



Article Funding to Support Development of the Charlotte Town Link Trail - 2025



Presented by the Charlotte Trails Committee



Town Link Trail Background

- The Trails Committee was formed to leverage public land acreage, conserved private land and public right of ways assets for the public good by connecting, creating and maintaining a network of recreational paths and trails.
- A “keystone” trail was added to the Town Plan in the 1990s - the **Town Link Trail** - to connect an integrated trail network that links walking footpaths and right of ways between the Town Beach, West Charlotte, Mt Philo State Park, and East Charlotte.
- **Town Link Trail** will be planned and constructed in two distinct Routes and phases:

**Route 1: Mt Philo State Park - West Village Center - Charlotte Town Beach
approx. 8 miles (current in progress)**

Route 2: Mt Philo State Park to East Village Center – approx. 4 miles (future)

Route 1 - Town Link Trail: constructed in distinct phases

COMPLETE: Mt Philo State Park to Greenbush Road (2.4 miles connected trail)

- State Park Road Section: Mt Philo State Park to Charlotte Vineyard
- Melissa & Trevor Mack: Charlotte Vineyard to Rt 7
- Rt 7 Underpass: Trail connector connects East and West Charlotte.
- Co-Housing Section: Rt 7 to Town Ballfield / Berry Farm /Co-Housing / Greenbush Rd

2025 ARTICLE RECQUEST: West Village to Rail Station access road (.33 mi.) / to Lake Road (.5 mi.)

- New Ferry Road trail construction from “Old Health Center” Boardwalk to Rail Station access Rd. creating West Village Town Link Trail routing via Village Loop Trail.
- * Surface upgrade of existing Cowboy Lewis mowed grass Trail to gravel Trail (future phase)

Future Phase (in-planning): Co-Housing/Greenbush Road to Burns Meadow/Old Lantern (1.5 miles est.)

Future Phase (in-planning): Lake Road to Town Beach (1.5 miles est.)

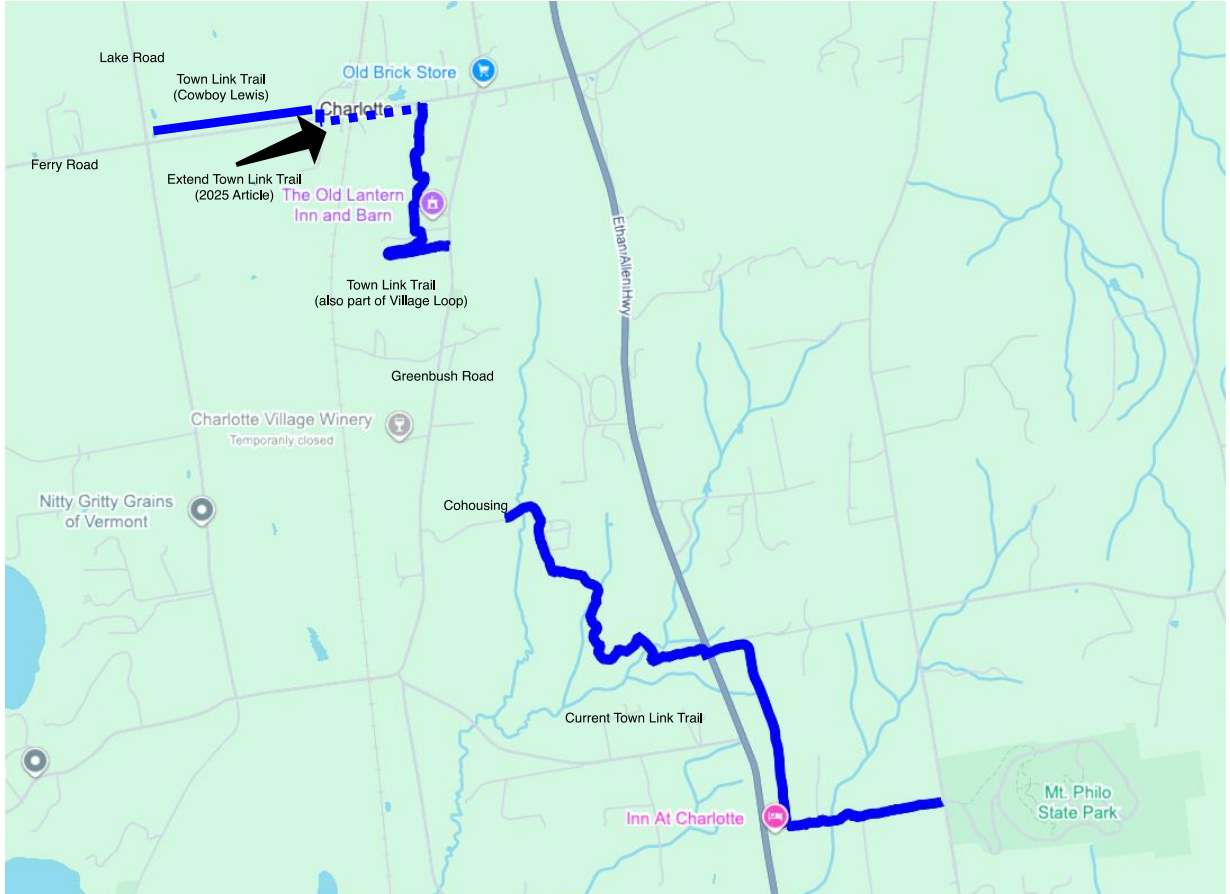
Route Solution: West Village Center - Ferry Road:

According to 2021 West Village -Town Beach Trail Scoping Study, the steep hill at top of Ferry Road running west from Old Brick Store presents a significant safety and engineering challenge in constructing a walking trail connecting the Village Center to the own Beach eventual routing.

In 2023, The Trails Committee proposed an alternative routing for Ferry Road to avoid the “hill” and obtained approval from the Selectboard and the State to construct a boardwalk over classified wetlands that would connect the Village Loop Trail (Old Lantern section) to Ferry Road as part of the Town Link Trail routing plan.

In 2024, The Town received a Trail Easement that connects Town Hall/Post Office to Village Loop Trail (Burns Meadow) which will in the future, provide direct walking trail access from Village Center as part of the Town Link Trail network.

The 2025 proposed **Ferry Road Trail Section development**, connecting the Boardwalk (old Health Center) along the south side of Ferry road and crossing south to north on Ferry Rd west of railroad crossing to Rail Station - provides a safe, broad footpath, with a structured and graded surface, suitable for walkers, bikers, and strollers. The Trail’s smoother surface and relatively flat elevation profile make it accessible to a wide range of residents.



TOWN LINK TRAIL ROUTES

SOLID BLUE LINE

- Completed

DOTTED BLUE LINE

- Proposed Ferry Road Section to extend Town link Trail route

Ferry Road from Boardwalk to Ferry Rd Business Ctr



Trail Section Construction

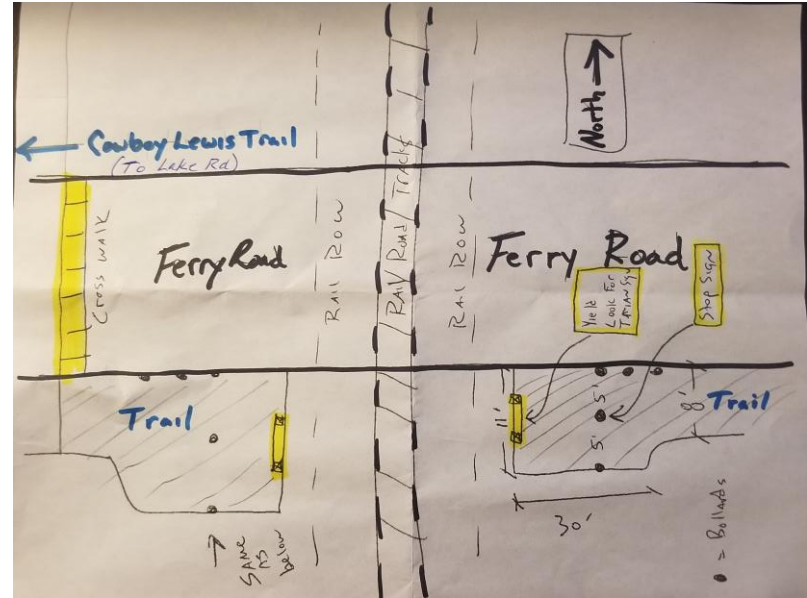
- Properly engineered trail construction will include a minimum of 6” of crushed gravel suitable for subgrade and will be topped with a compacted 4” layer of no larger than 3/8” diameter stone that meets the VTrans trail standards for unpaved multiuse trail construction.
- Proper cross slope grade of the new trail not to exceed 5% per VTrans will insure continuous drainage from the Ferry Road surface across the new trail.
- Existing culverts will be extended as part of the budgeted scope of work.
- Attention to detail including a narrowing width of trail, retaining wall and landscaping will insure impacted properties have minimum impact across front yards in the town right of way.
- Bid documents for this project will be developed with Engineering guidelines to ensure best outcome of the bidding process including meeting both proper construction details and safety standards.

Pedestrian RR Crossing and signage

A combination of Bollards, Guide Signage, and proper trail width will allow the Town Link Trail to stop before the railroad right of way and start again, after crossing the Ferry Road Railroad Crossing.



Road Crossing example (Harbor Rd, Shelburne)



A painted cross walk west of the Railroad tracks with proper Warning signs will insure safe transition from the south side of Ferry to the North side and Cowboy Lewis Trail section.



2025 Article Request Trail Development Funding

Town Article Assessments are necessary to fund the Town Trail Reserve Fund to support multi-year phased construction development plan to complete the Charlotte Town Link Trail.

To date, completed portions of the **Town Link Trail** were funded by a combination of:

- Town Articles - \$159,000: 2017 - \$40,000; 2019 – \$57,000; 2021 - \$62,000
- State Grant - \$50,000 for engineering study
- Annual Fundraising appeals – approx \$3,000 per year
- Volunteer labor and donated development work

By leveraging taxpayer funds with available grants, private donations and volunteer labor, we can dramatically expand the length, utility and connectivity of the Town Link Trail and turn a major component of the Town Plan into a reality for generations of Charlotters.

Although the Trails Committee will continue pursuing available grants, **we anticipate making comparable funding requests of the voters to fund remaining strategic trail section routing opportunities.**

Ferry Road Cost estimate

- Based on Village Loop Trail actual construction in 2023, Ferry Road Class 5 trail construction from Boardwalk to Rail Access is estimated at \$43/foot for gravel and installation plus, signage and other safety measures plus a 10% contingency for site-specific development and construction costs
- Boardwalk to Rail access Rd. - \$95,046 (\$74,906 trail construction plus \$9,000 design work and plans for RFP, \$2,500 safety signage, bollards, etc. and 10% of \$8,640 contingency)

Total Project Estimate Cost: \$95,046

Funding:	2025 Article Request:	\$62,000
	Trail Reserve Fund:	<u>\$33,046</u> (from \$54,000 Reserve Fund balance)
		\$95,046

* Notes: – Article funding is independent of 2025 Annual Trail Maintenance Budget Request