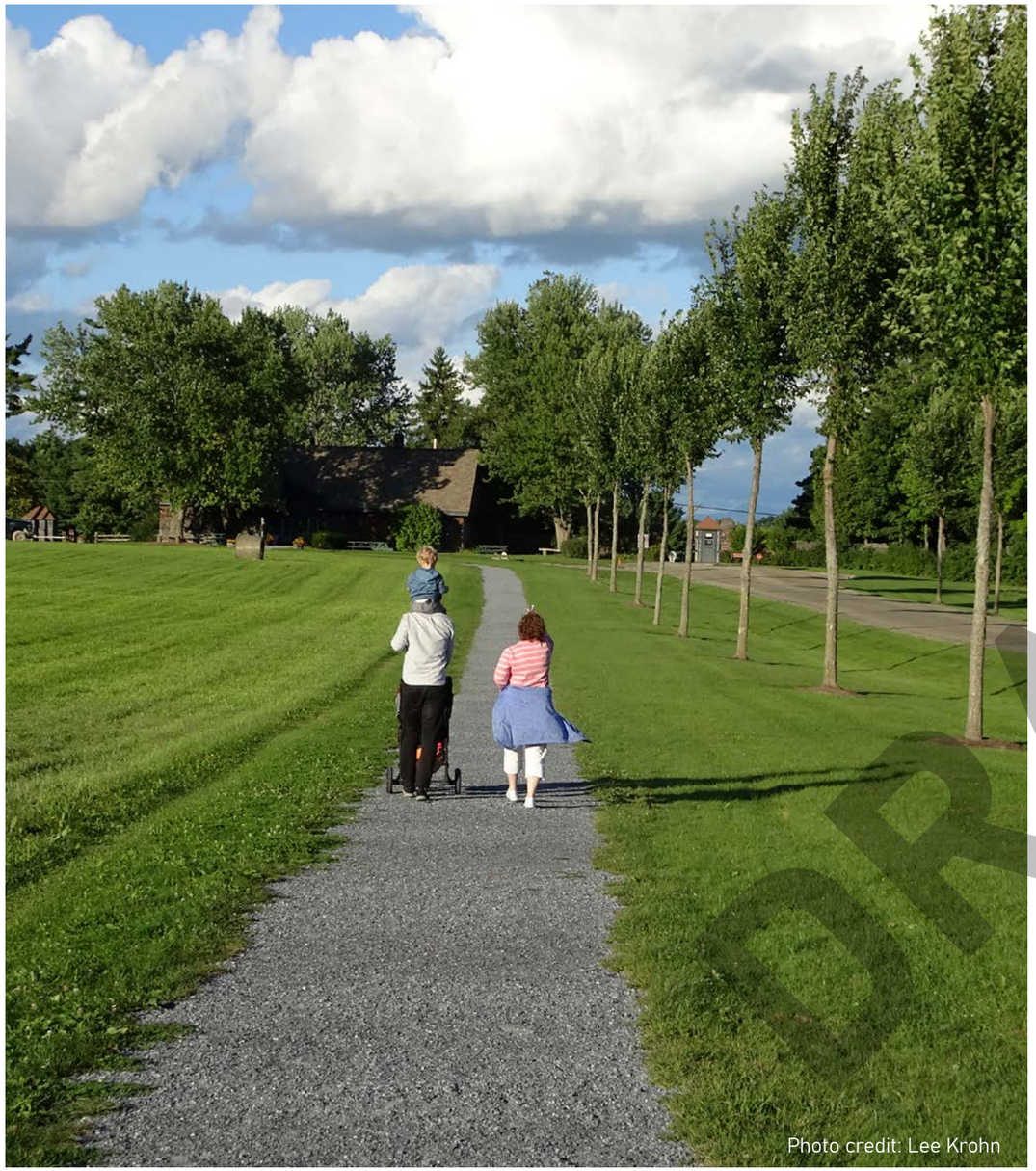
Photo Credit: Lee Krohn

Town of Shelburne, Vermont

Walk & Bike Connectivity Study

DRAFT



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Contents

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Chapter 1 – Introduction

Shelburne's Vision

This small community of 8,000 people located on the shores of Lake Champlain has completed over 20 active transportation studies and plans in recent years. This body of work includes numerous recommendations for an improved walking and bicycling network throughout Shelburne. However, with so many plans competing for implementation funding, there is a need to review and prioritize the recommendations in these studies and plans to create a town-wide implementation plan.

This Walk & Bike Connectivity Study responds to that need. This project aligns community priorities with prior town and regional studies, including the Shelburne Comprehensive Plan (2019), Shelburne Economic Development Report (2021) and Vermont Complete Streets Guidance (2012), to build a prioritized list of active transportation projects that will make Shelburne a safer and more inviting place to walk and bike.

Detailed review of past planning projects was only part of the effort in preparing this study. Another vital component was engaging and listening to Shelburne community members, to better understand what the community wants to prioritize when spending public resources on active transportation improvements

This plan was funded by the Town of Shelburne and the Chittenden County Regional Planning Commission (CCRPC), and supported by planning and design consultants from DuBois & King.

Document Structure

This document is divided into 6 chapters:

- **Introduction:** An overview of this document and the project's methodology.
- **Prior Plans:** A summary of the active transportations studies and plans reviewed as part of this study.
- **Community Input:** The public engagement efforts that drove this study's recommendations.
- **Project Prioritization:** The GIS based, analytical processes used to develop this plan's prioritized list of projects.
- **Project Recommendations:** the resulting prioritized list of projects that reflect community aspirations to build a safer, healthier, and more connected Shelburne for all modes of travel.
- **Implementation:** A guide towards priority project implementation.

Definitions

The following terms are used throughout this report and are defined below:

Active Transportation
Active transportation includes all modes of transportation that use human power to get from one place to another. Traditionally, this included purely human-powered modes such as walking, bicycling, skateboarding, and traveling by wheelchair. For the purposes of this report, we also include human-scale, moderate speed motorized modes such as electric-assist bicycles, skateboards, and scooters under the definition of Active Transportation.

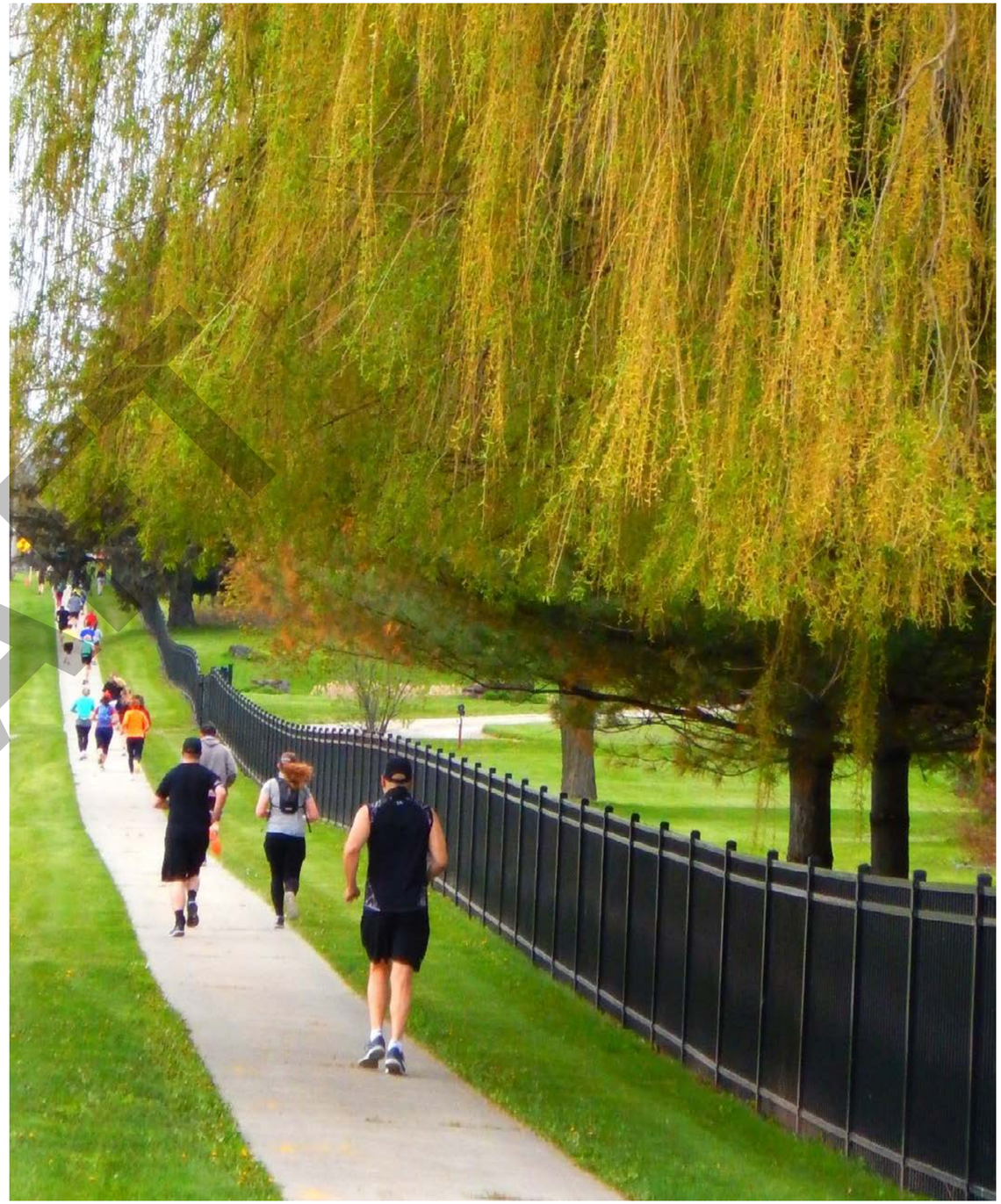
Bike Lane
Bike lanes are the marked and signed space on roads dedicated to bicycles. Bike lanes are generally not designed for walking or other forms of active transportation.

Shared-Use Paths
Shared-Use paths are dedicated paved pathways for active transportation uses (walking, biking etc) where cars are prohibited. Shared-use paths may be located adjacent to roads, or be on their own dedicated corridor.

Trails
In the context of this report, trails are unpaved paths reserved for walking or hiking. Some trails allow bicycles but not all do.

Placemaking
Placemaking is a multi-faceted approach to the planning, design and management of public spaces that aims to create healthy, pleasant, and memorable public spaces. For the purposes of this report which focuses on transportation planning, placemaking includes designs that treat an area more as a destination than as a travel corridor, and designs that encourage slower travel.

Traffic Calming
Traffic Calming is the combination of physical measures that reduce motor vehicle speeds and traffic volumes, alter driver behavior and improve conditions for non-motorized street users. This includes the use of speed bumps, physical obstacles, narrow lanes, traffic diverters and visual cues to encourage slower driving or encourage motorists to take alternate routes.



Chapter 2 - Prior Plans & Studies

Plans Reviewed

This table provides an overview of Shelburne's current plans, studies, and recommendations for improving walking and bicycling infrastructure in the Town.

The recommendations are grouped into two major categories - Public Planning and Volunteer Committee Recommendations.

Public Planning is a category of plans and studies with open public engagement processes and guided by professional consultants and/or Town Staff. See tables 1 and 2 for details on Public Planning documents reviewed.

Volunteer Committee Recommendations were provided by both the Village Pedestrian Safety Group and the Bike and Pedestrian Paths committee to the Town of Shelburne in an effort to prioritize investments in active transportation infrastructure. These lists are included in the study as they represent insights from knowledgeable and passionate residents serving on these committees. It should be noted however, that these recommendations have not had the benefit of professional study and/or public review. See table 3 for details on Volunteer Committee recommendations.

Shelburne, VT Planning Document Review - Public Planning			
Name & Hyperlink	**Year**	**Plan Type**	**Description**
Economic Development Report: Findings, Strategies, Recommendations	2021	Town Wide Study	Economic development findings, conclusions and recommendations based on interviews research and analysis.
Longmeadow - Webster Road Bicycle/ Pedestrian Path - Bicycle/Pedestrian Planning & Feasibility Study	2004	Site Specific Study	Existing Conditions and Alternatives Analysis (with Plans)
Shelburne 2019 Comprehensive Town Plan	2019	Town Plan	Long-range vision + goals + objectives + recommended actions
DRAFT Capital Improvement Plan through 2023-2024	2018	Town Capital Improvement Plan	Capital purchase and project planning document
Bay Road Pedestrian and Bicycle Mobility Study	2017	Site Specific Study	Pedestrian / Bike Scoping Study along Bay Road between Shelburne Road and Harbor Road
Shelburne Gateway Scoping Study	2017	Site Specific Study	Scoping Study for Route 7 Southern Gateway pedestrian safety and mobility
Falls Road & Marsett Rd Traffic Calming Review	2016	Site Specific Study	Recommendations for improvements along Falls Road between Church St and Marsett Rd, and along Marsett Rd between Falls Road and US Route 7.
Shelburne Business Study	2015	Town Wide Study	Report on survey data collected from 182 Shelburne business respondents about needs
The US Route7/Harbor Road/Falls Road Scoping Report	2014	Site Specific Study	Scoping Study to improve the area around the intersection of US Route 7 / Harbor Road / Falls Road.
Shelburne Village Economic Development & Planning Project	2014	Site Specific Study	Study of Village market, development and land-use opportunities and of east-side connector road.
Shelburne Parade Ground and Village Green Mater Plan Update	2012	Site Specific Study	Suggestions for updates to the 1995 Shelburne Village Green and Parade Ground Landscape Master Plan. Three concepts for Parade Ground and two for the Village Green.
Shelburne Falls Non-Motorized Traveler Safety & Mobility Study	2012	Site Specific Study	Study of non-motorized travel enhancements across the LaPlatte River near Falls and Irish Hill Roads.

Table 1 of 3 - Continues on following page

Each study and recommendation was reviewed for specific sidewalk, pathway, bridge, intersection, pedestrian crossing, trail and related active transportation improvements in Shelburne.

These recommendations were then summarized, grouped, and mapped. This analysis was presented through an interactive website for public review. Each of these specific infrastructure recommendations is described on the following pages, categorized by infrastructure type:

- Sidewalks
- Crosswalks
- Bike Lanes
- Shared Use Paths
- Trails
- Other

The following pages break out the individual recommendations extracted from this review of 20 years of active transportation planning in Shelburne.

Shelburne, VT Planning Document Review - Public Planning			
Name & Hyperlink	**Year**	**Plan Type**	**Description**
Harbor Road Technical Evaluation	2011	Site Specific Study	Evaluation of Harbor Road from its intersection with Shelburne Road west to its intersection with School Street.
Bay Road Bridge Scoping Study	2010	Site Specific Study	Build a new bridge with a sidewalk.
Plans: Proposed Falls Rd Streetscape	2008	Site Specific Study	Streetscape Improvements north of Church Street
Update of the Shelburne Village Plan	2006	Municipal Plan	Update to 1988 Shelburne Village Plan, to evaluate (then) current project Village improvement priorities
Shelburne Village Traffic Circulation Alternatives Analysis	2006	Site Specific Study	Evaluate alternatives to improve pedestrian and vehicle mobility around Shelburne Road-Harbor Road-Falls Road south to Church Street.
Champlain Path Feasibility Study	2004	Site Specific Study	Study of a shared use path west of Route 7 from Charlotte to Burlington.
Shelburne Village Transportation Plan	2000	Municipal Plan	Transportation Plan for around Municipal Center (Village Green, etc.)
Shelburne Alternative Transportation Path Master Plan	1993	Municipal Plan	Focus on Shelburne through the lens of regional transportation networks (8 communities)

Table 2 of 3

Shelburne, VT Planning Document Review - Volunteer Committee Recommendations			
Name & Hyperlink	**Year**	**Plan Type**	**Description**
"Village Pedestrian Safety Group FY 22/23 Budget Proposal"	2021	Committee Project List	List of 15 important projects/initiatives to improve pedestrian/ bicycle safety and connectivity
"Bike and Pedestrian Paths Committee FY 22/23 Budget Proposal"	2021	Project List	List of "tactical" items developed in concert with the Village Pedestrian Safety Group, to be completed before the Connectivity Study informs future budget cycles.
2019 Walk Bike Project List with 2021 Status	2021	Project List	Ranking by of 16 Projects by six BPPC members.
Bike Ped Official Map "Priority Paths, Trails and Lanes"	2019	Project List	List and Map graphic of 20 potential bike/ped projects for Town to pursue (#1 through #21, with no #17)

Table 3 of 3

Prior Plan Recommendations

The following pages provide maps and brief descriptions of proposed active transportation infrastructure improvements in Shelburne. On all maps, the state designated Village Center is illustrated as an orange outline.

Proposed Pedestrian Infrastructure

The map at right illustrates proposed pedestrian infrastructure for the Town of Shelburne. Pedestrian infrastructure means proposed **crosswalks, shared use paths**, and **sidewalks** as illustrated alongside existing facilities.

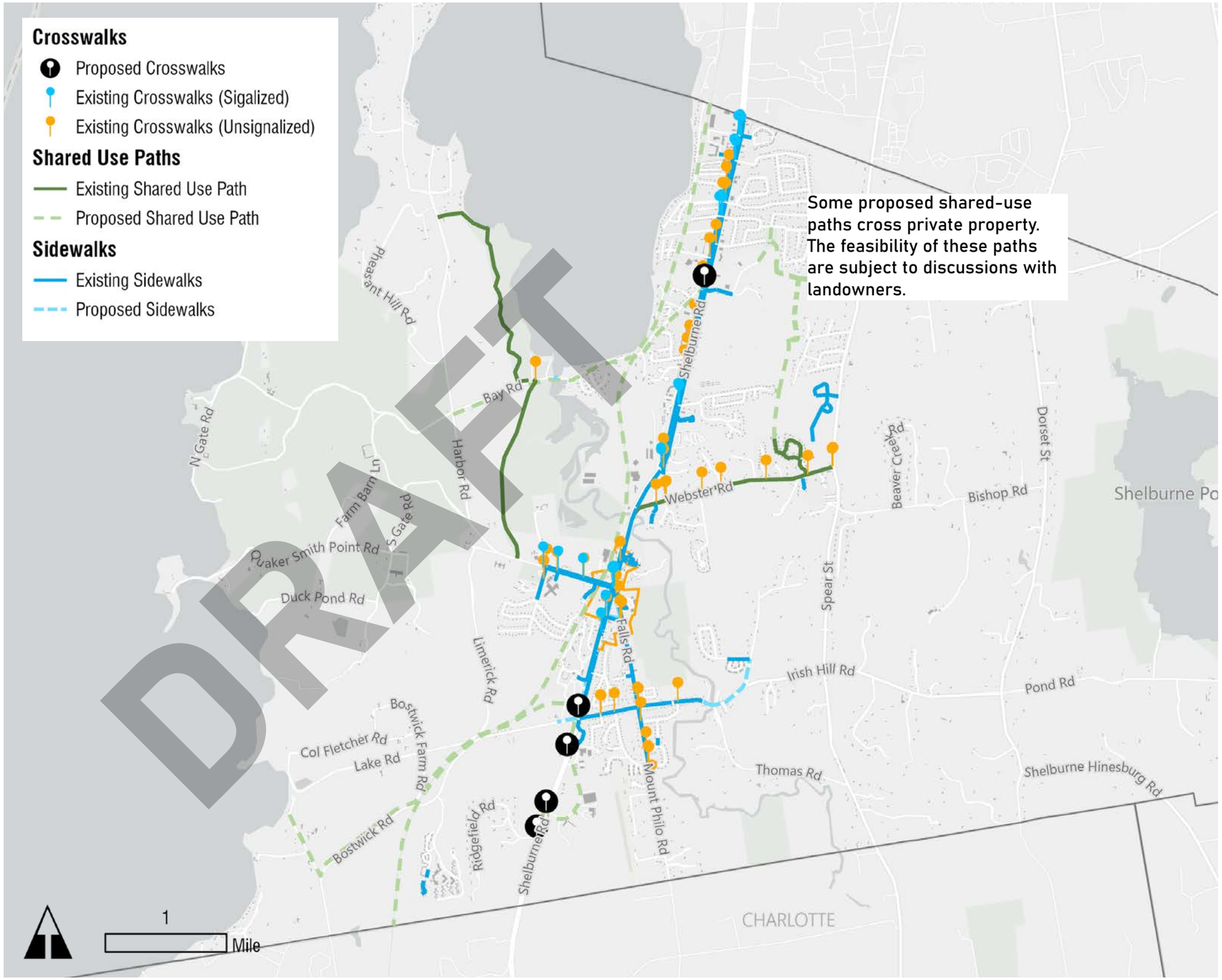


Figure 1 – Map of Existing and Proposed Pedestrian Infrastructure

Proposed Sidewalks

Shelburne's existing sidewalk network covers several miles along Route 7, with more coverage on streets closer to the Village and some neighborhoods nearby. Proposed improvements to this network include:

1. As a result of the 2012 Shelburne Falls Non-Motorized Traveler Safety & Mobility Study, a new paved sidewalk along Irish Hill Road with a bridge crossing of the LaPlatte River is funded for construction in 2022.

2. The 2017 Shelburne Gateway Scoping Study proposes building a new sidewalk along Route 7, from the Shelburne Museum to Bostwick Road.

   This would be done in conjunction with a new crossing on Route 7 @ Bostwick Road.

3. The 2017 Shelburne Gateway Scoping Study recommends building a new sidewalk along Bostwick Rd, from Route 7 to the Lake Champlain Waldorf School.

4. The Village Pedestrian Safety Group (2021) proposes adding curbing to the sidewalk on Upper Falls Road

5. The 2008 Proposed Falls Road Streetscape (north of Church St) includes a new sidewalk on the east side of Falls Road with a green buffer/ parallel parking, and reconstruction/ completion of the west side sidewalk with a green buffer/street trees.

6. The 2012 Village Green Master Plan Update recommends a new sidewalk on the north side of Church Street.

7. The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes a new sidewalk on the east side of Route 7 from Falls Road to the Toy Shop.

8. The Bay Road Bridge Replacement Scoping Study (2010) recommends building a new bridge with a sidewalk across the LaPlatte River.

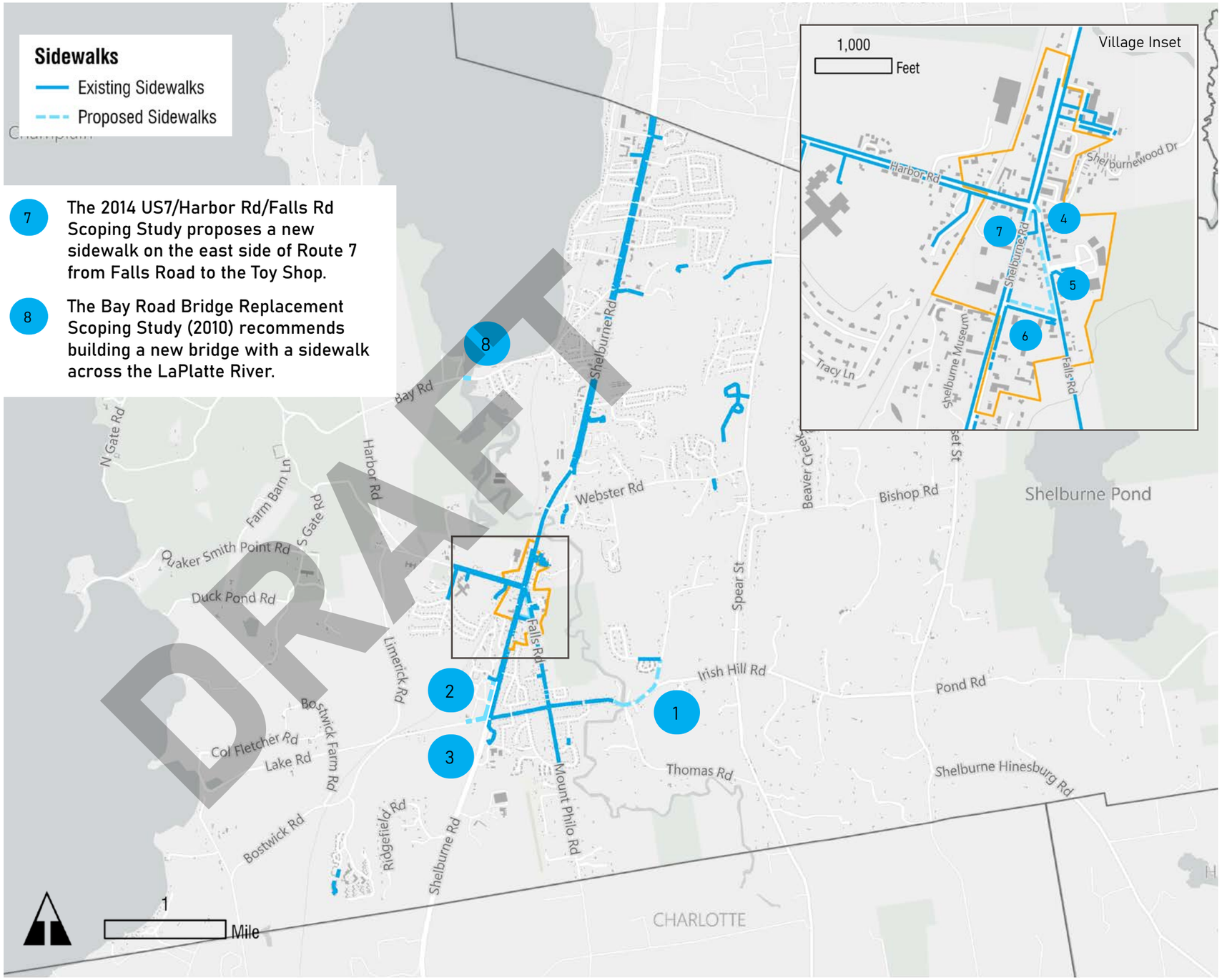


Figure 2 - Map of Existing and Proposed Sidewalks

Proposed Crosswalks

Crosswalks in Shelburne generally reflect the locations of the existing sidewalk network.

There are 9 crossings of the 4.9-mile stretch of Route 7 through Shelburne. All are located at signalized crossings. They are all in the designated village center or north of it; there are no existing crossing opportunities south of the village center.

1. The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at the Fiddlehead Brewery, South Park Road, and Ridgefield Road in conjunction with the proposed shared use path.
2. The 2017 Shelburne Gateway Scoping Study recommends a signalized crosswalk of Route 7 at the Bostwick Rd and Marsett Rd intersection along with the sidewalk on Bostwick Road.
3. The Village Pedestrian Safety Group (2021) proposes extending the median to create a pedestrian refuge island at the crosswalk located at entrance of the Village Shopping Plaza.
4. The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding median refuge islands on pedestrian crossings of Route 7 at Church Street.
5. The Village Pedestrian Safety Group (2021) proposes installing crosswalk signs at all uncontrolled crosswalks, and installing reflective post covers on all crosswalk signs. This proposal is town-wide and is not marked on the map.

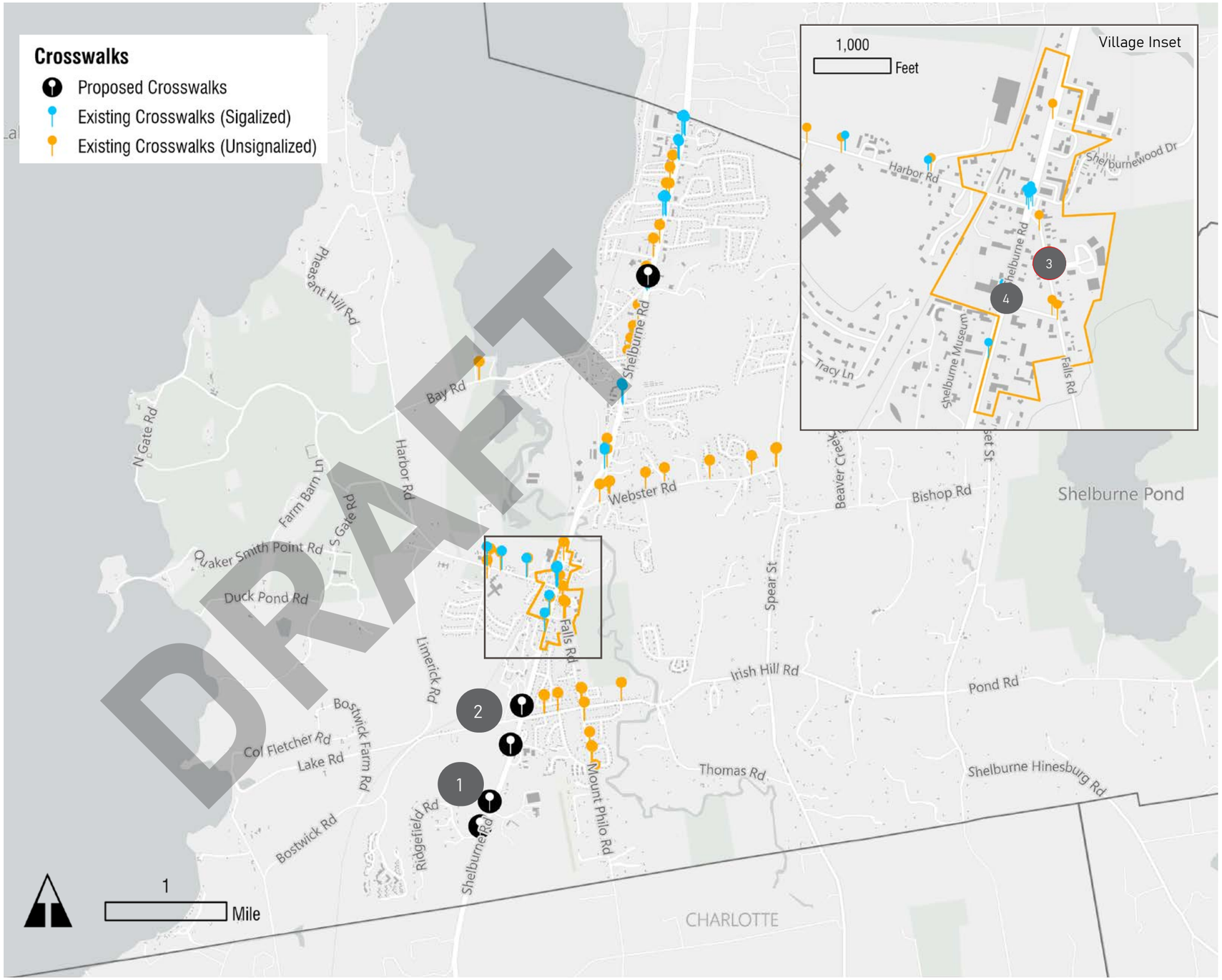
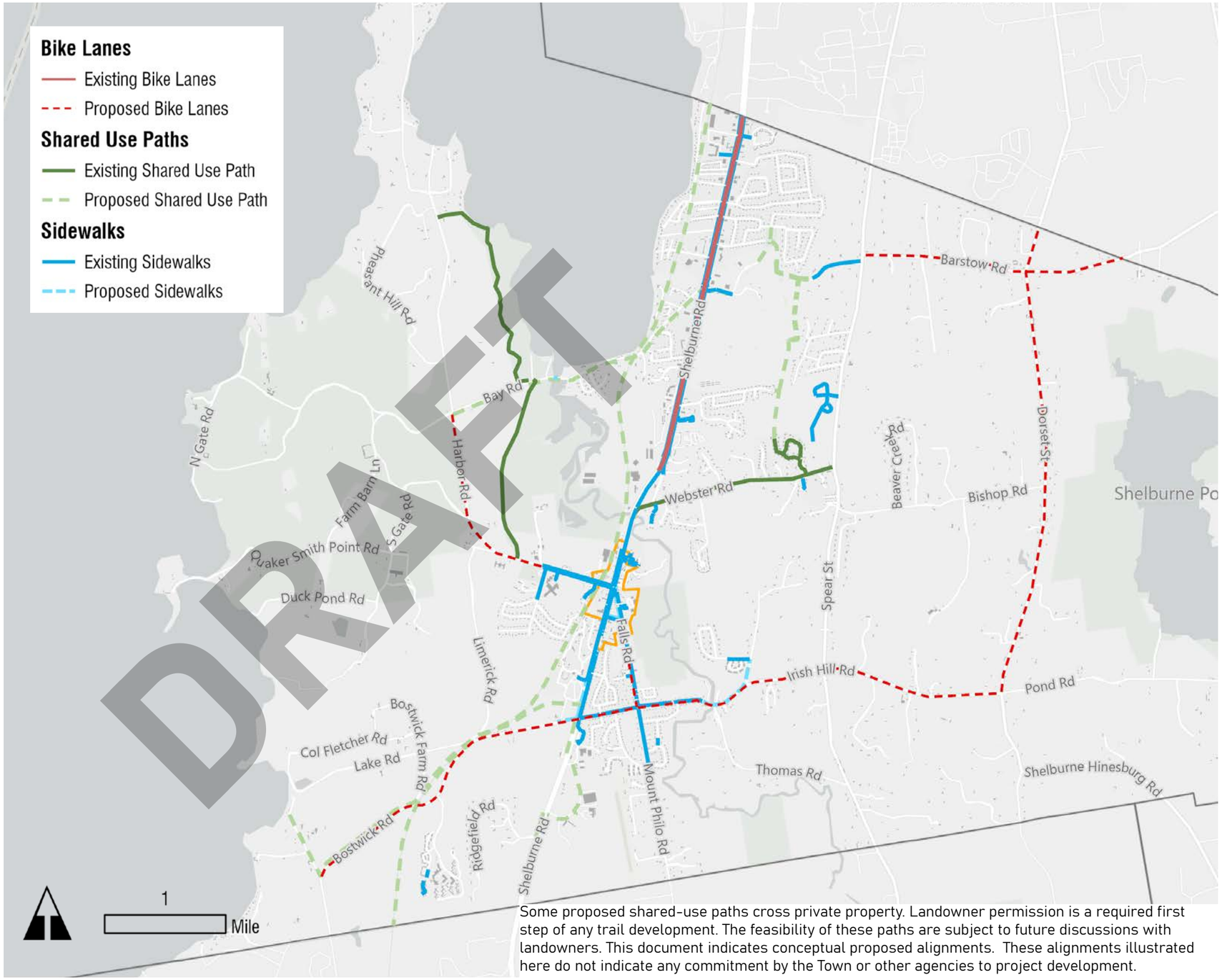


Figure 3 - Map of Existing and Proposed Crosswalks

Proposed Bicycling Infrastructure

This map shows how existing and planned **sidewalks, bike lanes** and **shared use paths** function as a transportation network throughout Shelburne. It also illustrates the location of current and future gaps in connectivity.



Some proposed shared-use paths cross private property. Landowner permission is a required first step of any trail development. The feasibility of these paths are subject to future discussions with landowners. This document indicates conceptual proposed alignments. These alignments illustrated here do not indicate any commitment by the Town or other agencies to project development.

Figure 4 - Map of Existing and Proposed Bicycling Infrastructure

Proposed Bike Lanes

There are about 2 miles of existing bike lanes on Route 7, from the South Burlington city limits to Webster Road in Shelburne, about a half mile from the Shelburne Village Center. These bike lanes are maintained by the Vermont Agency of Transportation. The Town of Shelburne does not currently maintain any bike lanes, but several are proposed on Town roads. These recommendations all come from a 2016 Shelburne BikePed Official Map developed in conjunction with the CCRPC.

1. There are proposed bike lanes on Harbor Road, from Bay Road to School Street. This proposed bike lane corridor would connect to a planned shared use path on Bay Road and the Ti Haul Trail, but lacks a bicycle connection on Harbor Road from School Street and into the Village.
2. Bike lanes are also proposed on Dorset Street, from the South Burlington/ Shelburne town boundary to Irish Hill Road. These bike lanes would connect into an Rec Path corridor on Dorset Street in South Burlington.
3. Another corridor of bike lanes is proposed on Cheesefactory Road and Barstow Road, from the South Burlington/Shelburne town line to Spear Street.
4. On the southern portion of town, bike lanes are proposed along Irish Hill Road, Falls Road, Marsett Road, and Bostwick Road, a corridor that would span about four and a half miles.
5. A bike lane connection on Falls Road, from Marsett Road to Church Street in the Village Center is proposed.

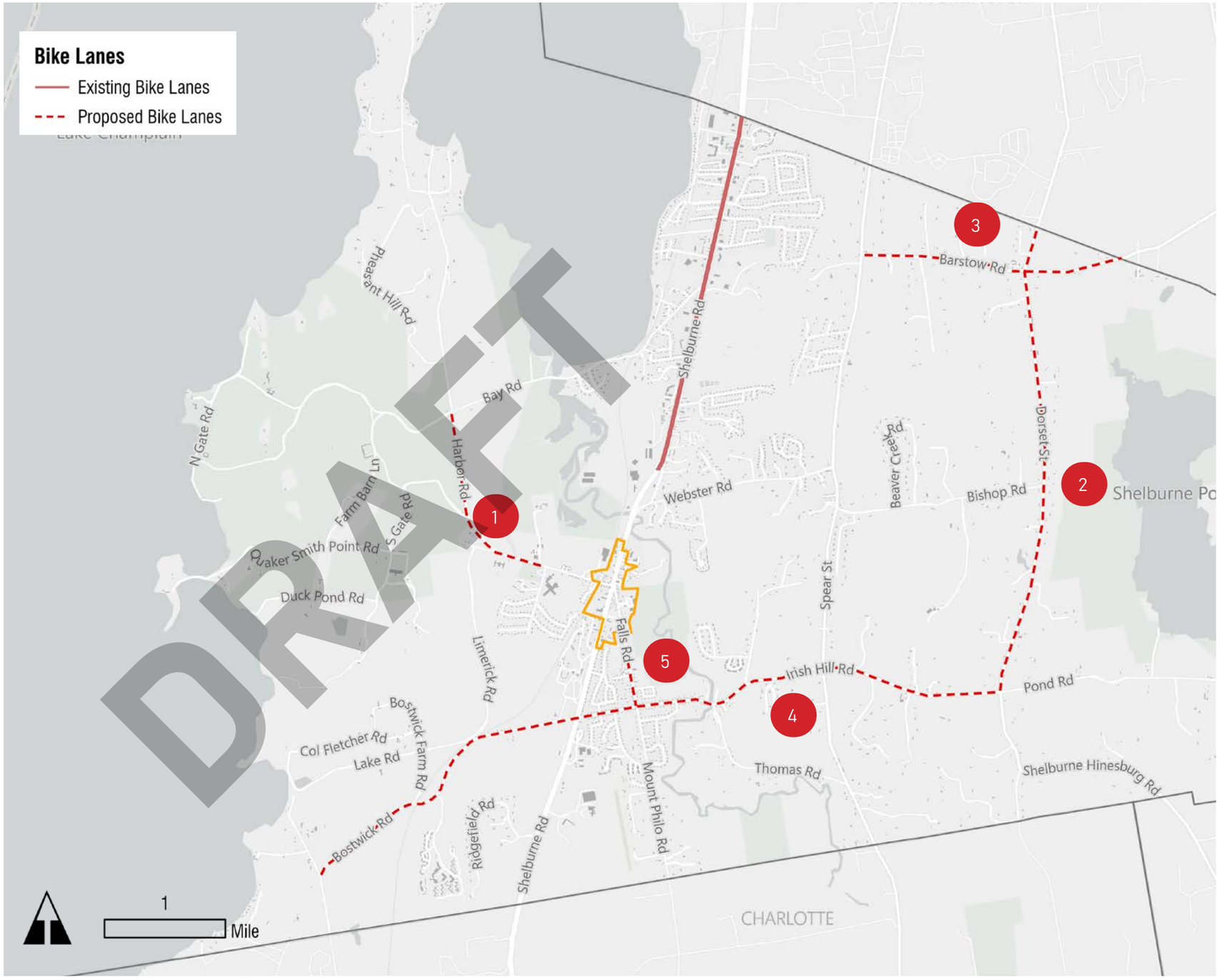


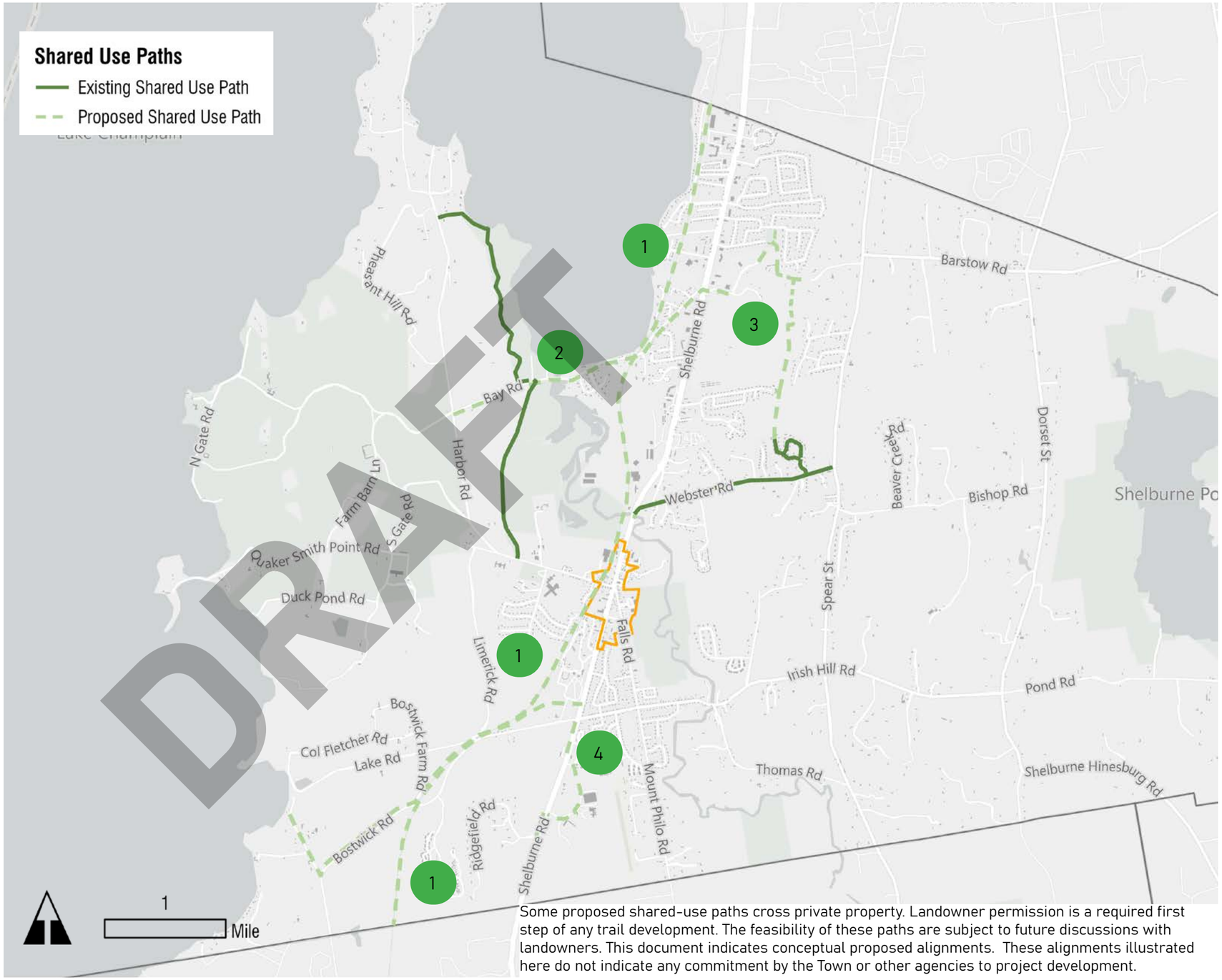
Figure 5 - Map of Existing and Proposed Bike Lanes

Proposed Shared Use Paths

Shared use paths are paved, road-separated pathways for walking, biking, and other active-transportation uses.

Two significant shared use path corridors currently exist in Shelburne: one along Webster Road, and the Ti Haul Trail through Shelburne Bay Park to the Shelburne Dog Park. Future path recommendations include:

1. The 2004 Champlain Path Feasibility Study includes a shared use path through Shelburne, from Charlotte to South Burlington. This would parallel the railroad and connect to the existing Burlington Greenway along Lake Champlain. Despite cost and stated opposition by the Railroad, this would provide a safe and separated transportation alternative to the Route 7 corridor.
2. The 2017 Bay Road Pedestrian and Bicycle Mobility Study recommends building a shared use path along Bay Road.
3. The 2004 Longmeadow-Webster Road Bicycle/Pedestrian Path Feasibility Study examined a shared-use path connecting the neighborhoods north of Webster Road to Shelburne Village and Community School on Harbor Road.
4. The 2017 Shelburne Gateway Scoping Study recommends a shared use path along Route 7 between Bostwick Road and Shelburne Vineyard.



Some proposed shared-use paths cross private property. Landowner permission is a required first step of any trail development. The feasibility of these paths are subject to future discussions with landowners. This document indicates conceptual proposed alignments. These alignments illustrated here do not indicate any commitment by the Town or other agencies to project development.

Figure 6 - Map of Existing and Proposed Shared Use Paths

Proposed Trails

This map shows natural surface, unpaved trails that serve both transportation and recreational purposes.

There are several networks of existing trails in Shelburne. Existing trail networks are mostly isolated from each other.

A small network of public walking trails can be found at the Shelburne Pond Natural Area and Upper LaPlatte Natural Area. The trail network at Shelburne Farms is on private land, but open to the public. It offers over 10 miles of walking trails (biking is not allowed).

The Shelburne Bay Park trails offer walking trails throughout this 104 acre park that connect to the Ti Haul Trail.

The town-owned LaPlatte Nature Park offers trails for walking, hiking, snowshoeing, and other recreation like sledding and cross-country skiing.

Additional trail connectivity concepts exist beyond what is mapped here, but those projects must begin with landowner conversations and are not represented here.

1 There is a proposed trail connecting the neighborhood around Juniper Ridge to Spear Street, which are only about a quarter of a mile apart.

Figure 7 - Map of Existing and Proposed Trails

Other Proposed Improvements

These miscellaneous recommendations include projects related to placemaking, traffic calming, and potential development that could improve walking and bicycling safety and comfort in Shelburne.

1. The 2016 Falls Road & Marsett Road Traffic Calming Review recommends installing a mini roundabout at this intersection. This study also recommended striping 10' travel lanes on Falls Road and Marsett Road.
2. The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding curb extensions, extended/new vehicle turning lanes, and access management at this intersection.
3. The Village Pedestrian Safety Group (2021) proposes establishing and maintaining a clearly designated pedestrian path (off of the road) connecting the Shopping Plaza to the Bearded Frog/Shelburne Inn Building.
4. The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes new streetscape features including street trees and pedestrian-scale lighting along Route 7 between Falls Road and Church Street.
5. The Village Pedestrian Safety Group (2021) proposes adding gateway and wayfinding signs in the Village. This proposal is town-wide as is not marked on the map
6. The Village Pedestrian Safety Group (2021) also proposes marking 10 foot travel lanes on all town roads, installing crosswalk signs at all uncontrolled crosswalks, and installing reflective post covers on all pedestrian signs. This proposal is village-wide and is not marked on the map.

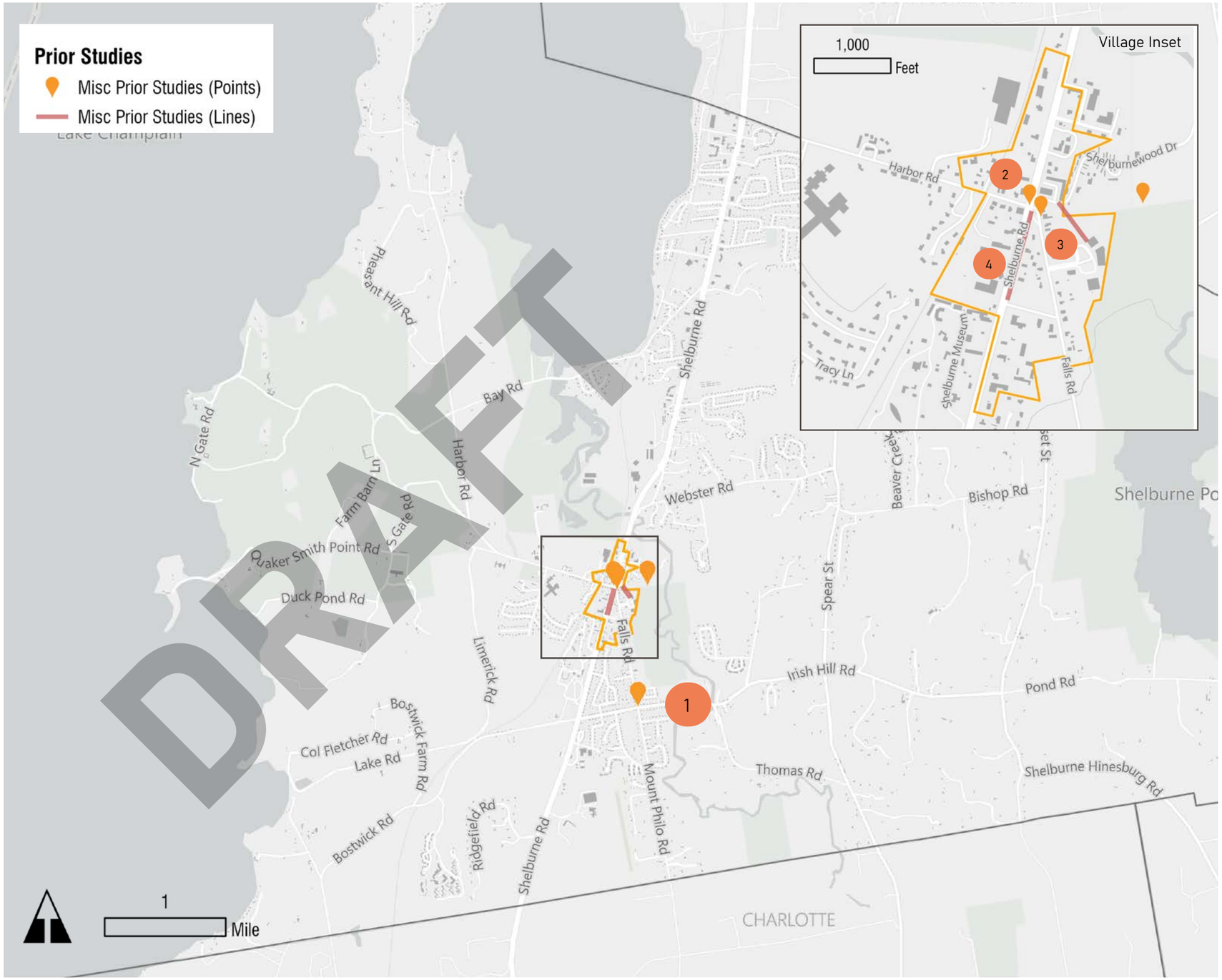


Figure 8 - Map of Other Proposed Improvements

Chapter 3 – Community Input

Public Process

Anyone can build recommendations based on data, but in order to plan for a community, it is crucial to build recommendations based on community values coupled with hard data. The public process for this Walk and Bike Connectivity Study endeavored to do just that.

Guided by a dedicated advisory committee, this plan developed an interactive website to share project findings, relay progress, and poll public opinion. This website was promoted publicly through the CCRPC and Town of Shelburne, the project advisory committee and Shelburne Bike Ped Committee communications, and through the project's two public meetings.

The interactive website was made using ArcGIS StoryMaps and can be found at http://tinyurl.com/ShelburneWalkBike

The project website can be found at https://bit.ly/shelburne-walk-bike

Visioning Meeting

Held at 7pm March 9th, 2022 at the Shelburne Town Hall and on Zoom for remote attendance, this meeting was facilitated by staff from the Town of Shelburne and CCRPC. Community members were guided through the summary of prior studies presented through the online website and oriented to the online survey to solicit public opinion and community values.

Online Survey

Launched in conjunction with the public visioning meeting, this project's initial online survey was developed to identify and weigh community priorities related to public investment on bicycle, pedestrian, and trail investments. The study's online survey gathered 106 individual responses.

The survey presented various questions weighing the types of trade offs to be considered when investing in public infrastructure. These polling questions acted as useful tools to identify which community priorities should take precedent over one another, and guided review of analytical rankings developed through this study.

Based on community input, this portion of the survey revealed three key community priorities.

1. A complete active transportation network is more important than a perfectly maintained active transportation network.

2. Transportation and recreation uses should have equal weight when prioritizing active transportation investments.

3. Be cautious of projects that are overly costly and complex. Prioritize more straightforward projects.

Each of these guided the development of study recommendations.

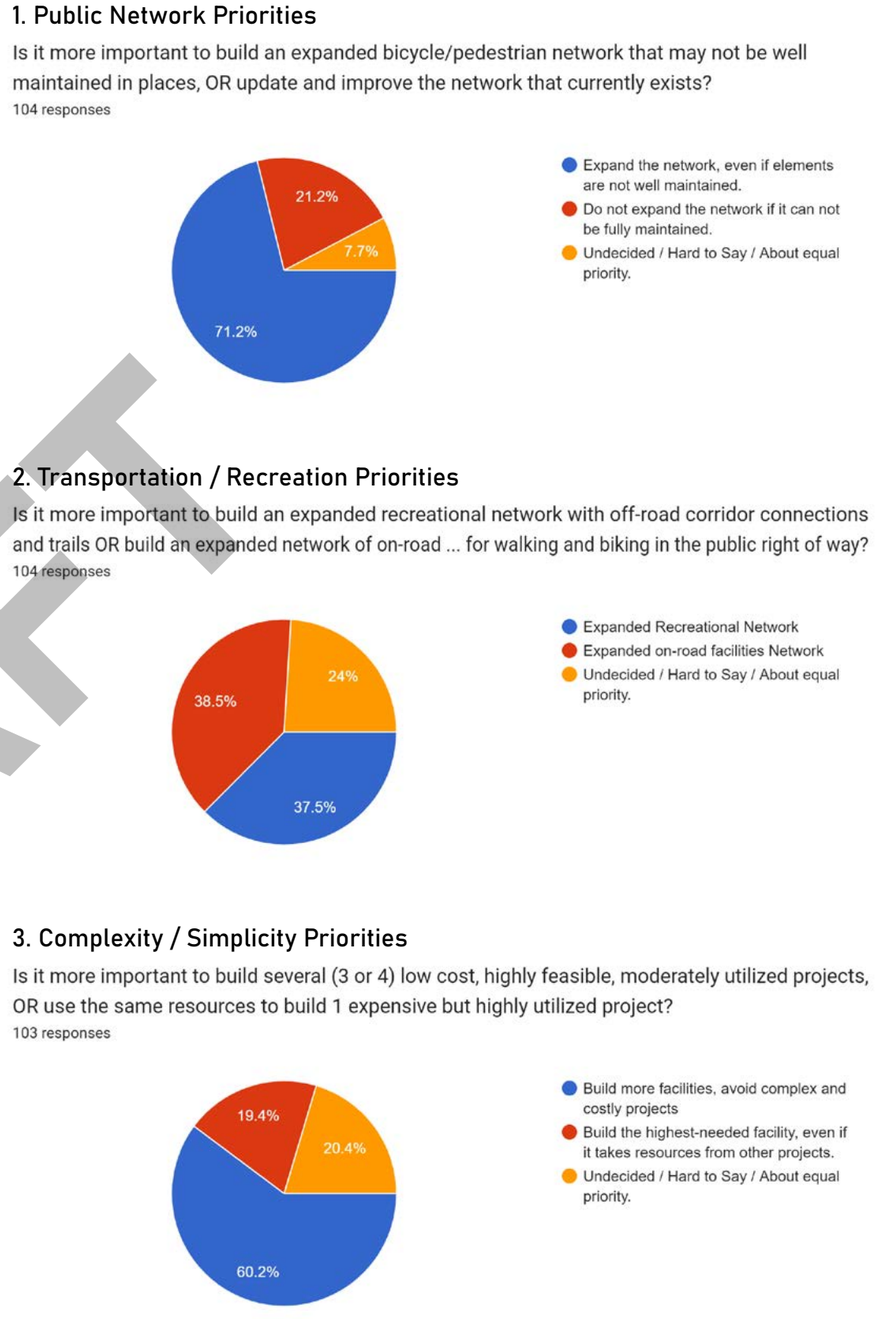


Figure 9 - Chart of Online Survey Results - Priorities

Online Survey Results - Values

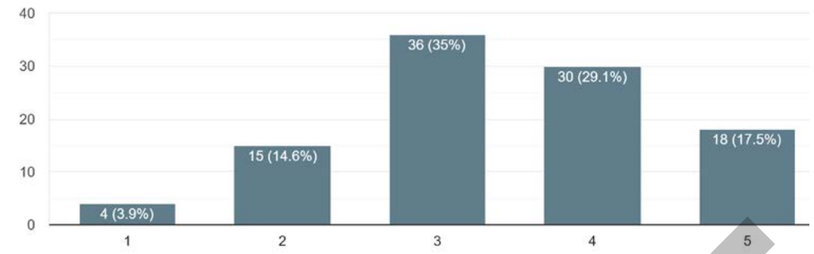
The second portion of the study's online survey described key priorities that are often used to evaluate active transportation projects. For each of these priorities, the public was asked for their valuation of each priority. The priorities surveyed were:

- Recreation - This priority elevates projects that connect to and expand upon existing recreational facilities.
- Transportation - This priority elevates projects that connect goods and services, residential areas to daily destinations.
- Connectivity - This priority elevates projects that close a gap in the existing bike/ped/trail network, and/or connect to major destinations, such as neighborhood centers, schools, or shopping areas.
- Maintenance - This priority elevates needed repairs to the bike/ped/trail network over building new infrastructure.
- Complexity - This priority would elevate less complex projects that have lower costs, fewer permitting impacts, and only involve public lands and rights of way.

The results were utilized to create weights to influence proposed project scoring. These weights and their use are discussed in greater detail in the methodology chapter of this report.

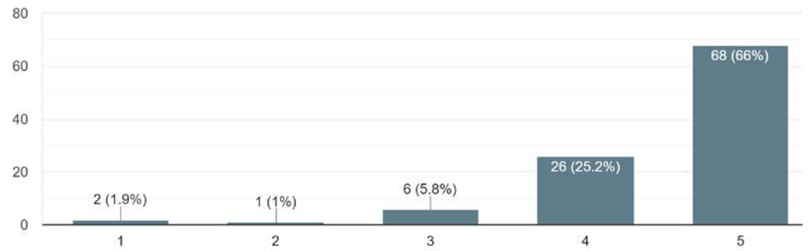
Complexity - This priority would elevate less complex projects that have lower costs, fewer permitting impacts, and involve public rights of way only.

103 responses



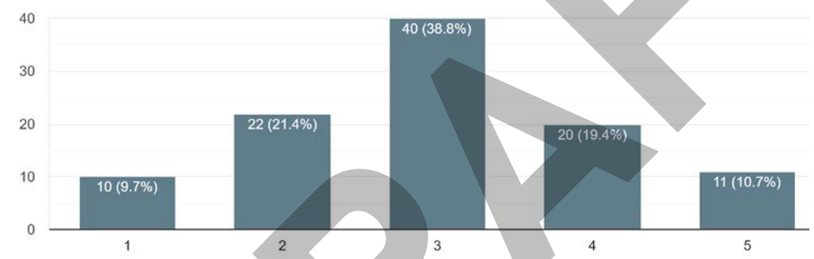
Connectivity - This priority elevates projects that close a gap in the existing bike/ped/trail network, and/or connect to major destinations, such as neighborhood centers, schools, or shopping areas.

103 responses



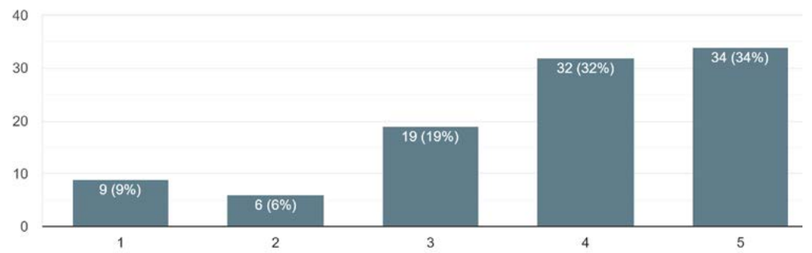
Maintenance - This priority elevates needed repairs to the bike/ped/trail network over building new infrastructure.

103 responses



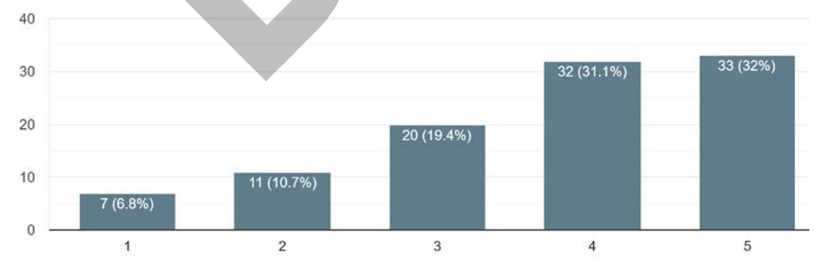
Recreation - This priority elevates projects that connect to and expand upon existing recreational facilities.

100 responses



Transportation - This priority elevates projects that connect goods and services, residential areas to daily destinations.

103 responses



For all Diagrams:
1 = least important priority
5 = most important priority

Figure 10 - Chart of Online Survey Results - Values

Chapter 4 – Project Prioritization

Approach

This project provides a prioritized list of 37 proposed active transportation projects from 24 unique studies/proposals in the Town of Shelburne.

Public input and project analysis were combined to create weighted project scores for each proposed active transportation project in Shelburne. Public values combined with project analysis created final project scores and a prioritized list of projects. Initial lists were then reviewed and refined by the project stakeholders and the public before being finalized.

This chapter provides an overview of the methods used to create this prioritized list of Shelburne's active transportation projects.

Public Input and Values

Every community and town has unique priorities and preferences for the ways in which to invest their public funds. Though public values are rarely uniform, this project relied on public survey to gauge public values and priorities as related to five key project categories. Those categories included:

- Transportation
- Recreation
- Connectivity
- Maintenance
- Complexity
- Safety

The sixth category of (public) safety was not included in the public review, as this category and value was seen as a paramount value, not subject to popular opinion.

The public survey polled respondents on the value of each project category. Averaging public response in each of these categories allowed the project team to assign a weight to each project category representing estimated public priorities.

Project Analysis

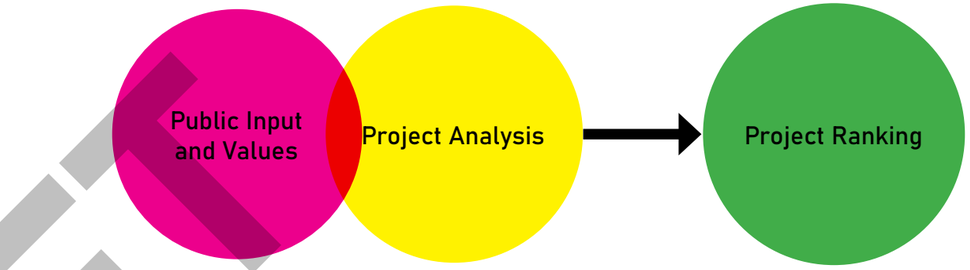
Each proposed project was reviewed and analyzed for its relative impact on Shelburne's active transportation systems. Each of the six project categories received an individual score. These individual scores were then weighted according to public input to create a final weighted score for each project.

Project Ranking

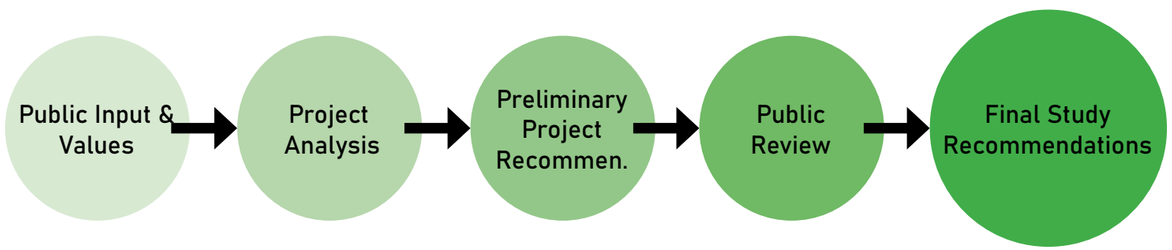
Final weighted scores resulted in project rankings and a preliminary list of recommendations. These were further refined through additional public and stakeholder feedback.

Final Recommendations

Study recommendations were finalized only after a full review of preliminary recommendations by the project advisory committee, town staff, and general public.



Project Ranking Methodology



Recommendation Development Process

Prioritization Methodology

Weights

106 members of the community ranked the relative importance of Transportation, Recreation, Connectivity, Maintenance, and Complexity when considering active transportation projects. These public rankings generated weights for each of these categories. Safety, as a crucial component of any public expenditure in transportation, was retained as a highly weighted value without requiring public input.

Weights of 1 = average community value, weights >1 = higher than average value, and weights <1= lower than average value. Project scores were multiplied by these weights to generate weighted values.

Project Scores

Project analysis developed scores for each project. Scores were based on GIS data measuring project proximity to residential points and community destinations, areas of high crash records, recreational facilities, and more. A detailed description of how scores were developed for each category is described on the following pages. The general approach to scoring was:

Transportation Score: The more residential origins and commercial / recreational / institutional destinations a project connects to, the higher its score.

Recreation Score: Projects that connect directly to existing or planned recreation facilities score higher. Projects that are fully separated from roadways score higher.

Connectivity Score: Projects that close gaps in the existing active transportation network and connect to the designated growth center score higher.

Maintenance Score: Projects that repair or replace existing infrastructure score higher.

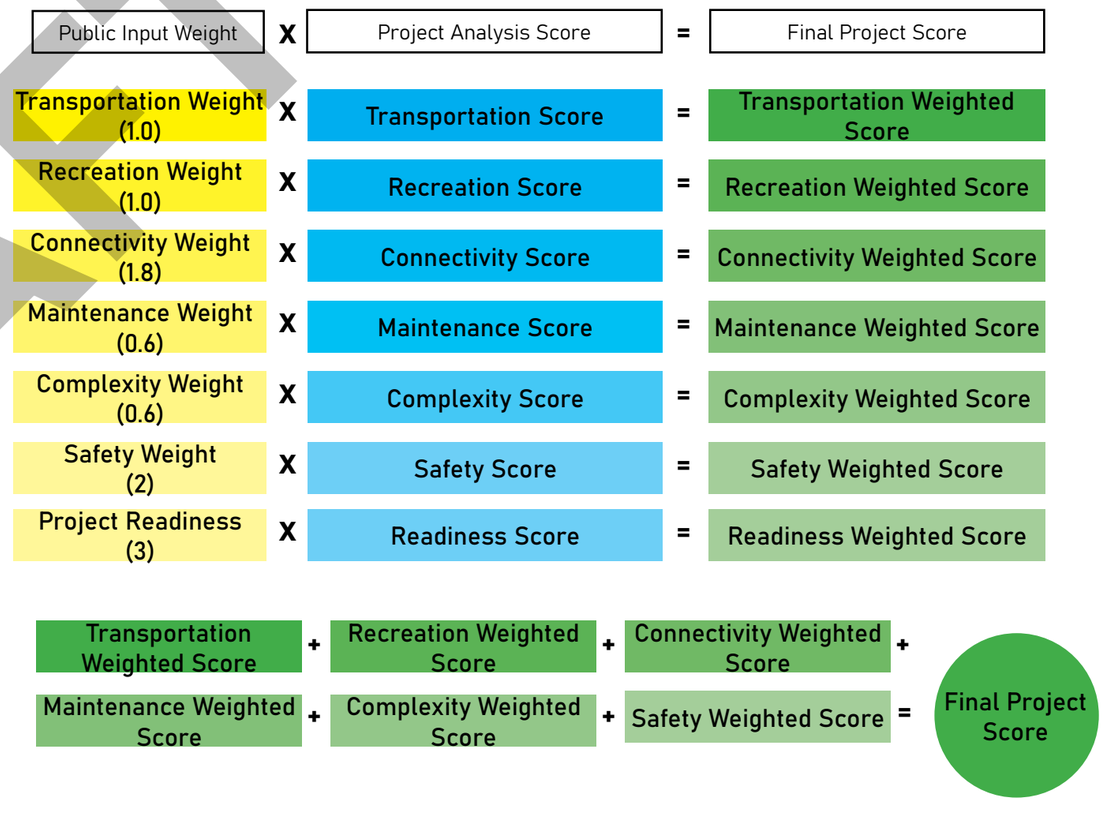
Complexity Score: Projects that have lower anticipated construction and/or permitting costs score higher.

Safety Score: Projects which provide safe and separated bicycle and pedestrian facilities in areas of known crash record and/or high speed zones score higher.

Readiness Score: Projects that came from a scoping study and are ready to move to construction scored highest, projects from a general plan scored in the middle, and projects from a volunteer committee recommendation list scored lowest. This score was added to distinguish projects that are more 'shovel ready' than others.

Weighted Score

Weighted scores were developed by multiplying individual project scores by weight. Weighted scores from each category were then summed to create a single project score. These project scores were then used to generate a preliminary prioritized list of projects to be presented to the public as part of this process.



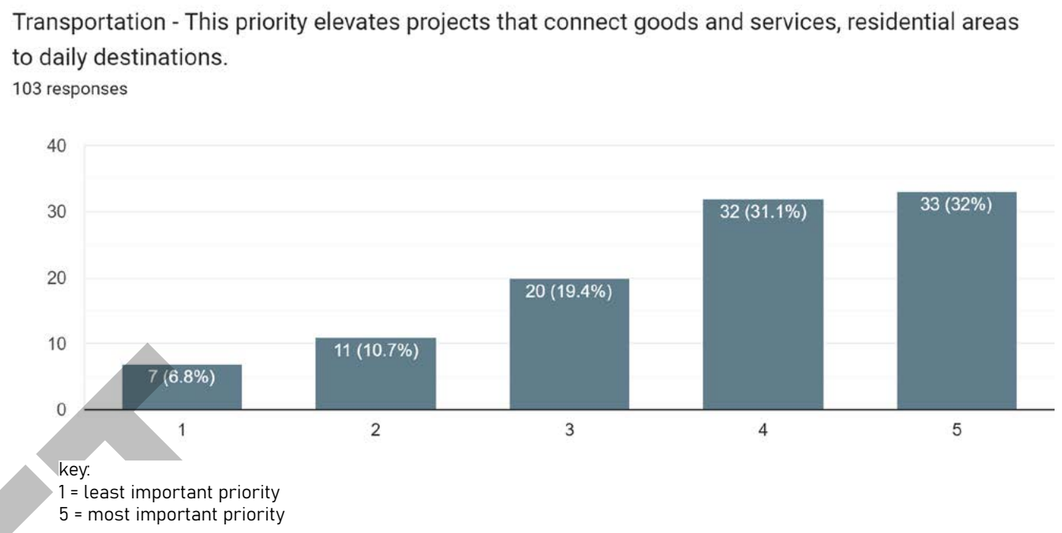
Prioritization Framework Illustration

Transportation Score

Technical Score Creation
Transportation score was measured based on a proposed project's adjacency to community origins and destinations.

Origins can be broadly defined as residential adjacent uses, including Camps, Condominiums, Lodging and B&B, Hotels, Motels / Inns, Mobile Homes, Multi-Family Dwellings, Nursing Homes / Long Term Care, and Single-Family Dwellings. Destinations can be defined as commercial, institutional, and recreation facilities in the project area. These locations were gathered from 2022 Vermont Center for Geographic Information E911 address points.

Transportation Weight
63 percent of the 103 respondents valued the Transportation attribute of a project as 4 or 5 on the priority importance scale. The weight for transportation scores is 1.0.



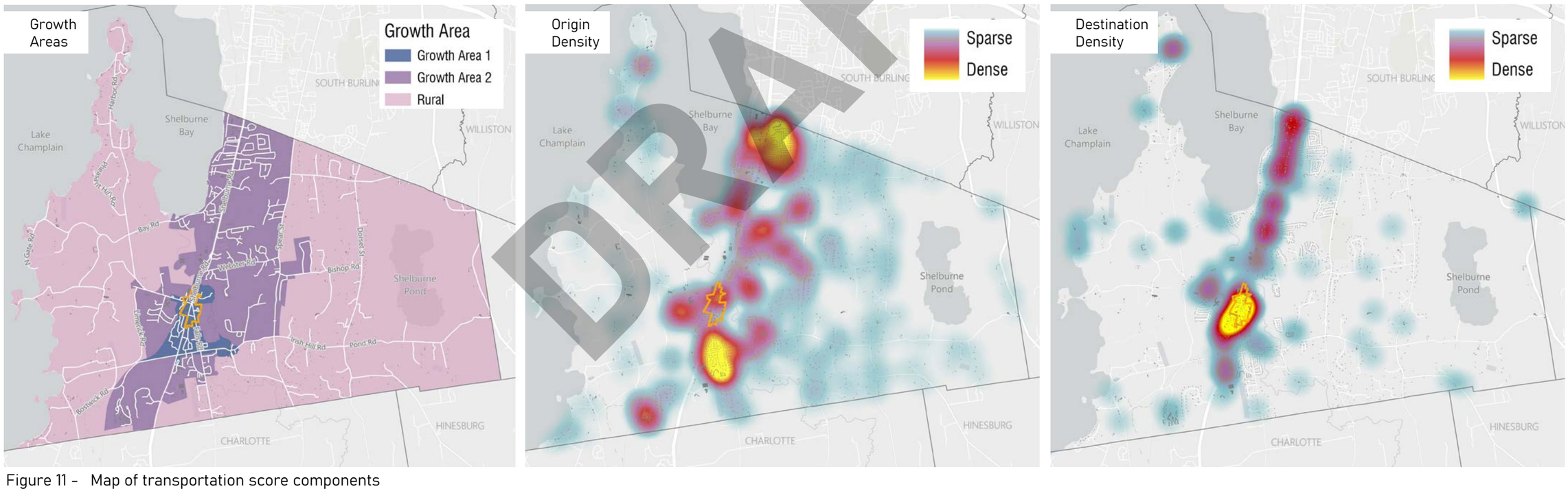
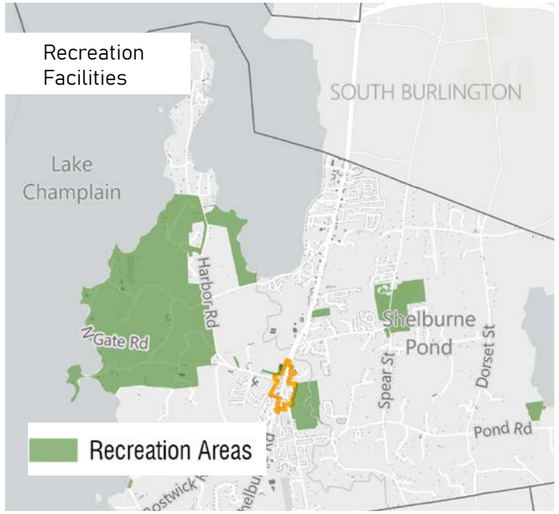


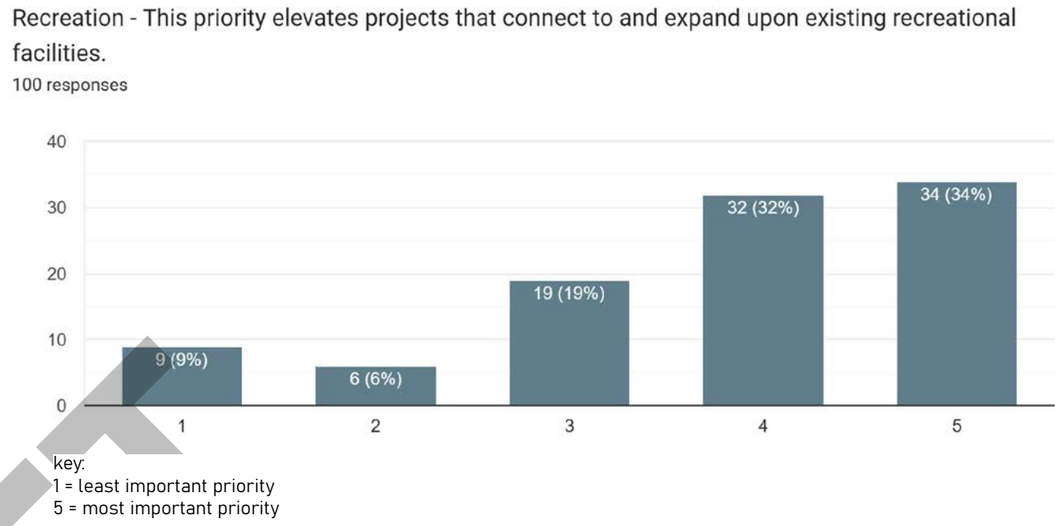
Figure 11 - Map of transportation score components

Recreation Score

Technical Score Criteria
Projects received higher recreation scores if they were adjacent to or within existing recreational facilities. They were also ranked higher if proposed to be completely separated from the public roadway, increasing the likelihood of their use could be purely recreational.

Recreation Weight
The public was broadly supportive of the recreation value, with 66% of respondents expressing strong or very strong support for this goal. The weight for recreation scores is 1.0.

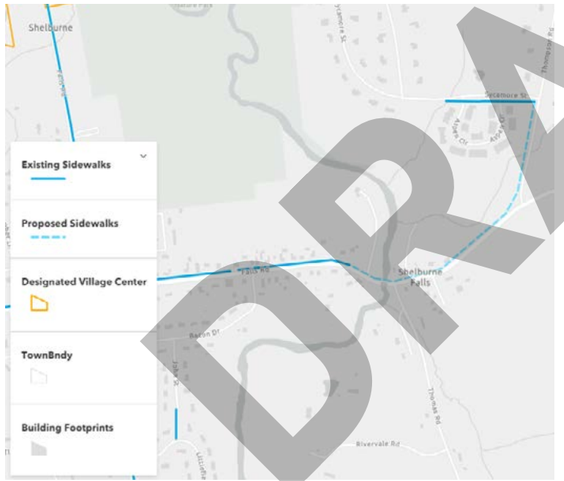




Connectivity Score

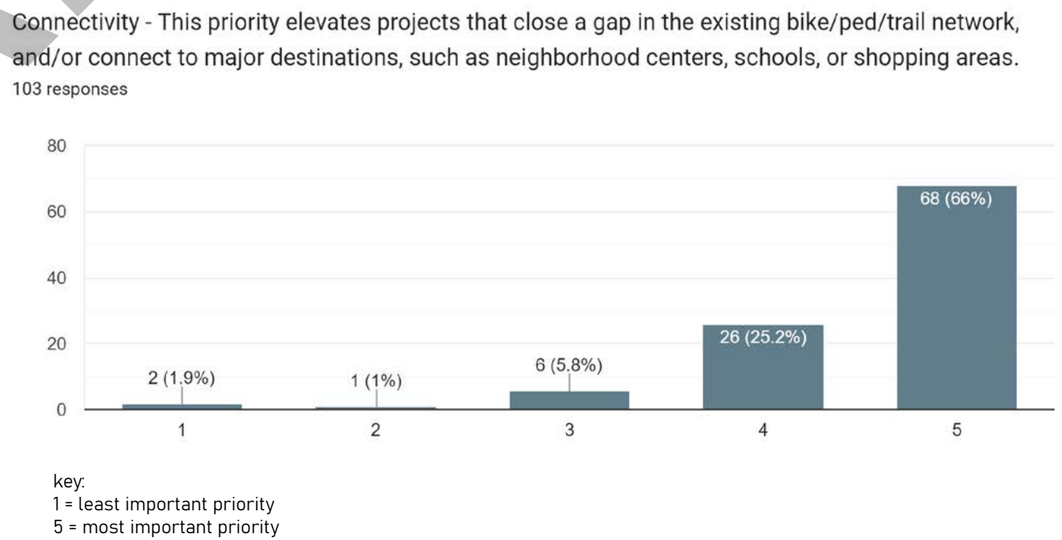
Technical Score Criteria
The connectivity score was raised if a project's construction would close a gap between two currently existing facilities, and/or if the project's construction would link directly to Shelburne's designated growth area.

Connectivity Weight
The public survey respondents were overwhelmingly supportive of the connectivity value, with 91% of respondents identifying this value as important or very important. Only 3% of the respondents expressed a low level of priority importance (1 or 2) for the connectivity value. The weight for connectivity scores is 1.8.



Projects that link existing resources received higher connectivity scores.

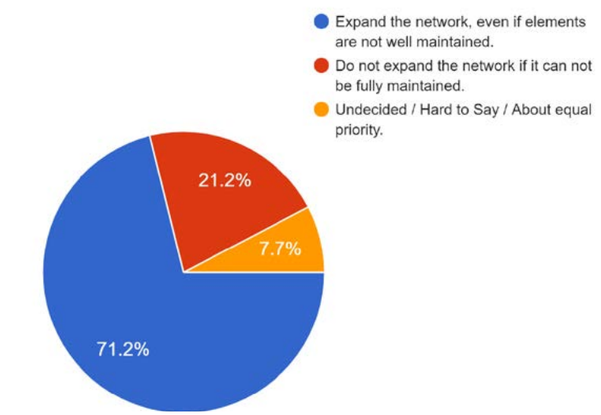
Figure 12 - Map of Recreation Facilities



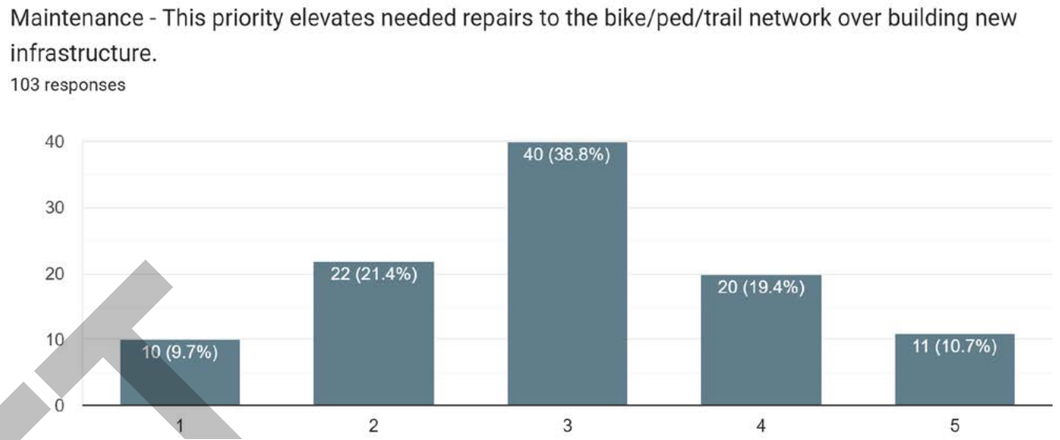
Maintenance Score

Technical Score Criteria
Projects which repair existing facilities received a higher maintenance score than projects which build new infrastructure.

Maintenance Weight
The public survey showed 70% of respondents value a complete network over a perfectly maintained one. Because of this trend, maintenance only projects received a lower weight. The weight for maintenance scores is 0.6.



Is it more important to build an expanded bicycle/pedestrian network that may not be well maintained in places, OR update and improve the network that currently exists?
104 responses

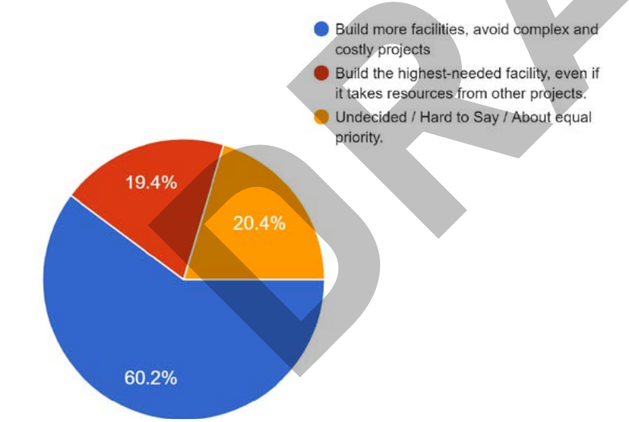


key:
1 = least important priority
5 = most important priority

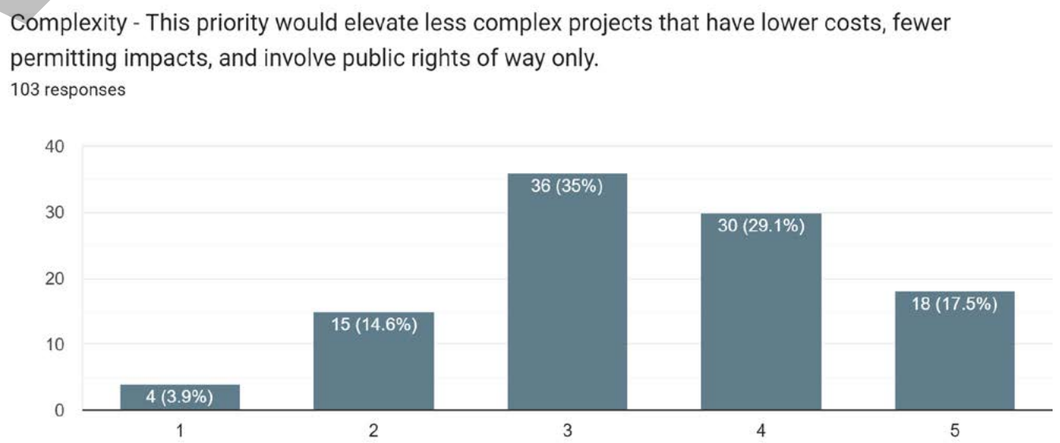
Complexity Score

Technical Score Criteria
Potential project complexity, right of way information, and existing study documentation were used to estimate potential cost and complexity of each project. The higher the cost and complexity of a project, the lower this score became.

Complexity Weight
The public survey saw 60% of respondents choose to build more projects, and avoid costly ones. Due to this input, the weighted value for complexity is 0.6, de-emphasizing highly costly or complex projects, and prioritizing lower cost projects in the near term.



Is it more important to build several (3 or 4) low cost, highly feasible, moderately utilized projects, OR use the same resources to build 1 expensive but highly utilized project?
103 responses



key:
1 = least important priority
5 = most important priority

Safety Score

Technical Score Criteria

Safety was ranked based on a project's proximity to high-volume roadways, as higher volumes point to a need for increased safety for vulnerable road users. See Figure 13, at right, for a map of annual traffic volumes along Shelburne's streets. Safety scores were also increased if a project's location was within 100' of a documented high crash area. See Figure 14, at right, for a heatmap of reported crashes between 2017 and 2021. The safety score was further raised if a project proposed a road-separated facility, improving future safety of non-motorized travel.

Safety Weight

The primary purpose of government is to provide for the health, safety and welfare of its citizens. The project team saw safety as a paramount value, and not one that should be part of a public polling process. As a paramount value, the weighted value for project's safety scores is 2.

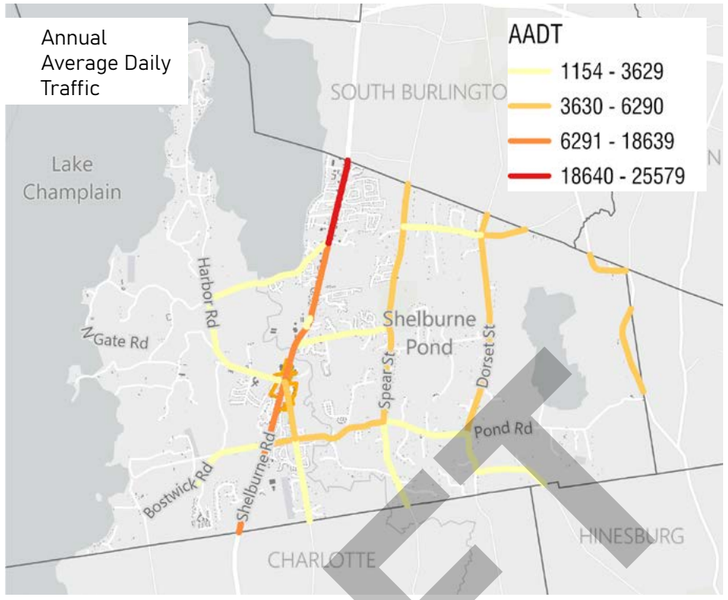


Figure 13 - Map of Annual Average Daily Traffic Volumes

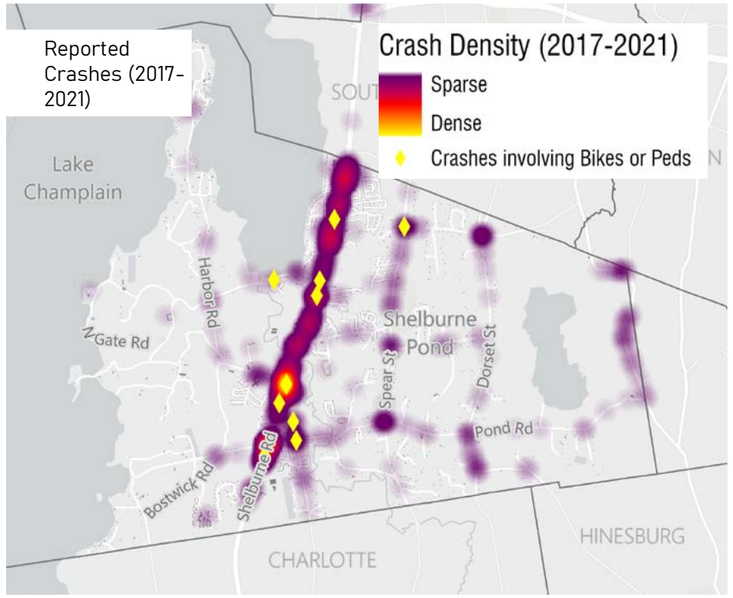


Figure 14 - Heatmap of Reported Crashes

Project Readiness Score

Readiness Score Criteria

Project readiness was added to distinguish the functional readiness of each recommendation. Volunteer committee recommendations were weighted the lowest, as these recommendations have not benefited from public process or technical review. General plan recommendations were ranked higher, as they benefit from the public review process and some technical review. Projects recommended as part of scoping studies ranked highest, due to their public process and detailed technical review making them ready for construction funding and permitting.

Readiness Weight

These project categories make a real difference in how quickly Shelburne can make recommended changes. This category was weighted as 3 to prioritize 'shovel ready' projects.

Chapter 5 - Project Recommendations

These recommendations shouldn't be seen as a rigid list, with #2 having to wait until #1 is underway. The recommendations are presented in thirds, as First Tier, Second Tier, and Third Tier. The First Tier set should be pursued before others, but some shuffling within each category should be expected. Political will, unique funding opportunities, and context-specific constraints will present themselves, and a rigid list shouldn't keep Shelburne from pursuing opportunities at hand.

The First Tier list of projects is anticipated to form the bulk of near-term implementation efforts by the Town. Projects in the Second and Third Tier lists should be pursued as significant progress is made on the higher ranked projects.

These lists include both shovel ready projects and others which need additional study and public discussion before implementation. Priority should be given to those projects that are implementable, as well as dedicating planning funding to move other highly ranked projects from conceptual recommendation to construction ready design.

First Tier Projects

Shelburne's priority list can be described as a network of new sidewalks, shared use paths and pedestrian crossings that make Route 7 a more complete street, and link the Village Center to residential roads and resources throughout Town. This top ranked group also includes further planning study of an aspirational project to connect Shelburne to the Burlington Greenway via a dedicated shared use path.

Shelburne Active Transportation Priority Matrix - First Tier

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Design / Construction Cost	Cost Source
sw7	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes a new sidewalk on the east side of Route 7 from Falls Road to the Toy Shop.	1	Seek funding for design and construction	$47,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
su4	The 2017 Shelburne Gateway Scoping Study recommends a shared use path along Route 7 between Bostwick Road and Shelburne Vineyard	2	Seek funding for design and construction	$144,100	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
sw3	The 2017 Shelburne Gateway Scoping Study recommends building a new sidewalk along Bostwick Rd, from the Route 7 to the Lake Champlain Waldorf School.	3	Seek funding for design and construction	$144,500	Cost referenced in this Study, page 32.
m4	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes new streetscape features including street trees and pedestrian-scale lighting along Route 7 between Falls Road and Church Street.	4	Seek funding for design and construction	$100,000	VTrans 5 Year Averaged Price List 2018 Spec; Itemized estimates based on Study's concept illustrations
sw2	"The 2017 Shelburne Gateway Scoping Study proposes building a new sidewalk along Route 7, from the Shelburne Museum to Bostwick Road. This would be done in conjunction with a new crossing on Route 7 @ Bostwick Road."	5	may need further study, some elements may be implementable	$332,400	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
sw6	The 2012 Village Green Master Plan Update includes a new sidewalk on the north side of Church Street.	6	may need further study, some elements may be implementable	$135,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
sw5	The 2008 Proposed Falls Road Streetscape (north of Church St) includes a new sidewalk on the east side of Falls Road with a green buffer/parallel parking, and reconstruction/completion of the west side sidewalk with a green buffer/street trees	7	may need further study, some elements may be implementable	$220,000	VTrans 5 Year Averaged Price List 2018 Spec; Itemized estimates.

Shelburne Active Transportation Priority Matrix – First Tier (continued)

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Design / Construction Cost	Cost Source
c4	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding a median refuge islands on pedestrian crossings of Route 7 at Church Street.	8	Seek funding for design and construction	$60,000	Cost inferred from 2017 Shelburne Gateway Scoping Study, page 32
su2	The 2017 Bay Road Pedestrian and Bicycle Mobility Study recommends building a shared use path along Bay Road.	9	may need further study, some elements may be implementable	$2,700,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
sw8	The Bay Road Bridge Replacement Scoping Study (2010) recommends building a new bridge with a sidewalk across the LaPlatte River.	10	Seek funding for design and construction	$500,000	Cost referenced in this Study, page A-3.

Shelburne First Tier Project Map

Shelburne Designated Village

Sidewalks
- Existing

Bike Lanes
- Existing

Shared Use Paths
- Existing

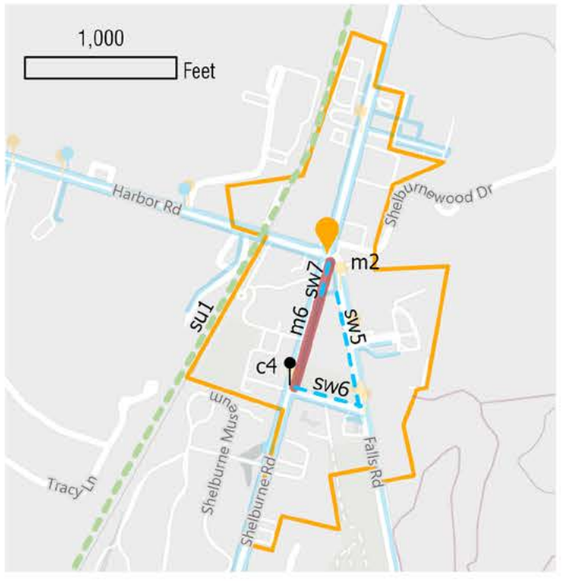
Trails
- ExistingTrails

Crosswalks
- Existing Crosswalks (Sigalized)
- Existing Crosswalks (Unsigalized)

First Tier Projects

TYPE
- Misc
- On-roadbike
- Path
- Shared Use
- Sidewalk

- Crosswalk
- Misc



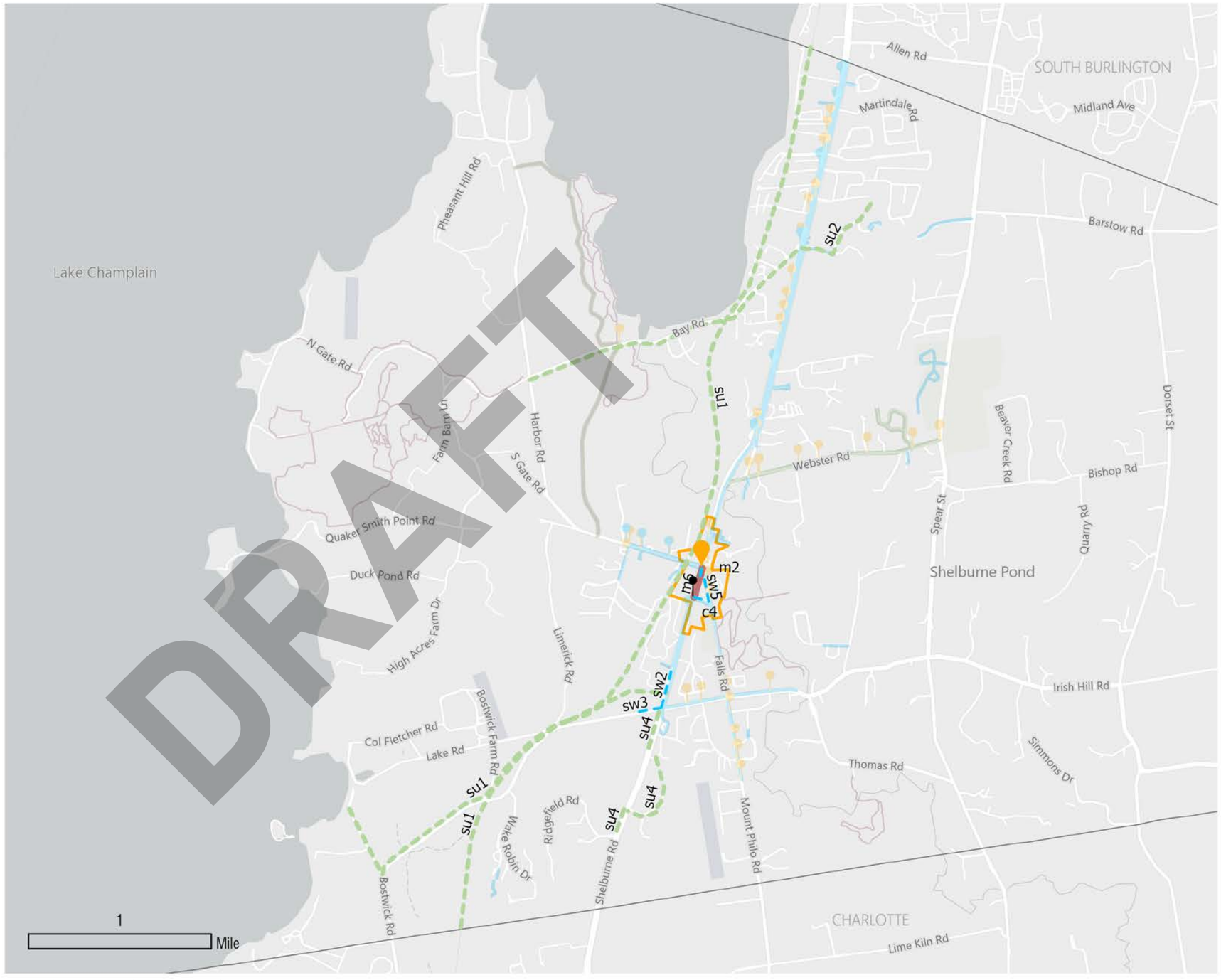


Figure 15 - Map of First Tier Projects

Second Tier Projects

Bay Road Bridge replacement, new bike lanes across Falls, Marsett, and Bostwick Roads, a shared use path along Longmeadow-Webster Road and improved crossings and sidewalks are all part of the recommendations in this middle tier of projects.

Shelburne Active Transportation Priority Matrix - Second Tier

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Cost	Cost Source
su1	The 2004 Champlain Path Feasibility Study includes a shared use path through Shelburne, from Charlotte to South Burlington.	11	may need further study, some elements may be implementable	$75,000	Due to age and breadth of study, this cost estimate is for additional planning work before approaching phasing and/or construction costs.
m2	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding curb extensions, extended/new vehicle turning lanes, and access management at this intersection.	12	Seek funding for design and construction	$5,000,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
su3	The 2004 Longmeadow-Webster Road Bicycle/ Pedestrian Path Feasibility Study examined a shared-use path connecting the neighborhoods north of Webster Road to Shelburne Village and Community School on Harbor Road.	13	may need further study, some elements may be implementable	$210,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
c1a	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at the Fiddlehead Brewery	14 (tie)	Seek funding for design and construction	$30,000	Cost inferred from this Study, page 32.
c1b	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at South Park Road	14 (tie)	Seek funding for design and construction	$60,000	Cost referenced in this Study, page 32.
c1c	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at Ridgefield Road	14 (tie)	Seek funding for design and construction	$60,000	Cost referenced in this Study, page 32.
b4	On the southern portion of town, bike lanes are proposed along Irish Hill Road, Falls Road, Marsett Road, and Bostwick Road, a corridor that would span about four and a half miles.	17	may need further study, some elements may be implementable	$65,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
m3	The Village Pedestrian Safety Group (2021) proposes establishing and maintaining a clearly designated pedestrian path (off of the road) connecting the Shopping Plaza to the Bearded Frog/Shelburne Inn Building.	18	likely needs further study	$35,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020

Shelburne Active Transportation Priority Matrix – Second Tier (continued)

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Cost	Cost Source
b5	A bike lane connection on Falls Road, from Marsett Road to Church Street in the Village Center is proposed.	19	likely needs further study	$7,500	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
sw4	The Village Pedestrian Safety Group (2021) proposes adding curbing to the sidewalk on Upper Falls Road	20	likely needs further study	$5,000	VTrans 5 Year Averaged Price List 2018 Spec

Shelburne Second Tier Project Map

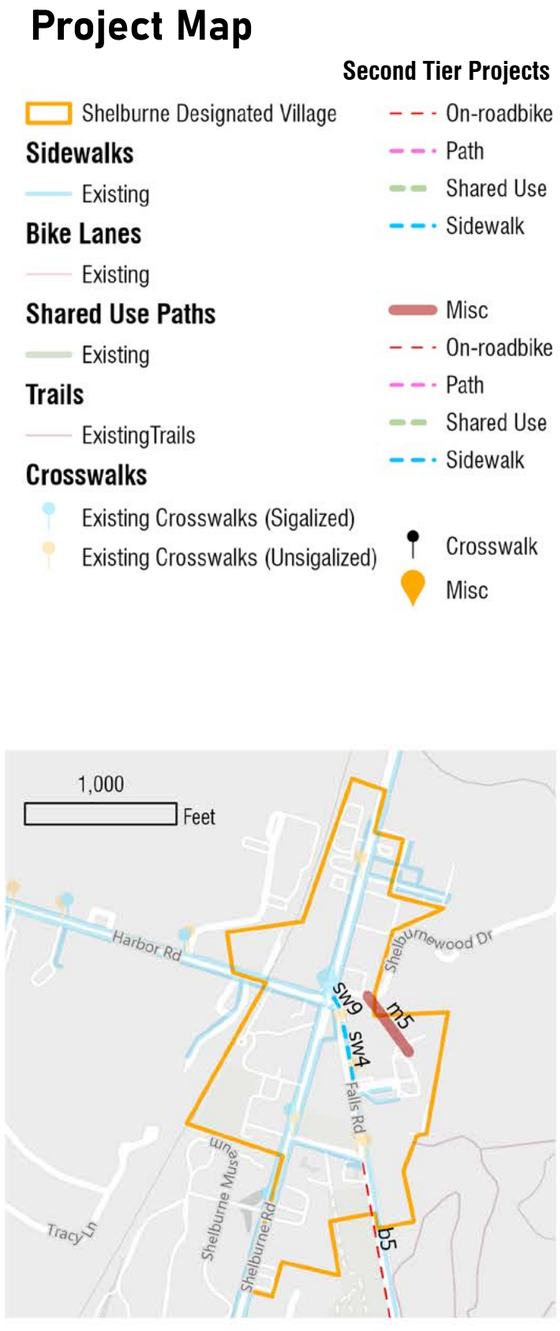
Second Tier Projects

- Shelburne Designated Village
- **Sidewalks**
  - Existing
- **Bike Lanes**
  - Existing
- **Shared Use Paths**
  - Existing
- **Trails**
  - ExistingTrails
- **Crosswalks**
  - Existing Crosswalks (Sigalized)
  - Existing Crosswalks (Unsigalized)

- On-roadbike
- Path
- Shared Use
- Sidewalk

- Misc
- On-roadbike
- Path
- Shared Use
- Sidewalk

- Crosswalk
- Misc



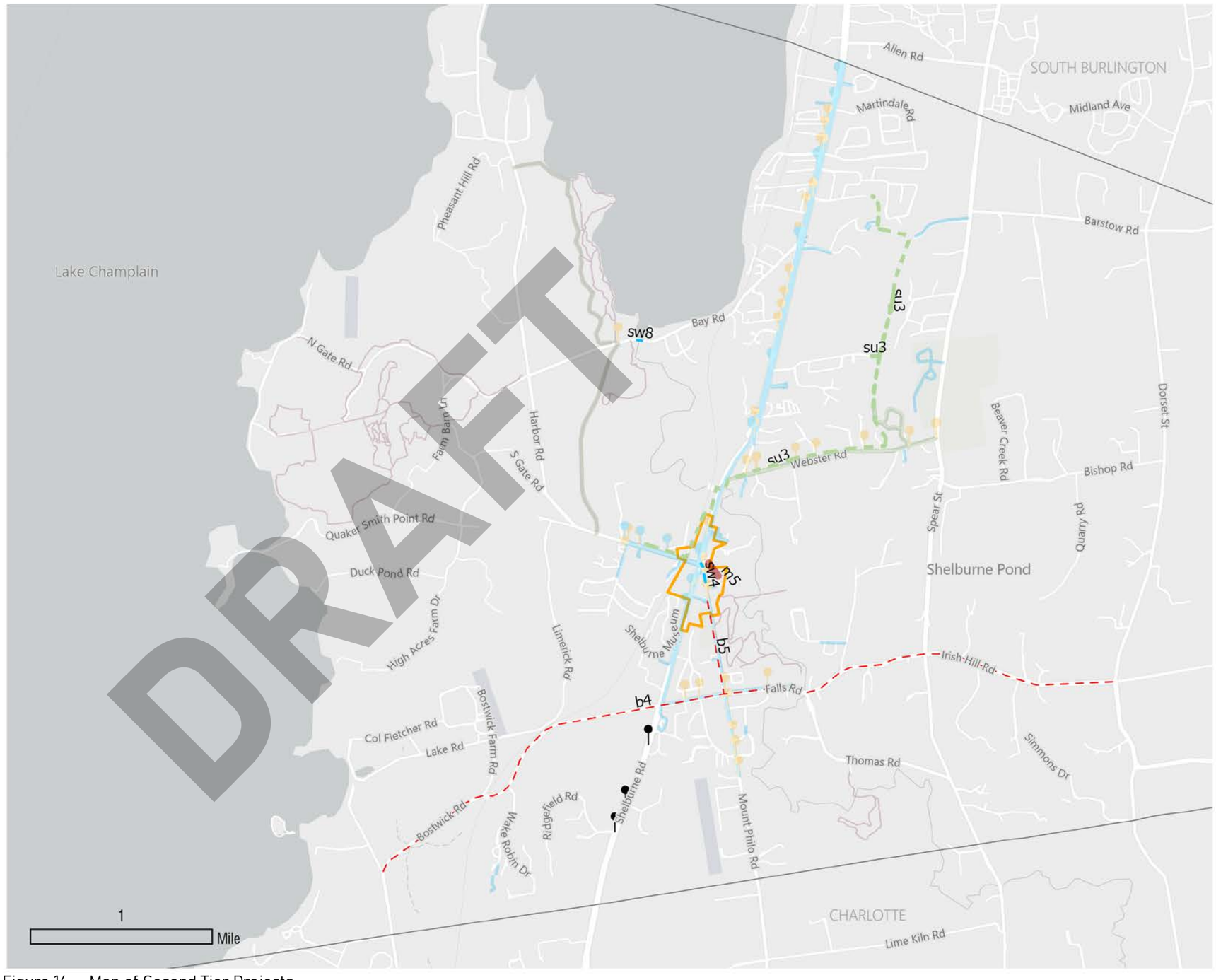


Figure 16 - Map of Second Tier Projects

Third Tier Projects

This tier of projects includes neighborhood trail connections, general wayfinding recommendations, and additional bike lanes. These projects are less centrally located than many of the higher ranked projects, and nearly all will require additional study moving forward to bring them to a shovel-ready status.

Shelburne Active Transportation Priority Matrix - Third Tier

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Design / Construction Cost	Cost Source
t1	There is a proposed trail connecting the neighborhood around Juniper Ridge to Spear Street, which are only about a quarter of a mile apart.	21	likely needs further study		VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
b1	There are proposed bike lanes on Harbor Road, from Bay Road to School Street. This proposed bike lane corridor would connect to a planned shared use path on Bay Road and the Ti Haul Trail, but lacks a bicycle connection on Harbor Road from School Street and into the Village.	22	may need further study, some elements may be implementable	$620,000	VTrans 5 Year Averaged Price List 2018 (road widening) & VTrans Report on Shared-Use Path and Sidewalk Costs January 2020 (lane marking)
b2	Bike lanes are also proposed on Dorset Street, from the South Burlington/Shelburne town boundary to Irish Hill Road. These bike lanes would connect into an Rec Path corridor on Dorest Street in South Burlington.	23	may need further study, some elements may be implementable	$1,450,000	VTrans 5 Year Averaged Price List 2018 (road widening) & VTrans Report on Shared-Use Path and Sidewalk Costs January 2020 (lane marking)
c5	The Village Pedestrian Safety Group (2021) proposes installing crosswalk signs at all uncontrolled crosswalks, and installing reflective post covers on all crosswalk signs.	24	likely needs further study	$13,200	VTrans 5 Year Averaged Price List 2018 Spec
b3	Another corridor of bike lanes is proposed on Cheesefactory Road and Barstow Road, from the South Burlington/Shelburne town line to Spear Street.	25	may need further study, some elements may be implementable	$23,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020
m1	The 2016 Falls Road & Marsett Road Traffic Calming Review recommends installing a mini roundabout at this intersection. This study also recommended striping 10' travel lanes on Falls Road and Marsett Road.	26	may need further study, some elements may be implementable	$250,000	Referenced in this Study, page 8.
m6	The Village Pedestrian Safety Group (2021) also proposes marking 10 foot travel lanes on all town roads	26	likely needs further study	$50,000	VTrans Report on Shared-Use Path and Sidewalk Costs January 2020

Shelburne Active Transportation Priority Matrix – Third Tier (continued)

Project Type / ID sw = sidewalk su = Shared Use Path b = bike lane c = crosswalk m = misc	Recommendation	Rank	Next Steps	Conceptual Design / Construction Cost	Cost Source
c3	The Village Pedestrian Safety Group (2021) proposes extending the median to create a pedestrian refuge island at the crosswalk located at entrance of the Village Shopping Plaza.	28	likely needs further study	$20,000	VTrans 5 Year Averaged Price List 2018 Spec
m5	The Village Pedestrian Safety Group (2021) proposes adding gateway and wayfinding signs in the Village.	29	likely needs further study	$9,000	VTrans 5 Year Averaged Price List 2018 Spec

Shelburne Third Tier Project Map

Shelburne Designated Village

Sidewalks
- Existing

Bike Lanes
- Existing

Shared Use Paths
- Existing

Trails
- ExistingTrails

Crosswalks
- Existing Crosswalks (Sigalized)
- Existing Crosswalks (Unsigalized)

Third Tier Projects
- Misc
- On-roadbike
- Path
- Shared Use
- Sidewalk
- Crosswalk
- Misc

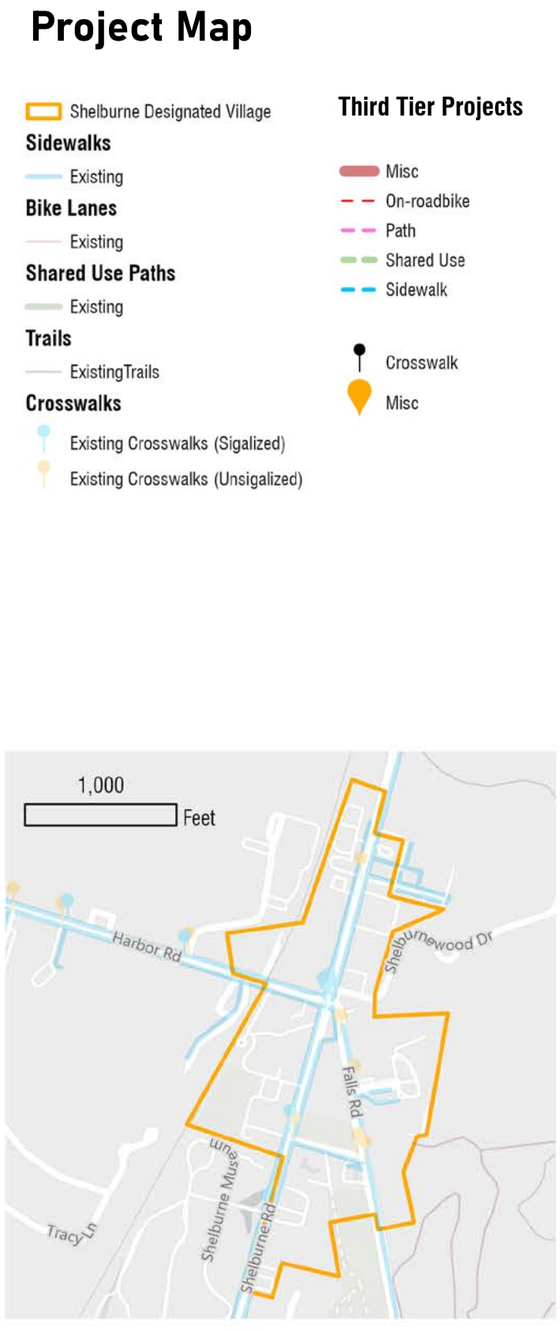


Figure 17 - Map of Third Tier Projects

Chapter 6 – Implementation & Next Steps

Key Gaps & Potential Future Studies

The studies prioritized in this document still leave some key gaps that should be investigated as part of future efforts to plan for a safe, complete, and comfortable active transportation network throughout Shelburne.

Key gaps include:

1. Harbor Road from the dog park to School Street and the Village Core. No bicycle facilities are currently proposed, and a short sidewalk gap would remain between planned sidewalk and the existing trail.
2. A quarter mile gap exists on route 7 between existing bike lanes and a shared use path on Webster Road. There are no plans or studies addressing this short gap, and the opportunities for improving connectivity are significant here.
3. There is potential for the existing Westview Drive pathway to link to future north/south trail connections and Executive Drive.
4. Between Irish Hill Road and the town line with South Burlington, there are currently five foot shoulders on Spear Street, which can be signed and marked as bike lanes at a relatively low cost. This would provide a continuous connection to South Burlington's bike lane on the same corridor.

Network Gaps

Figure 18 - Map of Network Gaps

Additional Planning Recommendations

Beyond moving existing plans and studies forward towards implementation, additional town-wide efforts could support the goal of a connected village for all modes of travel.

The Champlain Path

One of the oldest studies reviewed as part of this effort is also one of the most promising. The 2003 study proposes developing an extension to the Burlington Greenway which could directly link Shelburne with one of the best active transportation resources in the region - the Burlington Greenway. Despite this opportunity, and likely due to significant challenges facing such a project, little planning work has been done since. Working collaboratively with the CCRPC, South Burlington, and City of Burlington could help spur this project forward.

Go Beyond Shelburne

The studies reviewed as part of this effort all focus on needed improvements within Shelburne. Future planning efforts, such as a town wide active transportation master plan, should expand that view to look to collaboratively planning active transportation corridors that link to adjacent communities. This process is somewhat in place with links to South Burlington's network, but less so with Hinesburg and Charlotte.

Private Land and Trails

Safe walking and bicycling routes could be improved through the development of off-roadway connections. The majority of these potential corridors lie on private land. The town might begin conversations with key landowners and study opportunities for future trail develoment on private lands. Willing landowners could be compensatedin exchange for easements to preserve or develop trail access. Preservation and development of off-road connections could play a key role to creating a more walkable and bikeable Shelburne in the future.

Adopt an Official Map for future Roads and Trails

Vermont Towns have the ability to adopt a master town map that establishes existing and future planned road and trail network corridors. Such an official map can ensure that current and future development compliments, and does not conflict with, planned expansion of the active transportation network throughout Shelburne.

The Town of Hinesburg has adopted an official map that clearly outlines the location of future roads and future trails to be developed as the Village Center grows and changes. In lieu of an official map, the maps included in this report should be utilized to gauge the impact of development proposals on planned active transportation infrastructure.

Pedestrian and Bicycle Connectivity Policies

Street connectivity is a fundamental component of walkability as it determines if walking or biking to a nearby destination is even possible. A child may live within half a mile of their school as-the-crow-flies, but if they live on a dead-end street, they may have to walk a mile out of the way to get there. This additional distance may be insignificant in a car, but it can make walking, biking, or reaching a bus stop much more difficult. Figure 19 below is a local example of the impacts of a disconnected street grid.

If future development in Shelburne includes dead-end streets or cul-de-sacs, the Town should consider passing ordinances requiring direct pedestrian connections, sidewalks, or cut-throughs at the terminus of cul-de-sacs. Such an ordinance can be a low-cost and highly effective way to improve the function of a bicycle and pedestrian network through Shelburne, while maintaining the ability to eliminate motor vehicle through-traffic on neighborhood streets.

The Town of Williston VT provides an example of guidance on connectivity in its Comprehensive Plan in Section 6.1.4:

> "The Town of Williston will require multiple points of access to most developments. It will also strongly encourage safe, functional connections between neighborhoods, and within residential and commercial areas and public places."

Figure 19 - This example illustrates how a destination may be nearby in straight-line distance but far in walking distance if the street grid is not well connected (Google Maps 2022)

Grant Funding Resources

These tables contain information for numerous grant resources that can help Shelburne plan, design, and develop active transportation infrastructure.

If you're viewing this plan as a digital pdf, click on any of the grant titles to navigate to online resources to learn more about that grant.

Two tables are provided here - one for smaller scale projects that will cost approximately $100,000 or less, and another for larger projects that will cost significantly more. Planning studies, road diets and bike lanes, short stretches of sidewalk, maintenance, or temporary demonstration projects would all fit into the small-project category. Others, like a new shared use pathway or long stretch of sidewalk would more likely require the larger funding pools.

Note that although many of these grant deadlines are past, they offer general guidance to when the granting agency may request applications the following year.

An additional funding resource not listed in this table is the Chittenden County Regional Planning Commission's Unified Planning Work Program (UPWP). The CCRPC's Unified Planning Work Program (UPWP) is a federally mandated document serving as the annual work plan for local and regional transportation planning projects.

In addition to the UPWP, the Regional Planning Commission's has a separate Transportation Improvement Program (TIP) for large projects that will need federal funding. For example, the 2014 US7/Harbor Rd/Falls Rd Scoping Study is currently on its TIP competing for federal funds.

Sub $100k Grant Resources

Grant Category	Grant Title	Maximum Fund Amount	Match	Federal Funding	What does it fund?	Last Application Deadline	Direct Contact
Pop Up Projects	VNRC - Small Grants for Smart Growth	$1,500	None	No	Pop up projects, natural resource inventories, public outreach campaigns, design & planning.	Ongoing	Kati Gallagher, kgallagher@vnrc.org
Pop Up Projects	AARP Community Challenge Grants	$20,000	None	No	Infrastructure, programs, events, and organizations supporting livable communities and smart growth objectives	March 2022	Kelly Stoddard Poor - kstoddardpoor@aarp.org 802-951-1313
Planning & Design	VT ACCD - Municipal Planning Grants	$35,000	10%	No	Municipal planning projects of various shapes and sizes.	Nov-21	Jenni Lavoie - Jennifer.Lavoie@vermont.gov (802)828-1948.
Pop Up Projects	Better Places Grant	$40,000	33%	???	COVID-19 Recovery, Community Revitalization, quick build projects, physical activity promotion.	January 2021	Richard Amore richard.amore@vermont.gov 802-585-0061
Planning & Design	CDBG - Planning Grants	$60,000.00	10%	Yes	Feasibility studies, marketing plans, engineering & architectural plans, etc	Ongoing - grants awarded 3x a year	Julia Connell julia.connell@vermont.gov
Small Scale Construction	VTrans - Bicycle and Pedestrian Program Grants - Small Scale	$100,000.00	50%	No	Distinguished from Bike/Ped program by smaller maximum funding amount and lack of federal requirements	June 8 2022	Pete Pochop 802.477.3123 peter.pochop@vermont.gov

The Champlain Path would likely need federal funds to come to fruition as well.

Through an open, annual process the CCRPC solicits project requests from municipalities and the public. Updated annually, the UPWP summarizes the transportation and land use planning activities of CCRPC staff, its member agencies, and other transportation and planning agencies conducting work in the Chittenden County region. The CCRPC maintains a searchable database of grants and funding opportunities at https://www.ccrpcvt.org/funding-opportunities/

For additional information on the UPWP, contact Marshall Distel at mdistel@ccrpcvt.org

The federal funding column in this table identifies federally funded sources that despite their larger grant totals, come with numerous requirements that can often drive costs up beyond what a locally funded project would cost. Smaller infrastructure projects should examine local funding options before applying for federal grant resources.

$100-$300M Grant Resources

Grant Category	Grant Title	Maximum Fund Amount	Match	Federal Funding	What does it fund?	Last Application Deadline	Direct Contact
Planning, Design & Construction	VTrans - Transportation Alternatives Program (TAP)	$300,000.00	20%	Yes	Construction, planning & design of on and off roadway facilities for active transportation facilities	November 24 2021	Scott Robertson - scott.robertson@vermont.gov 802-793-2395
Planning, Design & Construction	VTrans - Bicycle and Pedestrian Program Grants	$1,000,000.00	20%	Yes	Construction, planning & design of on and off roadway facilities for active transportation facilities	June 8 2022	Pete Pochop 802.477.3123 peter.pochop@vermont.gov
Design & Construction	CDBG - Implementation Grants	$1,000,000.00	10%	Yes	Create or retain jobs, create or rehabilitate housing units, build infrastructure, create or assist childcare and senior centers etc.	Ongoing - grants awarded 3x a year	Julia Connell julia.connell@vermont.gov
Design & Construction	Northern Border Regional Commission - State Economic & Infrastructure Development (SEID) program	$1,000,000.00	50%		Large scale - multi agency projects that support: Innovation and technology that supports forest economies, workforce & economic development	April 2022 (Letter of Interest)	Andrea Smith, asmith@nbrc.gov (603) 369-3001
Active Transportation Planning and Construction	Safe Streets and Roads for All (SF4A)	$30M Implementation, $200k Planning	20%	Yes	Developing or updating a comprehensive safety action plan. Planning, design, and implementation efforts supported by the Action Plan.	September 15 2022	Paul D Teicher Grantor 202.366.4114
Active Transportation Planning and Construction	Reconnecting Communities	$2M - Planning $100M - Construction	50%-construct. 80% - Planning	Yes	Projects that reconnect communities by removing, retrofitting, or mitigating transportation facilities that create barriers to community connectivity.	October 12 2022	Faith Hall 202.366.9055 reconnectingcommunities@dot.gov

Appendix A: Shelburne Active Transportation Priority Matrix

ID	Project Description	Transportation				Weight --->	1.0	Connectivity				Weight --->	1.8	Recreation				Weight --->	1.0
		Destinations		Origins		Score	Weighted Score	Facility Gap		Growth Area Cxns		Score	Weighted Score	Rec Facilities		Road Separation		Score	Weighted Score
		Commercial E911 points within 1000ft	*Score*	*Residential E911 points within 1000ft*	*Score*	*Average of individual transportation scores*	*Score x Public Input Weight*	*Closes gap between 2 facilities*	*Score*	*Connects to Growth Areas*	*Score*	*Average of individual connectivity scores*	*Score x Public Input Weight*	*Distance to nearest recreation facility (ft)*	*Score*	*Type of roadway separation*	*Score*	*Average of individual recreation scores*	*Score x Public Input Weight*
	Scoring Key --->	0 = <20 destinations 1 = 21-50 destinations 2 = >50 destinations		0 = <40 origins 1 = 40-100 origins 2 = >100 origins				0 = no / na 1 = Closes Proposed Gap 2 = Closes Gap in Existing Facilities / na		0 = Rural only 1 = Connects to GA2 2 = Connects to GA1				0 = >1000 ft 1 = 500-1000 2 = <500 ft		0 = on road 1 = Pathway, near road 2 = Pathway, off road			
sw2	The 2017 Shelburne Gateway Scoping Study proposes building a new sidewalk along Route 7, from the Shelburne Museum to Bostwick Road. This would be done in conjunction with a new crossing on Route 7 @ Bostwick Road.	17	0	144	2	1	1		1	GA1	1	1	1.8	435	2		0	1	1
sw3	The 2017 Shelburne Gateway Scoping Study recommends building a new sidewalk along Bostwick Rd, from the Route 7 to the Lake Champlain Waldorf School.	4	0	78	1	0.5	0.5		2	GA1	1	1.5	2.7	672	1		0	0.5	0.5
sw4	The Village Pedestrian Safety Group (2021) proposes adding curbing to the sidewalk on Upper Falls Road	55	2	87	1	1.5	1.5		0	GA1	1	0.5	0.9	164	2		0	1	1
sw5	The 2008 Proposed Falls Road Streetscape (north of Church St) includes a new sidewalk on the east side of Falls Road with a green buffer/parallel parking, and reconstruction/completion of the west side sidewalk with a green buffer/street trees	65	2	86	1	1.5	1.5		2	GA1	1	1.5	2.7	93	2		0	1	1
sw6	The 2012 Village Green Master Plan Update includes a new sidewalk on the north side of Church Street.	67	2	32	0	1	1		1	GA1	1	1	1.8	89	2		0	1	1
sw7	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes a new sidewalk on the east side of Route 7 from Falls Road to the Toy Shop.	53	2	96	1	1.5	1.5		2	GA1	1	1.5	2.7	191	2		0	1	1
sw8	The Bay Road Bridge Replacement Scoping Study (2010) recommends building a new bridge with a sidewalk across the LaPlatte River.	3	0	12	0	0	0		1	GA2	1	1	1.8	12	2		0	1	1
c1a	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at the Fiddlehead Brewery	7	0	27	0	0	0		0	GA2	1	0.5	0.9	1001	0		0	0	0
c1b	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at South Park Road	1	0	3	0	0	0		0	GA2	1	0.5	0.9	1001	0		0	0	0
c1c	The 2017 Shelburne Gateway Scoping Study recommends installing new crossings, all with raised medians, on Route 7 at Ridgefield Road	0	0	4	0	0	0		0	GA2	1	0.5	0.9	1001	0		0	0	0
c3	The Village Pedestrian Safety Group (2021) proposes extending the median to create a pedestrian refuge island at the crosswalk located at entrance of the Village Shopping Plaza.	54	2	49	1	1.5	1.5		0	GA1	1	0.5	0.9	1001	0		0	0	0
c4	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding a median refuge islands on pedestrian crossings of Route 7 at Church Street.	63	2	31	0	1	1		0	GA1	1	0.5	0.9	1001	0		0	0	0
c5	The Village Pedestrian Safety Group (2021) proposes installing crosswalk signs at all uncontrolled crosswalks, and installing reflective post covers on all crosswalk signs.	101	2	101	2	2	2		0	GA1	1	0.5	0.9	1001	0		0	0	0
b1	There are proposed bike lanes on Harbor Road, from Bay Road to School Street. This proposed bike lane corridor would connect to a planned shared use path on Bay Road and the Ti Haul Trail, but lacks a bicycle connection on Harbor Road from School Street and into the Village.	12	0	46	1	0.5	0.5		1	GA2	1	1	1.8	0	2		0	1	1
b2	Bike lanes are also proposed on Dorset Street, from the South Burlington/Shelburne town boundary to Irish Hill Road. These bike lanes would connect into an Rec Path corridor on Dorest Street in South Burlington.	1	0	72	1	0.5	0.5		2	Rural	0	1	1.8	945	1		0	0.5	0.5
b3	Another corridor of bike lanes is proposed on Cheesefactory Road and Barstow Road, from the South Burlington/Shelburne town line to Spear Street.	1	0	48	1	0.5	0.5		1	Rural	0	0.5	0.9	1036	0		0	0	0
b4	On the southern portion of town, bike lanes are proposed along Irish Hill Road, Falls Road, Marsett Road, and Bostwick Road, a corridor that would span about four and a half miles.	14	0	388	2	1	1		2	GA1	1	1.5	2.7	177	2		0	1	1
b5	A bike lane connection on Falls Road, from Marsett Road to Church Street in the Village Center is proposed.	57	2	186	2	2	2		1	GA1	1	1	1.8	18	2		0	1	1
su1	The 2004 Champlain Path Feasibility Study includes a shared use path through Shelburne, from Charlotte to South Burlington.	112	2	632	2	2	2			GA1	1	1	1.8	5	2		1	1.5	1.5
su2	The 2017 Bay Road Pedestrian and Bicycle Mobility Study recommends building a shared use path along Bay Road.	19	0	269	2	1	1		1	GA2	1	1	1.8	9	2		1	1.5	1.5
su3	The 2004 Longmeadow-Webster Road Bicycle/Pedestrian Path Feasibility Study examined a shared-use path connecting the neighborhoods north of Webster Road to Shelburne Village and Community School on Harbor Road.	2	0	244	2	1	1		1	GA2	1	1	1.8	192	2		2	2	2

Appendix A: Shelburne Active Transportation Priority Matrix (cont.)

ID	Maintenance		Weight --->	0.6	Complexity						Weight --->	0.6	Safety / Facility Need						Weight --->	2.0	Project Readiness	3		
	Project Type		Score	Weighted Score	Cost		Permitting/Resource Imp		ROW Impact		Score	Weighted Score	Facility Type	Traffic Volume		Crash Record		Score	Weighted Score					
	New facility, upgrade, or repair	*Score*	*Average of individual maintenance scores*	*Score x Public Input Weight*	*Project cost (based on prior study or best estimate)*	*Score*	*Permitting Needs (based on prior study or best estimate)*	*Score*	*Private ROW needs*	*Score*	*Average of individual complexity scores*	*Score x Public Input Weight*	*0 - On road, no separation 2 - On Road, buffered 4 - Separated from Roadway*	*Vehicle AADT (highest along route)*	*Score*	*Number of crashes within 100 feet*	*Score*	*Average of individual safety scores*	*Score x Public Input Weight*	*Has this project been publicly vetted and/or recieved a pre-construction scoping study?*				
	0 = N/A 1 = upgrade 2 = new facility				0 = ≥ $200,000 1 = $10,001-199,999 2 = ≤ $10,000		0 = 2+ permits needed 1 = 1 permit needed 2 = no permits needed		0 = >100SF needed 1 = <100SF needed 2 = none needed					0 = <3000 vpd 1 = 3000 - 6500 2 = >6500		0 = <10 1 = 11-20 2 = >20 crashes				0 = community/ committee Recommendation 1 = Public Plan Recommendation 2 = Scoping Study Recommendation		**FINAL PROJECT SCORE**	**Project Rank**
sw2	new facility	2	2	1.2	$332,400	0	1 permit needed	1	none needed	2	1.0	0.6	4	15510	2	35	2	2.7	5.3	1	**3**	13.93	**5**
sw3	new facility	2	2	1.2	$144,500	1	no permits needed	2	none needed	2	1.7	1	4	4137	1	24	2	2.3	4.7	2	**6**	16.57	**3**
sw4	upgrade	1	1	0.6	$5,000	2	no permits needed	2	none needed	2	2.0	1.2	4	5253	1	9	0	1.7	3.3	0	**0**	8.53	**20**
sw5	new facility	2	2	1.2	$220,000	0	no permits needed	2	none needed	2	1.3	0.8	4	5253	1	5	0	1.7	3.3	1	**3**	13.53	**7**
sw6	new facility	2	2	1.2	$135,000	1	no permits needed	2	none needed	2	1.7	1	4	15510	2	14	1	2.3	4.7	1	**3**	13.67	**6**
sw7	new facility	2	2	1.2	$47,000	1	1 permit needed	1	none needed	2	1.3	0.8	4	15510	2	27	2	2.7	5.3	2	**6**	18.53	**1**
sw8	upgrade	1	1	0.6	$500,000	0	2+ permits needed	0	none needed	2	0.7	0.4	4	3442	1	0	0	1.7	3.3	2	**6**	13.13	**10**
c1a	new facility	2	2	1.2	$30,000	1	1 permit needed	1	none needed	2	1.3	0.8	2	11688	2	7	0	1.3	2.7	2	**6**	11.57	**14**
c1b	new facility	2	2	1.2	$60,000	1	1 permit needed	1	none needed	2	1.3	0.8	2	11688	2	2	0	1.3	2.7	2	**6**	11.57	**14**
c1c	new facility	2	2	1.2	$60,000	1	1 permit needed	1	none needed	2	1.3	0.8	2	11688	2	2	0	1.3	2.7	2	**6**	11.57	**14**
c3	upgrade	2	2	1.2	$20,000	1	no permits needed	2	<100SF needed	1	1.3	0.8	2	5253	1	1	0	1.0	2.0	0	**0**	6.40	**28**
c4	new facility	2	2	1.2	$60,000	1	1 permit needed	1	none needed	2	1.3	0.8	2	15510	2	12	1	1.7	3.3	2	**6**	13.23	**8**
c5	upgrade	1	1	0.6	$10,000	2	no permits needed	2	none needed	2	2.0	1.2	0	100001	2	50	2	1.3	2.7	0	**0**	7.37	**24**
b1	new facility	2	1	0.6	$620,000	0	1 permit needed	1	none needed	2	1.0	0.6	0	3602	1	5	0	0.3	0.7	1	**3**	8.17	**22**
b2	new facility	2	1	0.6	$1,450,000	0	2+ permits needed	0	none needed	2	0.7	0.4	0	4845	1	18	1	0.7	1.3	1	**3**	8.13	**23**
b3	upgrade	1	1	0.6	$23,000	1	no permits needed	2	none needed	2	1.7	1	0	4190	1	14	1	0.7	1.3	1	**3**	7.33	**25**
b4	upgrade	1	1	0.6	$65,000	1	no permits needed	2	none needed	2	1.7	1	0	5829	1	59	2	1.0	2.0	1	**3**	11.30	**17**
b5	upgrade	1	1	0.6	$7,500	2	no permits needed	2	none needed	2	2.0	1.2		5253	1	13	1	1.0	2.0	0	**0**	8.60	**19**
su1	new facillity	0	2	1.2	$84,000,000	0	2+ permits needed	0	>100SF needed	0	0.0	0	4	0	0	10	1	1.7	3.3	1	**3**	12.83	**11**
su2	new facility	2	2	1.2	$2,700,000	0	2+ permits needed	0	>100SF needed	0	0.0	0	4	3602	1	22	2	2.3	4.7	1	**3**	13.17	**9**
su3	new facility	2	2	1.2	$210,000	0	2+ permits needed	0	>100SF needed	0	0.0	0	4	0	0	0	0	1.3	2.7	1	**3**	11.67	**13**

Appendix A: Shelburne Active Transportation Priority Matrix (cont.)

ID	Project Description	Transportation				Weight --->	1.0	Connectivity				Weight --->	1.8	Recreation				Weight --->	1.0
		Destinations		Origins		Score	Weighted Score	Facility Gap		Growth Area Cxns		Score	Weighted Score	Rec Facilities		Road Separation		Score	Weighted Score
		Commercial E911 points within 1000ft	*Score*	*Residential E911 points within 1000ft*	*Score*	*Average of individual transportation scores*	*Score x Public Input Weight*	*Closes gap between 2 facilities*	*Score*	*Connects to Growth Areas*	*Score*	*Average of individual connectivity scores*	*Score x Public Input Weight*	*Distance to nearest recreation facility (ft)*	*Score*	*Type of roadway separation*	*Score*	*Average of individual recreation scores*	*Score x Public Input Weight*
	Scoring Key --->	0 = <20 destinations 1 = 21-50 destinations 2 = >50 destinations		0 = <40 origins 1 = 40-100 origins 2 = >100 origins				0 = no / na 1 = Closes Proposed Gap 2 = Closes Gap in Existing Facilities / na		0 = Rural only 1 = Connects to GA2 2 = Connects to GA1				0 = >1000 ft 1 = 500-1000 2 = <500 ft		0 = on road 1 = Pathway, near road 2 = Pathway, off road			
su4	The 2017 Shelburne Gateway Scoping Study recommends a shared use path along Route 7 between Bostwick Road and Shelburne Vineyard	13	0	99	1	0.5	0.5		2	GA2	1	1.5	2.7	706	1		1	1	1
t1	There is a proposed trail connecting the neighborhood around Juniper Ridge to Spear Street, which are only about a quarter of a mile apart.	0	0	70	1	0.5	0.5		2	GA2	1	1.5	2.7	1671	0		2	1	1
m1	The 2016 Falls Road & Marsett Road Traffic Calming Review recommends installing a mini roundabout at this intersection. This study also recommended striping 10' travel lanes on Falls Road and Marsett Road.	2	0	125	2	1	1		0	GA1	1	0.5	0.9	1001	0		0	0	0
m2	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes adding curb extensions, extended/new vehicle turning lanes, and access management at this intersection.	42	1	92	1	1	1		0	GA1	1	0.5	0.9	1001	0		0	0	0
m5	The Village Pedestrian Safety Group (2021) proposes establishing and maintaining a clearly designated pedestrian path (off of the road) connecting the Shopping Plaza to the Bearded Frog/Shelburne Inn Building.	46	1	88	1	1	1		2	GA1	1	1.5	2.7	64	2		0	1	1
m6	The 2014 US7/Harbor Rd/Falls Rd Scoping Study proposes new streetscape features including street trees and pedestrian-scale lighting along Route 7 between Falls Road and Church Street.	75	2	102	2	2	2		0	GA1	1	0.5	0.9	192	2		0	1	1
m7	The Village Pedestrian Safety Group (2021) proposes adding gateway and wayfinding signs in the Village.	101	2	101	2	2	2		0	GA1	1	0.5	0.9	1001	0		0	0	0
m8	The Village Pedestrian Safety Group (2021) also proposes marking 10 foot travel lanes on all town roads	101	2	101	2	2	2		0	GA1	1	0.5	0.9	1001	0		0	0	0

Appendix A: Shelburne Active Transportation Priority Matrix (cont.)

ID	Maintenance		Weight --->	0.6	Complexity						Weight --->	0.6	Safety / Facility Need						Weight --->	2.0	Project Readiness	3		
	Project Type		Score	Weighted Score	Cost		Permitting/Resource Imp		ROW Impact		Score	Weighted Score	Facility Type	Traffic Volume		Crash Record		Score	Weighted Score					
	New facility, upgrade, or repair	*Score*	*Average of individual maintenance scores*	*Score x Public Input Weight*	*Project cost (based on prior study or best estimate)*	*Score*	*Permitting Needs (based on prior study or best estimate)*	*Score*	*Private ROW needs*	*Score*	*Average of individual complexity scores*	*Score x Public Input Weight*	*0 - On road, no separation 2 - On Road, buffered 4 - Separated from Roadway*	*Vehicle AADT (highest along route)*	*Score*	*Number of crashes within 100 feet*	*Score*	*Average of individual safety scores*	*Score x Public Input Weight*	*Has this project been publicly vetted and/or recieved a pre-construction scoping study?*				
	0 = N/A 1 = upgrade 2 = new facility				0 = ≥ $200,000 1 = $10,001-199,999 2 = ≤ $10,000		0 = 2+ permits needed 1 = 1 permit needed 2 = no permits needed		0 = >100SF needed 1 = <100SF needed 2 = none needed					0 = <3000 vpd 1 = 3000 - 6500 2 = >6500		0 = <10 1 = 11-20 2 = >20 crashes				0 = community/ committee Recommendation 1 = Public Plan Recommendation 2 = Scoping Study Recommendation		**FINAL PROJECT SCORE**	**Project Rank**
su4	new facility	2	2	1.2	$144,100	1	1 permit needed	1	none needed	2	1.3	0.8	4	11688	2	31	2	2.7	5.3	2	**6**	17.53	**2**
t1	new facility	2	2	1.2	$13,200	1	2+ permits needed	0	>100SF needed	0	0.3	0.2	4	0	0	0	0	1.3	2.7	0	**0**	8.27	**21**
m1	upgrade	1	2	1.2	$250,000	0	2+ permits needed	0	none needed	2	0.7	0.4	0	4137	1	8	0	0.3	0.7	1	**3**	7.17	**26**
m2	upgrade	1	1	0.6	$5,000,000	0	2+ permits needed	0	none needed	2	0.7	0.4	2	17495	2	17	1	1.7	3.3	2	**6**	12.23	**12**
m5	new facility	2	2	1.2	$35,000	1	2+ permits needed	0	>100SF needed	0	0.3	0.2	4	0	0	0	0	1.3	2.7	0	**0**	8.77	**18**
m6	new facility	2	2	1.2	$100,000	1	1 permit needed	1	<100SF needed	1	1.0	0.6	0	15510	2	47	2	1.3	2.7	2	**6**	14.37	**4**
m7	new facility	2	2	1.2	$9,000	2	no permits needed	2	none needed	2	2.0	1.2	0	0	0	0	0	0.0	0.0	0	**0**	5.30	**29**
m8	upgrade	1	1	0.6	$50,000	1	no permits needed	2	none needed	2	1.7	1	0	100001	2	50	2	1.3	2.7	0	**0**	7.17	**26**