
SCOPING STUDY



Village of South Pomfret Scoping Study

PREPARED FOR

Town of Pomfret
5218 Pomfret Road
North Pomfret, VT 05053
802.457.3861

PREPARED BY



VHB
40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403
802.497.6100

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Table of Contents

1	Introduction	1
	Purpose & Need	2
	Purpose of the Project.....	2
	Needs for the Project.....	2
	Project Schedule	2
2	Existing Conditions	3
	Study Area Description	5
	Transportation System Characteristics.....	6
	Roadway Characteristics	6
	Safety Assessment.....	11
	Natural, Cultural, and Historic Resources	11
	Natural and Cultural Resources	13
	Archaeological Resources	14
	Historic Resource Identification	14
	Review of Previous Studies.....	20
	Pomfret Town Plan.....	20
	Two Rivers- Ottawaquechee Regional Plan	21
3	Public Outreach	22
	Local Concerns Meeting	23
	Targeted Engagement.....	23
	Draft Alternatives Presentation.....	23
	Preferred Alternative Presentation	24
4	Alternatives Analysis	25
	No Build	26
	Alternative 1	26
	Alternative 2	29
	Alternative 3	31
	Alternative 4	33
	Alternatives Evaluation Matrix.....	35
	Cost, Safety, and Community Character.....	35
	Anticipated Impacts.....	37
	Anticipated Permitting.....	39
5	Preferred Alternative	40

Implementation Plan.....	47
Funding Opportunities.....	48

List of Tables

Table No.	Description	Page
Table 1:	Historical Resources Field Survey	15
Table 2:	Evaluation Maxtrix – Cost, Safety, and Community Character.....	35
Table 3:	Evaluation Matrix – Anticipated Impacts.....	37
Table 4:	Evaluation Matrix – Anticipated Permitting.....	39
Table 5:	Implementation Plan	48

List of Figures

Figure No.	Description	Page
Figure 1:	Study Area	4
Figure 2:	Teago General Store.....	5
Figure 3:	Study Area Rights-of-Way.....	7
Figure 4:	Reserved	x
Figure 5:	Drainage Grates on Pomfret Road.....	8
Figure 6:	Bridge 5.....	10
Figure 7:	Bridge 9.....	10
Figure 8:	Natural Resources Map	12
Figure 9:	Historic Resources Field Survey.....	16
Figure 10:	Teago General Store.....	17
Figure 11:	Abbott Memorial Library.....	18
Figure 12:	Artistree Community Center	18
Figure 13:	The Grange Theatre	19
Figure 14:	Saskadena Six Ski Area	20
Figure 15:	Alternative 1 Concepts.....	27

Figure 16: Alternative 1 Plan Overview	28
Figure 17: Alternative 1 Intersection Improvements	28
Figure 18: Alternative 2 Concept Plans	29
Figure 19: Alternative 2 Plan Overview	30
Figure 20: Alternative 2 Intersection Improvements	30
Figure 21: Alternative 3 Concept Plan	31
Figure 22: Alternative 3 Plan Overview	32
Figure 23: Alternative 3 Intersection Improvements	32
Figure 24: Alternative 4 Concept Plans	33
Figure 25: Alternative 4 Plan Overview	34
Figure 26: Alternative 4 Intersection Improvements	34
Figure 27: Preferred Alternative Improvements	44
Figure 28: Preferred Alternative Improvements at Intersection.....	45
Figure 29: Preferred Alternative Improvements to Pomfret Road south of Pomfret Village..	46

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1

Introduction

The Village of South Pomfret Scoping Study identifies opportunities to improve connectivity throughout the Village of South Pomfret and evaluate design alternatives that will improve safety and mobility for non-motorized users while maintaining Village aesthetic.

Improvements focus on the intersections of Stage Road, Pomfret Road, and Library Street. The study identifies a range of transportation recommendations that focus on safety and mobility for all users within the study area. This study was developed with significant input from the public, representatives from the Town of Pomfret and local stakeholders.

Purpose & Need

The community driven Purpose and Need for the Village of South Pomfret area was defined based on existing conditions, input from stakeholders, and information gathered from the Local Concerns Meeting. The Purpose and Need were refined through the project process and ultimately provided a framework in which to evaluate alternatives.

Purpose of the Project

The purpose of the Village of South Pomfret Scoping Study is to identify opportunities to **improve connectivity** throughout the Village and evaluate design alternatives that will **improve safety and mobility** for all users while **maintaining the livability and historic aesthetic** of the Village.

Needs for the Project

Existing deficiencies help define the needs for this project, which include the need to:

- › The lack of dedicated space for pedestrians and bicyclists, in addition to very few crossing opportunities, greatly limits connectivity throughout the Village. Due to existing conditions, vulnerable road users have limited safe access to local businesses, educational resources, and recreational opportunities and are exposed to potential traffic conflicts.
- › Current traffic patterns lack delineated travel ways, parking, turning radii, and access management - all of which enable higher vehicle operating speeds through the Village and limit intuitive access for users.

Project Schedule

The Village of South Pomfret Scoping Study began in May 2022 with the founding of the Project Team. The project was completed according to the following schedule, with the next project phases Funding Acquisition, Design and Construction – to be determined in the future.

- › Project Kick-Off: May 2022
- › Base Mapping/Existing Conditions: May 2022- January 2023
- › Resource Constraints & Permitting Assessment: May 2022- January 2023
- › Local Concerns Meeting: September 15th, 2022
- › Develop Conceptual Alternatives: September- November 2022
- › Alternatives Presentation Meeting: November 29th, 2022
- › Draft Scoping Report: February 2023
- › Final Public Meeting: March 1st, 2023
- › Final Scoping Report: March 2023
- › Funding Acquisition, Design & Construction: TBD

2

Existing Conditions

The first step of this Scoping Study was to identify the existing physical, environmental, and cultural conditions along the project study area to identify issues and opportunities to be addressed through the study. This chapter includes an evaluation of the study area's transportation system characteristics, utilities, historic safety data, and a review of previous studies completed within the project area.

Figure 1: Study Area

Study Area

STP BP 21(20) South Pomfret Village | South Pomfret, Vermont



Study Area Description

Village of South Pomfret is located in the area immediately surrounding the crossroads of Pomfret Road and Stage Road. The core of the Village is defined by the intersections of Pomfret Road, Stage Road, and Library Street. The intersection of Stage Road and Library Street is marked on the northeast corner by the recently renovated Teago General Store, on the northwest corner by the Abbott Library, and the Grange to the southwest, now a theatre since 2017. A map of the study area and some of the local destinations are shown in **Figure 1** above.

Village of South Pomfret's many destinations include Teago General Store and Post Office (see **Figure 2**), Abbott Library, Artistree Arts and Activities Buildings and grounds, Artistree's Grange Theatre, Saskadena Six ski and mountain bike area, Teago Fire Department, Prosper Valley School, and the residences in the village. Many of these destinations entail crossing one of the three roadways to access the building from parking or between affiliated buildings. For example, Artistree's Red Barn, Gallery, and parking are north of Stage Road and Artistree's Grange Theatre is on the south side of Stage Road; Teago General Store is located on the north side of Stage Road and its parking is on the south side of the road; Abbott Library is on the west side of Library Street and the parking is on the east side. With this arrangement, crossings are frequent, even for single destinations.

Figure 2: Teago General Store



With residences, Artistree, Teago General Store, and Abbott Library all located in Village of South Pomfret, there are numerous pedestrian desire lines. However, there are few pedestrian accommodations. There are limited short sidewalk segments on the Stage Road bridge and new sidewalk in front of the Teago General Store. These sidewalk segments are connected to the opposite side of Stage Road by a signed crosswalk with a small landing

area. Otherwise, pedestrians are left to walk on narrow roadways that, in many cases, are lined by bridges, utility poles, and steep grades. Even the pedestrian paths leading from the Grange or Artistree lead the pedestrian to the roadway without either a crosswalk to cross or shoulders to walk along to reach a crosswalk or other destination. Efforts have been made to calm traffic speeds on the corner of Library and Stage Roads through the use of delineators. The space created behind these delineators provides a pedestrian refuge and one concept for a raised island location.

Transportation System Characteristics

The following section describes the relevant characteristics of the road network in the study area. Existing conditions identified as part of this study include traffic volumes, roadway geometry, multi-modal facilities, and other roadway elements.

Roadway Characteristics

Pomfret Road

Pomfret Road is a Class 2 town highway, designated as Town Highway 1 and classified as a Minor Collector. In 2021 the annual average daily traffic (AADT) counts on Pomfret Road between School View Drive and Barber Hill Road was 1,677 vehicles. Based on a Turning Movement Count (TMC) collected in 2013 at the intersection of Pomfret Road and Stage Road, approximately 830 vehicles were counted with an AM peak hour volume of 164 vehicles south of the intersection of Pomfret Road with Stage Road. Pomfret Road is approximately 22 feet wide consisting of two travel lanes. A centerline is present along Pomfret Road, but no other pavement markings. The posted speed limit on Pomfret Road is 25 mph.

The land uses along Pomfret Road in the study area are primarily residential. Other uses along Pomfret Road within the study area include retail, institutional, educational/cultural with the Teago General Store, United States Postal Office, Artistree Community Center. There is one ADA accessible parking space available adjacent to the United States Postal Service building in Teago Store.

There have been four crashes reported in the study area over the last ten years according to the VTrans Public Crash Data Query Tool. All occurred on Pomfret Road, two north of the intersection with Stage Road and two south of the intersection with Stage Road.

Stage Road

Stage Road is a Class 2 town highway, designated as Town Highway 2 and classified as a Minor Collector. In 2015 the annual average daily traffic (AADT) count on Stage Road between the intersection with Pomfret Road and Library Street was 381 vehicles. Based on a 2015 count on Stage Road just west of the intersection with Pomfret Road approximately 863 vehicles traveled along Stage Road west of the study area intersection over a 12-hour period from 6:00 AM to 6:00 PM with a PM peak hour volume of 108. Stage Road is approximately 22 feet wide consisting of two travel lanes. A centerline is present along Stage

Road, but no other pavement markings are present. The posted speed limit on Stage Road is 25 mph.

Near the junction with Pomfret Road, the roadway has two wide access driveways to a parking area on the south side of the street. This parking area has pull in parking available. Additionally, there is a pedestrian crosswalk from the parking area to the Teago General Store and Post Office.

The land uses along Stage in the study area are primarily residential. Other uses along Stage Road within the study area include cultural and recreational uses like the Grange Theatre and Saskadena Six Ski Resort.

Library Street

Library Street is listed as a Class 3 town highway and spans approximately 0.06 miles. In 2015 the annual average daily traffic (AADT) count on Library Road just north of Stage Road was 239 vehicles. The street varies from approximately 14 to 32 feet wide. There are no pavement markings on Library Street. There is pull in parking along the east side of Library Street across from the Abbott Library and adjacent to Pomfret Brook and the Teago General Store.

Right-of-Way (ROW)

Along the Town Highways within the study area, there is approximately 50 feet of ROW or 25 feet from the center of the roadway. ROW lines are overlaid on an aerial map below in

Figure 3.

Figure 3: Study Area Rights-of-Way



Utilities and Supporting Infrastructure

The roadway environment and right of way in the area supports a number of other utilities and is supported by infrastructure that are necessary to consider in the scoping of any changes to the Village. Overhead utilities, culverts, and bridges were reviewed for this purpose.

Overhead Utilities

There are many overhead utility lines and utility poles along all three roads in the study area. Most of the utility poles are located within the existing ROW and a majority are located close to the existing edge of pavement. Utility poles are located mainly along the east side of Pomfret Road, on both sides of Stage Road, and on the east side of Library Street.

The electric lines and associated poles in the study area are owned by Green Mountain Power. Utility relocations may be required depending on the alternative chosen. The cost of pole relocation within Town or State ROW is the responsibility of the utility owner. There are approximately 26 utility poles within the study area existing ROW¹. There are an additional 23 utility poles south of project area between the Prosper Valley School.

Drainage and Culverts

VHB conducted a field inventory of drainage elements throughout the study area. There are several drainage structures along Pomfret Road and Stage Road. There is a round culvert on Pomfret Road north of Artistree Community Center in good condition, a plastic smooth drop inlet in good condition just south of Teago Fire Department on Pomfret Road, and one near 1975 Pomfret Road according to the VTrans' Culvert Inventory². Additionally, there is a steel corrugated drop inlet on Stage Road in poor condition.

Figure 5: Drainage Grates on Pomfret Road



¹ Vermont Center for Geographic Information Interactive Map, Utilities <https://maps.vermont.gov/vcgi/html5viewer/?viewer=vtmapviewer>

² Vermont Association of Planning and Development Agency, VT Culverts ArcGIS Map <https://vapda.maps.arcgis.com/apps/webappviewer/index.html?id=2eedb2a33b674abc9926298aa4dd9047>

There are two drainage grates along the west side of Pomfret Road adjacent to the Teago Store. Along Stage Road there is a drop inlet just east of the Saskadena Six Ski Resort parking area.

Bridges

There are two bridges in the Village of South Pomfret: Bridge 9 on Pomfret Road and Bridge 5 on Stage Road over Pomfret Brook. A study completed by DuBois & King, Inc. in 2013, contemplated alternatives for the two bridges. A preliminary hydraulic study was completed by the Hydraulics Unit of VTrans in support of the effort. The study determined that both bridges are hydraulically inadequate. However, it has been recommended that a full channel survey be conducted to inform a hydraulic model for assessing hydraulic adequacy and potential specifications for replacement if or when it is needed.

Bridge 9 was constructed in 1926 and consists of a cast in place concrete deck and concrete parapets supported on cast in place concrete abutments. Bridge 9 has a clear span of 18'-0", with a clear height of approximately 4.5'. Bridge 5 was constructed in 1939 (and later was widened) and consists of a cast in place concrete deck supported on cast in place concrete abutments. The Historic Resources Assessment conducted as part of this study determined Bridge 9 as eligible for historic recognition.

According to the inventory of town owned bridges and culverts compiled by the Vermont Association of Planning and Development Agencies, there are no records of bridge structural inspections at these locations.

Figure 6: Bridge 5



Figure 7: Bridge 9



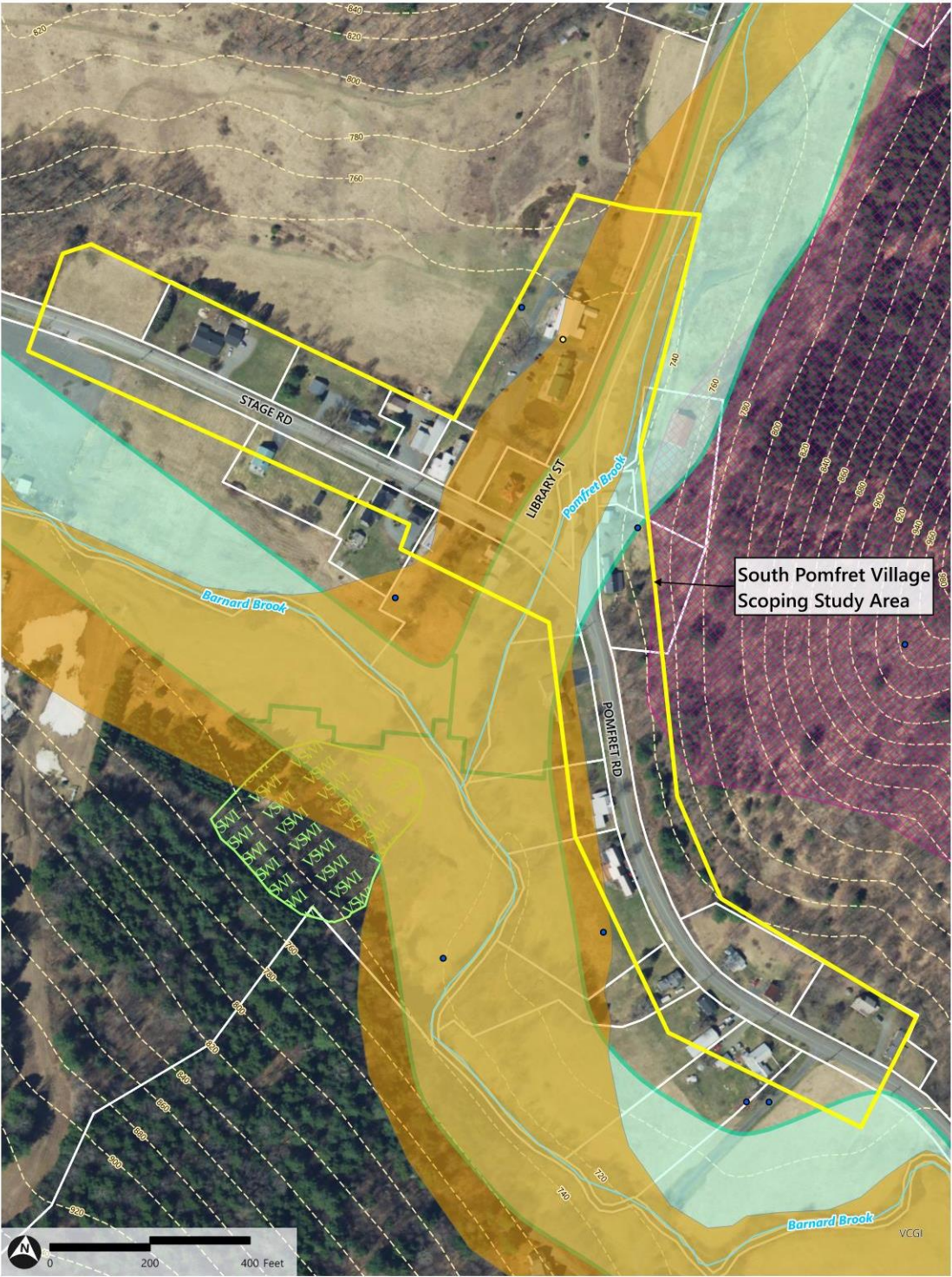
Safety Assessment

A review of reported crashes throughout the study area was conducted for the most recent 10-year period available (2013 – 2023). During this period, there were two reported crashes in the study area. These crashes occurred on Pomfret Road. These crashes consisted of two single vehicle crashes. No injuries or fatalities were reported.

Natural, Cultural, and Historic Resources

A review of the natural, cultural, and historic resources was completed to identify areas of potential sensitivity, permitting requirements, or other constraints. These reviews identified one archaeologically sensitive area, 16 properties eligible for listing in the National Register of Historic Places, and two Section 4(f) recreation resources. A summary of these resource reviews appears in the following sections.

Figure 8: Natural Resources Map



- Scoping Study Area (VHB)
- Public Well (ANR)
- Private Well (ANR)
- VHD Stream (VCGI)
- Flood Hazard Areas (FEMA)
- Zone A (1-percent annual chance floodplains without elevations)
- VSWI Wetland (ANR)
- River Corridor (ANR)
- Deer Wintering Area (ANR)
- Parcel Boundary (VCGI)
- County Boundary (VCGI)
- Town Boundary (VCGI)
- 20 ft. Contours (VCGI)

Natural and Cultural Resources

A desktop review was conducted and assembly of natural resources into maps based on the Agency of Natural Resources Atlas is included in the Appendix. In addition, an Archaeological Resources Assessment was completed by the University of Vermont and is included in the Appendix. The natural and cultural resources assessment for the project was designed to include an evaluation for the presence/absence of each resource type and the potential impacts to determine the anticipated permit requirements for these alternatives. The natural and cultural assessment resource types evaluated include:

- › Agricultural lands;
- › Archaeological;
- › Fish and Wildlife;
- › Rare, Threatened, & Endangered Species;
- › Floodplains and River Corridors;
- › Wetlands; and,
- › Surface Waters.

The assessment findings are summarized below by resource type:

Agricultural Soils • No agricultural soils present in the study area

Archaeological: • There are no known archaeological sites in the study area

Public Lands: • No Public Lands in the study area

Rare, Threatened & Endangered Species and Necessary Wildlife Habitat:

- There is a presence of Northern Long-eared Bats and Monarch Butterflies in the Study Area
- Study area is not within any state/federal Necessary Wildlife Habitat
- The study area was reviewed in UFSWS IPaC and there are no critical habitats identified at this location. Although the scope of proposed improvements is unlikely to affect the two listed species, consider a survey during the design and construction phase.

Wetlands: • No ANR wetlands present

- Surface Waters:
 - There are two brooks that run through the study area: Barnard Brook and Pomfret Brook
- Significant Natural Communities:
 - There are no Significant Natural Communities present in the study area
- Floodplains and River Corridors:
 - A FEMA mapped floodplain (100-year flood zone) and flood hazard areas are present along the Barnard Brook and Pomfret Brook
- Hazardous Sites:
 - There are three documented hazardous sites within the study area

Archaeological Resources

An Archaeological Resources Assessment was completed by Crown Consulting Archaeology, LLC and is included in the Appendices. An ARA involves researching background information and performing a field inspection to identify the potential for archaeologically significant sites. In this review, Crown Consulting Archaeology, LLC consulted historic maps and the Vermont Division of Historic Preservation's (VDHP) predictive model for pre-contact archaeological sites. The desk review was followed by a field inspection.

There are no known archaeological sites within the limits of the proposed project area. Two archaeologically sensitive areas were identified for pre-Contact Native American sites, a floodplain northeast of the Pomfret Road bridge, and the lawn surrounding the Abbott Memorial Library. The Abbott Memorial Library has been listed on the National and State Registers for Historic Preservation.

Historic Resource Identification

The definition of historic resources includes historic sites, structures, buildings, objects, districts, parks, recreation areas, and wildlife refuges. Protections for historic resources are provided under Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act. A historic resources identification report was prepared by VHB and is included in the appendices.

To complete the report, VHB used survey and register files available through the Vermont Division for Historic Preservation's Online Resource Center to catalog previously identified historic resources and establish which sites had not been surveyed within the project area. Historic maps were also used to identify potentially historic (over 50 years old) buildings.

VHB also conducted a field survey of each property in the Study Area. Each property was evaluated for its historic integrity and eligibility for the National Register of Historic Places. The literature review and survey identified 16 properties eligible for listing on the National Register and two Section 4(f) recreational resources. These are described in **Table 1** shown in **Figure 7**.

Table 1: Historical Resources Field Survey

Map ID	E911 Address	National Register Eligibility
1	247 Stage Road	No
2	172 Stage Road	No
3	139 Stage Road	Yes
4	104 Stage Road	Yes
5	93 Stage Road	Yes
6	84 Stage Road	Yes
7	72 Stage Road	Yes
8	65 Stage Road (The Grange Theatre)	Yes
9	43 Stage Road	Yes
10	15 Library Street (Abbott Memorial Library)	Yes
11/11A	2095-2097 Pomfret Road	Yes
12	2026 Pomfret Road	No
13	2035 Pomfret Road (Teago General Store)	Yes
14	2020 Pomfret Road	Yes
15	1995 Pomfret Road	No
16	1975 Pomfret Road	No
17	1933 Pomfret Road	No
18	1917 Pomfret Road	Yes
19	1869 Pomfret Road	No
20	1857 Pomfret Road	No
21	1854 Pomfret Road	No
22	1827 Pomfret Road	No
23	1806 Pomfret Road	No
24	Pomfret Road Bridge (Bridge 9)	Yes
25	Stage Road Bridge (Bridge 5)	No

Figure 9: Historic Resources Field Survey



Area of Potential Effect (VHB)
 — VHD Stream (ANR)
 Parcel Boundary (VCGI)

Sources: Background imagery by VCGI (Collected in 2016); ANR (Vermont Agency of Natural Resources - 2019); VHB - 2022



Destinations

Village of South Pomfret has several recreational, arts, and cultural destinations for community members and visitors. The Village includes access to Saskadena Six Ski Resort which is northwest of Teago General Store, Abbott Memorial Library, Grange Theatre, and Artistree. These local destinations are described in further detail throughout this section.

The cluster of local businesses and activities provides the community with a unique opportunity to improve bicycle and pedestrian connection to encourage residents and visitors to safely traverse to the various establishments in the village area. There is currently one crossing from the Teago General Store to the off-street parking area on the south side of Stage Road near the intersection with Pomfret Road. Improvements are needed to provide safe movement to other locations like Grange Theatre and Artistree Community Center.

Teago General Store

The Teago General Store is located in the heart of Village of South Pomfret. The store opened in 1970 and recently changed owners in 2018 after being operated by Chuck Gunderson for over 30 years. Included in the store is the United States Postal Service Office.

Figure 10: Teago General Store



Abbott Memorial Library

The Abbott Memorial Library was constructed in 1905 by Ira Abbott. The library has served the community as meeting place with programming that fosters educational growth throughout the village. The building was listed on the National Register of Historic Places in 2015.

Figure 11: Abbott Memorial Library



Artistree Community Center

The Artistree Community Center used to be a Dairy Barn and Farmhouse but was converted to an arts and culture center. The organization provides community members with the opportunity to take art classes, learn instruments and connect with other community members.

Figure 12: Artistree Community Center



The Grange Theatre

The Grange Theatre was constructed in 1906. The Grange Theatre hosts live theatre productions and camps and is part of the Artistree Community Center. The Grange Theatre is eligible for historic designation.

Figure 13: The Grange Theatre



Saskadena Six Ski Area

Saskadena Six Ski Area, formerly known as Suicide Six, opened in 1935 and is owned by Woodstock Inn and Resort. The resort offers a wide range of skiing terrain. Saskadena Six is one of the oldest ski resorts in the country and offers recreational opportunities year-round including skiing and mountain biking.

Figure 14: Saskadena Six Ski Area



Review of Previous Studies

To understand the context of this scoping study and align it with the Town's principles, previous planning documents were researched and reviewed. Through this research the Pomfret Town Plan was identified and reviewed to inform this study. The Pomfret Town Plan served as the primary source of background material on the Town's development philosophy and vision for multimodal transportation.

Pomfret Town Plan

In August of 2016, the Pomfret Town Plan was prepared by Pomfret Planning Commission with assistance from the Two-Rivers-Ottawaquechee Regional Commission. The primary goal of the plan is to preserve the rural character and scenic beauty of Pomfret.

The goals for Village of South Pomfret are to continue to develop in the same typical village pattern. This is contingent on the ability to secure wastewater and water supply to facilitate further residential growth.

The goals for land use in Village of South Pomfret are:

- › Preserve the traditional Vermont land use pattern of a concentrated Village of South Pomfret Area surrounded by rural countryside
- › Promote economic development with balancing the Town's preservation goals
- › Increase the number of people who are able to work closer to home.

The plan does not speak to the expansion of bike and pedestrian routes. But encourages safety maintenance along the roadways.

Two Rivers- Ottauquechee Regional Plan

In 2020 Two Rivers- Ottauquechee Regional Commission approved the regional plan with the purpose to give guidance to municipalities and other political subdivisions in the Region and the State of Vermont on appropriate development, improvement, and conservation of the Region's physical and human resources.

The 2020 TRORC Regional Plan has outlined goals, policies, and recommendations for transportation. The goal for walking and biking in the region is to have a safe and broad network for pedestrians and bicyclists. The plan notes opportunities to expand pedestrian infrastructure within the Region's villages to promote safety and health.

3

Public Outreach

A robust public outreach process was conducted by providing numerous opportunities for public input over the course of the study's development as well as engaging specific stakeholders whose properties would be affected by changes to circulation. Three public meetings were held for this project including an initial Local Concerns Meeting, an Alternatives Presentation, and a final meeting to present the Team's recommended Preferred Concept Plan to the Town of Pomfret.

Local Concerns Meeting

A Local Concerns Meeting was held on September 15th, 2022, to solicit public input at the onset of the project. The thirteen attendees were provided with an overview of the project and asked to identify opportunities and concerns within the study area, as well as provide feedback on the draft Project Purpose and Need.

The most common themes in feedback were high levels of pedestrian and cyclist activity in the Village, concerns about speeding, and requests for better pedestrian connections in the Village. Other concerns identified included:

- Concerns about safety at crossings at nighttime
- Need for clearer parking areas around the library
- Need for traffic calming measures in the Village
- Safety concerns for pedestrian and bikers
- Need for clearly defined intersections

These concerns and opportunities were evaluated by the project team and served as the foundation for the alternatives and project focus areas that were evaluated as the study progressed. Public outreach materials, including the meeting presentation, and minutes can be found in the Appendix.

Targeted Engagement

Additional targeted engagement was conducted with key property owners that are higher traffic generators and/or could anticipate property impacts as a result of potential alternatives developed during the study process. Specifically, the Abbott Memorial Library was contacted as the Library Street right of way passes through the Abbott Library parcel. In addition, Artistree was contacted to understand any anticipated modifications in programming or driveway configurations that may affect the traffic and circulation in Village of South Pomfret.

Draft Alternatives Presentation

On November 29th, 2022, the project team presented four draft alternatives for public input to help determine a preferred concept plan. This meeting was attended by four people. The alternatives presented to the public are described in detail in Chapter 4. The four alternatives included:

1. 2' or 4' shoulders throughout the study area
2. Designated crossings and sidewalks
3. Defined parking
4. Attempts to slow traffic in the Village using striping, medians, or traffic control methods that are MUTCD compliant

Based on public input from the two public meetings, targeted engagement, and open comment period, it was determined that the final recommendation would consist of the

traffic circulation illustrated in Alternative 1 but with some modifications included in other alternatives presented at the public meeting. The preferred alternative calls for 10-foot lanes on Stage Road with a four-foot shoulder on the south side of the road through the intersection with Pomfret Road and down the south leg of Pomfret Road. Pomfret Road north of Library Street would be striped with 11-foot lanes and two-foot shoulders on both sides of the road. Library Street would be realigned to tee into both Stage Road and Pomfret Road in order to reduce the speed of traffic that currently travels from Pomfret Road onto Library Street. Pomfret Road would tee into Stage Road by Teago General Store to similarly calm traffic by requiring it to slow during turns.

The preferred alternative also included improvements to increase non-motorist safety. The preferred alternative included tightening up and better aligning the intersections to shorten crossing distances, designating crossing locations, providing a shoulder for walking and biking, and better defining parking.

The meeting agenda, presentation, and minutes can be found in the Appendix.

Preferred Alternative Presentation

On March 1, 2023, the VHB team presented the findings and recommendations to be included in the Draft Scoping Study Report to the public. The final public meeting was hosted by the Selectboard and attended by six residents.

The public and project team remain in favor of the preferred alternative selected through the process. The following key concerns were raised that should be addressed during the design and engineering phase:

- Concerns about lighting
- Concerns about drainage with the additional impervious surface area and curbing
- Safety concerns for bikers
- Concerns for future design flaws

The Selectboard agreed to move forward to pursue Engineering Design grant money based on modifications to the preferred alternative as decided by the Selectboard. The Preferred Alternative can be found below in Section 5. The modifications to the preferred alternative include:

- Include a provision for the one-way road pilot study prior to design

The meeting presentations, and minutes can be found in the **Appendix F**.

4

Alternatives Analysis

Each alternative package of improvements for the project area was compared in a formal analysis. Factors such as satisfying the project purpose and need statement, safety improvements, anticipated permitting needs, project cost, natural resource impacts, and right-of-way impacts were used as evaluation metrics to help arrive at a preferred alternative for the study area.

No Build

The No Build scenario represents a business-as-usual case where no infrastructure changes are implemented. This case was examined to determine a baseline condition against which to measure key factors in improving connectivity, mobility, and safety in the Village. Though the No Build scenario comes at no cost and minimal impacts, the No Build scenario does not satisfy the Purpose and Need of the project.

Alternative 1

This alternative includes widening Stage Road and striping it with 10-foot lanes and one four-foot shoulder on the north side of the road until the Grange Theatre and then striping the four-foot shoulder on the south side of the road through the intersection with Pomfret Road and down the south leg of Pomfret Road. Pomfret Road north of Library Street will be striped with 10-foot lanes and two-foot shoulders on both sides of the road. Library Street will be realigned to tee into both Stage Road and Pomfret Road and the north leg of Pomfret Road will tee into Stage Road by Teago General Store.

Medians were proposed on the south leg of Pomfret Road at the intersection with Stage Road and on Stage Road 300 feet west of the intersection with Library Street as a method of traffic calming. The exit from Artistree will be turned into green space and vehicular traffic exiting Artistree moved to be next to the foot path out to Stage Road. Sidewalks will be added connecting the Artistree path to the Abbott Memorial Library and Teago General Store. The parking on Library Street will be redefined and striped for pull-in parking. Crosswalks will be added at Saskadena Six, Grange Theatre and Library Street with lighting added at the new Grange Theatre crosswalk and existing crosswalk at Teago General Store. Pedestrian crossing signs will be added at all midblock crosswalks.

The estimated cost of the alternative is \$801,000.

Figure 15: Alternative 1 Concepts

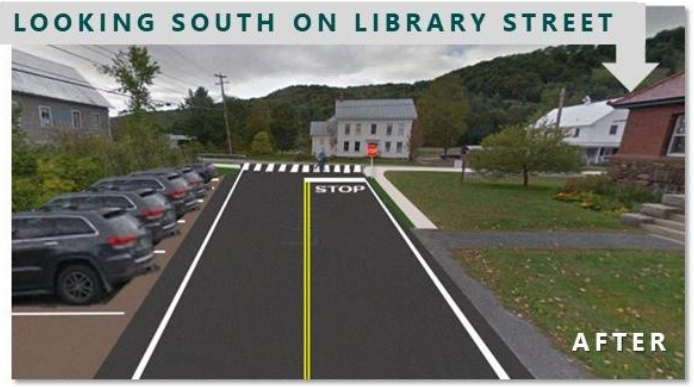


Figure 16: Alternative 1 Plan Overview

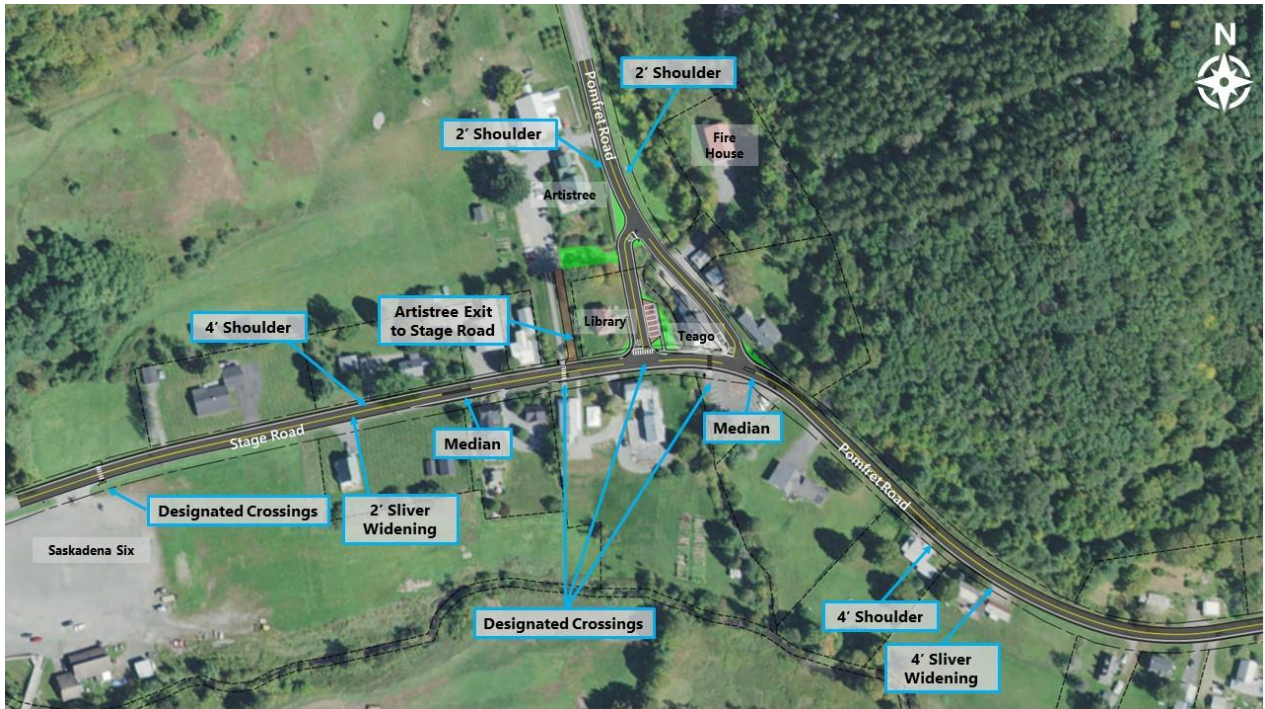


Figure 17: Alternative 1 Intersection Improvements



Alternative 2

This alternative includes striping Stage Road and Pomfret Road with 10-foot lanes and one four-foot shoulder on the south side of the road. Pomfret Road north of Library Street will be striped with two-foot shoulders on both sides of the road. Library Street will be realigned at the north end to continue into Pomfret Road. The segment of Pomfret Road between Stage Road and Library Street would be realigned at each end to tee into Library Street at the north end of the segment and to tee into Stage Road at the south end of the segment.

The exit from Artistree will be turned into green space and exiting vehicular traffic will be moved to a new driveway adjacent to the existing foot path out to Stage Road. The foot path would be shifted to the west to allow space for parallel parking on the new Artistree driveway.

Sidewalks will be added connecting the Artistree path to the Library and Teago General Store and the parking on Library Street will be redefined and striped for diagonal parking. Crosswalks will be added at the Grange Theatre and Library Street with lighting added at the new Grange Theatre crosswalk and existing crosswalk at Teago General Store. Pedestrian crossing signs will be added at all midblock crosswalks including in roadway "Yield to Pedestrian" signs.

The estimated cost of the alternative is \$808,000.

Figure 18: Alternative 2 Concept Plans

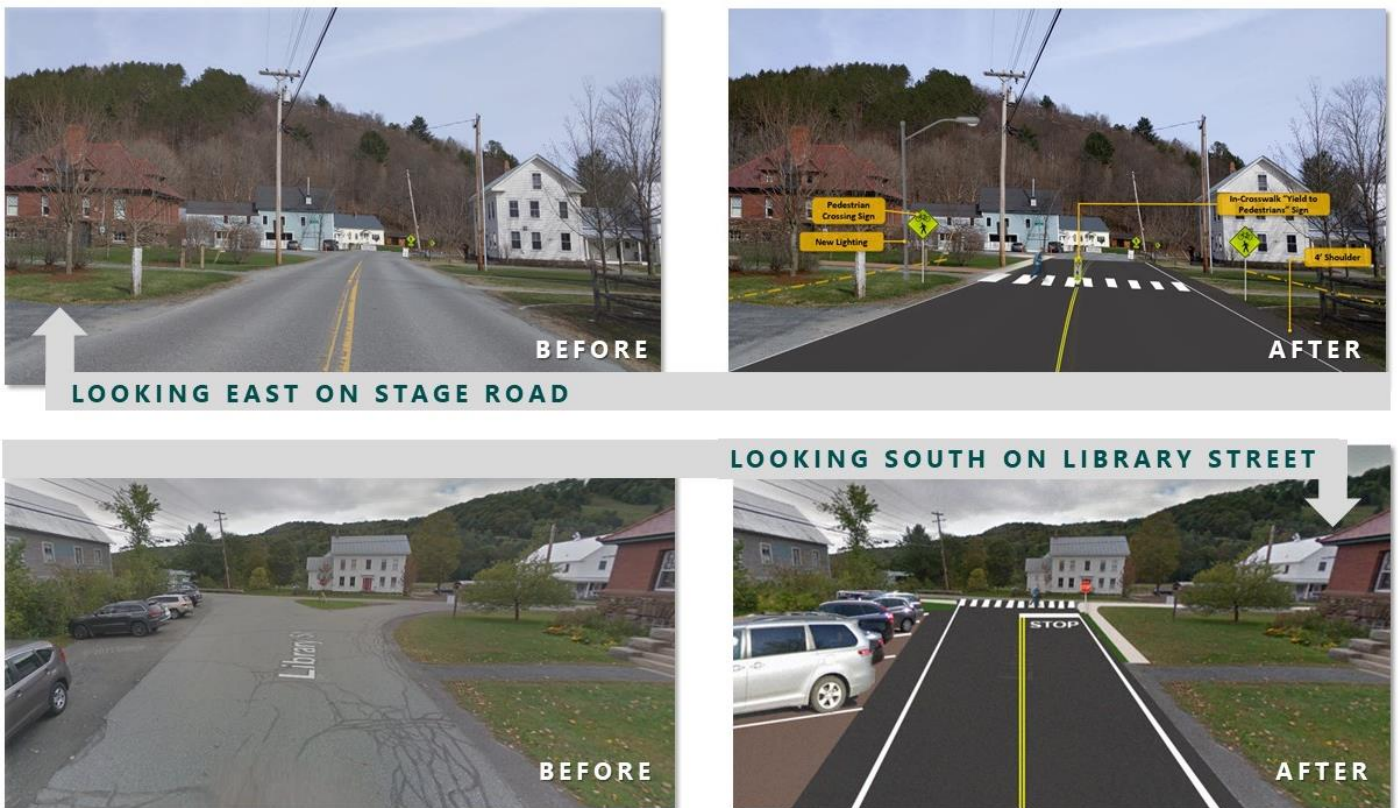


Figure 19: Alternative 2 Plan Overview

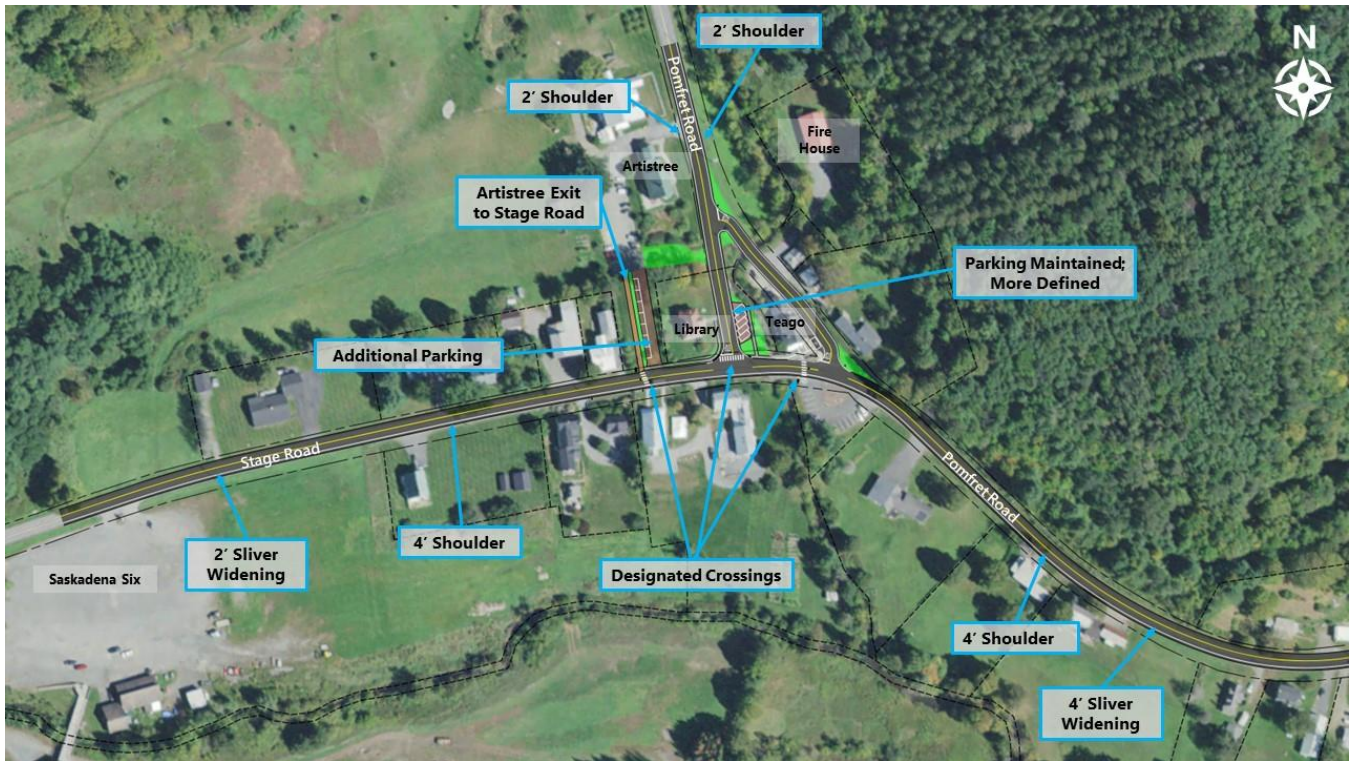


Figure 20: Alternative 2 Intersection Improvements



Alternative 3

This alternative includes widening and striping Stage Road and the south leg of Pomfret Road with 10-foot lanes and four-foot shoulders on both sides of the road. Pomfret Road's north leg will be realigned to tee into Stage Road at the intersection by Teago General Store. The segment of Pomfret Road between Stage Road and Library Street, as well as the length of Library Street will be converted to one-way streets. The segment of Pomfret Road will serve northbound traffic and Library Street will serve southbound traffic. These one-way streets will have four-foot shoulders on both sides of the road.

A striped median will be added on the north leg of Pomfret Road where the one-way roads diverge. Parallel parking will be added on both sides of Library Street. Sidewalks will be added connecting the Artistree path to the Library, the Artistree exit and Teago General Store. Crosswalks will be added at the Grange Theatre and Library Street with lighting added at the new Grange Theatre crosswalk and existing crosswalk at Teago General Store. Pedestrian crossing signs will be added at all midblock crosswalks including in roadway "Yield to Pedestrian" signs.

The estimated cost of the alternative is \$1,003,000.

Figure 21: Alternative 3 Concept Plan

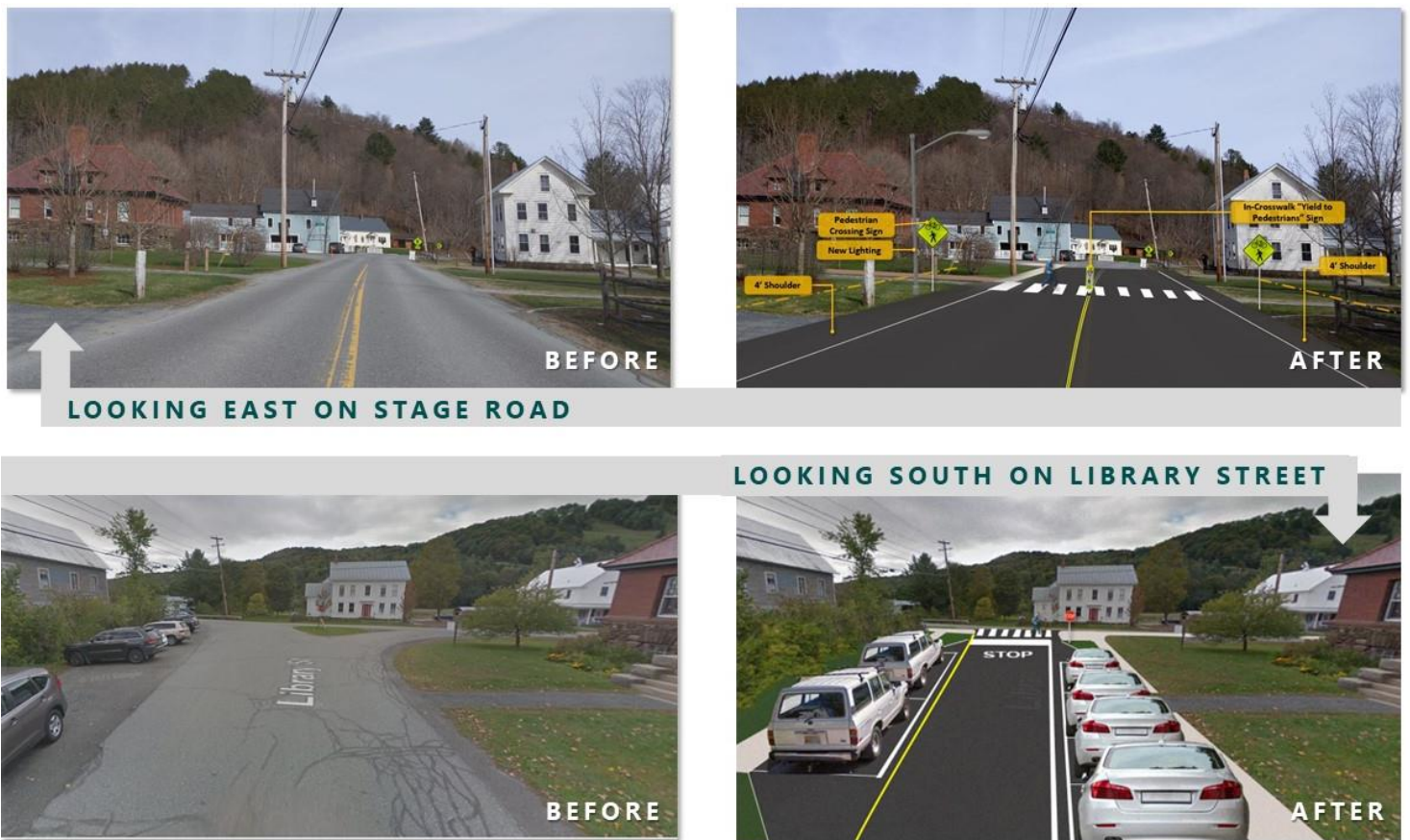


Figure 22: Alternative 3 Plan Overview

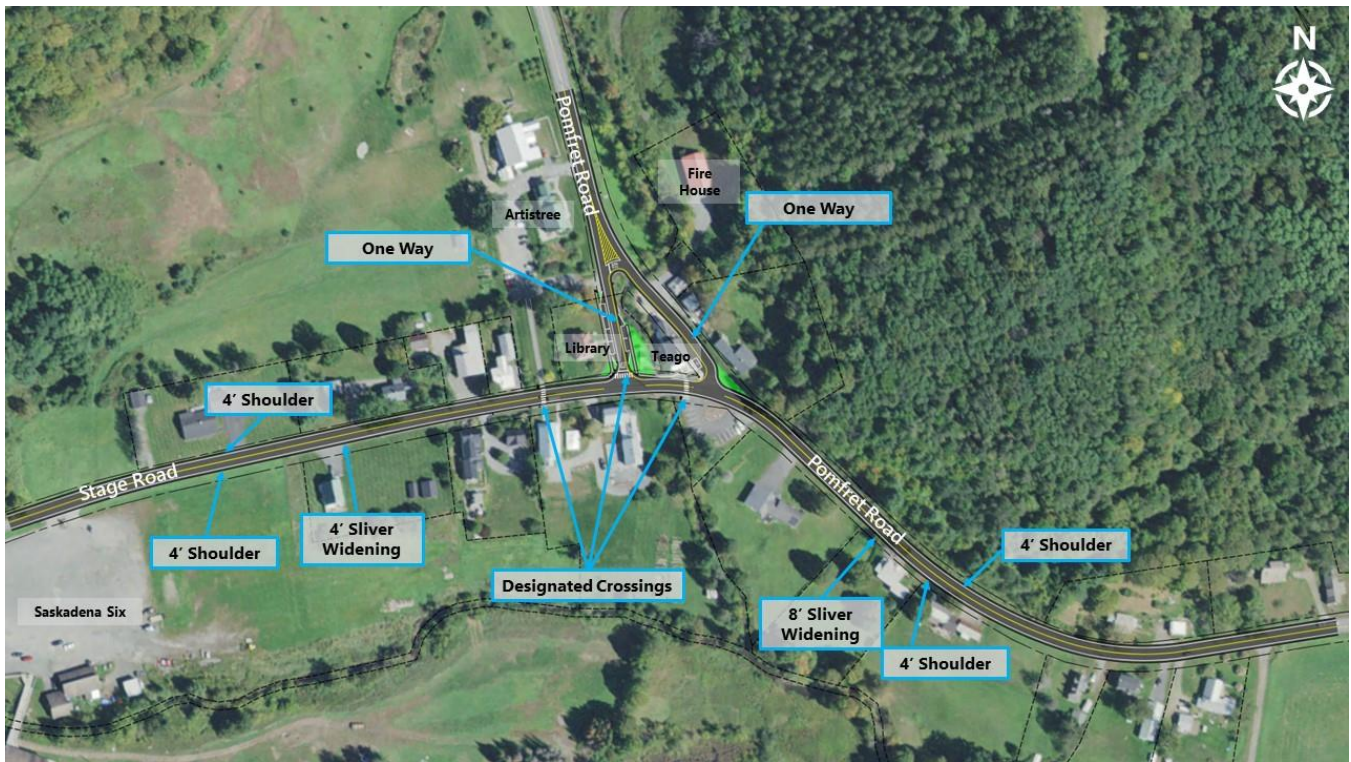


Figure 23: Alternative 3 Intersection Improvements



Alternative 4

This alternative includes widening and striping Stage Road and Pomfret Road with 10-foot lanes and two-foot shoulders on both sides of the road. Stage Road will be realigned to tee into Pomfret Road. The bump out in front of Teago General Store will be removed and new sidewalk will be added connecting the Teago parking with the store, the Artistree path and the Library. Library Street will be closed as a through street to vehicles leaving a pathway for pedestrians and bicycles. A parking lot for the Library will be constructed where the roadway was and the Teago parking will be reconfigured and defined to avoid conflict with the new intersection. Crosswalks will be added at the Grange Theatre and new Stage Road and Pomfret Road intersection. Pedestrian crossing signs will be added at the midblock crosswalk including in roadway "Yield to Pedestrian" signs.

The estimated cost of the alternative is \$828,000.

Figure 24: Alternative 4 Concept Plans

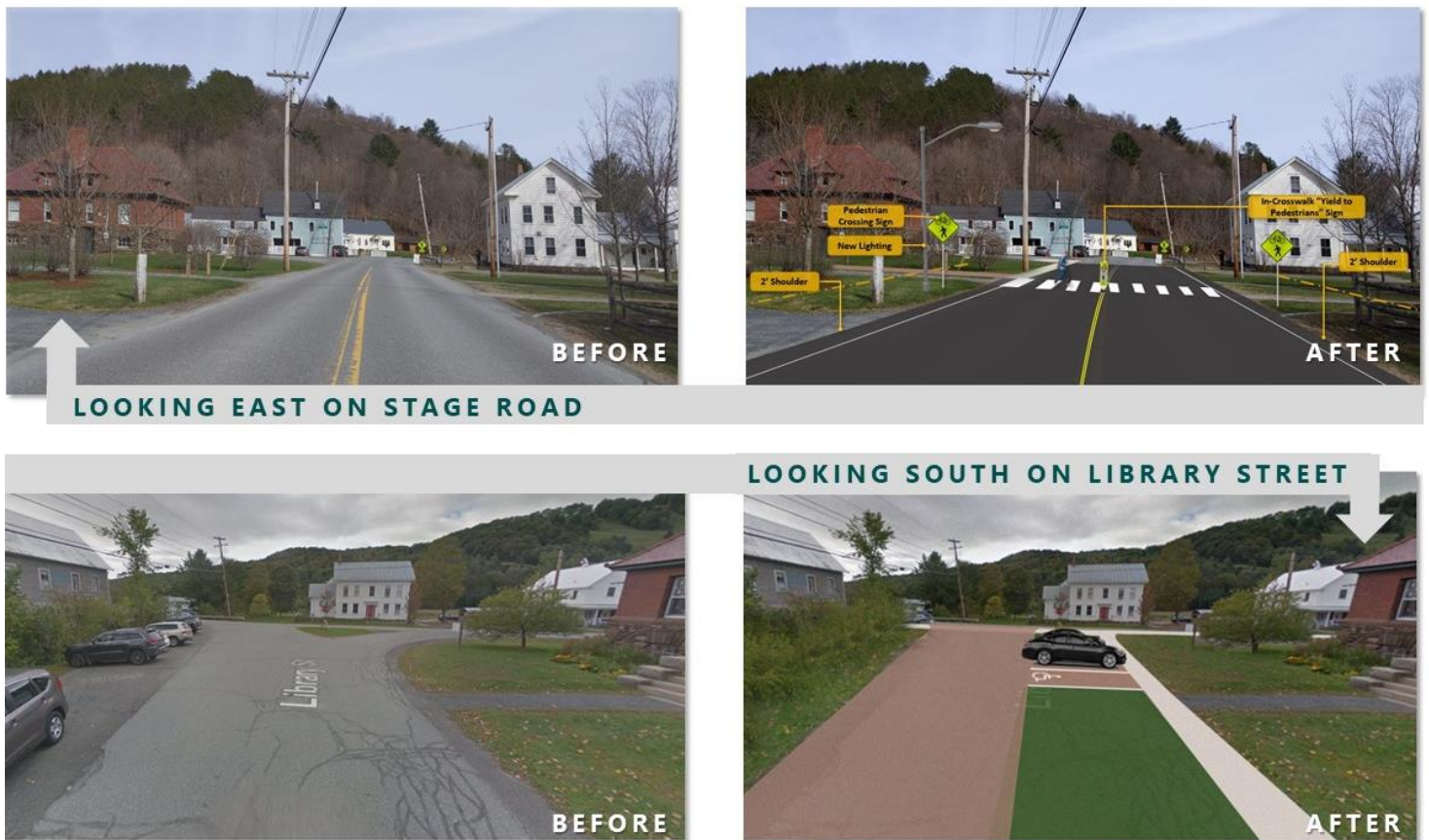


Figure 25: Alternative 4 Plan Overview



Figure 26: Alternative 4 Intersection Improvements



Alternatives Evaluation Matrix

The evaluation matrices of the alternatives presented are shown in **Tables 2, 3 & 4** below. These matrices compare the anticipated project costs, safety, mobility/accessibility, and impacts to various resources for each alternative considered.

Cost, Safety, and Community Character

The evaluation matrix shown in **Table 2** compares the costs, safety and mobility, and community character for the alternatives.

Table 2: Evaluation Maxtrix – Cost, Safety, and Community Character

Evaluation Matrix	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4
			Library Street tees into Pomfret Road and Stage Road, Medians on Stage and Pomfret approaches, Artistree exit to Stage Road, Alternating 4' Shoulders on Stage Road	Pomfret Road tees into Library Street, Artistree exit to Stage Road with Parking, 4' Shoulder Southside on Stage Road	One-way Pair for Pomfret Road and Library Street, Parallel Parking both sides Library Street, 4' Shoulders on Stage Road
Cost					
Relative Cost Scale	\$0	\$801,000	\$808,000	\$1,003,000	\$828,000
Safety & Mobility					
Pedestrian Access & Safety	No Improvement	Improved	Improved	Improved	Improved
Bicyclist Access & Safety	No Improvement	Slightly Improved	Slightly Improved	Improved	Slightly Improved
Vehicle Safety	No Improvement	Improved	Improved	Improved	Improved
Community Character					
Aesthetics	No Improvement	Improved	Improved	Improved	Improved
Satisfies Purpose & Need	No	Yes	Yes	Yes	Yes

Alternative 1

Advantages:

- Satisfied purpose and need
- Improved pedestrian access and safety
- Slight improvement to bicyclist safety/mobility
- Aesthetically pleasing
- Low maintenance
- Designated crossing locations for pedestrians and cyclists
- Better defined intersection

Disadvantages:

- No physical separation for pedestrians and cyclists from motorists such as curb or grass buffer
- Median can impede plowing operations

Alternative 2

Advantages:

- Satisfied purpose and need
- Improved pedestrian access and safety
- Slight improvement to bicyclist safety/mobility
- Aesthetically pleasing
- Low maintenance
- Designated crossing locations for pedestrians and cyclists
- Better defined intersection

Disadvantages:

- No physical separation for pedestrians and cyclists from motorists such as curb or grass buffer

Alternatives 3

Advantages:

- Satisfied purpose and need
- Improvement to pedestrian and bicycle safety/mobility
- Designated crossing locations
- Improvement to motorists' safety/mobility
- Pedestrian and bicycle conflicts reduced
- Crossing locations will help calm traffic and reduce speed
- Aesthetically pleasing

Disadvantages:

- Higher costs due to 4-foot shoulder widening on both sides of Stage Road

Alternatives 4

Advantages:

- Satisfied purpose and need
- Improved pedestrian access and safety
- Slight improvement to bicyclist safety/mobility

- Slight improvement to vehicular operations and safety
- Aesthetically pleasing
- Low maintenance
- Designated crossing locations for pedestrians and cyclists
- Better defined intersection

Disadvantages:

- Slightly higher costs

Anticipated Impacts

The evaluation matrix shown in **Table 3** compares the anticipated impacts for the alternatives. The alternatives were evaluated for impacts described in the MA Local Projects Guidebook for Locally Managed Projects including: ROW, utility, agricultural lands, archaeological lands, historic impacts, fish and wildlife, RTE, public lands, wetlands and new impervious surfaces.

Table 3: Evaluation Matrix – Anticipated Impacts

	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Evaluation Matrix		Library Street tees into Pomfret Road and Stage Road, Medians on Stage and Pomfret approaches, Aristree exit to Stage Road, Alternating 4' Shoulders on Stage Road	Pomfret Road tees into Library Street, Aristree exit to Stage Road with Parking, 4' Shoulder Southside on Stage Road	One-way Pair for Pomfret Road and Library Street, Parallel Parking both sides Library Street, 4' Shoulders on Stage Road	Library Street closed to traffic, Stage Roads tee into Pomfret Road, 2' Shoulders on Stage Road
Impacts					
ROW Impacts	None	Moderate - Library Street and Aristree Driveway reconfiguration	Moderate - Library Street and Aristree Driveway reconfiguration	Minor - Library Street	Moderate - Library Street and Aristree Driveway Reconfiguration
Utility Impacts	None	Moderate	Moderate	High	Moderate
Agricultural Lands	None	None	None	None	None
Archaeological	None	Minor	Minor	Minor	Minor
Historic	None	Required	Required	Required	Required
Fish & Wildlife	None	None	None	None	None
Rare Threatened & Endangered Species	None	None	None	None	None
Public Lands - Sect. 4(f)	None	Required - Library	Required - Library	Required - Library	Required - Library
Wetlands	None	None	None	None	None
New Impervious Surfaces	None	Minor	Minor	Moderate	Minor

Alternative 1

Advantages:

- No impacts on agricultural lands, fish and wildlife, rare threatened and endangered species, or wetlands

Disadvantages:

- Minor increase to impervious surface

- Review under Section 106 and evaluation under Section 4(f)

Alternative 2

Advantages:

- No impacts on agricultural lands, fish and wildlife, rare threatened and endangered species, or wetlands
- Potential temporary impacts to ROW

Disadvantages:

- Minor increase to impervious surface
- Review under Section 106 and evaluation under Section 4(f)

Alternatives 3

Advantages:

- No impacts on agricultural lands, fish and wildlife, rare threatened and endangered species, or wetlands
- Least impactful ROW alternative

Disadvantages:

- High utility impacts
- Moderate new impervious surfaces
- Review under Section 106 and evaluation under Section 4(f)

Alternative 4

Advantages:

- No impacts on agricultural lands, fish and wildlife, rare threatened and endangered species, or wetlands

Disadvantages:

- Minor increase to impervious surface
- Review under Section 106 and evaluation under Section 4(f)

Anticipated Permitting

The evaluation matrix shown in **Table 4** compares the anticipated permitting for the alternatives considered. The alternatives are anticipated to trigger the same permitting requirements.

Table 4: Evaluation Matrix – Anticipated Permitting

Evaluation Matrix	No Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4
			Library Street tees into Pomfret Road and Stage Road, Medians on Stage and Pomfret approaches, Artistree exit to Stage Road, Alternating 4' Shoulders on Stage Road	Pomfret Road tees into Library Street, Artistree exit to Stage Road with Parking, 4' Shoulder Southside on Stage Road	One-way Pair for Pomfret Road and Library Street, Parallel Parking both sides Library Street, 4' Shoulders on Stage Road
Permitting					
Act 250	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Section 404 - Wetlands (USACOE)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Section 401 Water Quality Certification	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
State Wetlands Permit	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Stream Alteration Permit	Not Applicable	Potential	Potential	Potential	Potential
Construction Phase Storm Water Discharge Permit (General Permit 3-9020)	Not Applicable	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated
Operational Phase Storm Water Discharge Permit (General Permit 3-9050)	Not Applicable	Not Anticipated	Not Anticipated	Potential	Not Anticipated
Lakes & Ponds	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Rare, Threatened, and Endangered Species	Not Applicable	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated
Section 1111 Permit	Not Applicable	Not Anticipated	Not Anticipated	Not Anticipated	Not Anticipated
Flood Hazard Area and River Corridor Permit	Not Applicable	Potential	Potential	Potential	Potential

5

Preferred Alternative

Based on input from the public, representatives from the Town of Pomfret, local stakeholders, and findings from the technical analysis, a preferred alternative was selected. The preferred alternative includes realigning the roadways in Village of South Pomfret to require slower turns and provision of separated pedestrian accommodation on key links. Just outside of the Village, restriping and widening provides shoulders for accommodating bicyclists and pedestrians. The implementation plan for the preferred alternative was developed based on a single-phase implementation. There is the potential to separate the work into individual projects, creating smaller scopes to implement the preferred alternative in three stages. The preferred alternative and implementation plans are discussed in this chapter.

Preferred Alternative Conceptual Plan

Based on the feedback received from the public at the Alternatives Presentation meeting, as well as significant input received from the public after the meeting, and input from stakeholders whose property would be affected by the alternatives, the preferred alternative was developed. The preferred alternative includes realigned intersections between Pomfret Road, Stage Road, and Library Street to slow the speeds of turning traffic. Additionally, this concept narrows crossing locations where possible, provides sidewalks on key pedestrian desire lines, and restripes and strategically widens the existing roadway widths to provide narrow shoulders to establish some space for active transportation modes. This plan was developed based on input received at and after the meeting and incorporated pieces of a number of alternatives.

Most of the public input supported the intersection alignments included in Alternative 1. Following the Alternatives Presentation, six attendees followed up sharing their support for Alternative 1. The intersection of Library Street at Pomfret Road was tightened into a standard T-intersection with Library Street forming the T into Pomfret Road and eliminating what is currently a straight, uncontrolled movement from Pomfret Road southbound onto Library Street. With this concept, this southbound traffic destined for Library Street would need to slow and turn right onto Library Street. A short segment of Library Street will be widened to accommodate two-way traffic.

The alignment at the intersection of Pomfret Road at Stage Road is also tightened into a T-intersection with southbound Pomfret Road forming the T into Pomfret and Stage Roads. This change makes the thru traffic on Pomfret Road need to slow to make a turn where it is currently more of a thru movement. Finally, like in all the alternatives presented, the intersection of Library Street at Stage Road is better defined by narrowing Library Street at Stage Road, creating a better controlled and more easily crossed intersection. Curbing will be added at these intersections to further encourage slow travel speeds.

Each of these alignment modifications was tested to ensure that trucks can make the turning movements. A single unit truck with a 40' wheelbase was tested on each movement. Although there is minor encroachment over the centerline right at the intersection, the trucks can make the movements in all cases. A tractor trailer with a 67-foot wheelbase was also tested. This truck would require a multistage turn from Library Street onto Stage Road or would travel over the sidewalk in the preferred alternative. Other truck maneuvers tested were possible with little encroachment beyond the roadway. As the project advances into the design phase, the exact design vehicle will be determined, and the intersections designed accordingly. For the purposes of estimation, mountable granite curbing was included at locations where a truck may encroach. A demonstration project to tactically evaluate accommodation of larger vehicles is recommended in more detail in the implementation plan.

Additionally, a closed drainage system may be deemed necessary during design and therefore has been budgeted into the preferred alternative.

It is noted that the one-way traffic operation pattern in Alternative 3 gained support during the scoping process but concerns regarding the change were raised. As such, the implementation plan recommends a pilot project to demonstrate the one-way operation. The pilot would allow for evaluation of the traffic pattern change. VTrans has guidance on demonstration projects that should be consulted in the development of a pilot project³. It is recommended that, given the traffic pattern changes, an engineer be consulted on the design of the pilot. Should the pilot evaluation reveal this change as viable, the preferred alternative would be adapted to accommodate the one-way operation of Pomfret Road from Stage Road to Library northbound and Library Street southbound. This pilot will be incorporated as part of the implementation plan.

Sidewalks will extend from the existing sidewalk at Teago to the west to the crossing between Artistree and the Grange. The sidewalk will also turn the corner onto Library Street to connect to the Library walkway, providing key, safe pedestrian connections to the destinations in the Village.

In addition to the above modifications, roadway striping, and strategic widening will be used to create room for active transportation modes within the existing roadway footprint on each leg as possible. From Skadadena Six into the village, Stage Road will be widened and striped to accommodate two 10-foot-wide lanes in addition to a 4-foot shoulder on the south side of the street. This shoulder will continue thru the village to the southeast providing two 10-foot-wide lanes and a 4-foot-wide shoulder on the south side on Pomfret Road. Based on feedback collected at the Alternatives Presentation meeting and following, this recommendation extends from the Village to the elementary school.

Pomfret Road north of the village will also be restriped, but in this case to provide two 10-foot-wide lanes with 2-foot shoulders on each side.

As in each alternative, the Library Street parking area is better defined in the preferred alternative. Critical to the Library was maintaining the existing parking supply, which was incorporated into this concept. Final layout of parking spaces will be determined in the design phase.

Although street lighting was included in the alternatives above, there was public comment against including lighting in the preferred alternative. However, it is suggested that as design of the improvements is advanced, that street lighting in the vicinity of pedestrian crossing locations continues to be considered. Neighbor concerns may be reduced or alleviated with lower impact lighting than was used when the crossing was originally installed. When Artistree hosts evening events at the Grange, a non-typical number of pedestrians cross Stage Road at an unmarked, unlighted location. Street lighting raises the driver's awareness of that possibility. Crosswalk lighting guidance suggests front lit crosswalks to increase visibility of pedestrians at night. Care should be taken if street lighting is considered during the design phase to ensure the street lighting works with the Village's aesthetic like those used in villages throughout Vermont such as Woodstock, Stowe, and Middlebury and does not interfere with the comfort of nearby residents.

³ VTrans, 2022. *Guidance Document: Demonstration of Projects in State Highway Right of Way*. [Demonstration Projects | Agency of Transportation \(vermont.gov\)](#).

Tree plantings should be considered in the design phase of the project. Strategic tree plantings can be beneficial in calming traffic. There are grants available through Vermont Urban & Community Forestry Program to support tree plantings in conjunction with the design and construction of the proposed improvements.

The following figures present plan views of the proposed modifications within the project area.

Figure 27: Preferred Alternative Improvements



Figure 28: Preferred Alternative Improvements at Intersection

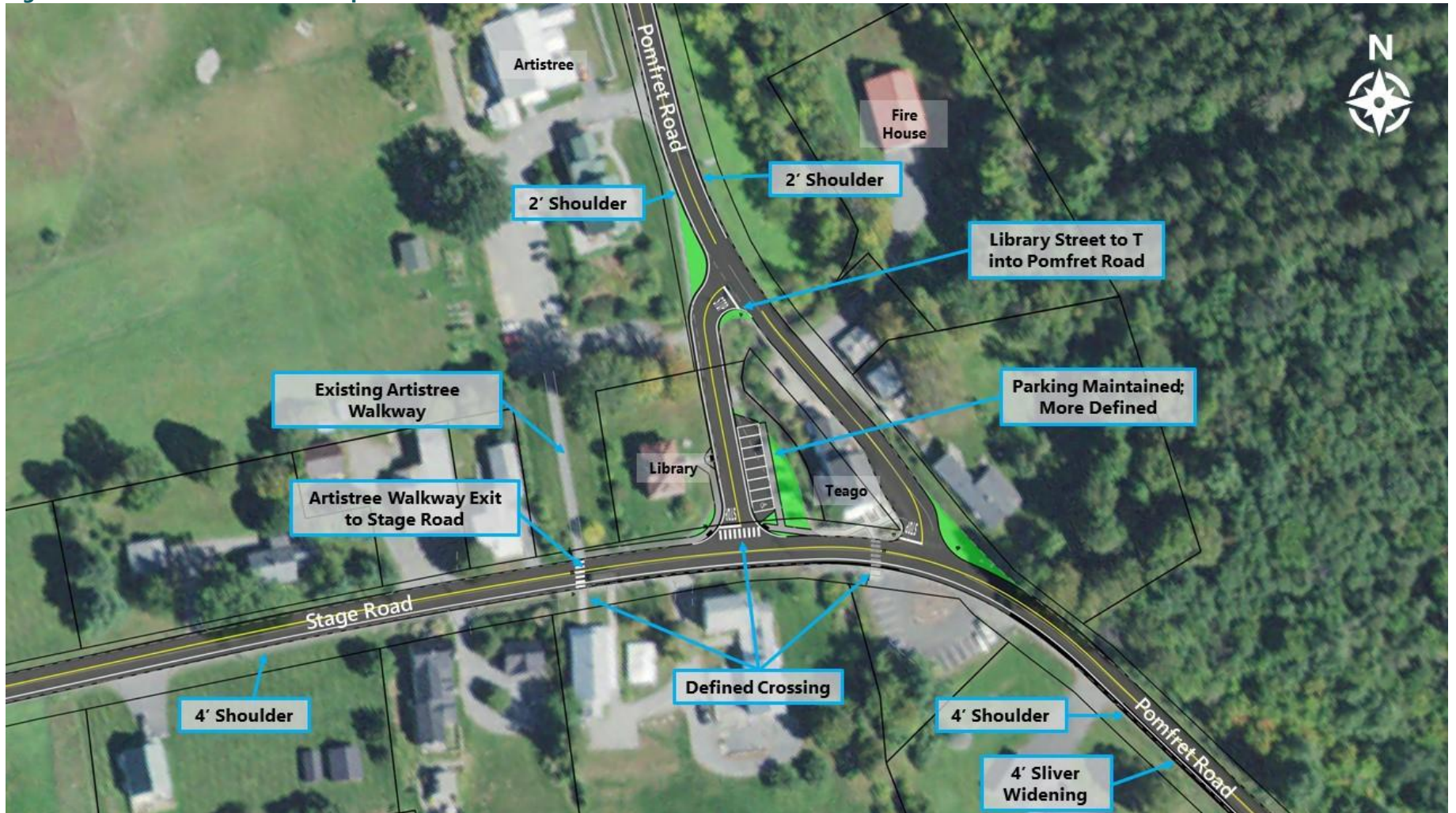


Figure 29: Preferred Alternative Improvements to Pomfret Road south of Pomfret Village



Implementation Plan

The successful completion of the full vision of the project is contingent on proper funding acquisition, permitting, design, and construction phases.

Ideally, the preferred alternative could be constructed as one complete project, however this would involve the greatest effort as well as a need to secure all funding at the onset of the project. As such, work has been divided into stages for the preferred alternative. This way, work can be completed in components over longer periods of time as funding allows. The implementation plan and components are discussed in greater detail in the subsequent section.

Prior to implementation, it is recommended that the Town engage in two demonstration projects. As detailed in the Preferred Alternative Conceptual Plan section, the first demonstration would be a pilot project to evaluate the one-way operation on Pomfret Road between Stage Road and Library Street northbound and Library Street southbound. In addition, during or before the engineering and design phase it is recommended the Town complete a demonstration project to monitor the impact of the proposed design on truck movements, deliveries, overall circulation, and parking. VHB recommends that the designer coordinate with the Town snow maintenance crews to discuss how these modifications will impact plowing and snow removal.

The total project cost was estimated at approximately \$1,340,000. This estimate incorporates the elements represented in estimates presented for the alternatives, as the preferred alternative incorporates components of the alternatives, as well as some additional considerations. Striping and strategic widening to extend the shoulder delineation along Stage Road from Saskadena Six to Pomfret Road and Pomfret Road from the intersection with Stage Road to the elementary school were added to the project based on feedback at the alternatives presentation meeting and following. Conceptual cost estimates for installation of drainage systems in areas that would be curbed in the preferred alternative were also added. Although preliminary estimates indicate the increase in impervious area is below the 0.50 acres threshold, as the design progresses, this will continue to be re-evaluated for operational stormwater permits.

Table 5: Implementation Plan

	Location and Description of Improvements	Estimated Cost*
<i>Demonstration Projects</i>		
A	Pilot project to evaluate one-way operation with northbound only on Pomfret Road between Stage Road and Library Street and southbound only on Library Street	Depends on scope and materials selected
B	Pilot project to demonstrate new alignments and curblines with focus on accommodating larger vehicles and maintenance equipment	
<i>Staged Implementation</i>		
1	Library Street Improvements including sidewalks, drainage, parking area, intersection with Stage Road, and intersection with Pomfret Road	\$443,000
2	Pomfret Road Improvements from Stage Road Intersection north	\$185,000
3	Widening and Striping Stage Road and Pomfret Road from Saskadena Six to 1806 Pomfret Road	\$261,000
4	Widening and Striping Pomfret Road from 1806 Pomfret Road to Elementary School	\$451,000

*Costs include construction, contingency, engineering and design, traffic control and mobilization/demobilization. Does not include Right-of-Way or property acquisition costs.

Funding Opportunities

Pursuit of funding opportunities is among the next steps in the overall project development process. Funding opportunities are available to municipalities looking to implement larger scale projects that improve communities and bicycle/pedestrian accommodations through competitive grant programs. One such program is the Agency of Commerce and Community Development Better Places Grant Program, which offers up to \$40,000 focused on improving the vitality of designated downtowns and Village Centers. The Transportation Alternatives Program offers grant funding to support improvements to pedestrian and bicycle infrastructure and other transportation alternatives to driving. For demonstration projects, AARP Vermont offers funding through their Placemaking Grant Program and other similar opportunities to encourage livable communities.

Competitive grant programs could provide substantial funding for the design and construction of the selected alternative from this study. An opportunity for a larger grant through a resource such as the VTrans Bicycle and Pedestrian Federal Grant Program to support pedestrian and bicycle infrastructure improvements could provide the backing needed for coordination and implementation of the preferred alternative. Funding through the VTrans Bicycle and Pedestrian Federal Grant Program is federally funded for up to 80%

of a project's estimated cost, requiring a 20% match of local funds. Another potential grant opportunity for this work is Vermont Community Development Grants.