

**Lake Champlain Byway:
Chittenden County Corridor Management Plan, May 2017**

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Appendices 5-9 are large PDF files. These can be viewed at:

<http://www.ccrpcvt.org/our-work/economic-development/lake-champlain-byway/>

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Appendix 1

CHITTENDEN COUNTY CORRIDOR: Interpretive Panels sponsored by the Lake Champlain Byway

| CHARLOTTE LOCATIONS | TITLE | OWNER |
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| Town Senior Center green, Ferry Road | <i>Charlotta</i> | Town |
| Town Hall green, Ferry Road | <i>Quinlan Schoolhouse</i> | Town |
| Mt. Philo State Park (lower lot), Mt. Philo Road | <i>Island in the Sky</i> | State (ANR) |
| Baptists' Corner , Jackson Hill Road, | <i>Baptists' Corner</i> | Town ROW |
| SHELBURNE LOCATIONS | TITLE | OWNER |
| Shelburne Bay Fishing Access Bay Road | <i>Welcome to Shelburne Bay</i> | Town |
| Shelburne Bay Park entrance, Bay Road | <i>Ti Haul Road</i> | Town |
| Shelburne Bay Park entrance, Bay Road | <i>A Northern Refuge</i> | Town |
| Pierson Green, U.S. 7 & Falls Road | <i>Welcome to Shelburne</i> | Town |
| SOUTH BURLINGTON LOCATIONS | TITLE | OWNER |
| Red Rocks Park (near main entrance) Central Avenue | <i>Red Rocks Park</i> | City |
| Red Rocks Park Beach (on wall of bathhouse) | <i>Summers at Queen City Park</i> | City |
| Overlook Park (on slate wall), Spear Street | <i>Look into the Past</i> | City |
| East Woods Natural Area (entrance), Swift Street | <i>East Woods: A Piece of the Past</i> | UVM |
| BURLINGTON LOCATIONS | TITLE | OWNER |
| Church Street Marketplace (on railing on SE corner of City Hall) | <i>Church Street</i> | City |
| Church Street Marketplace, (alley to parking garage) | <i>Church Sreet / ('la rue Église')</i> | City |
| City Hall Park (on eastern edge) | <i>City Hall Park</i> | City |
| Battery Park (on railing near overlook) | <i>Camp Burlington / Le Cantonnement des troupes a Burlington</i> | City |
| Barnes Elementary School, North Street | <i>North Street: Heart of the Old North End</i> | City/School |
| Quadricentennial Mini-Park, Lake Street & College Street | <i>Celebrating Champlain / Célébrons Champlain !</i> | City |
| Quadricentennial Mini-Park, Lake Street & College Street | <i>Quadricentennial Celebration / La Célébration du Quatrième Centenaire</i> | City |
| Burlington Fishing Pier, near Water Dept. building | <i>Gone Fishin'! / Partis Pêcher !</i> | City |
| Burlington Fishing Pier, near Water Dept. building | <i>Making Money Through the Ice / De l'argent sous la glace</i> | City |
| WINOOSKI LOCATIONS | TITLE | OWNER |
| Winooski Circulator Park, US 7 & VT-15 | <i>A Vibrant Downtown</i> | City |
| Terrace Park (NW of bridge), US 7 | <i>Industrial Winooski</i> | City |
| Riverwalk (north shore of Winooski River) | <i>The Flood of 1927</i> | City |
| Riverwalk (north shore of Winooski River) | <i>Native Americans at Winooski</i> | City |

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| ESSEX JUNCTION LOCATIONS | TITLE | OWNER |
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| Municipal Building, Lincoln St./Route 2-A | <i>A Walk into the Past</i> | Village |
| Champlain Valley Exposition, Pearl Street/Route 15 | <i>Decades of Summer Fun</i> | Exposition |
| Maple Street Park, Maple St. / Route 117 | <i>From Farms and Falls to Fun</i> | Village |
| Amtrak Railroad Station, Railroad Avenue | <i>There's Only One Essex Junction / Il n'y a Qu'un Seul "Essex Junction"</i> | RailAmerica |
| COLCHESTER LOCATIONS | TITLE | OWNER |
| Old Schoolhouse (Airport Park) | <i>Colchester Log Schoolhouse</i> | Town |
| Causeway (Bike Path) | <i>Connecting the Islands</i> | Town |
| Ft. Ethan Allen (near path near Playground) | <i>The Fort's Most Famous Troops</i> | Town |
| Ft. Ethan Allen (on north edge of Playground) | <i>Fort Ethan Allen</i> | Town |
| MILTON LOCATIONS | TITLE | OWNER |
| Eagle Mtn. Natural Area, | <i>Eagle Mountain</i> | Town |
| Municipal Office, Bombardier Drive | <i>Explore Milton</i> | Town |
| CVPS Park, US Route 7 | <i>Early Milton Village</i> | CVPS/Town |
| CVPS Park, Route 7 | <i>Lower Lamoille River</i> | CVPS/Town |

APPENDIX 2

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| PROGRESS ON PROJECTS NOTED IN 2002 LAKE CHAMPLAIN BYWAY CHITTENDEN COUNTY CORRIDOR MANAGEMENT PLAN | |
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| TRANSPORTATION AND MULTIMODAL CONNECTIONS | |
| IMPROVEMENTS TO BYWAY MOTOR ROUTE | |
| Work with the Chittenden County Metropolitan Planning Organization (CCMPO), Vermont Scenery Preservation Council, Vermont Agency of Transportation (VTrans), Federal Highway Administration (FHWA), Byways Corridor communities (Milton, Colchester, Winooski, Essex Junction, Burlington, South Burlington, Shelburne, and Charlotte), and local businesses and organizations to obtain State of Vermont designation of the Chittenden County – Lake Champlain Byways; | Completed in 2002 |
| Support improvements to U.S. Route 7 corridor running from the commercial strips of South Burlington to the Village of Shelburne; | <p>US7 Sidewalks – Grant for construction of sidewalk from the Village to the LaPlatte River Bridge. Construction in 2007.</p> <p>Grant for sidewalk construction from Shelburne Town office to Shelburne Farms covered bridge. Construction in 2017.</p> <p>Shelburne Road Reconstruction, Webster Road to Imperial Drive (LaPlatte River Bridge was replaced in 1999) -- Project included bike lanes, sidewalks, and pedestrian crossing accommodations. Construction was substantially complete in 2006.</p> |
| Support improvements of stretch of the U.S. Route 7 corridor extending south through Charlotte and Ferrisburgh; | US7 Reconstruction -- Full depth reconstruction of US7 from the Ferrisburgh town line to just south of the Ferry Road intersection. The project includes addition of shoulders and a pedestrian underpass. To be completed in 2018. |
| Support improvements to U.S. Route 7 between Winooski and Georgia; | <p>Construct a diverging diamond and improvements at Mountain View Drive and Rathe Road, including pedestrian improvements, in 2019.</p> <p>VT2A/US7/Creek Road/Bay Road Intersection improvements to begin construction in 2017.</p> <p>Exit 16 Pedestrian and Landscape Project, Winooski City Line to Lower Mountain View Drive. Improvements along US7 including sidewalks, four pedestrian signals, crosswalks and streetscape. The project was awarded a Bike/Ped grant and two CCMPO Sidewalk grants. Construction to take place in</p> |

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| | <p>coordination with roadway improvements to be constructed in 2019/2020.</p> <p>2006 CCMPO sidewalk award to Milton to supplement VTrans Bike/Ped award for sidewalk on Route 7</p> <p>2016 VTrans Bike/Ped grant award for 3,830 linear feet of sidewalk gaps that currently exist along US Route 7 South in Milton from Nancy Drive to Haydenberry Drive.</p> <p>2017 VTrans Transportation Alternatives grant award to construct enhanced crosswalk treatments, including pedestrian activated rectangular rapid flashing beacons, bulb-outs, and associated features at five locations along the gateways to the City of Winooski.</p> |
| Support vegetation management, viewshed protection, pedestrian improvements, and guardrail construction along Riverside Avenue in Burlington. <i>See <u>Item 4</u> on Proposed Byways Transportation Improvements (PBTI) map, located in Appendix C. Note: This project is funded for 2003;</i> | North Winooski Avenue Streetscape, Riverside Avenue to Archibald Street -- Streetscape improvements including curbing, lighting, street trees and crosswalks. Constructed in 2006. |
| Support improvements for U.S. Route 2/7 Winooski River Bridge. <i>See <u>Item 10</u> on PBTI map;</i> | 2017 CCRPC bike/ped feasibility study completed 2017 begin CCRPC Main Street Bridge scoping study |
| Develop Class 2 bike lane improvements in Burlington from Home Avenue to Battery Park via Lakeside. <i>See <u>Item 5</u> on PBTI map;</i> | Status unknown. |
| Support planning for bike path/road improvements in Burlington for bicycle/pedestrian crossing on U.S. Route 7 to South Burlington bike paths. <i>See <u>Items 6 & 41</u> on PBTI map;</i> | 2011 Shelburne Road Corridor Study which included bike/ped recommendations. 2017 planBTV Walk/Bike completed which recommends an interconnected walk/bike network. |
| Support improvements to Route 127/Plattsburgh Avenue crosswalk. <i>See <u>Item 7</u> on PBTI map;</i> | Safe Routes to School project. Complete. |
| Support construction of safe pedestrian crossing on U.S. Route 7 in Charlotte to access Mt. Philo Road/State Park. <i>See <u>Item 12</u> on PBTI map. Note: These improvements are funded for 2002.</i> | A pedestrian underpass is included in the reconstruction of US7 in Charlotte to be completed in 2017. |
| Support widening of Ferry and Greenbush roads in Charlotte for bicycle/pedestrian safety. <i>See <u>Item 13</u> on PBTI map;</i> | Ferry Road is a recommended corridor improvement in 2017 Active Transportation plan |

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| Support Colchester bicycle/pedestrian improvements as suggested in “Route 127 Corridor Study.” <i>See Items 18, 23, & 24 on PBTI map;</i> | Status unknown. |
| Explore widening of U.S. Route 7 from Route 127 to U.S. Route 2 in Colchester. <i>See Item 19 on PBTI map;</i> | No widening but repaving and line stripping created bicycle shoulders |
| Support improvements for bicycle-friendly travel along U.S. Routes 2 and 7 in Milton. <i>See Item 30 on PBTI map.</i> | US RT 7 is high priority corridor in 2017 Active Transportation Plan |
| Support safety improvements at U.S. Route 2/I-89 (Exit 17) intersection in Colchester. <i>See Item 25a on PBTI map.</i> | Part of 2014 scoping report of Interchange |

| BICYCLING IMPROVEMENTS | PROGRESS SINCE 2002 |
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| Support <i>Cycle the City</i> improvements: signage, North Ave./Ethan Allen Park intersection crossing improvements, and others. <i>See Item 3 on PBTI map;</i> | Cycle the City improvements completed in 2015. 2013 North Ave. Corridor Study examined intersection improvement |
| Support Class 2 bike path/road improvements in Burlington from Lakeside to Battery Park. <i>See Item 5 on PBTI map;</i> | |
| Support planning for bike path/road improvements in Burlington for bicycle/pedestrian crossing across U.S. Route 7 to South Burlington bike paths. <i>See Item 6 & 41 on PBTI map;</i> | 2011 Shelburne Road Corridor Study which included bike/ped recommendations. 2017 planBTV Walk/Bike completed which recommends an interconnected walk/bike network. |
| Explore options for bicycle/pedestrian bridge construction to link Burlington and Winooski. <i>See Item 9 on PBTI map;</i> | Winooski River Bike/Ped Bridge Feasibility Study to be complete in 2017. |
| Support construction of bike path from Ethan Allen Homestead to Manhattan Drive in Burlington. <i>See Item 1 on PBTI map.</i> | Route 127 Bike Path, Ethan Allen Homestead to Manhattan Drive. Constructed in 2003. |
| Explore widening of Ferry and Greenbush roads in Charlotte for bicycle/pedestrian safety. <i>See Item 12 on PBTI map;</i> | Ferry Road is a recommended corridor improvement in 2017 Active Transportation plan |
| Evaluate creation of pedestrian/bicycle path within rail line right-of-way in Charlotte. <i>See Item 14 on PBTI map;</i> | Champlain Path Feasibility Study completed in 2004. |
| Examine crossing improvement for “the Cut” on the Island Line Rail Trail causeway to South Hero. <i>See Item 17 on PBTI map;</i> | Yes, summertime bike ferry service established by Local Motion. |
| Support Colchester bicycle/pedestrian improvements as suggested in “Route 127 Corridor Study.” <i>See Items 18, 23, & 24 on PBTI map;</i> | Status unknown. |
| Support construction of Park and Ride in Colchester. <i>See Item 20 on PBTI map.</i> | A park-and-ride at Exit 16 will be constructed in 2017. |
| Support Blakely School pedestrian/bicycle bridge construction over I-89 in Colchester. <i>See Item 21 on PBTI map. Note:</i> This project is funded for 2001; | Construction of a pedestrian bridge over I-89 adjacent to the existing Blakely Road roadway bridge. Construction completed |

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| | in 2002. |
| Explore possibility of bicycle/pedestrian path from Airport Road to Route 127 in Colchester. <i>See Item 22 on PBTI map;</i> | Status unknown. |
| Support bicycle/pedestrian path construction in Essex Junction from Mode Node to Lime Kiln Road along railroad right-of-way. <i>See Item 29 on PBTI map.</i> | A multi-use path adjacent to VT15 to be constructed in 2020 from Lime Kiln Road to Susie Wilson Road. Pearl Street to be widened from Post Office Square to Five-Corners in 2019 to add bike lanes and improved sidewalks. |
| Support improvements for bicycle-friendly travel along U.S. Route 2/7 in Milton. <i>See Item 30 on PBTI map;</i> | Status unknown. |
| Support construction and develop interpretation for bicycle/pedestrian path linking Red Rocks and Oakledge parks in South Burlington. <i>See Items 39 & 40 on PBTI map;</i> | No activity |
| Create/improve Class 2 bike lane on Spear Street from existing South Burlington bike paths to proposed Shelburne bike route. <i>See Items 42 & 43 on PBTI map;</i> | Status unknown. |
| Support widening and signage of Spear, Irish Hill, Falls, Marsett and Bostwick roads in Shelburne for bicycle travel. <i>See Item 34 on PBTI map;</i> | Several are priority corridors in the 2017 Active Transportation Plan |
| Explore possibilities of constructing a Class 1 bike path (and widening of Bostwick Road RR Bridge) along railroad right-of-way in Shelburne. <i>See Item 36 & 37 on PBTI map;</i> | Priority corridor in the 2017 Active Transportation Plan |
| Support completion of the Parkside Neighborhood Path in Shelburne to connect the Bostwick Road and the Village to the South Burlington Recreation Path System. <i>See Item 38 on PBTI map;</i> | Status unknown. |
| Support the construction of a bike/pedestrian bridge over the mouth of the Winooski River. <i>See Item 11a on PBTI map;</i> | Burlington-Colchester Bike/Pedestrian Bridge – Bridge construction over the Winooski River in 2003. |
| Support bike/pedestrian improvements to the Lime Kiln Bridge. <i>See Item 45b on PBTI map;</i> | The Lime Kiln bridge, completed in 2006-2007, includes sidewalk and bike lanes. |
| Continue to work with Lake Champlain Bikeways, Local Motion, and interested communities to improve bike routes in the Byways Corridor; | Lake Champlain Bikeways and Local Motion continue to promote formal bike routes and “loops” in the Corridor. |
| Support reconnecting the Rutland Railroad’s Island Line for bicycle and pedestrian use; | The Island Line Trail, using the formal railbed grew to fruition over the last 15+ years and comprises the Burlington Bikepath, portions of Airport Park and the causeway in Colchester and Allen Point Access area in South Hero. Local Motion operates a |

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| | seasonal bike ferry to connect Colchester and South Hero. |
| Work with local businesses and governments to enhance bicycle-touring opportunities, including encouraging “inn-to-inn” bicycle tour development in Chittenden County. | No formal “inn-to-inn” tours have been developed although various bike tour companies operate in Vermont. |
| PEDESTRIAN | PROGRESS SINCE 2002 |
| Continue development of interpretive signage on Burlington’s Waterfront and along the Cycle the City loop. <i>See <u>Item 2</u> on PBTI map;</i> | Various interpretive panels have been installed on or near the Waterfront and a few locations along the bikepath. |
| Support construction of safe pedestrian crossing on U.S. Route 7 in Charlotte to access Mt. Philo Road. <i>See <u>Item 12</u> on PBTI map;</i> | A pedestrian underpass is included in the reconstruction of US7 in Charlotte to be completed in 2017. Charlotte Recreational Trail, Railroad Station to Mt. Philo State Park – Charlotte was awarded a grant in 1999. |
| Support safety improvements for pedestrians at Charlotte ferry dock area. | Status unknown. Primary responsibility rests with ferry company. |
| Support efforts to create an interpretive guide and service directory in Essex Junction. | Interpretive panel with walking tour installed in 2008. |
| Support Riverwalk and pedestrian bridge construction over Main Street in Winooski. | A wide boardwalk was constructed in the mid-2000s to the east of the Winooski Bridge and to the east of the Champlain Mill building extending several hundred yards to the entrance to the Casavant Natural Area. No dedicated pedestrian bridge has been constructed over the Winooski River. |
| Establish parking/trailhead for walking trails at Eagle Mountain in Milton. | Trailhead improved with signage and interpretive panel |
| Explore walking tour concept and other pedestrian improvements to Milton town center. | US7 Corridor Community Sidewalks, West Milton Road to Haydenberry Drive – Constructed in 2008. |
| Support Milton’s efforts to develop a walkway connecting Sandbar State Park and the town’s natural areas and villages. | Status unknown. |
| Develop the “Lamoille River Walk” trail in Milton. | Completed. |
| Support “A Trail of Two Cities” – a project advocating for the construction of a pedestrian bridge linking Winooski and Burlington’s Intervale; | May not happen as per previous studies |
| Support creation of additional local walkways; | Status unknown |
| Support the construction and utilization of sidewalks where they are lacking. | CCRPC provided sidewalk construction funding from 2006 to 2016. Planning funding is available each year. |
| WATERWAYS | PROGRESS SINCE 2002 |

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| Continue to support expansion of non-motorized waterway routes on Lake Champlain; | No formal efforts undertaken by Byway. |
| Support future marketing efforts to make Lake Champlain Waterways a regional destination; | No formal efforts undertaken by Byway. |
| Support linking identified natural, historic, and cultural resource sites to the Lake Champlain Waterways system; | No formal efforts undertaken by Byway. |
| Develop an interpretive brochure template for Waterway interpretive routes along the Lake and its tributaries; | Yes, completed by Lake Champlain Basin Program. |
| Work with partners to identify and develop interpretive routes along Chittenden County's shore lands and watersheds. | Yes, by Lake Champlain Basin Program. |
| RAILROADS | PROGRESS SINCE 2002 |
| Support the community's effort to establish a rail linkage between Essex Junction and Burlington; | The CCRPC, the State of Vermont and others continue to explore the development of such a route. |
| Work with the State of Vermont, Amtrak, CCTA and others to implement new passenger rail service in the Byways; | No new service established. |
| Encourage Amtrak, VTrans, CCTA, and Lake Champlain Transportation Co. to cooperate in connecting alternate transportation modes from the Essex, New York to Charlotte, Vermont ferry route; | No formal efforts undertaken. |
| Encourage Amtrak and other transportation partners to develop improved linkages between the Vermonter and Adirondack train routes; | No formal efforts undertaken. |
| Address scheduling problems among the various transportation modes; | No formal efforts undertaken. |
| Support the installation of recreation equipment lockers in every train car; | No formal efforts undertaken. |
| Develop marketing partnerships to interpret Lake Champlain's significant intrinsic resources along train routes. Brochures and other learning tools should be made available on the train passengers. | No formal marketing efforts undertaken. An interpretive panel was installed by the Byway on the wall of the Essex Junction train station. |
| FERRIES | PROGRESS SINCE 2002 |
| Encourage Amtrak, CCTA, and LCT to cooperate in making seamless transportation connections to the Essex, NY and Charlotte, VT ferry docks; | No formal efforts undertaken by Byway. |
| Support interpretive and marketing partnerships. | Yes, see Appendix 4. |
| Make safety improvements for pedestrians at Charlotte ferry dock area. | Status unknown. |
| Develop tourism packages that include ferry rides in the region's automotive, bicycle and walking theme routes. | No formal efforts undertaken by Byway. |
| BUS | PROGRESS SINCE 2002 |

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| Coordinate scheduled bus stops with alternative transportation schedules at all Mode Node locations; | Go! Stations created in walkable downtown Winooski and walkable downtown Burlington featuring transit service, bike racks/electronic access lockers, and CarShare VT pods. |
| Market CCTA as part of an “automobile free” vacation to the region; | No formal efforts undertaken. |
| Continue to equip busses with bike racks; | All buses equipped with bike racks, available on first come/first served basis. Bike racks provided at covered bus stops. |
| Work to make bus stops more “user friendly;” examine improvements such as new shelters, benches, sidewalks, and pedestrian crossing lights; | “Benchelter” design provides seating and weather protection in a compact space. |
| Expand free service to shopping and culture centers with evening shuttles to area restaurants. | Free service to be examined in GMT Next Gen Transit Plan 2017 |
| DIRECTIONAL AND INTERPRETIVE SIGNAGE | PROGRESS SINCE 2002 |
| Develop physical design standards for Byways interpretive and directional signs; | Yes, see Appendix 3. |
| Improve natural/historic interpretation and signage along Burlington’s Waterfront Park and along the <i>Cycle the City</i> route. | Yes, interpretive panels installed along Waterfront Park. |
| Support efforts to create an interpretive recreation path connecting parks and attractions in Essex Junction and Essex Town. | Status unknown. |
| Develop an interpretive path linking Red Rocks and Oakledge parks. | No formal efforts undertaken by Byway. |
| Establish Byways interpretive materials and information for Burlington Airport. | No formal efforts undertaken by Byway. |
| Establish standardized directional signage for all proposed Chittenden County – Lake Champlain Byways improvements. <i>See improvements listed under Lake Champlain Trail and Lake Champlain Bikeways, Walkways, and Waterways listed above;</i> | Yes, see Appendix 3 for wayfinding signage. Directional signage standards are the purview of each municipality. |
| Prioritize interpretation of County’s intrinsic resources; | No formal prioritized list developed however thirty-two interpretive panels installed as part of FY03 grant were priorities for each municipality. |
| Develop a Lake Champlain Byways tag line/logo; | Yes, completed. See Cover of Plan. |
| Support community utilization of the “Lake Champlain Wayside Exhibit Manual.” | Yes, all Byway-sponsored panels use this template. |
| BIKE RACKS AND LOCKERS | PROGRESS SINCE 2002 |
| Study the current locations of bike racks/lockers; | No formal efforts undertaken by Byway. |
| Establish criteria for future bike rack/locker placement. | No formal efforts undertaken by Byway. |

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| Install additional bike racks/lockers in Burlington's Waterfront Park; | New racks installed. Bike valet available for larger events. |
| Install bike racks/lockers in South Burlington's Dorset Street/Williston Road shopping area. | No formal efforts undertaken by Byway. |
| Install bike racks/lockers at all Mode Node locations. | Electronic access bike lockers installed in Winooski Champlain Mill plaza and on Cherry Street in Burlington. |
| LINKING BYWAYS WITH THE GREEN MOUNTAINS | PROGRESS SINCE 2002 |
| A partnership between airport taxis and ski rack manufacturers could be established to accommodate ski tourists; | No formal efforts undertaken by Byway. |
| The outdoor industry should be consulted to improve capacity for public transportation to local mountains; | No formal efforts undertaken by Byway. |
| Work with public and private entities to study the development a connection from the Amtrak station in Waterbury to surrounding public lands. | No formal efforts undertaken by Byway. |
| SAFE TRAIL ACCESS AND USE | PROGRESS SINCE 2002 |
| Partner with the Vermont Department of State Forests, Parks and Recreation; Lake Champlain Basin Program; Local Motion; Cross-Vermont Trail; Winooski Valley Parks District; and others interested in the development of safe trail access and crossings; | Local Motion provides technical assistance to CCRPC as part of both organizations' work plans. |
| Work with the above stakeholders to develop appropriate criteria and for route safety in the Chittenden County – Lake Champlain Byways Corridor; | No formal efforts undertaken by Byway. |
| Locate non-motorized travelways in safe locations; | No formal efforts undertaken by Byway. |
| Locate trailheads and Byways facilities in safe locations | No formal efforts undertaken by Byway. |
| BIKE SAFETY PROGRAMS | PROGRESS SINCE 2002 |
| Incorporate bicycle safety education as part of Byways transportation/recreational planning and programming; | No formal efforts undertaken by Byway but recreation departments of Byway municipalities often teach bike safety. |
| Investigate grant sources for delivering bike safety educational programs; | No formal efforts undertaken by Byway but recreation departments of Byway municipalities often teach bike safety. |
| Partner with local pathway committees (e.g. Local Motion) to develop public education and outreach programs. | The Byway partnered with Local Motion (see FY10 and FY11 grants) to have interpretive panels installed at bicyclist rest areas. |
| RESTROOM FACILITIES | PROGRESS SINCE 2002 |
| Study the current locations of public rest rooms; | No formal efforts undertaken by Byway. |
| Map public restroom locations; | No formal efforts undertaken by Byway. |

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| Develop criteria and standards for certified Lake Champlain Byways Restroom/Information Centers; | No formal efforts undertaken by Byway. |
| Establish public restroom facilities in all Mode Node locations; | No formal efforts undertaken by Byway. |
| Develop a recognition and reward program for the top restrooms in the Byways Corridor; | No formal efforts undertaken by Byway. |
| Explore opportunities for information and interpretation at facilities offering restroom services; | No formal efforts undertaken by Byway. |
| Explore possibilities for purchasing state-of-the-art restrooms for the Chittenden County – Lake Champlain Byways Corridor. | No formal efforts undertaken by Byway. |

Appendix 3

Directional/ Wayfinding Sign Standards and Signage Plan for the Chittenden County Corridor of the Lake Champlain Byway

January 27, 2012

prepared by
Dan Albrecht, Senior Planner
Chittenden County Regional Planning Commission
110 West Canal Street, Suite 202
Winooski, VT 05404



CHITTENDEN COUNTY RPC
Communities Planning Together

Background

The Chittenden County Regional Planning Commission (CCRPC) was awarded an FY 2003, Federal Highway Administration National Scenic Byways (NSB) Program Grant for a Lake Champlain Byway Wayfinding Signage and Interpretive Wayside Exhibit Project. Included in the deliverables were Development of a Wayfinding/Directional Sign Standards and a Signage Plan. In Chittenden County, the Byway's member communities are as follows:

- the towns of Charlotte, Shelburne, Colchester and Milton;
- the cities of South Burlington, Burlington and Winooski; and
- the village of Essex Junction.

The Byway's designated motor route (*see Figure 3*) consists of U.S. Route 7 as it passes through these communities and that portion of US. 2 from Exit 16 of I-89 to the Sand Bar Bridge in Milton. Essex Junction is included in the Byway due to its role as the host of the Amtrak passenger train station.

CCRPC staff worked with staff of the Vermont Agency of Transportation (VAOT) and members of the Lake Champlain Byways Partnership (the precursor to the Lake Champlain Byway Council) in early 2004 on the development of a logo for the Byway. In selecting a final design, the CCRPC and the Byway partnership noted the need to use an easily-readable font knowing that the logo and name would eventually be used on roadside Wayfinding signs. On June 18, 2004, the Partnership notified Mr. Warren Vail, the State's Scenic Byway Coordinator of the adoption of the new logo and of the Partnership's vote to change the official name of the Byway from the "Champlain Trail" to the "Lake Champlain Byway."



Figure 1. The Lake Champlain Byway logo

Directional Signage: The Byway “Trailblazer”

In 2004 the Connecticut River Byway was in communication with then-Secretary MacDonald of VAOT to seek a determination as how to best classify and regulate Byway signage. In late 2004, Secretary MacDonald, issued a letter clarifying that Byway trailblazer signs would be considered as Trail Signs as noted in Section 2D.50 of the Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition. Based upon this decision the Byway developed the following 18” x 24” trailblazer sign:

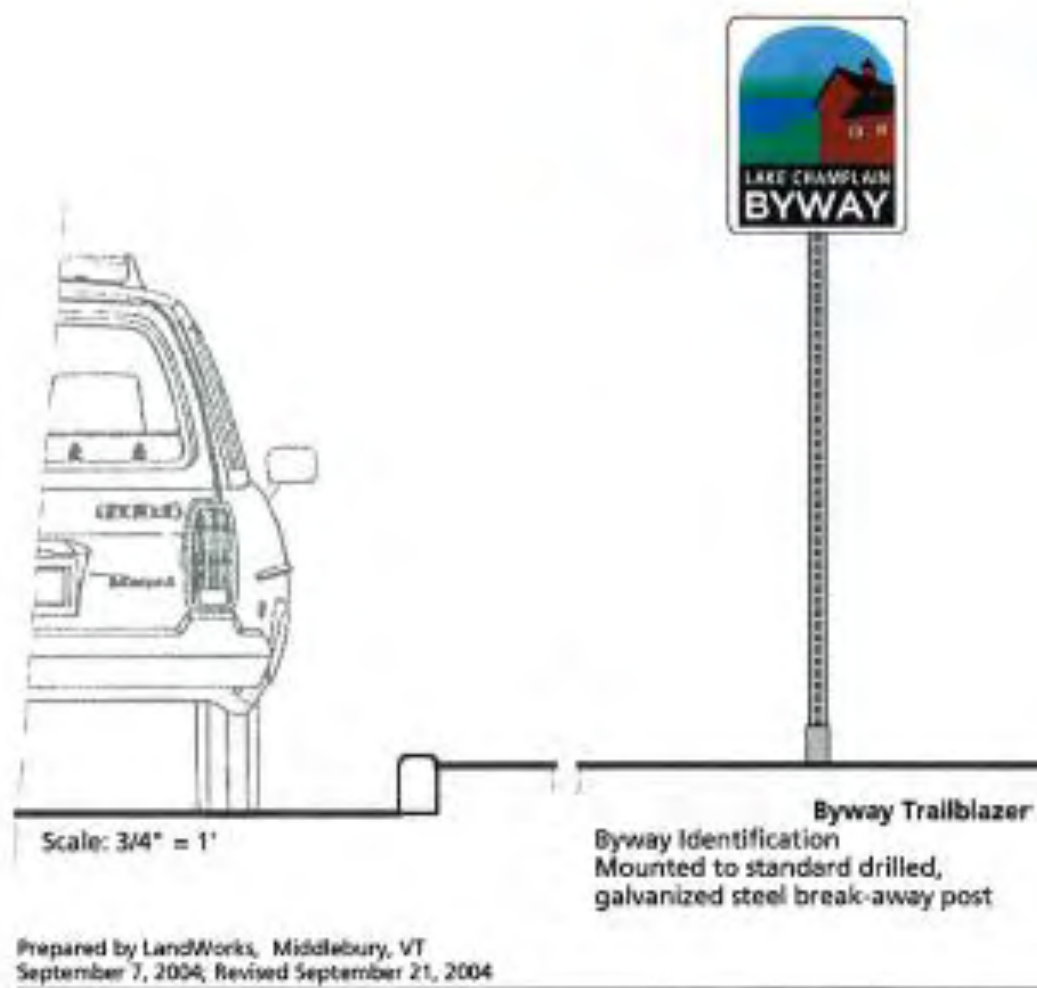


Figure 2. The Lake Champlain Byway “Trailblazer” Sign

In late 2004 and early 2005, CCRPC staff worked with the VAOT's Traffic Operations Division to identify appropriate locations for the installation of Lake Champlain Byway trailblazer signs and to obtain clarification on required materials and installation specifications.

In consultation with the VAOT's Scenic Byway Coordinator and with staff of the Local Transportation Facilities program, CCRPC staff determined that it was best to wait to install the trailblazer signs until installation of the Project's thirty-two interpretive panels were imminent. Once the panels were installed, the Byway would have a more tangible presence on the ground. A delay was also required in that the Project was still in the Preliminary Engineering phase at that time and the trailblazers could not be manufactured until the project was in the Construction phase. The transition to the Construction phase was dependent upon first completing design and ROW clearance on the 32 interpretive panels.

In late 2006, CCRPC began to collect detailed information on each proposed sign location in preparation for submission of a Section 1111 permit. In December 2006, the VAOT's Traffic Operations Division issued a 1-page *"Guidelines for Scenic Byway Trailblazer Sign Design & Placement"* document (see Appendix).

On March 26, 2007, the CCRPC submitted an application for a Section 1111 permit for the installation of 16 trailblazer signs along portions of the Byway. On June 14, 2007 the application was approved and the permit issued. Three of the signs were installed within Right-of-Way managed by the City of Burlington. In early September 2007, the CCRPC issued a bid announcement for the installation of the sixteen signs. [A previous bid announcement in August resulted in no bids being submitted]. Sixteen Lake Champlain Byway "Trailblazer" Signs were installed in the first week of November 2007 (see map below).

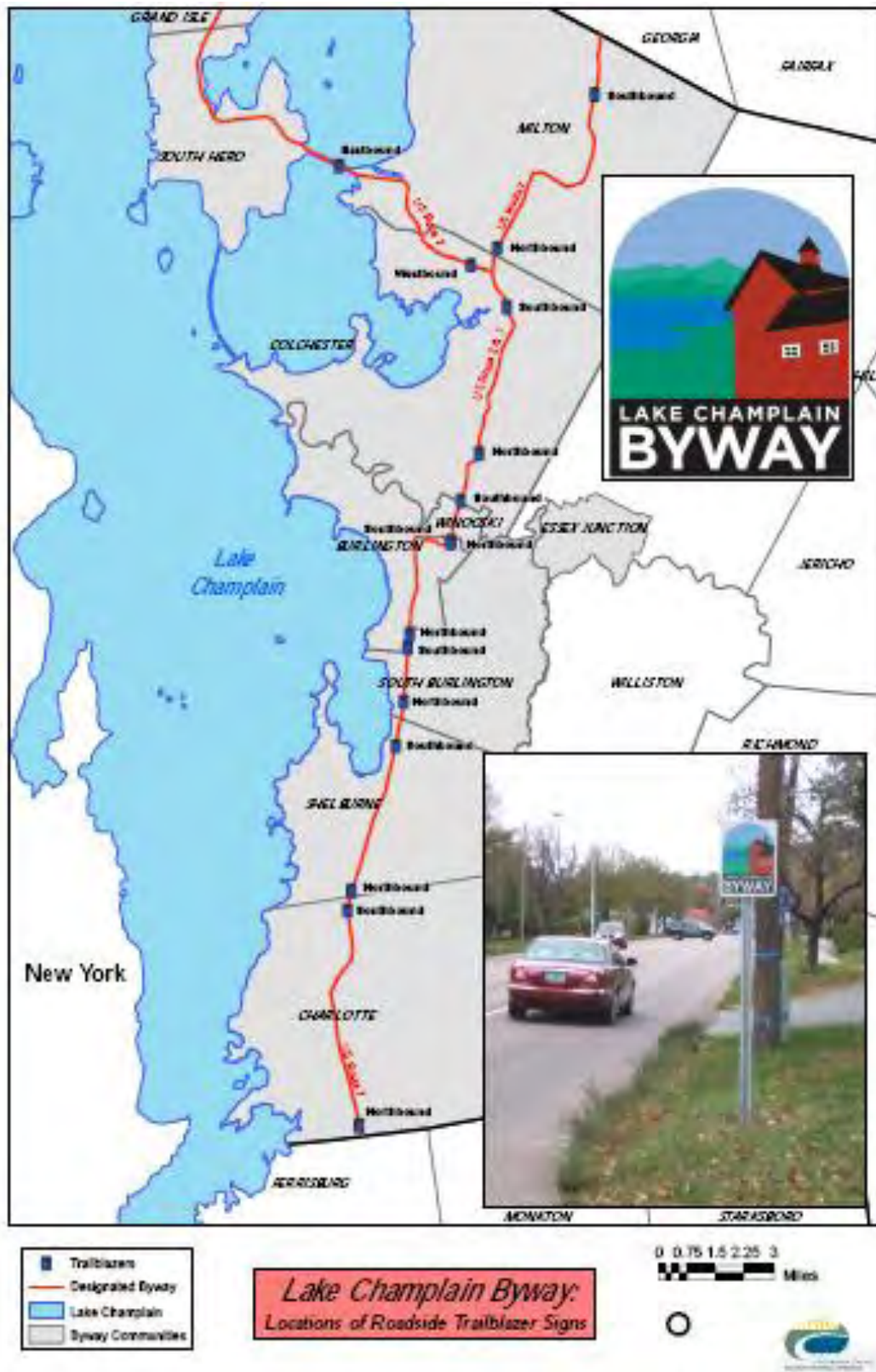


Figure 3. Installation locations for sixteen LC Byway Trailblazer signs, Nov. 2007

Directional/ Wayfinding Sign Standards and Signage Plan, Chittenden County Corridor, Lake Champlain Byway

Original Sign Standards and Fabrication Specifications

Lake Champlain Byway signs were manufactured and installed consistent with the current or amended “Guidelines for Scenic Byway Trailblazer Sign Design & Placement” issued by VAOT (*see Appendix*). The materials were manufactured according to the following basic specifications.

- *Size: 18” (horizontal) x 24” (vertical)*
- *Fabricated with ASTM Type III (minimum) retroreflective sheeting on a 0.060” thick aluminum blank, with round corners*
- *Pre-drilled at top and bottom (1/2” from edge) in preparation for riveting to Sign Post*

New Fabrication Specifications

By 2009 it was clear that some of the installed signs were peeling and in some cases, the color was fading dramatically, particular the color red. The Byway began to explore having any new Trailblazer Signs be fabricated with more durable materials. At the August 2011 National Scenic Byway Conference, staff saw a very durable trailblazer sign used by the Minnesota River Valley Scenic Byway. As of the publication date of this report, the Byway is planning on using the following specification modeled after the Minnesota example.

Substrate: *New .060 sheet aluminum conforming to ASTM B 209M for Alloy 5052-H38, or 6061-T6. Size: 18” (horizontal) x 24” (vertical) Pre-drilled at top and bottom (1/2” from edge) in preparation for riveting to Square Steel Sign Post or Flange Channel Post*

Sign Sheeting: *Shall be Type 11 (3M DG3 4090 White).*

Clear Overlay: *3M 1160 clear overlay film will be applied to the sign face.*

UV Protective Coating: *Per fabricator’s supplier*

Location of Future Trailblazer Signs

As noted in the “Guidelines for Scenic Byway Trailblazer Sign Design & Placement” issued by VAOT, each town is generally limited to two trailblazer signs, one in each direction, at suitable locations along the Byway. Furthermore, the Guidelines cite

the 2003 MUTCD which notes that “(p)rimary guidance should be in the form of printed literature or strip maps.” However, the VAOT guidelines also allow for up to 4 signs, in towns (a) with state highway intersections and in towns (b) following intersections with major town highways with an Annual Average Daily Traffic of 3,000 vehicles per day or more. There are several locations where conditions (a) or (b) are met. Examples of such locations include, but may not be limited to:

| Municipality | State Highway Intersection | Town Highway Intersection, | AADT | Year |
|-------------------------|-----------------------------------|-----------------------------------|-------------|-------------|
| Milton | | Middle Road | 3,500 | 2006 |
| | | Lake Road | 4,500 | 2008 |
| | | Main Street | 4,800 | 2006 |
| | | | | |
| Colchester | VT Route 2-A | Main Street | 9,300 | 2008 |
| | VT Route 127 | Blakely Road | 10,400 | 2007 |
| | | | | |
| Winooski | VT Route 15 | Main Street | 17,000 | 2008 |
| | | | | |
| Burlington | | Pearl Street | 12,000 | 2010 |
| | VT Route 2 | Main St. | 25,700 | 2010 |
| | | North St. | 3,700 | 2009 |
| | | Flynn Avenue | 4,900 | 2009 |
| | | St. Paul | 9,400 | 2009 |
| | | Queen City Park Road | 5,400 | 2005 |
| | | | | |
| South Burlington | | Swift St. | 6,300 | 2006 |
| | | Allen Road | 3,900 | 2006 |
| | | | | |
| Shelburne | | Harbor Road | 4,500 | 2010 |
| | | Webster Road | 3,700 | 2006 |
| | | Marsett Road | 4,000 | 2006 |
| | | | | |
| Charlotte | | Ferry Road | 3,700 | 2005 |

Source: Chittenden County Metropolitan Planning Organization

In 2010, the Byway communicated with the VAOT about possibly installing Trailblazer Signs on some of the roads listed above as they approach the intersection with the Byway’s main designated motor route on U.S. 7 or U.S. 2. In late 2010, VAOT Byways Program Manager communicated to the Byway that “the sole purpose of trail signs are to keep the traveler on the byway not direct them to the byway. Directions to a byway is *[sic]* the job of maps and marketing materials.”

As of the date of this Plan, the Byway does not have dedicated funding to install additional trailblazers up to the four sign per municipality limit identified. The first priority of the Byway is to replace the existing signage in Chittenden County with those

manufactured to the more durable specification identified in 2001. If funding can be secured, the CCRPC may take the initiative to seek VAOT approval for installing additional Byway Trailblazer signs in Chittenden County.

Wayfinding Signage along the Byway

After development of the trailblazer sign as described above, CCRPC staff investigated the potential for developing a standardized wayfinding sign system for the Byway's communities. CCRPC staff noted the Burlington has had its own municipal wayfinding signage system in place for several years. The system uses tall, 8'-10' tubular steel posts in the form of an inverted "U" along with aluminum sign boards placed in between the posts. Similarly, the Lake Champlain Byway community of Middlebury uses small, pedestrian wayfinding signs consisting of white lettering on rectangular horizontal black street signs on black decorative posts. Given these preexisting systems and the unlikelihood of convincing all of the County's eight Byway communities of using one standardized Wayfinding Sign System --let alone those Byway communities in other counties— CCRPC, in consultation with VAOT staff, elected not to pursue development of one system for the Byway.

However, CCRPC staff did appreciate that travelers needed to be better served on how to access intrinsic resource site attractions on the Byway. CCRPC staff therefore has encouraged municipalities and attractions to take advantage of two potential options:

- a) development of unique municipal wayfinding sign systems
- b) use of brown OBDS roadside wayfinding signs managed by the Vermont Travel Information Council.

a. Municipal wayfinding sign systems

Using a NSB FY 2006 grant, the Byway offered its member municipalities the option of using the grant resources to have CCRPC hire firms to work with the municipality to design systems consistent with the following Vermont Statutes:

Title 10: Conservation and Development Chapter 21: Tourist Information Services 494. Exempt signs

(15) Municipal informational and guidance signs. A municipality may provide alternative signs of a guidance or informational nature and creative design to assist persons in reaching destinations that are transportation centers, geographic districts, historic monuments and significant or unique educational, recreational or cultural landmarks, provided that such destinations are not private, for-profit enterprises. A proposal to provide alternative signs shall contain color, shape and sign placement requirements that shall be of a uniform nature within the municipality. The surface area of alternative signs shall not exceed 12 square feet, and the height of such signs shall not exceed 12 feet in height. The proposal shall be approved by the municipal planning commission for submission to and adoption by the local legislative body. Alternative signs shall be responsive to the particular needs of the municipality and to the values expressed in this chapter. These proposals shall be subject to and consistent with any plan duly adopted pursuant to chapter 117 of Title 24, shall be enforced under the provisions of 24 V.S.A. §§ 4444 and 4445 and may emphasize each municipality's special characteristics. No fees shall be assessed against a municipality that provides signs under this section and, upon issuance of permits under section 1111 of Title 19, such signs may be placed in any public right-of-way other than interstates. This section shall take effect upon the travel information council securing permission for alternative municipal signs in accordance with section 1029 of Title 23.

(16) [Repealed.]

(17) Within a downtown district designated under the provisions of 24 V.S.A. chapter 76A, municipal information and guidance signs. A municipality may erect alternative signs to provide guidance or information to assist persons in reaching destinations that are transportation centers, geographic districts, and significant or unique educational, recreational, historic or cultural landmarks. A proposal to provide alternative signs shall contain color, shape and sign placement requirements that shall be uniform within the municipality. The surface area of alternative signs shall not exceed 12 square feet, and the highest point of such signs shall not exceed 12 feet above the ground, road surface or sidewalk. The proposal shall be approved by the municipal planning commission for submission to and adoption by the local legislative body. The sign proposal then shall be submitted to the travel information council for final approval. Denial may be based only on safety considerations. Reasons for denial shall be stated in writing. Alternative signs shall be responsive to the particular needs of the municipality and to the values expressed in this chapter. These proposals shall be subject to and consistent with any municipal plan duly adopted pursuant to chapter 117 of Title 24, shall be enforced under the provisions of 24 V.S.A. §§ 4444 and 4445 and may emphasize each municipality's special characteristics. No fees shall be assessed against a municipality that provides signs under this section and upon issuance of permits under section 1111 of Title 19, such signs may be placed in any public right-of-way other than an interstate highway. Notwithstanding subdivision 495(a)(7) or any other provision of this title or of section 1029 of Title 23, alternative signs permitted under this subsection shall not be required to comply with any nationally recognized standard. (1967, No. 333 (Adj. Sess.), § 14, eff. March 23, 1968; amended 1971, No. 115, § 3, eff. April 26, 1971; 1979, No. 135 (Adj. Sess.), § 2; 1983, No. 167 (Adj. Sess.), § 9; 1991, No. 197 (Adj. Sess.), § 1; No. 207 (Adj. Sess.), §§ 1, 2; No. 220 (Adj. Sess.), § 1; 1993, No. 121 (Adj. Sess.), § 8a; 1995, No. 190 (Adj. Sess.), § 12b; 1997, No. 120 (Adj. Sess.), § 8; No. 150 (Adj. Sess.), § 6; 1999, No. 18, §§ 41e, 41g(c), eff. May 13, 1999; 1999, No. 156 (Adj. Sess.), § 33, eff. May 29, 2000; 2003, No. 160 (Adj. Sess.), § 59, eff. June 9, 2004.)

As of the date of this report, the following Chittenden County Byway municipalities have explored or developed such wayfinding systems (*see Appendix*) using both resources hired by the CCRPC [from NSB grant funds] as well as their own funds.

- The City of Winooski, as part of redevelopment of its downtown district and also in working with the Byway to improve visitor information, has developed the following wayfinding sign family: a two-posted large gateway, a single post small gateway sign, an automobile directional sign, a single post double-sided informational kiosk, a single post double-sided trailhead informational sign and a trail sign. Currently, automobile directionals are installed in the downtown district and the City plans to erect an informational kiosk in 2012.
- The City of South Burlington has also designed and approved a wayfinding sign family consisting of a gateway, an automobile directional, a park entry and a recreation path sign. Several recreation path signs have been installed and the City plans to install two park entry signs in 2012 funded in part by NSB funds.
- The Town of Shelburne has developed a draft wayfinding sign family consisting of gateway/welcome, an automobile directional, a pedestrian directional, a 2-sided pediment and a four-sided kiosk all based upon a brown and white color scheme. Using its own funds the Town has erected some prototype signs to obtain feedback from residents. Final approval by relevant town boards is pending.
- The Town of Colchester also developed a draft wayfinding family but elected not to move forward with it.

b) Brown, Official Business Directional Signs (OBDS)

In the spring of 2008, the Byway met twice with the State's Travel Information Council to persuade the TIC to allow a greater variety of sites to utilize brown OBDS (*see letter of June 10, 2008 in Appendix*), specifically

- 1) *Municipally-owned and state-owned lands providing recreational opportunities*
- 2) *Official state-owned or state-leased Fish & Wildlife Access areas*
- 3) *Designated national historic districts or sites*
- 4) *Museums and other cultural interest sites operated by non-profits*

At its July 2008 meeting the Travel Informational Council approved the Byway's proposal. As of the date of the publication of this document, the following sites have obtained brown OBDS to direct travelers to their locations: Shelburne Museum (*see Appendix*) and Milton Museum. The Byway plans to continue to make eligible attractions along the Byway aware of this opportunity to apply for use of a brown OBDS.

Conclusion

In summary, Lake Champlain Byway signage in the Byway's eight Chittenden County corridor communities will proceed as follows. The CCRPC, in consultation with the Lake Champlain Byway Council, will

- work with VAOT and host municipalities to maintain the sixteen original trailblazer signs installed in 2007;
- work with VAOT and host municipalities to install additional trailblazers at appropriate locations;
- encourage its eight Byway municipalities to maintain and/or develop standardize municipal wayfinding signage systems to aid travelers as well as local residents; and
- encourage its eight Byway municipalities and intrinsic resource site host organizations to seek installation of black and/or brown OBDS signage to aid travelers.

Appendix

“Guidelines for Scenic Byway Trailblazer Sign Design & Placement”

Burlington Wayfinding Sign Family

Shelburne Wayfinding Sign Family

Winooski Wayfinding Sign Family

South Burlington Wayfinding Sign Family

June 2008 letter from Lake Champlain Byway Council to Vermont Travel Information Council

Photo of installed brown OBDS for Shelburne Farms

Guidelines for Scenic Byway Trailblazer Sign Design & Placement

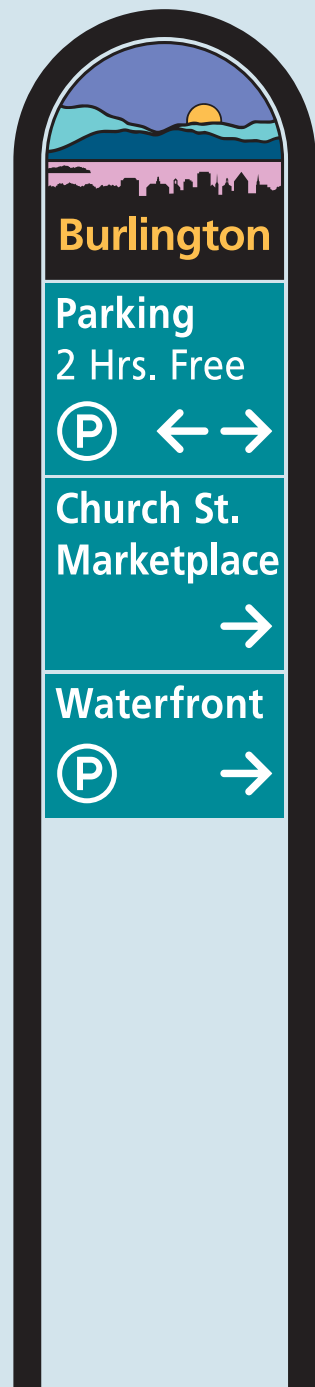
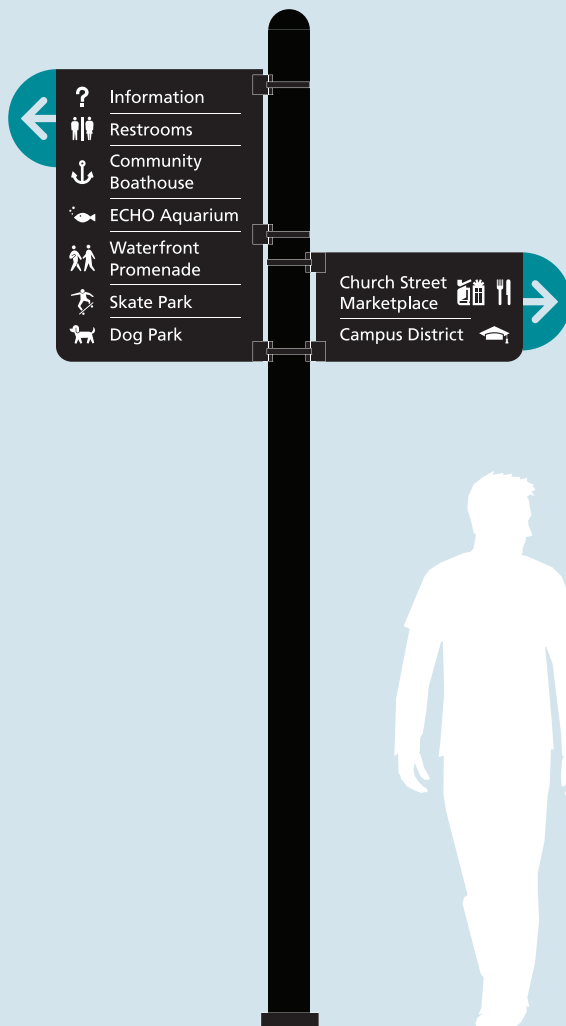
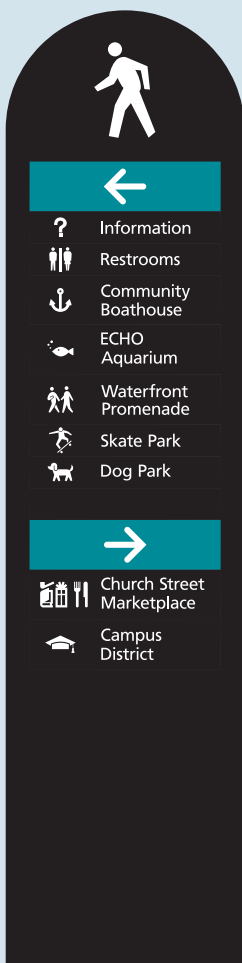
Vermont Agency of Transportation

These guidelines are based on standards and guidance found in Section 2D.49 (Signing of Named Highways) & 2D.50 (Trail Signs) found in the Manual on Uniform Traffic Control Devices (MUTCD) 2003 Edition. "Primary guidance for scenic byways should be in the form of printed literature or strip maps" (Section 2D.50).

1. Trailblazer sign design shall be approved by the Secretary of the Vermont Agency of Transportation (VTrans).
2. Sign size shall be 18"(horizontal) X 24"(vertical) and fabricated with ASTM Type III (minimum) retroreflective sheeting on a 0.060" thick aluminum blank, with rounded corners.
3. Trailblazer signs shall be limited to two per town, one in each direction, installed at suitable locations along the byway, except as noted below:
 - a) In towns with state highway intersections, scenic byway trailblazer signs should be installed following the intersection, in conjunction with, and mounted below reassurance route markers, to confirm to drivers that they are following the byway. See example # 4, Figure 2D-14, page 2D-30, MUTCD 2003.
 - b) Trailblazer signs may be installed following intersections with major town highways, in conjunction with confirmatory route markers. A major town highway may be defined as a highway with an AADT of 3000 vehicles per day or more.
 - c) The total number of trailblazer signs shall not exceed four per town, in towns with state highway intersections, and/or an intersection with a major town highway.

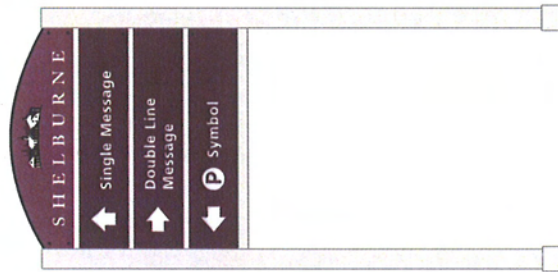
Trailblazer signs should be installed by a contractor, who has been pre-approved by VTrans Contract Administration, with a VSA 1111 permit from Utilities and Permits Section of VTrans. In some circumstances, VTrans may find it more convenient to install the signs in conjunction with other sign work. In those cases, the signs shall be provided to Traffic Operations, who will prepare a work order for their installation. As part of the process, the trailblazer logo sign design detail shall be submitted to Traffic Operations, so that VTrans can maintain and replace the signs when necessary in the future. A list of sign installation locations, by milepoint and direction, shall be submitted to Traffic Operations, for inclusion in the sign inventory database.

Signs shall be installed on 3 pound per foot flanged channel galvanized steel sign posts (see VTrans Standard E-160) or 2 inch galvanized square steel sign posts, inserted into a square steel anchor (see VTrans Standard E-164). All materials shall comply with **Section 750 – Traffic Signs** of the 2006 Standard Specifications for Construction. Dig-Safe shall be notified prior to installation of signs. Signs shall be installed in accordance with the latest edition of the MUTCD and VTrans Standard E-121.

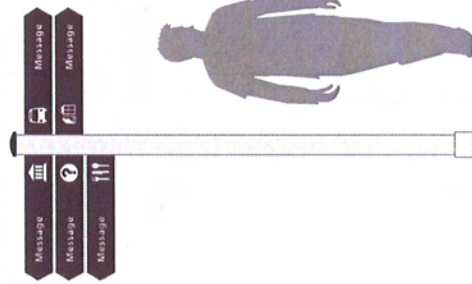




Gateway/Welcome



Auto Directional



Pedestrian Directional

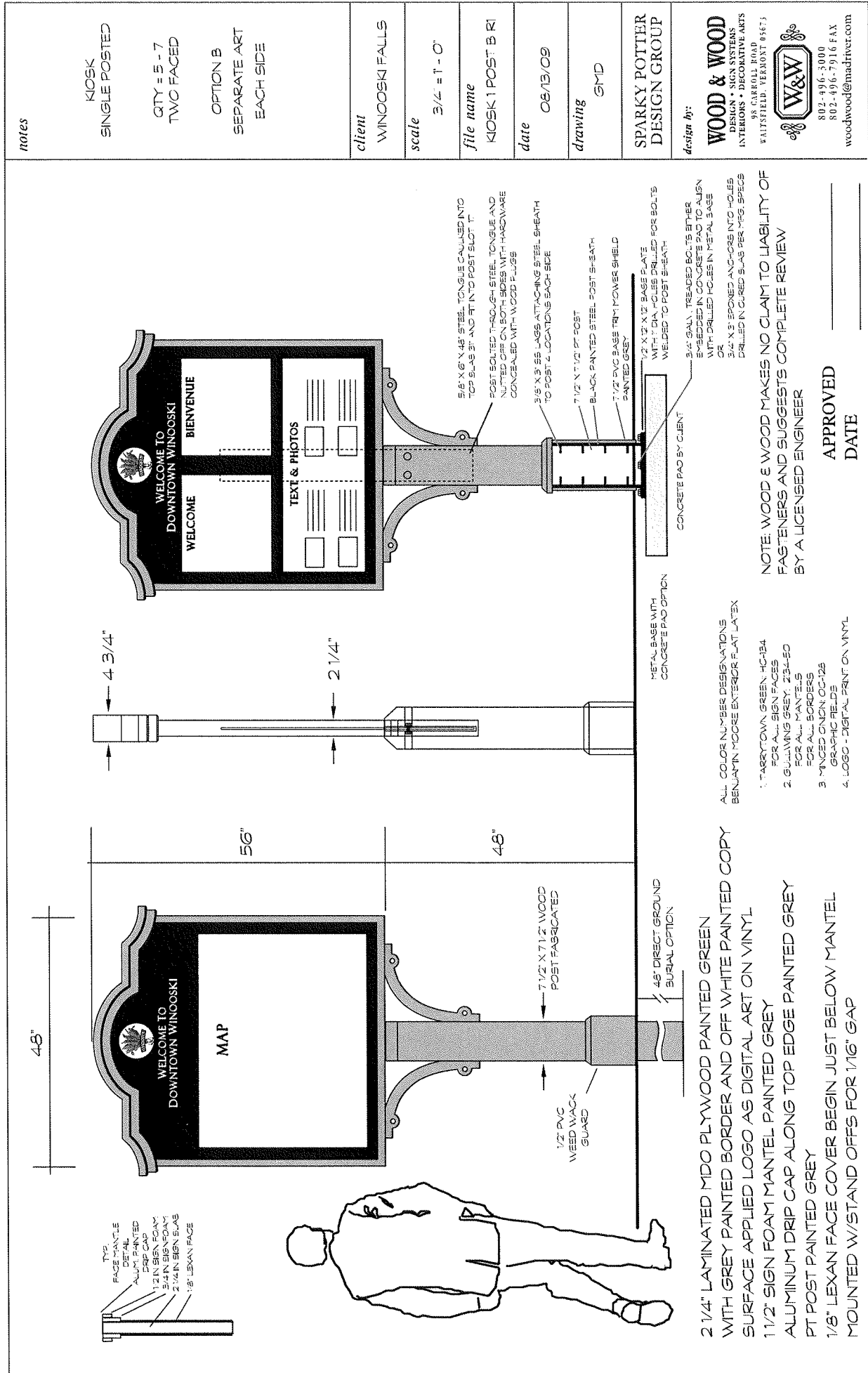


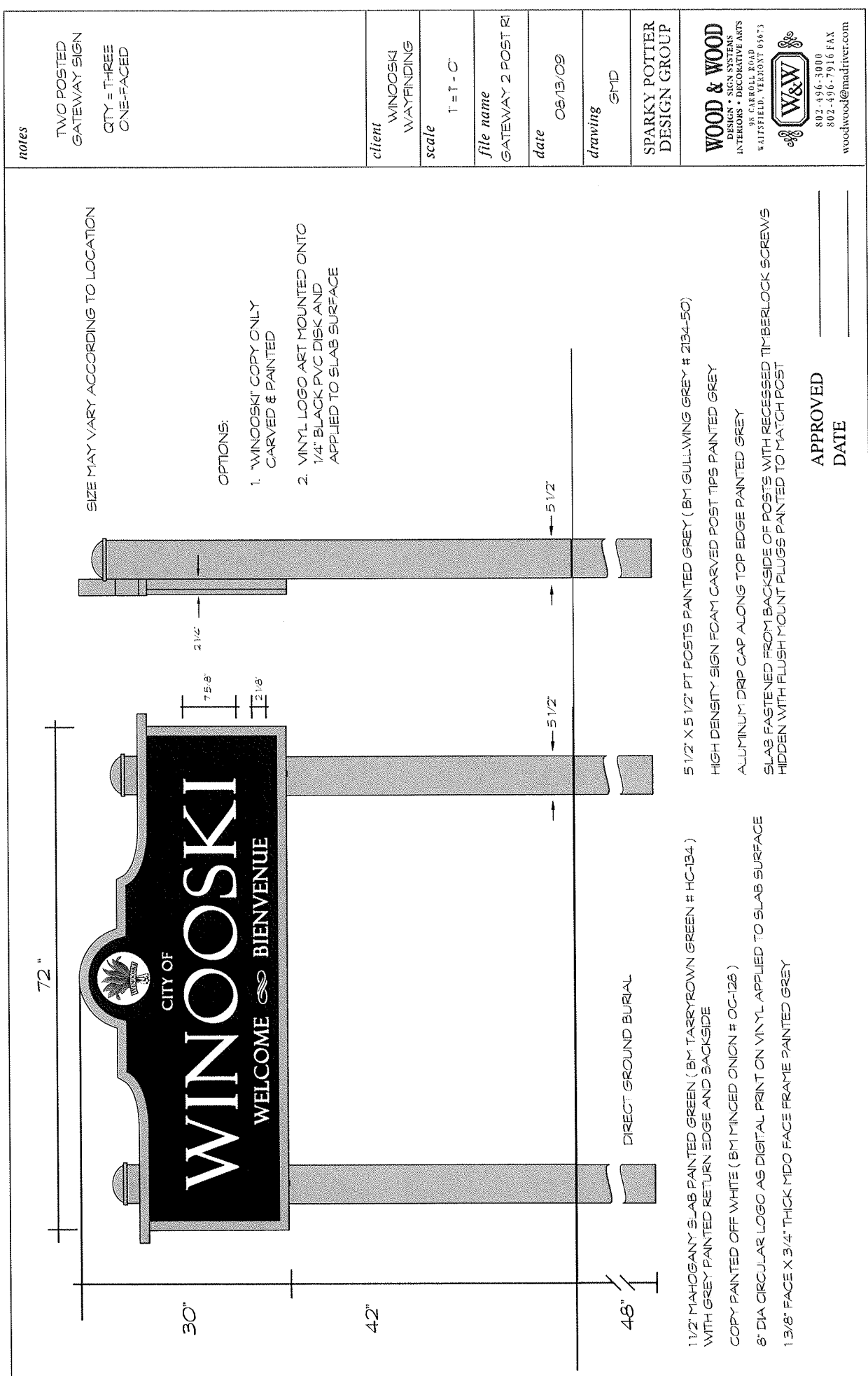
Pediment (2-Sided)



Kiosk (4-Sided)

NOT TO SCALE. COLORS ARE REPRESENTATIONAL ONLY.





notes

TWO POSTED
GATEWAY SIGN
QTY = THREE
ONE-FACED

client
WINOOSKI
WAYFINDING

scale
1" = 1' - 0"

file name
GATEWAY 2 POST R

date
08/13/09

drawing
GMD

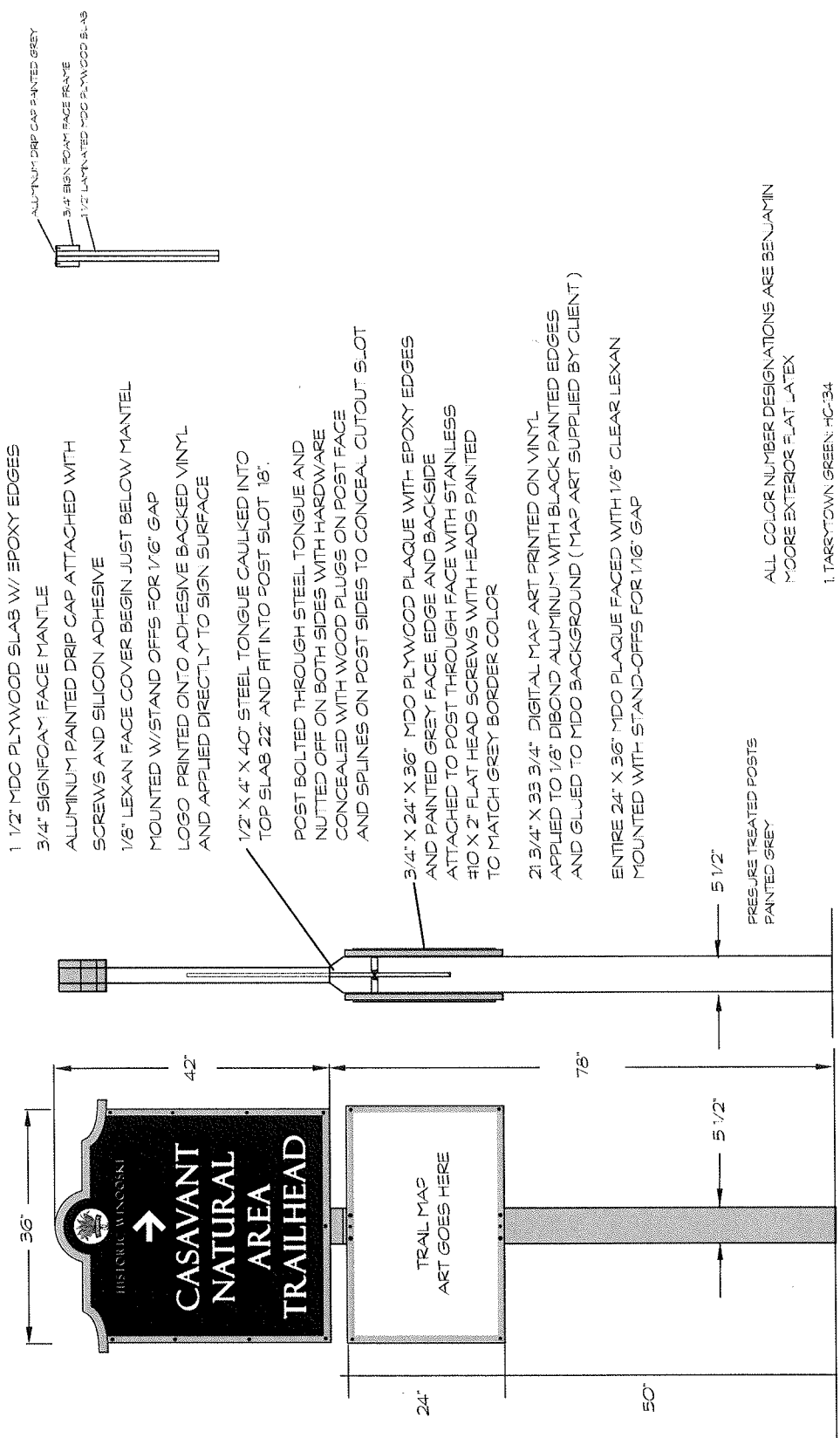
SPARKY POTTER
DESIGN GROUP

WOOD & WOOD
DESIGN • SIGN SYSTEMS
INTERIORS • DECORATIVE ARTS
98 CARROLL ROAD
WATTSFIELD, VERMONT 05673

W&W

802-496-3000
802-496-7916 FAX
woodwood@madriver.com

APPROVED _____
DATE _____



- ALL COLOR NUMBER DESIGNATIONS ARE BENJAMIN MOORE EXTERIOR FLAT LATEX
1. TARRYTOWN GREEN: HC-134
FOR ALL SIGN FACES
 2. GULLWING GREY: 2B34-50
FOR ALL MANTELS
FOR ALL BORDERS
FOR ALL BACKSIDES OF SIGNS
FOR COPY AND ARROWS
 3. MINCED ONION: OC-126
FOR COPY AND ARROWS
 4. LOGO - DIGITAL PRINT ON VINYL

APPROVED
DATE

| | |
|-----------|--|
| notes | TRAILHEAD ID TWO FACED EXTERIOR SINGLE POSTED MIN. AREA = 8.3 SQ. FT. MAX. AREA = 10 SQ. FT. QTY = THREE EACH (ONE COMPLETED) LOOP MAP PLAQUE APPLIED BELOW QTY = SIX ONE FACED |
| client | WINOOSKI FALLS |
| scale | 3/4" = 1' - 0" |
| file name | TRAILHEAD 210 |
| date | 03/17/09 |
| drawing | GMD |
| | SPARKY POTTER DESIGN GROUP |
| | WOOD & WOOD DESIGN • SIGN SYSTEMS INTERIORS • DECORATIVE ARTS 48 CARROLL ROAD WATTSFIELD, VERMONT 05673 802-496-3000 802-496-7916 FAX woodwood@madriver.com |

notes

WINOOSKI
TRAIL SIGNS

QTY = SIX
ONE FACED

client

WINOOSKI

scale

1 1/2" = 1 FOOT

file name

TRAIL SIGNS

date

07/06/09

drawing #

GMD

WOOD & WOOD

SIGN SYSTEMS

P.O. BOX 283, MAD ELLEN RD.
WAITSFIELD, VERMONT 05673

802 - 496-2318
802 - 496-7916 Fax



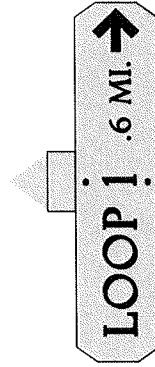
4" x 4" NATURAL FINISH CEDAR POST
WITH SIMPLE SAWN TIP DETAIL

1" THICK UNFINISHED NATURAL CEDAR PLAQUE
WITH SANDED SMOOTH FACE AND ROUNDED
OVER EDGE ATTACHED TO POST THROUGH FACE
WITH 2 1/2" X 1/4" STAINLESS LAG BOLTS
WITH WASHERS

FLAT BLACK PAINTED COPY (VARIES BY LOCATION)

24"

5 1/2"



42"

4"

APPROVED
DATE

DIRECT GROUND BURIAL
36" - 48"

Gateway



Auto Directional



REVERSE VIEW

Park Entry



Recreation Path



BASIC DETAILS

Logo Panels for Gateway & Auto Directional Signs
Cut Opaque Acrylic w/ Applied Vinyl Graphic

Sign Posts
Stock Steel or Aluminum, Powder-Coated Dark Gray

Sign Panels
Stock-Weight Aluminum, Powder-Coated w/ Applied Reflective Vinyl Lettering, Bolted to Posts w/ Visible Hardware

NOT TO SCALE. COLORS ARE REPRESENTATIONAL ONLY.



LAKE CHAMPLAIN BYWAY COUNCIL
c/o CCRPC 30 Kimball Avenue, Suite 206
South Burlington, VT 05403

Phone: (802) 846-4490, x29 Fax: (802) 846-4494

June 10, 2008

Mr. John W. Kessler, Chair
Travel Information Council
c/o VAOT: Roadway, Traffic & Safety
One National Life Drive
Montpelier, VT 05633-5001

Dear Chairman Kessler and Council members,

Thank you for the opportunity to address the Council at your upcoming meeting to follow up on our discussion from your May meeting. As was discussed, you asked that I come back to the TIC with a list of proposed types of locations for which the use of a brown OBDS could be used. After consultation with representatives of our Byway communities, we would like the TIC to authorize use of a brown OBDS for the following:

- 1) Municipally-owned and state-owned lands providing recreational opportunities
- 2) Official state-owned or state-leased Fish & Wildlife Access areas
- 3) Designated national historic districts or sites
- 4) Museums and other cultural interest sites operated by non-profits

The rationale for uses 1) and 2) is that these lands and areas provide quality recreational opportunities for visitors. The use of brown signs for uses 3) and 4) would put them on par with the current allowed use of brown OBDS for State Historic Sites. The use of brown OBDS will improve traveler information and directional signage, a goal expressed in the Corridor Management Plans for the Byway. Finally, the ultimate rationale for this request is that white-on-brown signage for recreational and cultural interest areas is used throughout the United States (per the direction provided in Chapter 2.H. of the MUTCD) and this is what the traveler consciously and subconsciously looks for while navigating to such sites.

Sincerely,

Dan Senecal-Albrecht, Chair
Lake Champlain Byway Council

*Example of installed brown OBDS
(Official Business Directional Sign)*

*Northbound, U.S. 7
Shelburne Farms*

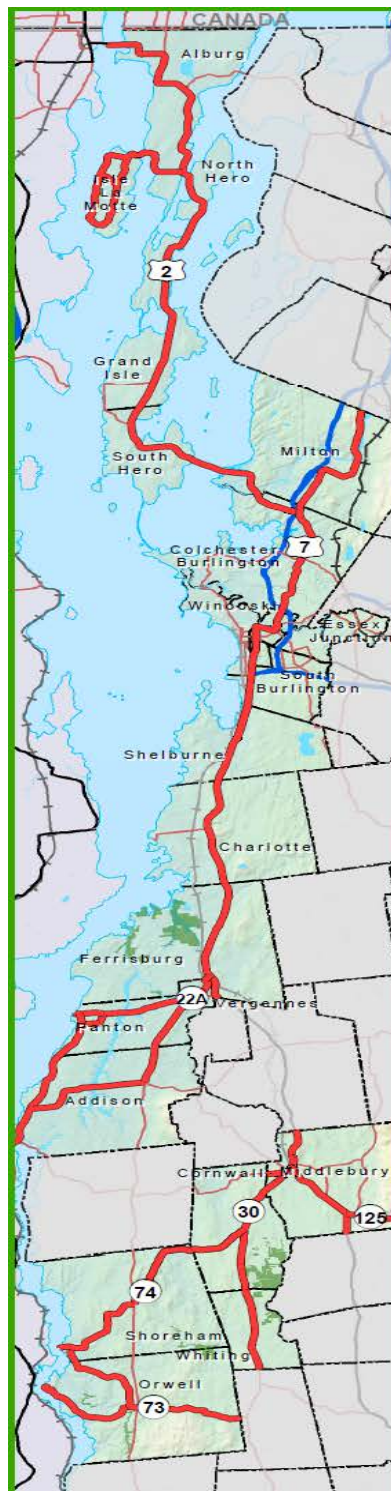


Appendix 4



Lake Champlain Byway Interpretation Coordination Plan

Adopted February 9, 2015
by the Lake Champlain
Byway Council



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1.0 Introduction

The Lake Champlain Byway is located in the northwest portion of the state. From north to south, the formal route is 184 miles (215 km) long and consists of U.S. Route 2 through Grand Isle County, U.S. Route 7 through Chittenden County and then south to into Addison County. It is comprised of twenty-two communities along this Route (see map on cover) and more than 200 intrinsic resource sites (e.g. parks, boat launches, trails, natural areas, museums, etc.) managed by government entities and non-profits (see Appendix A for a detailed list by county).

The Byway is managed by the Lake Champlain Byway Council with a 12-member board consisting of representatives from the region's three Regional Planning Commissions, its two Chambers, Lake Champlain Bikeways, the Lake Champlain Basin Program and five at-large members.

This is the first Interpretation Plan for the Lake Champlain Byway. The goals of this project are:

- to build awareness among managers of the different sites along the Byway about each other's sites and programs;
- to identify areas of overlap where collaboration may be possible; and
- to assist with the development of consistent messaging among the sites and for the Byway itself.

The Byway includes many important businesses along its route, but this plan is focused only on the intrinsic resource sites.

2.0 Our Process

The process is the plan! This document is intended to help us track and organize the ideas that have come from an on-line survey and an in person meeting of site managers. It identifies specific action items from the survey and the meeting that will be most useful to the advancement of the Byway in the near future.

A series of public meetings were held as noted below in Section 4.0. Additionally, a draft of the Plan was made available on

What is the Lake Champlain Byway?

A Byway is a designation of a geographic area by the State of Vermont, comprised of member towns and the associated sites or attractions in those towns. A Byway is designated for its unique intrinsic qualities or resources. It is intended to help visitors and residents find their way to cultural and recreational opportunities in the area.

An intrinsic quality is defined by the Federal Highway Administration as *"features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area. Intrinsic qualities arise from a particular combination of resources along a byway that together define its character, interest and appeal."*

3.0 Highlights of Survey Results

See Appendix B for all results.

Forty seven sites responded to an on-line survey that was sent to about 60 site managers along the Byway. The survey was available for two months and the results were provided to all respondents prior to the May 6th meeting. The following provides a summary of the survey results by category.

3.1 Operational

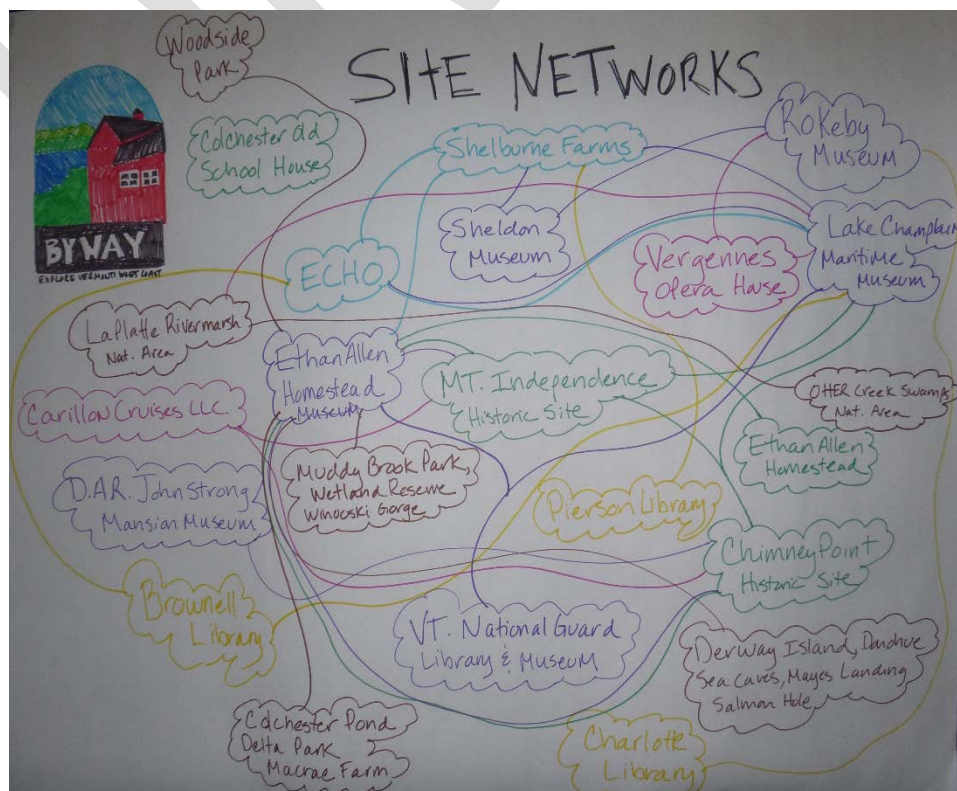
- 34 sites are open year round, 7 for half of the year and 3 are open summer only
- The majority of visitors are adults, followed closely by adults with children
- Visitor numbers ranged from 100-150,000 with 21,387 being the average
- Site managers would like to attract more young adults and all ages equally

3.2 Interpretive Programming

- The majority of sites have no paid or volunteer interpretive staff
- Printed materials, followed closely by special programs are the most popular interpretive materials
- Outdoor interpretive panels and exhibits are the next most popular programming
- Special programs and events are most successful by a wide margin (10)
- Answering questions and providing demonstrations are the primary interpretive staff interactions with the public

3.3 Interpretive Themes

- 'Conservation and Community' was the primary Byway theme among respondents
- Interpretive themes are varied, visitor experiences are diverse and, reflecting this, site managers ideas for improving interpretive programming are wide-ranging
- 24 sites have plans for new interpretive programming in the next 5 years



1. Many site managers are interested in collaborating with other sites as shown above

3.4 Outreach Services and Marketing

- 15 sites belong to one or more chambers of commerce
- 14 Sites belong to Blue Map and/or PP&D brochure service
- Six sites give discount coupons
- Eight sites are interested in a joint membership or discount ticket program.

4.0 Outreach Meetings

4.1 May 6, 2014 meeting Highlights

See Appendix C for complete meeting notes.

Twenty representatives from 17 different sites participated in the May 6th meeting at Shelburne Museum. We had two facilitated break out groups to: share information about programs; identify any shortcomings in necessary interpretive efforts and identify the best parties to develop programs to address those concerns; where necessary, develop consensus on key interpretive messages, and

where feasible, identify potential new collaborative interpretive efforts.



2. Meeting participants add events to calendar.

4.1.1 Current projects/programs that benefit more than one site

- Using a National Scenic Byways grant sponsored by the Lake Champlain Byway, *Local Motion* is developing 8 rest areas along the bike path from Shelburne Vineyards to Goodsell Ridge Preserve and South End Café
- Colchester Old School House serves as an information center on regional attractions.
- CEDO is a liaison to Burlington neighborhoods
- Lake Champlain Bikeway links sites
- Lake Champlain Basin Program
- Green coupon
- VT Department of Tourism and Marketing looks for projects that elevate numerous sites in a geographic region

4.1.2 Project Ideas

- Develop a specific, unifying theme of alternative transportation corridors (bicycling and an international waterway)
- Suggested itineraries
- Byway theme of the year
- Who's in our world? (within a thirty minute drive)
- Routes 'the journey is part of the experience'
- Start a 'Byway Club' – get people to visit every museum, natural area etc.
- Attract locals
- Develop exit survey for site visitors
- Engage the for profit sector
- There is a need for better way finding – especially along alternative travel ways
- Building critical mass among year round facilities
- Sharing major events on an updateable, on-line, calendar

4.2 October 31, 2014 meeting highlights

Ten people attended the meeting held at the Shelburne Town offices. The group discussed moving forward with the top two priority projects – pursuit of an easy to use shared calendar and development of geographic or theme based itineraries. A final meeting will be held in January to present progress on a calendar and an itinerary tool and solicit input from members.

4.3 February 9, 2015 meeting highlights

A regular meeting of the Lake Champlain Byway Council was held at the Rokeby Museum. The Intrinsic Resource Coordination Plan was the main focus of the agenda. In addition to approving the plan, the group reviewed the on line ESRI Story App developed by Landslide, Inc. It was decided that we would use the Byway categories from the existing Lake Champlain Byway web page: History and Culture; Recreation and Nature and Scenery in a Story App that the Chittenden County Regional Planning Commission will host on their server. The Regional Planning Commissions agreed that they have enough time remaining on this project to populate an Excel spreadsheet with the sites in their region. The group also reviewed the existing calendar resources and decided that developing their own calendar in the face of so many others already in existence was not a good use of their resources.

5.0 Action Items

Below the project ideas are fleshed out with why they are relevant and how they might assist with promoting the Byway. This information will help us imagine what they might become and decide if we want to pursue them. The intention is for these to be discrete, cooperative projects that benefit multiple sites or the whole Byway.

5.1 Develop a specific unifying theme for the Byway

Vermont has ten Byways – all of which focus on the beautiful scenery and friendly communities along them. The Lake Champlain Byway has the obvious umbrella of the Champlain Valley. Additionally, all of the counties in the Byway have a focus on bicycling and to some degree, boating, that could help define the Byway. Would it benefit sites along the Byway to adopt an 'alternative travel ways' theme that included bicycling and boating?

5.2 Suggested Itineraries

With so many sites to choose from and a large geographic area, the LCB can be difficult to plug into. By suggesting a few itineraries in each county of the Byway every year, it could be easier for visitors and locals to plan a weekend adventure if each area had a few suggested itineraries. Think of the New York Times “36 hours in...” travel articles.

5.3 Byway theme of the year

In order to cultivate on-going interest in the Lake Champlain Byway, sites could work together each year to develop an annual theme that each site could then build their programming around or hold a special event with that theme. The 200th anniversary of the ‘Battle of Plattsburgh’ inspired this idea.

5.4 Who’s in our world? (Within a thirty minute drive)

Visitors often arrive at one site because they have a specific interest in that site, however, they may have family members with different interest or find themselves with time and interest in pursuing an additional experience. Helping visitors who have arrived at one site find other nearby attractions that could meet other visitor needs could enhance visitor experience and make people more inclined to come back again.

5.5 Routes ‘the journey is part of the experience’

Visitors sometimes complain that things are too far away or hard to get to. If we provided information about different sites along the route that might be of interest and helped people see that the ‘journey was part of the experience’ they might see exploring the Byway in a whole new light. One thought is ‘roadside geology’ or ‘roadside architecture’ journeys.

5.6 Start a ‘Byway Club’ – get people to visit every type of site along the Byway

By creating checklists of similar sites along the Byway, visitors and locals alike could be motivated to come back again until they have visited them all. Similar to geo-caching, or hiking the 46ers in the Adirondacks, it could be a family affair.

5.7 Attract locals

Getting locals to value the importance of the sites along the Byway is a challenge. Capitalizing on the popularity of staycations and buy local campaigns, the Byway could focus efforts on educating locals about the many great things to do in the Champlain Valley.

5.8 Develop exit survey for site visitors

What information do you want from your visitors? What type of information is currently NOT being collected? What information is currently being collected?

5.9 Engage the for profit sector

In order to fully develop many of the ideas presented here, for-profit businesses need to be an active part of the Byway. For example, Carillon Cruises responded to the survey and provides an important educational service for visitors. Restaurants, bed and breakfasts and hotels also provide much needed services for visitors and are a critical piece of an enjoyable visit. They have not been part of the Byway in the past as the Byway Council has tried to focus its efforts on

interpretation and information about intrinsic resource sites rather than services providers. How do we engage them in the Byway? Is this an important part of getting more visitors to our area?

5.10 There is a need for better way finding – especially along alternative travel ways

Many sites reported assisting people, even locals, with route finding especially along the bike paths and waterways. Development of both on-line tools (like a geolocation app to connect sites) and pdf versions of routes (for when there is no service) would improve visitor experiences. See Angelo Lynn, Addison Independent editorial on Lake Champlain becoming a National Water Trail in Appendix B.

5.11 Building critical mass among year round facilities

Many of the sites along the Byway are open year round, yet there is a perception that visiting the LCB is a seasonal experience. Year-round sites could work together to build awareness of year round opportunities.

5.12 Sharing major events on an updateable, on-line calendar

Increasing awareness of on-going activities and special events among the sites along the byway will facilitate networking and referral activities and help improve visitor experiences. A calendar was filled out by participants at the May 6th kickoff meeting that could be posted on-line and updateable by site managers throughout the year.

6.0 Next Steps/Project Prioritization

An on-line survey was made available to approximately 50 Byway site managers in August of 2014. Respondents were asked to pick their top three action items from a list of ten. Action Items 5.2 – Suggested itineraries, 5.4 – Who's in our world? and 5.5 – The Journey is part of the experience were combined into one action item.

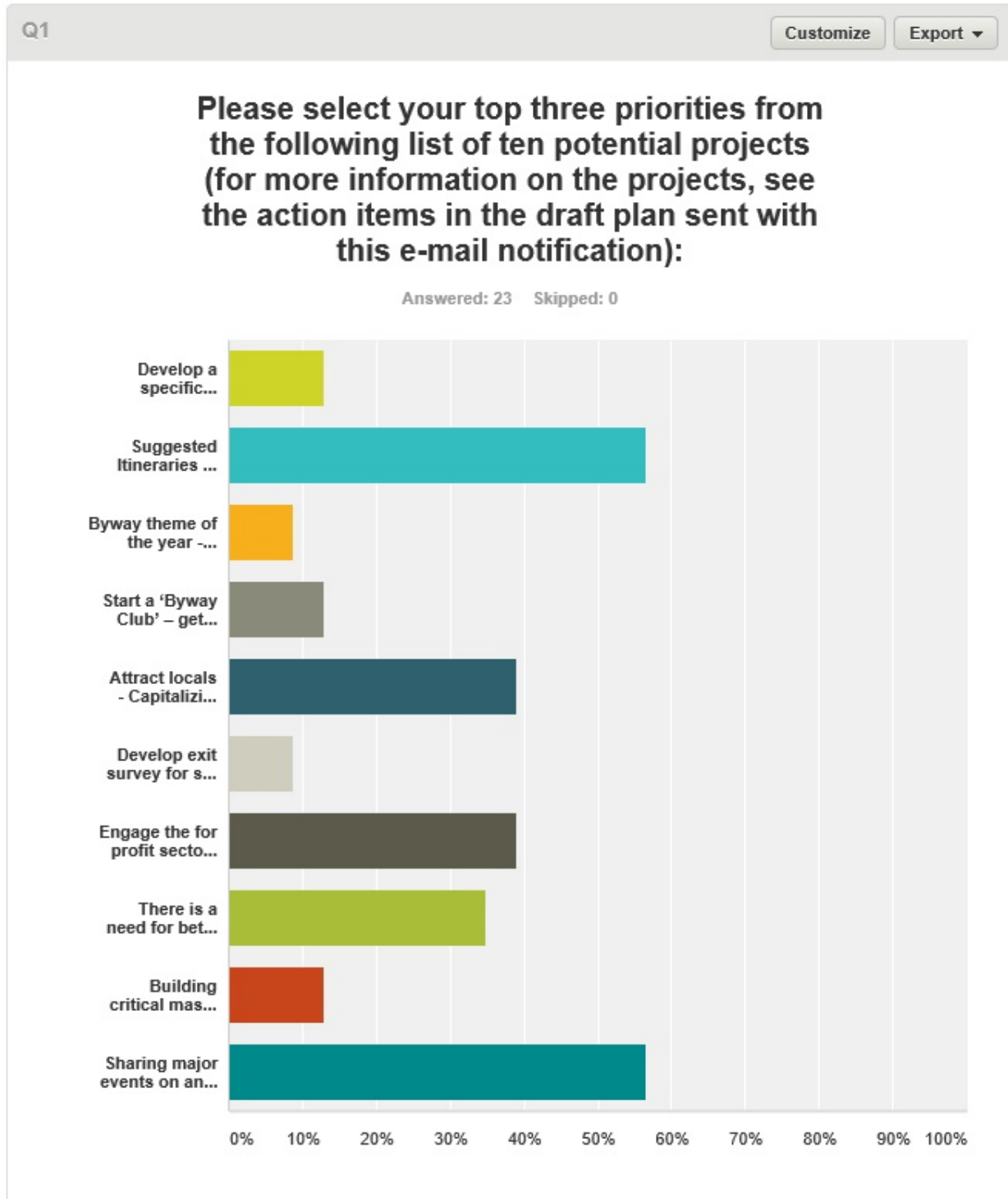
Twenty three site managers responded to the survey. The top two vote getters, with 13 votes were:

- Suggested itineraries/Who's in our world/The journey is part of the experience; and
- Sharing major events in an on-line, updatable calendar.

The next highest vote getters, with nine votes, were:

- Attract locals; and
- Engage the for-profit sector.

6.1 Priority Ranking Chart



6.2 Priority Ranking Table

| Answer Choices | Responses |
|---|-----------|
| ▼ Develop a specific unifying theme for the Byway - For example, would it benefit sites along the Byway to adopt an 'alternative travel ways' theme that included bicycling and boating? | 13.04% 3 |
| ▼ Suggested Itineraries / Who's in our world? (Within a thirty minute drive) / Routes 'the journey is part of the experience' (Action Items 5.2, 5.4 and 5.5 on page 4 and 5 of the report are combined here.) - By suggesting a few itineraries, either by county, vicinity or theme, it would be easier for visitors and locals to plan their trip. | 56.52% 13 |
| ▼ Byway theme of the year - Sites could work together each year to develop an annual theme that each site could then build their programming around or hold a special event with that theme. | 8.70% 2 |
| ▼ Start a 'Byway Club' – get people to visit every type of site along the Byway - By creating checklists of similar sites along the Byway, visitors and locals alike could be motivated to come back again until they have visited them all. | 13.04% 3 |
| ▼ Attract locals - Capitalizing on the popularity of staycations and buy local campaigns, the Byway could focus efforts on educating locals about the many great things to do in the Champlain Valley. | 39.13% 9 |
| ▼ Develop exit survey for site visitors - What information do you want from your visitors that is not already being collected? | 8.70% 2 |
| ▼ Engage the for profit sector - In order to fully develop many of the ideas presented here, for-profit businesses need to be an active part of the Byway. | 39.13% 9 |
| ▼ There is a need for better way finding – especially along alternative travel ways - Development of both on-line tools (like a geolocation app to connect sites) and pdf versions of routes (for when there is no service) would improve visitor experiences. | 34.78% 8 |
| ▼ Building critical mass among year round facilities - Year-round sites could work together to build awareness of year round opportunities. | 13.04% 3 |
| ▼ Sharing major events on an update able, on-line calendar - Increasing awareness of on-going activities and special events among the sites along the byway will facilitate networking and referral activities and help improve visitor experiences. | 56.52% 13 |
| Total Respondents: 23 | |

6.3 Next Steps on Priority Projects

6.3.1 Sharing Major Events on a Calendar

The following calendars already exist:

- Vermont Vactions.com
- State Chamber
- Addison County Chamber Calendar
- Media outlets
- Byway website

Sharing options with each of these will be researched and reported on at the follow-up meeting in January.

6.3.2 Suggested Itineraries

Story map applications exist to create itineraries. Their ease of use and ability to organize data will be researched and reported on at the follow-up meeting in January.