segment of sharrows (between Lake Street and Hoyt Street) and a quarter-mile segment of bike lanes (north of Newton Street), but these segments have a third-mile between them with no bicycle facilities. In addition, there are reports from the public that gravel can get in the shoulder/roadway.





## Crash Data from 2018 – 2023



**90 Vehicular Crashes**

**28 Injury Crashes**

**1 Fatal Crash**

**5 Alcohol involved crashes**