

Table of Contents

Introduction..... 1

Decision Making Criteria..... 3

Origins and Destinations..... 7

Area A - Exit 20 Highgate Commons..... 9

Area B - Hardack and NW Regional Medical..... 9

Area C - Colins Perley..... 10

Area D - Industrial Park..... 10

Area E - West Side..... 11

Area F - St. Albans Bay..... 11

Sidewalk Corridors 13

Priorities & Recommendations 15

Step 1 - Base Score 16

Step 2 - Performance Criteria Score 16

Step 3 - Feasibility Criteria Factor 16

Step 4 - Priority Score 16

Algorithm Results..... 17

Pedestrian Facilities Design..... 19

Qualities of pedestrian friendly development 19

Sidewalk Design..... 21

Design Challenges and Examples..... 23

Pedestrian Friendly Growth Centers..... 25

Operations and Maintenance..... 26

Conclusion 27

Appendix A Sidewalk Segment Fact Sheets

Appendix B Data and Analysis

Appendix C Prioritized Sidewalk Corridors

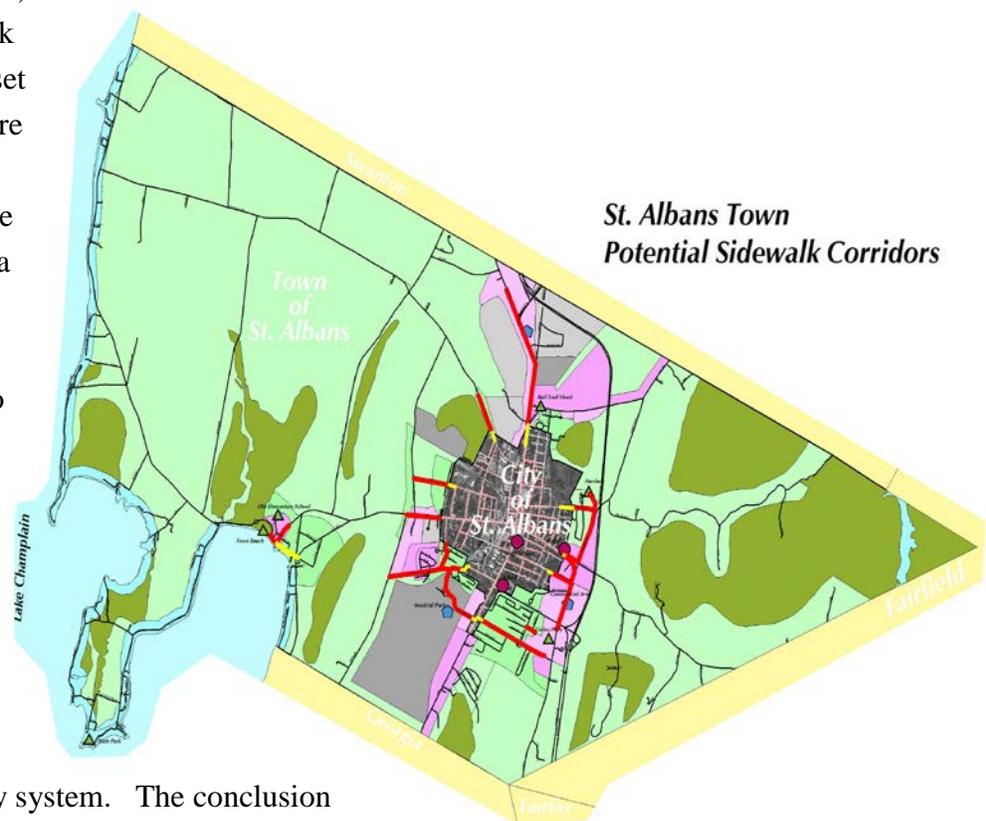
Introduction

Sidewalks are more than just a place to walk. They are an integral part of a transportation corridor and help to define the character of the adjacent neighborhoods. This is a concept the Town of St. Albans (Town) clearly understands. Through efforts like crosswalk delineation at the bay, the *Fairfax Street Sidewalk Feasibility Study* and zoning regulations that require pedestrian facility easement, the Town is taking steps toward a more pedestrian friendly landscape.

To this end Engineered Solutions, Inc. (ESI) and Kathleen Ryan, Landscape Architect were hired to assess town-wide pedestrian needs and opportunities. Through public meetings, site visits and discussions with citizens and local officials we gained an appreciation for the current pedestrian travel patterns and were able to see opportunities for improvement to both safety and mobility. We have identified over 20 possible pedestrian corridors that form a web connecting 6 discrete areas of Town with each other and the City of St. Albans (City).

This *Sidewalk Master Plan* (Plan) identifies each potential sidewalk corridor and judges it against a set of criteria that provides a measure of its feasibility via a simple scoring system. These scores are weighted and factored to create a prioritized list of potential sidewalk projects around Town. The methodology, established to generate these priorities, identifies those sidewalk segments that provide the greatest benefit for the lowest cost as the highest priorities.

The following sections outline the methods, assumptions and data used to develop this priority system. The conclusion of the Plan includes recommended sidewalk projects as well as potential funding sources and general recommendations for design components that encourage pedestrian traffic.



Decision Making Criteria

As with any planning effort, a wide variety of factors affect the decision making process. For the purpose of this project we have identified a general set of parameters and separated them into 2 basic categories: *Performance Criteria* and *Feasibility Criteria*. Values were assigned to each criterion in both categories that reflect the goals of the Town to create a logical pedestrian network. The following paragraphs describe these criteria and why each is important. Their relative importance is reflected by the value attributed to each in the prioritization system described in the *Prioritization and Recommendations* section on page 15.

Performance Criteria were established to assess the ability of a proposed sidewalk to directly address the needs of the pedestrian. For each criterion, the green box indicates the question which is asked to address the criterion.

A) “High Density” Residential Collector - This criterion establishes the ability of the sidewalk segment to service “high density” residential neighborhoods. This simple yes/no question is important for two key reasons: 1) it identifies those corridors that will directly serve residential areas providing added safety and convenience for children and the elderly and 2) it serves to segregate those segments that may be better served by a bike/recreation path. This single decision dictates both the expected use of the facility and thus design and cost. For the purposes of this decision, “High Priority” residential areas are those areas zoned as Residential or Commercial/Residential by the Town of St. Albans Zoning Map.

Question asked ...

Does this sidewalk segment collect pedestrian traffic from a “high density” residential area or neighborhood?

Yes or No

B) Access to Public Transit - The creation of a sidewalk that is integrated with Public Transportation serves to support both the increased use of the sidewalk as well as public transit. Because typical public transit users do not drive to bus stops, the bus stop can be made much more viable if it is serviced by sidewalks. If a proposed sidewalk intersects the route of the Northwest Vermont Public Transit bus route, it is considered to provide access to public transit.

Question asked ...

Does this sidewalk segment provide access to or support the existing public transit systems in St. Albans?

Yes or No

C) Area to Area Linkage - For the purposes of this plan, the Town has been divided into six discrete “areas.” These areas were developed based on pedestrian traffic generation, existing infrastructure and general land uses. Each of the six areas is described in detail in the *Origins and Destinations* section beginning on page 7.

Question asked ...

Does this sidewalk segment collect pedestrian traffic from one “area” to another “area”?

Yes or No

Establishing a sidewalk’s ability to provide Area to Area linkage helps to further define the function of the sidewalk within the Town. This criterion provides a measure of its ability to serve Town-wide mobility goals in addition to the more local goals already assessed by Performance Criteria A. Segments are considered to provide Area to Area linkage if at least one end of the segment intersects an area boundary.

D) City Linkage - The ability to link pedestrian corridors between the City and Town is an important component in building a cohesive community across municipal boundaries. Also, because the City is laced with sidewalks, tying a short segment of sidewalk in Town to the City’s sidewalk systems can leverage the existing City infrastructure for use by the Town at a minimal cost. To implement these sidewalks the town will need to coordinate with the city to ensure a smooth and logical junction. Some sections may require construction of stretches within the city.

Question asked ...

Does this sidewalk segment link with the City sidewalk system?

Yes or No

E) Priority Destinations - General pedestrian traffic origins and destinations are defined based on the “area” as discussed in item C. Additionally, within each area, specific destinations that require special consideration are considered “Priority Destinations.” These Priority Destinations are municipal, civic and social destinations which function better with convenient pedestrian service. They can describe either a specific location or a cluster of similar uses in the vicinity of each other.

Question asked ...

How many Priority Destinations are served by the proposed sidewalk link?

Total Number

The following general seven categories of Priority Destinations were developed:

Hospital/Health Care; Schools; Post Office; Municipal Offices; Shopping; Employment; Recreation

For each sidewalk segment the total number or priority destination was determined, with a maximum of score of 7 (1 point for each destination).

 *Feasibility Criteria*, based on general expected permitting requirements and project cost, were established to balance the sidewalk needs of the Town with the realistic limitations of project development. Specifically, the two Feasibility Criteria established were:

- A) Permitting/ROW/Access Conflicts
- B) Cost

A) Permitting/ROW/Access Conflicts -

Based on cursory review of available information, potential limitations along each corridor were assessed. These criteria were assessed based on existing statewide wetlands mapping, right-of-way (ROW) information from the Town,

Question asked ...

What is the level of potential permitting and land use conflict associated with this segment?

Substantial, Moderate, or Minor

adjacent land uses and landforms (hilly, flat, etc.). Sidewalk segments were considered to have *substantial* conflicts if it appeared that construction of the segment would extend well beyond the ROW, there were obvious drainage concerns, and/or impacts to neighboring land uses or natural systems (ie. wetlands). *Moderate* conflicts generally involved segments located in a wide ROW but they happen to share that ROW with a wetland or other protected feature. *Minor* conflicts involve those segments that appear to have relatively few permitting limitations on their construction. This, however, does not mean that significant technical challenges may be encountered.

B) Cost - As in any project, cost is a critical factor in deciding the appropriate course of action. For the purposes of this Plan, the estimated construction and design cost has been categorized as follows:

Question asked ...

What is the relative cost of the project?

Low, Medium, or High

Low Cost	0 - \$30,000
Medium Cost	\$30,000 - \$150,000
High Cost	\$150,000 +

These values are based on the assumption that low cost project could be executed with limited planning/design and with Town funding; medium cost projects are also relatively simple but grant funding may be necessary for design and construction; and high cost projects will probably require grant funding. Cost estimates were generated based on per linear foot construction costs for 3 types of facility:

Concrete Sidewalk:	\$90/LF
Bituminous Recreation Path:	\$60/LF
Share the Road:	\$20/LF

Origins and Destinations

So as to gain an understanding of the flow of life in St. Albans Town, we held two public meetings, and visited local business and Town officials on multiple occasions. The result of this was the division of the Town into six discrete areas that serve as general origins and destinations for both vehicular and pedestrian traffic. Each of these areas has both internal and external pedestrian traffic generators and all areas (except Area F) interface with the city sidewalk system. The map below shows the location of each area and the following paragraphs describe the character and land uses in each area.

Areas of General Trip Origins and Destinations

Area A - Exit 20 Highgate Commons

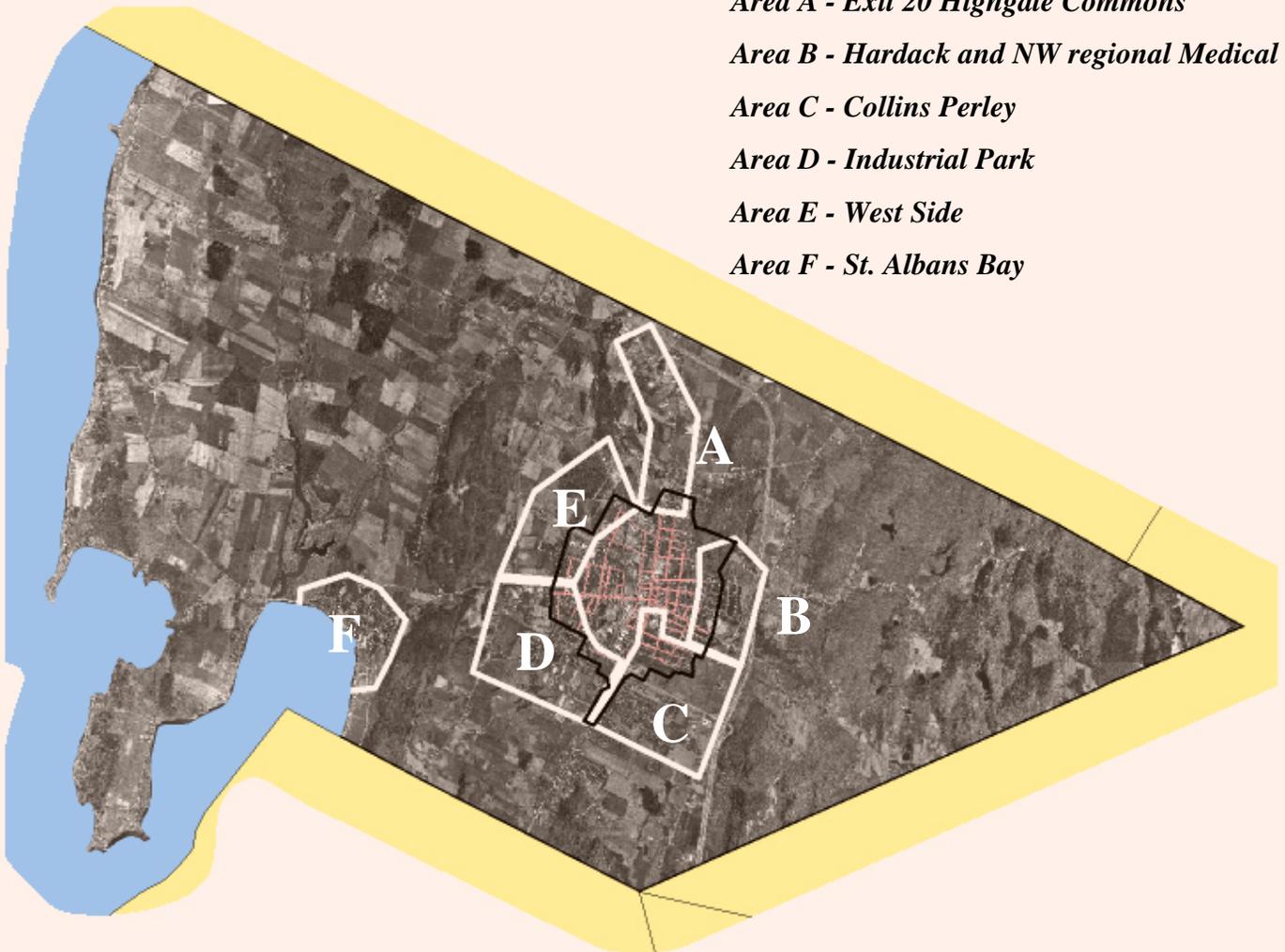
Area B - Hardack and NW regional Medical

Area C - Collins Perley

Area D - Industrial Park

Area E - West Side

Area F - St. Albans Bay



***Important Origins and Destinations
in St. Albans***

Commercial/Services

*Grocery and Shopping Centers at Exit 20
Lake Street Shops
St Albans Bay Stores*

Recreation

*St Albans Bay Beach
Collins Pearly Sports Complex
Hardack Recreation Area
Cohen Park*

Schools

*St. Albans Town Central School
Bellows Free Academy
Callaghan Memorial School (private)
Community College of VT*

Civic

*Town Offices – St Albans Bay
Transit Route*

Health

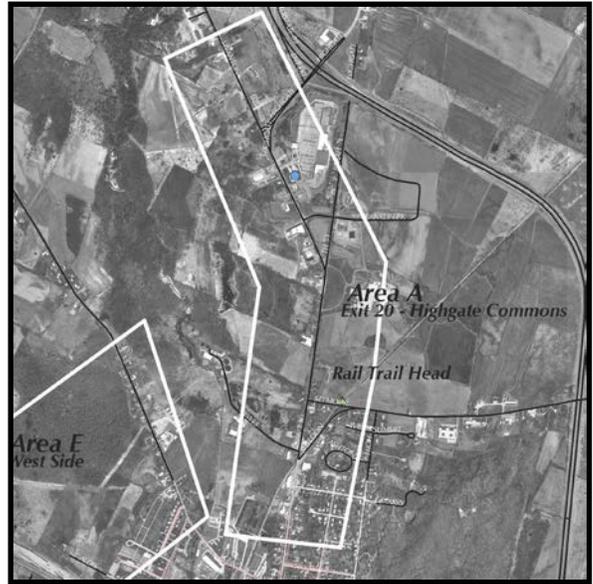
*Northwest Medical Center
Fairfield Street medical offices
Fisher Pond Rd (Route 104) Medical Offices*

Employment

*Eveready Plant
Industrial Park
Exit 20 Commercial/Growth Center/Industrial Zone
Exit 19 Commercial/Growth Center*

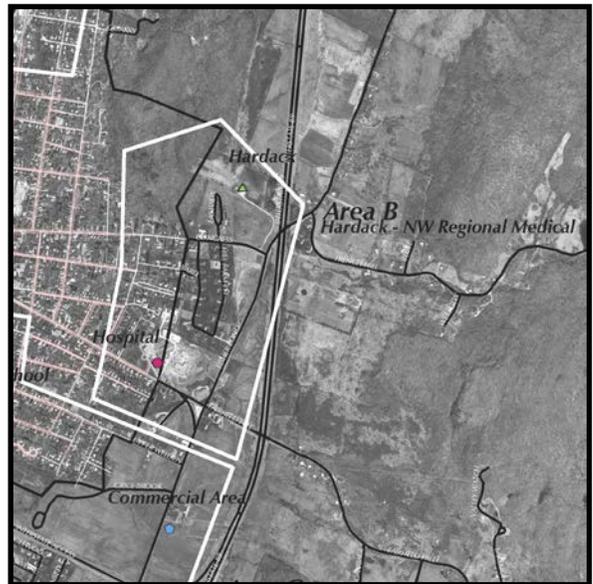
Area A - Exit 20 Highgate Commons

Area A is defined by the Route 7 corridor from the northern city boundary extending beyond Exit 20 and to the Swanton town line. This Area is predominantly commercial with large “national brand” retail shopping centers in the vicinity of Exit 20 and a variety of locally owned businesses clustered near the City/Town boundary. Area A connects to the City via Main Street and does not directly interact with the other defined Areas of this plan.



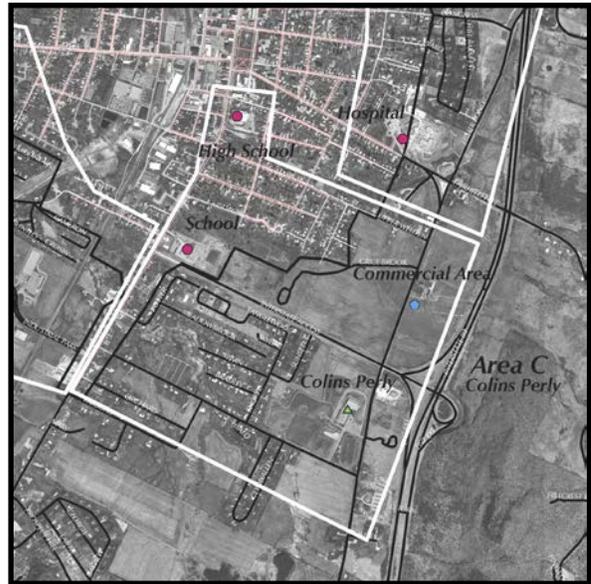
Area B - Hardack and NW Regional Medical

Area B is the area of Town immediately adjacent to the northwest corner of the City. The Area is bounded on the west by the City, on the east by I-89, on the north by Hardack Recreation center and on the south by Upper Welden Street, but not including it. This Area is anchored to the City by Congress and Fairfield Streets and appears to have relatively discrete uses based on the presence of the Hospital and the Hardack Recreation Area. Area B connects to Area C via Vermont 104 to the south.



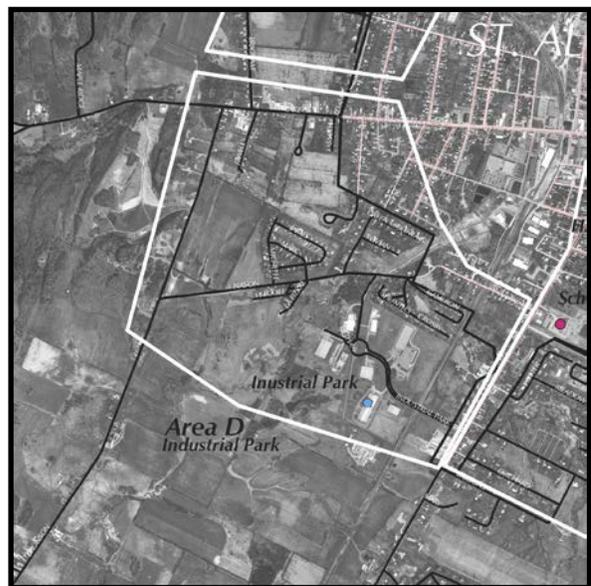
Area C - Colins Perley

In recognizing the relationship between the school and the Colins Perley Sports complex, Area C is the only defined area that stretches into the City to address specific traffic generators. Area A contains relatively dense residential housing and the Colins Perley Sports complex within the Town and the High School and the Technical Center in the City. The area is bounded on the west by the City, on the east by I-89, on the north by Upper Welden Street and on the south by Fairfax Street. Connections to the City are made at Upper Welden, the State Highway Access Road, Potter Street and Fairfax Street. Connections to other Areas exist at Vermont 104 (Area B) and Fairfax Street (Area D). A major obstacle in this Area is the State Highway Access Road that bisects it. There are currently no pedestrian accommodations along the road and the only point of crossing is its intersection with Main Street.



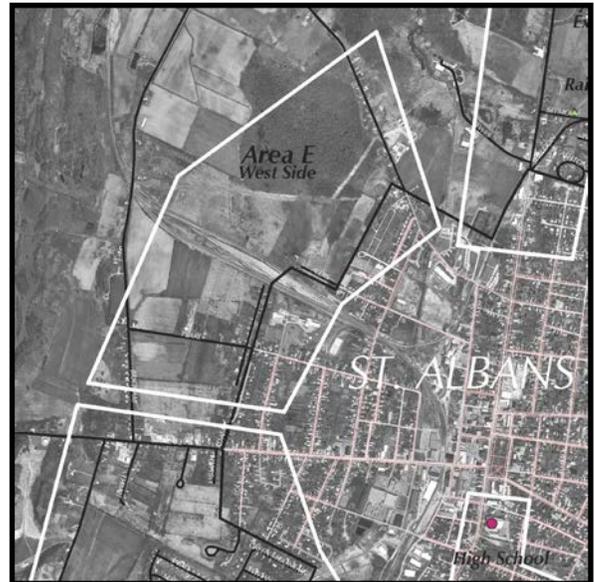
Area D - Industrial Park

Area D is characterized by diverse land use. There are a variety of industrial, commercial and residential uses within this area. The area is bounded on the west by Bronson Road, on the east by Main Street on the north by the City and on the South by the Industrial Park. Connections to the City from this area are made at Main Street, Nason Road and Huntington Street. Area D has a direct connection with Area C via Industrial Park Road.



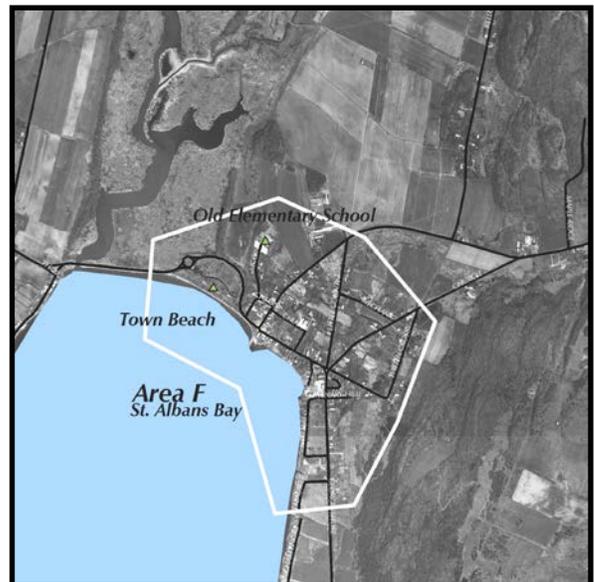
Area E - West Side

Area E is comprised of two existing roadways extending westerly from the City. Pearl Street and Newton Street both extend from the City into residentially zoned areas that are largely undeveloped. There are also areas of this region zoned for industrial use primarily related to the existing railroad facilities. Area E does not connect directly with any other Town Areas.



Area F - St. Albans Bay

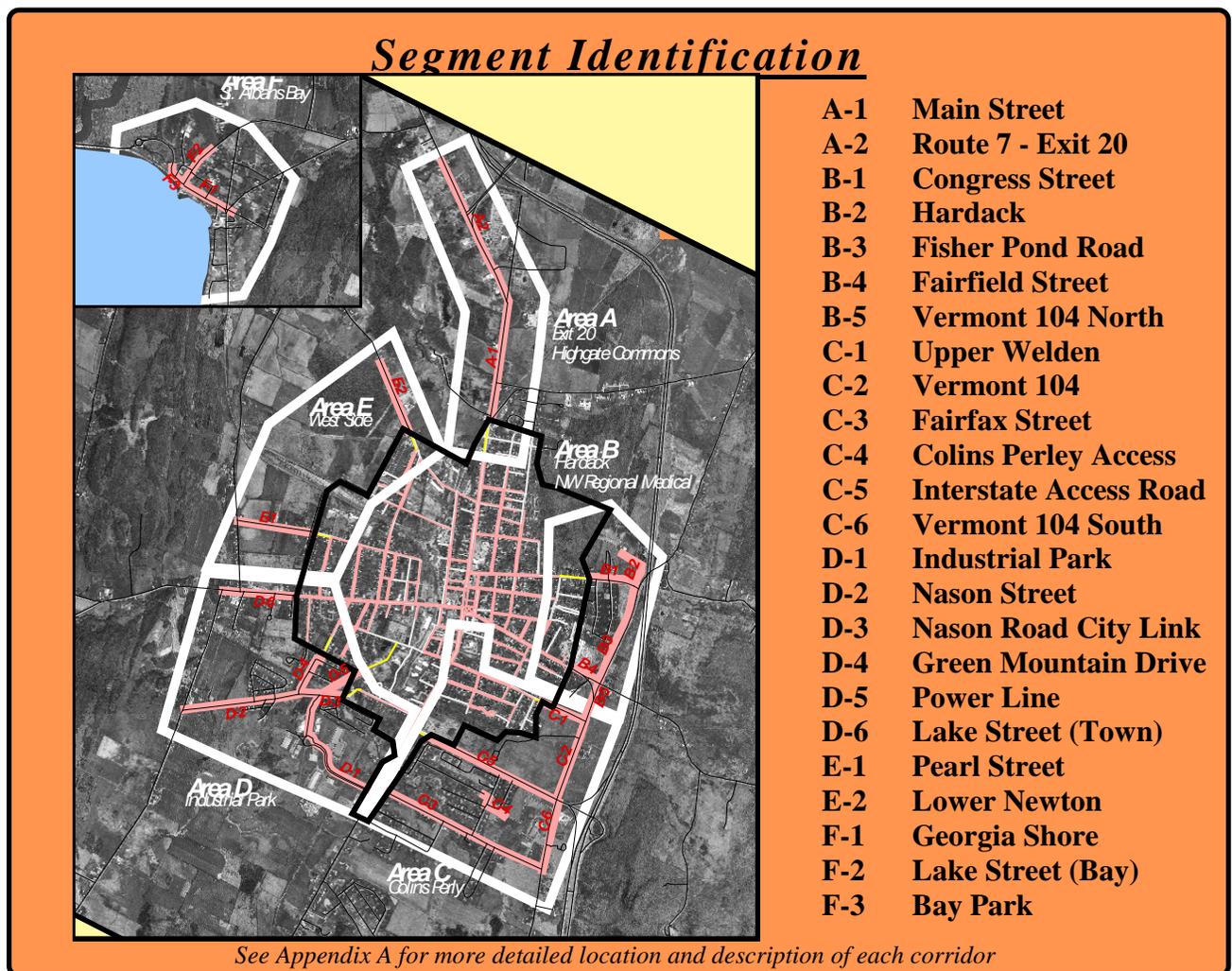
The village area of St. Albans Bay is defined as Area F. Its limits extend to the Bay on the West to Patten Crosby Road on the east and from the Town Beach on the north to Deslaruier Road on the south. Area F is comprised of a compact village area with mixed commercial and residential uses surrounded by a network of residential streets. Although an important component of St. Albans, Area F is an island, insulated from the activities of the other defined areas.



Sidewalk Corridors

Within each area, logical sidewalk corridors were established that linked areas together with each other and the City. Generally these segments are located within existing roadway corridors and along existing roadways. Because this plan is focused on pedestrian facilities, potential recreational corridors along Lake Street, Route 36 and Hathaway Point Road were not included. Additionally, routes previously deemed impractical (i.e. Bridge at Thorpe Street/Grice Brook) were not considered beyond points of discussion.

The segments included are those considered to provide reasonable pedestrian movement with the Town and interconnection with the City and Town. The following map and table identify the 24 segments considered by this plan. For each segment identified, a *Fact Sheet* (Appendix A) was developed that details its general character and function.

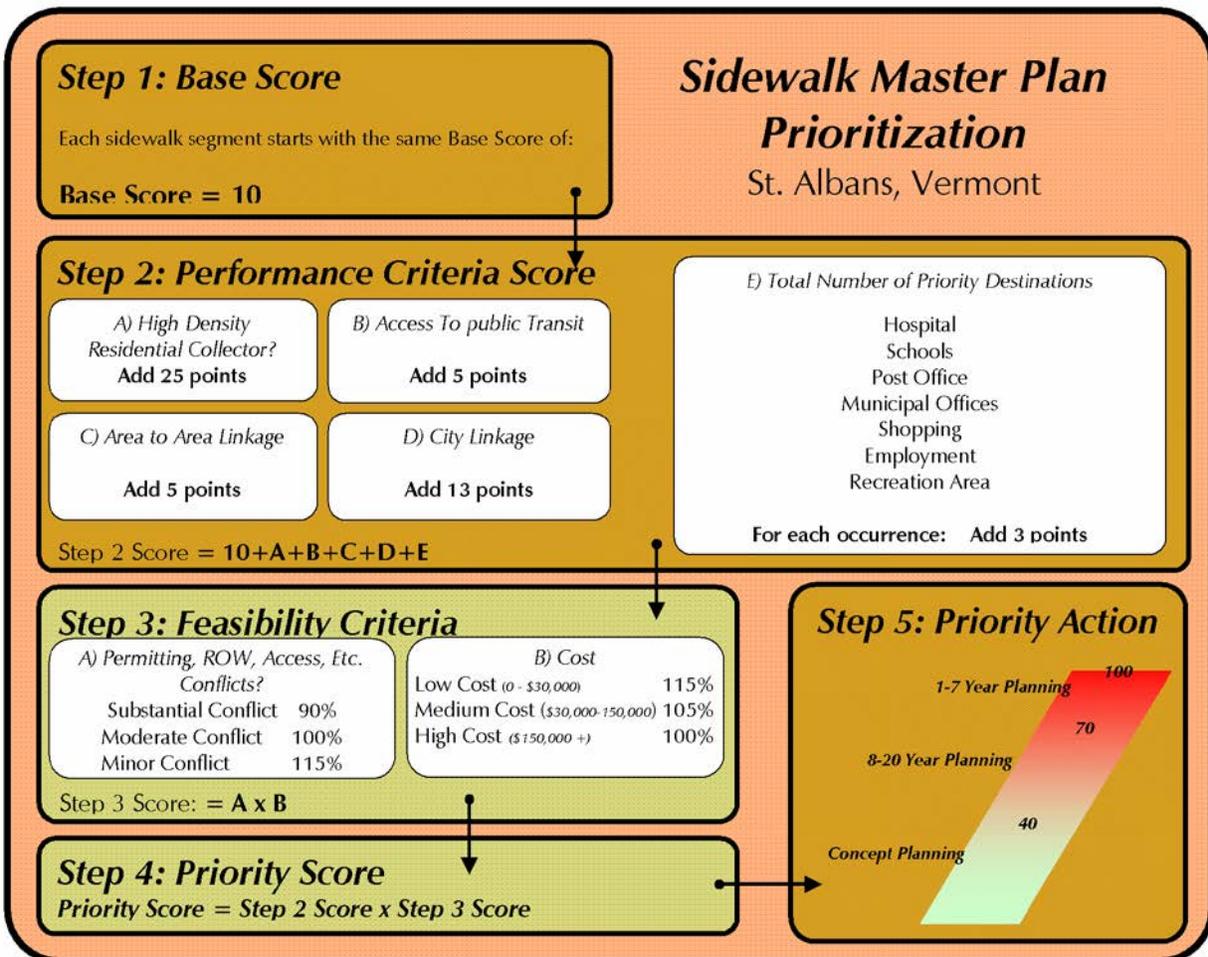


Priorities & Recommendations

The decision making algorithm developed for this project strives to provide a documentable and reproducible system to support the Town Planning process. The algorithm is housed in a simple Excel spreadsheet/database that will allow the Town to modify the values within the algorithm to match the evolving needs of the Town. With a little effort, additional criteria can even be introduced into the process allowing the model to remain valid over time.

The results of this algorithm provide the Town with a prioritized list of sidewalk corridors that can guide the Town in the development of a sidewalk network. This list and an associated map are show on Page 13 and in Appendix C. Descriptions of specific sidewalk types, lengths, costs, etc. are detailed on the Sidewalk Fact Sheets located in Appendix A. Other general design and planning considerations are presented in the following section: *Pedestrian Facility Design*.

The algorithm is basically a two stage process where the fist stage is additive, accumulating a score based on performance of the segment. The second stage then applies a factor to these performance scores based on the feasibility of actually proceeding with that option. The following paragraphs briefly describe the function of the algorithm and provide some insight into its operation. Detailed descriptions of the specific criteria are located in the *Decision Making Criteria* section starting on page 3.



Step 1 - Base Score

Because a certain level of “pre-screening” went into the selection of the segment considered, a *Base Score* of 10 was applied to each segment considered. This would ensure that all segments that reached this stage of planning would be considered at least at the Concept Planning level; they would be on the “radar”, so to speak.

Step 2 - Performance Criteria Score

The Performance Criteria were then reviewed, accumulated and added to the Base Score. The performance criteria generally summarize how well a sidewalk segment could provide service to pedestrians. The performance of a segment was judged against its ability to provide service to residential neighborhoods, connect with public transit, interface with the city and other areas of Town and provide direct service to special priority destinations.

Because residential neighborhoods are the greatest potential origin for pedestrian traffic, and *priority destinations* are the greatest potential generator, these were assigned the highest potential score. Next, because interconnection with the City will allow the Town to utilize the City’s existing sidewalk system, points were assigned based on the segment’s interconnection the City. Finally points were assigned based on the segment’s ability to connect various areas of the Town.

Step 3 - Feasibility Criteria Factor

The Feasibility Criteria provide a measure of the likelihood that a segment may actually be built. By review of existing information regarding ROW, wetlands, soils, adjoining properties, a relative opinion of permitting difficulty was made. Because of the inherent complexity of permitting, this criterion is highly subjective and should be reviewed frequently. Cost estimates were developed for each segment based on sidewalk type and length. These costs are stored in the data base and can be adjusted as necessary based on new and updated information.

Step 4 - Priority Score

The Priority Score is the result of the Performance Score multiplied by the Feasibility Factor. Because it is understood that there are often decision factors beyond those considered by this plan, these “raw” Priority Scores were then grouped into three broad categories shown below.

A segment in the “1-7 Year Planning” indicates that the segment could provide a great service to the Town and appears to be relatively feasible and affordable. The Town should begin planning to obtain funds for such projects within the next 7 years. A segment with a Priority Score

<i>Priority Score</i>	<i>Planning Horizon</i>
70 - 100	1-7 Year Planning
40 - 70	8-20 Year Planning
10-40	Concept Planning

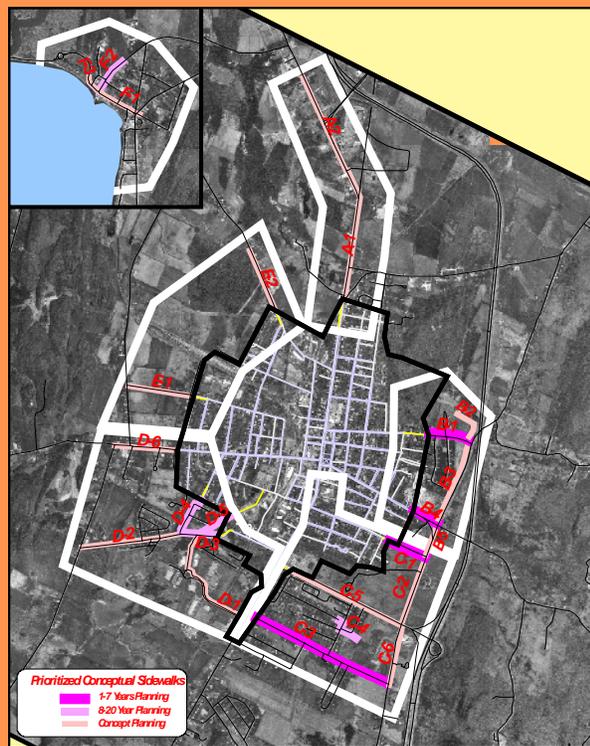
in the 40-70 range may be a sidewalk that could provide a valuable pedestrian service but is more expensive and/or difficult to build. These sidewalks, however, could be critical parts of the Town’s pedestrian infrastructure and should continue to be pursued as long-term goals.

Segments that received a score of 0-40 fall in the Concept Planning category. Although planning should not be directly pursued on these segments, the Town should remain aware that these are logical pedestrian routes and if the opportunity presents itself to develop them, it should be taken. Impact fees or other mechanisms paid by developers of adjacent land could be used to fund such sidewalks.

Algorithm Results

The results of the processing of the Algorithm are shown on the map below. The algorithm is detailed in Appendix B and the individual scores are summarized on the Fact Sheets in Appendix A. Because the algorithm is housed in a simple spreadsheet, as the Town’s (and City’s) needs and resources evolve these criteria and scores can be adjusted, resulting in a new priority rating. Also, additional sidewalk segments can be added, analyzed and compared to the other segments.

Sidewalk Segment Prioritization



<i>Planning Group</i>	<i>ID</i>	<i>Name</i>
1-7 Year Planning	B-1	Congress Street
1-7 Year Planning	B-4	Fairfield Street
1-7 Year Planning	C-1	Upper Welden
1-7 Year Planning	C-3	Fairfax Street
8-20 Year Planning	C-4	Colins Perley Access
8-20 Year Planning	D-3	Nason Road City Link
8-20 Year Planning	D-4	Green Mountain Drive
8-20 Year Planning	D-5	Power Line
8-20 Year Planning	F-2	Lake Street (Bay)
Concept Planning	A-1	Route 7 - Exit 20
Concept Planning	A-2	Main Street
Concept Planning	B-2	Hardack
Concept Planning	B-3	Fisher Pond Road
Concept Planning	B-5	Vermont 104 North
Concept Planning	C-2	Vermont 104
Concept Planning	C-5	Interstate Access Road
Concept Planning	C-6	Vermont 104 South
Concept Planning	D-1	Industrial Park
Concept Planning	D-2	Nason Street
Concept Planning	D-6	Lake Street (Town)
Concept Planning	E-1	Pearl Street
Concept Planning	E-2	Lower Newton
Concept Planning	F-1	Georgia Shore
Concept Planning	F-3	Bay Park

A poster size version of this map is provided as an attachment to this report.

Because sidewalks have the ability of define the character of and area, special consideration needs to be made in their design. These considerations are generally related to ensuring that the facility provides an appropriate level of convenience, comfort and safety.

Sidewalks that make direct connections and, are safe, comfortable, and attractive will be more appealing to pedestrians and thus better utilized. Sidewalks can be very important community spaces and can improve a residential or commercial neighborhood. If sidewalks are inviting they can bring people together, provide a useful transportation mode, a recreation mode for walkers and joggers and make the streets safer.

The Town of St. Albans clearly understands the link between economic vitality of growth centers and creating a pedestrian environments and corridors. As such, this study is one of several recent efforts by the Town to improve pedestrian services and facilities. Additionally, to this end, the St Albans Town Planning Board has begun requiring several developers to include sidewalks in their residential and commercial projects. The following section provides guidelines and recommendations related to these supporting these concepts.

Qualities of pedestrian friendly development

Public Transit

Create functional, centrally located and attractive transit stops within the growth areas and along pedestrian corridors that lead to growth areas.

Right of Way

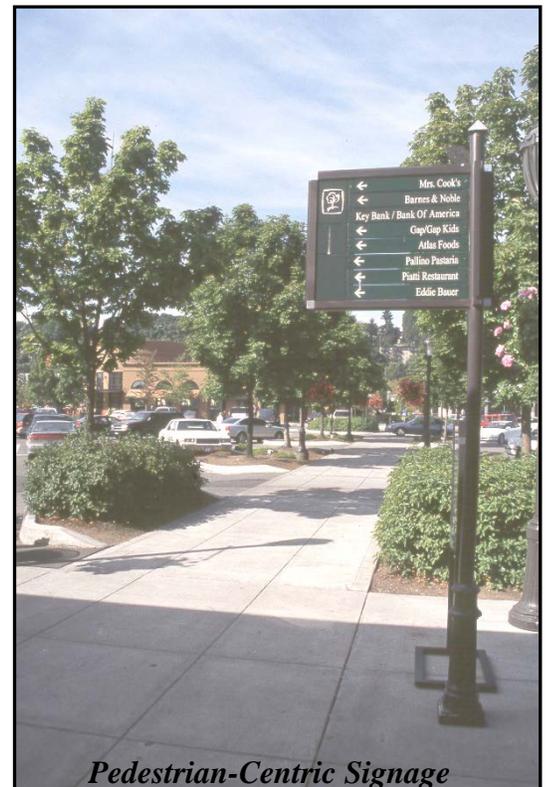
Plan rights-of-way of new streets to allow ample room for wide sidewalks, greenbelts and parallel parking where appropriate.

Signs

Provide signs and landscaping that relates to a pedestrian scale and provides direction specifically to pedestrians.

Parking

To avoid long walks across parking lots, minimize parking lot sizes by considering shared parking to serve several stores with various peak parking times, when determining



Pedestrian-Centric Signage

parking requirements. Consider a central parking garage.

Street Crossing

Ease street crossings by narrowing the walking distance by medians or curb extensions.

Architecture

Encourage high quality, detailed architecture that can be viewed at a pedestrians scale

Mixed Use

Consider allowing housing, offices and other compatible uses close to commercial areas to minimize traffic congestion and encourage walking to services.

Orderly Circulation

Encourage developers to create an orderly grid of roadways through their development and through parking lots to promote easy pedestrian access and logical routes for vehicles.

Sidewalk Design

Important considerations for St Albans Town sidewalks include the following:

Location

The sidewalk network should connect people on a continuous and direct route to where they want to go including schools, shopping areas, public services, recreation and transit. The core of this project was to analyze and recommend such corridors.

Placement

Greenbelts are strongly recommended for most sidewalks. Greenbelts separate the pedestrian from the roadway; provide a location for snow storage, utility poles, hydrants and signs as well as planting. The greenbelt can also provide a grade transition and stormwater filter. However, in growth centers, commercial areas and village areas where on street parking is encouraged, greenbelts may not be appropriate due to the need for passengers in parallel parked cars to access the sidewalk.

Safety

Sidewalk corridors should be designed to give pedestrians a sense of safety and predictability. The threat of adjacent, fast moving traffic can be diminished by adequate separation from the traveled way.



Crosswalks should be clear and visible to both drivers and pedestrians. Signalized crossings should not require undue waiting and should allow adequate crossing time.

Slowing vehicle speeds is an effective way to increase pedestrian safety. As drivers slow down they are more aware of other activities in the roadway corridor and they can respond and stop more quickly. Research shows that the chance of a vehicle/pedestrian crash being fatal goes from 85% to 5% when vehicle speed is reduced from 40 to 20 miles per hour.

Landscaping

Street trees are an essential part of creating pedestrian comfort in the streetscape. Street trees enhance the pedestrian way with shade in summer: the rustle of leaves, the natural sounds of birds and squirrels mitigate roadway noises; a year round canopy and enclosure that provides visual and psychological comfort. Street trees also add to the value of both residential and commercial neighborhoods.

Lighting

Pedestrian lighting encourages the use of the sidewalk system after dark, thereby increasing security by bringing residents out into the neighborhood at night. Pedestrian lighting can keep residential areas inviting and growth centers active into the evening hours.

Character of Place

Materials, details and amenities of the sidewalks corridor can be important to the character of an area. Benches and gathering spots lend opportunities for social interaction.

Traffic Volumes

Traffic volume on a given pedestrian route is an important consideration in the design of the pedestrian facility. Very low volume roadways with shoulders, either paved or gravel can and do serve pedestrians in rural areas. As traffic volumes increase, pedestrians no longer find the shoulder a comfortable route, and walking may be more dangerous. There are no known Vermont traffic studies that directly link traffic volume to the safety of pedestrian using the roadway shoulder. There are some national bicycle studies that cite a traffic volume of 2000 vpd as a

St. Albans Town Highway <i>where vehicular traffic exceeds 3,000 vpd</i>	
<i>Roadway</i>	<i>Volume *</i>
Route 7 north (near shopping center)	15,970
Route 7 south of Industrial Park Road	8,000
Route 104 – between STASH and Upper Weldon	7,000
Route 104 – between Fairfield and Congress	5,300
Fairfield Street – near park and ride	8,150
SAASH – west of Route 104	9,870
Lake Street – between Brigham Rd and City line	7,300
St Albans Bay (Lake Street – east of Church Rd)	3,430

* Data from *St Albans Traffic Circulation Study* – May 2002 , referenced from 2001 RPC and VTrans data

level were shared use of the roadway is acceptable.

Curb Cuts

High volume roadways with numerous curb cuts are another safety consideration. Vehicles turning quickly off the roadway into commercial uses do not always look for pedestrians. A survey of curb cuts on US Route 7 between Route 105 and Exit 20 found half of these entry drives do not meet recommended standard. This condition contributes to an unsafe condition for pedestrians on this segment of roadway.

Design Challenges and Examples

Greenbelts: give pedestrians there own domain.



This

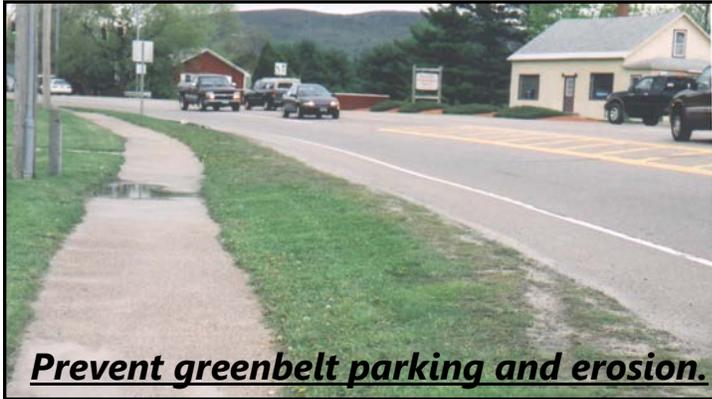
Even narrow greenbelts create needed separation from the roadway. Parked vehicles provide additional buffer.



Not This

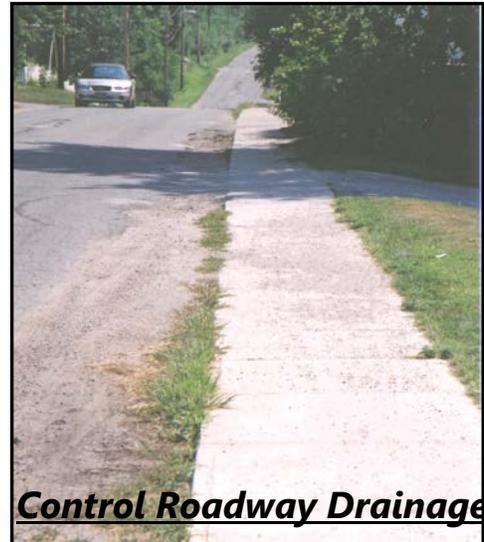
Sidewalk with no greenbelt or buffer from the road traffic presents a harsh environment for the pedestrian

Curbs: use curbs where needed to protect both the structure and the pedestrian.



Prevent greenbelt parking and erosion.

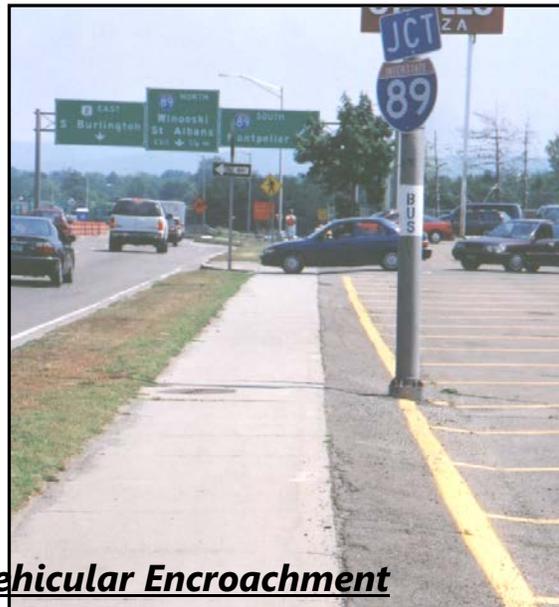
This narrow greenbelt, with no protective curb, has eroded due to vehicle parking, leaving no buffer for the pedestrian way.



Control Roadway Drainage

Runoff from this roadway creates sidewalk puddles and icy pavement in

Adjacent Property: consider the private property side of the sidewalk



Vehicular Encroachment

Vehicle bumpers encroach on the pedestrian realm when this parking lot is full. A green setback, fence or hedge is needed at the property line edge of this sidewalk

Pedestrian Friendly Growth Centers

Section H of the 2000 St. Albans Town Master Plan specifically states the desire of the Town to have sidewalks throughout Town and particularly in designated growth centers. The Plan designates large areas at Exit 19 and Exit 20 as such growth centers. The Master Plan also directs such development by stating the following:

Strip development is discouraged

Consolidation of access points off major collectors is favored

Efficiency and attractiveness of site and signage are promoted

All of these goals facilitate pedestrian access. The Town is also planning a new road to run parallel to US Route 7 to absorb some of the local traffic around Exit 20. In addition, planned improvements to Federal Street include high quality pedestrian facilities.

Quality facilities for pedestrians in the new commercial growth areas can also help minimize traffic congestion. An attractive pedestrian environment will make it desirable for shoppers to park once and shop at several destinations rather than driving from store to store. Commercial development designed for maximum shopper comfort mimics a village setting and like a village often attracts a variety of business large and small.

However, large growth areas must be considered comprehensively so that incremental growth fits into a total growth area that will function to promote pedestrian modes.

“H. St Albans should expand the sidewalk network in the Town especially in the Growth areas.”

St. Albans Town Plan - 2000



Pedestrian friendly shopping center in Seattle encourages walking.

Operations and Maintenance

Clearly, the addition of sidewalks will add another dimension to the maintenance activities and responsibilities of the Town. However, recognizing and preparing for these needs in advance can result in longer life for the sidewalk system and greater use by the public.

As sidewalks are installed, the Town should record the date of construction and maintain a simple annual inspection schedule. This annual inspection will help to track maintenance needs and highlight areas of significant deterioration. Keeping track of this type of information over time will aid the Town in prioritizing ongoing maintenance.

Two issues that adjacent landowners are often concerned with are green belt maintenance (mowing) and snow clearing. Both of these issues can be clearly defined with relatively simple policy language. Because sidewalks will be a relatively new feature for Town residents, it is important to define the expected roles of the adjoining landowners as well as the responsibilities of the Town.

With respect to the green belts, most Towns have ordinances that require the adjacent land owner to mow grass in the green belt. However, where trees exist within the greenbelt, the Town will assume the responsibility of pruning and generally maintaining the trees. Because of this mixed maintenance approach, there is sometimes confusion regarding who actually owns the green belt. Therefore, it is important when writing maintenance policy to clearly state that the sidewalk and the greenbelt are completely within the Town right-of-way and as such are owned by the Town. Practically, this means that the Town has the right to remove items (signs, poster, banners, benches, etc.) that they feel are inappropriate or unsafe.

Snowplowing can be dealt with in a similar fashion as greenbelt maintenance. There are two basic approaches that most Towns employ 1) they assign the responsibility for snow removal to the adjacent landowner or 2) the Town assumes this responsibility. In practice, option 1) often results in sidewalks that are impassible for the majority of the winter. However, option 2) would require the purchase of specialty plowing equipment that may be beyond the financial resources of the Town. St. Albans Town, however, is in the unique position of surrounding the City. This may allow it to share plowing cost with the City.

Other features that will need ongoing attention and maintenance may be: crosswalk paint, handicap ramps, signing, lighting, driveway adjustments, etc.

Conclusion

Clearly the Town of St. Albans has recognized the long-term value of sidewalks and has taken many steps recently to facilitate their planning. The Town's current policy of requiring developers to install sidewalks is a great step towards building a walkable community. However, there are many sections of Town which have already been developed without sidewalks. So the Town is left with the question: "If we're going to build sidewalks, where should we start?"

This *Sidewalk Master Plan* addresses this question through a decision making process that identifies the origins and destination of pedestrian traffic and potential feasibility limitations. The decision making process was developed such that it encourages the construction of sidewalks in relatively dense areas of Town that are interconnected with the City Sidewalk system. This approach ensures that the money invested in sidewalks will serve the most possible residents as well as leverage the mobility of the City's sidewalk network.

To this end, the Project Team has identified 23 potential sidewalk corridors for analysis and prioritization. A database was created that details the characteristics of each sidewalk and prioritizes them based on Performance and Feasibility Criteria. (*This database was linked to ArcView GIS to create the mapping presented in this report.*) By documenting both the data and decision making process in this database, the Town now has a tool that can be used for ongoing planning. For example, as time goes by and sidewalks are built, the remaining sidewalks can be reprioritized, criteria can be adjusted or new criteria can be introduced that reflect the evolving needs of the Town.

For each of the sidewalk segments considered, a Fact Sheet is presented in Appendix A. These show the location of the segment, summarize prioritization criteria and show a conceptual typical section. Due to the broad nature of this project, some data has been generalized and significant additional planning will be needed to completely define the nature of each corridor. However, for the sake of this project, the level of data presented is sufficient to make general conclusions and recommendations regarding the Town's approach to sidewalk planning.

Based on the analysis in this Report, there are four sidewalk corridors that should receive additional planning attention in the next 7 years: Congress Street, Fairfield Street, Upper Welden Street and Fairfax Street. Notice that each of these sidewalk corridors would tie directly to the City of St. Albans sidewalk system. Therefore, the City must be an integral part of the planning for the construction of each of these segments. It is estimated that the cost of design and construction of all these sidewalks would be in the range of \$850,000 - \$1,000,000. However, with the appropriate planning, grant funds could be obtained to cover the majority of these costs. Appendix C summarizes the segment priorities and associated cost.

Sidewalks are an important part of any community. It is our hope that this document and the database tool will be a valuable component of the Town's ongoing sidewalk planning efforts.

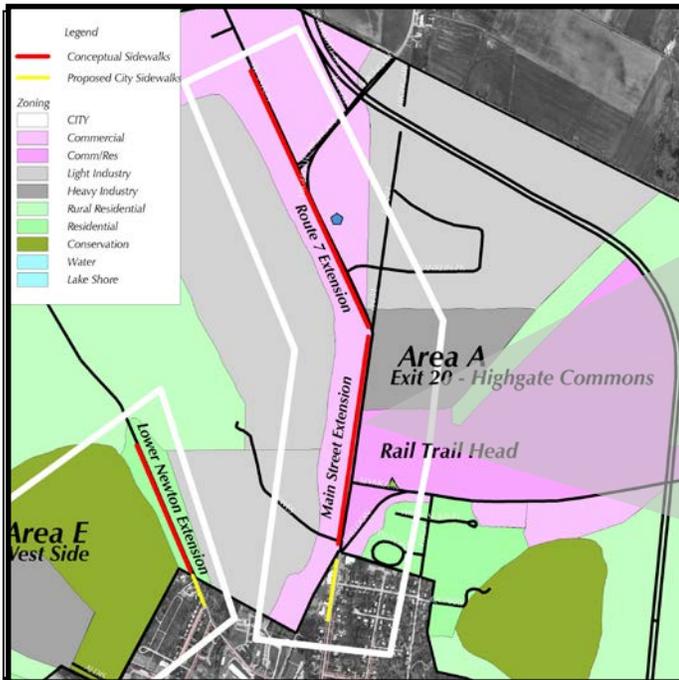
Appendix A: Sidewalk Segment Fact

**TOWN OF ST. ALBANS SIDEWALK MASTER PLAN
Sheets**

April 2003

The following appendix contains a Fact Sheet for each sidewalk segment discussed in this Master Plan. Each Fact Sheet contains information related to the existing conditions of the segment, its use and potential improvements. The expected costs, and implementation Priority Score are also included on each sheet

Segment A-1: Main Street



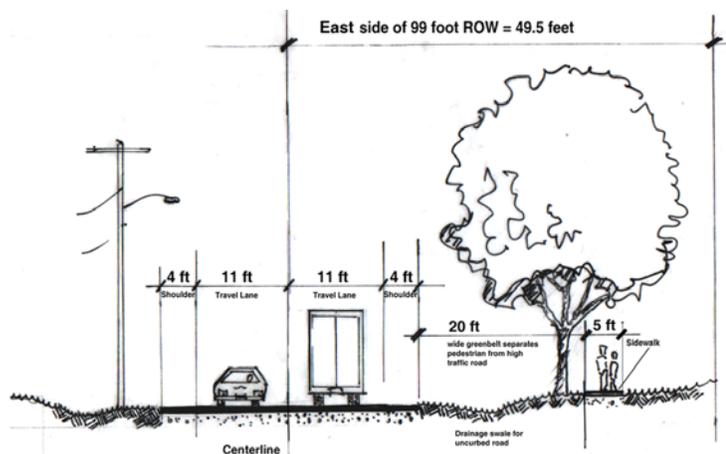
Segment A-1: Route 7 - Exit 20

--- Segment Description ---

Segment A-1 extends from the town/city boundary to the intersection of Route and Parah Drive. The sidewalk is expected to be on the east side of Route 7 and passes the Rail Trail Head and Eveready. For the majority of the corridor there is little development adjacent to Route 7. However, the entire length is zoned for commercial use. Approximately 800 feet of sidewalk would need to be constructed in the City to support this segment.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
3,500	\$315,000	\$47,250	10	N	Y	N	N	2	21	1.05	1.0	22	Concept Planning

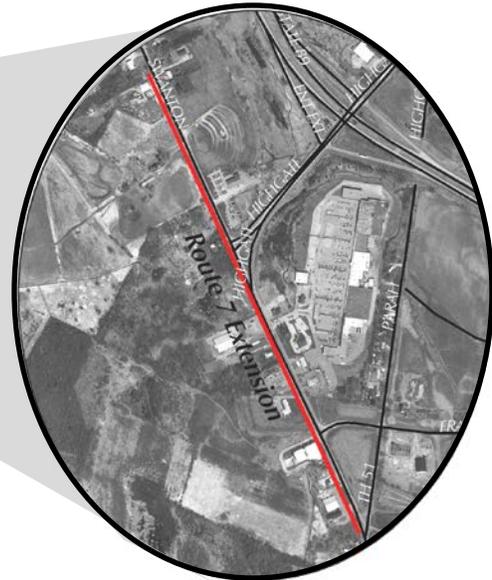
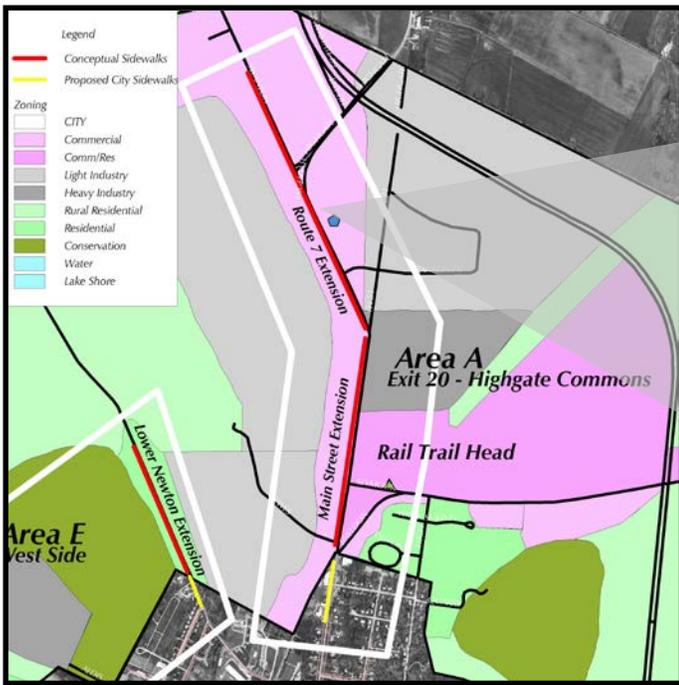


--- Conceptual Cross Section ---

Segment A-2: Route 7 - Exit 20

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



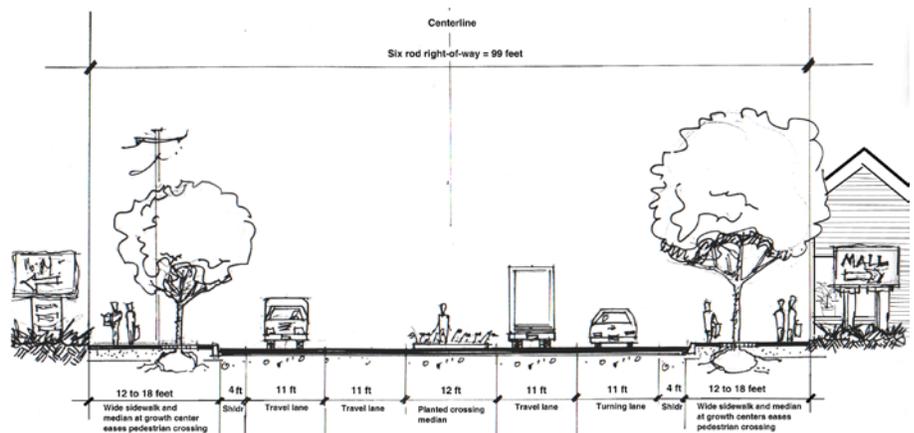
Segment A-2: Route 7 - Exit 20

--- Segment Description ---

Continuing north from segment A-1, A-2 would produce pedestrian access along Route 7 from Parah Road to a point beyond Exit 20. This sidewalk would bisect the developing growth center and provide a pedestrian link between the various services in this area. Sidewalks are proposed for both sides of Route 7.

--- Priority Scoring Data ---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
4,200	\$378,000	\$56,700	10	N	Y	N	Y	3	37	1.0	1.0	37	Concept Planning

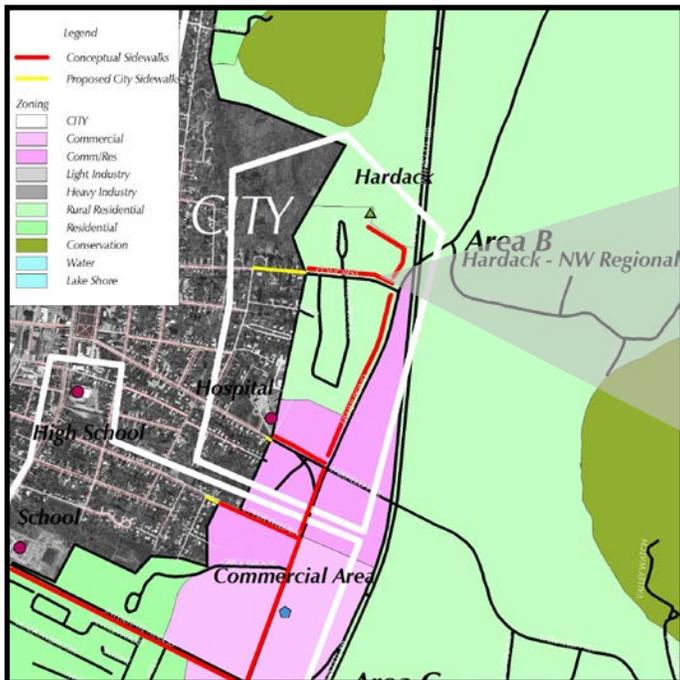


--- Conceptual Cross Section ---

Segment B-1: Congress Street

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



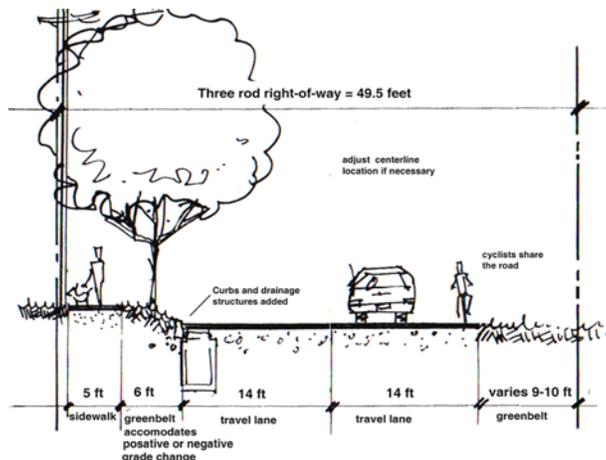
Segment B-1: Congress Street

--- Segment Description ---

Segment B-1 is located on the north side of Congress Street and extends from the Town/City boundary to the entrance of the Hardack Recreational Area. The adjacent land uses are residential with a significant senior citizen population. Approximately 800 feet of sidewalk would be built in City to support the Town sidewalk.

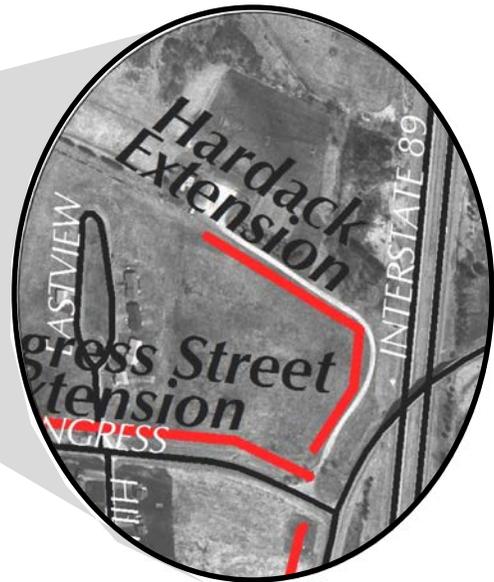
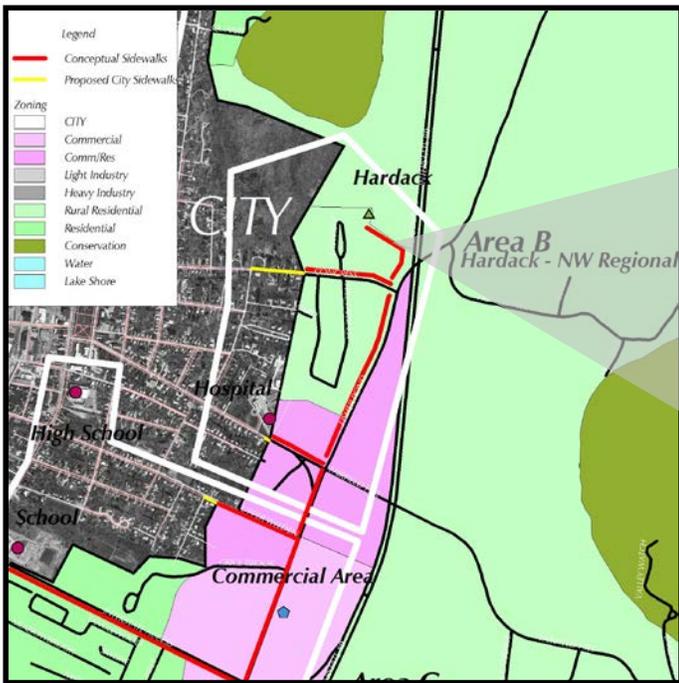
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,300	\$117,00	\$17,500	10	Y	Y	N	Y	2	59	1.15	1.05	71	1-7 Year Planning



--- Conceptual Cross Section ---

Segment B-2: Hardack



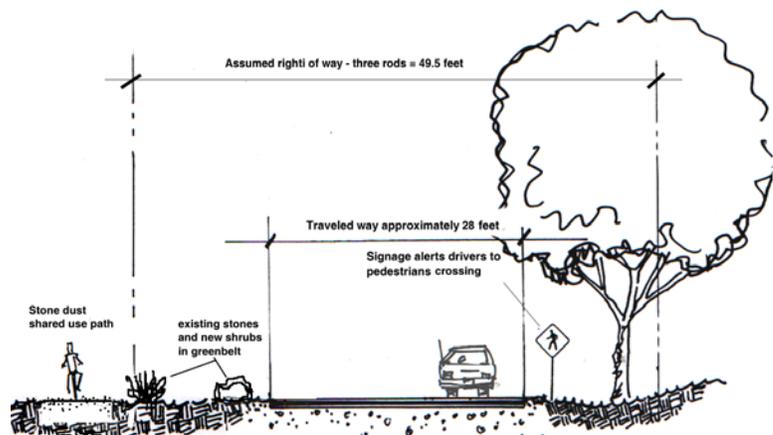
Segment B-2: Hardack

--- Segment Description ---

Segment B-2 would provide an off-road and defined pedestrian access route to Hardack Recreational Area. A bike path style path may be most appropriate at this location.

--- Priority Scoring Data ---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,200	\$72,00	\$10,800	10	N	N	N	N	1	13	1.15	1.05	16	Concept Planning

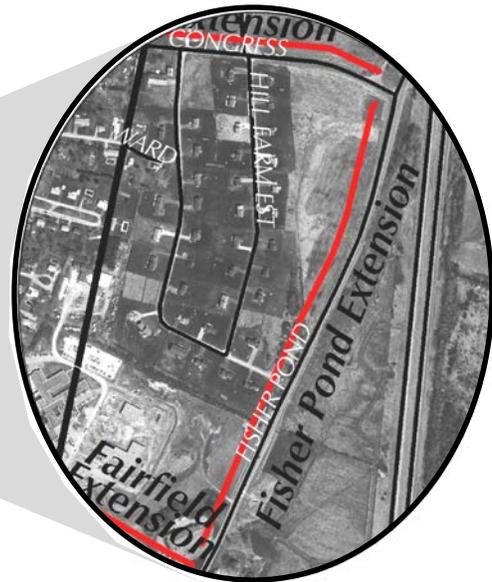
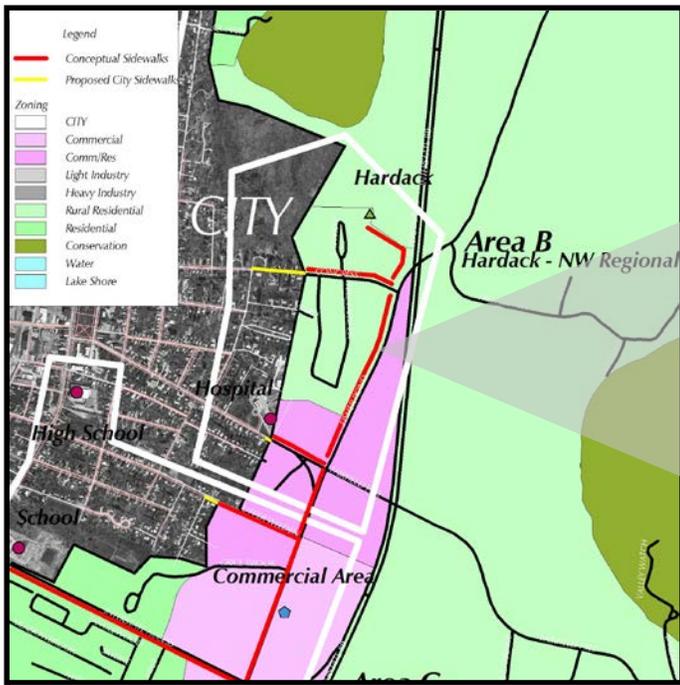


--- Conceptual Cross Section ---

Segment B-3: Fisher Pond Road

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



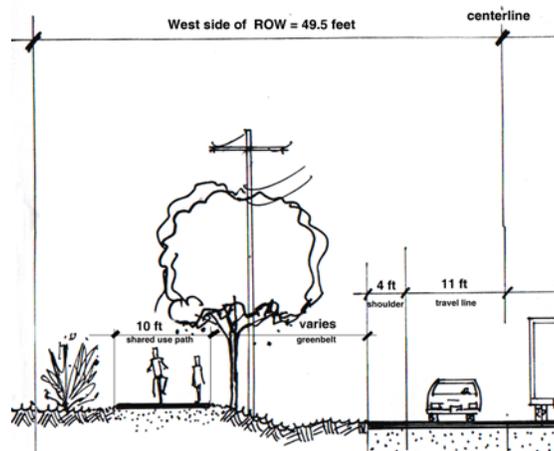
Segment B-3: Fisher Pond Road

--- Segment Description ---

Segment B-3 is envisioned as a bike path style sidewalk on the west side of VT 104 between Fairfield Street and Congress Street. The area is zoned form commercial and residential uses. Currently, there is little development on this section of VT 104.

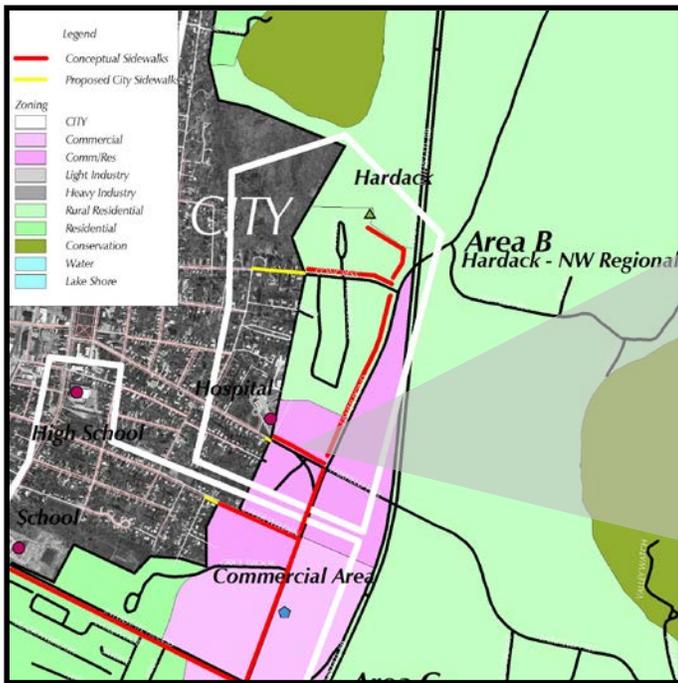
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2,700	\$162,00	\$24,300	10	N	N	N	N	2	16	0.9	1.0	14	Concept Planning



--- Conceptual Cross Section ---

Segment B-4: Fairfield Street



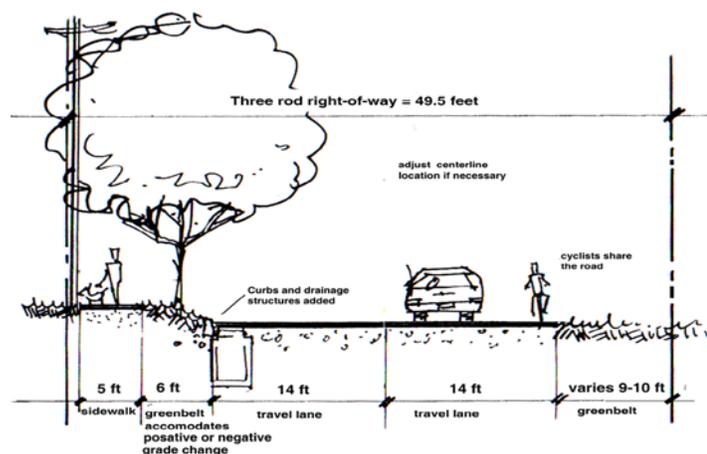
Segment B-4: Fairfield Street

--- Segment Description ---

The Fairfield Street Extension, segment B-4, would serve to connect the activities at the VT 104/Fairfield Street intersection with the City and Northwest Regional Medical Center. This area is zoned for commercial use and this sidewalk would provide pedestrian links between future uses. Approximately 350 feet of sidewalk would need to be built in the City to complete the link.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
900	\$81,000	\$12,150	10	Y	Y	N	Y	2	59	1.15	1.05	71	1-7 Year Planning



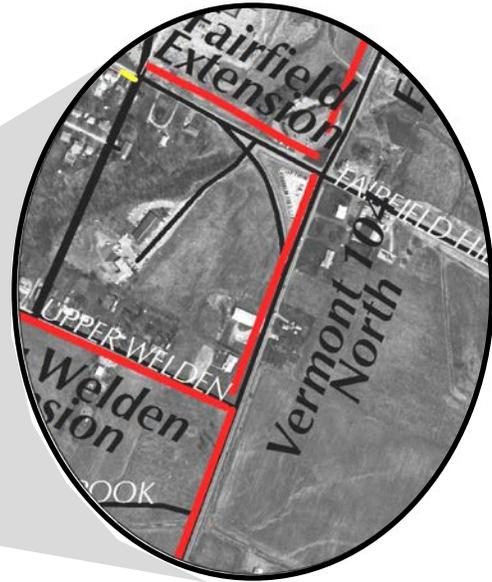
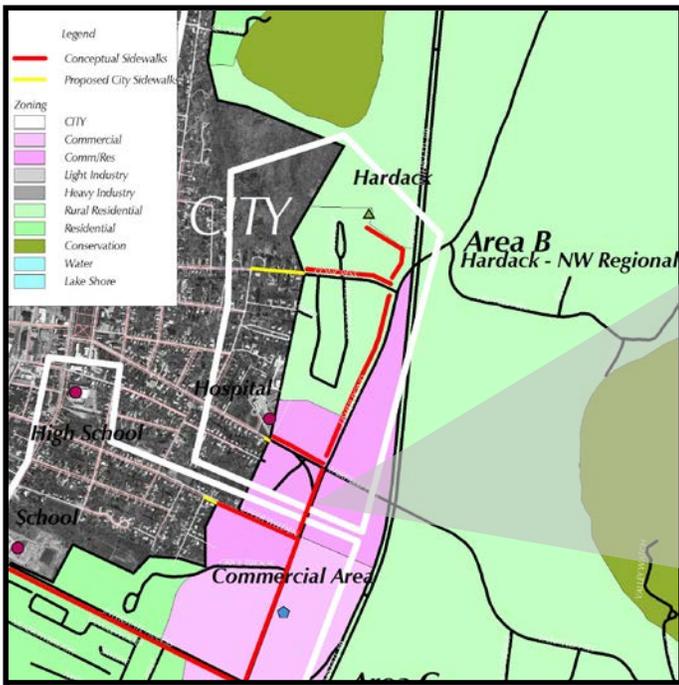
--- Conceptual Cross Section ---

Segment B-4: Fairfield Extension

Segment B-5: Vermont 104 North

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



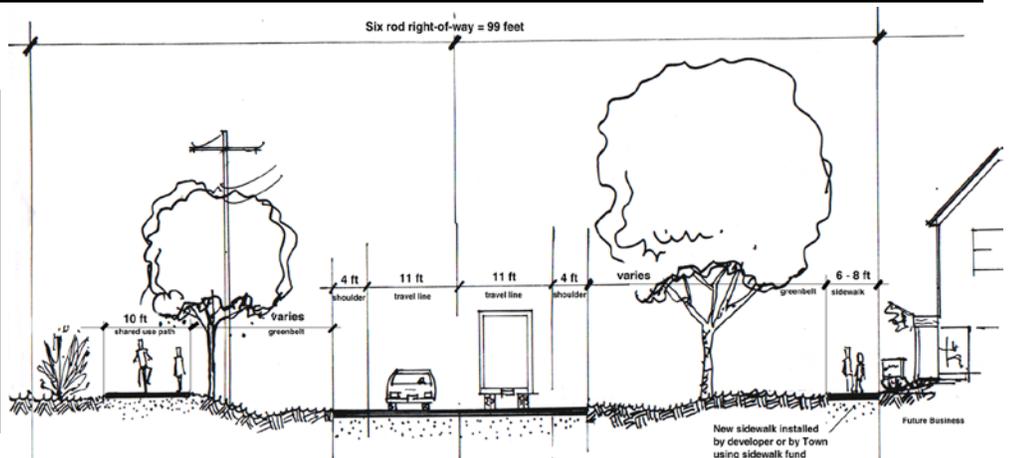
Segment B-5: Vermont 104 North

--- Segment Description ---

Segment B-5 would be located on the west side of VT 104 and is the link between Area A and Area B. Additionally, it serves to connect Upper Weldon Street and Fairfield Street. This segment is surrounded by parcels zoned for commercial use. This sidewalk would serve to connect developments here with other areas of Town and the City.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,000	\$60,000	\$9,000	10	N	Y	Y	N	3	29	1.15	1.05	35	Concept Planning

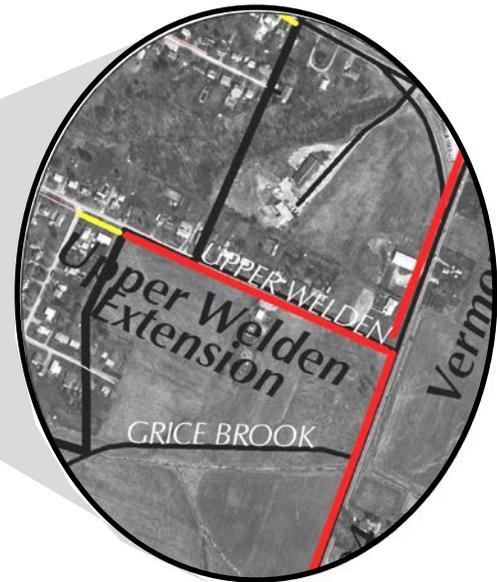
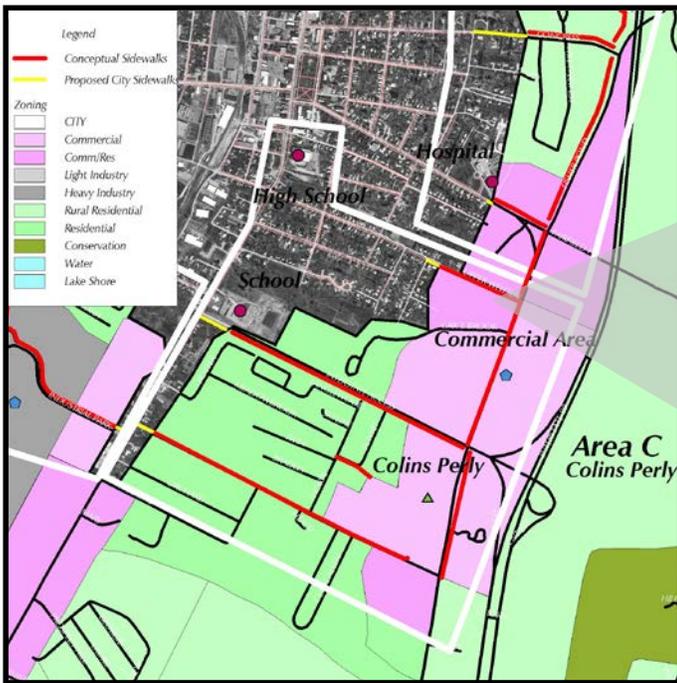


--- Conceptual Cross Section ---

Segment C-1: Upper Welden

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



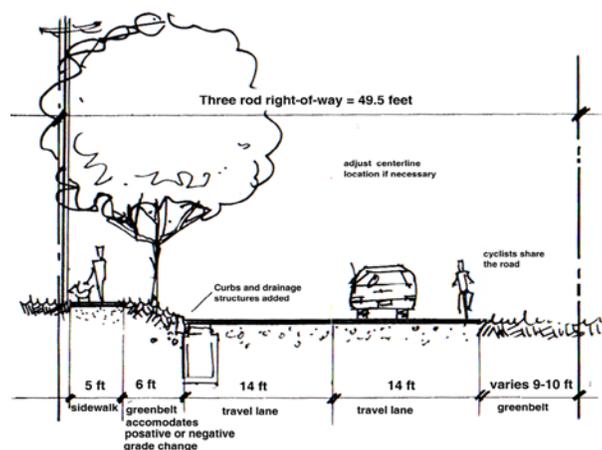
Segment C-1: Upper Welden

--- Segment Description ---

Segment C-1 extends the sidewalk on Upper Weldon Street to VT 104. This area is zoned for commercial use. This sidewalk would connect the residential city streets with businesses in Town. Approximately 250 feet of sidewalk would be needed in the City to complete the link.

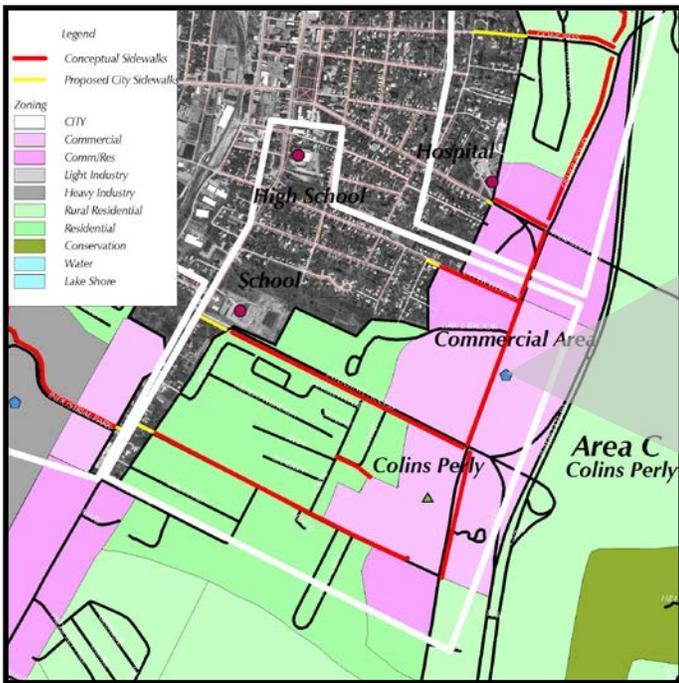
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,300	\$117,000	\$17,550	10	Y	Y	N	Y	3	62	1.15	1.05	75	1-7 Year Planning



--- Conceptual Cross Section ---

Segment C-2: Vermont 104



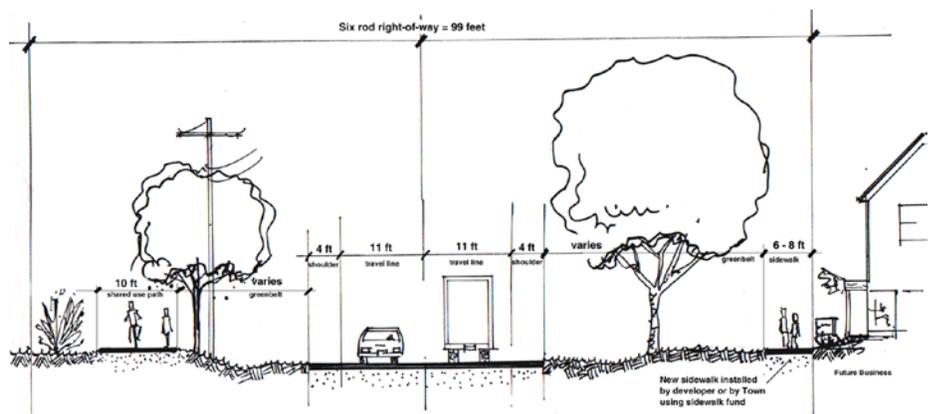
Segment C-2: Vermont 104

--- Segment Description ---

Segment C-2 bisects a large commercially zoned area to connect Upper Weldon Street with the Collins Perley Recreational Center. The primary intent of this segment is to provide a safe pedestrian route from the High School to Collins Perley. This sidewalk is envisioned as a bike path style sidewalk on the west side of the street with concrete sidewalk to be installed on the east side as development occurs.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2,300	\$138,000	\$20,700	10	N	Y	N	N	1	18	1.0	1.05	19	Concept Planning

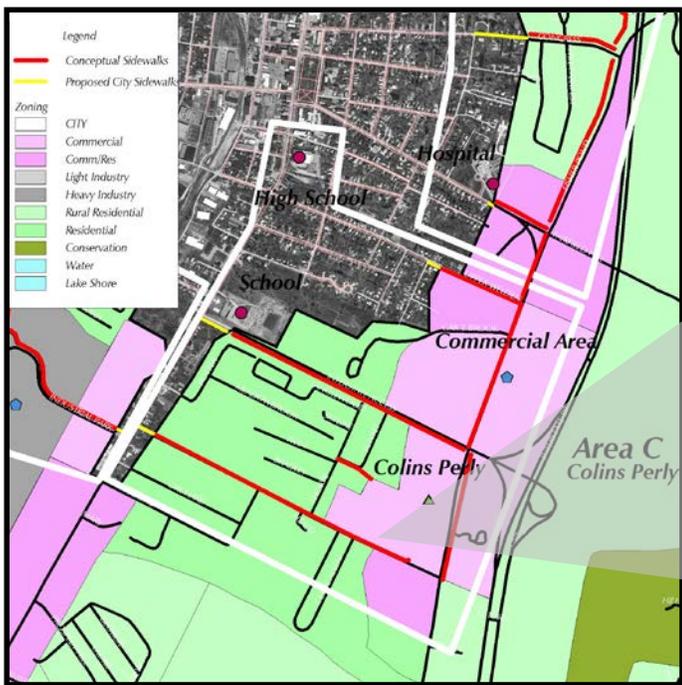


--- Conceptual Cross Section ---

Segment C-3: Fairfax Street

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



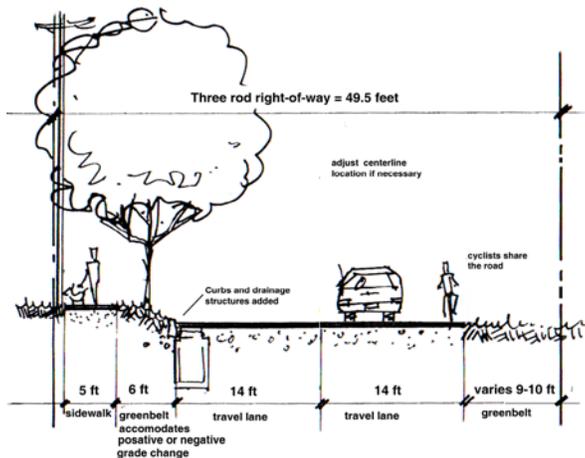
Segment C-3: Fairfax Street

--- Segment Description ---

Segment C-3 is currently the subject of a feasibility study for the construction of a sidewalk. Fairfax Street links a large recreational area with the City and Collins Perley Recreation Area.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
4,700	\$423,000	\$63,450	10	Y	Y	Y	Y	3	67	1.15	1.0	77	1-7 Year Planning

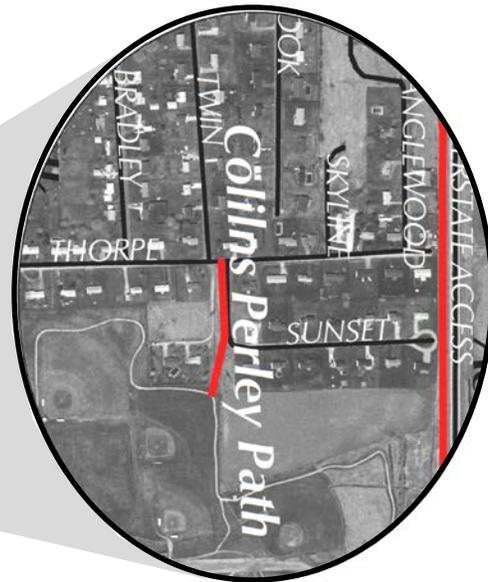
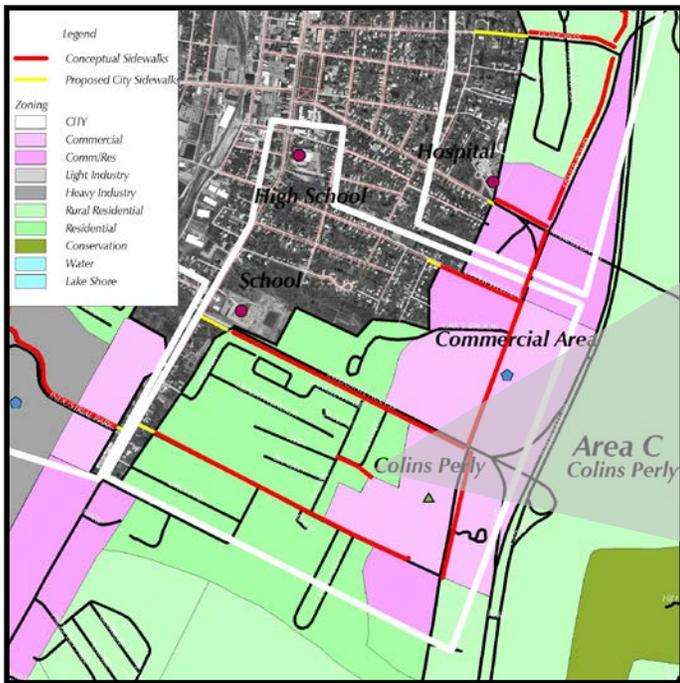


--- Conceptual Cross Section ---

Segment C-4: Collins Perley Access

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



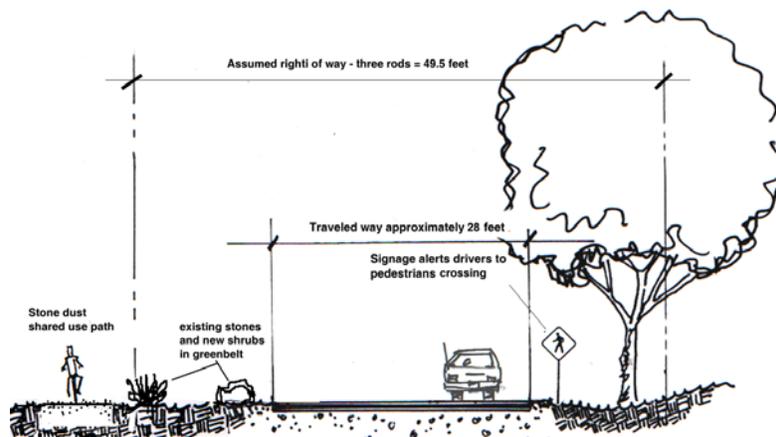
Segment C-4: Collins Perley Access

--- Segment Description ---

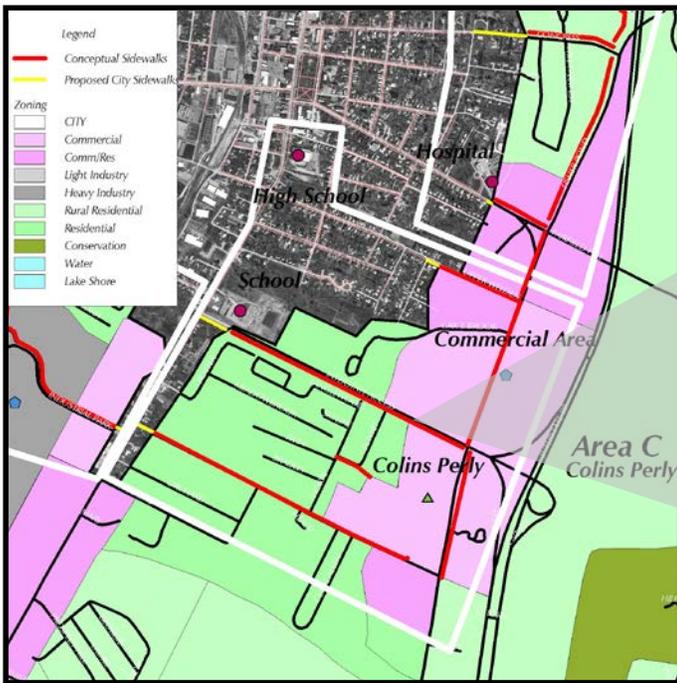
Segment C-4 is a small stretch of path that provides a “back way” into the Perley Collins Complex. The access is currently recognized by an opening in the fence and a sign describing the use of the field. Improvements to this route would provide a stable and dependable link for the neighborhood.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
900	\$18,000	\$2,700	10	Y	N	N	N	1	38	1.15	1.15	50	8-20 Year Planning



Segment C-5: Interstate Access Road



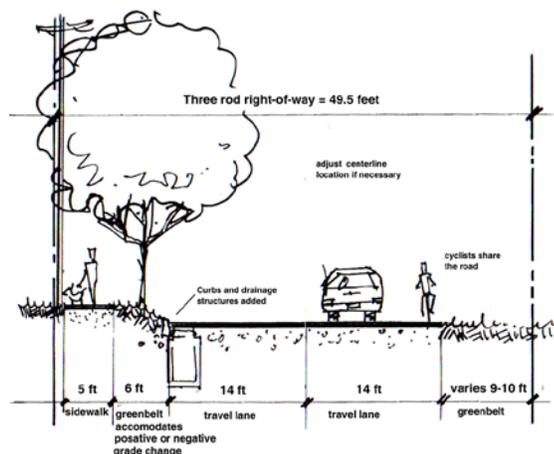
Segment C-5: Interstate Access Road

--- Segment Description ---

A sidewalk along the interstate access road (Segment C-5) would connect Main Street and VT 104 and would provide a link between the City, Schools, and Collins Perley Recreational Area. However, unlike other similar corridors, there would not be access to the path except at its terminal points.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
\$4,000	\$360,000	\$54,000	10	N	N	N	Y	2	29	0.9	1.0	26	Concept Planning

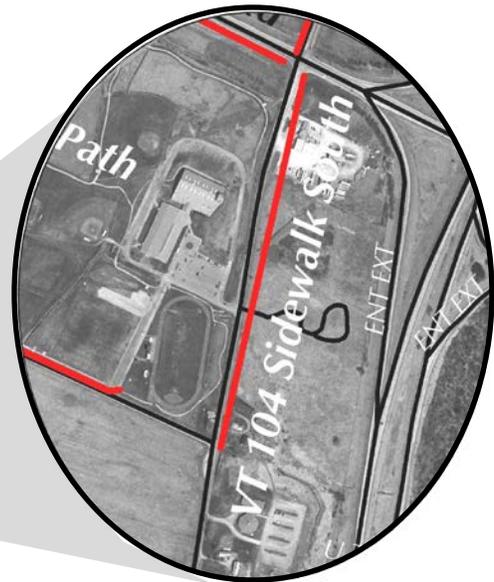
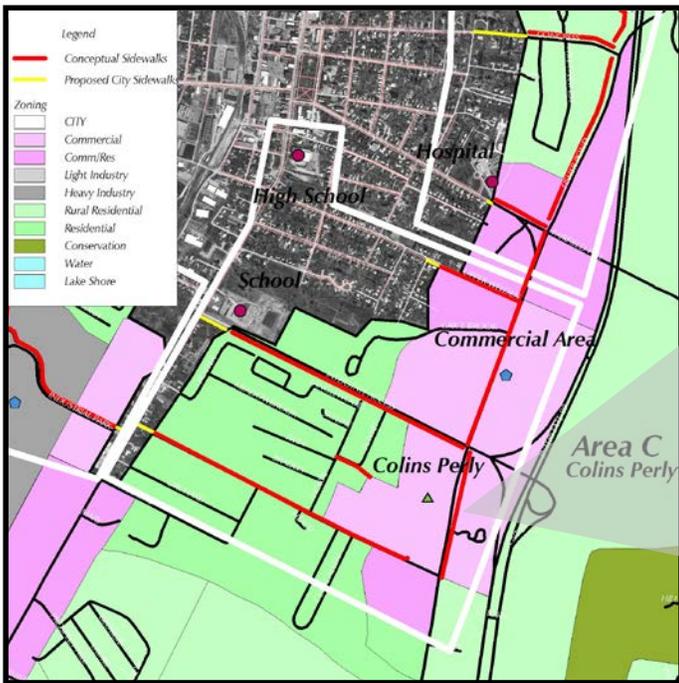


--- Conceptual Cross Section ---

Segment C-6: Vermont 104 South

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



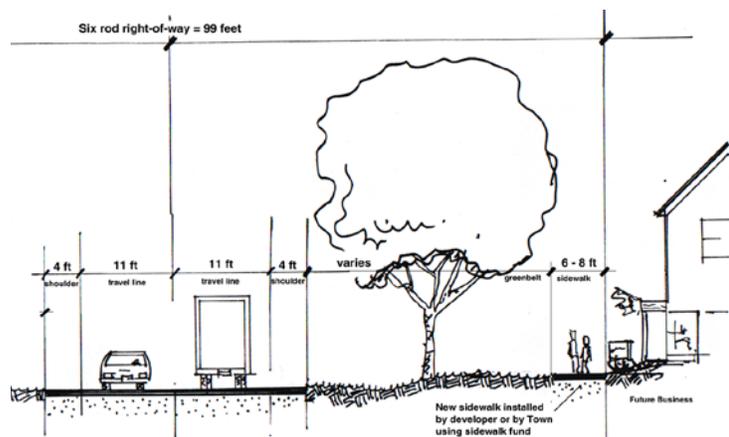
Segment C-6: Vermont 104 South

--- Segment Description ---

Segment C-6 provides a pedestrian corridor along VT 104 on the east to support the burgeoning development at this location. The area is zoned commercial and showing signs of imminent growth.

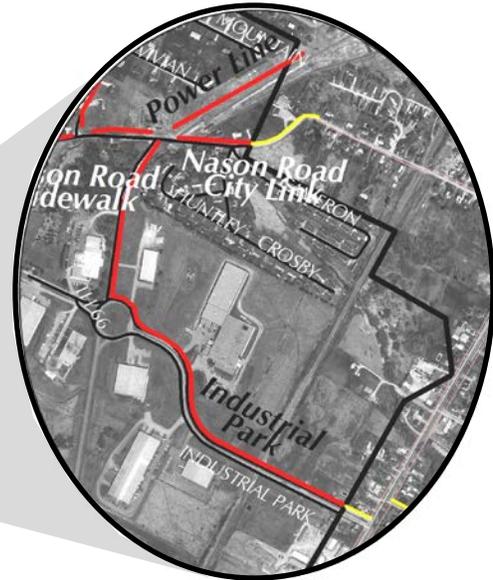
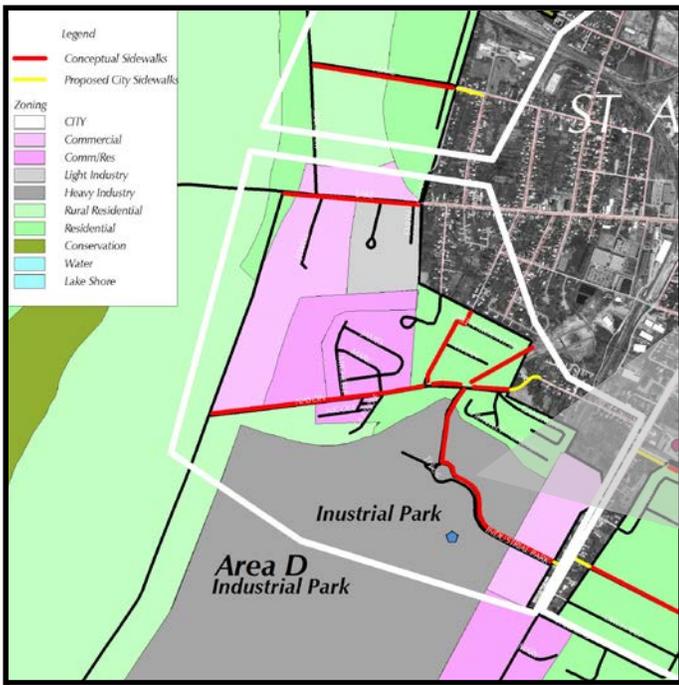
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2,000	\$180,000	\$27,000	10	N	Y	N	N	0	15	0.9	1.0	14	Concept Planning



--- Conceptual Cross Section ---

Segment D-1: Industrial Park



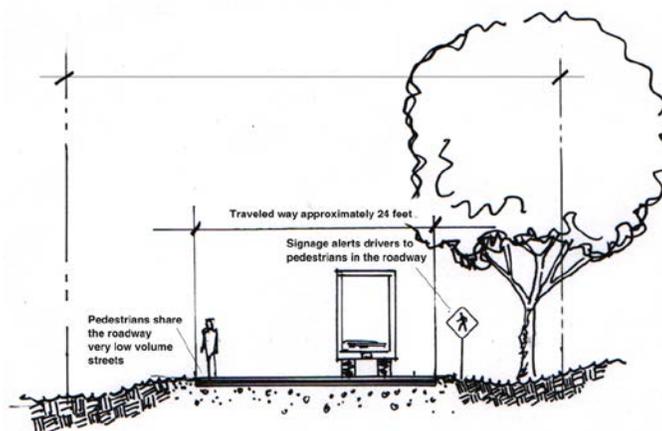
Segment D-1: Industrial Park

--- Segment Description ---

Segment D-1 improves on-road pedestrian use of Industrial Park Road for those walking to work. It also improves a convenient link between the residential neighborhoods of Nason Street, Fairfax Street and US 7. The low traffic volume on this road suggest a painted shoulder and "share-the-road" signs would be cost effective and sufficient to upgrade pedestrian conditions. This area is zoned for heavy industry.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
3,500	\$70,000	\$10,500	10	N	Y	Y	N	1	23	1.15	1.05	28	Concept Planning

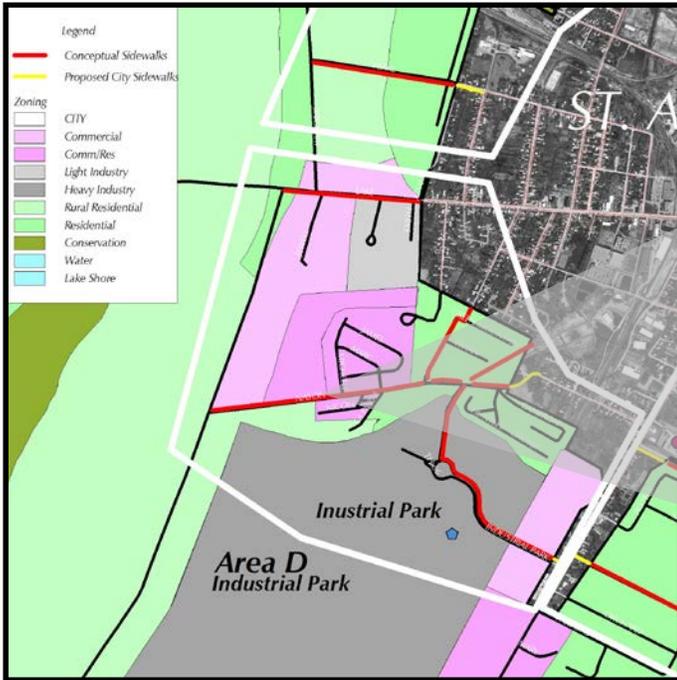


--- Conceptual Cross Section ---

Segment D-2: Nason Street

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



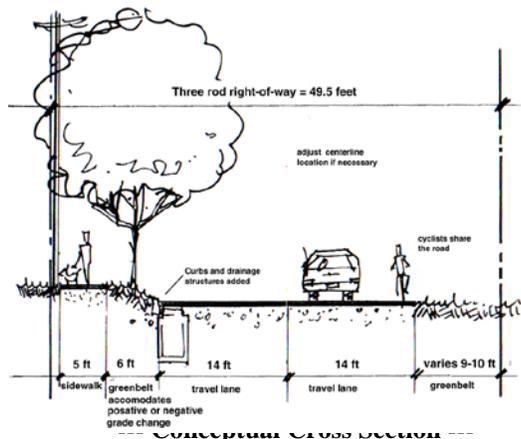
Segment D-2: Nason Street

--- Segment Description ---

Segment D-2, extends the sidewalk from Green Mountain Drive west to Bronson Street to serve residential streets and the mobile home parks. The recommended sidewalk, curb and greenbelt, on the north side of the street, can be accommodated within the 4-rod right-of-way.

--- Priority Scoring Data---

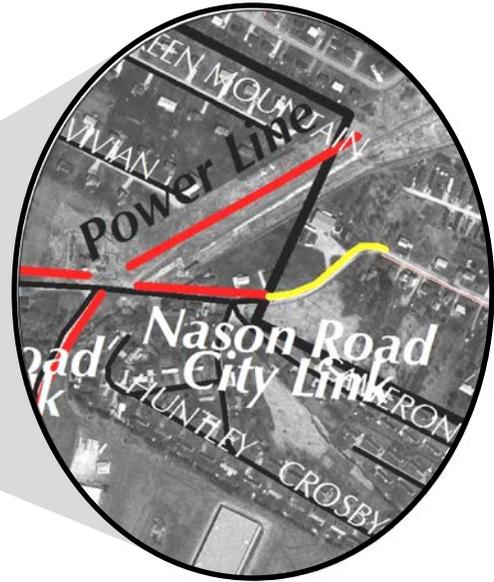
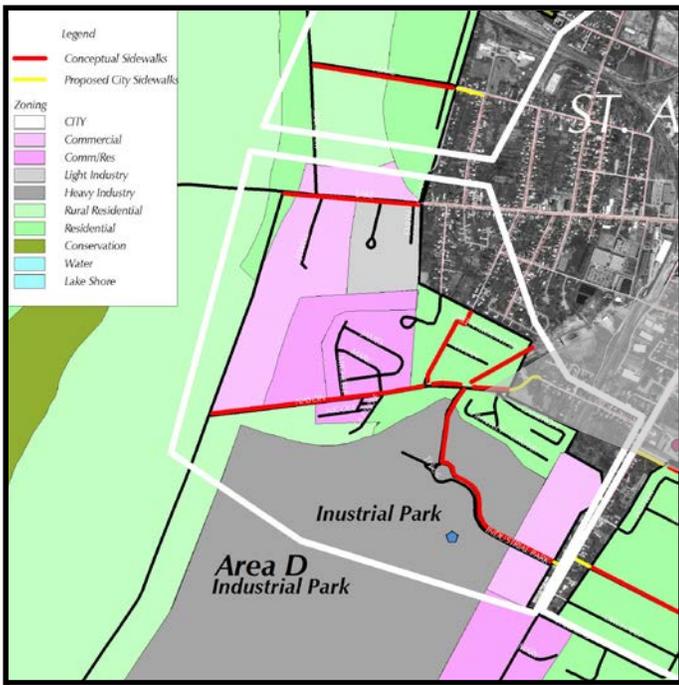
Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
3200	\$288,000	\$43,200	10	Y	N	N	N	1	38	1.0	1.0	38	Concept Planning



Segment D-3: Nason Road City Link

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN

April 2003



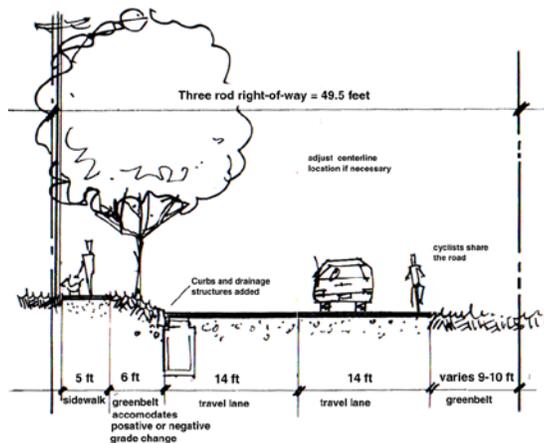
Segment D-3: Nason Road City Link

--- Segment Description ---

Segment D-3, starting at the City line and extending to Green Mountain Drive links the dense Nason Street neighborhoods to the City sidewalk system and US 7. The recommended sidewalk, curb and greenbelt, on the north side of the street, can be accommodated within the 4-rod right-of-way. This area is zoned residential.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1200	\$108,000	\$16,200	10	Y	N	N	Y	1	51	1.15	1.05	62	8-20 Year Planning

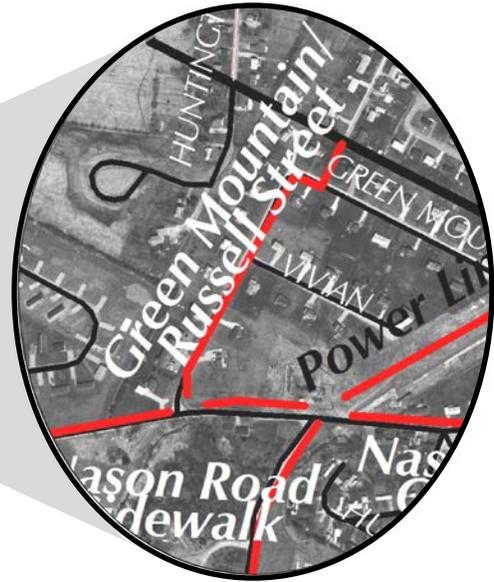
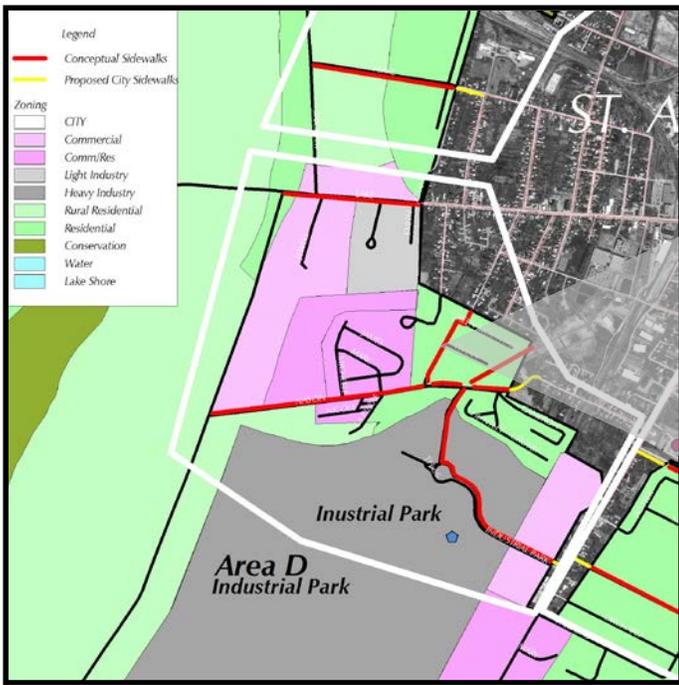


--- Conceptual Cross Section ---

Segment D-4: Green Mountain Drive

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



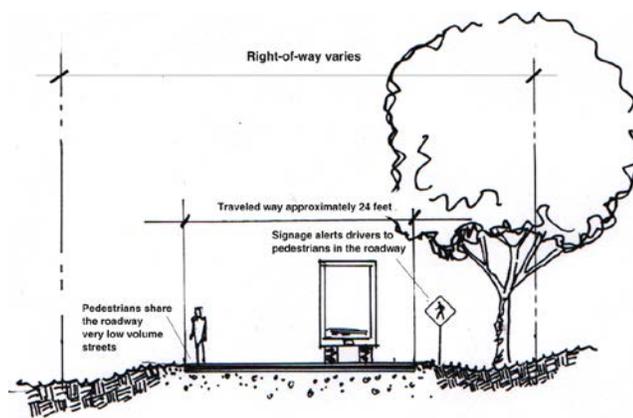
Segment D-4: Green Mountain Drive

--- Segment Description ---

Segment D-4 improves an on-road pedestrian route along Green Mountain Drive and makes a pedestrian path link, over an existing grass right-of-way, to Russell St, Lower Weldon and the City sidewalk system. Striping and 'share-the-road' signs are recommended for Green Mountain Drive and a stone dust shared use path is recommended for the existing right-of-way.

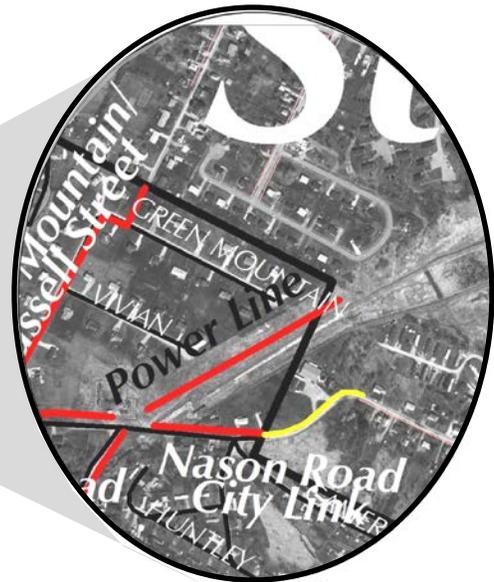
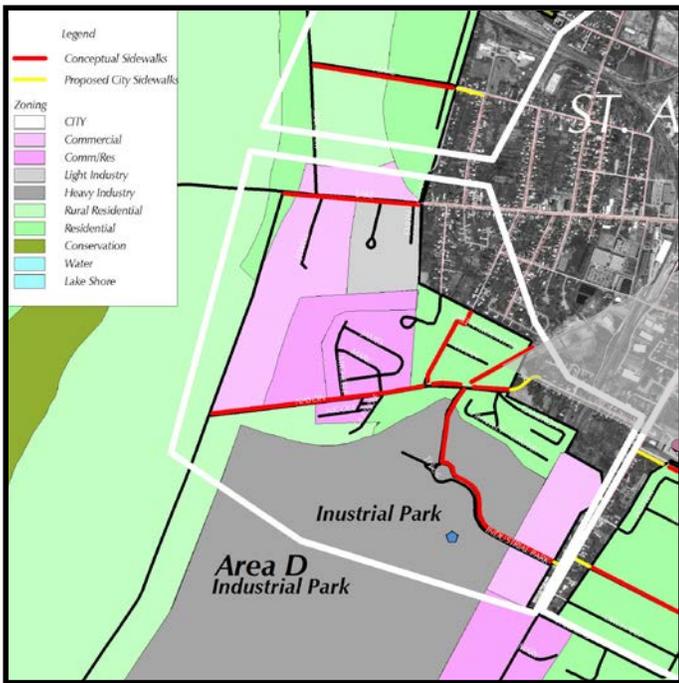
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1400	\$28,000	\$4,200	10	Y	N	N	Y	1	51	1.15	1.15	67	8-20 Year Planning



--- Conceptual Cross Section ---

Segment D-5: Power Line



Segment D-5: Power Line

--- Segment Description ---

Segment D-5 provides a shared use path along a utility right of way which makes a very direct link between Nason Street and the downtown in the vicinity of Lower Weldon and Houghton Street. A graded stonedust path built on a well drained base would be cost effective and an improvement to the informal path that now exists on this route.

--- Priority Scoring Data---

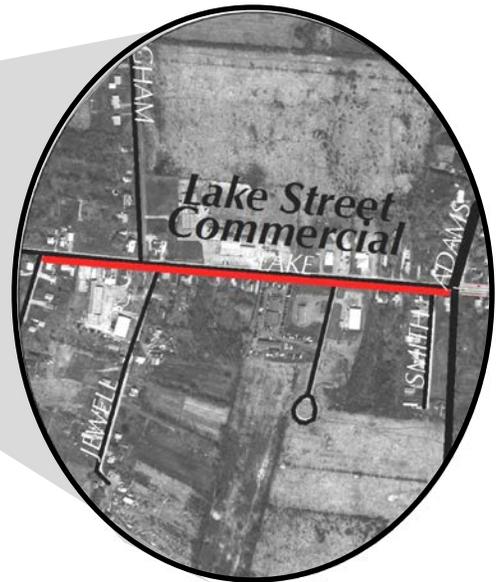
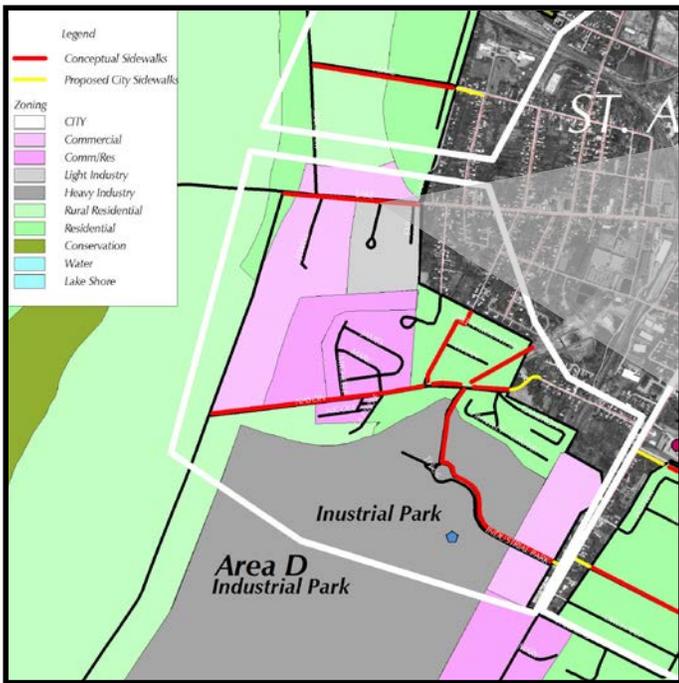
Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,100	\$66,000	\$9,900	10	Y	N	N	Y	0	48	1.15	1.05	58	8-20 Year Planning



--- Conceptual Cross Section ---

Segment D-6: Power Line

Segment D-6: Lake Street (Town)



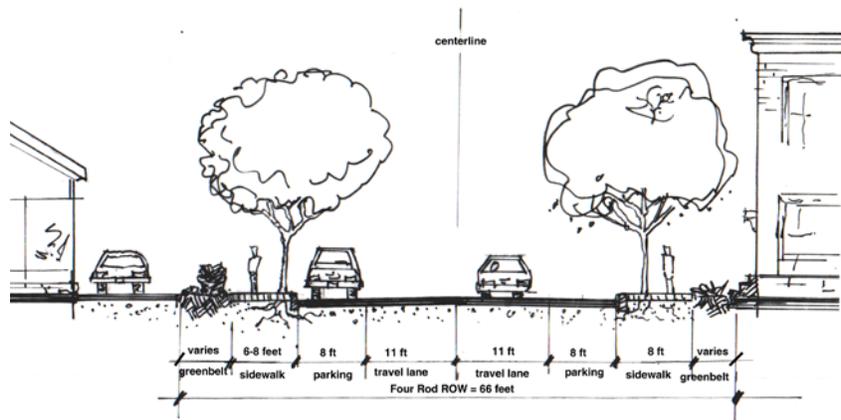
Segment D-6: Lake Street (Town)

--- Segment Description ---

Segment D- 6 starts at the City line (at Adams Street) and extends to Bronson Road. Sidewalks recommended for both sides of these three blocks will extend the urban setting of Lake Street, encourage pedestrian traffic to existing and future businesses and improve the appearance of this commercial area. The typical roadway section below shows the sidewalk located to accommodate parallel parking that will serve neighborhood businesses. See VTrans guides for street tree planting in tree pits.

--- Priority Scoring Data---

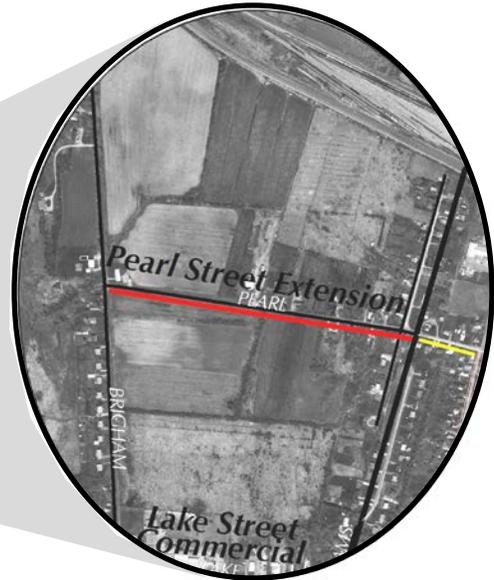
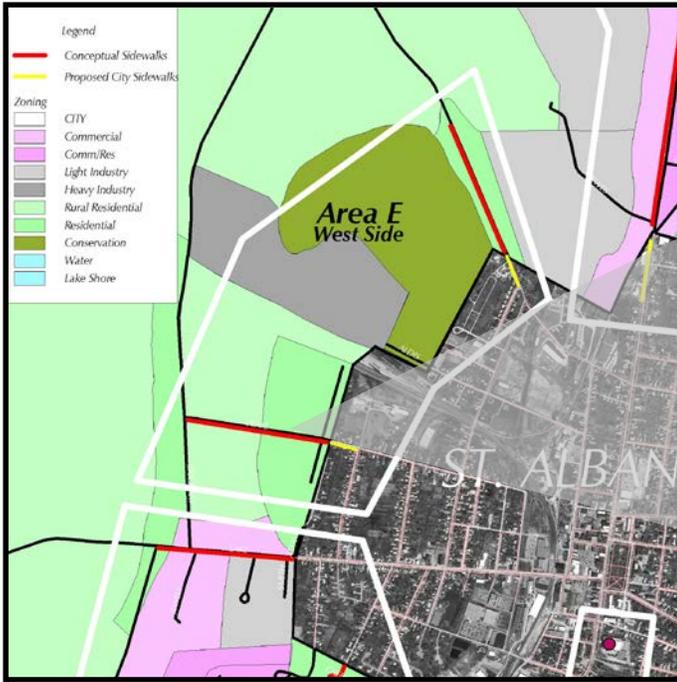
Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2,000	\$180,000	\$27,000	10	N	Y	N	Y	2	34	1.15	1.0	39	Concept Planning



Segment E-1: Pearl Street

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



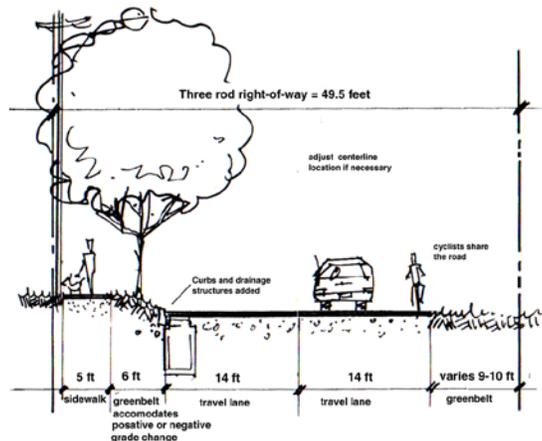
Segment E-1: Pearl Street

--- Segment Description ---

Segment E-1 would be built on Pearl Street between the City line and Brigham Road. Though Pearl Street itself is relatively undeveloped, this sidewalk would link neighborhood on Brigham Rd and Walnut Street and connect to the City. The area is zoned Residential and Rural Residential. A curb, greenbelt and sidewalk is recommended location for the north side of Pearl Street.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2,100	\$189,000	\$28,350	10	N	N	N	Y	0	23	1.0	1.0	23	Concept Planning

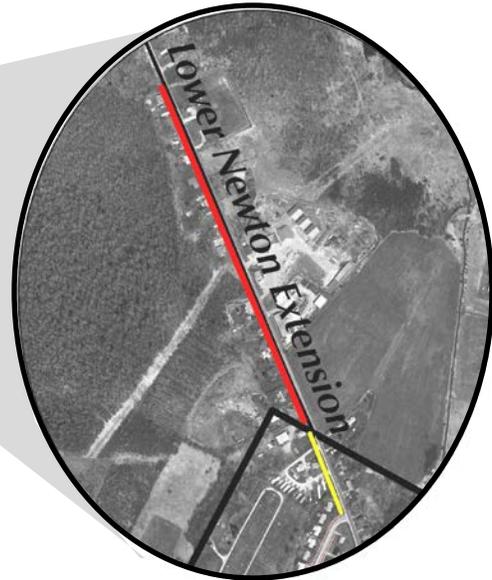
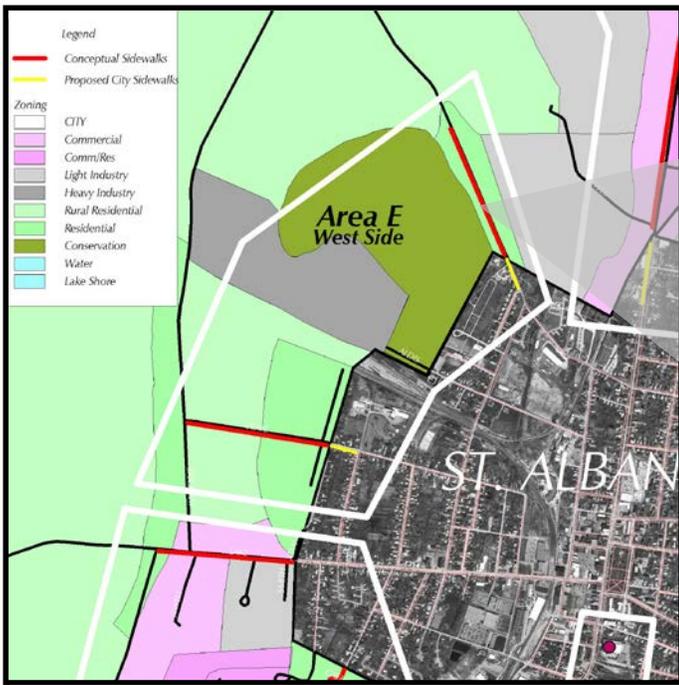


--- Conceptual Cross Section ---

Segment E-2: Lower Newton

TOWN OF ST. ALBAN SIDEWALK MASTER PLAN

April 2003



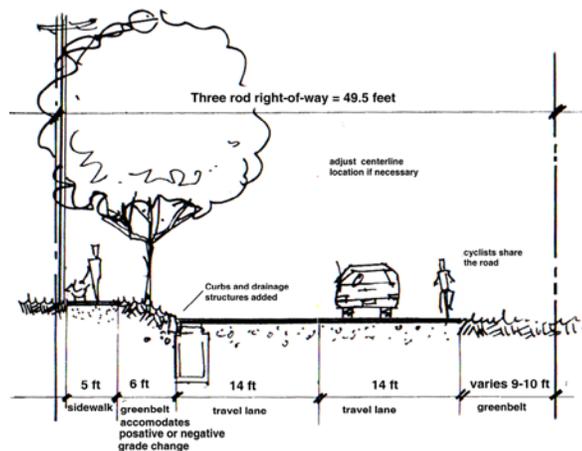
Segment E-2: Lower Newton

--- Segment Description ---

Segment E-2 would serve residents on Lower Newton Street (VT Route 38). The new sidewalk would begin at the City line and run west to North Elm Street. A thin strip of land either side of Lower Newton Street is zoned Residential. The area behind the residential properties is zoned Commercial/Light Industrial to the north and Conservation to the south. The sidewalk could be installed on either side of the road.

--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
2000	\$180,000	\$27,000	10	N	N	N	Y	0	23	1.0	1.0	23	Concept Planning

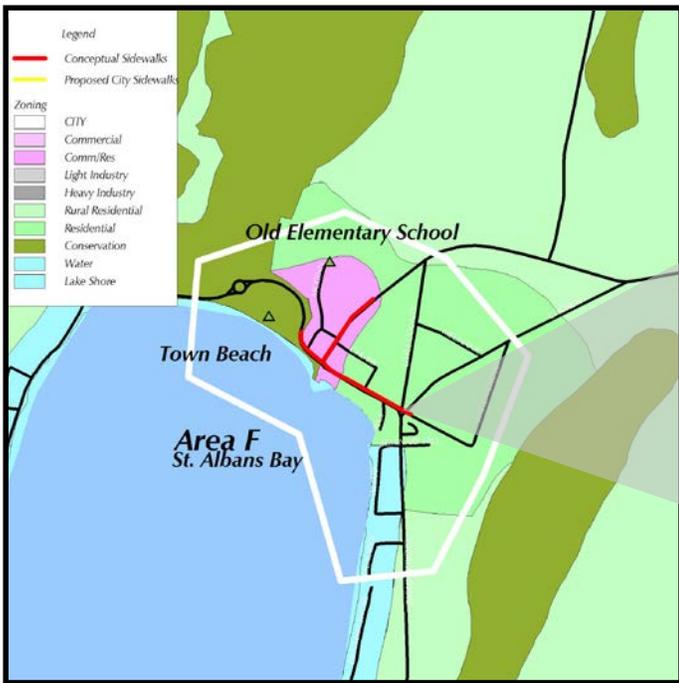


--- Conceptual Cross Section ---

Segment F-1: Georgia Shore

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003



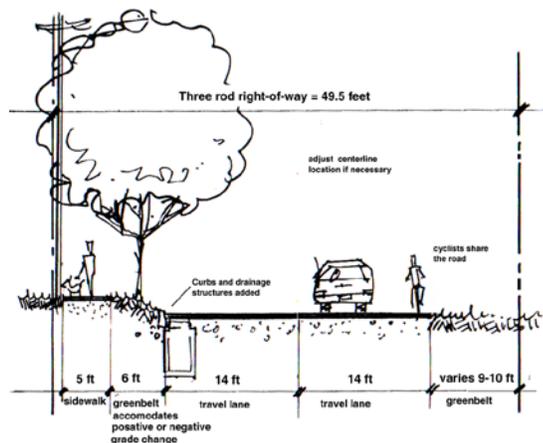
Segment F-1: Georgia Shore

--- Segment Description ---

Segment F-1 serves two blocks on the Georgia Shore Road from Lake St to Church Rd. This sidewalk would serve residents in the St Albans Bay area and summer visitors. A sidewalk, curb and greenbelt are recommended for the north side of the road. An existing culvert would need to be extended or replaced. Although the walk would be close to residential lawns, the sidewalk could be accommodated with a three rod right-of-way.

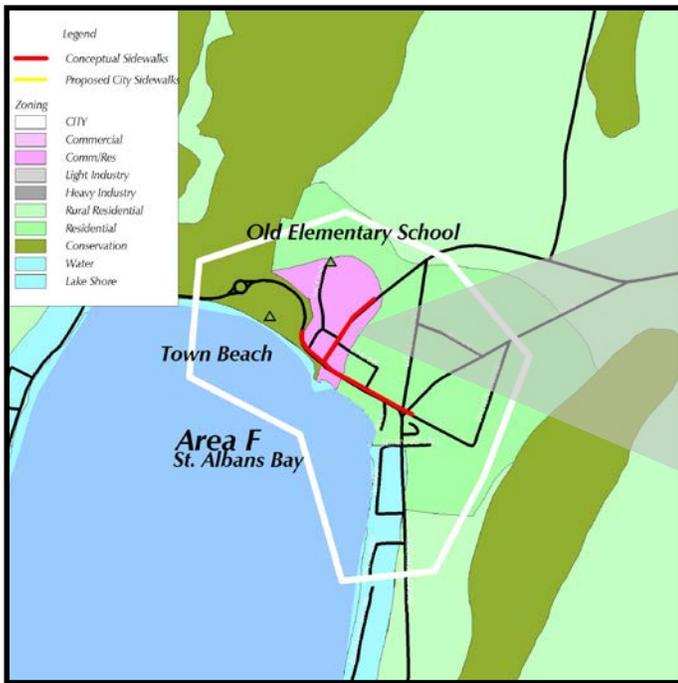
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1,500	\$135,000	\$20,250	10	Y	N	N	N	1	38	0.9	1.05	36	Concept Planning



--- Conceptual Cross Section ---

Segment F-2: Lake street(bay)



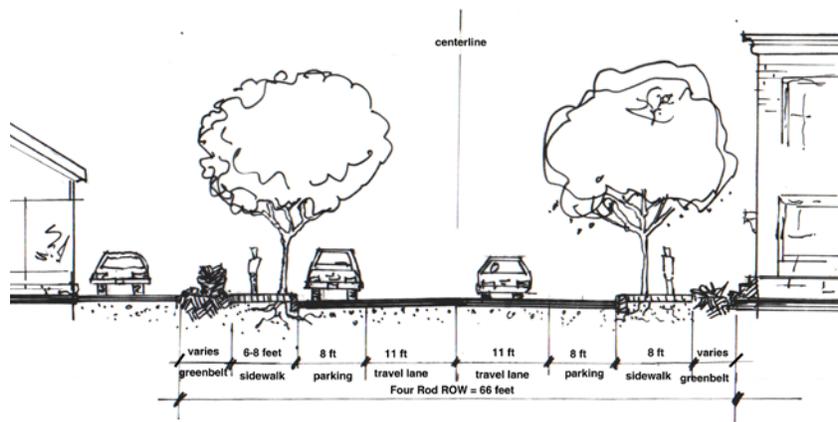
Segment F-2: Lake Street (Bay)

--- Segment Description ---

Segment F-2 would be built on both sides of the St Albans Bay commercial block from Georgia Shore Road east to for approximately 1500 feet in the village area. This sidewalk project would include the redesign of the Lake St/VT 36/Georgia Shore Rd. intersection which is currently undefined and presents safety issues for pedestrians. It is recommended that parallel parking be incorporated into the Lake Street section of the sidewalk

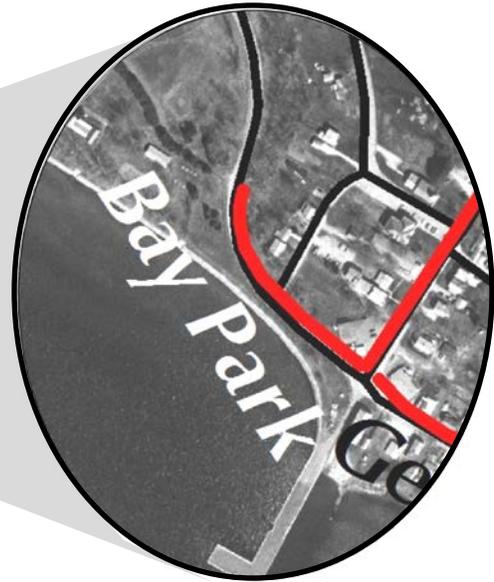
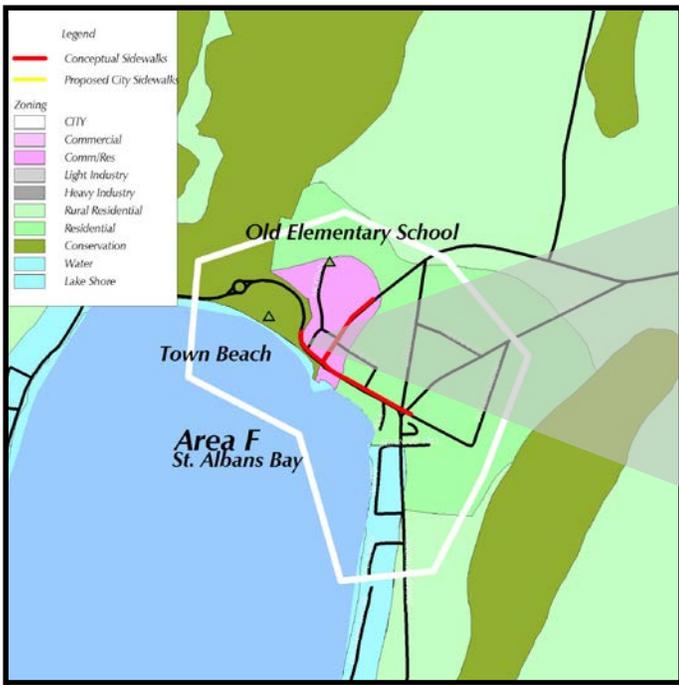
--- Priority Scoring Data---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
1500	\$90,000	\$13,500	10	Y	Y	N	N	5	55	1.0	1.05	58	8-20 Year Planning



--- Conceptual Cross Section ---

Segment F-3: Bay Park



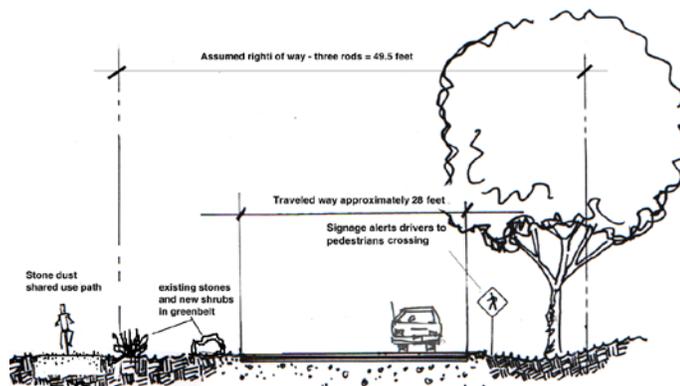
Segment F-3: Bay Park

--- Segment Description ---

Segment F-3 would extend from Lake Street to the St Albans Bay Park Driveway. This sidewalk built on the east side of VT 36 would serve residents throughout the year and visitors in the summer when traffic volumes increase.

--- Priority Scoring Data ---

Length	Estimated Const. Cost	Design Cost	Base Score	Residential Collector	Public Transit	Area to Area Link	City Link	Priority Destinations	Function Score	Permitting Factor	Cost Factor	Priority Score	Priority Ranking
600	\$5,400	\$8,100	10	N	N	N	N	2	16	1.15	1.05	19	Concept Planning



--- Conceptual Cross Section ---

Appendix B: Data and Analysis

TOWN OF ST. ALBANS SIDEWALK MASTER PLAN

April 2003

The following appendix contains the spreadsheet that details the data and decision making criteria that were generated by this project. The CD-ROM in the rear cover of the report contains a digital copy of this spreadsheet.

Appendix C: Prioritized Sidewalk

TOWN OF ST. ALBANSSIDEWALK MASTER PLAN
Corridors

April 2003

Segment ID	Description	Planning Horizon	Estimated Design and Construction Cost
B-1	Congress Street	1-7 Years Planning	\$134,550
B-4	Fairfield Street	1-7 Years Planning	\$93,150
C-1	Upper Welden	1-7 Years Planning	\$134,550
C-3	Fairfax Street	1-7 Years Planning	\$486,450
C-4	Colins Perley Access	8-20 Year Planning	\$20,700
D-3	Nason Road City Link	8-20 Year Planning	\$124,200
D-4	Green Mountain Drive	8-20 Year Planning	\$32,200
D-5	Power Line	8-20 Year Planning	\$75,900
F-2	Lake Street (Bay)	8-20 Year Planning	\$103,500
A-1	Main Street	Concept Planning	\$362,250
A-2	Route 7 - Exit 20	Concept Planning	\$434,700
B-2	Hardack	Concept Planning	\$82,800
B-3	Fisher Pond Road	Concept Planning	\$186,300
B-5	Vermont 104 North	Concept Planning	\$69,000
C-2	Vermont 104	Concept Planning	\$158,700
C-5	Interstate Access Road	Concept Planning	\$414,000
C-6	Vermont 104 South	Concept Planning	\$207,000
D-1	Industrial Park	Concept Planning	\$80,500
D-2	Nason Street	Concept Planning	\$331,200
D-6	Lake Street (Town)	Concept Planning	\$207,000
E-1	Pearl Street	Concept Planning	\$217,350
E-2	Lower Newton	Concept Planning	\$207,000
F-1	Georgia Shore	Concept Planning	\$155,250
F-3	Bay Park	Concept Planning	\$62,100
Total			\$4,380,350