
SCOPING STUDY



DOWNTOWN SWANTON
**SCOPING
STUDY**

Swanton, VT

PREPARED FOR



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1

Introduction

The Village of Swanton Downtown Scoping Study examines the transportation circulation in the area of the Village Green, particularly on Grand Avenue between First Street and South River Street including Merchant’s Row to identify multimodal design alternatives that improve the traffic patterns, mobility, safety, and aesthetics in the Village’s downtown center. The Village seeks to implement a motorist, bicyclist, and pedestrian friendly transportation plan. This study was developed with significant input from the public, representatives from the Village of Swanton and local stakeholders. The recommendations identified in this study were developed to identify a feasible and constructible solution that aligns with the vision for the Village Center’s built environment.

1.1 Project Overview

The Village of Swanton Downtown Scoping Study was conducted in coordination with the Village of Swanton, various stakeholders, and the Vermont Agency of Transportation (VTrans). The goal of this study was to identify improvements that advance the vision set forth by the Village of Swanton. This vision involves a multi-modal design that creates an easily navigable traffic pattern and parking area, provides safe pedestrian and bicycle accommodations, and promotes local community assets in order to provide a sense of place that is vital to Village Center activities and growth.

The study area stretches along the eastern and northern edge of the Village Green to the bridge over the Missisquoi River, from First Street to South River Street along Grand Avenue, including Merchants Row and the Merchants Row commercial block and parking area.

1.2 Purpose and Need

1.2.1 Purpose of the Project

The purpose of the Swanton Downtown Scoping Study is to identify and prioritize improvements to traffic circulation, mobility, safety, and aesthetics that will foster a vibrant and multimodal downtown in support of local businesses while accommodating vehicle and truck traffic. Improvements focus along Merchants Row and Grand Avenue from Marble Mill Park to First Street, specifically at the intersection of Grand Avenue with Canada Street and the Merchants Row parking area.

1.2.2 Needs for the Project

Deficiencies in the existing transportation infrastructure define the needs for this project, which includes the need to:

- **Improve Traffic Circulation and Safety:** Lack of clear delineation and access management makes the current traffic pattern and parking area confusing to navigate and inaccessible to users. In this high crash location environment with significant truck volumes, the current configuration enables vehicle and truck operation that is inconsistent with a multimodal Village Center.
- **Enhance Pedestrian and Bicyclist Mobility and Safety:** Long pedestrian crosswalks, infrequent crossing opportunities, insufficient pedestrian accommodations, and lack of bike infrastructure increases vulnerable user exposure to traffic and limits access to local community amenities, including businesses and recreational opportunities.
- **Enable Placemaking Opportunities:** Expansive pavement without clear delineation provides a thoroughfare for traffic but lacks the aesthetic and streetscape elements

to promote local community assets and provide a sense of place that is vital to Village Center activities and economic growth.

2

Existing Conditions

The first step of the Swanton Downtown Scoping Study was to inventory the existing conditions in the Village study area to identify issues and opportunities to be addressed through the study. This chapter includes an overview of the evaluation conducted to understand the existing built environment and land use context, current transportation infrastructure, traffic flows and trends, safety data, historically and archaeologically significant resources in the area, and relevant previous studies.

2.1 Study Corridor Description and Context

The study focuses on the area around the eastern and northern edge of the Village Green and north to the Missisquoi River in the heart of the designated Swanton Village center. The study area includes Grand Avenue starting at the intersection of First Street working northward through the intersection of Canada Street and Merchants Row from the intersection with Canada Street to the bridge over the Missisquoi River.

The study area is at the confluence of US-7, the north-south corridor that runs along the western edge of Vermont, and VT-78, an east-west corridor connecting parallel to the Missisquoi River in northwest Vermont from Sheldon through the Missisquoi National Wildlife Refuge and across the Lake to Alburgh. The segment of Grand Avenue within the study area is a vital regional connection, designated as both US-7 (connecting Grand Avenue to Canada Street) and VT-78 (connecting First Street to Merchants Row). Grand Avenue is a principal arterial and Class 1 Town Highway in the Village. Merchants Row is split into two segments. The first is a Class 3 Town Highway directly in front of the commercial block connecting to Church Street on the western edge of the Village Green. The second is a Class 1 Town Highway and principal arterial designated as VT-78 between the intersection with Canada Street and northward to Depot Street north of River Lane and over the Missisquoi River.

The study corridor falls within the Central Business District according to the zoning map. Adjacent parcels primarily serve as either public amenities, like the Village Green, public library, and post office, or commercial uses, like restaurants and retail shops.

The full project study corridor is shown in **Figure 1** and the Merchants Row area is shown in **Figure 2** on the following page.

Figure 1. Project Area Existing Condition



Figure 2. Project Area Existing Conditions Focused on Merchants Row and Intersection of Grand Avenue and Canada Street



2.2 Transportation System Characteristics

The following section summarizes the relevant transportation system characteristics of the study area. Existing conditions identified as part of this study include daily traffic volumes, roadway geometry, multi-modal facilities, and other roadway elements.

Functional Classification: Principal Arterial

Right of Way (ROW): 4 rods (66 feet)

2018 Annual Average Daily Traffic (AADT): 10,400 vehicles per day (US-7 Grand Avenue between First Street and Canada Street)

10,800 vehicles per day (VT-78 Merchants Row between Canada Street and River Lane)

Study Intersection Geometry and Operations: **Grand Avenue and First Street**

This is a three-leg intersection with stop control on the minor leg of First Street. First Street, VT-78, connects the Village Center to I-89 at Exit 21. The geometry at Grand Avenue and First Street is challenging, particularly for the heavy trucks that make up as much as 11% of the traffic processed through the intersection.

Grand Avenue and Canada Street / Merchants Row

This intersection is a two-way stop-controlled intersection. The major approaches are Grand Avenue and Merchants Row, where Merchants Row makes a sweeping s-turn as it approaches from the north. The minor legs are Canada Street and access to Merchants Row parking area. Canada Street is a signed stop with a dedicated left turn lane.

Pedestrian Facilities: **Grand Avenue** | 8' sidewalk on east side with crossings between Village Green and Library (just north of First Street) and Village Green and Post Office (midblock)

Canada Street | 5' sidewalk on south side poorly delineated due to access management issues and 8' sidewalk on north side with step up to businesses

Merchants Row (VT-78) | 5' sidewalk on east side and 5' sidewalk on west side north of commercial frontage

Merchants Row Area (and Church Street) | 5' sidewalks on the edge of the Village Green and a colonnade sidewalk along the commercial frontage providing insufficient accessibility with 1-2 steps up from street level and only a ramp at the northern entry

Crosswalks

- **Grand Avenue**
 - South Leg of First Street Intersection
 - North of First Street at Public Library
 - Midblock between First and Canada at Post Office
 - South Leg of Canada Street Intersection
- **Merchants Row**
 - North Corner of Commercial Block (to Roy's Insurance Building)
- **Canada Street**
 - East Leg of the Grand Avenue Intersection
- **Church Street**
 - South Corner of Commercial Block (to Village Green)
- **First Street**
 - East Leg of the Grand Avenue Intersection

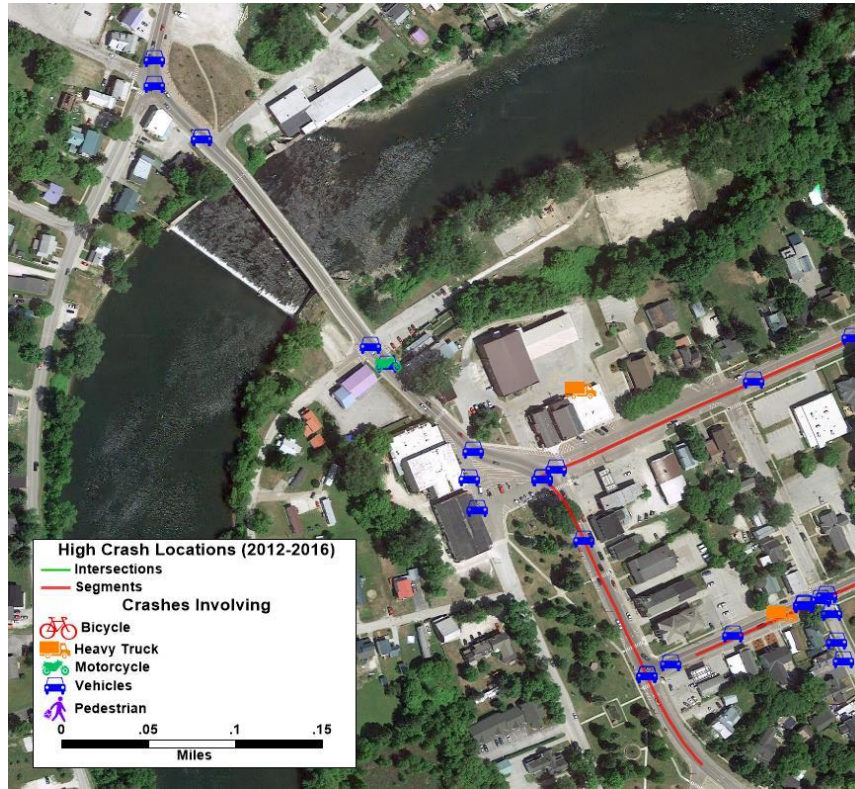
Bicycle Facilities: Shared lane markings on Grand Avenue and Canada Street

It is important to note from a regional transportation standpoint that the downtown, particularly along VT-78 and US-7, sees a significant number of heavy vehicles and large trucks for a Village Center setting. Although the issue of truck traffic surfaced throughout this study and recommendations of large vehicle rerouting or bypassing have been made in the past, this study assumed that large vehicles would continue to be accommodated on the VT-78 and US-7 roadways. It is acknowledged that more regional rerouting of truck traffic may occur in the future due to other projects. For instance, continued construction on Autoroute-35 in Canada to connect to I-89 in Highgate may cause broader shifts in the regional trucking patterns that are external to this study and its recommendations.

2.3 Safety Assessment

A review of reported crashes along the study corridor was conducted for the most recent five-year time period that data is available (2015 – 2019). During this time period, there were 13 reported crashes associated with the study corridor, with only 2 injury type crashes resulting. **Figure 3** depicts locations of all crashes in the Village for the observed study period of 2015 to 2019.

Figure 3: High Crash Locations (2012-2016) and Reported Crash Locations (2015-2019 Crash Data)



The US-7 corridor where it overlaps with the study corridor along Grand Avenue and onto Canada Street was identified as a High Crash Location segment according to the most recent High Crash Location Report available for 2012 through 2016. Figure 3 depicts the High Crash Location segments as red lines. Over the five-year period from 2012 through 2016, 10 crashes were reported for the HCL with 3 resulting in injury and 8 in property damages. The actual to critical ratio of the segment, or the comparison of the actual rate of crashes against the average crash rate for similar facilities across the state was 1.146, ranking the HCL as number 110.

2.4 Natural, Cultural, and Historic Resources

A review of the natural, cultural, and historic resources was evaluated to identify areas of potential sensitivity or permitting requirements. This included a desktop review and assembly of natural resources into maps based on the Agency of Natural Resources Atlas and included in the Appendices. Given the setting, the review of natural resources did not identify any notable resources within the study area with the exception of the river corridor easement at the north end of the study area.

In addition, a historic resources assessment was conducted to identify historic resources along the study corridor and potential permitting requirements. Surveying 49 properties, many within the Village historic district, the historic assessment determined historic integrity

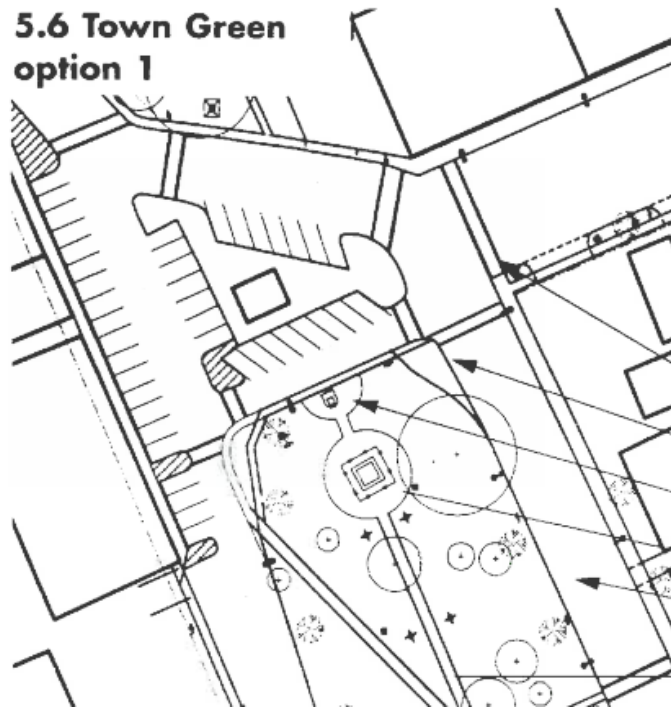
and eligibility for the National Register. This includes the Village Green as a significant historic resource to the Village district. The full Historic Resources Identification Report is included in the Appendices.

The Archaeological Resources Assessment of the area included desktop review of historic records, documentation of previously identified resources, and a site visit to identify areas of known or anticipated archaeological significance or sensitivity. No known resources were identified within or immediately adjacent to the study area. It was noted that undisturbed areas, like the Village Green, should be further tested if disturbances are required 2 feet below the surface or more. If further study is required, it would be conducted as part of the Section 106 permitting process. The full Archaeological Resources Assessment is included in the Appendices.

2.5 Review of Previous Studies

Past planning projects and studies have called for more efficient and safer movement of people and goods throughout the Village of Swanton. A study conducted in 2001 focused on transportation (i.e. traffic circulation and parking), buildings (i.e. building utilization and façade improvements), built environment (i.e. Village Green and streetscape) and economic development (i.e. placemaking opportunities and downtown programming and promotion). The final recommendations of this report included making circulation and parking changes, creating pedestrian improvements, and improving building façades and the streetscape. It is noted that concepts explored in the 2001 study, like those depicted in Figure 4, would need to be vetted against current standards. In 2015, a municipal plan outlined the need for a future study to be conducted with a focus on traffic circulation, traffic safety, parking, and signage. The Downtown: Traffic, Walkability, and Bikeability task force determined that more information was needed in these areas in order to make the most impactful changes to the Village. The recommendation for the study was made with the aim of further improving traffic patterns and pedestrian safety.

Figure 4. Snapshot of a future layout of the Green from the Swanton Downtown Development Plan (2001)



3

Public Outreach

A robust public outreach process was conducted by engaging a diverse group of stakeholders on the project Team and providing ample opportunities for public input over the course of the study's development. 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 Village of Swanton. Before bringing materials to the public, the Team was convened to ensure all necessary components were considered and the Purpose and Needs of the project were being met.

3.1 Project Team

The project Team consisted of a diverse group of stakeholders including representatives from the Swanton Village staff, Swanton Economic development office, and local business representatives.

This team served as an advisory body throughout the project and was responsible for vetting all materials and concepts before they were presented to the public for review and comment. The Project Team provided input to help develop the Purpose and Need statement, identify the alternatives for development, and guide the evaluation. The project team also collected vital information from the community and project stakeholders throughout the study. Public comments regarding the study that were provided outside of the designated meetings were included in the appendices.

3.2 Local Concerns Meeting

A Local Concerns Meeting was held on September 1, 2020 to solicit input from the community at the onset of the project. The attendees were provided with an overview of the project and then asked to identify any opportunities or concerns along the corridor. This meeting was held both in person and virtually to enable the greatest participation from the community and remain conscientious of the limits to gathering and need for social distancing due to the COVID-19 pandemic. After the presentation, the in person and virtual groups split to facilitate the discussion of issues and opportunities, providing the opportunity for all attendees to contribute their ideas. From the discussions, many common themes along the corridor emerged, including the following:

- Lack of safe bike routes throughout the entire downtown area;
- Lack of wheelchair accessibility to primary commercial frontage on Merchants Row and Canada Street;
- Parking along Merchants Row and access for pedestrians to the parking area are issues for many; and,
- Traffic circulation issues including confusing traffic patterns and lack of delineation or guidance for travelers.

The concerns and opportunities voiced by the community at this meeting and the feedback period following, as well as from the study team led to the development of the graphic shown in **Figure 5**. The highlighted elements 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. The meeting presentation and minutes can be found in the Appendices.

Figure 5: Opportunities and Constraints Map



3.3 Draft Alternatives Presentation

On January 27, 2021 the project team presented the draft alternatives for five focus areas in downtown Swanton for public input to help determine a preferred concept plan. The focus areas included the Grand Avenue/Canada Street Intersection, Merchants Row Area, Canada Street, Grand Avenue and Church Street, and Merchants Row to Marble Mill Park. In addition to these focus areas, proposed baseline improvements were also presented for comment. The alternatives presented to the public are described in detail in Chapter 4.

The meeting presentation and minutes can be found in the Appendices.

3.4 Preferred Alternative Presentations

On May 24, 2021, the project team presented the preferred alternative conceptual plans with short- and long-term projects to the Village Trustees. At this meeting, the preferred alternative concepts were discussed with the community members present and the Village Trustees at length. In general, the vision for the downtown and proposed projects were supported by the community members present.

Discussion focused mainly on two elements of the study. One is the proposed reconfiguration of the area in front of Merchants Row. The proposed changes to improve safety and pedestrian access with an extension of the sidewalk and a pedestrian bump-out would result in the loss of some storefront parking spaces, particularly along the northernmost frontage. These improvements are generally supported, but not at the expense of parking spaces that are seen as vital to the businesses that occupy the storefronts. The community was confident that a compromise solution could be found and agreed to carry forward the concepts and proposed projects while tabling the details of this particular element to be further evaluated in design. The other discussion point was acknowledging that this study does not address the concern of the significant volumes of large trucks and heavy vehicles that pass through downtown. Although it was agreed that the proposed projects would accommodate the truck traffic, it is noted that should a bypass or other means of reducing truck traffic along VT-78 and US-7 in this area the elements of this study should be reexamined.

Through the discussion with the project team, study stakeholders, business owners, residents, and the Village Trustees, the general consensus was support for the study findings and the short- and long-term proposed projects therein. As such, the Village Trustees motioned to endorse the study with the modifications regarding parking in front of Merchants Row and truck traffic bypassing downtown as outlined above. The motion garnered unanimous support.

The meeting presentations and minutes can be found in Appendices.

4

Alternatives Analysis

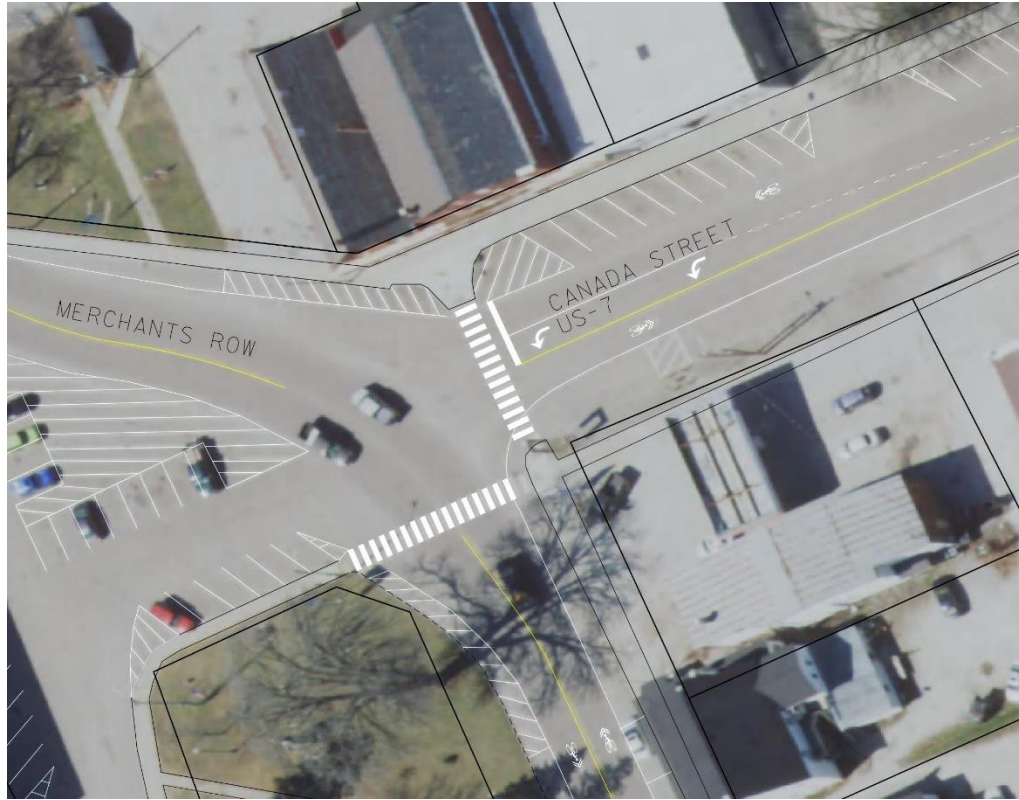
An analysis of up to three alternatives for each focus area identified within the study corridor was conducted to determine the validity of various options. The following focus areas were examined along the corridor: 1) the intersection of Grand Avenue and Canada Street, 2) the Merchants Row Area, 3) Canada Street, 4) Grand Avenue and Church Street, 5) Merchants Row to Marble Mill Park. Factors such as cost, traffic operations, safety improvements, right-of-way impacts and others were used as evaluation metrics to help arrive at a package of preferred improvements for the corridor.

4.1 Focus Area 1 – Grand Avenue and Canada Street Intersection

The intersection of Grand Avenue and Canada Street is effectively a skewed angle, 5-leg intersection where the intersection of the major legs (Grand Avenue and Merchants Row) and minor leg (Canada Street) are met with the access to the Merchants Row area and the access to Ace Memorial Hardware. To remain on US-7 at the intersection, the movement is a northbound right or westbound left. To remain on VT-78, the movement is a northbound slight left or southeast-bound slight right. Likely due to these overlapping designations, the intersection is unconventional from a control standpoint. Only recently was stop control adopted on the minor leg of the intersection, where previously the approach was a yield condition. All approaches to the intersection are single lane with the exception of the Canada Street approach, which has a designated left turn lane.

The confusing traffic pattern at this junction has been identified in previous studies, but concerns with the traffic pattern, speeds, and truck volumes were all expressed by the public and stakeholders during the course of this study as well. The ease of navigability, especially for those who may want to stop, park, and visit retail or restaurant locations, was of particular concern from an economic stimulus standpoint. Previous efforts to mitigate confusion and reduce speeds both on the through movements at the intersection and in the Merchants Row area included delineating the parking area from the corridor with updated striping and bollards. Although these incremental adjustments were well received, more permanent solutions to the circulation patterns are desired for intuitive navigation and improved multimodal patterns.

Figure 6: Focus Area 1 – Existing Conditions



4.1.1 No Build

The No Build scenario was examined to determine a baseline for relative comparison purposes at the intersection of Grand Avenue, Canada Street, and Merchants Row.

4.1.2 Alternative 1 – Delineate Intersection and Remove Left-Turn Lane

Alternative 1 improves the delineation of the current intersection geometry by drawing in curb lines to better define spaces. This option does not change the 5-leg intersection layout, but improves upon other points of confusion in proximity to the intersection, like access management on the southeast parcel.

The current intersection alignment provides a dedicated left turn lane on Canada Street. A left turn lane warrant was evaluated. The left turn lane is not warranted at the intersection. This was considered a baseline improvement for all of the alternatives with the exception of the no build for comparison purposes.

Figure 7: Grand Avenue and Canada Street Intersection Alternative 1



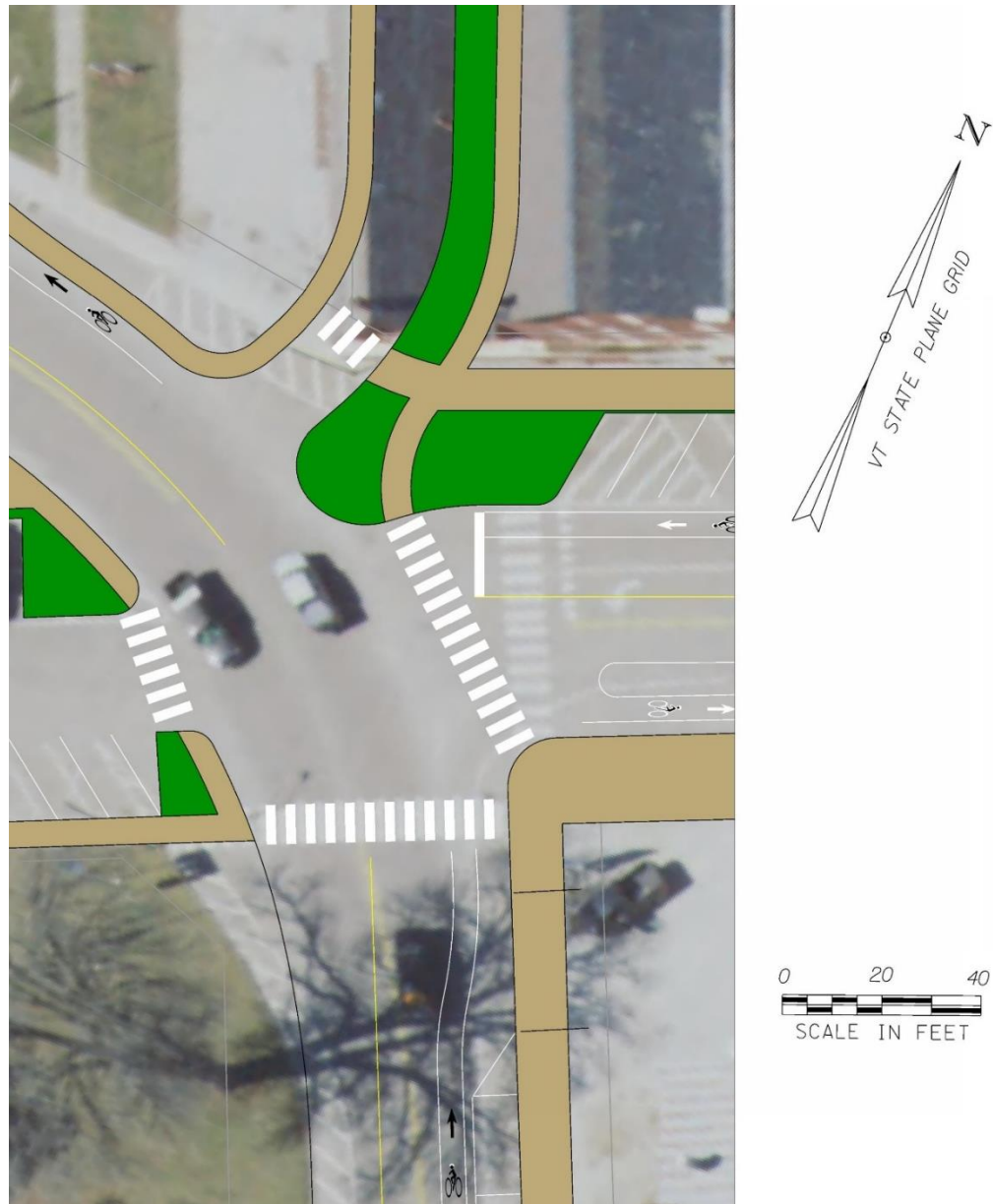
4.1.3 Alternative 2 – Reduce 5-Leg Intersection to 4-Leg Intersection

The second alternative scenario for the intersection of Grand Avenue and Canada Street includes the reduction in the number of legs to the intersection from 5 to 4. The driveway to the Ace Memorial Hardware store is reenvisioned as a one-way entrance, shifting the access to a location just north of the intersection. The removal of the fifth approach from the intersection clears up confusion, particularly for the conflicting, controlled movements between the Ace Memorial Hardware driveway and the Canada Street approach. In this scenario, the remaining legs of the intersection are all town highway.

The geometry of the existing intersection, with the skew angle of the Merchants Row (VT-78) leg, creates an S-turn for vehicles to navigate on the through movement. The reenvisioning

of the intersection in this alternative will tighten the roadway, providing improved visual cues to operators and likely slowing traffic further. In addition, the reconfiguration of the intersection allows for even more reclamation of underutilized space from the intersection, opening up more opportunities for placemaking, pedestrian space, benches or seating, plantings, and other repurposing of space vital to a vibrant downtown area.

Figure 8: Grand Avenue and Canada Street Intersection Alternative 2



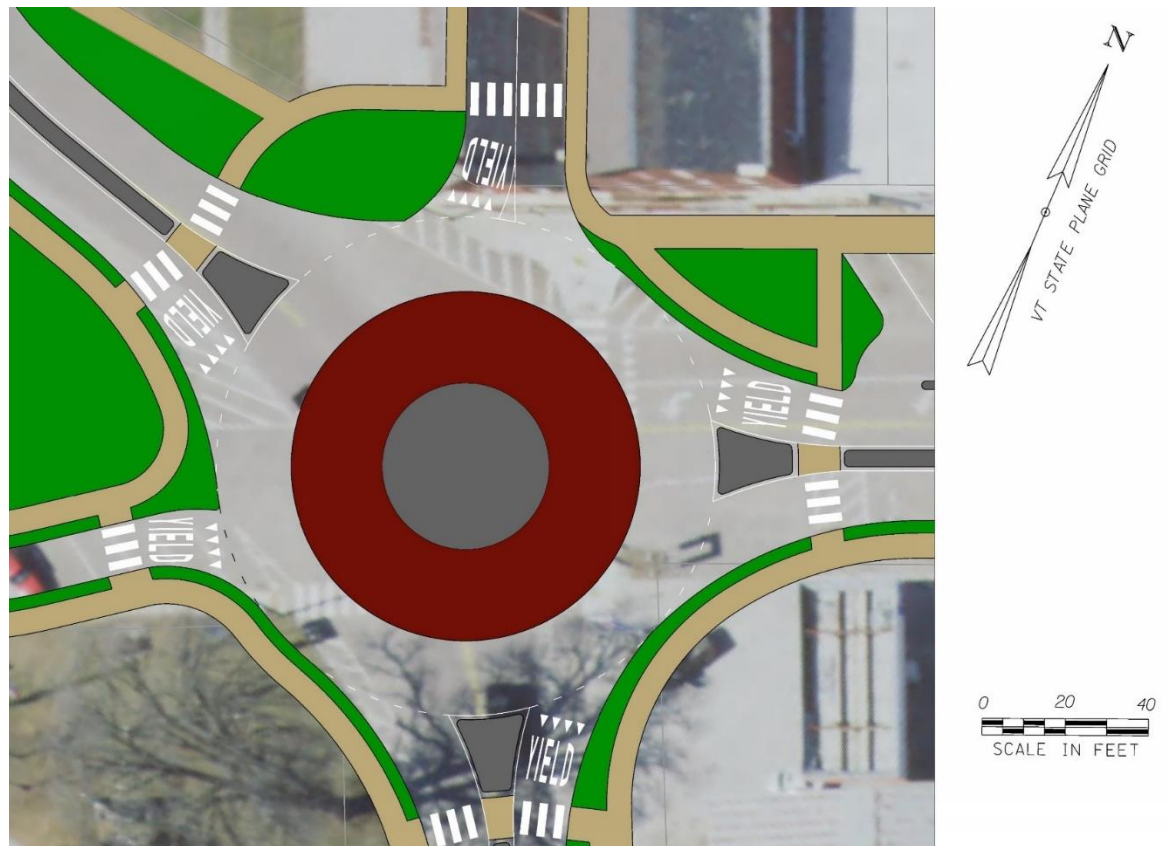
4.1.4 Alternative 3 – Roundabout

The third alternative for the intersection that was considered and evaluated was a roundabout. A roundabout configuration would allow for the existing legs of the intersection to remain, but would substantially improve the condition and reduce the confusion of a 5-leg, minor approach stop controlled intersection.

The design considered for this location was sized to fit the downtown context while still accommodating the heavy trucks on the predominant movements. This was critical to the design as heavy vehicles make up nearly 10% of the traffic flow. In order to meet these criteria, the proposed concept would be a 5-leg, 120' inscribed diameter roundabout. The Merchants Row access to parking would become a one-way leg. From a vehicle operations standpoint, the intersection would slow traffic down, but continue to process traffic without a stop condition.

Each leg of the roundabout would feature pedestrian crossings. The Grand Avenue, Canada Street, and Merchants Row (VT-78) approaches would all have curbed splitter islands, creating a pedestrian refuge midcrossing. The advantage to this design is the opportunity for pedestrians to cross one direction of traffic at a time.

Figure 9: Grand Avenue and Canada Street Intersection Alternative 3



4.1.1 Focus Area 1 – Evaluation Matrix

An evaluation matrix of the alternatives presented in Section 4.1 is shown in Table 1 below. This matrix compares the costs, operations, safety, and impacts to various resources for each alternative

Table 1: Grand Avenue and Canada Street Intersection Alternatives Evaluation Matrix

	Alternative 1 Formalize Current Configuration	Alternative 2 Update Intersection Geometry	Alternative 3 Roundabout
Cost			
<i>Relative Cost Scale</i>	\$	\$\$	\$\$\$
Safety and Mobility			
Pedestrian Access & Safety	Slightly Improved Shortens Existing Crosswalks	Slightly Improved Shortens Existing Crosswalks	Improved Provides Crossings on All Approaches; Shortens Crossings; Ped Crosses Single Direction of Traffic at a Time
Bicyclist Access and Safety	Slightly Improved Delineates space on approaches	Slightly Improved Delineates space on approaches	No Change Assumes bike circulation on Church Street
Vehicle Safety	Slightly Improved Curbing to clearly delineate roadway and reduce speeds	Improved 5-way to 4-way configuration to reduce confusion; curbing to clearly delineate roadway and reduce speeds	Significantly Improved Reduces conflict points and simplifies complex intersection
Impacts			
ROW Impacts	Minor Impacts	Minor Impacts	Moderate Impacts
Utility Impacts	Minor Impacts	Minor Impacts	Moderate Impacts
Constructability	Minor Effort	Moderate Effort	Major Effort
Resources			
Archaeological	No Impacts	No Impacts	Potential Impacts <i>Village Green</i>
Historic	No Impacts	No Impacts	Potential Impacts <i>Village Green</i>
Hazardous Materials	No Impacts	No Impacts	Potential Impacts
Community Character			
Aesthetics	Slightly Improved	Improved	Improved
Satisfies Purpose & Need	Yes	Yes	Yes

4.2 Focus Area 2 – Merchants Row Area

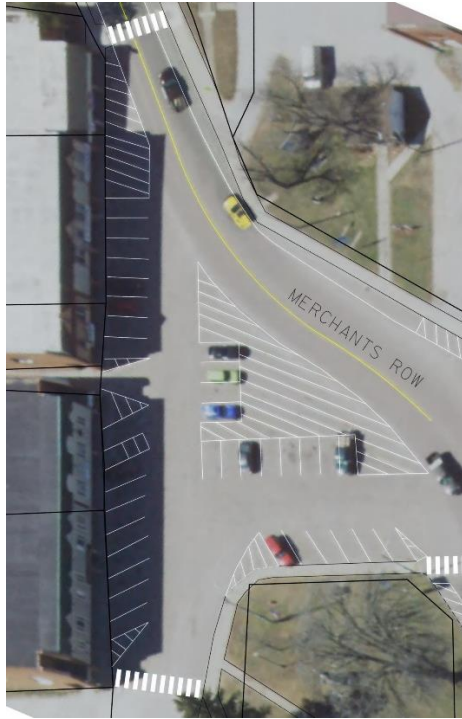
The second focus area is Merchants Row. This area just north of the Village Green has historically been a village square at the convergence of multiple regional roadways and at the center of Village commerce. Merchants Row along VT-78 creates a triangular junction with two Class 3 Town Highway legs of Merchants Row and Church Street. This triangular pattern has been utilized for parking in varying arrangements, a “parking island.” Most recently, the parking for the commercial area has been delineated from the thoroughfare with striping and bollards.

In its current configuration, the parking area offers 12 parking spaces on two edges of the triangle, 6 spaces on the northern edge of the Village Green, and 17 spaces along the Merchants Row commercial frontage. In addition, the Village has an agreement with the parcel just south of the commercial building.

The commercial block has an arcade walkway along the frontage. The covered sidewalk has one to two steps up to access the retail locations from street level. The sidewalk and the retail doorways are only ramp accessible from the north end of the buildings where the existing sidewalk and crosswalk meet the building and at the access driveway that bisects the two buildings. Lack of accessible pedestrian accommodations, particularly to connect from the sidewalk network south of the commercial block on Church Street, forces those needing ramp access either onto Church Street behind parked cars or rerouting all the way across the Village Green and Grand Avenue, along Merchants Row, and across again at the crossing at the north end of the buildings.

Given the alternatives for the focal area sought to reallocate paved areas for improved pedestrian and parking access, the impacts of the alternatives were limited. As outlined below, there were no anticipated impacts to right-of-way, utilities, natural, cultural, historic, or archaeological resources. Instead the evaluation of alternatives was focused on alternative circulation patterns.

Figure 10: Focus Area 2 – Existing Conditions



4.2.1 No Build

For comparison purposes, the no build alternative was evaluated. The no build alternative is considered to be the triangular paved area created by the junction of Church Street and Merchants Row.

4.2.2 Alternative 1 – One-way Circulation

The baseline improvements in the build alternatives for this area includes a sidewalk along the front of the existing building arcade. Providing a sidewalk here will not only create an accessible sidewalk to connect to the existing sidewalk network, but also create opportunities to ramp into the retail areas appropriately.

Baseline improvements in the build alternatives also include improved delineation, safety, and accessibility to the parking area. The build alternatives envision the “parking island” as a curbed area with the opportunity for green space or hardscape depending on the sense of place that the Village wants to foster. This pocket park could be utilized for seating, lighting, signage, plantings, or other streetscape elements. Access to the parking and pocket park would be created through formal crossings between the storefronts, Village Green, and “parking island.”

Alternative 1 provides a one-way circulation pattern for the Church Street and Merchants Row area. The northern most segment of Church Street would be one-way southbound and the Merchants Row along the top of the Village Green would be eastbound. Church Street south of Merchants Row would remain open to two-way traffic. Traffic would be able to

enter the area from the north access and exit the area either along Church Street to the south or Merchants Row to the east. This circulation would simplify the complexity along Merchants Row by forcing drivers from the Merchants Row parking area to navigate through the intersection of Grand Avenue and Canada Street to then continue north, south, or east.

4.2.3 Alternative 2 – Two-way Circulation

The second alternative for this area envisions the baseline improvements of accessible sidewalk expansion and parking area and pocket park concepts as discussed above, but with a two-way circulation pattern similar to the operation available currently. With this option, vehicles are able to exit and enter where the north end of Church Street meets Merchants Row, via Merchants Row at the intersection of Grand Avenue and Canada Street, or via Church Street to the south along the Village Green.

For the purposes of comparison and input from the community on the concept, this alternative was shown with the access driveway that bisects the buildings closed to traffic.

Figure 11: Merchants Row Alternative 1



Figure 12: Merchants Row Alternative 2



4.3 Focus Area 3 – Canada Street

Canada Street is the extension of the US-7 corridor, connecting Grand Avenue from the south to Spring Street to the north. This block of Canada Street is wide, with over 70 feet of width from front of sidewalk to front of sidewalk. Although the majority of that width is paved, the segment generally lacks definition.

Canada Street from Grand Avenue to York Street has angled parking along the north side and lacks access management on the south side. The majority of the south side of Canada Street is made up of two parcels with no delineated driveways. A narrow sidewalk on the south side spans approximately 215 feet of pavement without protection or defined entry and exit locations. The last 140 feet of the block on the south side has a defined driveway, on-street, parallel parking spots, and a generous greenbelt. Beyond York Street the curb to curb width narrows to accommodate a parking lane on each side.

The corridor has two travel lanes, one in each direction. The approach to the Grand Avenue intersection has an approximately 75-foot dedicated left turn lane. The corridor also has sharrows to indicate a shared lane condition for cyclists.

The alternatives for Canada Street sought to improve delineation of parking, pedestrian spaces, and access management with the reallocation of paved areas, while exploring options for parking configurations and potential bike accommodations. As such, the impacts to right-of-way, utilities, natural, cultural, historic, or archaeological resources were limited.

Figure 13: Focus Area 3 - Existing Conditions



4.3.1 No Build

For the purposes of comparison, a no build condition was evaluated as outlined above.

4.3.2 Alternative 1 – Shared Lanes with Nose In Angled Parking

The baseline improvements explored for Canada Street included improved access management on the south side to better define the entry and exit points of the parcels.

Reclamation of the expansive pavement currently along the south side of the roadway for the purposes of a greenbelt or hardscape for placemaking opportunities was considered a baseline improvement.

As discussed in the intersection alternatives for the Grand Avenue and Canada Street intersection, the left turn lane removal was also considered a baseline improvement for this segment of roadway.

The repurposing of paved width for the first alternative provided for an expanded north side sidewalk, again to define space along the retail frontage prime for streetscape improvements like lighting and seating. The expansion of sidewalk here may also provide enough length to chase back grades and meet the entrances of retail spaces to make them accessible.

In this alternative, the parking would be defined with curbing and is envisioned as nose-in angled parking consistent with the existing condition. Due to the parking configuration, the travel lanes would remain shared lanes with marked sharrows. It is not advisable to have nose-in parking adjacent to dedicated bike lanes.

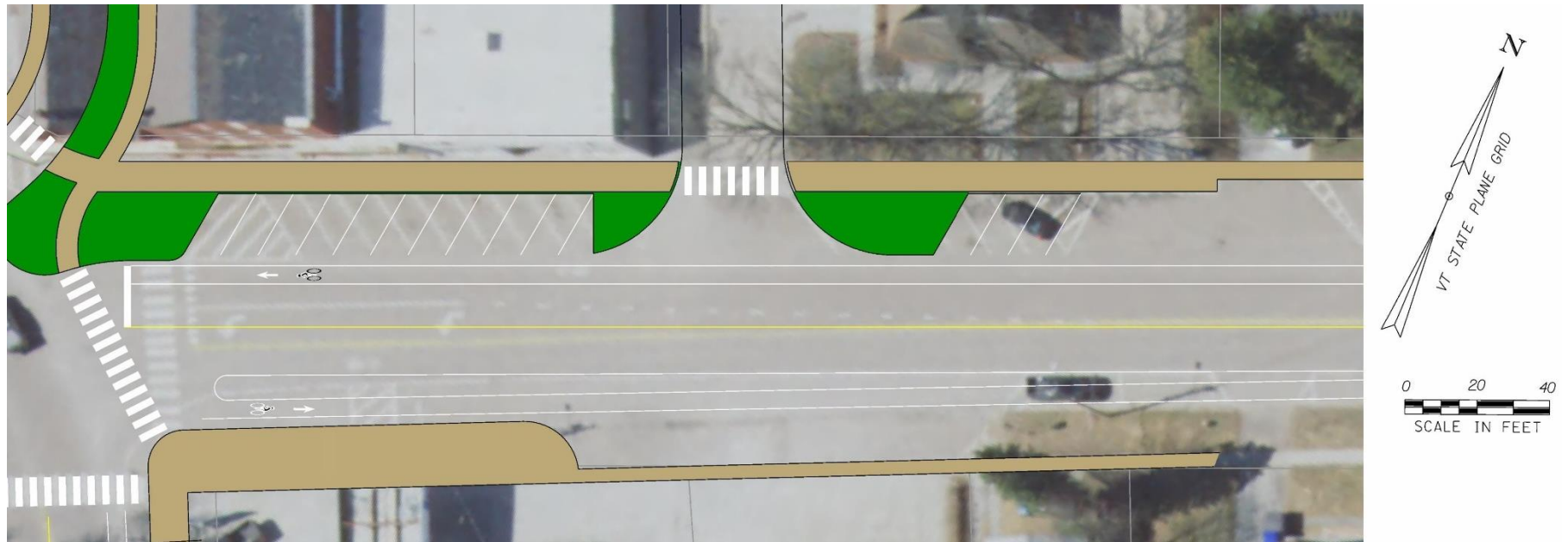
Figure 14: Canada Street Alternative 1



4.3.1 Alternative 2 – Dedicated Bike Lanes with Back In Angled Parking

The second alternative for this segment includes the same baseline improvements as outlined above, with improved access management and removal of the left turn lane. This alternative, however, explores an option with dedicated bike lanes. To maximize parking, the angled parking on the north side would become back in angled parking. This style of parking is advisable adjacent to bike lanes, as motorists can see the cyclists clearly when attempting to pull out of a parking space.

Figure 15: Canada Street Alternative 2



4.4 Focus Area 4 – Grand Avenue & Church Street

Grand Avenue's current configuration includes two travel lanes and two parallel parking lanes, one in each direction. The corridor is flanked on the east with a generous, nearly 8-foot wide sidewalk and on the west with the Village Green. There are two formal crossing locations of Grand Avenue, one in front of the Library and one in front of the Post Office.

Church Street is a more residential street, less trafficked street with two-way operation. On-street parking on the east side is available for daytime only. On the west side, the areas without a greenbelt have on-street, parallel parking available. The west side is flanked by a sidewalk, with just curb separation in those areas adjacent to parking. To the east is the Village Green, where two different sidewalk facilities end onto Church Street without defined crossings.

Changes to Grand Avenue were considered in conjunction with Church Street to identify an acceptable bicyclist circulation pattern. Bike circulation through the Village was of particular concern not only to create a more accessible, multimodal hub of activity and commerce, but also to fulfill a desire to create connections between the existing Fit and Healthy path and future completion of the Lamoille Valley Rail Trail. Connecting to these other area attractions was seen critical to the vitality of the Village to attract and sustain businesses, contributing to the economic stimulus of the Village Center.

Alternatives for Grand Avenue and Church Street explored the broader circulation patterns around the Village Green to balance accommodating vehicular traffic, parking, and bicyclists. The alternatives for Grand Avenue and Church Street considered reconfigurations of the existing curb-to-curb width, limiting the impacts to resources beyond the existing curb lines. As such, there were no anticipated impacts to ROW, utilities, natural, cultural, archaeological, or historic resources for the alternatives as outlined below.

Figure 16: Focus Area 4 - Existing Conditions



4.4.1 No Build

For comparison purposes, the no build condition was evaluated. The configuration of the no build is described above.

4.4.2 Alternative 1 – Bike Lanes and Single Parking Lane

Changes in the first alternative considered Grand Avenue to become the primary bike route within the Village Center, where one existing parking lane would be repurposed into 5-foot bike lanes in both directions. The Grand Avenue corridor would still serve vehicle traffic in both directions and the east side parking lane adjacent to public buildings and commercial locations would be retained. The intention of this alternative was to envision the existing curb-to-curb width while maintaining some of the on-street parking. It is noted that with the heavier traffic volumes along Grand Avenue, a buffered bike lane would be preferable along the corridor.

In this alternative, Church Street is envisioned with little change from its existing condition.

Figure 17. Cross Section View Looking North of Grand Avenue and Church Street for Alternative 1.



4.4.3 Alternative 2 – Grand Avenue Northbound Bike Lanes and Single Parking Lane

In the second alternative, the bike circulation pattern would have northbound cyclists remaining on Grand Avenue with a new dedicated bike lane and door zone buffer adjacent to the parking lane. This configuration would provide sufficient width for the two travel lanes, a 5-foot northbound bike lane, a 3-foot door zone buffer, adjacent to the parallel parking lane.

The second alternative envisions Church Street as the southbound cyclist facility, with a dedicated southbound bike lane. The width on Church Street would accommodate the two travel lanes, a 5-foot bike lane, and a parallel parking lane on the west side of the roadway.

Figure 18. Cross Section View Looking North of Grand Avenue and Church Street for Alternative 2.



4.4.4 Alternative 3 – Bike Circulation on Church Street with Parking Lanes on Both Sides of Grand Avenue

The third alternative for Grand Avenue, and subsequently for Church Street, entails a near no build scenario for Grand Avenue with dedicated bike circulation on Church Street. Grand Avenue would remain consistent with the current configuration, accommodating cyclists in the general purpose travel lane with sharrow markings. Unlike the current configuration, this

option additionally envisions Church Street as a slow street with bike lanes on both sides. The width would be repurposed for vehicle and cyclist travel. If on-street parking was still desired by the community, opportunities for parking bump-ins could be explored.

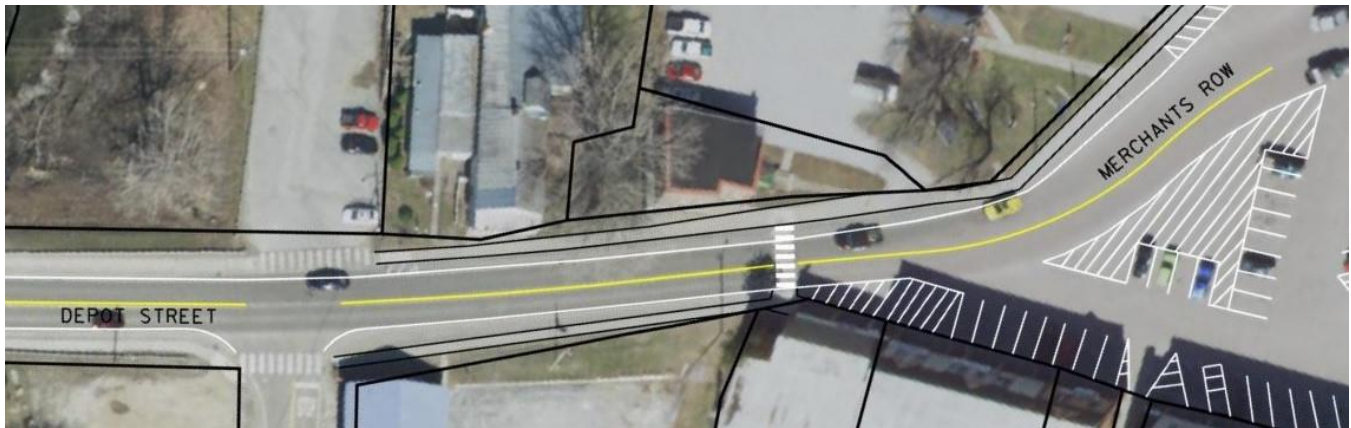
Figure 19. Cross Section View Looking North of Grand Avenue and Church Street for Alternative 3.



4.5 Focus Area 5 – Merchants Row

Merchants Row (VT-78) north of the intersection with Grand Avenue is the connection of the Village Center to the bridge over the Missisquoi River. This segment of the corridor has the tightest cross-section, with the width of the right of way narrowing to less than 50 feet. In the current condition, the corridor has sidewalks on both sides adjacent to curb. There is a crosswalk that connects between the north corner of the Merchants Row commercial buildings and the Memorial Hardware and Roy's Insurance area.

Figure 20: Focus Area 5 - Existing Conditions

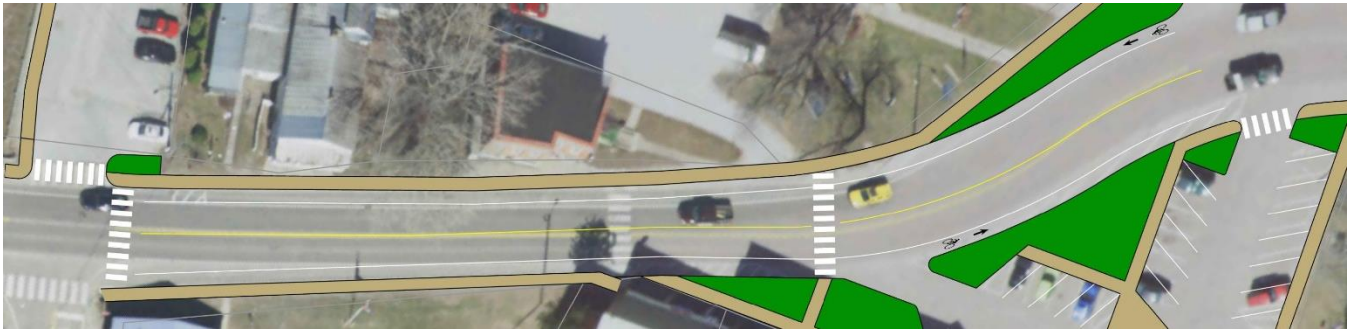


There were a number of baseline improvements considered for this focal area. Although these were presented originally as alternatives, it became clear that these improvements should be considered in the suite of baseline improvements regardless of the preferred alternatives for other focal areas.

The first improvement was relocation of the midblock crossing to the south to create improved sight lines and visibility of pedestrians waiting to cross. The second was an additional crossing at the Marble Mill Park entrance, to be coordinated with other park planning efforts. Although this segment of VT-78 is designated a Class 1 Town Highway, the final design and implementation of these two crosswalks should consider the minimum spacing standard of 200 feet between crosswalks on state routes. As shown in the conceptual plans depicted in Figure 21, the crossings are approximately 250 feet apart from each other as proposed and over 200 feet from the crossing at Canada Street.

Another baseline improvement for this segment would be the addition of dedicated bike lanes on both sides of Merchants Row. The width of the current cross-section would nearly accommodate the two 5-foot bike lanes in addition to the travel lanes with sufficient width to accommodate large trucks safely through the curved section. However, a shift of the east side sidewalk and small acquisition of right-of-way would be required to accommodate the width necessary for dedicated bike lanes. These facilities could be connected in the future to marked lanes across the Missisquoi River bridge and create future connections to the facilities proposed for Lake Street and Maquam Shore Road. Making this vital connection to other modes is part of the economic revitalization vision for the Village Center.

Figure 21: Focus Area 5 – Baseline Improvements



4.6 Focus Area 6 – Grand Avenue and First Street Intersection

The intersection of Grand Avenue and First Street is the gateway into the Village Center from US-7 to the south and VT-78 connecting to the I-89 corridor to the east. At the confluence of these major corridors, the three-way intersection has a tight geometry between the parcels to the north and south and the edge of the Village Green to the west, making it a challenging intersection particularly for large vehicle maneuvers. In the current condition, the crosswalk on the north leg is set back almost 40 feet from the corner. In addition, evidence of large vehicles mounting the southeast and northeast corners can be observed where safe pedestrian landings and ramps should be. Although many ideas were explored to help address the challenges at the intersection, ultimately two baseline improvements for the intersection were recommended.

The first recommendation was to implement an all-way stop. Traffic along the VT-78 corridor tends to be the primary “through” movement at the intersection (i.e. westbound right and southbound left movements), even though the First Street approach is currently the only controlled approach. The Grand Avenue approaches to the intersection along the US-7 corridor are currently uncontrolled, despite having slightly less traffic making the northbound and southbound through movements. It is noted that although the northbound approach to the intersection tends to have the lowest volume of traffic throughout the day, in the peak period the three approaches to the intersection are nearly equivalent, making the intersection a potential candidate for multi-way stop control¹. Given these considerations and the desire for more predictability at this intersection for critical pedestrian movements, the multiway stop warrant criteria were reviewed. According to the Manual on Uniform Traffic Control Devices, an all-way stop at this three way intersection is warranted². An all-way stop is anticipated to help balance the operations for vehicles and pedestrians. Further, stop bars were positioned to implement the all-way stop condition while providing the space needed for large vehicles to navigate the intersection.

The second recommendation is a longer-term improvement that would move curb on the Village Green side of the intersection to better accommodate large vehicle movements at the intersection while bringing the crosswalks and stop bars closer into the intersection. Particularly benefitting the north leg, the proposed reconfiguration would allow large vehicles to make the westbound right turn while someone is waiting on the north leg to enter the intersection. Additionally, shifting the large vehicle movements away from the northeast and southeast corners will allow for improvements to the pedestrian landings and ramps on each of these corners. A shift of the curb line and sidewalk on the eastern edge of the Village Green would be required to accommodate the larger intersection footprint, requiring easements for the relocated sidewalk to be beyond the existing right-of-way.

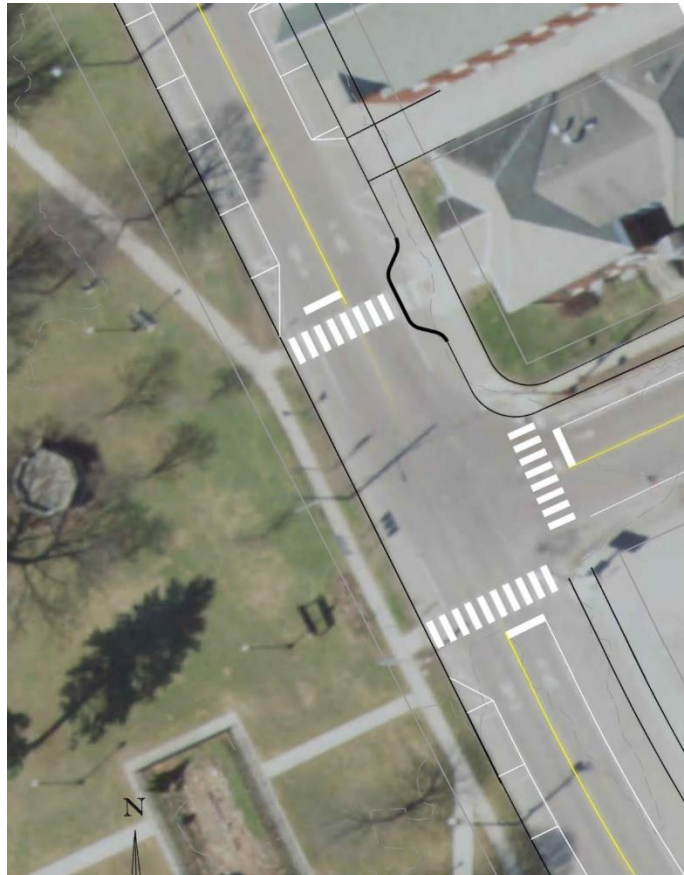
¹ In the PM peak hour, count data for the intersection revealed that the southbound, westbound, and northbound approaches represent 39%, 37%, and 24% of the traffic entering the intersection, respectively. Detailed count data are included in the appendices.

² The MUTCD Section 2B.07 provides criteria for consideration in warranting a multiway stop control. According to count data, the First Street and Grand Avenue intersection meets the minimum volume criteria outlined in Criterion C.

Figure 22: Focus Area 6 - Existing Conditions



Figure 23: Focus Area 6 – Baseline Improvements



5

Preferred Concept Plan

Based on input from the public, the project team, and the Village Trustees, and findings from the technical analysis, the preferred concept plans from each of the focal areas were melded into a single preferred alternative. The implementation plan for the preferred alternative was developed based on two phases of implementation: short-term and long-term. The various features of the preferred alternative were separated into individual projects, creating a proposal of smaller scope, constructible projects that could be tackled by the Village over the next 1 to 10 years. These short-term and long-term packages of improvements were reviewed by the Village Trustees, with the Trustees ultimately supporting the recommendations of the study and implementation plan during the May 24, 2021 meeting. The preferred concept and implementation plans are discussed in this chapter.

5.1 Preferred Alternative Conceptual Plan

Based on the feedback received from the public and project stakeholders, a selection of alternatives from each of the focus areas was identified as the preferred alternative. Modifications to the alternatives were made to fit the various focal areas together, but also to better suit the community's preferences expressed through the public meetings and feedback periods following the meetings.

The preferred alternative that was assembled into a conceptual plan included Alternative 2 for the intersection of Grand Avenue and Canada Street, Alternative 2 for the Merchants Row area, Alternative 1 and Alternative 2 in combination with modifications for Canada Street, Alternative 3 for Grand Avenue (and Church Street), as well as the baseline improvements recommended along Merchants Row to Marble Mill Park and at the intersection of First Street and Grand Avenue Intersection.

It is important to note that along with the preferred alternatives and baseline improvements for the Village, there are several areas where the reclamation of space could be used for the public good. These areas behind new curb lines provide ample opportunity for placemaking and streetscape design elements including landscaping, hardscaping, lighting, seating, and other public uses. It is important to note that not explicitly designed in this effort, these spaces provide opportunity to for the Village to adopt a particular look and feel for their economic center and should consider what elements fit in to their vision for the downtown area.

Each element of the preferred conceptual plan was delineated into a project. These projects were then divided into short-term and long-term implementation plans. The shorter-term improvements are generally lower cost and quickly implementable solutions that would incrementally improve the Village. The longer-term improvements generally require greater effort including more significant design and construction as well as securing more funding. The implementation plan components are highlighted individually on the conceptual plans in Figure 24 through Figure 28 and described in more detail in Table 2 and Table 3 below.

Figure 24: Preferred Conceptual Plan (Short-Term Projects)



Figure 25: Preferred Conceptual Plan (Continued; Short-Term Projects)



Figure 26: Preferred Conceptual Plan (Continued; Long-Term Projects)

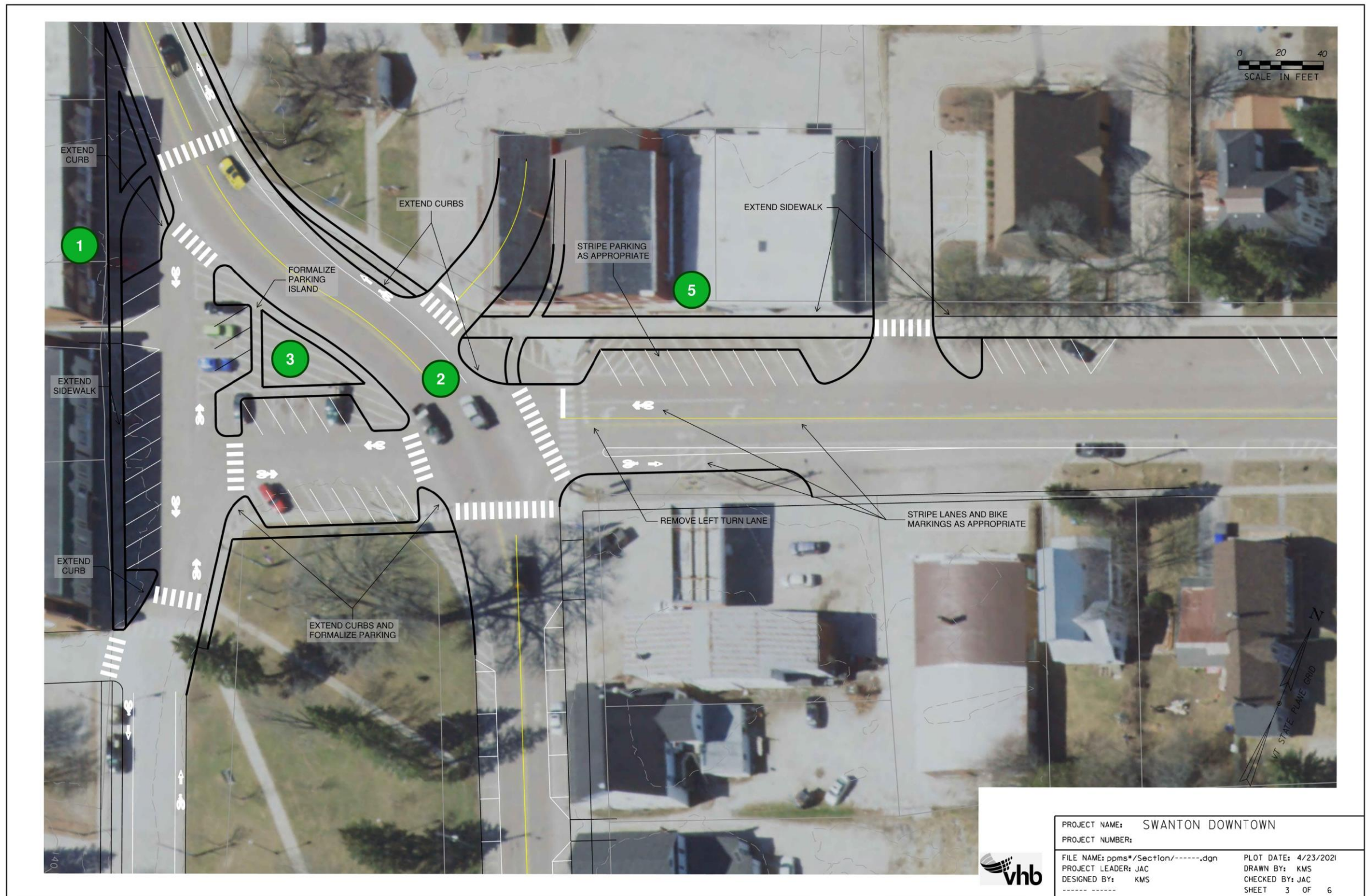


Figure 27. Preferred Conceptual Plan (Continued; Long-Term Projects)

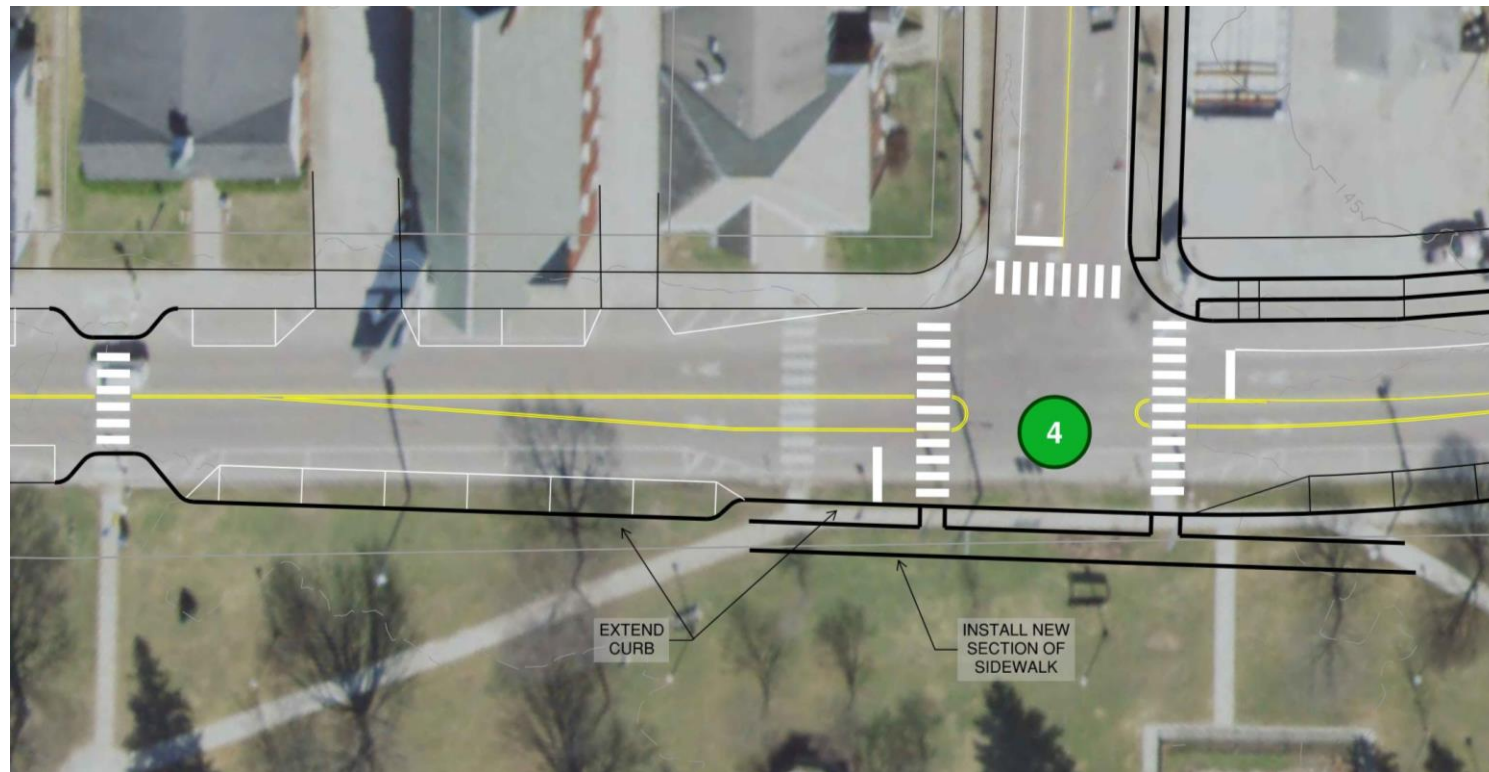
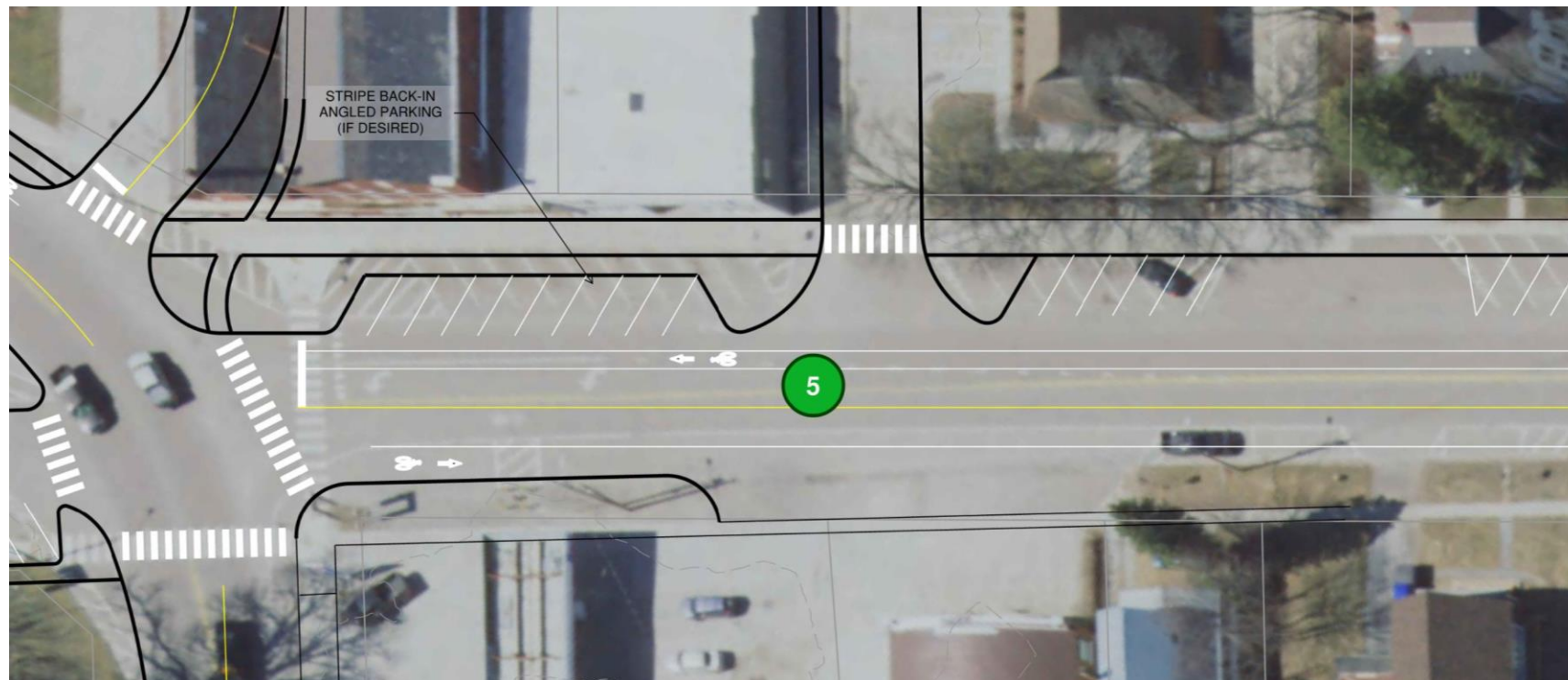


Figure 28. Preferred Conceptual Plan (Continued; Long-Term Project 5 Alternative for Back-In Angled Parking depending on Quick Build Outcomes)



5.1.1 Short-Term Concept Plan Implementation

In the short-term, there are many components of the preferred conceptual plan that could be implemented without having to adopt all of changes at once. Phasing in these changes will improve the experience, particularly for pedestrians, in the Village Center incrementally and should be considered for priority. These components could be treated as standalone projects to be phased in over the short-term and are included in the Table 2 below.

Table 2: Short-Term Concept Implementation Matrix

	Location	Description of Improvements	Estimated Cost*
1	Grand Avenue between First Street and Canada Street	Implement pedestrian bump outs with installation of curb extensions. Install one on each end of the crossing at the Post Office and one on the crossing at the Public Library.	\$70,000
2	Marble Mill Park	Install crossing and formalize entrance to parking with curb extension. Align with efforts on Marble Mill Park master planning.	\$37,500
3	Canada Street	Quick build project to pilot back in angled parking with temporary striping to gauge community acceptance (not shown).	\$1,000
4	First Street Intersection	Implement an all-way stop	\$2,500
5	Church Street	Stripe bike lanes on Church Street to formally accommodate the north-south bicyclists and add sharrows to the segment in front of Merchants Row.	\$9,000
6	Merchants Row	Shift sidewalk on the east side of Merchants Row and stripe bike lanes on Merchants Row between Church Street intersection and Marble Mill Park.	\$40,000

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

5.1.1 Long-Term Concept Plan Implementation

In the longer-term time horizon, larger scale projects requiring more effort from a design, permitting, construction, and funding standpoint. These projects are vital to meeting the purpose and needs of the study but will benefit from a longer planning and design process than the other incremental improvements to be made in the immediate term.

Table 3: Long-Term Concept Implementation Matrix

	Location	Description of Improvements	Estimated Cost*
1	Merchants Row Area	Install sidewalk and curb ramps along frontage of commercial block; relocate the midblock crossing at the north corner of the buildings.	\$220,000
2	Grand Avenue and Canada Street Intersection	Update the intersection geometry by shifting curb lines, removing the Canada Street left turn lane, and relocating the Ace Memorial Hardware driveway separated from the intersection to the north.	\$320,000
3	Merchants Row Area	Formalize “parking island” pocket park and surrounding parking area with curbs and crossings	\$435,000
4	Grand Avenue and First Street Intersection	Relocate curbs and formalize parking on western (Village Green) side of Grand Avenue with parking bump-ins to better accommodate truck movements.	\$115,000
5	Canada Street	Extend sidewalk along frontage on northside, implement preferred angled parking style (nose-in or back-in) and stripe bike lanes or sharrows appropriately. Install new sidewalk and curb extensions on south side with improved access management for parcels in southeast quadrant.	\$570,000
6	Church Street	If supplemental parking is seen as a need for the Village district, add parking bump-ins on eastern (Village Green) side of Church Street (not shown).	\$160,000

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

5.1.2 Considerations in Design, Implementation, and Maintenance

As the many alternatives and focal areas came together in a cohesive set of concepts, adjustments were made to align the various preferred alternatives and respond to input from the community. As such, the anticipated impacts of the short- and long-term concepts were weighed. The impacts of these concepts should be considered as designs are refined.

Due to the approach of repurposing existing paved areas within the right-of-way for many of the proposed improvements, few of the concepts above would require right-of-way acquisition, adjacent property impacts, and/or utility relocation. Further, the impacts to natural, cultural, archaeological, or historic resources were anticipated to be minimal. The details of any potential impacts would be further vetted through survey and design, but the preliminary assessment of impacts on ROW, properties, utilities, and/or significant resources are outlined below.

- The shift of the sidewalk proposed in the short-term Merchants Row concept would provide the width to accommodate the travel lanes, bike lanes, and sidewalk consistently through this section, requiring a small acquisition of right-of-way to the east (~140 square feet as proposed). It is anticipated that only the width of sidewalk would extend beyond the existing right-of-way (Short-Term Concept 6).
- The long-term Grand Avenue and Canada Street Intersection concept would require close coordination with the Ace Memorial Hardware site to relocate the driveway (Long-Term Concept 2).
- In the long-term Merchants Row Area concept, formalizing the parking island would likely require easements along the northern edge of the Village Green to accommodate the formalized parking spaces, two-way parking aisles, and updated sidewalk connections. There are existing utilities, including a fire hydrant and two utility poles, that would likely remain in place but should be considered carefully. Further, if any subsurface disturbances deeper than 2 feet are required in or adjacent to the Village Green, additional archaeological review is recommended (Long-Term Concept 3).
- The long-term Grand Avenue and First Street concept would relocate curb lines on the eastern edge of the Village Green, requiring easements to shift the sidewalk beyond the edge of the existing ROW. As proposed, the back of sidewalk would shift approximately 5 feet and would remain in front of the digital welcome sign. If disturbances greater than 2 feet in depth below the subsurface are required, additional archaeological review is recommended (Long-Term Concept 4).
- The long-term Canada Street concept has the potential to put existing utilities, including a utility pole and fire hydrant currently protected by bollards, behind a vertical curb on the south side of the road (Long-Term Concept 5).
- The long-term Church Street parking consideration would require further input from the community. If pursued, coordination on utilities along the western edge of the Village Green, including four existing utility poles and potential underground connections, would be necessary. Further, if the existing green area along the

western edge of the Village Green requires trenching or excavating beyond 2 feet in depth, additional archaeological review is recommended (Long-Term Concept 6).

There were some concerns raised through the public and stakeholder engagement process that helped to shape the concept phasing outlined above. In particular, two notable phasing considerations are further outlined below.

- Reconfiguration on Canada Street to back-in style parking would allow for improved bike accommodations. Concerns were raised regarding the adoption and proper use of back-in parking by the community and visitors. As such, it was recommended in the short-term to pilot back-in parking with temporary restriping to assess public perception, acceptance, and use. The outcome of the quick build would inform the design decisions to be made in the long-term project on Canada Street.
- As proposed, the short- and long-term projects above were conceptualized to improve multimodal circulation, safety, and accessibility while maintaining and better delineating parking. Concerns were raised regarding the potential need for supplemental parking in the downtown area. As such, an additional long-term concept considering formalized parking along the west edge of the Village Green was considered and could be pursued if parking supply is insufficient.

It is important to note that the preferred conceptual plans and phasing provided within this report would be further refined through the design process. As the short- and long-term concepts are designed and implemented, the context of the overall vision for the downtown area should be considered regardless of the scope of individual project efforts.

The various concepts proposed would result in considerable expansion of sidewalk, curbed areas, and landscape or hardscape spaces. As such, maintenance of these areas should be considered. Although the upfront costs of many of these elements may generally be more costly than repaving the areas they would occupy, the less frequent repair and/or replacement required of curbs, sidewalks, and hardscape may be advantageous. Further, seasonal operations and maintenance may require additional Town or Village resources. For instance, if areas are landscaped additional mowing, seeding, planting, mulching, etc. may be required and will need to be planned for. Winter operations will need to consider the plowing equipment needs for clearing new parking configurations. In addition, responsibilities for clearing new or expanded sidewalks and crossings should be considered, particularly for the downtown areas where access to businesses and amenities is crucial.

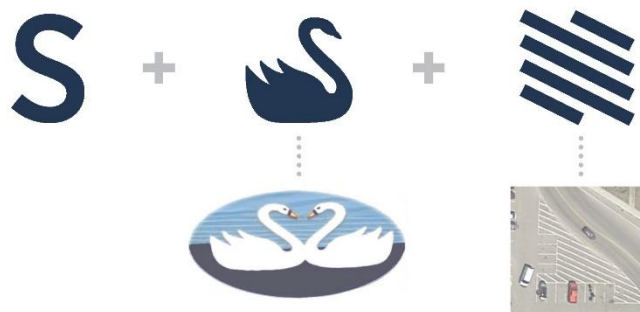
5.1.3 Funding Opportunities

The next step to realizing the infrastructure improvements outlined above is securing funding to support project design and construction. Given the opportunity to incrementally implement smaller scale projects through the recommended phasing outlined above, funding opportunities through competitive grant programs could provide substantial underwriting for individual projects. One such program is the Agency of Commerce and Community Development Better Places Grant Program, which offers grants up to \$40,000 focused on improving the vitality of designated downtowns and village centers. Opportunities for larger grants through resources like the VTrans Bicycle and Pedestrian

Federal Grant Program to support pedestrian and bicycle infrastructure improvements or the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Federal Grant Program focused on multimodal transportation funding could provide the backing needed for coordination and implementation of multiple concepts outlined above.



The logo features a stylized green 'S' with a crown on top and two white diagonal stripes on the left side. To its right, the text 'DOWNTOWN SWANTON' is in a smaller, dark blue font, and 'SCOPING STUDY' is in a larger, bold, dark blue font.



Appendices



Meeting Materials



DOWNTOWN SWANTON
**SCOPING
STUDY**

Local Concerns Meeting

September 17, 2020



Agenda



Introductions



Project Purpose



Review of Scope & Schedule



Past Projects



Existing Conditions Overview



Discussion of Opportunities & Constraints



General Questions and/or Comments



Next Steps

Project Team Introductions



- Elisabeth Nance | Swanton Economic Development Coordinator
- Reg Beliveau | Swanton Village Manager
- Neal Speer | Swanton Village President



- Jenn Conley, PE, PTOE | Director of Transportation Systems
- Karen Sentoff | Transportation Consultant
- Liz Chambers | Transportation Designer

Draft Project Purpose

The purpose of the **Swanton Downtown Scoping Study** is to **identify and prioritize improvements** to traffic circulation, safety, and aesthetics, specifically:

- along Merchants Row and Grand Avenue to enhance pedestrian and bicyclist mobility, accommodate vehicle and truck traffic safely, and improve parking management while supporting local businesses; and,
- at the intersections of Grand Avenue / First Street and Grand Avenue / Canada Street to improve safety and circulation for all users.



Scope and Schedule

- **Local Concerns Meeting** *Today*
- **Existing Conditions Assessment** In Progress
- **Resource Constraints & Permitting Assessment** In Progress
- **Conceptual Alternatives Assessment** Oct 2020 – Jan 2021
- **Alternatives Presentation Meeting** Jan 2021
- **Draft Scoping Report** March 2021
- **Village Trustees Presentation** April 2021
- **Final Scoping Report** May 2021



Past Planning Studies and Projects



- Study Included:

- Transportation, Circulation and Parking
- Building Utilization and Façade Improvements
- Streetscape and the Green
- Economic Development
- Downtown Programming and Promotion

- Recommendations:

- Circulation changes
- Parking changes
- Pedestrian improvements
- Building Façade and Streetscape Improvements



Past Planning Studies and Projects

Swanton Town and Village Municipal Plan



Swanton – “Cradled by the River”

Throughout history the development of Swanton has been greatly influenced by the Missisquoi River. “Missisquoi”, according to tradition, means “much grass” or “much water-fowl”, either name being expressive of the low marshy lands near its mouth in the heart of the Missisquoi National Wildlife Refuge. The river has provided an excellent fishing source and transportation route for Native American passing through and settling here. To this date the river has provided the “Sound of Falling Water” at the site of the dam in the heart of the Village. This dam at Swanton Falls, formerly “Taquahunga Falls” became an emblem of the role of waterpower in Vermont’s early development. More recently the river has provided opportunities for boating, fishing, swimming, ice harvesting and fire protection above the dam.

**Adopted by the Swanton Selectboard:
September 23, 2015
Amended on December 20, 2016
Amended on June 5, 2018**

- Plan calls for efficient and safe movement of people and goods
- Study should focus on:
 - Traffic safety (vehicles, bikes, peds)
 - Traffic circulation
 - Parking
 - Signage
- Improved configuration and delineation of traffic circulation
 - Parking, striping, and bollards
 - Completed in 2016



Local Projects and Land Use Changes

- Lamoille Valley Rail Trail
- Lake Street and Maquam Shore Road Bicycle and Pedestrian Improvements
- Anticipated land use changes



Existing Conditions – Project Area



Slide 9

CJ15

street names?

Conley, Jenn, 9/10/2020

Existing Conditions – Environmental



Downtown Scoping Study BP19(16) | Swanton, Vermont

Environmental Constraints Base Map

Sources:
 Background Imagery by VCGI (Collected in 2018)
 VCGI (Vermont Center for Geographic Information - Various Dates)
 ANR (Vermont Agency of Natural Resources - Various Dates)
 FWD (Vermont Fish and Wildlife Department - 2018)
 VTans (Vermont Agency of Transportation - 2018)
 WBL (2020)

VSWI Wetland (ANR)	VHD Stream (VCGI)*	Parcel Boundary (VCGI)
Deer Wintering Area (ANR)*	VHD Waterbody (VCGI)	Town Boundary (VCGI)*
NHI Element Occurrence (FWD)	Public Well (ANR)*	1 ft. Contours (VCGI)
River Corridor (ANR)	Private Well (ANR)	Ground Water Protection Area (ANR)*
100 Year Flood Zone (FEMA)*	Surface Water Protection Area (ANR)*	

*Layer not visible in map extent



Downtown Scoping Study BP19(16) | Swanton, Vermont

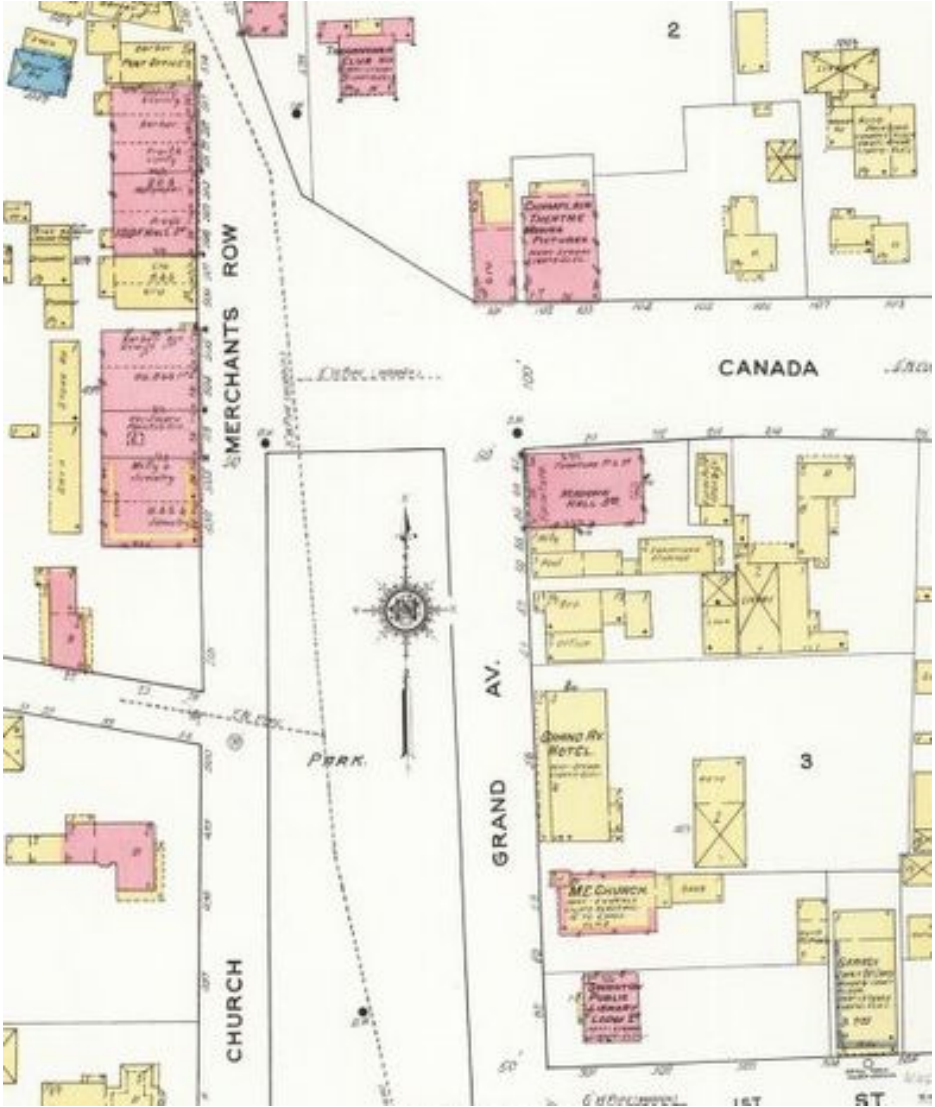
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 VTans (Vermont Agency of Transportation - 2018)
 WBL (2020)

VSWI Wetland (ANR)	VHD Stream (VCGI)*	Parcel Boundary (VCGI)
Deer Wintering Area (ANR)*	VHD Waterbody (VCGI)	Town Boundary (VCGI)*
NHI Element Occurrence (FWD)	Public Well (ANR)*	1 ft. Contours (VCGI)
River Corridor (ANR)	Private Well (ANR)	Ground Water Protection Area (ANR)*
100 Year Flood Zone (FEMA)*	Surface Water Protection Area (ANR)*	

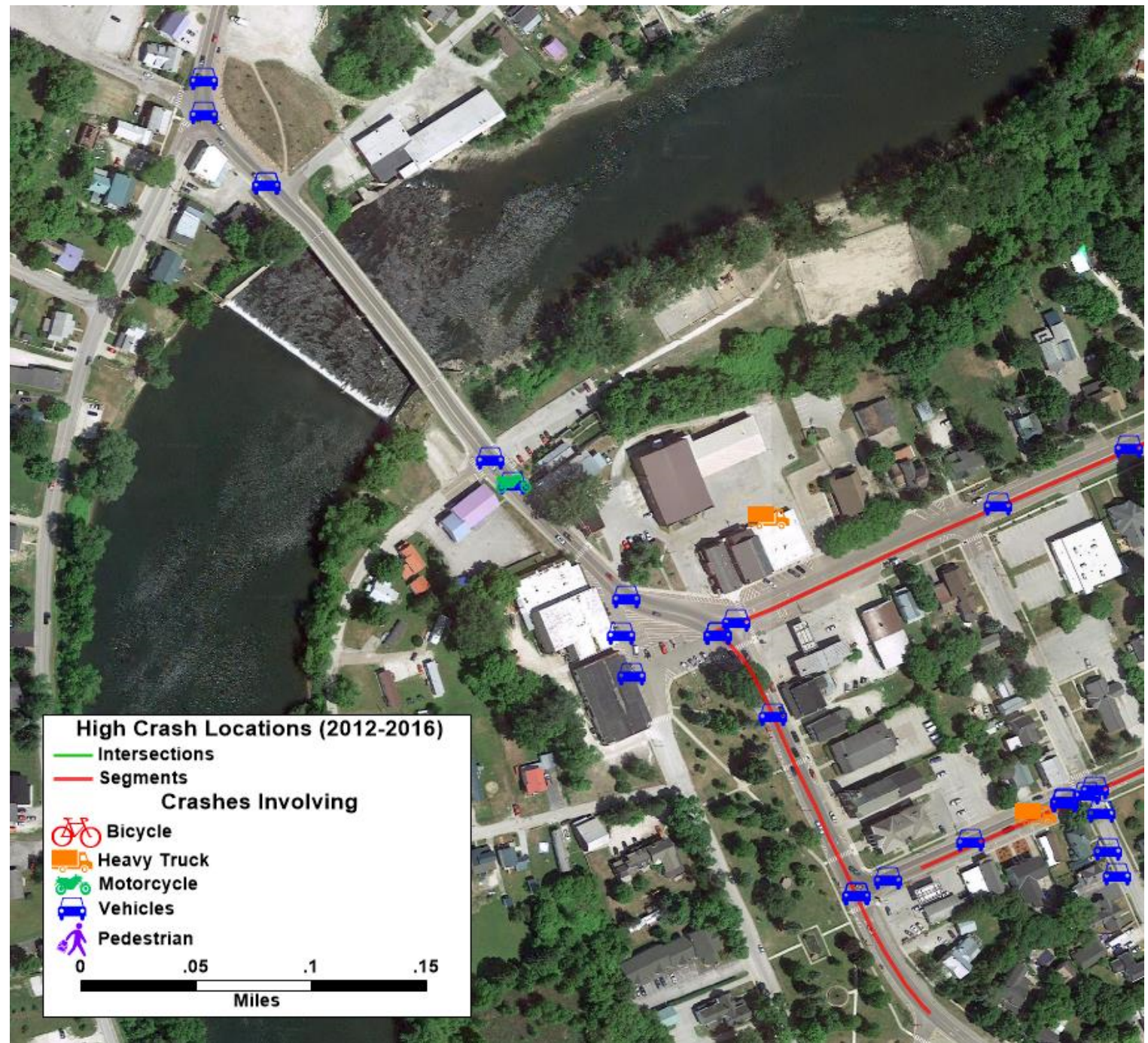
*Layer not visible in map extent

Existing Conditions – Historic Resources

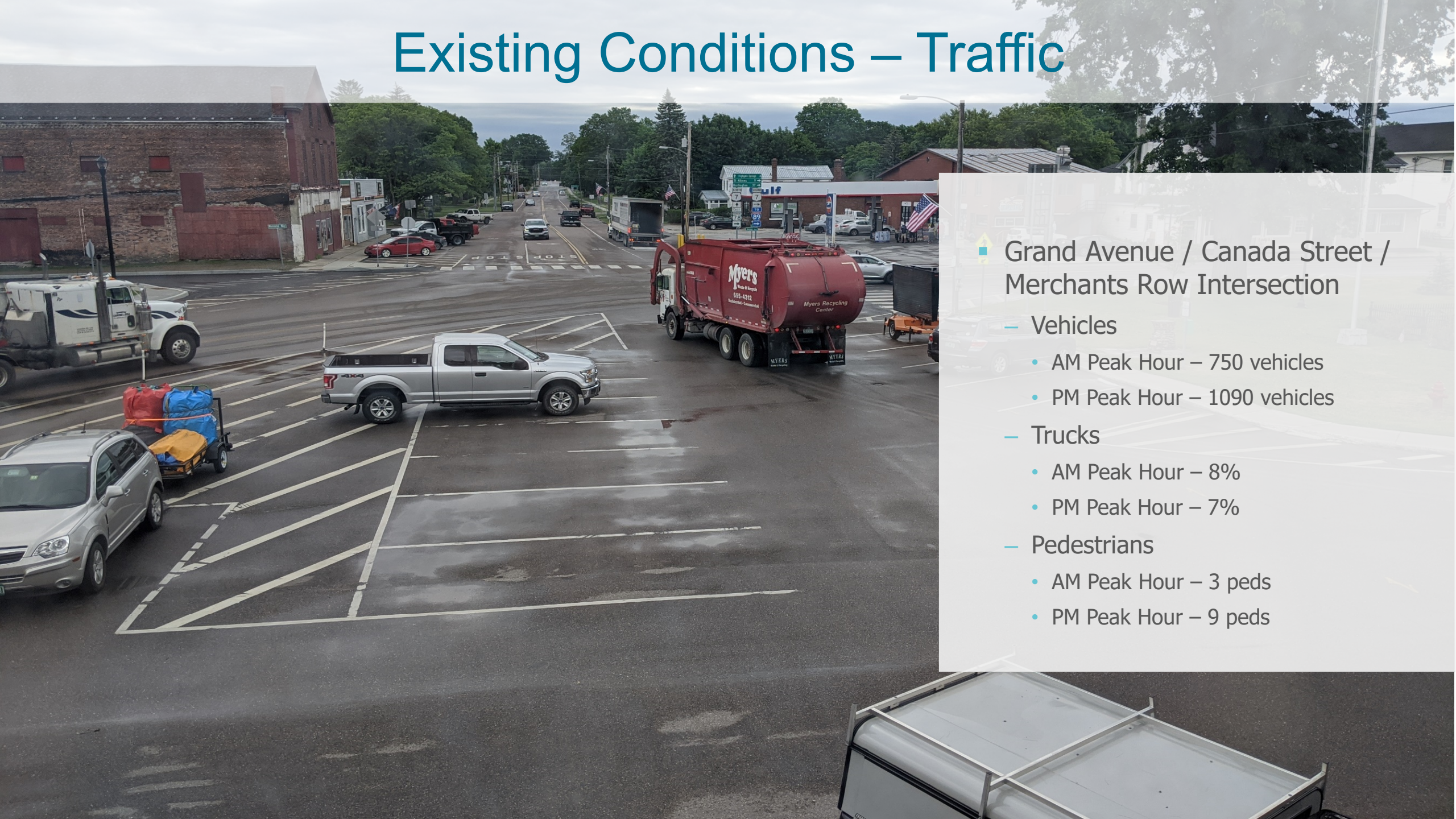


Existing Conditions – Crash Data

- VTrans High Crash Locations (2012-2016)
 - Grand Avenue and Canada Street (HCL #110)
 - First Street (HCL #270)
- Study Area Crash Data (2015-2019)
 - 13 Total Crashes
 - 2 Injury Crashes



Existing Conditions – Traffic



Grand Avenue / Canada Street / Merchants Row Intersection

– Vehicles

- AM Peak Hour – 750 vehicles
- PM Peak Hour – 1090 vehicles

– Trucks

- AM Peak Hour – 8%
- PM Peak Hour – 7%

– Pedestrians

- AM Peak Hour – 3 peds
- PM Peak Hour – 9 peds

Existing Conditions – Traffic

■ Grand Avenue / First Street Intersection

– Vehicles

- AM Peak Hour – 760 vehicles
- PM Peak Hour – 1020 vehicles

– Trucks

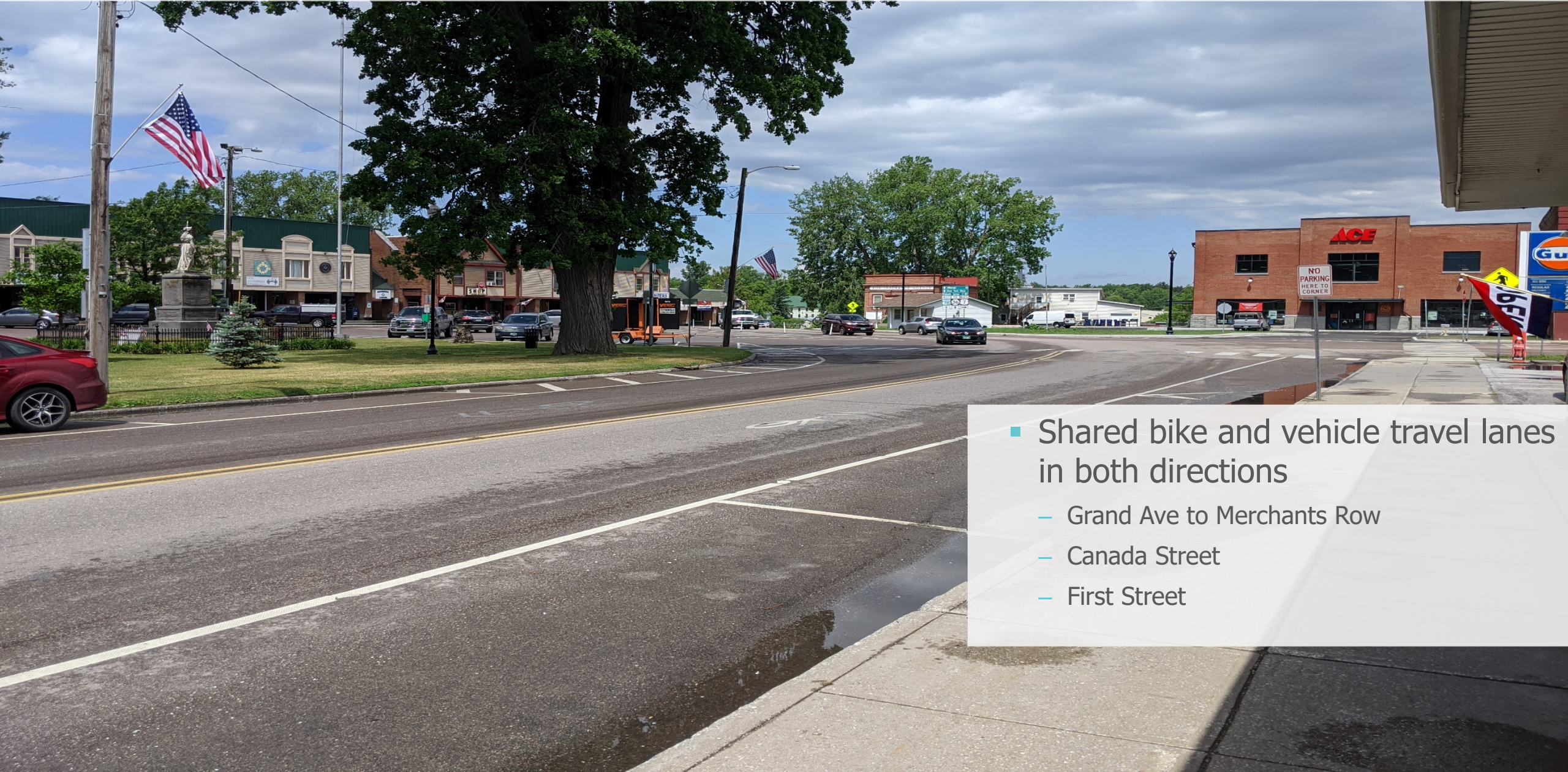
- AM Peak Hour – 11%
- PM Peak Hour – 7%

– Pedestrians

- AM Peak Hour – 14 peds
- PM Peak Hour – 20 peds

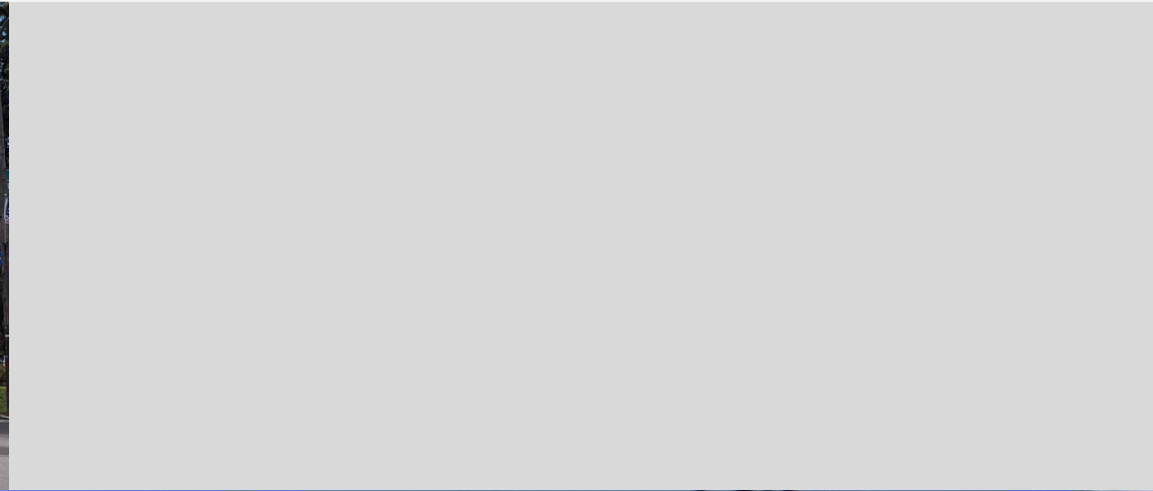


Existing Conditions – Bicycle Infrastructure



- Shared bike and vehicle travel lanes in both directions
 - Grand Ave to Merchants Row
 - Canada Street
 - First Street

Existing Conditions – Pedestrian Infrastructure

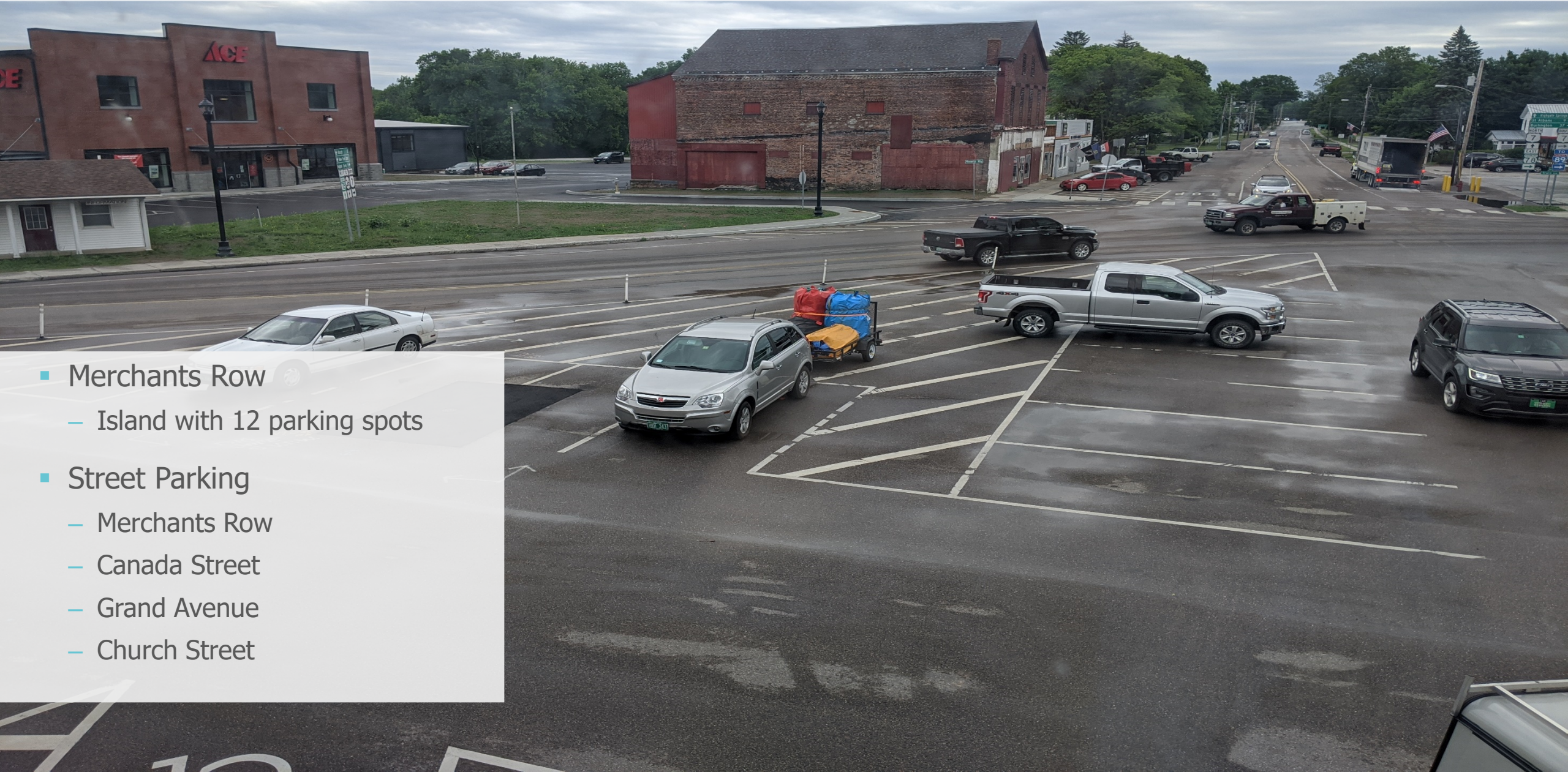


- Sidewalks along entire corridor
 - Sidewalks through Village Green
- Crosswalks located at:
 - First Street Intersection (2 legs)
 - Library / Green
 - US Post Office / Green (RRFB)
 - Canada Street Intersection (2 legs)
 - Merchants Row
 - Church Street



Existing Conditions – Parking

- Merchants Row
 - Island with 12 parking spots
- Street Parking
 - Merchants Row
 - Canada Street
 - Grand Avenue
 - Church Street



Public Input

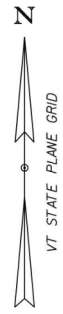




Opportunities & Constraints



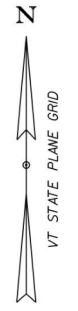
PROJECT NAME:	SWANTON DOWNTOWN STUDY
PROJECT NUMBER:	58503.00
FILE NAME:	ppms*/Section/-----,dgn
PROJECT LEADER:	-----
DESIGNED BY:	-----
PROJECT AREA:	-----
PLOT DATE:	9/15/2020
DRAWN BY:	-----
CHECKED BY:	-----
	SHEET 1 OF 3



Opportunities & Constraints



PROJECT NAME:	SWANTON DOWNTOWN STUDY
PROJECT NUMBER:	58503.00
FILE NAME:	ppms*/Section/-----dgn
PROJECT LEADER:	-----
DESIGNED BY:	-----
GRAND AVE / CANADA ST / MERCHANTS ROW SHEET	3 OF 3
PLOT DATE:	9/15/2020
DRAWN BY:	-----
CHECKED BY:	-----



Opportunities & Constraints

PROJECT NAME:	SWANTON DOWNTOWN STUDY
PROJECT NUMBER:	58503.00
FILE NAME:	ppms*/Section/-----,dgn
PROJECT LEADER:	-----
DESIGNED BY:	-----
GRAND AVENUE AND FIRST STREET	
PLOT DATE:	9/15/2020
DRAWN BY:	-----
CHECKED BY:	-----
SHEET	2 OF 3

Next Steps

- Existing Conditions Assessment
- Bring Local Concerns to Steering Committee
- Identify and Evaluate Improvements
- Alternatives Presentation
- Selection of Preferred Improvements





Questions?
Comments?





DOWNTOWN SWANTON
**SCOPING
STUDY**

Stay Connected!

Karen Sentoff

ksentoff@vhb.com

802.497.6130



Supplemental Slides



Place: Swanton, VT

Meeting Notes

Date: September 17, 2020

Notes Taken by: Elizabeth Chambers

Project #: 58503.00

Re: Swanton Downtown Scoping Local Concerns Meeting

Neal Speer introduced the folks in person and encouraged the group assembled in person and online via Zoom to offer feedback to help pull together productive solutions for downtown Swanton.

Jenn Conley introduced the project team on Zoom. The project team includes Neal Speer – Swanton Village President (in person), Elisabeth Nance – Town of Swanton Economic Development Director (on Zoom), Reg Beliveau – Swanton Village Manager (not present), and the VHB consultant team of Jenn Conley (on Zoom), Karen Sentoff (in person), and Liz Chambers (in person).

Jenn reviewed the draft project purpose, project scope and schedule, planning studies that have specific recommendations for the project area, and land use changes and projects that may affect the project area. Karen identified the project area and highlighted the existing conditions research in the area to date, including environmental constraints, historic resources, safety and crash data, traffic operations, bike and pedestrian infrastructure, and parking.

The Zoom and in person groups split to discuss the issues and opportunities for the project area. Karen helped to facilitate the in person discussion and Jenn helped to facilitate the Zoom discussion.

Zoom discussion:

Tobias McGuire offered the suggestion of a roundabout over the Depot Street bridge at the VT-78 and South River Street intersection.

Debbie Winters suggested that the left turn lane on Canada Street at Grand Ave/Merchants Row be eliminated. This would provide the opportunity to potentially bring the streetscape out and would improve the safety issues that exist at this intersection.

Rep. Brian Savage suggested circulation changes at Merchants Row and would prefer a one-way pattern that circulates in near Scampers and out at Grand Avenue and Canada Street. He also commented that there are long delays for left hand turns from First Street and suggested investigating Robin Hood Drive for circulation of trucks.

Debbie agrees with Rep. Savage, and she would like southbound Grand Avenue and westbound 1st Street to be thru movements and the northbound Grand Avenue approach to be under stop control.

Heather offered that an all way stop at Grand Avenue and Canada Street intersection would back up traffic and become a challenge for trucks trying to come up the hill from the Depot Street bridge.



Meeting Notes

Nicole Draper offered that parking is challenging, particularly in front of Merchants Row where people speed into parking area as they come up the hill. She would potentially like to see some speed calming elements here. She offers that parking in the downtown is important to the businesses and would like for downtown parking to be maintained as much as possible.

Heather is concerned about wheelchair accessibility. The only way to get her son's wheelchair up to Merchants Row is through the alley and that is challenging. She would like to the alley access shut to traffic since there is existing access in the back. She is also concerned about the pedestrian crossing at northwest corner of the park that crosses to the southeast corner of the Merchants Row buildings because there are stairs and no ramp.

Debbie Winters agreed with Heather's input and offered that the stairs are unwelcoming at this location. She suggested that we pull the sidewalk out from the building face if possible.

Rep. Brian Savage offered that the steps at Merchants Row have been a longstanding problem and that a paving project brought the pavement up higher, reducing the number of steps from 3 to 2. This was a welcomed improvement, but not the long-term fix. The Village is using the vacant lot at the south end of Merchants Row. He suggested asking Neal if the Village can put in a ramp in that lot.

Heather offered that folks drive through Merchants Row parking and don't access the parking area by the roads that lead there.

Rep. Brian Savage says that certain times of the day, particularly in the late afternoon, traffic will back up to First Street from Depot Street on Friday nights in the summer. He added that the airport may have some new generators affecting traffic in this area.

Tobias agreed that Friday nights in the summer are congested. Attributes some of that to campground traffic.

Nicole suggested that the routing of trucks to Robin Hood Drive be re-investigated. The current problems will be exacerbated by the airport expansion, which she supports.

Darci was concerned with accessibility on Canada Street as her business is here. She suggested that the sidewalk be raised through here so that ramps at every doorway would not be required.

Debbi said there was an AARP grant for temporary bump outs on the northeast corner of the park. This effort seemed successful and shortened the crossings.

There was a brief discussion about biking in general and opportunities to connect from the trails into the Village. Note that that Lamoille Valley Rail Trail currently crosses Grand Avenue and continues on to the railroad bridge



connecting to South River Street. Cyclists could come into the Village either way – from South River Street and Depot Street or from Grand Avenue.

Elisabeth rejoined the call and offered that there was some skepticism about accommodating bikes in a protected lane on Canada Street. She suggested that Canada Street is safer than First Street.

Heather would like to see the project think about biking and wayfinding.

Toby offered that bikes use the railroad bridge to cross the river.

There was a discussion of South River Street to Depot Street vs. Grand Avenue as a connection for cyclists to get to downtown from the LVRT. Overall folks liked the idea of alternative cycle route. The group was prompted with the idea of using Church Street instead of Grand Avenue and using Academy Street to get back to Grand Avenue south of First Street. This route would allow for cyclists avoid the intersection of First Street at Grand Avenue.

There is a blind corner at Church Street and Farrar Street if using Church Street as a bike route that far south.

In person discussion:

Christopher Leach (Village Trustee) expressed concern with the truck traffic through the downtown. The volume of truck traffic through downtown, truck movements onto Grand Avenue from First Street, and trucks rolling through the "Square" (Merchants Row area) are problematic. He voiced a desire to encourage business and commerce downtown. In terms of changes to the area, he mentioned the Depot Street Bridge requiring maintenance and a new water line planned to cross the river in the area of the bridge. He highlighted the potential of the area with the many existing amenities, including recreational opportunities and downtown businesses, and the desire to encourage more downtown commerce and improve the access to these locations. He mentioned safer and more convenient parking, safer cycling facilities to connect downtown to surrounding areas, greater access to businesses to bring more commerce to the downtown, and greater access to recreation areas to encourage visitors to these areas, such as Marble Mill Park. He wants the area to be "safer, usable, and attractive," emphasizing that the area has so much potential.

Neal highlighted that the last reconfiguration of the "Square" was aimed at making the truck movements through the area smoother and slower. He expressed that although trucks do travel slower through the area compared to the previous alignment, traffic now flows away from the businesses which was a concern initially for merchants. He would like input from business owners on what they would like to see, not only from a parking perspective but also from a traffic circulation perspective. He voiced concern with the safety of parking as it is currently configured in front of



Merchants Row with potential conflicts from vehicles cutting through to Church Street. He estimated that there is adequate parking with the current configuration and existing businesses, but also expressed concern that with more downtown vibrancy and more businesses, they may quickly have a parking supply issue. He again emphasized the need for business owners to contribute their input at the planning stages.

Eugene LaBombard (Village Trustee) noted that traffic from the Depot Street and North/South River Street intersection backs up over the bridge and through the village at peak times. Chris agreed and noted that making a left onto Gallup Court is difficult given that there are few gaps and high speeds from the traffic coming into town from the northwest as well. They reiterated earlier comments about trucks being a contributing factor to these traffic issues. In addition, the group identified the need for turn lanes at the Depot Street and North/South River Street intersection.

Gordon Winters (local business owner) expressed a desire for short term solutions before permanent ones to determine the best method for traffic. He emphasized that there may be a simple solution here that we don't want to overlook, like the four-way stop in St. Albans at Nason Street. He expressed concern for turning movements in and out of the Ace Hardware store due to the new turning lane on Canada Street, where drivers have to navigate two lanes of traffic to go left or through. He also discussed the on-site circulation of sending patrons out of the other driveway east of the intersection to avoid this conflict. He also suggested eliminating an access to Merchants Row to a turning movement at the intersection, such as making Church St. a one-way.

Eugene asked about the crash data at the intersection. Karen shared that the intersection had lower crash frequency and severity than anticipated given what she knew about the traffic and circulation issues at this location. She noted that they would be looking more carefully at the data to see if there were prevalent issues to address and emphasized that this area is registered as a high crash location segment according to VTrans which indicates there are notable safety concerns.

Eugene also expressed concern that traffic does not stop at the intersections for pedestrians waiting to cross. He identified enforcement as the issue, but a discussion regarding the lack of visibility of pedestrians as contributing to this issue. They also expressed that pedestrians feel unsafe due to the width of the pavement.

Neal again expressed a desire to discourage truck traffic from coming through the intersection and noted that Route 35 in Canada is restarting construction, which may provide an alternate route for trucks more regionally.

There was a brief discussion about novel solutions to traffic circulation problems, where participants were encouraging the team to identify novel or creative solutions to this problem. It was clear that no one likes the current traffic pattern here and that a creative solution will likely be required.

Place: Swanton, VT
Ref: 58503.00
September 17, 2020
Page 5



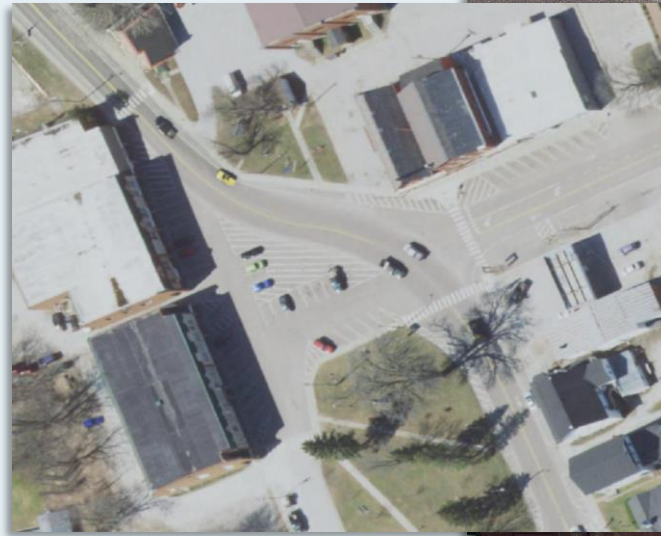
Meeting Notes



DOWNTOWN SWANTON
**SCOPING
STUDY**

Alternatives Presentation &
Public Meeting

January 27, 2021



Agenda



Introductions



Project Scope & Schedule



Purpose & Need



Focus Areas



Grand Ave / Canada Street Intersection



Merchants Row Area



Canada Street



Grand Avenue & Church Street



Merchants Row & Marble Mill Park



Public Input



Next Steps

Project Team Introductions



- Elisabeth Nance | Swanton Economic Development Coordinator
- Reg Beliveau | Swanton Village Manager
- Neal Speer | Swanton Village President
- Gordon Winters | Business Owner



- Jenn Conley, PE, PTOE | Director of Transportation Systems
- Karen Sentoff | Transportation Consultant
- Liz Chambers | Transportation Designer

Scope and Schedule

- **Local Concerns Meeting** Sept 2020
- **Existing Conditions & Resource Constraint Assessments** Sept 2020 – Nov 2020
- **Conceptual Alternative Development & Assessment** Oct 2020 – Jan 2021
- **Alternatives Presentation Meeting** *Today*
- **Preferred Alternative Refinement** February 2021
- **Draft Scoping Report** March 2021
- **Village Trustees Presentation** April 2021
- **Final Scoping Report** May 2021



Draft Project Purpose

The purpose of the **Swanton Downtown Scoping Study** is to identify and prioritize **improvements to traffic circulation, mobility, safety, and aesthetics** that will **foster a vibrant and multimodal downtown** in support of local businesses while accommodating vehicle and truck traffic. Improvements focus along Merchants Row and Grand Avenue from Marble Mill Park to First Street, specifically at the intersection of Grand Avenue with Canada Street and the Merchants Row parking area.

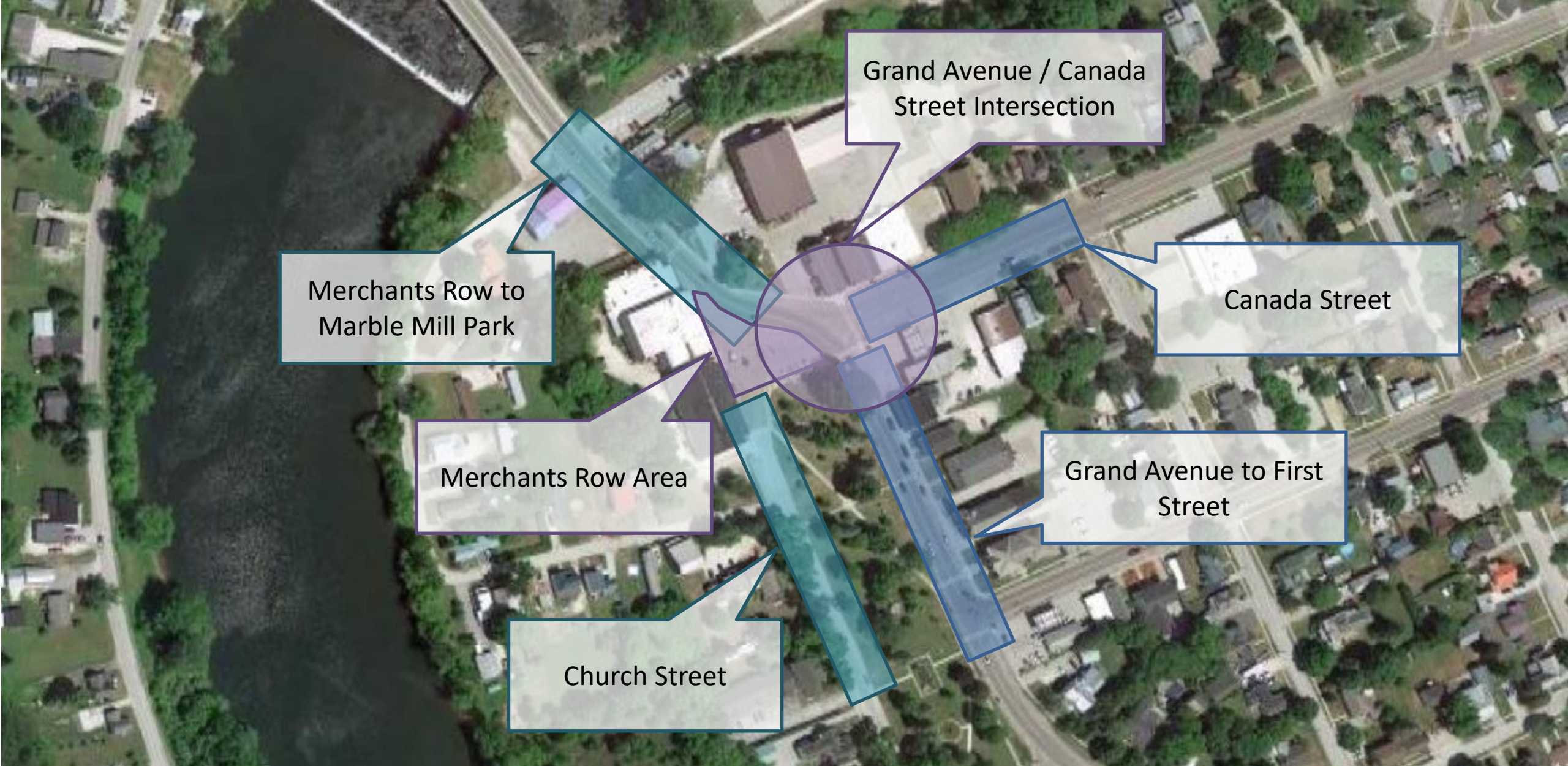


Draft Project Needs



Deficiencies in the existing transportation infrastructure define the needs for this project, which includes the need to:

- **Improve Traffic Circulation and Safety:** Lack of clear delineation and access management makes the current traffic pattern and parking area confusing to navigate and inaccessible to users. In this high crash location environment with significant truck volumes, the current configuration enables vehicle and truck operation that is inconsistent with a multimodal Village Center.
- **Enhance Pedestrian and Bicyclist Mobility and Safety:** Long pedestrian crosswalks, infrequent crossing opportunities, insufficient pedestrian accommodations, and lack of bike infrastructure increases vulnerable user exposure to traffic and limits access to local community amenities, including businesses and recreational opportunities.
- **Enable Placemaking Opportunities:** Expansive pavement without clear delineation provides a thoroughfare for traffic but lacks the aesthetic and streetscape elements to promote local community assets and provide a sense of place that is vital to Village Center activities and economic growth.



Grand Avenue / Canada Street Intersection

Canada Street

Grand Avenue to First Street

Church Street

Merchants Row Area

Merchants Row to Marble Mill Park

Focus Areas

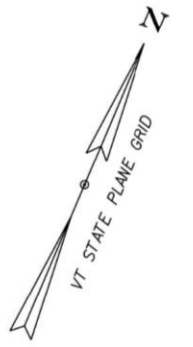
Focus Area



Grand Avenue / Canada Street Intersection



Alternative 1 Intersection



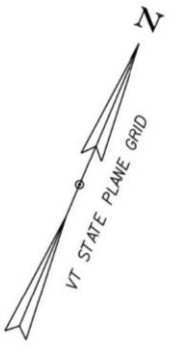
Update curb line

Shorten crosswalks

Remove left turn lane



Alternative 2 Intersection



One-way
entrance

Update curb line

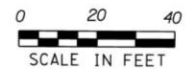
Tighten intersection
geometry

Shorten
crosswalks

Remove left turn
lane



Alternative 3 Intersection



Intersection Evaluation Matrix	Alternative 1 Formalize Current Configuration	Alternative 2 Update Intersection Geometry	Alternative 3 Roundabout
Cost			
Relative Cost Scale	\$	\$\$	\$\$\$\$
Safety & Mobility			
Pedestrian Access & Safety	Slightly Improved Shortens Existing Crosswalks	Slightly Improved Shortens Existing Crosswalks	Improved Provides Crossings on All Approaches; Shortens Crossings; Ped Crosses Single Direction of Traffic at a Time
Bicyclist Access & Safety	Slightly Improved Delineates space on approaches	Slightly Improved Delineates space on approaches	No Change Assumes bike circulation on Church Street
Vehicle Safety	Slightly Improved Curbing to clearly delineate roadway and reduce speeds	Improved 5-way to 4-way configuration to reduce confusion; curbing to clearly delineate roadway and reduce speeds	Significantly Improved Reduces conflict points and simplifies complex intersection
Impacts			
ROW Impacts	Minor Impacts	Minor Impacts	Moderate Impacts
Utility Impacts	Minor Impacts	Minor Impacts	Moderate Impacts
Constructability	Minor Effort	Moderate Effort	Major Effort
Resources			
Archaeological	No Impacts	No Impacts	Potential Impacts <i>Village Green</i>
Historic	No Impacts	No Impacts	Potential Impacts <i>Village Green</i>
Hazardous Materials	No Impacts	No Impacts	Potential Impacts
Community Character			
Aesthetics	Slightly Improved	Improved	Improved
Satisfies Purpose & Need	Yes	Yes	Yes

Focus Area



Grand Avenue / Canada Street Intersection



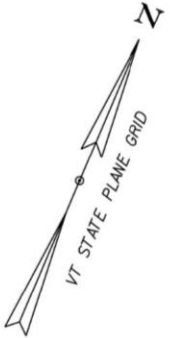
Focus Area



Merchants Row Area



Alternative 1 Merchants Row



Sidewalk along frontage

One-way circulation

Keep alleyway access open

Maximize parking

Improve pedestrian access

Two-way access to/from Church St



SCALE IN FEET

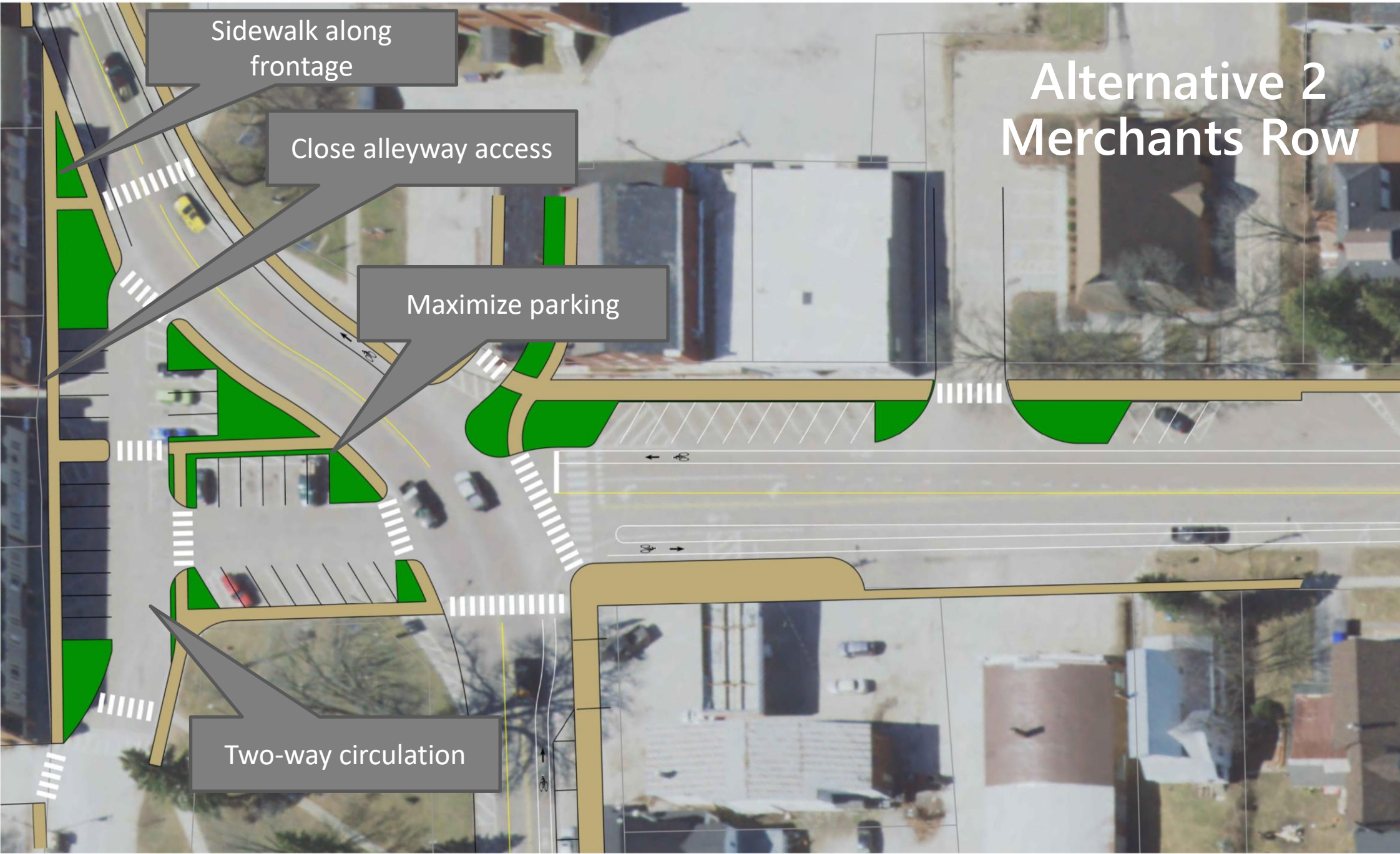
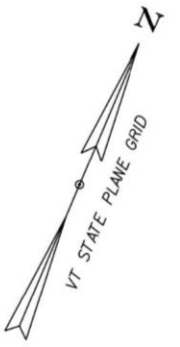
Alternative 2 Merchants Row

Sidewalk along
frontage

Close alleyway access

Maximize parking

Two-way circulation



Alternative 3 Merchants Row



Focus Area



Merchants Row Area

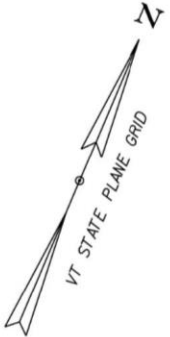


Focus Area

Canada Street



Alternative 1 Canada Street



Extend sidewalk
to 15' width

Angled nose-in
parking

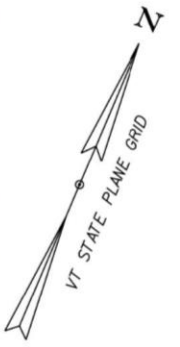
Shared Lanes for
bike circulation

Remove left turn
lane

Extend curb line and
manage access



Alternative 2 Canada Street



Angled back-in parking

Bike Lanes both directions

Remove left turn lane

Extend curb line and manage access



Focus Area

Canada Street



Focus Areas

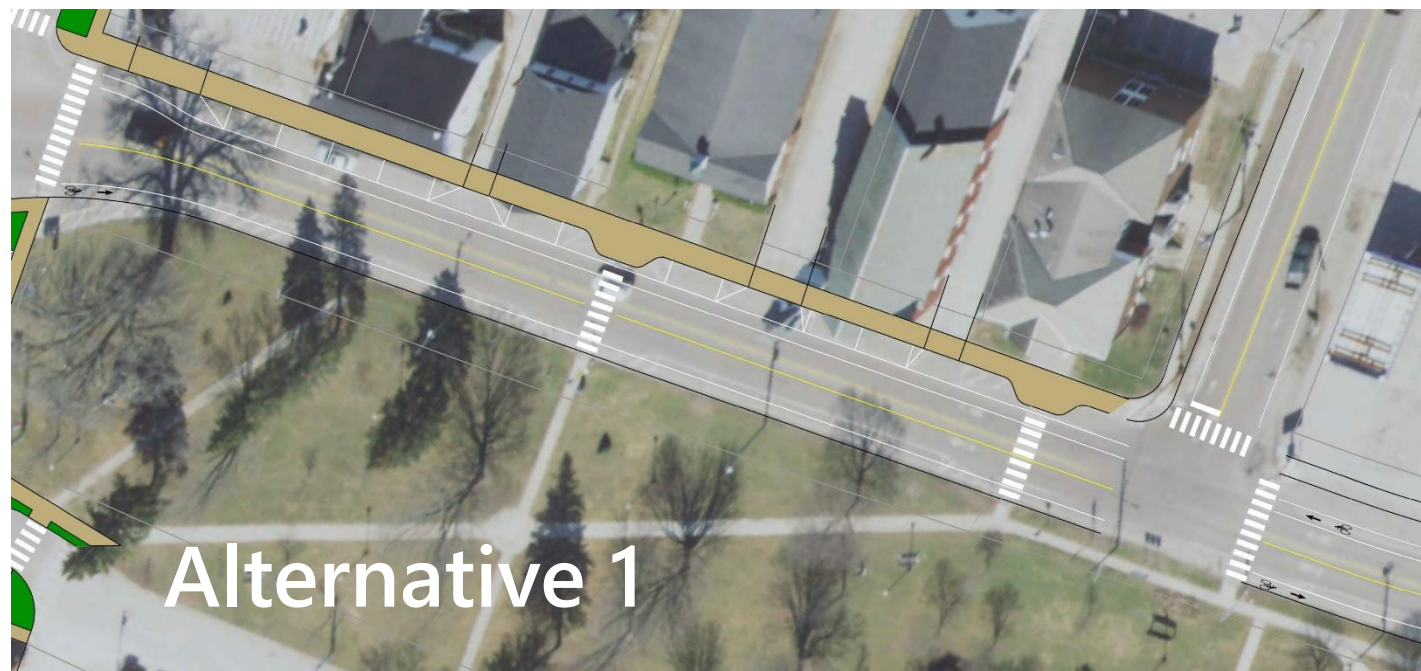


Grand Avenue Church Street



Grand Avenue & Church Street

- Parking on one side of Grand Avenue
- Pedestrian bulb-outs at crosswalks
- Bike Circulation
 - Bike Lanes on Grand Avenue



Alternative 1



Church Street

Village Green

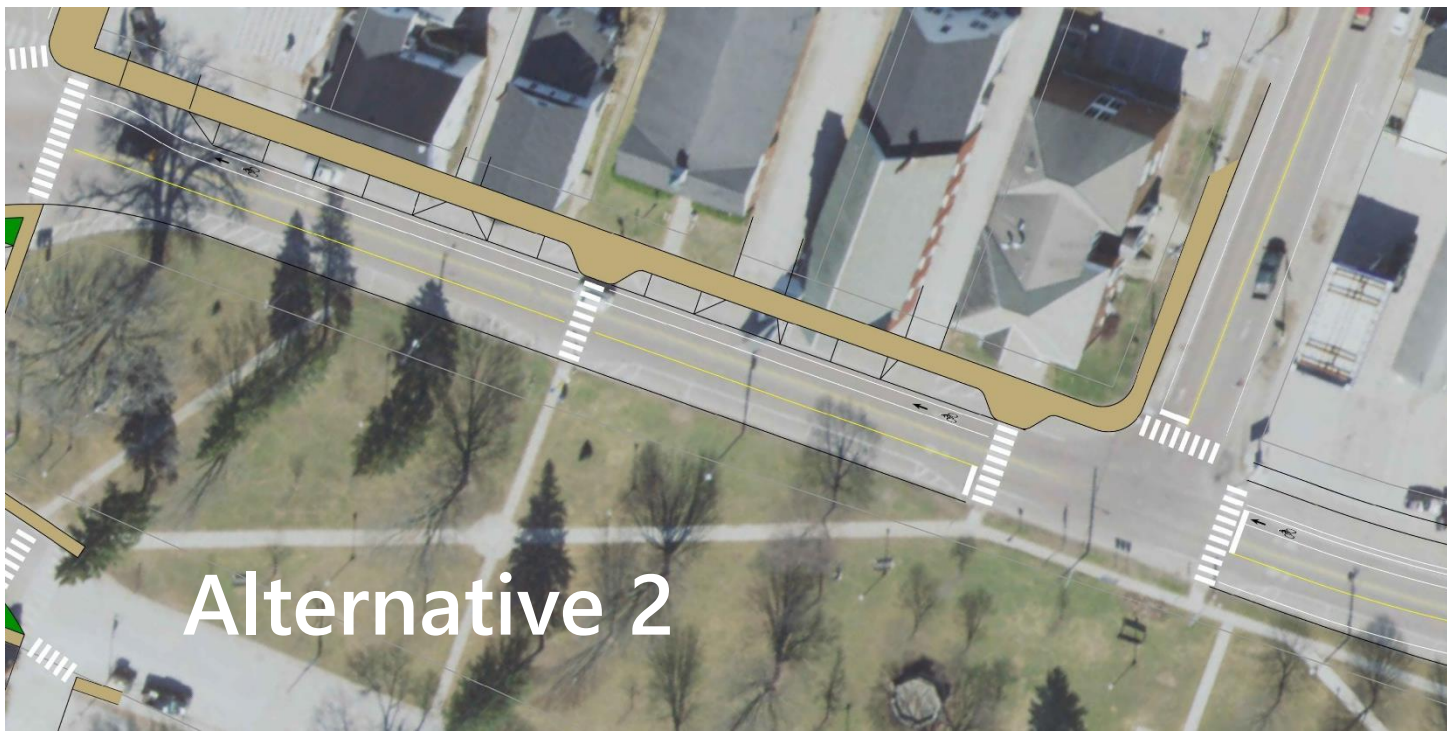
Grand Ave

5' Sidewalk 4' 9' Parking lane 10' Drive lane 10' No turn lane 5' 12' No turn lane 12' Drive lane 5' 9' Parking lane 7' Sidewalk

Made with Streetmix

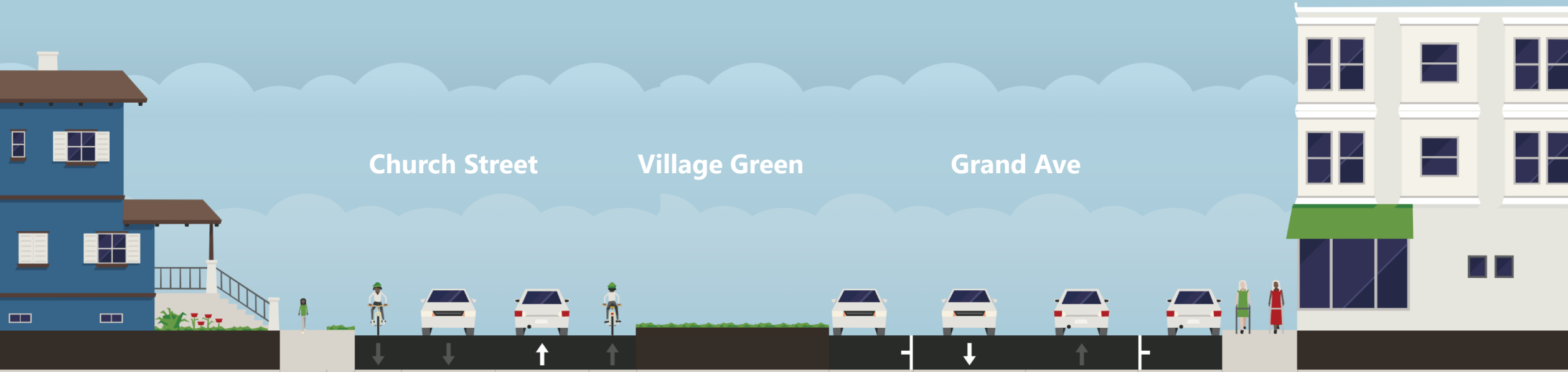
Grand Avenue & Church Street

- Parking on one side of Grand Avenue
- Pedestrian bulb-outs at crosswalks
- Bike Circulation
 - NB on Grand Avenue
 - SB on Church Street
- Grand Ave / First St All-Way Stop



Grand Avenue & Church Street

- Parking on both sides of Grand Avenue
- Pedestrian bulb-outs at crosswalks
- Bike Circulation on Church Street



Focus Areas



Grand Avenue Church Street



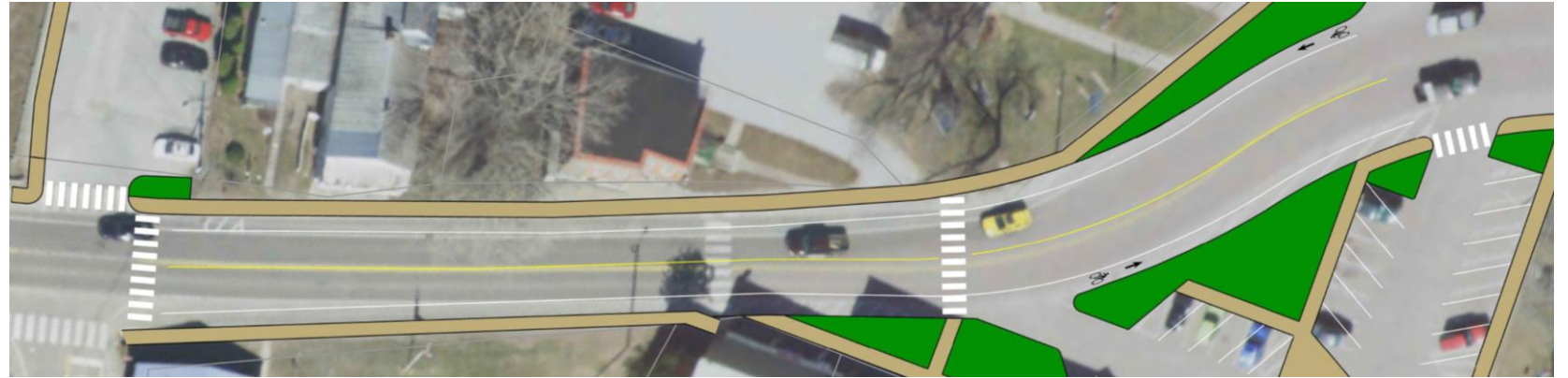
Focus Areas

**Merchants Row
Marble Mill Park**



- Alternative 1

- Bike lanes both sides
- Relocates midblock crossing
- Minor ROW impact
- Marble Mill Park crossing



- Alternative 2

- Bike lanes both sides
- Relocates midblock crossing
- SB bike to Merchants Row
- Minor ROW impact



- Alternative 3

- Connections to new ped
- Close to no build



Focus Areas

**Merchants Row
Marble Mill Park**



Public Input



Next Steps

- Collect Input on Alternatives (until 2/12)
- Selection of Preferred Improvements
- Refinement of Preferred Alternative
- Presentation to Village Trustees
- Draft & Final Report





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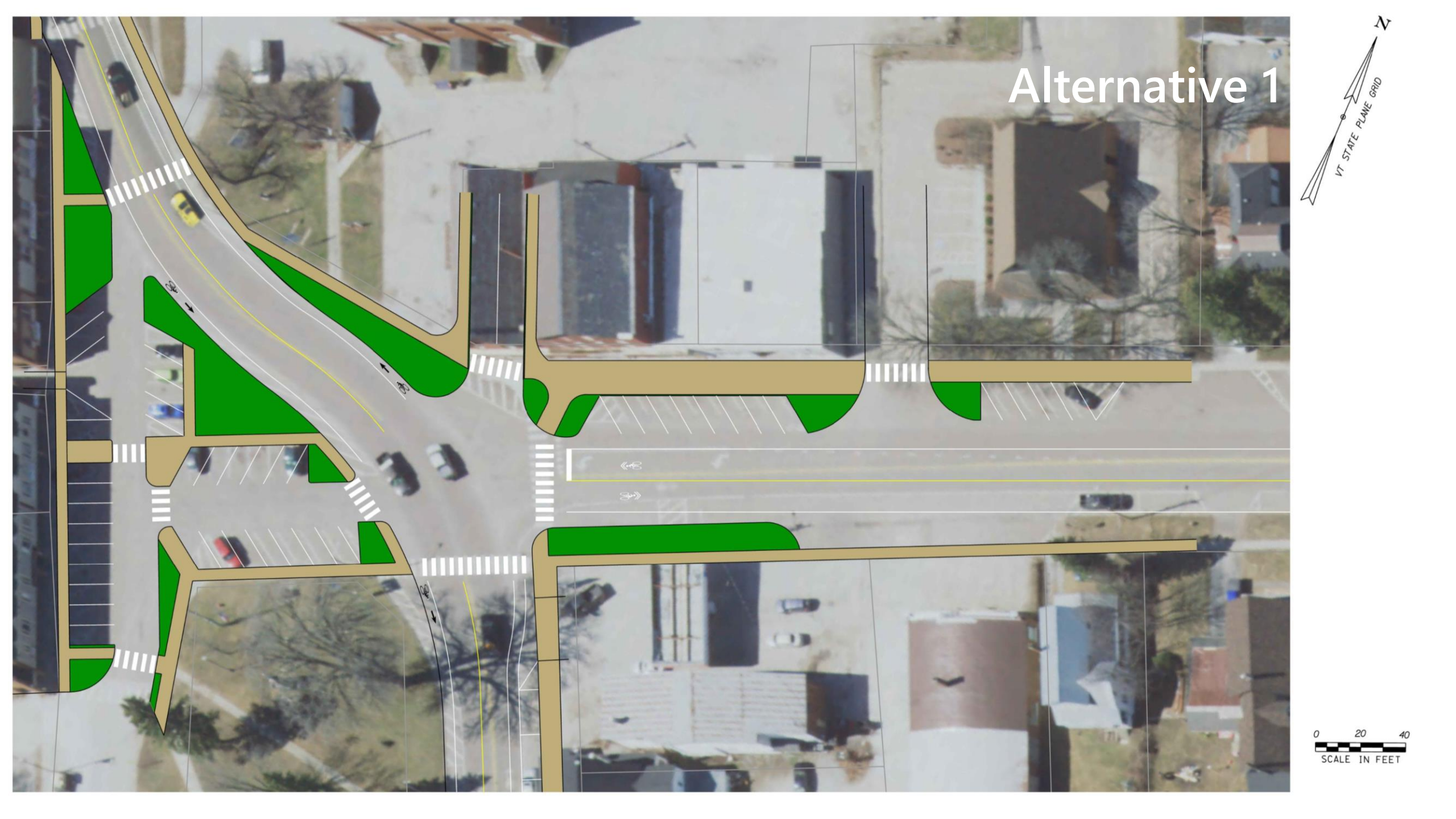
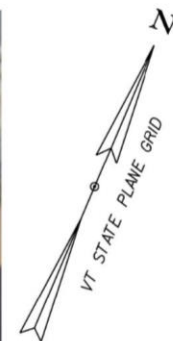


Questions?
Comments?

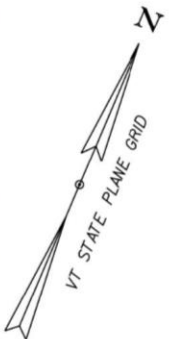


Supplemental Slides

Alternative 1



Alternative 2



Alternative 3



Place: Swanton, VT via Zoom

Date: January 27, 2021

Notes Taken by: Elizabeth Chambers

Project #: 58503.00

Re: Swanton Alternatives
Presentation and Public
Meeting

ATTENDEES

Project Team and Steering Committee

- Elisabeth Nance | Swanton Economic Development Coordinator
- Reg Beliveau | Swanton Village Manager
- Neal Speer | Swanton Village President
- Gordon Winters | Business Owner – Memorial Ace Hardware
- Mark Rocheleau |
- Jenn Conley, PE, PTOE | VHB
- Karen Sentoff | VHB

Meeting

Karen kicked off the meeting with a brief introduction and the agenda to guide the evening's presentation and discussion. The project team and steering committee members were introduced. Karen provided the language for the draft project purpose and need statement and introduced the focus areas for which alternatives were developed. The format for the meeting was discussed that each focus area alternatives would be presented and any clarifying questions could be asked in the chat or when we pause at the end of each focus area. The bulk of the feedback and input would be held until after all of the focus area alternatives were discussed.

Focus Area: Grand Avenue / Canada Street Intersection

Alternative 1 updates the existing intersection to better delineate the approaches with curbing with no major updates to the configuration of the intersection. Alternative 2 updates the configuration of the intersection from the five-way intersection inclusive of the Ace Hardware driver to more of a four-way configuration with the Ace Hardware driveway connecting to Merchants Row northwest of the intersection. Alternative 3 presents a roundabout option for the intersection with entrances and exits allowing for all of the movements that are currently allowed with the exception of a one-way entrance onto the roundabout from the Merchants Row area.

Focus Area: Merchants Row Area



Alternative 1 proposes a one-way circulation through Merchants Row from north to east with two-way circulation to and from Church Street.

Clarifying questions:

In which direction would someone be allowed to operate given the one-way access and circulation pattern? How would someone access the area from Canada Street? Karen showed with her cursor the intended one-way circulation from north to east and how someone would access this area from Canada Street either by turning right off of Canada Street and left into the northern entrance or by turning left off of Canada Street and going south around the Village Green and coming back north via Church Street.

How would the two sidewalk levels (proposed sidewalk and existing sidewalk) match up? In some sections these would be flush with one another and in other areas there would be a step between. Having this additional sidewalk width would allow for more opportunities to ramp between the two and create more access points for folks than exist currently.

Alternative 2 proposes a two-way circulation pattern for Merchants Row and shows the alley way access closed with mostly 90 degree parking, minimize impact and maximize parking.

Clarifying questions:

What is the intention with green space in front of the Scampers and laundromat? The concern here was with safety to ensure there is space for someone pulling out of the northern most parking spots to not back into through traffic on the main thoroughfare.

Could someone could go through from Canada Street to access the Merchants Row area directly in this alternative?
Yes.

Can Canada Street be shifted to better align with Merchants Row than it is shown? Yes, if this is the preferred alternative, squaring up the two approaches even more can be explored.

There was a reminder that the presentation of the alternatives is set up as an ala carte menu, where we can pick and choose from the various alternatives for each of the focal areas to put them together into one preferred alternative. For example, Alternative 1 for the intersection could be coupled with Alternative 3 for Grand Avenue in the preferred alternative.

Alternative 3 is a two-way circulation pattern with 90 degree parking in the Merchants Row area. This option provides a greater greenspace opportunity but does impact

Clarifying questions:

How much parking would be lost in this option? Two-thirds of the parking would be retained.



How would a cyclist travel through this area with the roundabout? Confident cyclists could operate as a vehicle through the roundabout. With the roundabout, for those other cyclists it may make the most sense to connect cyclists through on Church Street.

Focus Area: Canada Street

Alternative 1 provides a 15' sidewalk width to maximize the space in front of the retail locations and utilizes nose in parking with shared bike and vehicle travel lanes.

Clarifying question:

Is the Ace Hardware driveway two-way in this option? We are showing both driveways as two-way.

Alternative 2 proposes back in angled parking with bike lanes on both sides.

Is there a way to lessen the bumpout in front of the theater and keep the access to Ace Hardware two-way? If there is consensus around Alternative 2 for the intersection, we can explore an option that attempts to keep the driveway

Public Input

Intersection of Canada Street and Grand Avenue

Jenn highlighted some of the comments and/or questions that were posted to the chat and Q&A regarding the intersection alternatives.

Alternative 1 is the most sensible. In Alternative 1, could we add a pedestrian crosswalk light (RRFB) to this location? Alternative 2 people have to cross traffic to park. This is an extremely busy space on Saturdays and will cause more accidents with the directional changes. Alternative 3 is concerning due to the elimination of more than HALF of the customer parking on Canada Street. This will significantly impact the two current businesses and any future businesses that may join in the empty space. Will Alternative 3 also impact the memorial in the park? As a local business owner, I am in favor of Alternative 1. I am very much against Alternative 3. This will take away all parking for my customers.

Discussion of the removal of the left turn lane on the Canada Street approach. To clarify, this is removal of the left turn *lane*. A left turn movement at this intersection is still allowable.

One resident offered support for Alternative 3, despite the expense. After that they would prefer Alternative 1.

One resident was worried about a lack of parking in front of the post office and a restaurant next door to it on Grand Avenue, and proposed an alternative route for a northbound bike lane that would travel up 2nd Street and then connect by turning right onto Canada Street. The resident was in support of a one-way around the park in order to keep parking and increase safety.



One resident expressed support for Alternative 2 at the intersection via the chat.

Another resident echoed the concerns that Alternative 3 removes downtown parking.

The Swanton Village Manager had some people at the in-person meeting speak.

One resident said they were concerned that the turn from First Street to Grand Avenue was not properly addressed. They also asked to see an alternative that was a street that bisected the park to connect First St, since the State has said a bypass was unfeasible.

Another individual asked why there was no left turn from Canada Street to Grand Avenue. Jenn clarified that even though the left turn lane was removed, a vehicle approaching from Canada street could still make the left turn movement. It may add a slight delay to the intersection but was otherwise warranted. The individual also noted their agreement with earlier comments about the retaining parking in front of the post office and restaurant on Grand Avenue.

Jenn added a clarification that Alternative 3 on Grand Avenue when coupled with Alternative 1 or 2 at the intersection would retain the parking that is currently available. Jenn also asked for Karen to provide further clarification on what was explored at the First Street and Grand Avenue intersection. Karen indicated that the one option that was shown that differed from the existing condition was an all-way stop condition, which is warranted based on volumes. She continued that the truck movements here are dictating what is possible in part due to trucks turning from First Street on to Grand Avenue requiring all of the available pavement width. Given the proximity of structures and the limited right-of-way available, any other configurations would have significant impacts to the adjacent parcels and the Village Green. In response to earlier comments regarding options to bisect the park, there were archaeological and historic resource assessments done in conjunction with this study. According to those assessments, the park at First Street used to be bisected all the way through to connect to Church Street. Since then, the historical significance and archaeological sensitivity of the Village Green in its current state would make it difficult to permit a drastic change such as bisecting the park. Ultimately, we wanted to present concepts that are constructible in the current framework.

Jenn summarized a number of comments and questions from the chat and Q&A that had been raised on other sections.

Alternative 1 would require signage to indicate the change to one-way.

One resident offered that we should put green space between sidewalks and traffic wherever we can to enhance the pedestrian experience.

Another question was asked about the green spaces on the plans, to which Jenn offered that the green spaces are intended to be raised, curbed spaces. Public access in Alternative 2 is excellent.



One comment was raised of whether the Merchants Row parking access could be aligned with Canada Street, to which Jenn offered that could be possible with some adjustments to Alternative 2 if it is carried forward.

Regarding the roundabout option, one comment was made that the roundabout bike option does not seem safe and another comment that roundabouts are challenging for tractor trailer drivers. In addition, there was concern expressed about the long-term integrity of the interior (center island) of the roundabout.

A few comments were logged regarding the Ace Hardware entrance with some back and forth about how best to handle that driveway. One person expressed their favor for the angle that it currently meets Canada Street. Jenn clarified that the intent with the driveway in Alternative 2 was to the entrance Canada Street was that

One resident stated that they were in favor of Alternative 1 and would support an increase in green space at any location and wider sidewalks. The resident said that the bicycle infrastructure is important for what the village is trying to do in the future, but also noted that for people to stop as they're driving through parking is important.

A resident said that Alternative 1 seems like what is presently there and said Alternative 2 would be a large improvement on what they have now. They also asked if a 2-way entrance to the hardware store would be possible by reducing the bumpout.

A Questionnaire was conducted where a VHB representative asked how many attendees preferred which alternative.

For the intersection:

4/16 attendees and one panelist preferred Alt. 1

7/16 attendees and one panelist preferred Alt. 2

1/16 attendees preferred Alt. 3

For the Merchants Row Alternatives:

6/16 attendees and one panelist preferred Alt. 1

8/16 attendees and one panelist preferred Alt. 2



2/16 attendees preferred Alt. 3

For Canada Street Alternatives:

8/16 attendees and two panelist preferred Alt. 1

2/16 attendees preferred Alt. 2

When rephrased:

11/16 and 2 panelists preferred a mix of Alts 1 & 2

0/16 attendees preferred Alt. 3

Grand Avenue and Church St:

4/16 attendees preferred Alt. 1

3/16 attendees and one panelist preferred Alt. 2

5/16 attendees and two panelists preferred Alt. 3

Marble Mill:

9/16 attendees and two panelists preferred Alt. 1

2/16 attendees preferred Alt. 2

2/16 attendees preferred Alt. 3

Regarding the intersection of Grand Avenue and First Street, Elisabeth asked if the intersection would be an always stop. A VHB representative confirmed this.

Place: Swanton
Ref: 58503.00
January 27, 2021
Page 7



Meeting Notes

A VTrans representative expressed concern about safety due to the large trucks and support of what the community wants.



Comments in the chat are listed below. These comments were not modified from the original meeting in any way.

18:49:42 From chris to All panelists : THis matrix doens

18:49:45 From Betsy Cherrier Fournier Swanton to All panelists : Could you show the options again please

18:50:04 From chris to All panelists : this matrix doesn't address quantity of parking re: merchant needs.

18:51:40 From Jenn Conley to All panelists : once Karen is finished with discussing differences I will ask regarding parking impacts as well as review the alternatives again

18:54:04 From Darci Benoit to All panelists : In the changes for Canada Street, do they eliminate parking spaces? Alt 1 is the most sensible of the options. In Alt 1 could you add in a pedestrian crosswalk light as First Street has? In Alt 2 it makes people have to cross traffic to park. This is an extremely busy space on Saturdays and WILL cause more accidents with the directional changes. Alt 3 eliminates more than HALF of the customer parking on Canada Street. This will significantly impact the two current businesses and any future businesses that may join in the empty space. Also in Alt 3 will that impact the memorial in the park? As a local business owner, I am in favor of Alternative 1. I am very much against alt 3. This will take away all parking for my customers.

18:55:52 From Reg Beliveau Jr/Swanton Village Manager to All panelists : can you show with a pointer the one way flow

18:56:19 From Jenn Conley to All panelists : If you can use the Q and A feature, I can delete questions once asked and more easily keep the comments for reference later.

18:58:06 From chris to All panelists : would like to see an elevation of the sidewalk area in front of Merchants Row re: the steps down onto the street, handicapped access, etc.

18:58:55 From mark to All panelists : Concerned of no left turn at the end of Canada in DESIGN 1 & 2. Increased traffic on Broadway, Greenwich, Broadway and New through residential area. Coming from Spring Street and Canada

18:59:28 From Adam to All panelists : How would you get to Merchants Row from Canada St? Would you head towards the River then turn left?

19:00:18 From Betsy Cherrier Fournier Swanton to All panelists : Please use curser to explain

19:00:51 From Betsy Cherrier Fournier Swanton to All panelists : Thank you

19:00:59 From Adam to All panelists : I think you would need signage in that area

19:01:39 From chris to All panelists : Do you envision that the green areas on this diagram are physically cordoned off vs. the way they are now with just pavement marking?



- 19:03:44 From David Winchester to All panelists : public access in option 2 is excellent.
- 19:04:35 From mark to All panelists : Is that reverse parking on Canada Street ?
- 19:05:24 From Jenn Conley to All panelists : we will get to Canada street alternatives shortly.
- 19:06:24 From Gordon Winters to All panelists : Can the parking in front of Canada St. be straight in vs. reverse?
- 19:06:51 From Adam to All panelists : Would it be possible to align Canada St with the Merchant's ROW parking?
- 19:07:41 From Jenn Conley to All panelists : we will discuss Canada alternatives shortly
- 19:09:21 From David Winchester to All panelists : question about parking angle on the parts store side of Canada. Why is it at a different angle from the direction the streets flow is now?
- 19:11:15 From Gordon Winters to All panelists : All the parking would be gone in front of the theatre and Bee's on Broadway.
- 19:12:16 From Jenn Conley to All panelists : we will discuss alternatives on Canada shortly
- 19:15:43 From mark to All panelists : parking in front of these merchants are very important for business.
- 19:17:16 From Adam to All panelists : Are you still looking at one way in to Ace?
- 19:17:38 From Adam to All panelists : thank you
- 19:19:08 From David Winchester to All panelists : could ace entrance be eliminated to allow more parking and just use the new 2 way between the bank and parts store to make it less dangerous at the intersection?
- 19:19:24 From Gordon Winters to All panelists : Is there a way to lessen the bump out in front of the theater building and keep the Ace entrance two way?
- 19:21:12 From Gordon Winters to All panelists : It is much better how the entrance of Ace angles more into the intersection
- 19:22:09 From Gordon Winters to All panelists : Can the parking spaces in front of Canada St. be straight in?
- 19:22:20 From David Winchester to All panelists : private access is duplicated . they have 2
- 19:22:38 From chris to All panelists : I am not aware of a place locally where the "back in" parking works successfully (because people are unfamiliar with it). Is there a place?
- 19:23:27 From Gordon Winters to All panelists : Back to option 2, Can the parking spaces in front of Canada St. be straight in?
- 19:23:28 From Tobias Maguire to All panelists : is the brown sidewalk?



- 19:23:39 From chris to All panelists : Due to the conflicts with the 5 way intersection now, what is the rationale for keeping the Ace access 2 way - Out into the round about?
- 19:23:53 From mark to All panelists : Too much parking being lost in the round about
- 19:24:06 From karen to All panelists : Alternative #2 seems Aesthetically pleasing, Practical and parking well laid out.
- 19:24:30 From chris to All panelists : Is there a plan to add parking such as south of the pharmacy - that dirt parking lot?
- 19:26:09 From chris to All panelists : How do you/we communicate that certain spaces are "back-in"?
- 19:26:38 From Adam to All panelists : Are bike lanes on Canada St needed on both sides of the road or is one side sufficient?
- 19:27:57 From Tobias Maguire to All panelists : later is fine, can bike lane be in middle of road?
- 19:28:57 From chris to All panelists : Putting the bike lane between the parking spaces and the sidewalk is a great idea!!
- 19:29:56 From mark to All panelists : Will all cross walks have electrocic activation
- 19:30:34 From David Winchester to All panelists : in this sketch ace property has 3 entrances.
- 19:31:25 From Jenn Conley to mark and all panelists : not all crossing locations are appropriate for electronic activation. we would decide which crossings have an RRFB (flashing beacon with button) once an alternative was chosen
- 19:32:19 From Adam to All panelists : Would there be any gains in parking spots by putting them on one side?
- 19:32:20 From mark to All panelists : tks
- 19:33:52 From Gordon Winters to All panelists : Having bike lanes on Grand Ave. is nice because Grand Ave. is a direct connection from the Rec Path/LVRT.
- 19:35:37 From Adam to All panelists : Is there any loss of the Village Green with these alternatives?
- 19:36:07 From karen to All panelists : Roundabouts are very challenging for tractor trailer drivers. Lengths can be up to 75' in length. Our tractor trailers travel this daily, There is no way to navigate the roundabout without compromising the long term integrity of the interior.
- 19:36:27 From Adam to All panelists : I like the all-way stop
- 19:43:22 From Adam to All panelists : Assuming NO stop signs at the Marble Mill entrance?



- 19:44:52 From David Winchester to All panelists : If the right of way for the flow from grand Ave to First street was made a none stop with a gentle bend would that not eliminate the biggest bottle neck downtown and move traffic out the area quicker during high traffic times mixing with tractor trailer traffic .
- 19:46:08 From David Winchester to All panelists : a half circle solution for the high volume of traffic flow from 78 to 89.
- 19:48:07 From David Winchester to All panelists : chamber relocation causes a blind corner scenario.
- 19:54:40 From Tobias Maguire to All panelists : the circle in #3 looks awful big....does it need to be so big?
- 19:54:46 From Adam to All panelists : Prefer Alternative 2
- 19:55:32 From David Winchester to All panelists : yes option 3 cause the most problems to down town. Ed has a very good point.
- 20:04:30 From Tim Lemnah to All panelists : just joined, Tim swantonhouseofpizza
- 20:07:28 From Adam to All panelists : Would-could the SB Stop sign at First-Grand be set father up from the intersection to allow for truck turns on to Grand? And could we eliminate left-hand turns from First to Grand?
- 20:10:08 From chris to All panelists : did you consider routing trucks down York street and left onto Canada street when coming west into the village on First Street?
- 20:11:02 From Elisabeth Nance to All panelists : Yes, Chris. It came up. The issue was that then we would have two hard turns, one onto York and another onto Canada
- 20:11:05 From chris to All panelists : This might help the issues with truck turning radius at First/Grand.
- 20:13:53 From Adam to All panelists : Bike Lanes: like the idea of running the SB bike lanes up Church St. Give bicyclists the opportunity to ride thru the park if they want but keeps them off Grand Ave.
- 20:23:29 From Nicole Draper to All panelists : yes
- 20:34:20 From Darci Benoit to All panelists : One thing that was not mentioned was creating handicap accessibility on the Canada Street portion by raising the sidewalk. I just wanted this noted.
- 20:35:26 From Nicole Draper to All panelists : thank you



Q&A Chat. These comments were not modified from the original meeting in any way. Names of the people speaking are not listed here.

Hi im here with bnorthwest access I need to be able to record?

Northwest*

is the left turn lane removed under this plan? on canada st

Given volume of traffic, would a green space between the curb and sidewalk be more safe for pedestrians? Especially adjacent to radii where TT turn.

so access to merchants row via canada street would be the hard left ?

how to circulate around the green with out taking a left off of canada?

what is the parking from the post office to the library going to look like or is this staying the same

parking that i counted: #1:40, #2 is 44? #3 is 26

Where does the bike traffic travel safely through

wouldn't cyclists just follow the rules of the road and travel paths.

what is the proposed cyclist path with cursor

Doesn't seem safe

was there a solution to address trucks that currently drive over the sidewalk traveling north in front of chamber.

alt 3 takes away how many parking spaces from the Canada Street section?

will the sidewalk in front of merchants row have a curb so that cars don't drive into the walkway?

could you pace bike lane in between sidewalk and parking

The current chamber building is not showing it's true location in the impact area you are talking about

alt 2: bike lane on church, will they need to go around the village park to get to 1st street?

support alternative 3 intersection despite expense, otherwise #1

Except Karen did propose that option 3 could retain parking in concern of businesses

I agree with the concern in favor of softening right turn from 1st to grand. It currently cuts off corner and would now run into the bump outs

I like the round about but the loss of parking spots on grand and canada is unacceptable for me.

Place: Swanton
Ref: 58503.00
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Meeting Notes

something must change in front of Swanton house of pizza and the Gym!! snow must be removed immediately. several accidents have occurred since the new change

Concern about safety of 2-way parking lot entrance. Don't trust road sharing when turning north out of parking lot. should be one way only.

Is there an estimation of quantity of truck traffic, and bike traffic for consideration

Would like option 1 married with the sidewalk continuation in front of laundry

add marble mill cross to options 2/3

can we get copy of presentation for reference

Thank you for the wonderful presentation! You all did a great job.

thank you!!

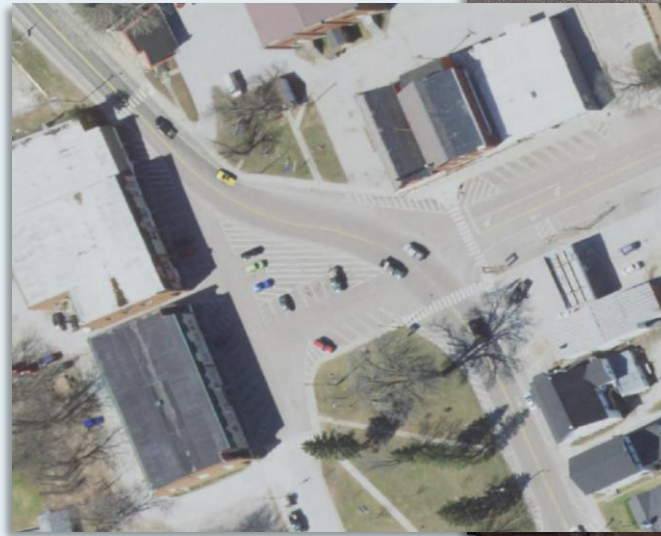
please keep handicap spots in mind as well as the ramps. thanks so much!



DOWNTOWN SWANTON
**SCOPING
STUDY**

Village Trustees Meeting

May 24, 2021



Agenda



Project Team



Purpose & Need



Preferred Alternative



Next Steps

Project Team



- Elisabeth Nance | Swanton Economic Development Coordinator
- Reg Beliveau | Swanton Village Manager
- Neal Speer | Swanton Village President
- Gordon Winters | Business Owner



- Jenn Conley, PE, PTOE | Director of Transportation Systems
- Karen Sentoff | Transportation Consultant
- Liz Chambers | Transportation Designer

Project Purpose

The purpose of the **Swanton Downtown Scoping Study** is to identify and prioritize **improvements to traffic circulation, mobility, safety, and aesthetics** that will **foster a vibrant and multimodal downtown** in support of local businesses while accommodating vehicle and truck traffic.



Project Needs

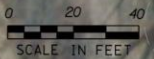


Deficiencies in the existing transportation infrastructure define the needs for this project, which includes the need to:

- **Improve Traffic Circulation and Safety:** Lack of clear delineation and access management makes the current traffic pattern and parking area confusing to navigate and inaccessible to users. In this high crash location environment with significant truck volumes, the current configuration enables vehicle and truck operation that is inconsistent with a multimodal Village Center.
- **Enhance Pedestrian and Bicyclist Mobility and Safety:** Long pedestrian crosswalks, infrequent crossing opportunities, insufficient pedestrian accommodations, and lack of bike infrastructure increases vulnerable user exposure to traffic and limits access to local community amenities, including businesses and recreational opportunities.
- **Enable Placemaking Opportunities:** Expansive pavement without clear delineation provides a thoroughfare for traffic but lacks the aesthetic and streetscape elements to promote local community assets and provide a sense of place that is vital to Village Center activities and economic growth.

Preferred Alternative



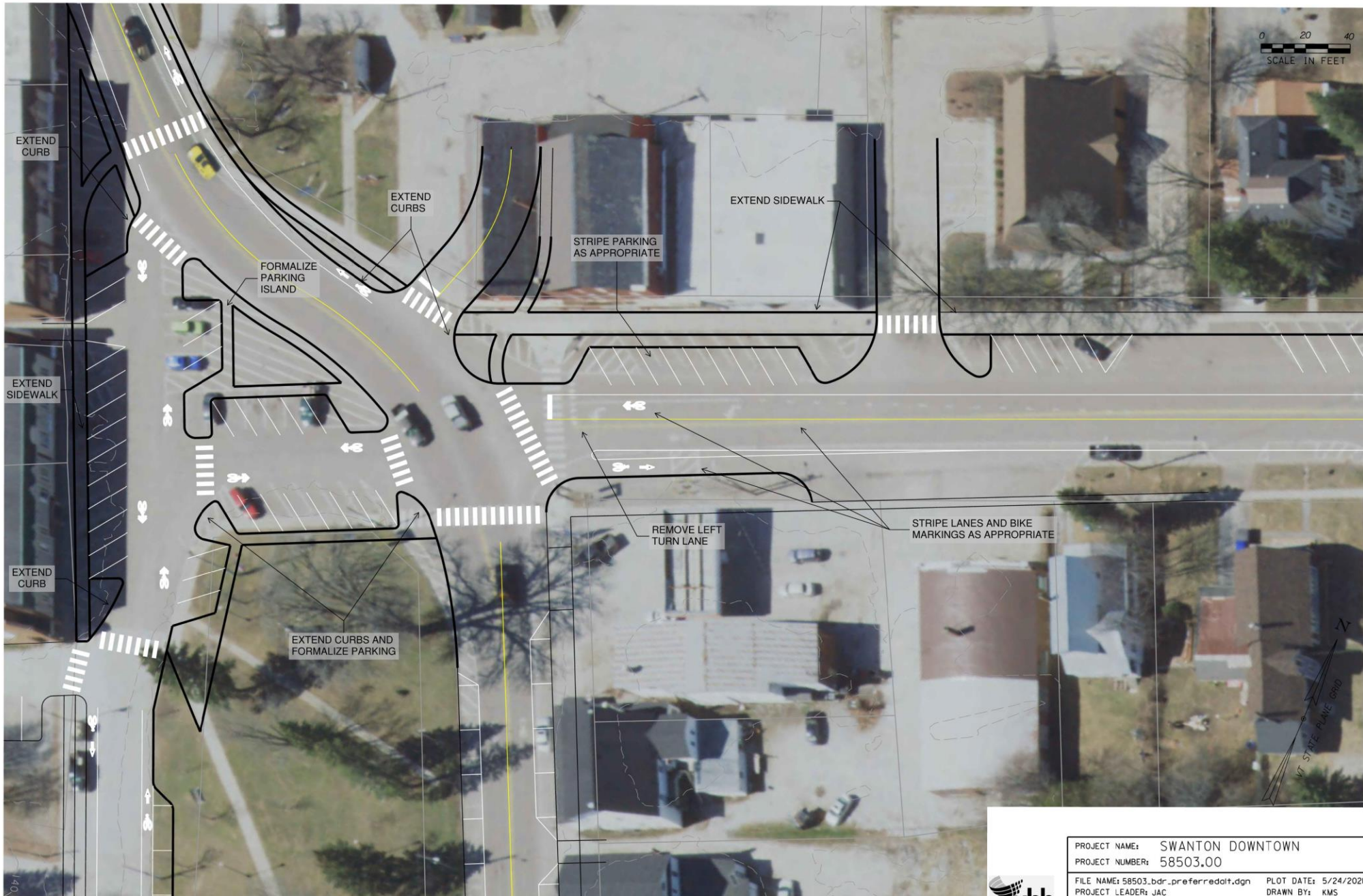


PROJECT NAME:	SWANTON DOWNTOWN
PROJECT NUMBER:	58503.00
FILE NAME:	58503_bdr_preferred.dgn
PROJECT LEADER:	JAC
DESIGNED BY:	KMS
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PLOT DATE:	5/24/2021
DRAWN BY:	KMS
CHECKED BY:	JAC
SHEET	4 OF 6



PROJECT NAME:	SWANTON DOWNTOWN
PROJECT NUMBER:	58503.00
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PROJECT LEADER:	JAC
DESIGNED BY:	KMS
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PLOT DATE:	5/24/2021
DRAWN BY:	KMS
CHECKED BY:	JAC
SHEET	5 OF 6





0 20 40
SCALE IN FEET

EXTEND CURB

EXTEND CURBS

EXTEND SIDEWALK

FORMALIZE PARKING ISLAND

STRIPE PARKING AS APPROPRIATE

EXTEND SIDEWALK

EXTEND CURB

EXTEND CURBS AND FORMALIZE PARKING

REMOVE LEFT TURN LANE

STRIPE LANES AND BIKE MARKINGS AS APPROPRIATE

WT STYLE PLANE GRID

PROJECT NAME:	SWANTON DOWNTOWN
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SHEET	6 OF 6



Next Steps

- Support for Preferred Alternative
- Finalize Report





DOWNTOWN SWANTON
**SCOPING
STUDY**

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Stay Connected!

Karen Sentoff

ksentoff@vhb.com

802.497.6130



Questions?
Comments?



Supplemental Slides

*Preferred Alternative
Short-Term Implementation*





PROJECT NAME:	SWANTON DOWNTOWN	PLOT DATE:	5/20/2021
PROJECT NUMBER:		DRAWN BY:	KMS
FILE NAME:	ppms*/Section/-----dgn	CHECKED BY:	JAC
PROJECT LEADER:	JAC	DESIGNED BY:	KMS
DESIGNED BY:	KMS		
		SHEET	1 OF 6





EXTEND SIDEWALK AND CURB

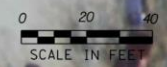
INSTALL CROSSWALK

STRIPED BIKE LANES

SHIFT SIDEWALK

2

6



PROJECT NAME:	SWANTON DOWNTOWN	PLOT DATE:	5/20/2021
PROJECT NUMBER:		DRAWN BY:	KMS
FILE NAME:	ppms*/Section/-----dgn	CHECKED BY:	JAC
PROJECT LEADER:	JAC	SHEET	2 OF 6
DESIGNED BY:	KMS		

Short-Term Implementation Matrix

	Location	Description of Improvements	Estimated Cost*
1	Grand Avenue between First Street and Canada Street	Implement pedestrian bump outs with installation of curb extensions. Install one on each end of the crossing at the Post Office and one on the crossing at the Public Library.	\$70,000
2	Marble Mill Park	Install crossing and formalize entrance to parking with curb extension. Align with efforts on Marble Mill Park master planning.	\$37,500
3	Canada Street	Quick build project to pilot back in angled parking with temporary striping to gauge community acceptance (not shown).	\$1,000
4	First Street Intersection	Implement an all-way stop.	\$2,500
5	Church Street	Stripe bike lanes on Church Street to formally accommodate the north-south bicyclists and add sharrows to the segment in front of Merchants Row.	\$9,000
6	Merchants Row	Shift sidewalk on the east side of Merchants Row and stripe bike lanes on Merchants Row between Church Street intersection and Marble Mill Park.	\$40,000

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

*Preferred Alternative
Long-Term Implementation*

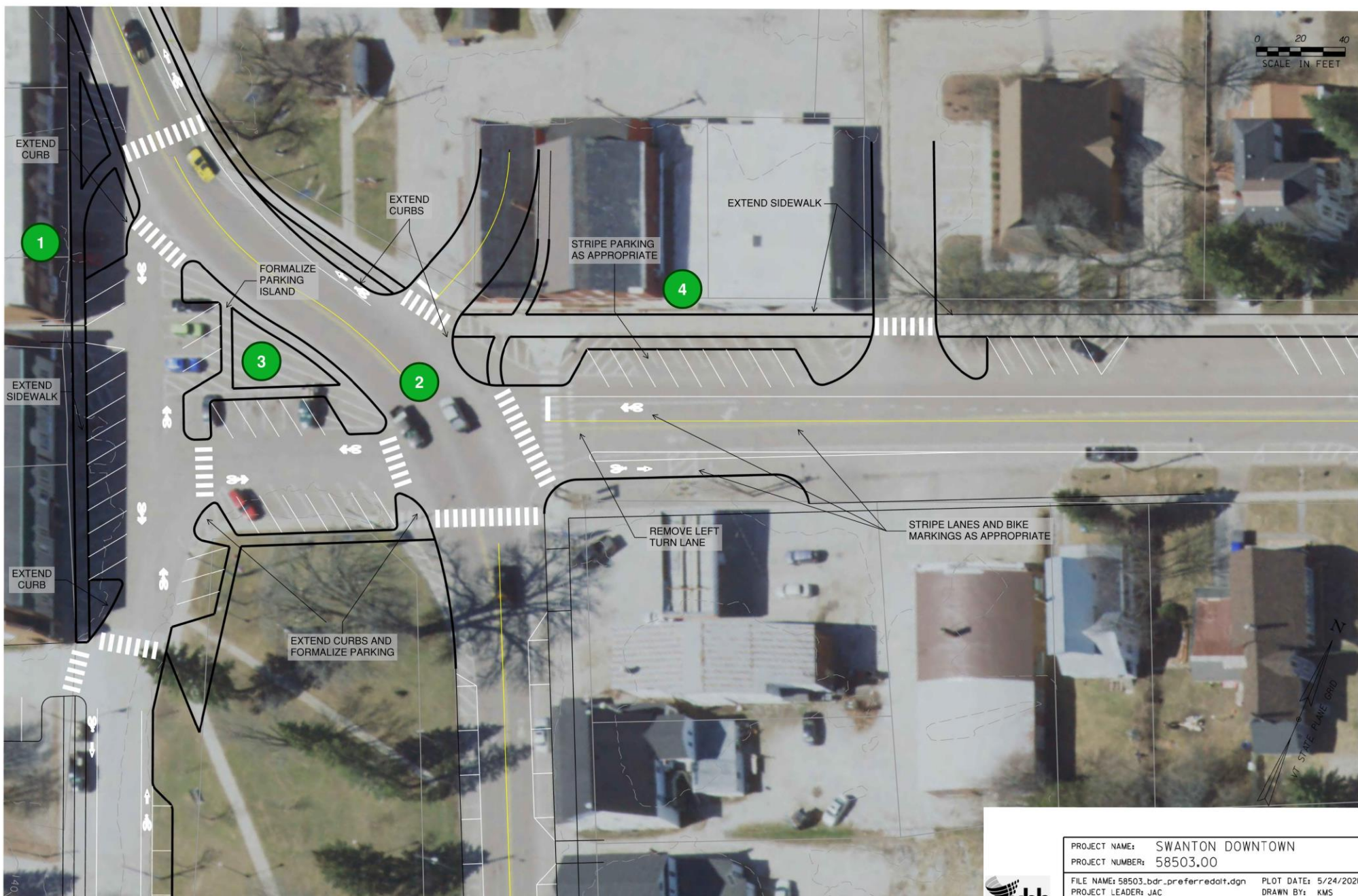




PROJECT NAME:	SWANTON DOWNTOWN
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0 20 40
SCALE IN FEET



PROJECT NAME:	SWANTON DOWNTOWN
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0 20 40
SCALE IN FEET

STRIPE BACK-IN
ANGLED PARKING
(IF DESIRED)

4



PROJECT NAME:	SWANTON DOWNTOWN	
PROJECT NUMBER:		
FILE NAME:	ppms*/Section/-----,dgn	PLOT DATE:
PROJECT LEADER:	JAC	DRAWN BY:
DESIGNED BY:	KMS	CHECKED BY:
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		6 OF 6





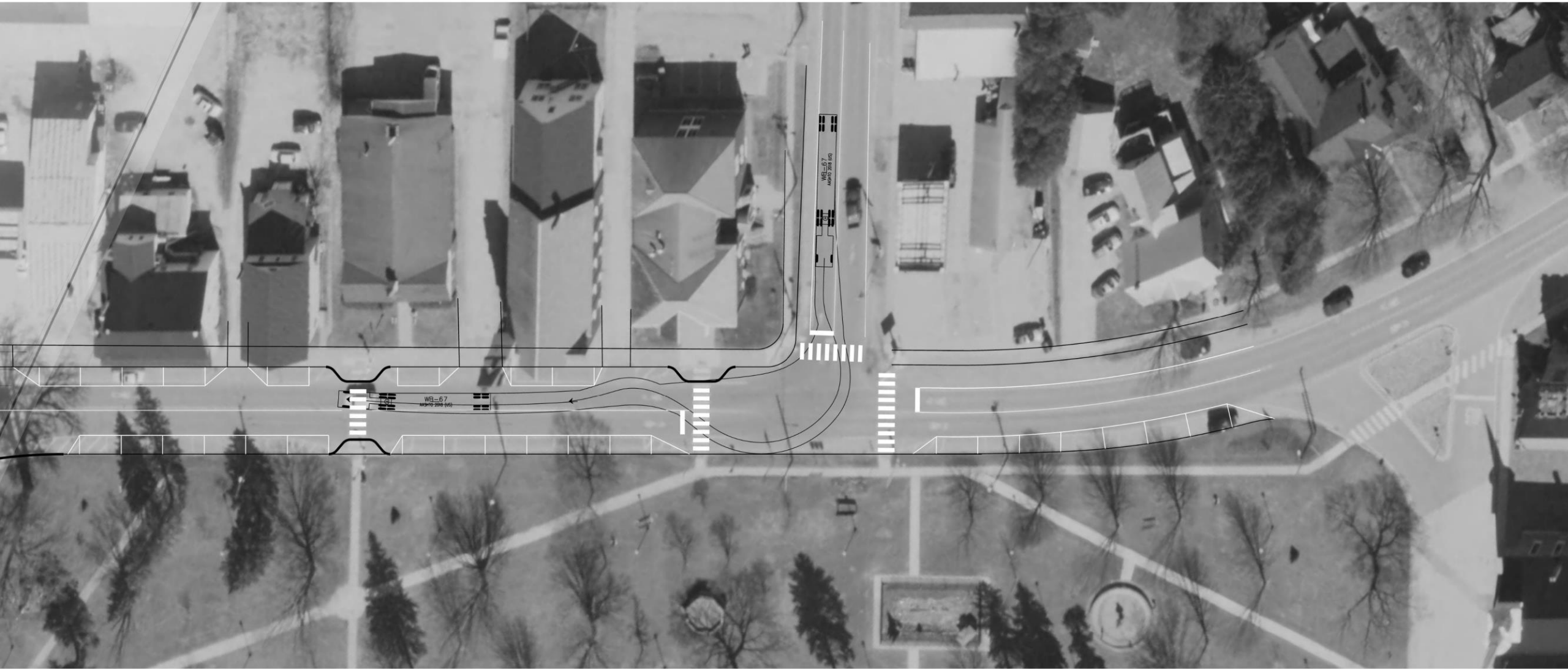
PROJECT NAME:	SWANTON DOWNTOWN	FILE NAME:	58503_bdr_preferred.dgn	PLOT DATE:	5/24/2021
PROJECT NUMBER:	58503.00	PROJECT LEADER:	JAC	DRAWN BY:	KMS
		DESIGNED BY:	KMS	CHECKED BY:	JAC
				SHEET	5 OF 6



Long-Term Implementation Matrix

	<i>Location</i>	<i>Description of Improvements</i>	<i>Estimated Cost*</i>
1	Merchants Row Area	Install sidewalk and curb ramps along frontage of commercial block; relocate the midblock crossing at the north corner of the buildings.	\$220,000
2	Grand Avenue and Canada Street Intersection	Update the intersection geometry by shifting curb lines, removing the Canada Street left turn lane, and relocating the Ace Memorial Hardware driveway separated from the intersection to the north.	\$320,000
3	Merchants Row Area	Formalize “parking island” pocket park and surrounding parking area with curbs and crossings	\$435,000
4	Canada Street	Extend sidewalk along frontage on northside, implement preferred angled parking style (nose-in or back-in) and stripe bike lanes or sharrows appropriately. Install new sidewalk and curb extensions on south side with improved access management for parcels in southeast quadrant.	\$570,000
5	Grand Avenue and First Street Intersection	Relocate curbs and formalize parking on western (Village Green) side of Grand Avenue with parking bump-ins to better accommodate truck movements.	\$115,000
6	Church Street	If supplemental parking is seen as a need for the Village district, add parking bump-ins on eastern (Village Green) side of Church Street (not shown).	\$160,000

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

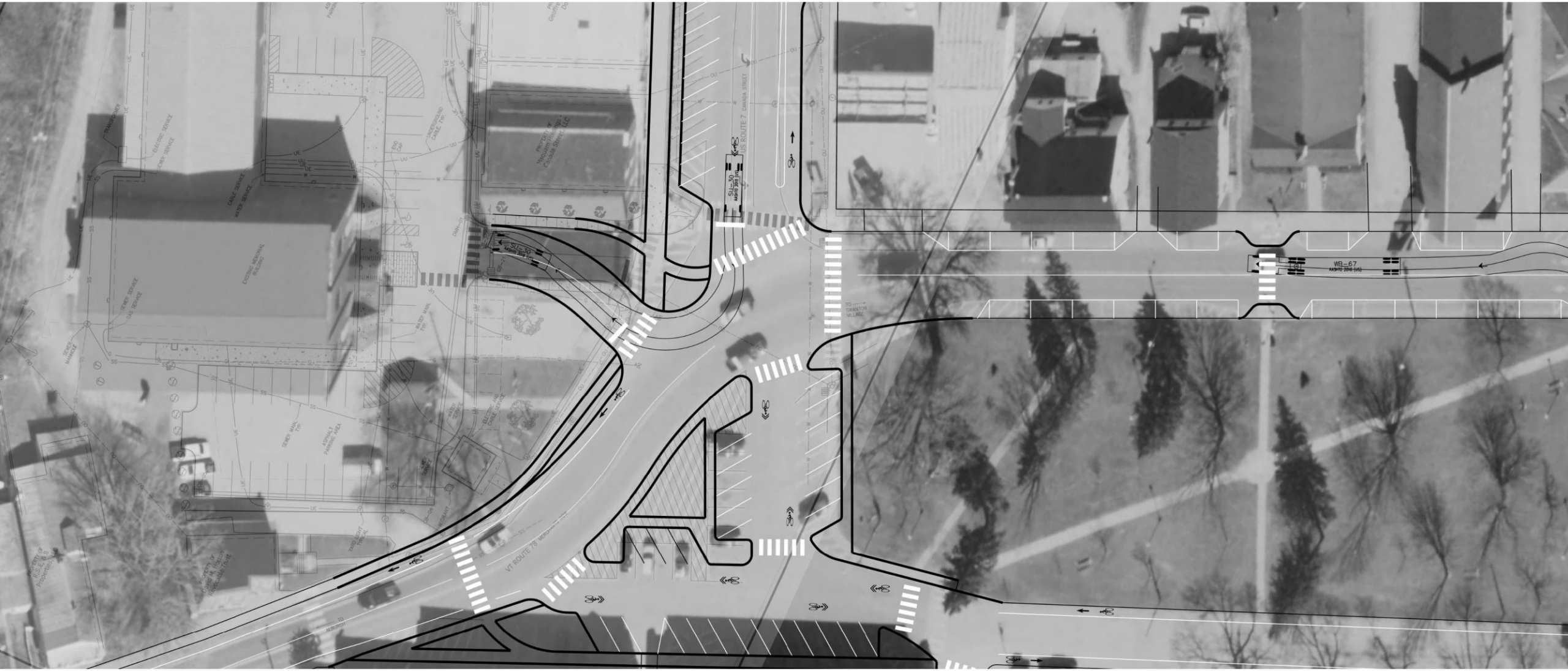


WB-67

10/10/2010 10:00

WB-68

10/10/2010 10:00



Swanton Village Meeting Minutes

This page is maintained by Swanton Village, Inc and is intended to be the official online posting of public meetings and minutes in accordance with Vermont's Open Meeting law (Amended July 1st, 2014).

Thursday, June 17, 2021

May 24, 2021

SWANTON VILLAGE BOARD OF TRUSTEES

SWANTON VILLAGE MUNICIPAL COMPLEX

120 FIRST STREET

SWANTON, VT 05488

REGULAR MEETING

Monday, May 24, 2021

7:00 PM

PRESENT: Neal Speer, Village President; Chris Leach, Trustee; Adam Paxman, Trustee; Eugene LaBombard, Trustee; Reginald Beliveau Jr., Village Manager; Dianne Day, Village Clerk; Via Zoom: Lynn Paradis, Assistant Village Manager; Elisabeth Nance, Economic Development Coordinator; Karen Sentoff, VHB; Mark Rocheleau, Selectman; Gordon Winters, Darcie Benoit, Kevin Lothian, David Winchester, Nicole Draper, Selectperson; Michelle Nordberg and Ch. 16.

Unless otherwise noted, all motions carried unanimously.

1. Call to Order:

Neal Speer, Village President, called the meeting to order at 7:15 p.m.

2. Pledge of Allegiance:

Everyone stood for the Pledge of Allegiance.

3. Agenda Review:

Village Board



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 - [January](#) (6)
- ▶ [2020](#) (16)
- ▶ [2019](#) (20)
- ▶ [2018](#) (21)
- ▶ [2017](#) (26)
- ▶ [2016](#) (24)
- ▶ [2015](#) (23)
- ▶ [2014](#) (21)
- ▶ [2013](#) (23)
- ▶ [2012](#) (28)

None.

4. Public Comment:

None.

5. Approve and Accept Minutes from Monday, May 10, 2021:

Chris Leach made the motion to approve and accept Minutes from Monday, May 10, 2021 as presented. Adam Paxman seconded. Discussion: None. Motion carried.

6. Approve and Accept Village Warrants through Thursday, May 20, 2021:

Eugene LaBombard made the motion to approve and accept Village Warrants #43-47 through Thursday, May 20, 2021 as presented. Adam Paxman seconded. Discussion: None. Motion carried.

7. Elisabeth Nance, Economic Development Coordinator, VHB Public Presentation on Downtown Scoping Study Report:

Neal Speer stated this presentation is not cast in concrete and this is the recommended route they want to go in. He said if they want to change things or improve things they can do that in the future. Elisabeth Nance stated this has been a number of years in the making. It was started in the 1990's with great ideas it just never came to fruition she said. She said they applied for and received grant fund for the VTrans Bike/Ped grant program to do a feasibility study. She said there is still a long way to go and they've had some great feed back during the hearings they had. She said there are some great opportunities to make the downtown area safer for bikers and pedestrians. Karen Sentoff, Transportation Consultant from VHB, introduced herself and said this has been many months in the making. She introduced the project team who are Elisabeth Nance, Reg Beliveau, Neal Speer and Gordon Winters. She said Mark Rocheleau also did a ton of work for the project as well. Karen said the project purpose of the Swanton Downtown Scoping Study is to identify and prioritize improvements to traffic circulation, mobility, safety, and aesthetics that will foster a vibrant and multimodal downtown in support of local businesses while accommodating vehicle and truck traffic.

Project Needs

Deficiencies in the existing transportation infrastructure define the needs for this project, which includes the need to:

- **Improve Traffic Circulation and Safety:** Lack of clear delineation and access management makes the current traffic pattern and parking area confusing to navigate and inaccessible to users. In this high crash location environment with significant truck volumes, the current configuration enables vehicle and truck operation that is inconsistent with a multimodal Village Center.
- **Enhance Pedestrian and Bicyclist Mobility and Safety:** Long pedestrian crosswalks, infrequent crossing opportunities, insufficient pedestrian accommodations, and lack of bike infrastructure increases vulnerable user exposure to traffic and limits access to local community amenities, including businesses and recreational opportunities.
- **Enable Placemaking Opportunities:** Expansive pavement without clear delineation provides a thoroughfare for traffic but lacks the aesthetic and streetscape elements to promote local community assets and provide a sense of place that is vital to Village Center activities and economic growth.

She said she wanted to start her slides with the intersection of Grand Avenue and First Street showing how an all-way stop should be installed, clearer marked crosswalks and bumping out the green line of the park to make it a wider intersection. She talked about the painted median giving a visual cue that the traffic needs to pause there. She said moving up Grand Avenue they wanted to maintain the parking there and focused their attention on Church Street. David Winchester asked if there was enough room for trucks to make the turn on Grand Avenue in either direction. Karen said for two trucks there is room and cars wouldn't be able to cruise past them. She said the advantage is they are now at an all-way stop to make it safer. Karen said they wanted to provide visual cues for better navigation. She discussed keeping the parking on Grand Avenue and adding additional parking on Church Street by cutting into the Village Green some. She talked about adding bike/ped lanes on Church Street

as well. Reg asked about the parking on Church Street and Karen confirmed that it is approximately 8 feet of the park that would be needed for additional parking spaces. She showed some additional bump ins at the north end of the park and the added parking there as well. She said they tried to balance maintaining as much of the green space as they can and provide safe paths for pedestrians moving from parking to restaurants etc. Adam asked if the crosswalk at the north end of the park that goes over to Canada Street has been shortened. Karen said with the added bump out at the end of the park it reduced it significantly. Mark Rocheleau asked if any of the trees in the Village Green would need to come down. Karen said three trees would need to come down and two utility poles would need to be moved.

Karen talked about the crosswalk at Marble Mill Park being relocated and adding some bike lanes through this segment of road. She talked about the sidewalk accessibility on Merchants Row and pulling it out to in front of the buildings. She said this gives them more space to meet the grade of the retail spaces there and still provide access. She said there's no ramp access on one end and they've added that. Adam asked about the Chamber building and the proposed sidewalk in front of it. He wanted to make sure there was enough room in their plans. Karen stated they did take that into consideration. Kevin Lothian tried asking a question but his computer wasn't working properly. Gordon Winters called him on his cell and relayed Kevin's questions for him. He said he was concerned about the lack of parking in front of Merchants Row and said elderly and handicapped individuals would not want to walk from Church Street to Merchants Row to shop or eat. Elisabeth Nance said she has talked with Kevin about this and he is concerned about the parking in front of Scampers being blocked out and the parking on Church Street. Gordon said the design in front of Scampers was designed for safety reasons but the Board of Trustees didn't have to accept this in its entirety. He said he didn't think anyone would want to take spaces away from in front of Scampers and the Swanton House of Pizza. He said the board doesn't have to take everything on this plan. They discussed the parking on Merchants Row and backing into traffic being so dangerous. Karen said their vision was to get people off the thoroughfare and be able to park safely. She said they wanted to have accessibility for pedestrians and bikers while maintaining safety and codes. David Winchester suggested they change the direction of the parking in front of Merchants Row so that all businesses were accessible. Elisabeth thought a lot of these issues could be worked about before they got to final design. Neal Speer thought if they put other ideas into affect and found they were working maybe they wouldn't have to do all modifications downtown. Reg agreed with everyone else and said eliminating parking for Scampers and the other businesses on that end were not a good idea. He said they are sensitive to that and they don't want it in the plan. Neal agreed and said they are looking at safety first. More discussion took place regarding the traffic flow in front of Merchants Row and whether or not it should be changed to a one-way direction. Karen said there are opportunities to modify some of these plans but would like to push this vision forward and see how they proceed from here. They also discussed simplifying the intersection on Canada Street and Grand Avenue. Eugene LaBombard thought the bump-outs in front of Peoples United Bank and the Auto Parts Store would affect snow removal for the Village. Karen said they could do painted visuals instead of hard cut ones. Neal said regarding the traffic change on Canada Street people will have to educate themselves regarding the changes until they get accustomed to it. He said after all the changes are made, our local residents will need to adjust but in the end they will applaud what we are trying to achieve. Elisabeth said she hopes that if things are made safer for bike riders and pedestrians some of the locals will be walking and riding where it makes sense. Mark Rocheleau said they are gaining so much and the trade off is worth it, he said it's a big positive. Darcy Benoit asked if the sidewalk on Canada Street would be raised so that all businesses are accessible. Karen said the opportunity to raise up to businesses and get all drainage design details worked out would be in the next phase. Kevin Lothian stated they seem concerned about bikers and pedestrians but what about the elderly. He suggested taking more of the park away so they didn't need to walk as far. Elisabeth said they tried to not take from the park too much because of its historic value. Karen said ramps would be installed at all crosswalks and sidewalks so that people with mobility issues will get around safer and easier. She also said they tried really hard to maximize the parking without taking too much from the park.

Adam Paxman said with all the changes they discussed tonight what would be the price tag for all this work. Karen said they have laid out some short-term and long-term projects detailing the costs. She said improvements could be made incrementally. Below is a road map of those projects:

Short Term Projects

1. Grand Avenue between First Street and Canada Street Implement pedestrian bump outs with installation of curb extensions. Install one on each end of the crossing at the Post Office and one on the crossing at the Public Library. \$70,000;
2. Marble Mill Park Install crossing and formalize entrance to parking with curb extension. Align with efforts on Marble Mill Park master planning. \$37,500;
3. Canada Street Quick build project to pilot back in angled parking with temporary striping to gauge community acceptance (not shown). \$1,000;
4. First Street Intersection Implement an all-way stop. \$2,500;
5. Church Street Stripe bike lanes on Church Street to formally accommodate the north-south bicyclists and add sharrows to the segment in front of Merchants Row. \$9,000;
6. Merchants Row Shift sidewalk on the east side of Merchants Row and stripe bike lanes on Merchants Row between Church Street intersection and Marble Mill Park. \$40,000 *Costs include construction, contingency,

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

Neal Speer stated this is just the scoping study and this would need to go before engineering for actual costs. Karen agreed with this but said design, engineering and contingency are included in those costs.

Long Term Projects

1. Merchants Row Area Install sidewalk and curb ramps along frontage of commercial block; relocate the midblock crossing at the north corner of the buildings. \$220,000;
2. Grand Avenue and Canada Street Intersection Update the intersection geometry by shifting curb lines, removing the Canada Street left turn lane, and relocating the Ace Memorial Hardware driveway separated from the intersection to the north. \$320,000;
3. Merchants Row Area Formalize "parking island" pocket park and surrounding parking area with curbs and crossings \$435,000;
4. Canada Street Extend sidewalk along frontage on northside, implement preferred angled parking style (nose-in or back-in) and stripe bike lanes or sharrows appropriately. Install new sidewalk and curb extensions on south side with improved access management for parcels in southeast quadrant. \$570,000;
5. Grand Avenue and First Street Intersection Relocate curbs and formalize parking on western (Village Green) side of Grand Avenue with parking bump-ins to better accommodate truck movements. \$115,000;
6. Church Street If supplemental parking is seen as a need for the Village district, add parking bump-ins on eastern (Village Green) side of Church Street (not shown). \$160,000

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

Karen asked the Trustees if this was a preferred alternative and vision that could be supported at this juncture. Neal Speer stated the Trustees have agreed to the scoping study and would like to move forward. Elisabeth stated this is just a feasibility study and not the design study and those will be what comes next, the implementation and design. Chris Leach stated he sees more things he likes than not likes. He said the only thing he really wanted is the bypass needs to be mentioned because the quantity of trucks that go through town is not a small deal, it's a really big deal. He said they're lucky they haven't had any issues with trucks making the corner on First Street and Grand Avenue. He said he would like the study to state they would like to eliminate the trucks that are just passing through Swanton not doing business here. He said he would like to see that statement in the study. Neal Speer stated there is more good than any kind of evil in this study. He said he was present in the 1990's when a study was done and what was absent was public participation. He said the concerned citizens here tonight was lacking back then and they didn't have no where near the positive improvements like mentioned tonight. He wanted to thank everyone involved in this.

Adam Paxman made the motion to endorse the preferred alternatives feasibility study presented with the modifications they discussed. Eugene LaBombard seconded. Discussion: Elisabeth Nance said this is not going to sit on a shelf, that they were going to get these things done. Karen stated she wanted to thank everyone as well for their input and participation and said this is community effort. Gordon Winters asked if one of the modifications Adam mentioned in his motion was to keep parking spaces open in front of Merchants Row. The Board agreed to that statement. Motion carried unanimously.

8. Any Other Necessary Business:

Adam Paxman stated someone asked him if the Village could provide WIFI in the Village Green. He said he has some concerns about this but they can think about this and discuss it at another meeting. He said he attended the Highgate Selectboard meeting regarding the Highgate Airport infrastructure. He said they will hold a bond vote on August 3rd and if that fails another one will be held in September. He said they are concerned about losing Field Days which is state funded. He said Senator Parent and Representative Hango are working on this and they will be mailing out information to their voters soon. He said they may do mail in ballots for their bond vote as well. Adam said Swanton is hopeful this passes because it's a great project for the community and the county. Adam also said he'd like to thank the Swanton Police Department for patrolling on Spring Street and stopping several speeding cars.

Any Other Business: Chris Leach said he wanted to thank the Village President and his wife for all their work on the flowers planted on the bridge. He also said the hill at Marble Mill looks good now that it's been cleared and asked about erosion. Reg Beliveau said the roots are still there and they had specific steps to follow. Chris asked if by chance Webster Terrace could be made into a bike/pedestrian path. Reg said that is in the master plan for Marble Mill. He also asked when the art boards would be installed and ready for paint. Adam Paxman said SPAN

- [Swanton Village Home page](#)

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Natural and Cultural Resources



\\vhb\gis\proj\SBurlington\SB503.00 Swanton Downtown Study\Project\Swanton Downtown Prelim NR Map.mxd



Downtown Scoping Study BP19(16) | Swanton, Vermont

Environmental Constraints Base Map

VSWI Wetland (ANR)	VHD Stream (VCGI)*	Parcel Boundary (VCGI)
Deer Wintering Area (ANR)*	VHD Waterbody (VCGI)	Town Boundary (VCGI)*
River Corridor (ANR)	Public Well (ANR)*	1 ft. Contours (VCGI)
100 Year Flood Zone (FEMA)*	Private Well (ANR)	
	Ground Water Protection Area (ANR)*	
	Surface Water Protection Area (ANR)*	

*Layer not visible in map extent

Sources:
 Background Imagery by VCGI (Collected in 2018)
 VCGI (Vermont Center for Geographic Information - Various Dates)
 ANR (Vermont Agency of Natural Resources - Various Dates)
 FWD (Vermont Fish and Wildlife Department - 2018)
 VTrans (Vermont Agency of Transportation - 2018)
 VHB (2020)



The University of Vermont

September 17, 2020

Brad Ketterling
Director of Environmental Services - Vermont
VHB
40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771

RE: Archaeological Resources Assessment for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont

Dear Brad,

Attached, please find an Archaeological Resources Assessment for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.

An Archaeological Resources Assessment of the proposed intersection scoping study identified two green spaces as sensitive for pre-Contact Native American sites. These are the Village Green and an undeveloped lot southeast of the intersection of VT Rte 78 and North River Road. In addition, proposed activities that will disturb soil more than 2 ft below the surface should be monitored by an archaeologist on a case by case basis. If project plans involve surface disturbances, or can be limited to disturbances no deeper than 2 ft below the surface, then no additional archaeological study is required. However, in the two green spaces any disturbances below the surface, up to 2 ft and deeper, should be tested archaeologically.

Please feel free to contact me if you have any questions.

Sincerely,

Charles Knight, Ph.D.
Assistant Director

**Archaeological Resources Assessment for the proposed
Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont**

Submitted to:

**Brad Ketterling
Director of Environmental Services - Vermont
VHB
40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771**

Submitted by:

**Charles Knight, Ph.D.
University of Vermont
Consulting Archaeology Program
111 Delehanty Hall
180 Colchester Ave.
Burlington, VT 05405**

Report No. 1285

September 17, 2020

Archaeological Resources Assessment for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont

Project Description

The Town of Swanton, with assistance from VHB, propose the Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont (Figure 1). The proposed project will study a high, accident-prone vehicular corridor, focusing on two key intersections in the Town of Swanton, Vermont (Figure 2). An Archaeological Resources Assessment (ARA) of the proposed project was undertaken as part of the Section 106 permitting process.

Study Goal

The goal of an ARA (or “review”) is to identify portions of a specific project’s APE that have the potential for containing pre-Contact and/or historic sites. An ARA is to be accomplished through a “background search” and a “field inspection” of the project area. For this study, reference materials were reviewed following established guidelines. Resources examined included the National Register of Historic Places (NRHP) files; the Historic Sites and Structures Survey; and the USGS master archaeological maps that accompany the Vermont Archaeological Inventory (VAI). Relevant town histories and nineteenth-century maps also were consulted. Based on the background research, general contexts were derived for pre-Contact and historic resources in the study area.

Archaeological Site Potential

There are no known archaeological sites within the proposed project corridor. However, two historic period sites are known adjacent to the northern end of the project corridor, at the VT Rte 78 bridge crossing. Site VT-FR-150 is located on the eastern banks of the Missisquoi River, 70 m east of the project alignment. This site represents the remains of a marble mill that dates to the middle of the 19th Century. It is considered eligible for inclusion on the National Register of Historic Places. The next closest archaeological site is VT-FR-163, located 150 m northeast of the northern end of the proposed alignment, 180 m inland from the Missisquoi River. This site represents the remains of the Barney Forge, dating to the early 18th Century. Neither of these sites will be disturbed by the proposed project. The closest known pre-Contact Native American site is VT-FR-350, located 1 km to the southwest of the VT Rte 78 bridge crossing along the eastern banks of the Missisquoi River. There, an ovate chert unifacial knife was recovered, likely eroding out of the riverbank. Little information on this site is available in the Vermont Archaeological Inventory. Regardless, Swanton is known as the traditional territorial central of the Western Band Abenaki and has been occupied for centuries, if not longer. The Missisquoi River in this region contains one of the highest concentration of pre-Contact Native American sites in all of Vermont. Therefore, the potential for archaeological sensitive landforms in and adjacent to the proposed project alignment is high.

In 1984, the Army Corps of Engineers proposed to place and maintain rock fill across an area 160 ft x 110 ft in size, underneath the southern abutment of the bridge crossing over VT Rte 78 within the proposed project alignment. The Vermont Division for Historic Preservation

(VDHP) reviewed the proposed project and determined that it would not affect any properties of historic, architectural or archeological significance, which are included in or eligible for inclusion in the National Register of Historic Places.

In 1994, the Archaeology Consulting Team (ACT) conducted Phase IA and Phase IB surveys and background research studies of much of the historic downtown of Swanton for a combined sewer separation project. They determined that “any construction project within the Village of Swanton would have a high potential to affect significant archaeological resources” (Frink et al. 1994). They further recommended a detailed examination of project specific disturbances, once the details of each project’s impacts are known.

In 1999, the Town of Swanton initiated a downtown revitalization plan to rehabilitate various historic buildings and mediate vehicular and pedestrian traffic. In response to this request, the VDHP recommended that any ground disturbance activities in the downtown core involve an archeologist, since the area is highly sensitive for pre-Contact Native American sites, as well as historic period Euroamerican sites.

In regard to historic period resources, both the historic 1857 Wallings map (Figure 8) and the 1871 Beers map (Figure 9) show numerous historic period properties along the proposed project alignment. Many, if not all, of these structures are still in use. The entire project alignment is contained within the Swanton Village Historic District, which is listed on the State Register of Historic Places (Figure 5). No properties within the project alignment are listed on the National Register of Historic Places.

Desk Review

As part of the desk review, the UVM CAP utilized the Vermont Division of Historic Preservation’s (VDHP) predictive model for identifying pre-Contact Native American archaeological sites. The Swanton Intersection Scoping Study scores 56 on the Predictive Model, due to its location within 90 m of the Missisquoi River (12), along a natural travel corridor (12), and on an alluvial terrace (32). In addition to the paper-based predictive model, the desk review uses a Geographical Information System (GIS) developed jointly by the UVM CAP, and its consultant Earth Analytic, Inc., which operationalizes the paper-based model. It does this by applying the VDHP’s sensitivity criteria to all lands within the State of Vermont. In these maps, archaeological sensitivity is depicted by the presence of one or more overlapping factors, or types of archaeological sensitivity (i.e. proximity to water, etc.). The Swanton Intersection Scoping Study area crosses areas that contain five sensitivity factors, which are: Drainage, Waterbody, Head-of-draw, Kame Terrace, and Level Terrain (see Figure 1).

Field Inspection

A field inspection of the project alignment was carried out on September 11, 2020 by Charles Knight, Assistant Director of the UVM CAP. Knight walked the entire project alignment. Except for the Village Green. The entire project area has been heavily developed, and to a great degree, disturbed. Beginning in the southern end of the project alignment, at the

intersection of VT Rte 78 and 1st Street and moving north, the alignment is marked by a series of historic buildings along the east side of the road and the Village Green along the west side (Figures 5-7). The intersection of VT Rte 78 and 1st Street has been heavily developed, especially with the gas station in the southeast quadrant. The Village Green appears to have been enhanced since the 1871 Beers map, which shows a break in the southern and northern halves of the green across from 1st Street. Therefore, there is a good possibility that the portion of the green at this intersection is relatively recent and therefore, disturbed.

The Merchant's Row area, which includes the intersection of VT Rte 78 and Canada Street, is the next major focus of the proposed project. This developed portion of the project study area has been heavily developed, since at least the mid-1800s (see Figure 3). The only portion of the Merchant's Row section that has not been developed and appears to be the most intact, is the north end of the Village Green (Figure 8). The rest of Merchant's Row is heavily developed, and appears to have maintained its general layout since at least 1857 (Figures 9 and 10).

Moving north from Merchant's Row, the alignment follows VT Rte 78 – Depot Street and descends towards the Missisquoi River (Figure 11). The riverbank has been heavily disturbed and built up on both sides of the street and both sides of the river (Figures 12 & 13). In addition, the construction of the bridge, its abutments and the weir dam, just upstream of the bridge, would have heavily impacted the river banks in this section of the project alignment. The 1984 determination of no effect by the VDHP on the proposed rock fill placement at the southern abutment of the bridge confirms this.

Finally, north of the VT Rte 78 bridge crossing, the proposed alignment continues to the intersection with North-South River Road (Figure 13). The layout of this intersection, and the buildings around it appear not to have changed since at least 1857. In the northeast quadrant there is a large undeveloped lot/open green space, that has been unchanged since the 1857. Therefore, this undeveloped lot, like the Village Green, may contain intact soils, and along with the Village Green is the most likely area within the project alignment to contain intact archaeological resources.

Conclusions

The Town of Swanton proposes the Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont. The UVM CAP conducted an Archaeological Resources Assessment of the proposed project's alignment and identified the potential for archaeological sensitivity to be present in areas that have not been previously disturbed to a depth below approximately 2 ft below surface. In general, the entire project area is archaeologically sensitive, but it has also seen major historic development and thus, major historic disturbance. Nonetheless, there is the chance for intact, buried cultural remains to exist. This is especially true in two, large green spaces that exist within and adjacent to the proposed project, being the Village Green and the large undeveloped lot immediately southeast of the intersection of VT Rte 78 and North River Street. If proposed project plans involve subsurface disturbances, such as trenching or excavating below approximately 2 ft in depth, in any portion of the project area, but especially in or adjacent to the

two green spaces, additional archaeological review of specific project plans is recommended. It is possible that certain proposed subsurface disturbance activities may require some form of archaeological monitoring, or, depending on the nature of the potential disturbance, a Phase I site identification survey. If project plans involve surface disturbances, or can be limited to disturbances no deeper than 2 ft below the surface, then no additional archaeological study is required. However, in the two green spaces any disturbances below the surface, up to 2 ft and deeper, should be tested archaeologically. Any additional archaeological study will be carried out as part of the Section 106 permitting process.

Thank you for working with us on this project. Please let me know if you have any questions or comments.

Charles Knight, Ph.D.
Assistant Director

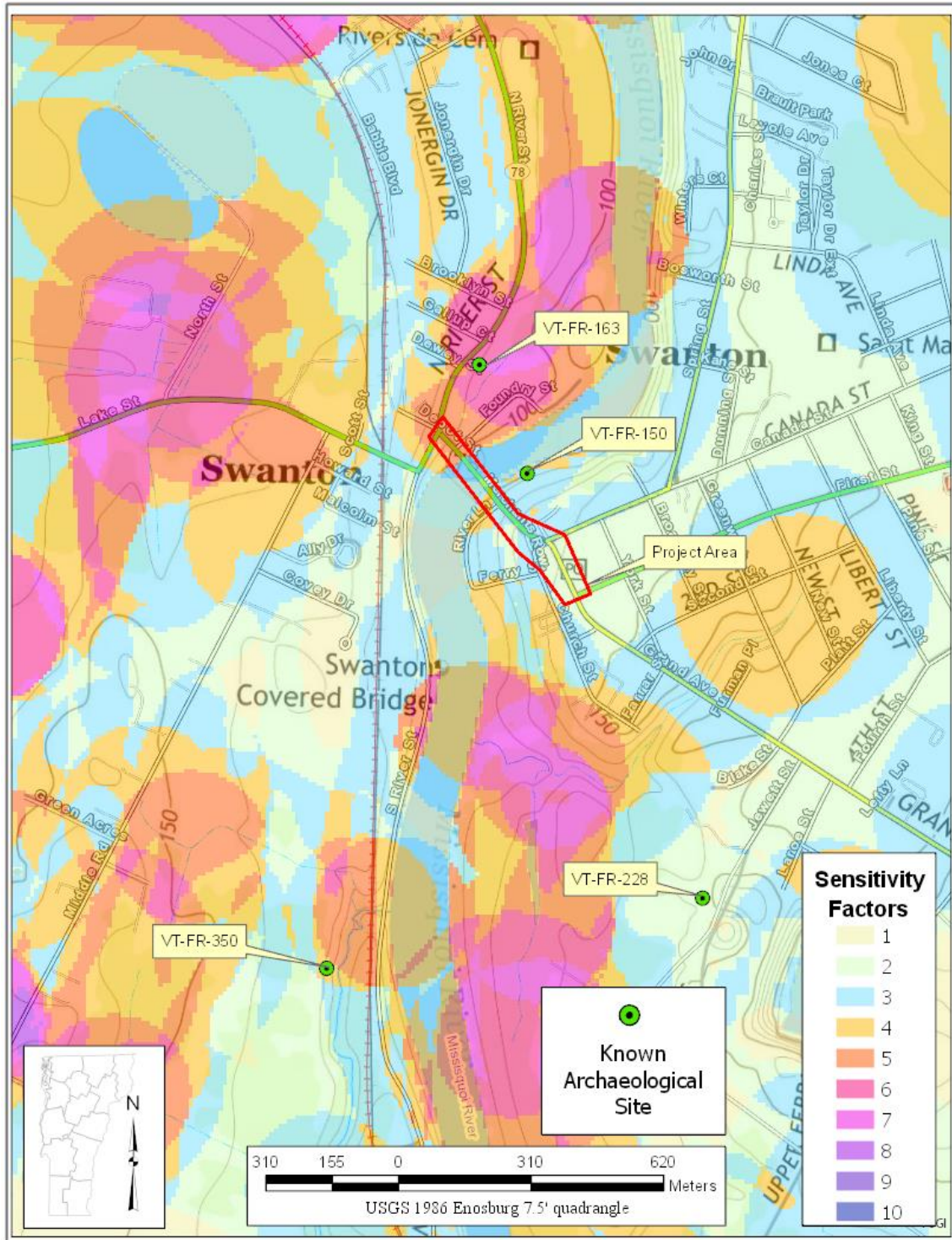


Figure 1. Map showing the location of the proposed Swanton Intersection Scoping Study, in relation to archaeological sensitivity factors and known sites, Swanton, Franklin County, Vermont.

UVMCAP Report #1285

Village of Swanton Downtown Project Focus Area



Village of Swanton Downtown Traffic Operations, Safety Data, and Identified Issues

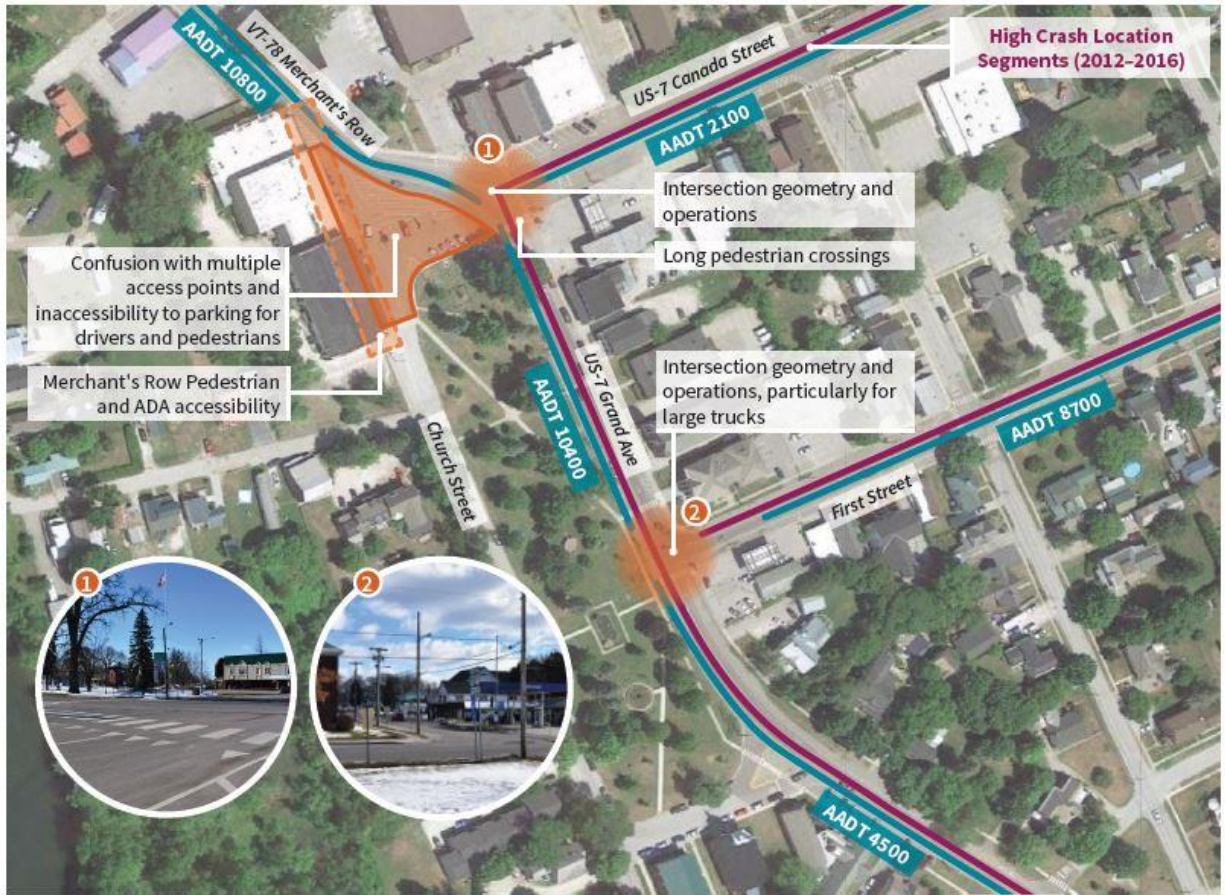


Figure 2. Project plan showing areas focused on by the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.

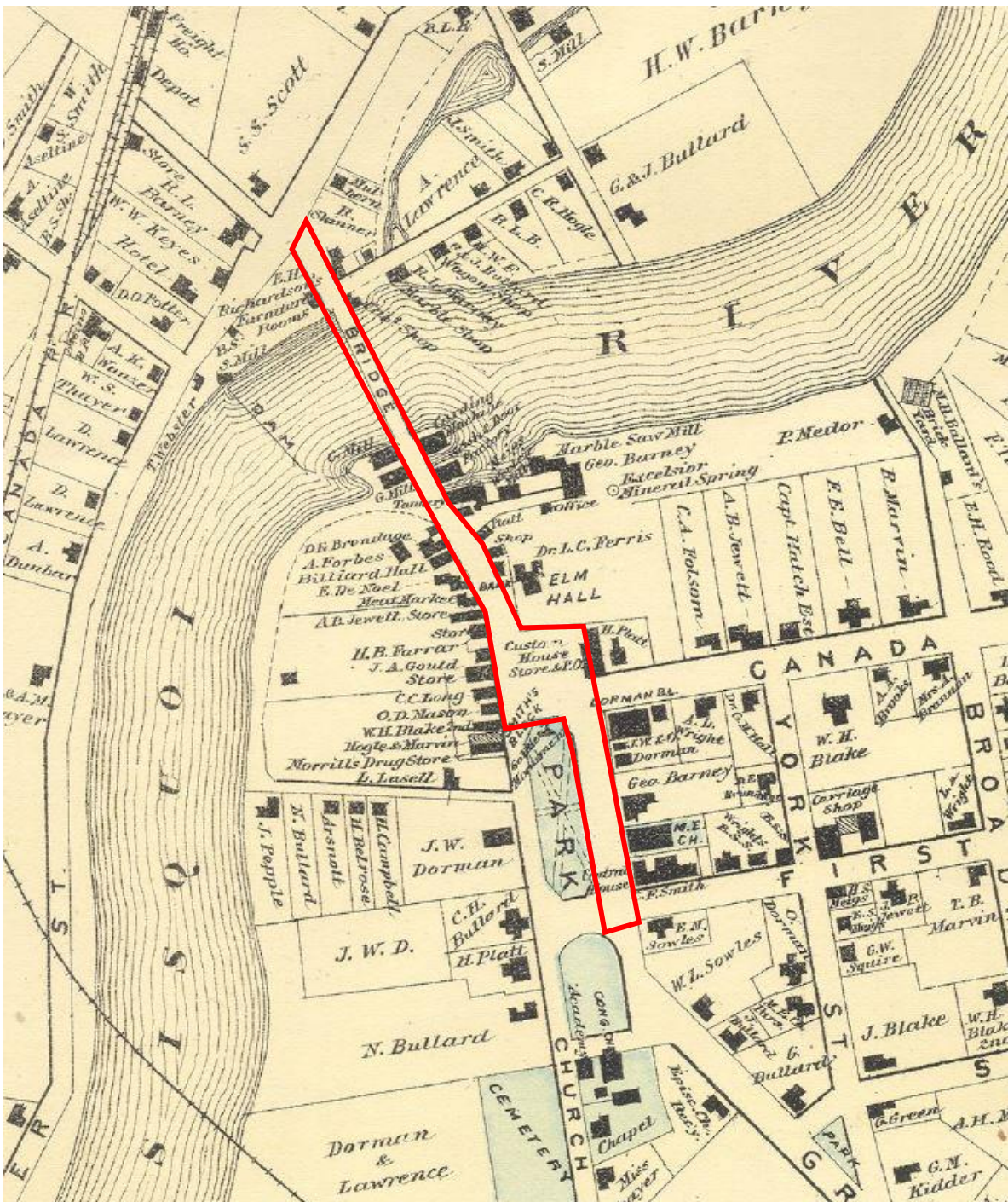


Figure 4. Historic 1871 Beers Map showing the location of the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont



a



b

Figure 5. Photos looking southeast (a) and northeast (b) at the intersection of VT Rte 78 - Grand Ave and 1st Street for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 6. Photos looking northeast (a & b) along VT Rte 78 – Grand Ave for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 7. Photos looking north (a) and northeast (b) at the intersection of VT Rte 78 – Grand Ave and Canada St. for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 8. Photos looking northwest (a) and west (b) at the northern end of the Swanton Town Green and adjacent roads, for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 9. Photos looking northwest at Merchant's Row (a), and south east at the northern edge of the Town Green (b) for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 10. Photos looking southwest at Merchants Row (a) and west along VT Rte 78 and its intersection with Memorial Way (b) for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 11. Photos looking northwest along VT Rte 78 – Depot Street towards the Missisquoi River bridge crossing (a & b), for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 12. Photos looking at the northeast (a) and northwest (b) quadrants of the VT Rt 78 bridge over the Missisquoi River, for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 13. Photos looking at the southeast (a) and southwest (b) quadrants of the VT Rt 78 bridge over the Missisquoi River, for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.



a



b

Figure 14. Photos looking northwest along VT Rte 78 – Depot Street at its intersection with North Rover Street (a & b) for the proposed Swanton Intersection Scoping Study, Swanton, Franklin County, Vermont.

Village of Swanton BP19(16) / Downtown Scoping Study

Swanton, VT

PREPARED FOR

Town of Swanton
Elisabeth Nance, Economic Development Coordination
PO Box 711
1 Academy Street
Swanton, VT 05488

PREPARED BY



40 IDX Drive, Building 100, Suite 200
South Burlington, VT 05403
802-497-6100

February 9, 2021

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1

Introduction

On behalf of the Town of Swanton, VHB has prepared this Historic Resources Assessment Report ("report") for the Village of Swanton Downtown Scoping Study BP19(16) ("Project") in order to document resources protected under Section 106 of the National Historic Preservation Act ("Section 106" and "NHPA", 16 U.S.C. 470) and Section 4(f) of the Department of Transportation Act ["Section 4(F)"].

The Project Study Area is located in the center of the Village of Swanton, from the intersection of First Street and Grand Avenue to the intersection of Grand Avenue/Canada Street (US Route 7 or "US-7") with Merchants Row, and across the Depot Street bridge to the intersection of Depot Street with North River Street/South River Street (Vermont Route 78 or "VT-78"). Note that between First Avenue and Canada Street, US-7 and VT-78 are concurrent.

The area is a major corridor facilitating regional vehicular and truck traffic: the Project is at the crossroads of US-7 and VT-78, which connect via First Street to I-89. Regional and local through traffic face a confusing and poorly delineated pattern to navigate around the northern and eastern edge of the Village Green; encountering challenging geometry and operations, particularly for trucks, at the intersection of First Street and Grand Avenue, challenging geometry and operations at the intersection Grand Avenue and Canada Street, and multiple access points to Merchants Row and parking. These challenging intersections are hazardous for pedestrians and bicyclists as well. Recent attempts to better delineate the pattern using striping and bollards demonstrate the need for more permanent and intuitive design elements to guide traffic through the area.

This report includes a discussion of the methodology for collecting and analyzing information on potential historic resources within the Project Area, a detailed description of properties in the Project Area, analysis of the historic integrity of the properties, and a recommendation of eligibility for the National Register of Historic Places (“National Register”). This report also discusses Section 4(f) resources within the Project Area. The findings of this report will be used to support the study of Project alternatives as well as required regulatory documentation.



2

Methodology

The work required to complete this report was undertaken by Kaitlin O’Shea, a Preservation Planner with VHB. Prior to fieldwork, VHB reviewed existing survey and register files available through the Vermont Division for Historic Preservation’s (“VDHP”) Online Resource Center.¹ The reports and files reviewed for this report include the Vermont Historic Sites & Structures Survey (“VHSSS”), the National Register listings, and the Swanton town files. The purpose of reviewing this literature was to identify previously inventoried historic resources within the Project Area and to establish which sites had not been surveyed within the Project Area. In addition, historic maps such as United States Geological Survey (“USGS”) Topographic Maps and the 1869 F.W. Beers & Co. Map, available via various online repositories, were reviewed in order to determine which buildings were over 50 years old and therefore potentially historic.²

Following the literature and historic map review, Kaitlin O’Shea visited the Project Area to survey and photograph historic resources. Fieldwork included a site walkover and photography for each property located within the Project Area. After conducting research and fieldwork, each of the properties within the Project Area were evaluated for their historic integrity and eligibility for listing on the National Register.

¹ www.orc.vermont.gov

² www.historicaerials.com; www.old-maps.com



3

Project Description and Study Area

The Village of Swanton has secured support from the VTrans Municipal Assistance Bureau to identify a multimodal design alternative that improves the traffic patterns in the Village's downtown center. The Village seeks to implement a motorist, bicyclist, and pedestrian friendly transportation plan for circulation in the area of the Village Green, particularly on Grand Avenue between First Street and South River Street including Merchant's Row. **See Appendix A, Map 1: Project Study Area.**

The Study Area was selected to include parcels at each intersection, throughout the main intersections of concern, and properties approaching the intersections. The Study Area begins at the intersection of VT-78 and Depot Street on the north side of the river, continues to the intersection of Merchants Row with Canada Street/Grand Avenue and south on Grand Avenue/US-7 to the intersection with First Street. Properties on the west side of the Village Green Park are included as the study involves all modes of transportation. **See Appendix A, Map 2: Historic Resources Survey** for the Study Area.

As the Project scope has not yet been defined, this report does not include an Area of Potential Effect ("APE"), which is defined by 36 CFR 800.16(d), revised August 5, 2004, as: *"the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and undertaking and may be different for different kinds of effects caused by the undertaking."*

Determining the APE consists of a consideration of the nature and full extent of the project, including, but not limited to, the project description, the proposed project's use, all locations

of ground disturbance, project setting, existing infrastructure, all locations from which the project may be visible, and all locations where the project may change traffic patterns. The APE consists of all direct and reasonably foreseeable indirect effects based on the nature of the project.

The Study Area in this report will assist in the development of the APE, once the Project scope has been defined.



4

Above-Ground Historic Resource Identification

Section 106 requires all federal agencies to consider the effects of federal undertakings on historic properties and to afford the Advisory Council on Historic Preservation (“ACHP”) an opportunity to comment on such projects prior to the expenditure of any federal funds. A federal undertaking is defined as a project, activity, or program either funded, permitted, licensed, or approved by a federal agency. Undertakings may take place either on or off federally controlled property and include new and continuing projects, activities, or programs and any of their elements, whether or not they have been previously considered under Section 106.

A historic property is any property that is listed in or eligible for listing in the National Register. These properties can be buildings, structures, sites, objects, or districts and include above ground and below ground (*i.e.*, archaeological) resources. If a property has not previously been determined eligible or ineligible for the National Register, then, as part of the Section 106 process, it should be evaluated by the federal agency in consultation with the State Historic Preservation Officer (“SHPO”) in order to determine if it meets eligibility.

Based on the Methodology of Chapter 2 and the Project Area approach discussed in Chapter 3, and an understanding of Section 106 regulations, VHB surveyed forty-nine (49) properties on Depot Street, N River Street, S River Street, Foundry Street, Academy Street, Grand Avenue, Canada Street, Church Street, Merchants Row, and Memorial Way.

This chapter provides a brief historic context in **Section 4.1**. Information about previous surveys and listings on the National Register (“NR”) and State Register (“SR”) of Historic Places is included in **Section 4.2**. **Section 4.3** includes the following for each property: Map ID #, Photograph ID #, Address, Descriptions, Discussion of integrity, and Recommendation of NR Eligibility. Photographs are included in **Appendix C**. Note that the Map ID numbers for each property correspond to the map in **Appendix A, Map 2 – Historic Resources Survey**.

4.1 Historic Context

The Swanton Village Historic District lies in the heart of the village (incorporated 1888). The historic district consists of the buildings on the Village Green Park and those along both sides of Grand Avenue. The historic district contains the majority of Swanton’s religious, civic, and historic commercial structures (around the park) and a good proportion of excellent examples of domestic architecture. The majority of these are mid to late 19th century, and, although there are a fair amount of alterations, there are few intrusions. A series of disastrous fires throughout the village’s history have resulted in numerous gaps in the historic district.

The park is the centerpiece to a compact grid pattern of streets laid out in 1803 and is typical of one form of New England planning: locating the major civic, commercial, and religious buildings on the green. Grand Avenue cuts diagonally across this grid-like development.

The town’s growth was facilitated by its location at Swanton Falls on the Missisquoi River on whose eastern bank the historic district lies. The Falls were a power source for marble, planing, sash and grist mills, many of which have been demolished. Several foundations of these mills remain in the historic district. Swanton’s economy was also supported by tanneries, lime works, and munitions production.

The historic district is at the center of a historic network of transportation systems. The Missisquoi River was heavily navigated between the Falls and Lake Champlain. Four railroad lines passed through the village, beginning in the 1850s, and proceeded in all directions, including Montréal and other northern Canadian points. The first crossing of Lake Champlain by the railroads was just west of the village at Missisquoi Bay.

The first major north-south land highway (US-7) in western Vermont runs through the historic district; Grand Avenue comprises part of that route. In the decades around the turn of the century, two trolley lines ran down Grand Avenue, eventually terminating in St. Albans to the south. Commuters traveled the line to the Swanton munition plants.

The buildings of the historic district were constructed in response to the economic activity in Swanton from the mid-1800s to the present. The best examples in the district are of the Italianate and Queen Anne era when Swanton’s economy was the most diversified.

Vermont Route 78 is a 21 mile east-west highway that connects Alburgh on US Route 2 to Sheldon at VT Route 36. US Route 7 and US Route 78 overlap in Swanton between Canada Street and First Street.

The Project Area has changed little throughout the centuries in terms of roadway configuration. The space in front of Merchants Row and the intersection of VT-78/Canada Street has always been an open space and mixture of parking, roads, and access to the commercial buildings. **See Appendix B, Figures 1-3.** However, the building stock itself has changed, most notably Merchants Row and on the east side of Village Green Park. The mid-1800s commercial block burned in a fire in 1971 and was replaced in 1973 and 1977 with very contemporary style buildings. These buildings were modernized again by altering the facades within the past thirty years, which remains their current appearance. See **Appendix B, Figures 6-8.** Prominent buildings have been demolished and replaced on the east side of Village Green Park. In 2018, 1 Canada Street was removed as part of the redevelopment of Memorial Auditorium to an Ace Hardware store.

4.2 Previous Surveys, State Register Listings, National Register Listings

Swanton Village Historic District ("HD") was surveyed in 1982 and listed in the State Register of Historic Places in 1994 (#0615-141). See **Appendix B, Figure 4** for a map of the Swanton Village Historic District. Many of the properties within the Project Area are within the boundaries of the Swanton Village Historic District. They include:

- 8 Merchants Row: #0615-141-77 – Non-contributing
- 20-34 Merchants Row: #0615-141-78 – Non-contributing
- 36-52 Merchants Row: #0615-141-79 – Non-contributing
- 4 Church Street: #0615-141-82
- 6 Church Street: #0615-141-83 – Non-contributing
- 12 Church Street: #0615-141-85
- 16 Church Street: #0615-141-86
- 18 Church Street: #0615-141-87 – Non-contributing
- 1 Academy Street: #0615-141-1
- 7 Academy Street: #0615-141-2
- 38 Grand Avenue: #0615-141-3
- 35 Grand Avenue: #0615-141-63
- Village Green Park: #0615-141-89
- 33 Grand Avenue: #0615-141-64
- 31 Grand Avenue: #0615-141-65 – Non-contributing
- 27 Grand Avenue: #0615-141-34
- 25 Grand Avenue: #0615-141-67
- 21 Grand Avenue: #0615-141-68 – Non-contributing

- 17 Grand Avenue: #0615-141-69 – Non-contributing
- 9 Grand Avenue: #0615-141-70
- 2 Canada Street: #0615-141-71 – Non-contributing
- 3-5-7 Canada Street: #0615-141-72
- 34 Merchants Row: #0615-141-74 – Non-contributing
- 25 Memorial Way (25 Merchants Row): #0615-141-73- Non-contributing
- 21 Merchants Row: #0615-141-75
- 2-5 Merchants Row: #0615-141-76

Additional properties outside of the historic district are listed in the State Register as well. They include:

- 1-2 South River Street: SR #0615-50
- 3 Depot Street: #0615-51
- 18 Church Street: #0615-87
- 19 Canada Street: #0615-88
- 20 Canada Street: #0615-89
- 10 Canada Street: #0615-90

All were surveyed in 1982 and listed in the State Register of Historic Places in 1994.

4.3 Surveyed Properties

This section details the properties identified by Map ID numbers and addresses, providing the following for each property, in table format:

- Map ID #;
- Photograph #;
- Address;
- Common Name (if applicable);
- Previous VHSS/SR/NR listing (if applicable);
- Date of construction;
- Brief architectural description;
- Historical and/or historic map notes;
- Discussion of historic integrity; and
- Recommendation of eligibility for the National Register. Properties shaded green are recommended as eligible.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
1	1	6 S River Street Former hotel known as Adams House, Riviere Hotel, River View Hotel	Ca. 1905, 3.5 story, 6x2 bay, wood frame, gable roof former hotel with return eaves, 2/2 windows, aluminum siding. A historic front porch has been removed.	N/A	The building has been altered by siding replacement, porch removal, fenestration alteration on the first story, loss of its chimneys. It no longer retains materials, design, workmanship, feeling, or association.	Ineligible due to alterations.
2	2	1-2 S River St	Ca. 1825, Federal style brick with center hall plan, gable roof, 2.5 stories, 4x3 bays with interior end chimneys, return cornices, fanlight in gable end attic story, stone foundation, and a 1-story ca. 1835 brick ell to south and ca. 1850 wood frame ell to west.	SR 0615-50 (listed 6-23-94)	Changes to the house include vinyl window replacements, front entrance replacement, and an exterior chimney in front of the interior end chimney on the south. However, it is one of the few Federal style buildings in Swanton.	Eligible for listing in NR under Criterion C as rare example of Federal architecture in Swanton.
3	3	5 S River St	Ca 1880, 1.5 story, gable roof addition with 1.5 story flat roof addition extending to the south. A shed roof addition includes a single garage bay. The building is clad in vinyl with vinyl siding.	N/A	Changes include alterations to fenestration, materials, design.	The building has been altered in terms of design, workmanship, materials, feelings, and association. Ineligible due to alterations

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
4	4	3 Depot St	Ca. 1905, 2-story, wood frame, Italianate commercial block, wedge shaped, with recessed store entrance at NW corner. Paired brackets remain at cornice. Vinyl clad with replacement vinyl windows. One large store window remains on north side, all other windows covered.	SR 0615-51 (listed 6-23-94)	The windows and siding have been altered, but the cornice and recessed store entry and one store window remains.	Eligible for listing in NR under Criterion C as rare surviving example of Italianate storefront in Swanton.
5	5	1 Depot St	1-story, L-shape shallow gable roof, 3x1 bays with pent gable hood over entry and attached gable front garage. Multiple additions with shed rooflines include one on the east and one to the south. A large tin clad addition sits to the rear.	N/A	The building has been altered in terms of materials, design, workmanship, feeling, and association.	Ineligible due to alterations.
6	6	3 N River St	Ca. 1900, 2-story, wood-frame, gable roof, 5x2 bays with 1-story, shed roof, enclosed front porch, with large 1.5 story gable roof ell.	N/A	The windows and siding have been replaced (materials, workmanship) and the porch has been added, but the house retains its design, feeling, and association.	Not individually eligible due to alterations, as it does not rise to level of individual significance. Not in a historic district.
7	7	5-7 N River St	Ca. 1900, 2.5 story, 6x3 bay, wood frame, gable roof duplex with 1-story open front porch spanning the fenestration supported by square posts. The main roof and porch roof are covered in metal.	N/A	The windows, siding, and doors have been replaced. The porch details have been replaced. The building retains its massing and fenestration but its materials, workmanship, feeling, and association are lost.	Ineligible due to alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
8	8	11 N River St Swanton Lumber Company	Ca. 1880, 1.5 story, gable roof, wood frame building clad in vinyl with multiple rear additions and wings on either side. Originally constructed as a store. A single-entry door is located on the façade. Modern windows and entrances are on the north and side elevations.	N/A	The building no longer resembles a ca. 1880 store due to the façade alterations. Other than the front gable, the building has been adversely altered. The changes have caused a lot of integrity of design, materials, workmanship, feeling, and association.	Ineligible due to alterations.
9	9	4 Foundry St	Ca. 1925, Vermont Marble Co. Marble Sawing Mill, reinforced concrete construction and steel frame, 1-2 stories with metal siding, large windows, and multiple rooflines. No longer in operation; windows have been boarded over.	N/A	The mill retains its setting, location, design, materials, workmanship, feeling, and association on the exterior.	Eligible under Criterion C as one of the few remaining mills in Swanton.
10	10	Bridge No. 6	1966 4-span steel beam bridge with concrete cast in place deck, concrete piers concrete abutments, and typical 1960s railing (metal tube and balusters) carries Route 78 over the Missisquoi River.	N/A	Retains its original construction and details (railing) from original construction.	Eligible as Type 402 in Vermont Historic Bridges MPDF. ³ This particular bridge is called out in the document as a less common example for its railings.
11	11	Marble Mill Park	Former site of Barney Marble Mill accessed from a parking lot and drive on the east side of the bridge.	N/A	N/A due to age	Ineligible due to age (of park) and alterations (of property). Note – Marble Mill Park is a Section 4(f) resource – a public park.

³ *Metal Truss, Masonry and Concrete Bridges of Vermont, 1828-1978, Multiple Property Documentation Form.*

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
12	12	8 Merchants Row Veterans of Foreign Wars (VFW Hall)	Ca. 1975, 1-story, gable roof, wood frame, concrete foundation, vinyl clad, metal roof with entrances on the north and west elevations. Large parking lot to the west.	Swanton Village HD – SR - #77 NC	N/A due to age	Ineligible due to age.
13	13	20 – 34 Merchants Row	1977 shopping mall, 2-story with retail on first floor and apartments above. Originally arcaded, brick, with wood shingled neo-mansard roof. That arcades have since been filled in and façade altered to be more traditional looking with double hung windows and window pediments in front of the neo-mansard roof.	Swanton Village HD – SR - #78 NC	The building does not retain its materials, design, workmanship, feeling, or association due to the alterations to the second story.	Ineligible due to age and alterations.
14	14	36 – 52 Merchants Row	1973 shopping mall with retail on first floor, apartments on second floor. Originally arcaded brick with wood shingled neo-mansard roof. The arcades have since been filled in to create an even second story façade. The original design can only be seen in the eastern bay.	Swanton Village HD – SR - #79 NC	The building does not retain its materials, design, workmanship, feeling, or association due to the alterations to the second story.	Ineligible due to age and alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
15	15	4 Church St	Ca. 1835, 2.5 story, 3x3 bay, gable brick Greek Revival home, L-shape with 2.5 story brick wings on south and west. Details include molded box cornice with returns, some 6/6 windows, ca. 1900 Colonial Revival porch and Italianate porch on north rear side.	Swanton Village HD – SR - #82 - C	The building has been minimally altered (some window replacements) and retains its integrity of setting, location, materials, design, workmanship, feeling, and association.	Eligible for listing in NR as part of Swanton Village H.D., under Criterion C.
16	16	6 Church St	Ca. 1970 metal clad house trailer, 1-story, 5x1 bay with varied roofline.	Swanton Village HD – SR - #83 - NC	The trailer retains metal siding...	Ineligible due to lack of architectural significance, and outside the district period of significance. Does not rise to the level of architectural significance.
17	17	8 Church St "Village Green"	Ca. 1979, 2-story, apartment complex. The main gable roof main block has a projecting central gable dormer, and the perpendicular rear block consists of alternating gable roof bays and recessed bays.	N/A	N/A due to age	Ineligible due to age.
18	18	12 Church St "River Woods Condominiums"	Ca. 1870, T-shaped, 1.5 story, 6x3 bay, constructed in Carpenter Gothic style. Character defining features include bargeboard with star and circular cutouts, Queen Post trusses in the gables, gable peak finials, Italianate front and side porches with brackets.	Swanton Village HD – SR - #85 - C	The windows have been replaced with vinyl windows and the clapboard replaced with vinyl siding. However, the character defining details of the remain. Integrity of setting, location, workmanship, feeling, and association remain.	Eligible for listing in the NR in the Swanton Village HD.

Map ID	Photo ID	Address	Description	VHSS / SR / NR	Integrity	NR Recommendation
19	19-20	16 Church St	Ca, 1890, 2.5 story, 3x4 bay, gable roof, brick Greek Revival house with corbelled and dentillated brick eave cornices, a triangular attic louvre in the gable, and on a stone foundation. The Greek Revival front door includes $\frac{3}{4}$ sidelights and 5 light transom. A ca. 1900 porch with turned posts and balusters is on the façade with a small second story screened in porch above. A raised section of roof sits on the front and back of the gable ends. A linear 2-story, gable roof, 12 bay addition extends from the rear; it contains apartments.	Swanton Village HD – SR - #86 - C	Changes to the building include replacement of the porch columns, windows replacements, the raised roof sections on the gable, which slightly alters the roofline, and the 12-bay linear addition. However, important Greek Revival details remain such as the front door and surround, fenestration, eave and cornice details, and the gable triangular louvre. The building retains integrity of setting, location, design, workmanship, feeling, and association. The majority of the materials remain.	Eligible for listing in the NR in the Swanton Village HD.
20	21	18 Church St	Ca. 1900, Queen Anne, 2.5 story with gable and cross-gabled roof, and a projecting 2.5 story bay with pedimented bay and clipped corner beneath. A 1-story front porch has been enclosed. The façade has been altered to have two entrances and an enclosed exterior staircase. Windows and siding have been replaced.	Swanton Village HD – SR - #87 - NC	The building retains integrity of setting and location. The integrity of materials, design, workmanship, feeling, and association has been lost due to incompatible alterations.	Ineligible due to alterations.

Map ID	Photo ID	Address	Description	VHSS / SR / NR	Integrity	NR Recommendation
21	22	1 Academy St Town Offices	Ca. 1852, 2.5 story, 3x8 bay Greek Revival brick building with gabled slate roof. Façade has pedimented gable with wide cornice supported by 4 evenly spaced pilasters. A pedimented entry is a later addition. Windows have granite sills and lintels.	Swanton Village HD SR - #1 – C	There have been very few changes. The building retains its integrity of setting, location, materials, design, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD.
22	23	7 Academy Swanton Christian Church	Ca. 1822, drastically remodeled in 1869. Rectangular mass, 3x5 bay brick Italianate church with fully engaged tower and central pavilion. A gable roof over a heavily molded entablature cornice with Italianate brackets in the gables. A square rusticated wood tower supports an open 10-sided belfry and metal spire. Main windows have segmentally arched tops with leaded stained glass windows.	Swanton Village HD SR - #2 – C	There have been very changes to the church. The church retains its integrity of setting, location, design, materials, workmanship, feeling, and association.	Eligible for listing in the Swanton Village HD.

Map ID	Photo ID	Address	Description	VHSS / SR / NR	Integrity	NR Recommendation
23	24	38 Grand Ave Holy Trinity Episcopal Church	"V" shaped church with wings of different construction dates, including a 1909 rectangular 1x5 bay Swanton marble church with partially engaged tower on side and a steeply pitched slate roof, stepped buttresses, Gothic stained glass windows and Gothic details. A 1-story connector joins this portion with the 1876 wooden, rectangular 3x4 bay wing.	Swanton Village HD SR - #3 - C	The church retains its integrity of setting, location, design, materials, workmanship, feeling, and association.	Eligible for listing in the Swanton Village HD.
24	25	35 Grand Ave	CA. 1890, 2.5 story, 5x2 bay, gable roof, eaves front house with box cornice returns, gable wall dormer, and peaked lintels over 1/1 sash. A large Queen Anne porch wraps around the south and west with rounded bay at SW corner, turned posts, balusters, and scroll brackets.	Swanton Village HD - SR - #63 - C	The siding and windows have been replaced with vinyl, but the house retains character defining details such as the porch and posts, peaked lintels and window surrounds, and overall form. The house retains setting, location, design, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD.
25	26-30	Village Green Park	Laid out in 1803, this rectangular park forms the center of the village. Features in the park include concrete pathways, monuments, statues, a fenced in area for swans, and trees.	Swanton Village HD - SR - #89	The park retains its integrity of setting, location, materials, design, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
26	31	33 Grand Ave	Ca. 1885, 2.5 story, 3x2 bay, gable roof, eaves front Italianate house with gabled wall dormer at center, paired Italianate eaves brackets, and peaked lintels over the 2/2 window sash on the second story, and 1/1 replacement sash on the first story. A 1-story front porch has been enclosed and clad in vinyl siding. A rear 1.5 story gable wing has an Italianate side porch and a Queen Anne side porch. The house is clad in aluminum siding.	Swanton Village HD – SR - #64 - C	The house lost some integrity due to alterations to materials (siding, some windows) and design (enclosed front porch), but others remain – brackets, windows, form and massing. It retains setting, location, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD.
27	32	31 Grand Ave Irving Gas Station / Ste. Marie's Market Deli & Quick Stop	Ca. 1960 1-story, gable roof, convenience store clad in T-111 siding with two garage bays recessed behind the façade on the east side. large 2 bay gas station canopy and mobile small shed roof ice cream stand.	Swanton Village HD – SR - #65 - NC	The building has setting and location, but the materials, design, and workmanship have been altered. Feeling and association have been lost due to alterations.	Ineligible for listing in the NR in the Swanton Village HD due to lack of architectural significance and alteration.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
28	33	12 First Ave	Ca. 1900, 2-story, wood-frame gable front with ca. 1970 1-story shed roofed addition to the west. The 2-story block has paired windows on the sides and an enclosed second story porch on the façade, beneath are commercial entrance doors and windows. Brick square columns support the porch. The commercial addition has large storefront windows and a mansard parapet roofline. The commercial	N/A	The building has replacement windows and siding, and the façade has been altered to be incorporated with the ca. 1970 commercial addition. The building has loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible for listing in the Swanton Village HD due to alterations.
29	34	14 First Ave	Ca. 1895 2-story, gable roof, eaves front, wood-frame, 5x4 bay, on a poured concrete foundation with raised basement and wide stair entrance to double door entry. A small centered second story porch is accessed from double doors above front entry. The house is clad in vinyl siding and windows are replacement vinyl.	N/A	The house has been altered in the following ways: raised basement, window replacement, siding replacement, entrance replacement and alteration. The house has integrity due to materials, design, workmanship, feeling, and association.	Ineligible for listing in the Swanton Village HD due to alterations.
30	35	22 First Ave Kinney Pike Insurance	Ca. 1900, small 1-story, 2-bay, hipped roof with ca. 1909 1-story shed roof addition to the west. The building is clad in vinyl siding; windows are replacement; entrance is modern steel door. Noted as photography studio and jewelry store on 1920 Sanborn map.	N/A	While the building has been altered in terms of materials and workmanship, it remains a one-story commercial building, closely matching its historic footprint as shown on historic maps.	Outside the boundary of the Swanton Village HD, eligible if boundary is amended to include more residential neighborhoods. Individually ineligible due to alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
31	36	16 York St	Ca. 1900, 2-story, wood-frame, hipped roof, Four Square, 2x2 main block with ell and enclosed side porch. The original full width front porch has been replaced with a small hooded entry porch and the original window replaced with a ribbon of 3 windows. The windows are replacement windows and the siding is asbestos shingle.	N/A	The building has been altered in the following ways: removal of full width porch and replace with one bay porch; siding and window replacement; front window replaced with ribbon of windows. However, overall, the design is intact; it reads as a ca. 1900 four-square house and the side porch in intact with overall fenestration. house retains integrity of location, setting, design, workmanship, feeling, and association.	Eligible for listing in the Swanton Village HD, if boundary is amended to include more residential neighborhoods.
32	37	23 First Ave	Ca. 1895, 2.5 story, wood-frame, Italianate mixed-use building with brackets, cornice returns, and storefront windows on the first story and a pent gable roof spanning the façade between stories. Although vinyl clad with vinyl windows, the building retains its storefront.	N/A	Retains setting, location, design, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD, if boundary is amended to include more residential neighborhoods.
33	38	17-19 First Ave Champlain Insuring	Date unknown, 2.5 story, wood-frame, gable roof overhanging eaves, 4 bays with attached and setback 2-story garage to the west.	N/A	The building has been altered and is no longer legible in terms of style or original fenestration. It has lost its materials, design, workmanship, feeling, and association.	Ineligible for listing in the NR due to alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
34	39-40	27 Grand Ave Swanton Public Library	1916, 2-story, 3x3 bay brick, hipped slate roof with dentillated cornice, 1/1 sash with splayed brick lintels. A two-story pedimented portico is supported by Corinthian columns and pilasters. It was designed by Charles Saxe of Montreal. A ca. 1999, 2-story, hipped roof, brick addition is attached via a recessed wood-frame hyphen.	Swanton Village HD – SR - #66 - C	The library retains its setting, location, design, materials, workmanship, feeling, and association. The new addition does not detract from the historic building.	Eligible for NR listing in the Swanton Village HD.
35	41	25 Grand Ave Memorial United Methodist Church	2.5 story, brick Romanesque church, gable roof, partially engaged 50' tower on the front left with buttresses at the corners of a square base. and a large gabled wall dormer center front. The second-floor windows and entries have Roman arched brick lintels. Large tripartite stained glass window over the central entry. A shorter 2.5-story, 3x3 bay, wood frame addition extends from the rear.	Swanton Village HD – SR - #67 - C	The building has had minimal changes beyond the rear addition. It retains setting, location, materials, design, workmanship, feeling, and association.	Eligible for NR listing in the Swanton Village HD.
36	42	21 Grand Ave United States Post Office	1962, 1.5 story, 5x5 bay, gable roof, brick Colonial Revival post office. A wood cupola is centered on the roof ridge line. A 6-bay deep wing extends from the gable roof block.	Swanton Village HD – SR - #68 - NC due to age	The building retains its setting, location, materials, design, workmanship, feeling, and association. Good example of Colonial Revival United States Post Office.	Eligible for NR listing in the Swanton Village HD.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
37	43	17 Grand Ave	Ca. 1850, 2.5 story, 3x3 bay, gable front, Greek Revival with pedimented gable, clad in vinyl with replacement 1/1 vinyl windows. There is a broken pediment over the entrance. The original sidelights and transom have been infilled, and the fanlight has been infilled.	Swanton Village HD – SR - #69 – NC due to alterations	The building has lost integrity of materials, design, workmanship, feeling, and association.	Ineligible for NR listing in the Swanton Village HD due alterations.
38	44	9 Grand Ave	Ca. 1880, 2.5 story, 5x3 bay, gable roof, eaves front with full width pent roof enclosed front porch connected to 1-story side addition. The windows and siding are replacement vinyl. The brick chimneys have been removed.	Swanton Village HD – SR - #70 – noted as completed altered and that very little original fabric remains	Due to the alterations, the building has lost integrity of design, materials, workmanship, feeling, and association.	Ineligible for NR listing in the Swanton Village HD due alterations.
39	45	2 Canada St	2-story, shallow gable roof, brick building with garage bay sized windows on the first story and smaller sliding windows on the second story. A large canopy is set perpendicular to the building.	Swanton Village HD – SR - #71 – NC due to age	The SR notes the building as a rectangular one story. The current building has since replaced or added a second story. The building does not have integrity of design, materials, workmanship, feeling, or association.	Ineligible for NR listing in the Swanton Village HD due alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
40	46	10 Canada St Bourne's Energy	Ca. 1930 auto showroom and garage, 1-story, low bow-roofed with parapet end wall with shallow convex with copping end pylons. The building is clad in brick. Above the windows on the side a row of soldier bricks spans the length of the building. The front façade has been altered with metal siding above the windows in the parapet wall, covering some details. Picture windows have been replaced with modern ribbon windows. The original door and transom have been replaced with a modern metal door. The size and rhythm of the openings remain.	Swanton – SR – # 0615-90 (listed in SR 6-23-94)	While the building has been altered by the window replacement and the metal siding over the brick, important details remain such as the brick detail on the side, window fenestration, and distinctive roof shape. The building retains the majority of its integrity of design, materials, and workmanship. It also retains setting, location, feeling, and association.	Eligible for NR listing in the Swanton Village HD, if boundary is amended to include Canada Street and adjacent residential neighborhoods.
41	47	12 Canada St	Ca. 1930, 2-story, gable roof with return eaves, aluminum clad house with large L-shape front porch with shallow gable roof. The porch is enclosed on the front with horizontal hopper windows.	Not listed or surveyed	The building has a loss of integrity of design, materials, and workmanship.	Ineligible for listing in the NR due to alterations.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
42	48	20 Canada St	Mid to late 18 th century, 1.5 story, gable roof, 2x3 bay main block with deep overhanging eaves supported by large concave brackets with ball pendants. A full width, 1-story, hipped roof front porch with turned posts is on the north side. The rear ell has a square 2-story bay window and matching brackets. The siding is wood flushboard.	SR # 0615-89 SR (listed in SR 6-23-94)	There have been some minor changes including the removal of the porch baluster, some window replacements, and a large 1-story, 2-bay garage addition on the west. Overall, the building retains its overall setting, location, materials, design, workmanship, feeling, and association.	Eligible for listing in the NR under Criterion C.
43	49	19 Canada St Swanton Chiropractic	Ca. 1890, 2.5 story, 3x2 bay, hipped roof with gable-roof front entry porch, and projecting square bay tower on front left, and a 1-story wing on the west. The building is clad in aluminum and vinyl. The porch is supported by pressure treated 4x4s.	SR #0615-88 (listed 6-23-94)	The building was listed in the SR for its elaborate Queen Anne/East Lake details which have since been removed including the ornate iron roof cresting, Eastlake brackets on the front porch, paired entry doors with transoms. The building has a loss of integrity of materials, design, workmanship, feeling, and association.	Ineligible for listing in the NR due to alterations.
44	50	15 Canada St	Ca. 1970, contemporary bank building with a steep gable roof that meets the wall of the first story, with no eaves. Gable ends have been clipped from the eaves to the middle of the gable, rather than in traditional fashion (eaves to top of gable). Recessed glassed entries are on the west and south elevations.	Not listed or surveyed		Not within the Swanton Village HD boundary.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
45	51	1-3-5-7 Canada St Surveyed as one building, but actually three with one since removed. #1 has been removed #3 former Champlain Theater #5-7 The Parts Store	Ca. 1909 #3 a 2.5 story, gable front brick structure with a parapet gable end, corbelled brick cornice, brick quoins, and splayed brick lintels. Second story windows are shuttered a modern 1-story façade has been added. Originally a recreation hall and hardware store, later a theater. A rare survivor of Swanton's 19 th century commercial buildings. #5-7 is ca. 1945 one-story addition with a flat roof, parapet roofline stepped back on the side, recessed commercial entry and large windows on the street side.	Swanton Village HD – SR - #72 - C	The first story of the Champlain Theater has been altered throughout its life, but the windows openings on upper stories remain. Details including brick quoins, splayed lintels, the roofline remain. It is a rare surviving 19 th commercial building. Its setting has been altered by the loss of #1 to its left, but the its location, materials, workmanship, feeling, and association remain. #5-7 has been altered (siding and windows) but retains its commercial design and function.	Eligible for listing in the Swanton Village NR.
46	52	25 Merchants Row	1975, one-story, 3x1 bay, gable roofed, vinyl clad building with front porch recessed under eaves front. The roof is supported by four fluted columns. It was relocated closer to Merchants Row for the construction of Memorial Hardware.	Swanton Village HD – SR - # 74 - NC	The building has been altered – the vinyl siding covers the brick veneer and the windows have been replaced with vinyl windows.	Ineligible due to age.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
47	53	25 Memorial Way Memorial Auditorium now Ace Memorial Hardware	1948 (rehabilitated 2019), 3-story, 3x6 bay commercial building with parapet façade (former auditorium and bowling alley and memorial building to WWII). The building has minimal ornamentation. Stone has been added to the ground level over the concrete foundation. A 1975 one-story, metal clad wing is to the right of the building.	Swanton Village HD – SR - #73 – NC due to age	The windows and doors have been altered, though the façade still contains three main window bays. The footprint remains the same. Additional windows have been added on the side. Details that remain include the brick, parapet, brick pilasters. Although the building has been slightly altered it is an important structure in Swanton Village, and is now over 50 years old. The general location, design, materials, workmanship, feeling, and association remains.	Eligible for listing in Swanton Village HD.
48	54	21 Merchants Row Roy Insurance, Bank Building	1861, two-story, 3x3 bay, flat roofed brick and granite building with false front parapet walls. Its Greek Revival characteristics are expressed in brick pilasters separating bays and a simple brick entablature on all sides. The cut granite foundation and basement level floor on north has granite pilasters, splayed brick lintels. It is the only Greek Revival commercial building in Swanton.	Swanton Village HD – SR - #75 - C	The building has been minimally altered (windows have been replaced). It retains its setting, location, materials, design, workmanship, feeling, and association.	Eligible for listing in the NR under Criterion C.

Map ID	Photo ID	Address	Description	VHSSS / SR / NR	Integrity	NR Recommendation
49	55	2-5 Merchants Row	Ca. 1860, 2.5 story, altered Greek Revival house with second story porch, window and siding replacement and multiple rear ell additions as well as 1-story shed roof addition to the north. May have been historically associated with a tannery complex.	Swanton Village HD – SR - #76 - C	The building was greatly altered at the time of listing in the SR and remains altered. It has a loss of integrity due to alterations to materials, design, workmanship, feeling, and association.	Ineligible for listing due to alterations.



5

Section 4(f) Resources

Section 4(f) protects significant publicly owned public parks, recreation areas, and wildlife and waterfowl refuges as well as significant historic sites, whether they are publicly or privately owned. Section 4(f) is codified as 49 U.S.C. 303 and 23 U.S.C. 138. Section 4(f) applies to all agencies within the United States Department of Transportation, including FHWA. FHWA regulations 23 C.F.R 774 implement the law.

The Section 4(f) resources in the Project Area include those historic resources eligible for or listed in the National Register of Historic Places, which are described in Chapter 4.3 of this report and indicated in green on the Historic Resources Survey map (Appendix A, Map). Additionally, the Section 4(f) include significant, publicly owned parks. These include the Village Green Park (Map ID 25) and Marble Mill Park (Map ID 11).

A Section 4(f) evaluation will be required for any adverse effects to (or "use" of) historic sites or parks or for any easements/acquisitions of historic sites or parks.



6

Recommendations

As a scope is not yet defined for the Project, the Area of Potential Effect or Determination of Effect cannot yet be analyzed or determined. However, typical considerations for intersection projects include land required from historic properties whether by easement or acquisitions for the purpose of the Project, as well as the removal/replacement of historic features and the installation of new features. If new features (lighting, for example) are planned, they should be compatible with the historic district.

If federal funds are used or a federal permit is required, the Project will need to be evaluated under Section 106 of the National Historic Preservation Act (1966). If federal transportation dollars are used or permits required, the Project will need to be evaluated under Section 4(f) of the Department of Transportation Act (1966). If only State funds or permits are required, a review is required under 22 VSA 14 of the Vermont State Historic Preservation Act.



7

References and Resources

Bedford, Steven; Camilla Deiber, Lauren Hoopes. *Metal Truss, Masonry, and Concrete Bridges in Vermont: 1828-1940* (Rudge 1989), National Register of Historic Places, Multiple Property Documentation Form, 2018.

Beers, F.W. & Company. *The Atlas of Franklin County, Vermont, 1871*.

Historic Aerials, Netronline, www.historicaerials.net (accessed September 2020).

Sanborn Fire Insurance Map from Swanton, Franklin County, Vermont. Sanborn Map Company: 1892, 1897, 1904, 1909, 1920 Maps. <https://www.loc.gov/collections/sanborn-maps/?fa=location:franklin+county%7Clocation:vermont%7Clocation:swanton> (accessed September 24, 2020).

Vermont Division for Historic Preservation. Vermont State Register of Historic Places: Swanton. https://orc.vermont.gov/Documents/Swanton_StateRegister_NominationForm_0000007.pdf (accessed September 25, 2020).

Appendices

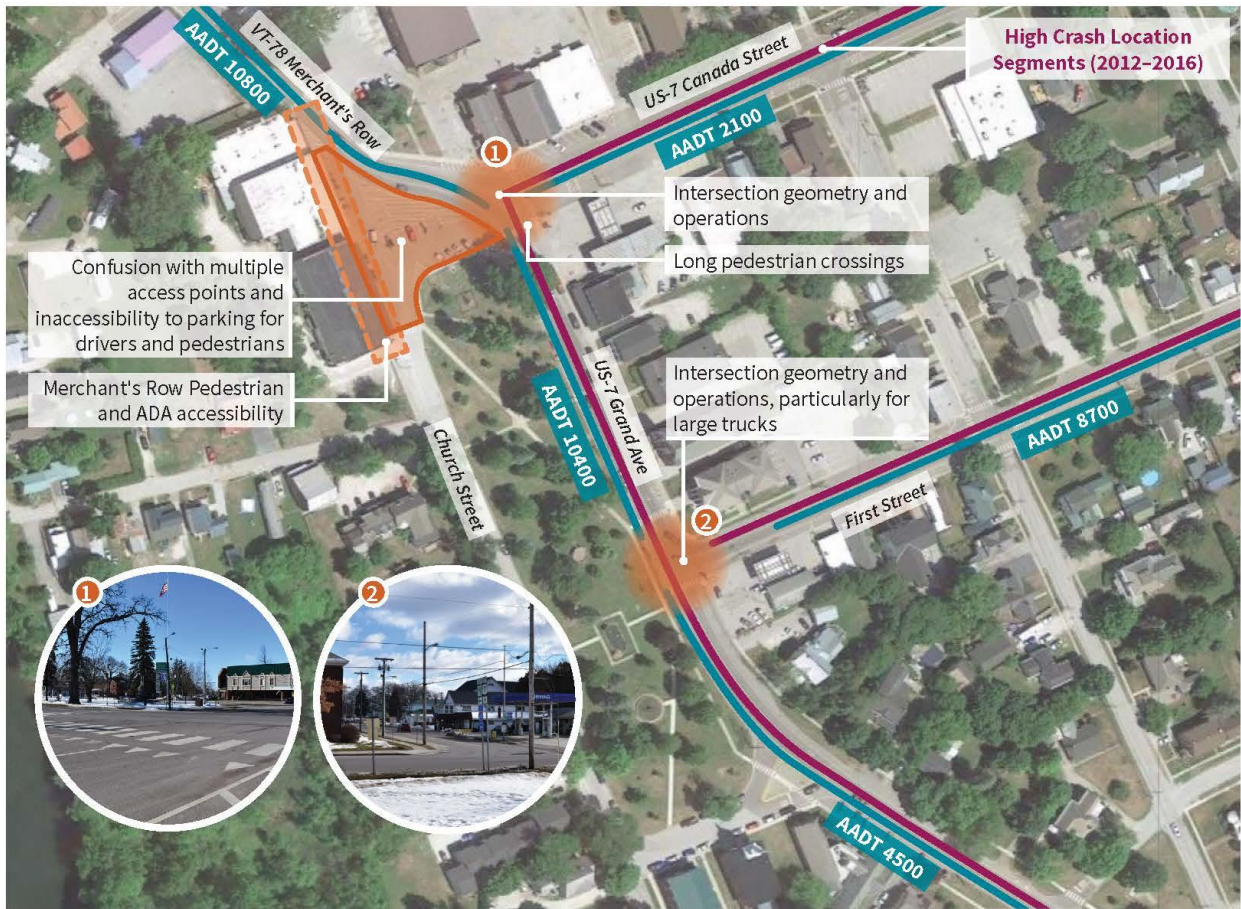
Appendix A: Study Area and Historic Resources Survey

VHB | Project Understanding and Approach

Village of Swanton Downtown Project Focus Area

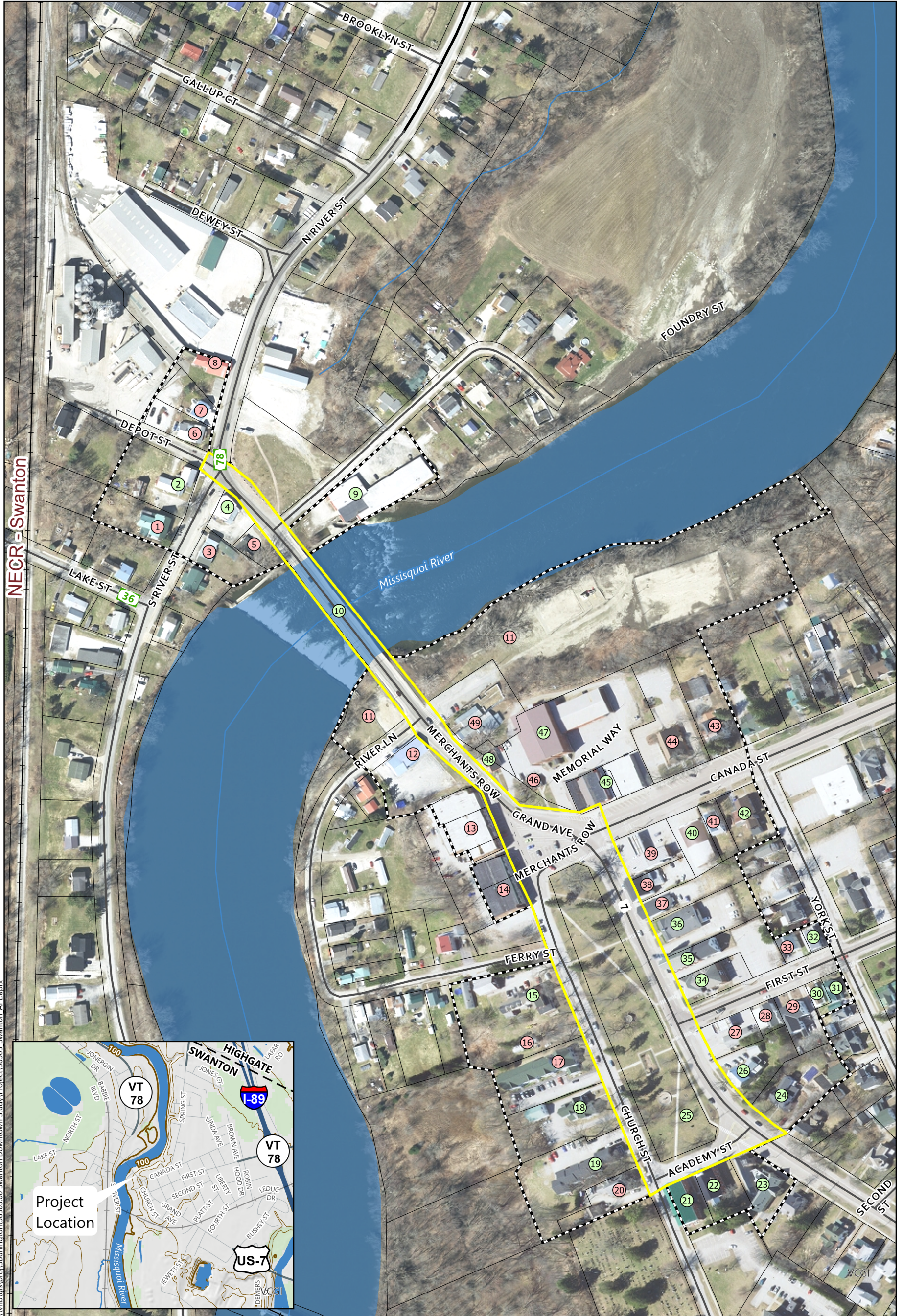


Village of Swanton Downtown Traffic Operations, Safety Data, and Identified Issues

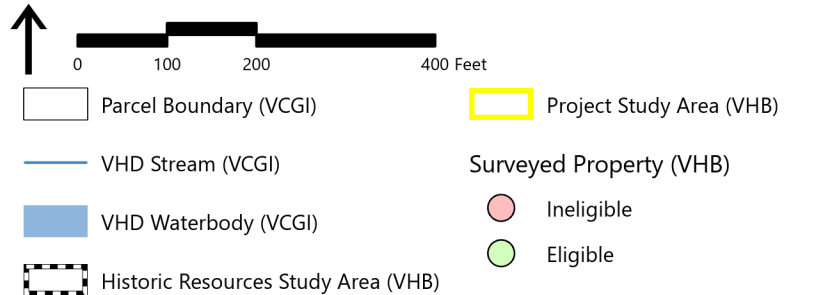


Map 1: Project Study as developed in the Project Proposal, prepared by VHB, March 2020.

Next page: Map 2: Historic Resources Survey and Historic Resources Study Area.



\\vhb\dgis\proj\58503.00 Swanton Downtown Study\Project\58503 Swanton APE.aprx



Swanton Dntown Scoping Study

Swanton, Vermont

Sources:
Background Imagery by VCGI (Collected in 2018)
VCGI (Vermont Center for Geographic Information - Various Dates)
VTrans (Vermont Agency of Transportation - 2017)
VHB - 2020

Historic Resources Survey

Appendix B: Historic Maps and Historic Photographs

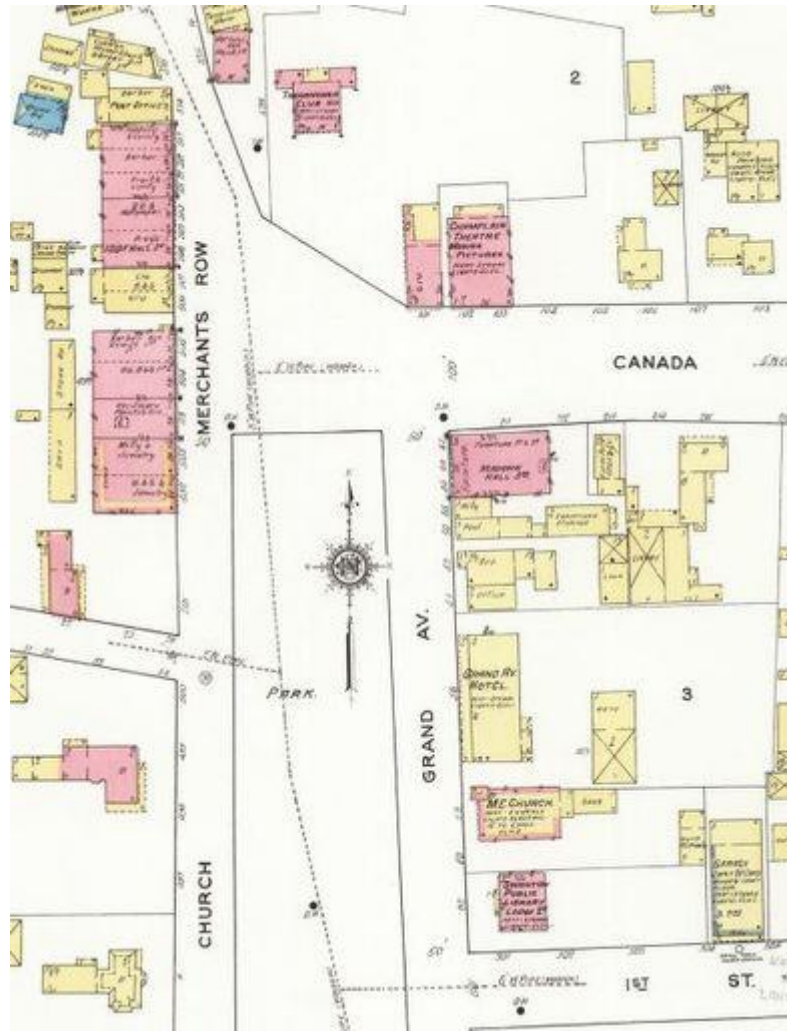


Figure 3: Swanton, Franklin County, Sanborn Fire Insurance Map, 1920, Sheet 3.

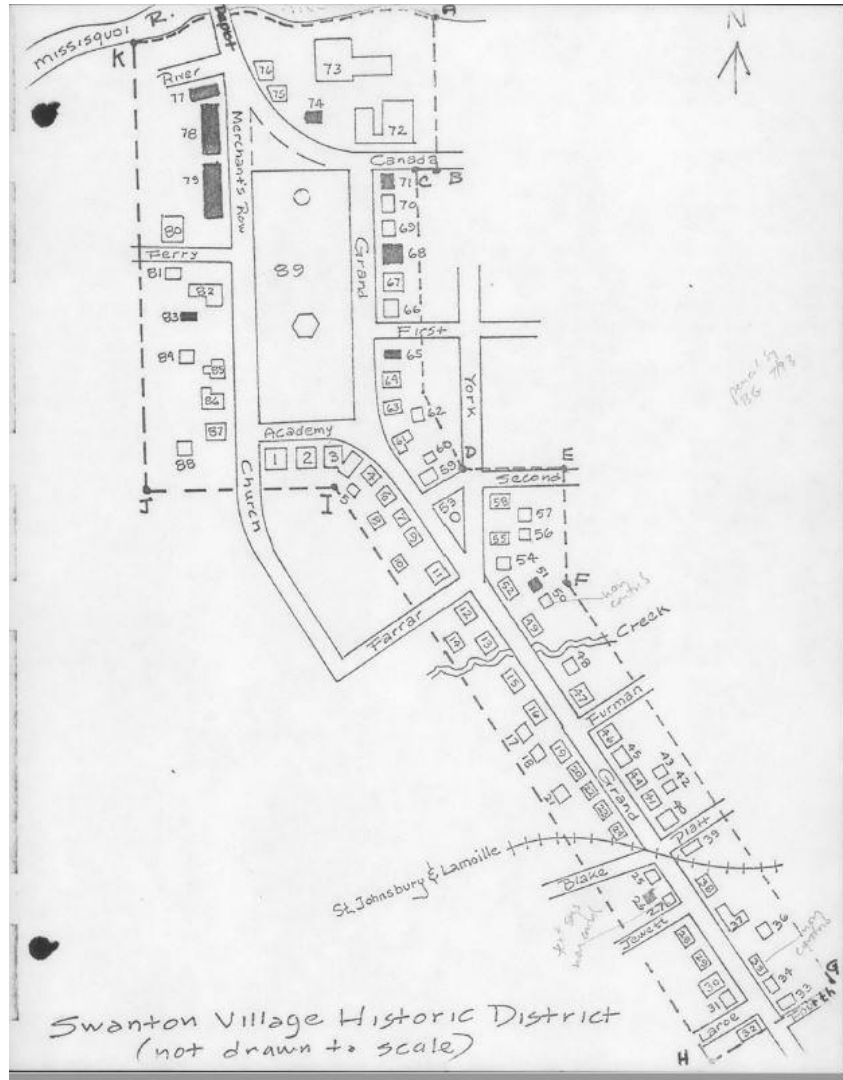


Figure 4: Swanton Village Historic District, 1982 (listed 1994).

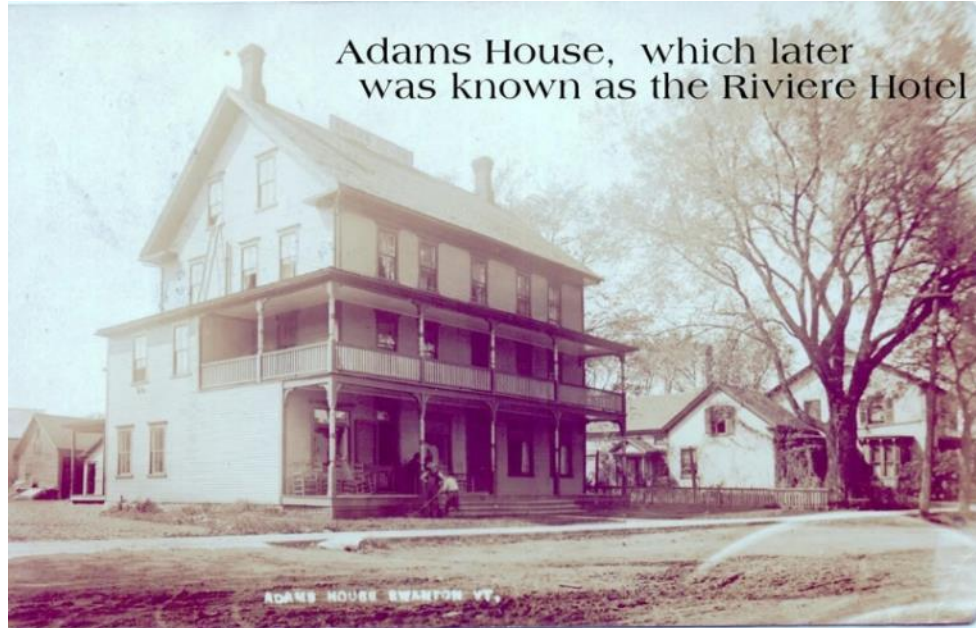


Figure 5: Adams House, early 20th century, 6 North River Street. Source: Swanton Historical Society.



Figure 6: Late 1800s, intersection of Merchants Row (left) and Canada Street (right). 1 Canada Street – now demolished – is at the center of the photograph. 3 Canada Street (later the Champlain Theater) is to its right. Note that the intersection with Merchants Row, Grand Avenue, and Canada Street is a wide expanse, as it is today. Source: Swanton Historical Society.



Figure 7: Merchants Row, 1950s (above) and 1980s (bottom).



Figure 8: State Register #0615-141-78 (Merchants Row), 1982.

Appendix C: Photographs

All Photographs taken by VHB, September 2020.



Photograph 1: 6 S River Street. Map ID 1.



Photograph 2: 1-2 S River Street. Map ID 2.



Photograph 3: 5 S River Street. Map ID 3.



Photograph 4: 3 Depot St. Map ID 4.



Photograph 5: 1 Depot St. Map ID 5.



Photograph 6: 3 N River St. Map ID 6.



Photograph 7: 5-7 N River St. Map ID 7.



Photograph 8: 11 N River St. Map ID 8.



Photograph 9: 4 Foundry St. Map ID 9.



Photograph 10: Bridge No. 6. Map ID 10.



Photograph 11: Entrance to Marble Mill Park. Map ID 11.



Photograph 12: 8 Merchants Row. Map ID 12.



Photograph 13: 20-34 Merchants Row. Map ID 13.



Photograph 14: 36-52 Merchants Row. Map ID 14.



Photograph 15: 4 Church St. Map ID 15.



Photograph 16: 6 Church St. Map ID 16.



Photograph 17: 8 Church St. Map ID 17.



Photograph 18: 12 Church St. Map ID 18.



Photograph 19: 16 Church St. Map ID 19.



Photograph 20: 16 Church Street. Map ID 19.



Photograph 21: 18 Church St. Map ID 20.



Photograph 22: 1 Academy St. Map ID 21.



Photograph 23: 7 Academy St. Map ID 22.



Photograph 24: 38 Grand Ave. Map ID 23.



Photograph 25: 35 Grand Ave. Map ID 24.



Photograph 26: Village Park. Map ID 25.



Photograph 27: Village Park. Map ID 25.



Photograph 28: Village Park. Map ID 25.



Photograph 29: Village Park. Map ID 25.



Photograph 30: Village Park. Map ID 25.



Photograph 31: 33 Grand Ave. Map ID 26.



Photograph 32: 31 Grand Ave. Map ID 27.



Photograph 33: 12 First Ave. Map ID 28.



Photograph 34: 14 First Ave. Map ID 29.



Photograph 35: 22 First Ave. Map ID 30.



Photograph 36: 16 York St. Map ID 31.



Photograph 37: 23 First St. Map ID 32.



Photograph 38: 17-19 First St. Map ID 33.



Photograph 39: 27 Grand Ave. Map ID 34.



Photograph 40: 27 Grand Ave. Map ID 34.



Photograph 41: 25 Grand Ave. Map ID 35.



Photograph 42: 21 Grand Ave. Map ID 36.



Photograph 43: 17 Grand Ave. Map ID 37.



Photograph 44: 9 Grand Ave. Map ID 38.



Photograph 45: 2 Canada St. Map ID 39.



Photograph 46: 10 Canada St. Map ID 40.



Photograph 47: 12 Canada St. Map ID 41.



Photograph 48: 20 Canada St. Map ID 42.



Photograph 49: 19 Canada St. Map ID 43.



Photograph 50: 15 Canada St. Map ID 44.



Photograph 51: 3-5-7 Canada St. Map ID 45.



Photograph 52: 25 Merchants Row. Map ID 46.



Photograph 53: 25 Memorial Way. Map ID 47.



Photograph 54: 21 Merchants Row. Map ID 48.



Photograph 55: 2-5 Merchants Row. Map ID 49.



Count Data



Computations - Traffic Volumes

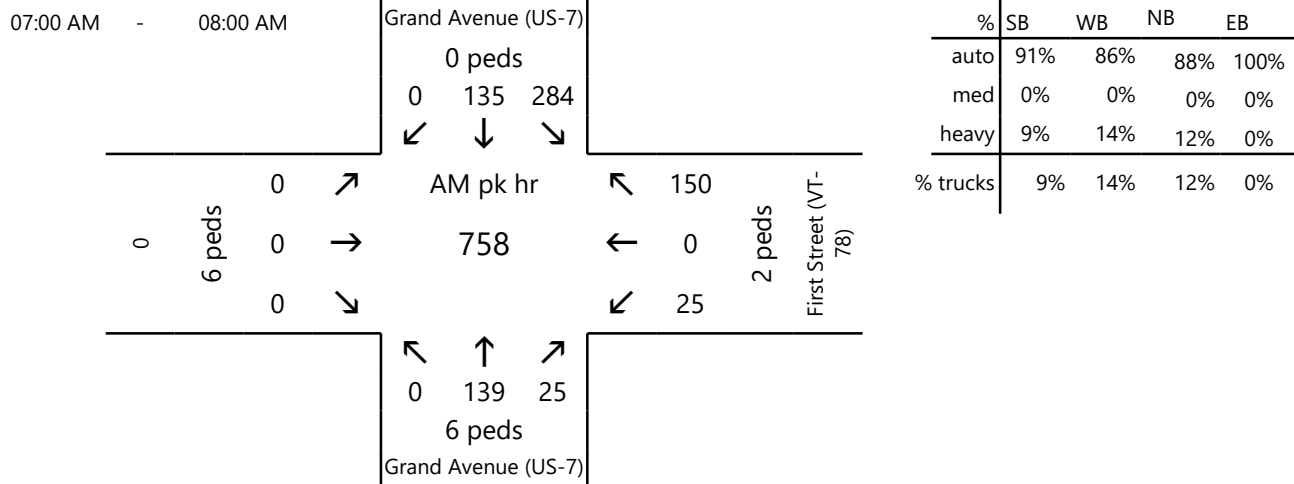
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Location: Swanton, VT **Sheet:** _____
Calculated by: RMO **Date:** 9/3/20
Checked by: KMS **Date:** 9/16/20
Title: Traffic Data Calculations
Intersection: US7 and VT78

Intersection: US7 and VT78 **Town:** Swanton
Count Date(s): 6/17/2015 **Counter:** rgustafson

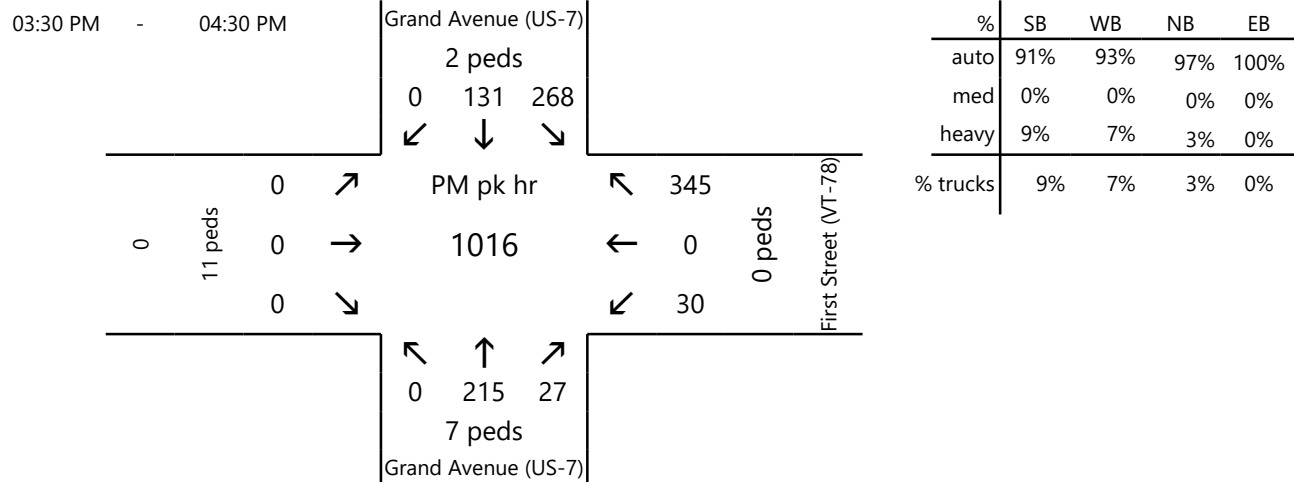
Peak Hour Volumes

	SB				WB				NB				EB				Total
	Grand Avenue (US-7)				First Street (VT-78)				Grand Avenue (US-7)								
	RT	Thru	LT	Ped	RT	Thru	LT	Ped	RT	Thru	LT	Ped	RT	Thru	LT	Ped	
AM pk hr	0	135	284	0	150	0	25	2	25	139	0	6	0	0	0	6	758
PM pk hr	0	131	268	2	345	0	30	0	27	215	0	7	0	0	0	11	1016

AM Peak Hour



PM Peak Hour





Computations - Traffic Volumes

Project: Swanton Downtown Study **Project #:** 58503.00
Location: Swanton, VT **Sheet:**
Calculated by: RMO **Date:** 9/3/20
Checked by: KMS **Date:** 9/15/20

Title: Traffic Data Calculations

Intersection: US7 and VT78 and Merchant's Row

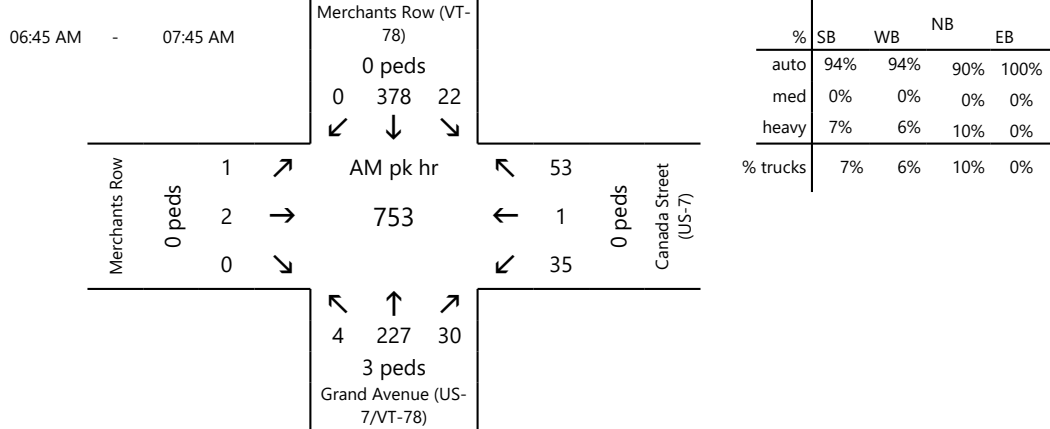
Intersection: US7 and VT78 and Merchant's Row
Count Date(s): 6/17/2015

Town: Swanton
Counter: VTrans

Peak Hour Volumes

	SB				WB				NB				EB				Total
	Merchants Row (VT-78)				Canada Street (US-7)				Grand Avenue (US-7/VT-78)				Merchants Row				
	RT	Thru	LT	Ped	RT	Thru	LT	Ped	RT	Thru	LT	Ped	RT	Thru	LT	Ped	
AM pk hr	0	378	22	0	53	1	35	0	30	227	4	3	0	2	1	0	753
PM pk hr	1	301	72	0	130	6	50	0	77	423	11	9	8	7	5	0	1091

AM Peak Hour



PM Peak Hour

