

### 3 Existing Conditions

#### 3.1 Progress Since the 2003 Update

The 2003 Update recommended a regional network of shared use and on-road facilities that provide access to the entire county. The recommended network was comprised largely of on-road facilities on major routes throughout the county. It also included several shared use paths located primarily within the Burlington Metropolitan area. Sidewalks were left out of the recommended regional network since they tend to serve local rather than regional needs. The network was designed so that the shared use and on-road facilities would be co-located whenever possible so that the needs of all types of cyclists are met.

In the years since 2003 many municipalities have built or designated new bicycle and pedestrian facilities and/or have proposed new facilities to build or designate in the future. Built facilities are newly constructed facilities and designated facilities have recently had striping or signage added to clearly mark them as a bicycle or pedestrian route. **Table 3.1-A** summarizes which municipalities have built/designated new facilities since 2003. The facilities include routes that are considered part of the local network, not just the regional network.

**Table 3.1-A: Municipalities that Built or Designated New Facilities Since 2003**

Shared Use	On-Road	Sidewalks
Burlington	Burlington	Colchester
Charlotte	Charlotte	Essex/Essex Junction
Colchester	Colchester	Hinesburg
Essex/Essex Junction	Essex/Essex Junction	Jericho
Hinesburg	Richmond	Milton
Richmond	Shelburne	Richmond
Shelburne	South Burlington	Shelburne
South Burlington	Winooski	South Burlington
Williston		Underhill
Winooski		Williston
		Winooski

**Table 3.1-B** summarizes which municipalities have newly proposed facilities that were not identified in the 2003 Plan. The facilities were reported by each municipality and include routes that would be considered part of a local network, not just the regional network.

<b>Table 3.1-B: Municipalities that have <u>Proposed (but not yet Built or Designated)</u> New Facilities Since 2003</b>		
<b>Shared Use</b>	<b>On-Road</b>	<b>Sidewalks</b>
Charlotte	Burlington	Burlington
Colchester	Charlotte	Charlotte
Essex/Essex Junction	Colchester	Colchester
Milton	Essex/Essex Junction	Essex/Essex Junction
Shelburne	Richmond	Hinesburg
South Burlington	Shelburne	Jericho
Williston	South Burlington	Milton
Winooski	Winooski	Richmond
		Shelburne
		Underhill
		Winooski

A review of projects that were on the CCMPO Transportation Improvement Program (TIP) funding list also revealed significant activity in building and improving bicycle and pedestrian facilities (see 3.1-C and 3.1-D below).

<b>Table 3.1-C: Stand Alone Bike/Pedestrian Projects on the TIP 2002-2008</b>		<b>2008 Status</b>
Downtown Bike/Pedestrian Plan	Burlington	Completed
Flynn Theater Sidewalk/Lighting	Burlington	Status unknown
Route 127 Bike Path	Burlington	Completed
Intervale Path Improvements	Burlington	In Process
Charlotte Recreation Trail	Charlotte	Completed
Blakely Rd Pedestrian Overpass	Colchester	Completed
Exit 16 Pedestrian and Landscape	Colchester	In Process
Route 15 Pedestrian Crossing	Colchester	In Process
Warner's Corner Pedestrian Improvements	Colchester	In Process
VT Route 15 Bike Path (design/ROW)	Colchester/ Essex Junction	Construction/Implementation after FY 2011
Hinesburg Pathway	Hinesburg	Construction/Implementation FY 2008 - 2009
Route 7 Corridor Sidewalk	Milton	In Process
Jericho/Underhill Sidewalks	Regional	Completed
Safe Routes to Schools	Regional	Ongoing
Regional Recreational Trails	Regional	Ongoing
CCMPO Sidewalk Program	Regional	Ongoing
West Main Street Sidewalks	Richmond	Completed
Webster Road Path	Shelburne	In Process
Tilley Drive Path	South Burlington	In Process
VT Route 2A multi-use path	Williston	Completed in 2003
School Area Pedestrian Improvements	Winooski	In Process

<b>Table 3.1-D: TIP Projects with Bike/Pedestrian Components 2002-2008</b>		<b>2008 Status</b>
Downtown Transit Center	Burlington	In Process
North Street Revitalization	Burlington	Completed
Riverside Ave	Burlington	Completed
South End Transit Center	Burlington	In Process
Waterfront Improvements	Burlington	In Process
Church Street Improvements	Burlington	In Process
Depot Street Improvements	Burlington	In Process
US 7 Rehabilitation	Charlotte	Planned for 2008
Lime Kiln Bridge	Colchester/S. Burlington	Completed
Campus Road	Colchester	In Process
Downtown Transportation Improvements	Essex Junction	Completed
Route 15 Streetscape	Jericho	In Process
Shelburne Road Reconstruction	Shelburne/S. Burlington	Completed in 2006
Airport Drove Extension	South Burlington	In Process
Kennedy Drive Reconstruction	South Burlington	Completed
Market Street Reconstruction	South Burlington	In Process
San Remo Drive Streetscape	South Burlington	In Process

Further information was found by gathering lists of additional projects that have been completed since that time (**Tables 3.1-E and 3.1-F** below) from VTrans and the CCMPO's Sidewalk Program initiated in 2004.

<b>Table 3.1-E: VTrans Bicycle and Pedestrian Program Projects</b>		
<b>COMPLETED CONSTRUCTION PROJECTS or CURRENTLY UNDER CONSTRUCTION</b>		
<b>Shared Use Paths</b>		<b>Year Completed (if applicable)</b>
Burlington-Colchester Path bridge (560') and boardwalk (1700')	Burlington-Colchester	2004
Burlington Bike Path - Route 127 path	Burlington	2004
Essex - Old Colchester Rd. Bike Path	Essex	2003
VT 2A Transportation Path Sharon Dr. - River Cove Rd.	Williston	2003
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Essex Town Sidewalk	Essex	2006
Essex Sidewalk	Essex	2005
Winooski - Champlain Mill Riverwalk	Winooski	2005
I-89, Exit 14 - Williston Rd. Green Bike Lanes	South Burlington	2003

(Table 3.1-E Continued)		
<b>COMPLETED TECHNICAL ASSISTANCE PROJECTS</b>		
<b>Shared Use Paths</b>		
Path Feasibility Study Longmeadow - Webster Rd.	Shelburne	2003
River Cove Rd. - Essex Jct.	Williston	2003
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Milton - US RT 7 Checkerberry to Colchester Town Line	Milton	2006
<b>CONSTRUCTION PROJECTS UNDER DEVELOPMENT</b>		
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Colchester Exit 16 Pedestrian and Landscape Improvements: Phase I	Colchester	In Process
Hinesburg Village Walkway	Hinesburg	In Process
Hinesburg sidewalk, west side of VT RT 116, south of Charlotte Road to Silver Street *	Hinesburg	In Process
Milton RT 7 Corridor Community Sidewalk	Milton	In Process
Williston - Circ. Highway Overpass	Williston	Delayed due to Circ Hgwy court ruling (2004)
Williston/IBM path	Williston	Delayed due to Circ Hgwy court ruling (2004)
* This project is also tracked under the CCMPO sidewalk program Current as of January 8, 2008 Source: VT Agency of Transportation		



*Bicycle Lane in South Burlington*

It should be noted that not all of the bicycle and pedestrian improvements listed in the tables above are funded with state and federal funds. Some municipalities including Burlington, South Burlington, Shelburne and Williston have passed bond measures to fund facilities or regularly construct bicycle and pedestrian facilities with local funds.

<b>Table 3.1-F: CCMPO Sidewalk Program</b>		
		<b>Year Awarded</b>
West side of Route 116, Charlotte Road to Mechanicville Road*^	Hinesburg	2007
VT Route 15 between Sunset Drive & Essex Square Shopping Center (Engineering & design)	Essex	2007
Mt. Philo Road between Falls Road & Wild Ginger Lane (Engineering & Design)	Shelburne	2007
Connect existing sidewalks on Flynn Avenue and construct new sidewalk near entrance to Oakledge Park.	Burlington	2007
US Route 7 LaPlatte River Bridge to Village ^	Shelburne	2006
US Route 7 Checkerberry Village to Town Center	Milton	2006
Route 2A near Taft Corners (Engineering & Design)	Williston	2005
US Route 7 through I-89 Exit 16	Colchester	2005
^ Project has been completed * This project is also tracked in the VTrans program		

Source: Chittenden County Metropolitan Planning Organization, 2007

Collectively, these lists show that pedestrian and bicycle planning continues to progress within each municipality. However, many of these projects serve local rather than regional needs; more should be done to enhance the regional network.



*Wide Shoulder Bicycle Route in Williston*

### **3.2 Existing Education & Encouragement Programs**

Chittenden County has a series of active supporters and programs which have produced valuable educational materials designed for bicyclists, pedestrians and motorists.

Organizations that offer programs include, but are not limited to:

- Local Motion
- Vermont Bicycle & Pedestrian Coalition
- Lake Champlain Bikeways
- The Cross Vermont Trail Association
- Burlington Bicycle Council
- Burlington Walking Work Group
- Fellowship of the Wheel & Bellaship
- Campus Area Transportation Management Association (CATMA)
- Chittenden County Transportation Authority (CCTA)
- Green Mountain Bicycle Club
- University Mall
- Way to Go! Commuter Challenge

These organizations provide a variety of programs including classes on bicycle safety, user maps and guides, trail development, and incentives for pedestrians and bicyclists. See Appendix A for details on specific programs.

A majority of programs identified in the county are for bicyclists. This reflects a lack of pedestrian advocacy groups in the region when compared to bicycle advocacy groups. This is a problem experienced nationwide, not just by Chittenden County. There is an ongoing challenge in organizing pedestrian advocates and creating successful pedestrian programs given the difficulty of getting people to identify themselves as pedestrians. Despite the lack of pedestrian identification and advocacy, the vast majority of trips involve a walking element and it is important to include walking based education and encouragement programs to offer a complete bicycle and pedestrian plan.

In addition to the organizations listed above, local municipalities are lending support through schools, municipal parks and recreation departments, police departments, and recreation committees to promote bicycling and walking. A municipal survey revealed that through Safe Routes to Schools (a program of VTrans coordinated locally by Local Motion), Parks & Recreation and Police Departments, 9 municipalities in the county have programs to teach safe bicycling and walking, and 4 additional municipalities have plans to offer programs in the future. However, municipalities' primary method of encouraging walking/bicycling as a mode of transportation is through infrastructure development and providing user maps. See Appendix B for the full municipal questionnaire results.

### **3.3 Existing Enforcement Programs**

Enforcement of existing traffic laws for motorists, cyclists, and pedestrians is an important piece in creating safe roadways for all users. Three municipalities reported efforts designed to enforce bicycle rules and responsibilities. The Burlington Police Department enforces moving violations that can put pedestrians and bicyclists at risk. In Essex the Police Department has a summer bike patrol that focuses on areas where children gather. One of the goals of the patrol is to make sure that kids are operating their bicycles properly. South Burlington also has a community service bike patrol during the summer that promotes and teaches bicycle safety on the city's shared use paths.

In most municipalities within the CCMPO region, enforcement activities are primarily directed at motorists and are typically for common violations such as speeding or improper turns, not for bicycle rules and responsibilities or moving violations by motorists that put cyclists and pedestrians at risk. All Police Departments in Chittenden County should be encouraged to do more enforcement of bicycle and pedestrian rules and laws and enforce those laws equally among motorists, cyclists, and pedestrians.

Enforcement can also be promoted through educational efforts. In 2001 the Vermont Bicycle and Pedestrian Coalition and the Green Mountain Bicycle Club worked with the Department of Motor Vehicles to revamp the Vermont driver's manual. The rewrite includes more information on rules of the road in regards to bicyclists and pedestrians. However, the driver's manual only reaches new drivers. Other educational methods are needed to reach drivers who began driving before 2001. Since there is no requirement for continuing driver's education, public service announcements are an effective way to reach motorists of all ages. Section 4.2 *Education and Encouragement Program Recommendation* offers a Share the Road Campaign and other public service announcements reminding cyclists and motorists about the rules of the road; and their responsibilities towards the other.

### **3.4 Status of Existing Bicycle and Pedestrian Planning**

#### **3.4.1 Statewide Efforts**

##### **Vermont Bicycle and Pedestrian Plan (January 2008)**

The Vermont Pedestrian and Bicycle Policy Plan was developed by the Vermont Agency of Transportation (VTrans). The 5-year policy plan highlights the current status of bicycling and walking in the State of Vermont and provides a vision and direction on how it will proceed into the future. The policy plan includes goals, objectives, actions and performance measures as they relate to bicycle and pedestrian facilities and programs. The plan was written to complement the existing *Vermont Pedestrian and Bicycle Facility Planning and Design Manual (Design Manual)*, and serves as an update to the 1998 *Vermont Bicycle and Pedestrian Plan*.

Significance to This Plan:

The Statewide plan sets the policy framework for the development and implementation of bicycle and pedestrian plans and programs in the State of Vermont.

**VTrans Pedestrian and Bicycle Facility Planning and Design Manual (2002)**

This planning and design guide is an effort by VTrans to provide detailed guidance to communities for the planning, design and implementation of bicycle and pedestrian facilities. Sections of the guide include:

- Planning for Pedestrians and Bicyclists
- Pedestrian Facilities
- On-road Bicycle Facilities
- Shared Use Paths
- Rail-Trails and Rails-with-Trails
- Traffic Calming
- Signs, Pavement Markings and Signals
- Landscaping and Amenities
- Maintenance

Significance to This Plan:

This document provides the definitive comprehensive guidance for the planning and design of bicycle and pedestrian facilities in Vermont. A major focus of the document is tailoring planning and design considerations to the unique characteristics of Vermont.

**The Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets (VTrans)**

This document identifies standards for design of roadways in Vermont and guidelines for local roadways. It emphasizes flexibility in design based on function classification of the roadway (arterial, collector or local) and its design context (urban or rural, environmental considerations, cultural and historic resources).

Significance to This Plan:

This document provides guidance for the inclusion of bicycle and pedestrian facilities during the design of roadways in Vermont. Of particular importance are its discussions of travel lane widths, shoulder widths, shared lane widths and other on-road accommodations for bicyclists and pedestrians. This document identifies mostly minimum standards as they relate to accommodating bicycles on roadways, not desirable or preferred levels of accommodations.

### **3.4.2 Regional Efforts**

#### **Chittenden County Metropolitan Planning Organization (CCMPO) Regional Bicycle & Pedestrian Plan Update (2003)**

This is the plan being updated by this document. The 2003 Update built on the Alternative Transportation Path Plan (1993) by the CCMPO, and recommended a regional network of bicycle and sidewalk facilities for the entire County. The 2003 Update also recommended funding levels, implementation strategies, and benchmarks to measure progress.

Significance to this Plan:

The 2003 Update provides the foundation for this plan. The 2008 Update is an opportunity to identify what strategies from the 2003 plan worked, what strategies need to be adjusted, and how to better measure progress.

#### **Chittenden County Metropolitan Planning Organization (CCMPO) Year 2006 Transportation Survey (2006)**

In 2006 the CCMPO conducted a survey of residents and employees in Chittenden County on their opinions about the transportation network, including bicycle and pedestrian facilities.

Findings included that:

- 75% of respondents said it was ‘very important’ or ‘essential’ to provide sidewalks and bicycle facilities.
- Approximately two-thirds of respondents indicated that it is ‘very important’ or ‘essential’ to improve safety of bicycle and pedestrian facilities.
- Three-quarters of residents and employees ‘somewhat’ or ‘strongly’ agreed that, “overall, walking is a pleasant experience in Chittenden County.”
- Almost two-thirds agreed that “overall, traveling by bicycle is a pleasant experience in Chittenden County.”
- 46% of respondents agreed that traveling by bicycle was safe for teenagers and adults.
- 23% agreed that it was safe for children to travel by bicycle
- More respondents believed that “there are enough separated bike paths and/or bike lanes along roads in my city or town” in 2006 (3 out of 10) than in 2000 (2 out of 10).
- Fewer respondents felt that they lived close enough to walk to work, school and other activities in 2006 (3 out of 10) than in 2000 (4 out of 10).

Significance to this Plan:

This survey indicates that, for many people, walking and bicycling is a pleasant experience in Chittenden County. It also shows that progress has been made in providing access to bicycle and pedestrian facilities, but there are gains to be made in the public’s perception of how safe it is to use these modes.

## **Chittenden County Metropolitan Planning Organization (CCMPO) Year 2000 Transportation Survey (2000)**

In 2000, the CCMPO undertook a random sample survey of Chittenden County residents to gauge their attitudes and preferences regarding a wide range of transportation issues. The survey asked respondents to identify their priorities for an improved transportation system and future spending for transportation projects. The survey was answered by 328 persons from throughout the County and nearby towns. A variety of survey methods were used including in-person surveys and internet surveys. In-person survey stations were located in Hinesburg, Burlington, Shelburne, South Burlington and Richmond.

Key findings of the survey included:

- Improving bike and walk facilities received the highest overall rating for importance.
- Bike and walk facilities are most in need of improvement of the County's transportation facilities.
- 78% of the respondents thought providing separated bike paths is important or very important; only 10% thought it is not important or not at all important.
- 79% of the respondents thought providing bike lanes along existing roads is important or very important; only 9% thought it is not important or not at all important.
- 60% of the respondents thought providing bicycle amenities such as bicycle racks, bike shelters and lockers is important or very important; 17% thought it is not important or not at all important.
- 88% of the respondents thought fixing existing sidewalks is important or very important; only 2% thought it is not important or not at all important.
- 74% of the respondents thought encouraging compact development is important or very important; only 7% thought it is not important or not at all important.
- 72% of the respondents thought providing pedestrian amenities such as green strips, benches, trees, and other landscaping is important or very important; only 10% thought this not important or not at all important.

Significance to this Plan:

This survey identifies the importance that the County's residents place on high quality bicycle and pedestrian facilities for the positive impact they can have on safety and quality of life.

### **Alternative Transportation Path Plan (1993)**

The Alternative Transportation Path Plan (1993) by the CCMPO developed individual alternative transportation path plans for the eight 'core' communities of Chittenden County that made up the CCMPO at that time. The communities included were: Burlington, Colchester, Essex Junction, Essex town, Shelburne, South Burlington, Williston and Winooski. From these community plans, a regional network was distilled. The individual plans reflect a citizen and community-driven process.

The Plan discusses paths and facilities in the terminology of Class I, Class II and Class III facilities (which has since been replaced in bicycle planning literature by new terms).

Most all the communities have retained these general labels for their planning but use multiple types of names for these facilities.

#### Significance to This Plan:

The 1993 plan built upon the Chittenden Greenways Project done in 1991 (described below) to develop comprehensive ‘path’ networks in eight communities. It set regional priorities for projects in the Regional Network. It comprehensively looked at design standards and other issues such as signage. The project identified a large constituency for a pathway network through the community surveys and outreach effort.

#### **Pedestrian Policy and Sidewalk Plan (September 2000)**

The Pedestrian Policy and Sidewalk Plan is the guiding document in Chittenden County for pedestrian policies and the development of sidewalks and other pedestrian facilities. The plan raises the profile of pedestrian needs in the county and the role of the pedestrian system within an integrated transportation system. It identifies 5 Regional Pedestrian Policies, with accompanying strategies, which include:

- Increase pedestrian mobility
- Improve the safety and comfort of pedestrians
- Provide pedestrian accessibility to all destinations
- Systematically program pedestrian improvements in the Transportation Improvement Program (TIP)
- Encourage pedestrian activity

Thirteen communities were identified with sidewalks within the county, totaling approximately 440 miles of sidewalk. Those without sidewalks were Westford, Bolton, St. George, Charlotte, Huntington and Buels Gore.

The text of the plan concludes with a discussion of “Selection Criteria” that project reviewers will use to prioritize sidewalk construction proposals for TIP funding. These criteria are:

“Will the project ...

- Address a community identified sidewalk priority?
- Contribute to an integrated sidewalk system that includes other pedestrian facilities, to increase pedestrian travel?
- Link existing or proposed sidewalk networks, communities and/or residential neighborhoods?
- Connect in a logical manner village/town centers, schools, public buildings, employment sites or other popular trip origins and destinations?
- Be a part of a grid street layout with short blocks in business districts and town centers?
- Address safety and the needs of all non-motorized travelers?
- Provide buffers from moving motor vehicles and delineate, sign, and mark the facilities as appropriate and ensure a secure environment, e.g. consider lighting, increased visibility, open sight lines, and access to police and emergency vehicles?

traditional Vermont hamlet, which encourages mixed-uses on a pedestrian scale. These areas will be the focus for development over the next 20 years, and multi-modal transportation infrastructure should be in place to serve new residents and businesses.

Key aspects of the plan for this Regional Bicycle and Pedestrian Plan include:

- Identification of future land uses through Planning Areas – Metropolitan, Village, Transition, Enterprise, and Rural
- The Regional Plan also incorporates the 2005 Metropolitan Transportation Plan by reference.

Significance to This Plan:

This Plan provides the land use and environmental planning context for the future development of bicycle and pedestrian facilities in the County. The Planning Areas are used in this Plan to identify important corridors for bicycle and pedestrian connections. For instance, the ‘Metropolitan’ and ‘Village’ areas may be locations within which to target priorities for sidewalk and path investment and to target for connections between these areas. It includes an inventory of existing and proposed shared use paths and bicycle lanes.

#### **Chittenden Greenways Project (May 1991)**

This project identifies ‘Community Greenways’ and ‘Conservation Greenways’ throughout Chittenden County. Community Greenways are more relevant to this plan because they are envisioned to be “safe, off-road corridors of open space that connect neighborhoods, schools, parks, work places and community centers via paths and trails.”

Significance to This Plan:

Approximately 200 miles of Community Greenways in 17 communities were identified through a comprehensive outreach effort. Nine distinct routes were identified that connect most areas of the County. A constituency for pathway planning and implementation was identified during the process.

### **3.4.3 Inter-jurisdictional Planning Efforts**

Several efforts have been or are currently being planned that involve multiple jurisdictions. The involved municipalities decide which municipality will lead on the project or they may request that the CCMPO acts as project manager. Several inter-jurisdictional projects are already being considered and include:

- Charlotte to Burlington Shared Use Path/Rail with Trail—This proposed path runs parallel to the Vermont Railway State-owned rail corridor and would connect Charlotte, Shelburne and South Burlington to the Burlington Bike Path.
- Winooski River Bridges between Burlington and Winooski—There are several studies on how to improve existing, or build new, bridges over the Winooski River to provide pedestrian and bicycle connections between the communities.

- Provide street trees and other landscaping to bring a human scale to the street environment?
- Contribute to an equitable geographic distribution of funding for sidewalk projects?
- Maximize opportunities to leverage project funding from a variety of sources?
- Bring an existing sidewalk into compliance with the Americans with Disabilities Act (ADA)?”

An investment plan totaling approximately \$14,000,000 in sidewalk needs was identified (not all communities are included in this total). This includes a mixture of sidewalk maintenance and/or new facilities for the communities.

**Significance to This Plan:**

The Pedestrian Policy and Sidewalk Plan will remain the major pedestrian element of this Plan Update related to sidewalk facilities. The Plan Update will take a comprehensive look at how sidewalks fit in with other pedestrian and transportation needs, especially how shared use paths and other pedestrian facilities are needed to complement the sidewalk system.

**Metropolitan Transportation Plan (MTP) (2005)**

The Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Chittenden County Metropolitan Planning Organization (CCMPO) through the year 2025. It addresses current problems of congestion, accessibility and mobility and provides the framework for the transportation system of the future. The MTP acknowledges today’s fiscal, political and social realities while extending beyond the status quo to better integrate the disciplines of transportation and land use planning through regional collaboration. The MTP is an update of the 1997 Long Range Transportation Plan.

**Significance of This Plan:**

The MTP describes the future for a larger transportation system within which the recommendations of this Plan will fit. This Plan Update will comprise the pedestrian and bicycle element of the MTP and shows how bicycle and pedestrian facilities relate to the rest of the transportation system. The MTP looks at the entire transportation system in Chittenden County and sets priorities and recommendations for it.

**Chittenden County Regional Planning Commission (CCRPC) Chittenden County Regional Plan (2006)**

The Chittenden County Regional Plan was developed to “help guide growth and development in Chittenden County.”

This Plan creates a foundation for developing a sustainable future for development. Based on the “planning areas” concept, this Plan uses the strength of Chittenden County's communities by unifying municipal plans under a comprehensive regional umbrella.

The Plan's Metropolitan Planning Areas enable high-density, mixed-use, downtown development where it is desired. The Village Planning Areas’ attributes reflect the

- Williston to Burlington Waterfront—This is an initiative to provide a shared use pathway connection from Williston to Burlington via South Burlington that would also serve as the western end of the Cross Vermont Trail.
- Island Line Rail Trail—A proposed shared use path and designated route connecting Chittenden County to Grand Isle County and Quebec, Canada.
- US Route 2 Corridor Study—This study resulted in a plan that offers a unified vision for the corridor and recommends bicycle and pedestrian improvements as part of a multimodal approach to improve the operation and enhance safety and aesthetics of the corridor in the study area.
- Vermont Route 15 Corridor Plan—The goal of this Plan is to create a multi-modal transportation improvement plan for Route 15 in Chittenden County. The improvement strategies include recommendations to improve bicycle and pedestrian facilities.



*Sidewalk in Essex Junction*



*Pedestrian Crosswalks in Burlington*