

Town of St. Albans

Bicycle and Pedestrian Master Plan



ACKNOWLEDGEMENTS

2018 Selectboard

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Planning Commissioner, Casey Toof

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

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INTRODUCTION

St. Albans will realize substantial health benefit and economic value from a highly connected and well-designed pedestrian and bicycle network. Evidence for the added value will most apparent in a larger Grand List, more seasonal visitors, greater recreational opportunity, and an improved local economy. Sidewalks, multi-use pathways, and trails are primarily considered for their transportation value within this plan.

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

The primary objective of this plan is to provide a functional bicycle and pedestrian network connecting St. Albans with the City and surrounding region that will encourage and facilitate more biking and walking. This plan includes an assessment of the present needs, existing infrastructure, appropriate facility alternatives for future investments, and betterments in our regulatory framework for new development requirements.

St. Albans has a limited amount of pedestrian infrastructure including sidewalks, multi-use paths, and trails. The existing bicycle and pedestrian network is shown on **Map 1** and is limited to a few commercial frontages along US Route 7 and isolated within various neighborhoods. These lack the connectivity required for a comprehensive network. The adjacent City's pedestrian network, shown on **Map 1**, has numerous opportunities to extend into St. Albans and increase possible walking options. A goal of the 2003 Sidewalk Master Plan was to expand our sidewalks radially from the City's network into the Town to capture higher density residential and commercial areas. Also, there were several recent planning studies that reviewed specific locations for sidewalks and multi-use facilities. These reports and studies were integrated into this Master Plan and are listed below in **Table 1**.

Table 1: Recent Planning Studies

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

Map 1: Existing Bicycle and Pedestrian Infrastructure

CURRENT BICYCLE AND PEDESTRIAN REQUIREMENTS IN THE UNIFIED DEVELOPMENT BYLAWS

Currently within the Unified Development Bylaws sidewalks are required in the north and south Growth Centers. However, only minimal bicycle infrastructure is explicitly required within the Unified Development Bylaws. Some key sections of the Unified Development Bylaws where sidewalks, bicycle infrastructure, and trails are required or recommended has been quoted below.

- ARTICLE III: GENERAL PLANNING AND DESIGN STANDARDS; 301 - REQUIRED IMPROVEMENTS AND DESIGN STANDARDS
 1. Enable safe access for people walking and people on bikes.

- ARTICLE IV: ZONING DISTRICTS, OVERLAYS, AND STANDARDS FOR EACH DISTRICT; 410 – GROWTH CENTER OVERLAY (NORTH & SOUTH)

All development within the Growth Center Overlay shall provide sidewalks as per the most recent St. Albans Town Sidewalk Policy as may be amended from time to time.

- ARTICLE IV: ZONING DISTRICTS, OVERLAYS, AND STANDARDS FOR EACH DISTRICT; 410 – GROWTH CENTER OVERLAY (NORTH & SOUTH)

Standards for Mixed Residential/Commercial District; An Applicant that builds a sidewalk identified in the most recent St. Albans Town Sidewalk Policy as amended from time to time or expands on an existing sidewalk may receive a 3% bonus on building and parking coverage.

- PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW

Application Requirements

An application for site plan approval shall include:

 - b) Proposed improvements including structures, locations or structure envelopes, parking areas, access points, sidewalks and other walkways, loading docks, outside storage areas, sewage disposal areas, landscaping, screening, artificial lighting, drainage and site grading.
 - g) Estimate of daily and peak hour traffic generation.
 - h) Drawings showing on-site circulation for pedestrians and vehicles.
 - 1) Provisions for sidewalks shall be made in accordance with the most recent St. Albans Town Sidewalk Policy in developments along all proposed 60' wide roads within the lands of the proposed development.
 - 2) For development within the Growth Center Overlay, sidewalks shall be constructed in accordance with the most recent St. Albans Town Sidewalk Policy along all proposed 60' wide roads within the lands of the proposed development.

- PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW

Review Standards

In reviewing site plans, the Development Review Board (DRB) may impose appropriate conditions and safeguards with respect to the adequacy of parking, traffic access, and circulation for pedestrians and vehicles; landscaping and screening; the protection of the utilization of renewable energy resources; exterior lighting; the size, location, and design of signs; and other matters specified in the bylaws.

1. Adequacy of vehicular access onto the street network including safe sight distance, traffic flow and control, pedestrian safety, and location.
 3. Provisions for safe and convenient pedestrian facilities, including connections to the street network, on-site circulation, and sidewalks.
- PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW
Density Bonus
 2. The DRB may grant a density bonus of five percent (5%) for each of the criteria listed below that are proposed by the project; not to exceed an aggregate of 30%.
 - c) The project provides publicly accessible recreational amenities such as sidewalks, paths, playgrounds, parks, benches, or other amenities.
 - d) The project provides pedestrian sidewalk/path system that connects with existing sidewalks/paths.
 - e) The project maintains or proposes public access to a scenic view, lake, river, park, trail or other recreational resource.
 - h) The proposed PUD shall prioritize pedestrian accessibility based on the scale and scope of the development.
 - PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW
Open Space
 2. Designated open space and or common land should encompass land characterized by greens, parks or playgrounds, fragile or significant natural features, wildlife habitat, slopes in excess of twenty (20) percent, buffers, path and trail corridors, views and vistas, and productive farm or forest land.

LAND USE, ORIGINS, AND DESTINATIONS

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

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

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

Facility Types

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

Definitions:

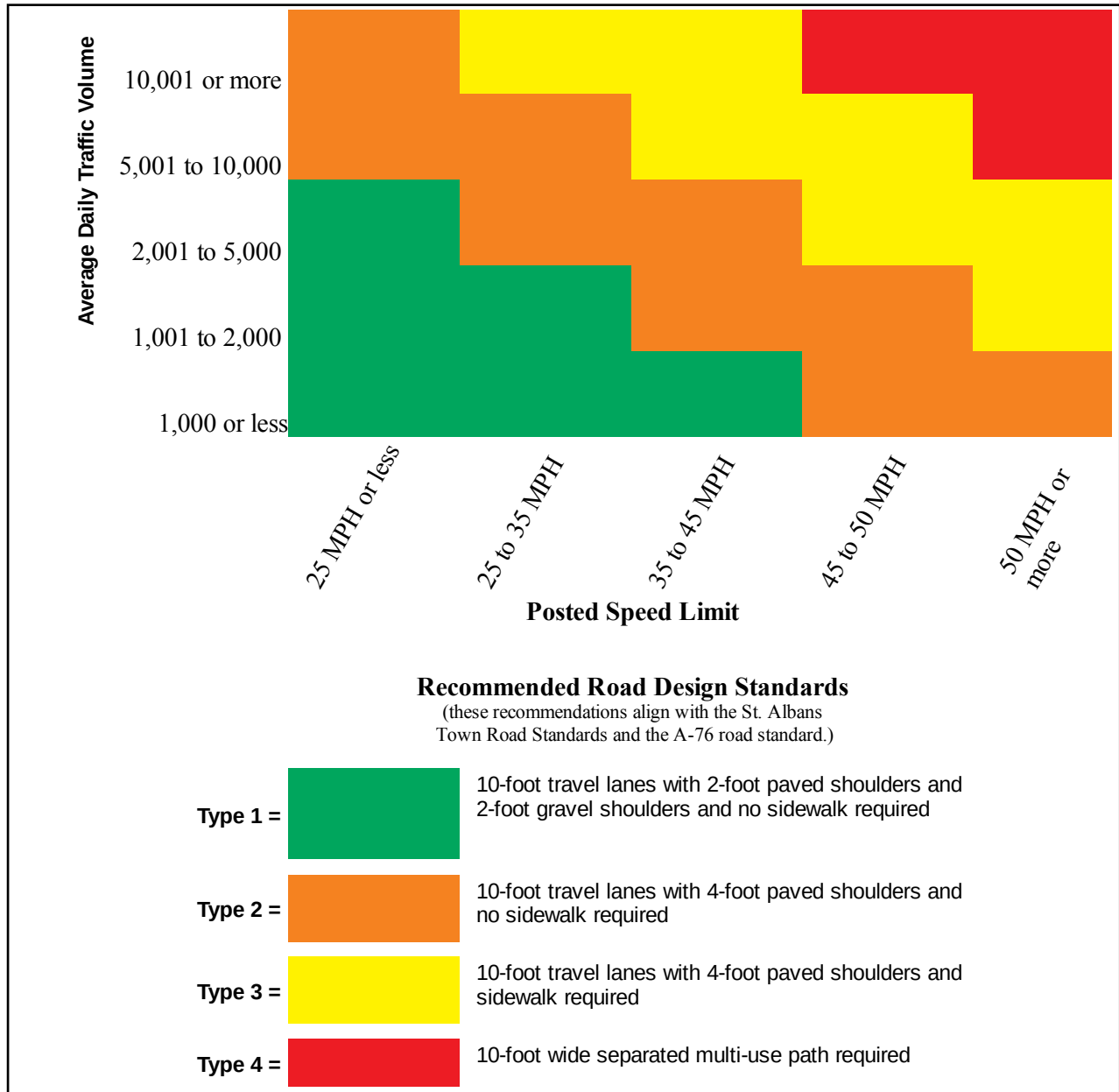
- **Multi-Use Pathway:** A multi-use pathway, also seen as a bike path, is defined as a facility for pedestrians, bicyclists, and other users that is physically separated from all motorized vehicular traffic by open space or barrier and either within the highway right-of-way or in an independent right-of-way.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

Design and Location Guidelines

There is a significant impact on pedestrian's and bicyclist's comfort and enjoyment when the speed differential between themselves and a passing motor vehicle is noticeable and traffic volumes are high. There are a range of facilities appropriate for a given roadway depending on vehicle speeds and daily traffic volumes. This plan provides a modular schematic for selecting the appropriate facility type. This plan's selection criteria is found on **Figure 1**. It provides practical information, decision making guidance, and illustrates the facility that may be considered under various traffic speeds and diverse traffic volume scenarios.

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

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



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

PROPOSED FUTURE NETWORK

Map 3 shows the proposed future bicycle and pedestrian network for St. Albans. The proposed network primarily extends from the city network into St. Albans Town, fills gaps in the existing sidewalk system, provides multi-use pathways for appropriate contexts and in certain locations. Our network will serve pedestrians and bicycle riders. The fourteen most important projects that were identified are listed in **Table 2** with their corresponding priority as determined by the Planning Commission at a public meeting.

Table 2: Priority Sidewalk and Multi-Use Pathway Projects

Priority	Route	Location	Facility Type and Notes
1	Congress Street	North side of the road from City limits to Hard'ack Recreation Area	Sidewalk extension from City network - provides connectivity between recreation area and residential neighborhoods
2	SASH Crossing	Crossing of SASH between Thorpe Ave Ext and Gricebrook Road	Multi-use pathway with an at-grade crossing of the SASH - coordinate with 2014 scoping study recommendations for volume of use by BFA students and others
3	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
4	US Route 7 (South Main St)	from Georgia TL to Parson Road	Multi-use pathway extending from City network - provides connectivity between residential areas in Town and City - multi-use pathway would terminate at Harbor View Drive and continue to Georgia town line as bike lanes on US Route 7 - exact placement to be determined by study
5	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
6	Lake Road	Both sides of road from Bronson Road to Adams Street/City line	Sidewalk extension, paved shoulders, and curbing from City line - provides connectivity for commercial and residential areas in Town and City - exact configuration to be determined by future engineering study
7	Fairfield Street	North side of the road from Crest Road to Fisher Pond Road	Sidewalk extension from City network - provides improved connectivity to the existing sidewalk on the south side of this roadway
8	Upper Welden Street	Both sides of road from City limits to VT Route-104	Sidewalk extensions from City network - provides connectivity for commercial and residential areas between Town and City

9	Fairfax Street	Either side of road from City line to Collins Perley Sports Center	Sidewalk extension from City network provides connectivity for neighborhoods to the Collins Perley Sports Center - minor extension of city sidewalk required on Fairfax Street to make connection to existing City network on South Main Street - exact placement to be determined by future study - coordinate design with bridge reconstruction at Rugg Brook
10	Nason Street	Both sides of the road from Lapier Drive/Marc Ave to City line	Sidewalk extensions from City network - provides safe connectivity for neighborhoods
11	High Street and VT Route 105	From City line to VT Route 105 and continuation on north side of VT Route 105 to rail trail	Sidewalk connection for neighborhood to rail trail - exact design and siting to be determined by future engineering study
12	VT Route 104	From Congress Street to Fairfax Street	Multi-use pathway with connections to Congress Street, Fairfield Street, and Upper Welden Street - coordinate with intersection improvements planned by VTrans at the I-89 exit 19 / VT Route 104 / SASH intersection - exact siting to be determined by future study
13	Lake Road (St. Albans Bay)	West side of the road from Georgia Shore Road extending to east for 1,275 ft.	Sidewalk provides local connectivity between residences, retail businesses, and St. Albans Bay Park
14	Georgia Shore Road	South side of road from Lake Road to Little County Road	Sidewalk provides local connectivity between houses, businesses, and St. Albans Bay Park

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

Bicycle and Pedestrian Plan Costs

Table 3 below provides basic cost estimates for initial capital planning and major maintenance analysis. Many of the projects are not defined sufficiently to determine a specific project cost estimate. The project cost estimates below were developed by making general assumptions on planning, design, engineering, and construction costs. The average estimated cost column was developed by averaging of the low estimated cost and the high estimated cost columns. All project costs were based on the VTrans *Report on Shared-Use Path and Sidewalk Unit Costs* from August 2014.

Table 3 - Estimated Project Costs:

Name	Low Estimated Cost	High Estimated Cost	Average Estimated Cost
Congress Street	\$165,000	\$400,000	\$282,500
SASH Crossing	\$915,000	\$935,000	\$925,000
US Route 7 (section 1)	\$500,000	\$1,000,000	\$750,000
US Route 7 (South Main Street)	\$335,000	\$935,000	\$635,000
US Route 7 (section 2)	\$390,280	\$1,070,750	\$731,000
Lake Road	\$365,000	\$880,000	\$622,500
Fairfield Street	\$74,000	\$180,000	\$127,000
Upper Welden St	\$115,000	\$275,000	\$195,000
Fairfax Street	\$740,000	\$1,800,000	\$1,270,000
Nason Street	\$340,000	\$815,000	\$577,500
High Street	\$500,000	\$750,000	\$625,000
VT Route 104	\$530,000	\$1,290,000	\$910,000
Lake Road (Bay Village)	\$82,000	\$200,000	\$141,000
Georgia Shore	\$76,000	\$185,000	\$130,500

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

Local Capital Planning and Impact Fees

Local funding and project management is often the most cost efficient way to complete small-scale local projects. St. Albans should consider annual capital reserve funds that would give the community better flexibility to address the smaller projects that fill in important gaps when there is an opportunity. Annual capital reserve funds can also be used as a local match for larger and more significant projects that are along State Highways. Annual capital reserve funds can allow St. Albans to proceed with projects at a steady pace and provide matching funds for federal and state grant programs.

Impact Fees

Once annual capital reserve funds are formed an impact fee formula could be established to fund the amount of growth projected in St. Albans over the plan horizon (25 years) versus the need for improvements to be funded through annual tax revenue. In order to comply with State laws, the impact fee must be applied for infrastructure needs associated with growth in a neighborhood or immediately surrounding areas. Examples of bicycle and pedestrian needs that would be eligible are:

- Sidewalks, multi-use paths, or bicycle lanes serving areas where new development is planned in the near future.
- New or upgraded facilities needed due to traffic growth along a section of road.

State and Federal Grants

Numerous grant opportunities fund bicycle and pedestrian improvements, which would help stretch local funds. However, many of these funding options have requirements or constraints

that make it important to be aware of the strengths and weaknesses of each funding source. Since programs change and evolve over time, it is important to consult the funding agency for more information on application processes, funding amounts, and other requirements.

Town Standards and Planning

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

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

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

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

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

RECOMMENDATIONS

- Reword the following sentence from the Unified Development Bylaws; ARTICLE IV: ZONING DISTRICTS, OVERLAYS, AND STANDARDS FOR EACH DISTRICT; 410 – GROWTH CENTER OVERLAY (NORTH & SOUTH) “All development within the Growth Center Overlay shall provide sidewalks as per the most recent St. Albans Town Sidewalk Policy as may be amended from time to time.” The following is the recommendation: “All development within a Growth Center Overlay shall provide bicycle and or pedestrian infrastructure as per the most recent St. Albans Bicycle and Pedestrian Master Plan as may be amended from time to time.”
- Reword the following sentence from the Unified Development Bylaws; ARTICLE IV: ZONING DISTRICTS, OVERLAYS, AND STANDARDS FOR EACH DISTRICT; 410 – GROWTH CENTER OVERLAY (NORTH & SOUTH) “An Applicant that builds a sidewalk identified in the most recent St. Albans Town Sidewalk Policy as amended from time to time or expands on an existing sidewalk may receive a 3% bonus on building and parking coverage.” The following is the recommendation: “An Applicant that builds and or expands bicycle and or pedestrian infrastructure identified in the most recent St. Albans Bicycle and Pedestrian Master Plan as amended from time to time may receive a 10% bonus on building and parking coverage.” Outside of the growth centers a density bonuses of this size are not recommended.
- Recommend that various requirements under the Unified Development Bylaws; PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW; Application Requirements - Updated these sections to include bicycle, pedestrian, and trail features and infrastructure.
- Recommend that various requirements under the Unified Development Bylaws; PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW; Review Standards - Updated these sections to include bicycle, pedestrian, and trail features and infrastructure.
- Recommend that various requirements under the Unified Development Bylaws; PART VIII: DEVELOPMENT REVIEW BOARD; 803 – SITE PLAN REVIEW; Density Bonus - Updated these sections to include bicycle, pedestrian, and trail features and infrastructure.
- Recommend that any references to the “St. Albans Town Sidewalk Policy” within the Unified Development Bylaws be changed to the “Town of St. Albans Bicycle and Pedestrian Master Plan”.
- Recommend that the Selectboard consider establishing an annual capital reserve account using impact fees for bicycle, pedestrian, and other associated infrastructure to fund improvements along existing roads surrounding new development and throughout the north and south growth centers.
- Recommend that the Selectboard begin funding and constructing the fourteen priority sidewalk and multi-use pathway projects listed in Table 2 using a combination of local funds, impact fees, and state/federal grants.

- Trail construction in the north or south growth centers is not recommended, due to the potential high user volumes and intensity of use. In either growth center multi-use pathways surfaced with bituminous asphalt pavement and sidewalks surfaced with Portland cement concrete are recommended to handle the likely very high number of users, to facilitate snowplowing, and to permit year-round use.
- Recommend that the Planning Commission continue considering, planning, designing, and laying out the trails recommended on **Map 4** of this plan.

Map 3: Priority Bicycle and Pedestrian Infrastructure

To be added later – NRPC preparing map

Map 4: Long Range Trail Planning

To be added later – NRPC preparing map

Table 4 - Recommended Bicycle and Pedestrian Improvements by Road Segment

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

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Emergency Road (Formerly part of Industrial Park Road)	2	<i>Special Design recommended due to truck traffic</i> -10-foot travel lanes with 2-foot paved shoulders, 2-foot gravel shoulders, and a sidewalk
Fairfax Road - Fairfax Street to Fairfield Street	4	10-foot wide separated multi-use path required
Fairfax Road (VT Route 104) - Georgia TL to Fairfax Street	3	10-foot travel lanes with 4-foot paved shoulders with sidewalk from Allaire Drive to Fairfax Street – no sidewalk south of Allaire Drive
Fairfax Street	3	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Fairfield Hill Road (VT Route 36)	3	10-foot travel lanes with 4-foot paved shoulders with no sidewalk
Fairfield Street (VT Route 36)	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Fisher Pond Road (VT Route 104) - Congress Street to VT Route 105	3	<i>Special Design recommended for rural area</i> - 10-foot travel lanes with 4-foot paved shoulders with no sidewalk
Fisher Pond Road (VT Route 104) - Fairfield Street to Congress Street	4	10-foot wide separated multi-use path required
Forest Drive	1	No improvements recommended at this time
Franklin Park West - Parah Drive to end	1	10-foot travel lanes with 2-foot paved shoulders and 2-foot gravel shoulders with circumferential multi-use pathway as required via an Act 250 decision in 2005
Franklin Park West (80') - US Route 7 to Parah Drive	3	<i>Special Design recommended to fit existing development and traffic volume</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along each side
Fred Lake Road	1	No improvements recommended at this time
Freeborn Street	1	No improvements recommended at this time
French Hill Road	1	No improvements recommended at this time

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Georgia Shore Road - Lake Road to Patten Crosby Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along southern side
Georgia Shore Road - Patten Crosby Road to Georgia TL	1	No improvements recommended at this time
Georgie Avenue	1	No improvements recommended at this time
Giroux Road	1	No improvements recommended at this time
Green Mountain Drive	1	No improvements recommended at this time
Harbor View Drive	1	No improvements recommended at this time
Hathaway Point Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders
High Street	1	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Hillfarm Estates	1	No improvements recommended at this time
Huntington Street	1	No improvements recommended at this time
Industrial Park Road	2	<i>Special Design recommended due to truck traffic</i> -10-foot travel lanes with 2-foot paved shoulders, 2-foot gravel shoulders, and a sidewalk
James Circle	1	No improvements recommended at this time
Jewell Street	1	No improvements recommended at this time
Jewett Avenue	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Kellogg Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Lake Road (VT Route 36) - CL to Bronson Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Lake Road (VT Route 36) - Bronson Road to Little County Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Lake Road (VT Route 36) - Little County Road to Georgia Shore Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Lake Road (VT Route 36) - Georgia Shore Road to Maquam Shore Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Lakemont Drive	1	No improvements recommended at this time
Lapan Road	1	No improvements recommended at this time
Laurie Avenue	1	No improvements recommended at this time
Lebel Drive	1	No improvements recommended at this time
Little County Road	1	No improvements recommended at this time
Lord Road	1	No improvements recommended at this time
Lower Newton Road (VT Route 38) - CL to Kellogg Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Lower Newton Road (VT Route 38) - Kellogg Road to Dunsmore Road	1	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Lower Newton Road (VT Route 38) - Dunsmore Road to Maquam Shore Road	2	<i>Special Design recommended to fit existing development</i> - No improvements needed lower speed limit to 40 MPH
Maquam Shore Road	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Marc Avenue	1	No improvements recommended at this time
Marcel Drive	1	No improvements recommended at this time
McGinn Drive	1	No improvements recommended at this time
Meadowbrook Lane	1	No improvements recommended at this time
Mechanic Street	1	No improvements recommended at this time
Mechanic Street	1	No improvements recommended at this time
Michelle Drive	1	No improvements recommended at this time
Montagne Road	1	No improvements recommended at this time
Nason Street - CL to Marc Avenue	1	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Nason Street - Marc Avenue to Bronson Road	1	No improvements recommended at this time
North Main Street (US Route 7)	4	10-foot wide separated multi-use path required
Old Orchard Road	1	No improvements recommended at this time
Orchard Street	1	No improvements recommended at this time
Paquette Road	1	No improvements recommended at this time
Paquette Road	1	No improvements recommended at this time
Parah Drive - short segment to connect with circumferential multi-use pathway as required via an Act 250 decision in 2005	1	<i>Special Design recommended to fit existing development</i> – 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side to connect with planned circumferential multi-use pathway for Franklin Park West
Parah Drive - all remaining segments of road	1	No improvements recommended at this time
Parsons Avenue	1	No improvements recommended at this time
Parsons Lane	1	No improvements recommended at this time
Patten Crosby Road	1	No improvements recommended at this time
Pearl Avenue	1	No improvements recommended at this time
Pearl Avenue Extension	1	No improvements recommended at this time
Pearl Street	1	No improvements recommended at this time
Perry Road	1	No improvements recommended at this time
Pike Drive	1	No improvements recommended at this time
Pion Road	1	No improvements recommended at this time
Potter Avenue	1	No improvements recommended at this time
Prospect Hill Road	1	No improvements recommended at this time
Quarry Court	1	No improvements recommended at this time
Rugg Road	1	No improvements recommended at this time
Samantha Lane	1	No improvements recommended at this time
Samson Road	1	No improvements recommended at this time
Seminary Hill Road	1	No improvements recommended at this time

Road Name	Road Type Number from Modular Facility Design Schematic	Suggested Bicycle and Pedestrian Improvements recommended based on Current Road Configuration
Seymour Road (VT Route 105)	1	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Sheldon Road (VT Route 105) - from US Route 7 to Seymour Road	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Sheldon Road (VT Route 105) - Seymour Road to Sheldon TL	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
South Main Street (US Route 7) - CL to Harbor View Drive	3	10-foot travel lanes with 4-foot paved shoulders with sidewalk
South Main Street (US Route 7) - Harbor View Drive to Georgia TL	2	10-foot travel lanes with 4-foot paved shoulders and no sidewalk
Summit Place	1	No improvements recommended at this time
Sunset Terrace	1	No improvements recommended at this time
Swanton Road (US Route 7)	4	10-foot wide separated multi-use path required
Thorpe Avenue Extension	1	No improvements recommended at this time
Twin Court	1	No improvements recommended at this time
Upper Welden Street	2	<i>Special Design recommended to fit existing development</i> - 10-foot travel lanes with 2-foot paved shoulders and sidewalk along one side
Vivian Lane	1	No improvements recommended at this time
Ward Terrace	1	No improvements recommended at this time
Westview Drive	1	No improvements recommended at this time
Wharf Street	1	No improvements recommended at this time
Wiley Place	1	No improvements recommended at this time