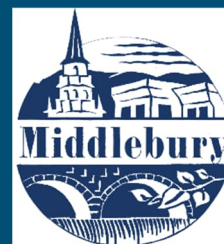


Town of Middlebury Bike/Ped Connectivity Plan 2023

SEPTEMBER 29

prepared for
TOWN OF MIDDLEBURY
by
TRUDELL CONSULTING ENGINEERS (TCE)



About this report

This plan was produced using a Municipal Planning Grant from the VT Department of Housing and Community Development (DHCD) and funding from Addison County Regional Planning Commission/VTrans.

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Project Objective and Approach

The Town of Middlebury identified a need for a comprehensive review of their existing pedestrian network and sought consultants to develop a *Bicycle and Pedestrian Connectivity Plan* to provide a vision for improving safety, capacity and efficiency for non-vehicular traffic.

With input from the Steering Committee, TCE garnered public input through an online survey and in-person discussions, and conducted a public input meeting to further identify perceived gaps in connectivity. Based on the public input, an inventory of existing facilities, background traffic volume and speed limit, and review of recent transportation studies, TCE developed a Connectivity Projects Matrix and Identified Projects Map. From the Identified Projects, five areas of focus were selected as areas for further project development.

Data Gathering

Following a Steering Committee Kick-off Meeting, TCE began the data gathering process, which consisted of reviewing the wealth of previously completed plans and studies from a site-specific local scoping study to the Vermont Agency of Transportation (VTrans) perspective, review and mapping of existing bicycle and pedestrian facilities, and collecting the input from residents and users of Middlebury's facilities.

Review of Existing Facilities.

An inventory of the existing bicycle and pedestrian network, including crosswalks, was taken during August and September 2023 using site visits, aerial photography, and street view in order to map and verify the conditions. The existing conditions are used to inform areas of opportunity for connection. Overall, there is a robust network of sidewalks in the downtown area, with opportunities for connection to adjacent neighborhoods.

An inventory of downtown crosswalks and pedestrian crossing signals was taken during a site visit in August. These observations and recommendations are outlined in the Pedestrian Signal Observations document in Appendix 4. Many of the recommendations are maintenance items, and others are identified on the Projects Matrix and Map.

VTrans' Traffic Data Management System was used to map existing vehicle traffic volume levels. Areas identified as pedestrian travel routes adjacent to high vehicle traffic volume roads should be considered as higher priority projects.

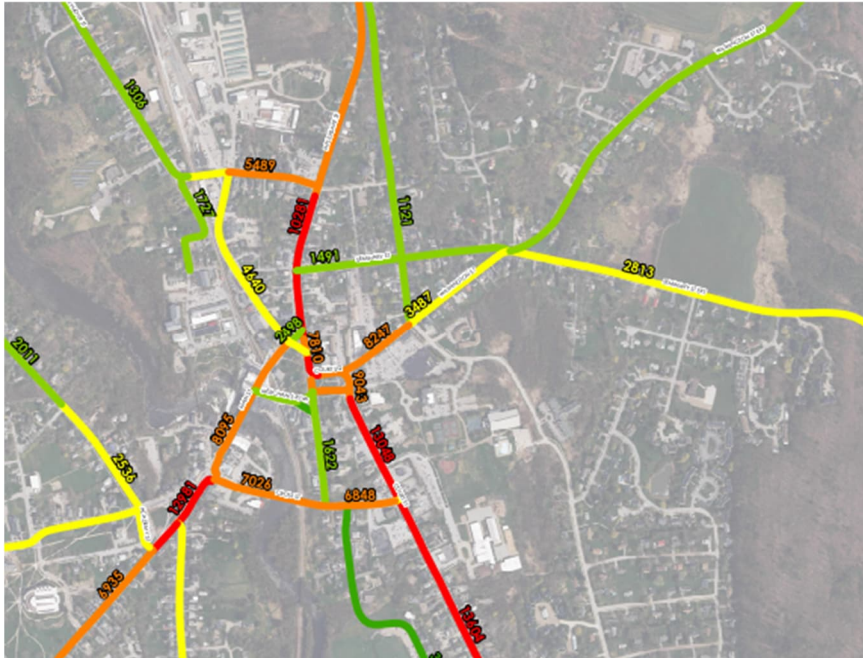


Exhibit 1: Traffic Volume – Annual Average Daily Traffic

Review of Previous Plans and Studies

Planning and transportation studies have been developed for the Town in the past ten to fifteen years. Reference that have informed the development of this Connectivity Plan include the Boardman Hannaford Scoping Study, Court-Charles-Monroe Intersection Study, Mill Street Park and Path, the 2015 Traffic Calming Study. Additionally, this study aims to align goals of the 2017 Middlebury Town Plan and the 2020 Middlebury Downtown Master Plan. These references can be found in the Appendices 5 and 6.

TOWN OF MIDDLEBURY BICYCLE-PEDESTRIAN CONNECTIVITY PLAN

The VTrans On-Road Bicycle Plan developed in 2016 identified major routes through the Town of Middlebury as High Use/ High priority for an on-road bicycle route, as seen in the excerpt below.

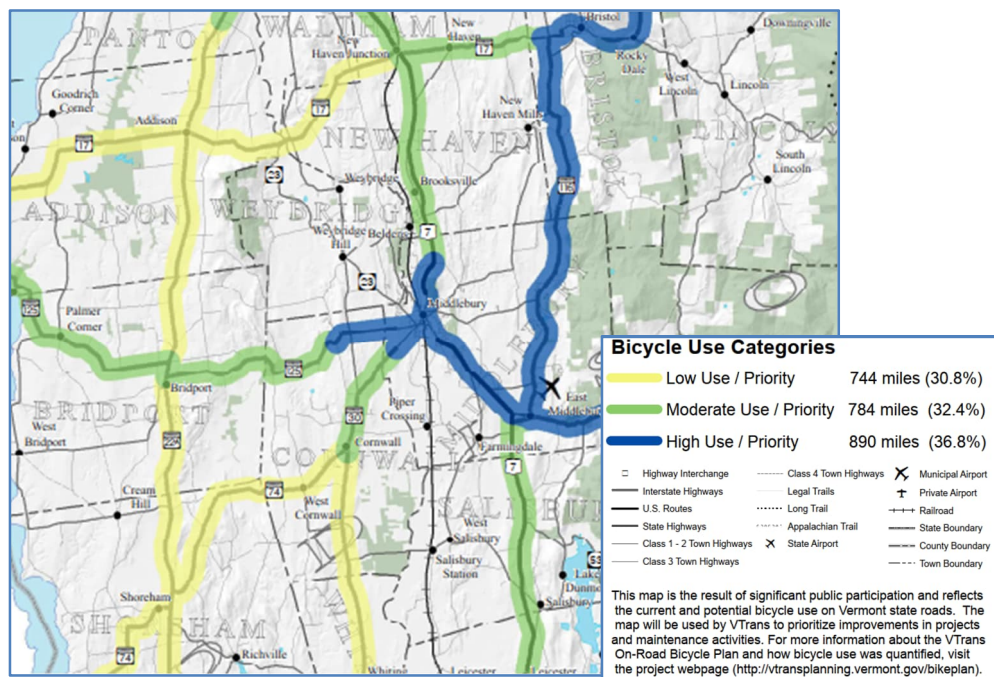


Exhibit 2: Excerpt from VTrans Bicycle Corridor Priority Map

Public Outreach and Surveys

A public input campaign was conducted during July, August, and September 2023 to further identify perceived gaps in connectivity and engage with a spectrum of users and stakeholders to identify areas of need within the Town of Middlebury's bicycle and pedestrian network

a. Online Public Input Survey

An online survey was developed with input from the Town and Steering Committee. A link to the survey was advertised on posters at the Farmers Market, Town Offices, public places, and distributed via Front Porch Forum e-mail. Over 350 responded to questions surrounding the availability and level of comfort on crosswalks, sidewalks, and bike lanes. The survey ran from 7/20/2023 to 8/25/2023. Key questions and results included:

- Are there adequate crosswalks? Yes – 51.6%; No – 46.5%
- Are there adequate sidewalks? Yes – 44.6%; No – 53.9%
- Are there adequate safe places to ride bikes? Yes – 36.0%; No – 61.2%
- Are traffic speeds generally appropriate? Yes – 52.3%; No – 46.5%

Each of these yes/no questions had a space to provide suggested improvements attached to a "No" answer. Similarly, the question was asked 'What route would you walk/bike more often if it were developed or improved?' Areas of focus receiving the largest number of mentions in the survey for this and the above questions include:

- Crosswalks: Rt 7 in downtown, Exchange Street, Court Street at Mary Hogan, High Street
- Sidewalks: Exchange Street, Rogers Road/Monroe Street, High Street, Marble Works, Buttolph
- Bike Routes: Court Street, Exchange Street, Downtown (in general), Main Street, Washington Street Extension, Seminary Street Extension
- Speed Limits/Speeding Problems: South Street, Buttolph/Rogers, Rt 7, Rt 125, Weybridge Street

b. Public Input Maps

Large format maps were created for use by Steering Committee members to facilitate discussions surrounding existing pedestrian travel routes and areas for improvement. The maps were posted at the Farmers Market, Neighborhood Block Party, and posted in Town Office for input in the form of written suggestions. These maps can be found in the Appendix.

c. Public Input Meeting

A Public Input Meeting was held at the Middlebury Town Office on August 29 to present the why of the study and to gain additional public participation in the development of the project location. TCE gave a project overview and the group broke into smaller facilitated discussion pods to mark-up maps and identify areas of focus. These maps have been scanned and are located in the Appendix.

Identified Connectivity Projects Matrix & Map

Reviewed studies and data were compiled into a Connectivity Projects and Studies Matrix with an associated Identified Projects Map. The Map shows existing bike-ped network and future linkages for both the Downtown area and the Town as a whole. The intended use of the map is for capital planning, the 2025 Town Plan update, and in future grant and state designated application.

Project parameters outlined in the matrix include:

- identified location and description of project – intersections, segments, corridors, etc.
- by what entity was the project identified – Town Plan, VTrans, public input, etc.
- type of project - bike lane, multi-modal path, sidewalk, crosswalk, etc.
- the status of the project - whether it is in design, has been scoped, or is simply identified;
- posted speed limit and AADT (traffic volume) to inform urgency or appropriateness of installed facilities
- length of project in linear feet, if applicable, to help determine an overall high-level cost for some projects
- VTrans Bicycle Corridor Priority status (low use/low priority, medium use/priority, or high use/priority)
- VTrans level of Comfort – scale of 1 to 4 developed by VTrans with 1 being *welcoming to most bicyclists* through 4 being *uncomfortable to most bicyclists*

TOWN OF MIDDLEBURY BICYCLE-PEDESTRIAN CONNECTIVITY PLAN

A clip projects matrix is shown below, with the comprehensive version located in the first Appendix. This document is also provided to the Town in spreadsheet form for future use or to further develop into a database. Note that the numbers corresponding to each project are for identification purposed on the Connectivity Map and are not a ranking or order of importance.

Key	Project	VT Route	Type of Project	Location	Status	Conducted/ Identified by	Posted Speed
1	Exchange Street Multi-Use Path	-	Proposed Multimodal Path	Town	Preliminary Design		25-40
2	Rt 7 Boardman to Hannaford Pedestrian Connectivity	7/125	Sidewalks to Connect Gaps	Town	Scoping Study 2022	ACRPC/D&K	35
3	Court Street/Monroe Street/Charles Ave	7/125	Intersection/Crossing Improvement	Town	Scoping Study 2016	VHB/SE Grp	25
4	South/Seymour/Halladay Traffic Calming Feasibility Study	-	Traffic Calming w/ Bike Lane Alts	Various	Feasibility Study 2015	D&K	-
5	Maple St/Marble Works /Train Station Footpath	-	Sidewalk	Downtown	Partially Funded	Town Plan/Survey	25
6	Court Street Bike Route	7/125	Ped Improvements	Town	Identified	Survey	25
7	South Main Street Bike Lane	30	Bike Lane (s)	College/Town	Identified	Survey	25
8A	Seminary Street Bike Lane	-	Bike Lane (s)	Town	Identified	Town Plan/Survey	25
8B	Seminary Street Ext. Bike Lane	-	Bike Lane (s)	Town	Identified	Survey	25
8C	Seminary Street Extension Multi Modal	-	Multi-Modal	Town	Identified	Survey	35
9A	Washington Street	-	Bike Lane (s)	Town	Identified	Survey	25
9B	Washington Street Extension	-	Bike Lane (s)	Town	Identified	Survey	25
9C	Washington Street Extension	-	Bike Lane (s)	Town	Identified	Survey	25
	AADT1	Start	Finish	Length	VTrans Level of Comfort ²	VTrans Bicycle Corridor Priority ³	Description
9D	Washington Street Ext. Hill	3,800	Elm Street	Catamount Park	3,600	-	Shared use/multi-modal path under design
10	Methodist Lane Sidewalk	12,800	Boardman Street	Hannafords Plaza	1,800	3	High
11	College Street Bike Lane	13,600	-	-	-	-	Study to fill gaps in sidewalk
12	Exchange Street/Route 7/H	-	-	-	-	-	Intersection and crossing improvements at school entrance
13	Seymour Street/Macintyre	-	-	-	-	-	Suggested pilot sites for further study include South Street, Seymour Street, and Halladay Rd; Good recommendations for South St bike lane implementation
	-	South Main St	Porter	4,200	-	-	Add sidewalk along railway from Marble works to Train Station
	1,600	Marble Works	Train Station	500	-	-	Establish Bike Route
	14,300	Cross Street	Creek Road	2,600	4	Med/High	
	6,900	Academy Street	College Athletic Ctr	4,500	3,4	High	
	2,800	N Pleasant Street	Washington St	1,600	-	-	
	2,600	Washington	Valley View	1,500	-	-	
	2,600	Valley View Road	TAM trailhead	1,700	-	-	
	3,200	High Street	Seminary St	930	-	-	Add bikes lanes along side road
	1,800	Seminary St	TAM	2,800	-	-	Add bikes lanes along side road
	1,800	TAM	Painter Hill Road	2,900	-	-	Add bikes lanes along side road
	1,800	-	-	500	-	-	Add signage and sharrows in eastbound and westbound locations on uphill segments
	1,000	North Pleasant	Seymour	360'	-	-	Add sidewalk along Methodist Lane
	4,600	Shannon St	TAM+	6,400	4	High	Add bike lane along Route 125
	8,800	-	-	-	-	-	Add crossing island
	4,600	-	-	-	-	-	Add crossing island

Exhibit 3: Project Matrix Clip – See Appendix 1 for full version

The corresponding *Identified Project Map* was developed to further identify the project locations and to illustrate how the projects provide connection between existing facilities. Sidewalk or multi-modal connections are shown as yellow, while on-street bike path connections are identified as a dashed blue line. Crosswalk connections are identified as a point at relevant intersections. A clip of the map is shown below, with the full version being located in the Appendix.

TOWN OF MIDDLEBURY BICYCLE-PEDESTRIAN CONNECTIVITY PLAN

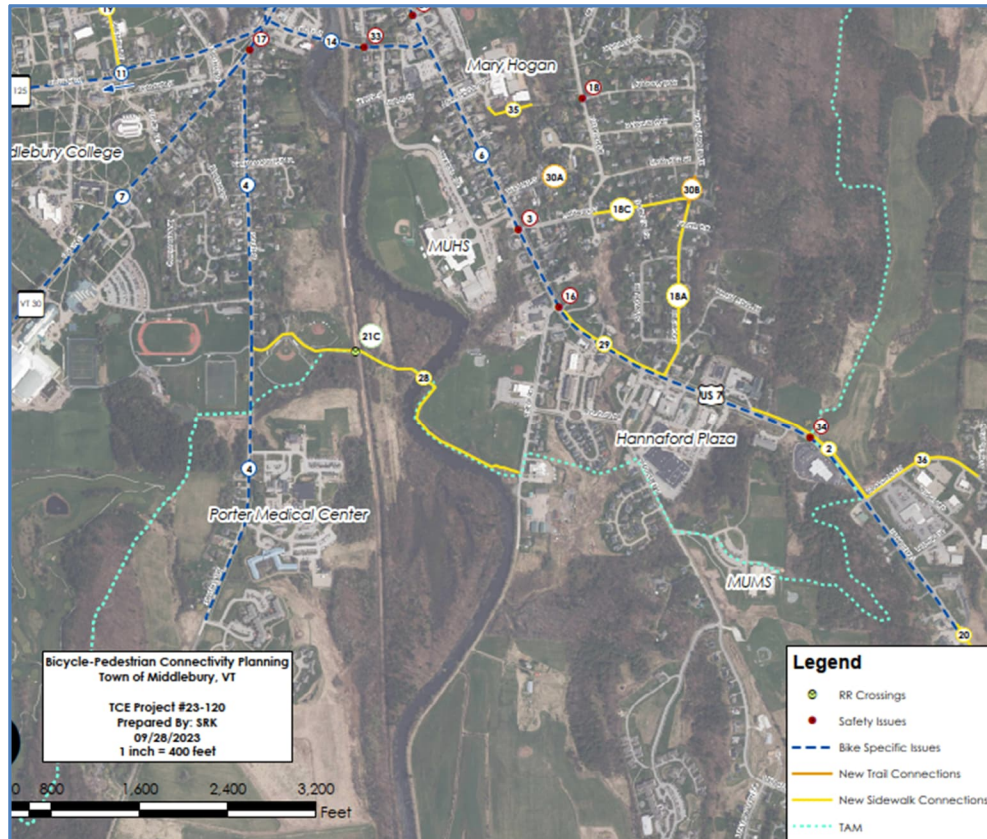


Exhibit 4: Identified Projects Map – See Appendix 2 for full version

Focus Area Projects – Illustrative Exhibits

Five project areas of focus were selected through the Bike-Ped Connectivity Plan development which could be considered higher priorities based on connection completion potential, safety impact, and input from the community. An illustrative exhibit consisting of an existing segment view and recommended cross-section for each project was developed, and potential constraints identified. These exhibits can be found in full version in Appendix 3 and are also described briefly below.

Maple Street/Marble Works/Train Station Foot Path

This project was identified in the Town Plan and through the public input process. The area is identified as having the potential to connect pedestrians from the Amtrak train station to the Marbleworks commercial area and Riverfront Park via sidewalk, thus completing a train station to downtown connection, as pedestrian facilities exist between downtown and Marbleworks.

Court Street (Rt 7/125) Corridor Bike Lanes

The Court Street corridor on the south side of the downtown area has been identified as lacking bicycle lanes. This section of roadway is under VTrans jurisdiction and is noted as a high use/high

priority bicycle route by VTrans in their On-Road Bicycle Plan. The roadway width offers opportunity for striping and signage to install lanes without road widening. Two cross-sections were developed for different segments along this corridor, one with a protected bike lane and one with a standard bike lane.

South Main Street (Rt 30) Bike Lanes

South Main Street through the Middlebury College Campus to the Athletic facility and beyond is currently without designated bike lanes. On-street parking currently exists, so three cross sections were developed of varying cost depending on the ability of the Town to eliminate the on-street parking.

Seminary Street Ext. Multimodal Path

A multi-modal path along the north side of Seminary Street Extension was envisioned to connect the residential neighborhood and terminus of the Seminary Street Ext. sidewalk on the west with the TAM (Trail Around Middlebury) Trailhead to the east. The cross-section consists of an 8-ft wide paved multi-modal path. A pedestrian crossing at the Valley View Road/Seminary Street Extension would be considered as part of this project. Additionally, a sidewalk along the west side of Valley View Road would provide a full connection to the sidewalk network within the neighborhood to the south.

Rogers Rd/Monroe St Sidewalk

The final area of focus involved the Rogers Road and Monroe Street neighborhood and the possibility for traffic calming measures and/or pedestrian sidewalk. This neighborhood has been identified as a traffic cut-through. Sidewalks along these two streets would provide a complete pedestrian connection to schools and commercial areas south of Route 7 through and from existing and planned residential neighborhoods to the north.

Conclusion

The Bicycle-Pedestrian Connectivity Plan and the maps and matrixes within have been developed using information available to date. These documents are intended to be the beginning of a dynamic tool for the Town of Middlebury to use as projects and developments unfold and as budgeting allows over time.

Appendix

- 1 - Connectivity Projects & Studies Matrix
- 2 - Identified Projects Map
- 3 - Focus Area Projects – Illustrative Exhibits
- 4- Pedestrian Signal Observations
- 5 - Recent Bike/Ped or Transportation Studies 2015 to Present

Boardman Hannaford Scoping Study

Court-Charles-Monroe Intersection Scoping Study

Mill Street Park and Path

Traffic Calming Study - 2015

- 6 - Additional Planning References

Excerpt from 2017 Middlebury Town Plan

Excerpt from 2020 Middlebury Downtown Master Plan

Shared Park Street DT Master Plan

VTrans Bicycle Corridor Priority Map

- 7 – Data Gathering and Public Input Mapping Scans

Pedestrian Signal Observation

Farmers Market Boards

Public Input – Destination Maps

Public Input – Meeting Maps 1

Public Input – Meeting Maps 2

Job Number: 23-120
Project: Town of Middlebury
Pedestrian and Bicycle Connectivity Plan

Future Project Organization Matrix

Key	Project	VT Route	Type of Project	Location	Status	Conducted/ Identified by	Posted Speed	AADT1	Start	Finish	Length	VTrans Level of Comfort ²	VTrans Bicycle Corridor Priority ³	Description
36	Boardman Street Sidewalk	-	Ped Improvements	Town	Identified	Public Input	25	2,000	Stonegate Dr	US 7	1,160	-	-	
11	College Street Bike Lane	125	Bike Lane (s)	College/Town	Identified	Survey	25-50	4,600	Shannon St	TAM+	6,400	4	High	Add bike lane along Route 125
27	Court Square Redesign	7/125	Ped Improvements	Downtown	Identified	DT Master Plan	25	8,500	-	-	-	2	High	redesign Court Square to tighten corner radii as traffic calming
6	Court Street Bike Route	7/125	Ped Improvements	Town	Identified	Survey	25	14,300	Cross Street	Creek Road	2,600	4	Med/High	Establish Bike Route
39	Court Street Crossing at Mary Hogan Feasibility	7/125	Crosswalk	Town	Identified	Survey	25	14,300	-	-	-	-	-	explore feasibility of ped crossing
29	Court Street Sidewalk Connection	7/125	Ped Improvements	Town	Identified	Survey	35	14,000	Rogers Road	Creek Road	1,100	-	-	add sidewalk to N/E side of street
3	Court Street/Monroe Street/Charles Ave	7/125	Intersection/Crossing Improvement	Town	Scoping Study 2016	VHB/SE Grp	25	13,600	-	-	-	-	-	Intersection and crossing improvements at school entrance
16	Creek Road/Court Street Crossing Island	7/125	Crosswalk	Town	Identified	Survey	35/25	13,600	-	-	-	-	-	Add crossing island/ traffic calming
14	Cross Street Bike Lane	-	Bike Lane (s)	Downtown	Identified	Survey	25	7,000	Court Street	Main Street	1,390	2	High	Design a proper bikes lane from Court Street to main street.
33	Cross Street Crossing at S Pleasant	-	Crosswalk	Downtown	Identified	Survey	25	7,000	-	-	-	-	-	
34	Crossing at TAM Court St/US 7	7/125	Crosswalk	Town	Identified	Survey	40	12,000	-	-	-	-	-	
1	Exchange Street Multi-Use Path	-	Proposed Multimodal Path	Town	Preliminary Design	-	25-40	3,800	Elm Street	Catamount Park	3,600	-	-	Shared use/multi-modal plath under design
12	Exchange Street/Route 7 Happy Valley	7	Crosswalk	Rural	Identified	Survey	50	8,800	-	-	-	-	-	Add crossing island
25	High Street Sidewalk	-	Ped Improvements	Town	Identified	Town Plan/Survey	25	1,100	Seminary St	US 7/Pleasant St	2,300	-	-	
17	Main Street Biking	30	Bike Accessibility	Downtown	Identified	Survey	25	6,200	South Street	N Pleasant Street	1,600	2	High	Signage to tell bikers to Bike in Roadway
42	Main Street Crossing at Seymour Street	30	Crosswalk	Downtown	Identified	Survey	25	7,500	-	-	-	-	-	Feasibility of crosswalk across Main Street at south side of Seymour
5	Maple St/Marble Works /Train Station Footpath	-	Sidewalk	Downtown	Partially Funded	Town Plan/Survey	25	1,600	Marble Works	Train Station	500	-	-	Add sidewalk along railway from Marble works to Train Station
35	Mary Hogan Sidewalk	7/125	Ped Improvements	Town	Identified	Public Input	-	-	Buttolph	Mary Hogan	350	-	-	connect sidewalk to front of building
15	Methodist Lane & Seminary Street	-	Crosswalk	Town	Identified	Survey	25	10,200	-	-	-	-	-	Add crossing island; identified in Town Plan
10	Methodist Lane Sidewalk	-	Sidewalk	Town	Identified	DT Master Plan/Survey	25	1,000	North Pleasant	Seymour	360'	-	-	Add sidewalk along Methodist Lane
22	Mill Street	-	Ped Improvements	Downtown	Identified	DT Master Plan	25	500	Stone Mill	Otter View Multi-Moda	350	-	-	
18C	Monroe Street Sidewalk	-	Sidewalk	Town	Identified	Survey	25	1,100	Rogers Rd	Buttolph	915	-	-	Sidewalk
20	Ossie Road Sidewalk or Path	116	Sidewalk	Rural	Identified	Survey	35/40	1,200	Route 7	Cones Road	1,500	4	High	Add sidewalk to route 7
26	Otter View Park Multi-Modal Path	-	Ped Improvements	Downtown	Identified	DT Master Plan	-	-	Mill Street	Otter View Park	315	-	-	
23	Park Street - Convert to Shared Street	-	Bike Improvements	Downtown	Identified	DT Master Plan	25	500	Main Street	Mill Street	350	-	-	
37	Pleasant St/Elm Crossing Ped Phase	7	Crosswalk	Downtown	Identified	Survey	25	9,500	-	-	-	-	-	add timed ped crossing at signalized intersection
21	Railroad Ped Crossings	-	Ped/RR Crossing	Town	Identified	Town Plan	-	-	-	-	-	-	-	(A) Seymour St. Ext to Exchange St near Catamount Park; (B) Near Marbleworks; (C) TAM near Boathouse Bridge
18	Roger Road/Monroe/Buttolph Neighborhood Scoping	-	Traffic Calming Measures	Town	Identified	Town Plan/Survey	25	1,100	Court Street	Seminary Street	-	-	-	Recommend Overall Scoping Study: Pedestrian Connection; Traffic calming
30B	Rogers Rd-Woodland Park Ped Path	-	Ped Improvements	Town	Identified	Public Input	-	-	Rogers Rd	Woodland Park	250	-	-	pave/plow multi-use path
18A	Rogers Road Sidewalk	-	Sidewalk	Town	Identified	Survey	25	1,100	Court Street	Monroe St	1,600	-	-	Sidewalk; Speed Tables
2	Rt 7 Boardman to Hannaford Pedestrian Connectivity	7/125	Sidewalks to Connect Gaps	Town	Scoping Study 2022	ACRPC/D&K	35	12,800	Boardman Street	Hannafords Plaza	1,800	3	High	Study to fill gaps in sidewalk
24	Rt 7/ N. Pleasant Sidewalk - East Side	7	Sidewalk	Town	Identified	Survey	35	9,500	Stewart Ln	High Street	1,700	4	High	
28	S. TAM Improvement	-	Ped Improvements	Town	Identified	Survey	-	-	South Street	Creek Road	1,300	-	-	raise/improve TAM through rec fields to connect South Street to Creek Road
32	Seminary St Development to TAM Trail Connection	-	Ped Improvements	Town	Identified	Survey	-	-	Proposed Dev.	TAM	900	-	-	trail connection to TAM from new development
41	Seminary St/ Washington St Intersection Scoping	-	Ped Improvements	Town	Identified	Survey	25	3,300	-	-	-	-	-	Recommend Intersection Improvement Scoping Study
8A	Seminary Street Bike Lane	-	Bike Lane (s)	Town	Identified	Town Plan/Survey	25	2,800	N Pleasant Street	Washington St	1,600	-	-	
8B	Seminary Street Ext. Bike Lane	-	Bike Lane (s)	Town	Identified	Survey	25	2,600	Washington	Valley View	1,500	-	-	
8C	Seminary Street Extension Multi Modal	-	Multi-Modal	Town	Identified	Survey	35	2,600	Valley View Road	TAM trailhead	1,700	-	-	
13	Seymour Street/Macintyre Lane	-	Crosswalk	Town	Identified	Survey	25	4,600	-	-	-	-	-	Add crossing island
19	Shannon Street	-	Sidewalk	College/Town	Identified	DT Master Plan/Survey	25	500	Weybridge St	Wright Mem Theatre	950	-	-	identified in Town Plan; DPW has water/sewer in planning so could incorporate sidewalks into project
7	South Main Street Bike Lane	30	Bike Lane (s)	College/Town	Identified	Survey	25	6,900	Academy Street	College Athletic Ctr	4,500	3,4	High	
4	South/Seymour/Halladay Traffic Calming Feasibility Study	-	Traffic Calming w/ Bike Lane Alts	Various	Feasibility Study 2015	D&K	-	-	South Main St	Porter	4,200	-	-	Suggested pilot sites for further study include South Street, Seymour Street, and Halladay Rd; Good recommendations for South St bike lane implementation
30A	Thomas Street Ped Path	-	Ped Improvements	Town	Identified	Public Input	-	-	Thomas St	Overbrook Dr	250	-	-	pave/plow multi-use path
31	US 7 Wider Shoulder	7	Bike Improvements	Town	Identified	Survey	40-50	11,600	High Street	Happy Valley/Exchange	-	4	High	
40	Valley View Road - Future Crossing	-	Crosswalk	Town	Identified	Survey	25	3,600	-	-	-	-	-	Require pedestrian crossing upon construction of Seminary Street Ext. development
18B	Valley View Sidewalk	-	Sidewalk	Town	Identified	Town Plan/Survey	25	1,100	Brookside	Seminary St Ext.	650	-	-	add sidewalk to west side of Valleyview
9A	Washington Street	-	Bike Lane (s)	Town	Identified	Survey	25	3,200	High Street	Seminary St	930	-	-	Add bikes lanes along side road
90	Washington Street Ext. Hill Sharrow	-	Shared Lane	Town	Identified	Public Input	35	1,800	-	-	500	-	-	Add signage and sharrows in eastbound and westbound locations on uphill segments
9B	Washington Street Extension	-	Bike Lane (s)	Town	Identified	Survey	25	1,800	Seminary St	TAM	2,800	-	-	Add bikes lanes along side road
9C	Washington Street Extension	-	Bike Lane (s)	Town	Identified	Survey	35	1,800	TAM	Painter Hill Road	2,900	-	-	Add bikes lanes along side road
38	Washington Street Mid-block Crossing	-	Crosswalk	Downtown	Identified	Survey	25	3,300	-	-	-	-	-	explore feasibility of mid-block ped crossing

1 AADT - Annual Average Daily Traffic - vehicles per day; 2022/2023 Vtrans Transportation Management System

2 Bicycle Level of Comfort Map developed within the VTrans On-Road Bicycle Plan

3 Priority/Use Map - 2016 map developed within On-Road Bicycle Plan; analysis of land patters, access, destinations, bicyling data and public input; used to prioritize VTrans projects