# Memo

## From the Department of Public Works

To: Aaron Frank, Town Manager

From: Bryan K. Osborne, Public Works Consultant

Date: June 20, 2025

Re: Pedestrian and Bicycling Facilities

Historically, much of the Town's transportation system was constructed devoid of pedestrian or bicycling facilities. Over the past 35 years, the Town has made significant progress toward expanding and improving these facilities. Based upon the research of available records, it is estimated that a total of approximately 56 miles of sidewalks, bike paths, and bike lanes have been constructed. Mostly constructed by the Town, a significant portion of these facilities have been constructed by private developers as a requirement of the Town's development standards.

| Constructed By | Facility | Mileage |
|---|---|---|
| Town | Sidewalks | 8.3 |
| Town | Bike Paths | 13.28 |
| Town | Bike Lanes | 17.63 |
| Developers | Sidewalks | 14.92 |
| Developers | Bike Paths | 1.83 |
| Total | | 55.96 |

Note: Class II bike lanes for rural areas in Vermont are generally characterized as an on-road lane ranging from 3'-4' in width, separated from traffic by pavement markings. The bike lanes as referenced in this inventory do not all fall into this range. They do however represent a significant improvement over what existed previously. Generally, these types of facilities were created when roads were being rehabilitated, where the roadways were widened as much as practical. It should also be noted that the bike lanes represented here are measured in road miles vs. lane miles. With these types of improvements existing on both sides of the road, the lane miles would be double the road miles.

There are also several projects underway, or on the near-term horizon by both the Town and VTrans, that will further add to the Town's overall pedestrian and bicycling network. These include sidewalks along portions of East Lakeshore Drive and Malletts Bay Avenue, as well as several intersection reconstruction projects including Prim and West Lakeshore Drive, the Bayside Intersection, Exit 16, and Exit 17.

Attached is a more detailed inventory.

## Constructed by Town

| Sidewalks | | Bike Paths | | Bike Lanes | |
|---|---|---|---|---|---|
| River Road | 0.57 | Causeway Trail | 4 | Bay Road | 1.41 |
| West View Road | 0.08 | Delta Park | 0.42 | West Lakeshore Drive | 1.01 |
| Mountain View Drive | 0.5 | Colchester Point Road | 0.58 | Church Road | 0.91 |
| Dalton Drive | 0.35 | Windemere Way | 0.21 | Porters Point Road | 1.32 |
| Barnes Avenue | 0.12 | West Lakeshore Drive | 0.85 | Heineberg Drive | 0.9 |
| Ethan Allen Avenue | 0.43 | Rt. 15 | 1.58 | Malletts Bay Avenue | 3.46 |
| Blakely Road | 1.7 | Bayside to Village | 3.3 | Depot Road | 0.7 |
| Campus Road | 0.17 | Creek Road | 0.19 | Severance Road | 4.21 |
| Creek Road | 0.6 | Holy Cross Road | 1.05 | Prim Road | 1.3 |
| U.S. Rt 7/Exit 16 | 0.19 | Prim Road | 0.15 | Campus Road | 0.52 |
| Porters Point Road | 1.03 | Campus Road | 0.35 | Colchester Point Road | 0.8 |
| West Lakeshore Drive | 1 | Porters Point Road | 0.43 | Holy Cross Road | 1.09 |
| Williams Road | 0.72 | Malletts Bay Avenue | 0.17 | Total | 17.63 |
| Prim Road | 0.27 | Total | 13.28 | | |
| Heinberg Drive | 0.21 | | | | |
| MaCrae Road | 0.25 | | | | |
| Malletts Bay Avenue | 0.11 | | | | |
| Total | 8.3 | | | | |

## Constructed by Developers

| Sidewalks | Bike Paths | Bike Lanes |
|---|---|---|
| 14.92 | 1.83 | |