

Shrewsbury, Vermont
2026 Local Hazard Mitigation Plan



Cold River Road undercut by a dynamic shift in the river channel – July 2023 (DR4720)

FEMA Approval Pending Adoption Date:
Municipal Adoption Date:
FEMA Formal Approval Date:

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1 INTRODUCTION

Community planning and action can reduce the impact of expected but unpredictable natural events. The goal of this Plan is to advance mitigation investments to reduce the risks posed by natural hazards and increase Shrewsbury's resilience to their impacts.

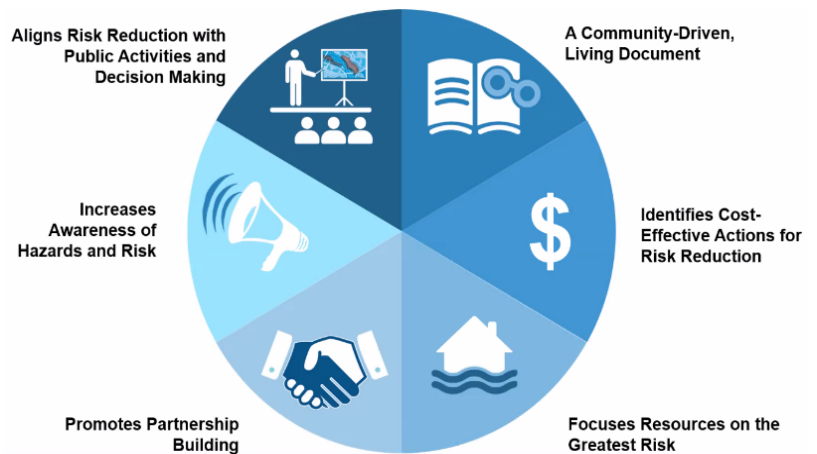
Hazard Mitigation is any sustained policy or action that reduces or eliminates long-term risk to people and property from the effects of natural hazards. All levels of government have come to recognize that it is less expensive to prevent disasters than to repeatedly repair damage after a disaster has struck. While hazards themselves cannot be eliminated, it is possible to identify local hazards, where their impacts may be most severe, and what actions and policies can be implemented to reduce the severity of their impacts.

Furthermore, the Town seeks to be in accordance with the strategies, goals, and objectives of the 2023 State Hazard Mitigation Plan.

This Plan recognizes that many hazards are interrelated and can cause cascading effects. Communities should therefore take a holistic approach to mitigation and integrate its principles and practices throughout government operations.

2 PURPOSE

The purpose of this Plan is to identify all natural hazards facing the Town of Shrewsbury, ranks them according to local vulnerabilities, and develops strategies to reduce the risks posed by these hazards. Once adopted, this Plan is not legally binding; instead, it outlines goals and actions to prevent future loss of life and property. The benefits of mitigation planning are summarized in the graphic on the right.



Source: FEMA LHMP Workshop 2024

3 COMMUNITY PROFILE



Land Use and Development Patterns

Chartered in 1761, Shrewsbury was first settled by New Englanders from Massachusetts and Connecticut who sought land and freedom from local taxes. The new settlers cleared land, removed stones from fields, built stone walls to mark boundaries, and dug cellar holes lined with large glacial boulders and cut stone. Today, these stone walls still stand—some enclosing open meadows, others winding through second-growth forest that was once meadows and pastures.

Shrewsbury's numerous streams powered sawmills and supported a thriving lumber industry. When the railroad arrived in the mid-1800s, Cuttingsville became the town's commercial hub. Yet Shrewsbury maintained its farming traditions, transitioning from sheep farms to dairy operations in the 1860s. For over a century, cheese factories in Shrewsbury Center and North Shrewsbury (Northam) bought local milk to sustain their operations. Now, only traces of this history remain in the form of elegant Victorian and Greek Revival houses. Other valued historic features include the former Cuttingsville Church (now the Shrewsbury Historical Society), Pierce's Store, Bowman Mansion, Laurel Glen Mausoleum, the Community Meeting House, and the Brown Covered Bridge.

Shrewsbury remains a rural, mostly undeveloped town and is the ninth-smallest municipality in Rutland County. Its landscape of scattered farmhouses and outbuildings reflects its farming history. Declines in dairy agriculture over recent decades have replaced open fields, forests, and farm clusters with patterns of new-growth woodlands and small-scale residential development. As nearby towns expand commercially and industrially, Shrewsbury's role as a bedroom community has become more significant. To sustain its reputation as an uncrowded and tranquil community, the Town actively promotes residential growth in its three population centers and diverse agricultural and forestry activities on its working lands.

Some farms in Shrewsbury continue to grow vegetables or flowers and raise beef cattle, sheep, and horses. However, the majority of the Town's historic farmland has reverted to forest. Commercial and industrial development is minimal, with several of the Town's local businesses located in the Cuttingsville area. The Town's economy mainly depends on timber, maple sugaring, farmland, property management, and sand/gravel deposits. Spring Lake Ranch, a 90+-year-old residential treatment facility, remains the Town's largest employer.



Shrewsbury Meeting House

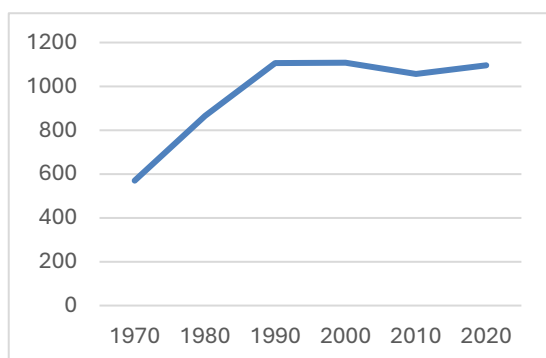
Much of the Town's community facilities are split between North Shrewsbury and Cuttingsville. These include the Town Office, Town Garage, Transfer Station, Library, Shrewsbury Mountain School, Pierce's Store, the U.S. Post Office, Shrewsbury Historical Society, and the Shrewsbury Volunteer Fire Department.

Land Features

Shrewsbury is a hilly, mountainous town located largely along the main ridge of the Green Mountains. Elevations range from about 725 feet on Mill River at the Clarendon townline to 3,737 feet at Shrewsbury Peak on the Mendon townline. Other high peaks in Town include Jockey Hill (2,671 ft.), Robinson Hill (2,747 ft.), and Smith Peak (3,226 ft.). Salt Ash Mountain (3,287 ft.), located in nearby Plymouth, is notable for producing substantial rainfall in the area of Town known as Eastham. In total, the Town has about one-fourth of its total area above 2,000 feet. Most ridgelines and high-altitude areas remain largely undeveloped. Due to their shallow soils and steep slopes, ecosystems at higher elevations are fragile and prone to erosive damage.

As of 2019, about 89 percent of Shrewsbury is covered with forest; much of this 29,000 acres is currently managed for timber production by Federal, State, and private entities. For instance, nearly 11,500 acres are actively managed under the State's Use Value Appraisal Program. The total amount of land managed by the State and Federal government is around 8,550 acres, distributed among the Coolidge and Jim Jeffords State Forests, several Vermont Wildlife Management Areas, and the Appalachian Trail corridor. Almost 1,930 acres are protected through conservation easements with the Vermont Land Trust.

Demographics and Growth Potential



The 2020 Decennial U.S. Census shows a population of 1,096 and 563 housing units, of which around 470 are occupied. Shrewsbury experienced steady growth in the second half of the 20th century; by the 1990s, the population had reached levels similar to its mid-19th-century peak. Since then, a stabilization trend has been observed at around 1,100 people.

Between 2010 and 2020, the median age of Shrewsbury residents increased from 50 to 53.2, surpassing Rutland County's median age of 47.

Twenty-eight percent of the population in Shrewsbury is over 65, and around 12 percent are considered disabled. The Town's population density is 22 people per square mile, much lower than the overall state density of 68 people per square mile.

The Town has an estimated 68 seasonal units, representing about 12% of the total housing stock, below the 17% average for Rutland County. Of the permanent residences, about 81% are site-built single-family units and about 7% are manufactured or mobile homes. Approximately 4% of residences are renter-occupied.

*Shrewsbury's demographics and low population density make it unattractive for small or moderate retail and industrial growth. **Its growth potential is constrained by factors such as limited public water utilities, unsuitable soil types for wastewater systems, steep slopes, gaps in cellular services, restricted road networks, and the community's desire to preserve its rural character and historic settlement patterns.***

Precipitation and Water Features

Shrewsbury experiences about 152 days of precipitation annually, making it wetter than most locations in Vermont. The average yearly rainfall is 47.7 inches, with June being the rainiest month. The average annual snowfall is 93.1 inches, and while January is the snowiest month, significant snowfall occurs for seven months of the year. Projections from the University of California San Diego predict that by 2044, under scenarios of both intermediate and extreme greenhouse gas emissions, Shrewsbury will see 1-3 days of extreme precipitation per year.

Most of the entire 50-square-mile area of Shrewsbury is in the Otter Creek Watershed, although a small portion in the Northeast Corner is in the Ottauquechee and Black River Watersheds. The Mill River and the Cold River are the principal Otter Creek tributaries within the Town; both reside in FEMA-designated floodplains. Other notable tributaries include Cold River North Branch, Mendon Brook, Sargent Brook, and Tinker Brook to the north; Great Roaring Brook flowing westward from Plymouth; and Russell and Freeman Brooks to the south. Major natural bodies of water include Spring Lake, Cooks Pond, and Johnson Pond.

Wetlands in Shrewsbury are extensive, consisting primarily of unnamed wooded swamps. According to the Agency of Natural Resources, exactly 5% of the Town's land area (approximately 1,602 acres) consists of Class II Wetlands. These play an important role in water absorption and retention, reducing flood hazards and replenishing groundwater supplies.

Average Temperatures

July is the hottest month in Shrewsbury, yet the average daytime temperature of 77.3°F ranks the Town among the coolest places in Vermont. On average, there is only one day annually when the high temperature exceeds 90°F. January is the coldest month of the year in Shrewsbury, with an average nighttime temperature of 8.1°F. There are ±167 days each year when nighttime low temperatures fall below freezing.

Projections from the University of California, San Diego predict that by 2044, under both intermediate emissions and extreme emissions scenarios, Shrewsbury will see 0-20 days above 90°F and 160-200 days below 32°F per year.

Drinking Water and Sanitary Sewer

There are two community water systems in Shrewsbury. Cuttingsville Fire District #1 supplies water to 108 residents in the village of Cuttingsville using two drilled wells and a 16,000-gallon reservoir located north of the village. A much smaller system at Spring Lake Ranch serves 70 via two protected groundwater sources. Homes and businesses otherwise rely on individual shallow or drilled wells for their water supply. Sewer is disposed of through individual on-site septic systems.

Transportation

Shrewsbury covers ± 50.2 square miles and has a highway network that spans much of the area outside state- and federally managed lands. Vermont Route 103 (VT-103) is the sole major highway corridor in Town, connecting US Route 7 in Clarendon to the West with US Route 5 in Rockingham (Windham County) to the southeast. Cold River Road is a significant northwest collector that carries over 1,000 vehicles daily through the North Shrewsbury/Northam Village Center. Other collectors of local significance include Town Hill Road, Lincoln Hill Road, Eastham Road, and Northam Road. The bulk of Shrewsbury's roads are unpaved and primarily serve outlying homesteads and farms. Personal vehicles are the primary mode of transportation.

According to 2026 VTrans Town Highway data, the Town has a total of ± 56.2 municipal road miles, including ± 18.0 miles of Class 2 roads and ± 38.3 miles of Class 3 roads. Approximately 85% of Shrewsbury's roads are gravel or dirt, and 15% of roads are paved. In addition, there are ± 4.2 miles of State highway in Shrewsbury, bringing the total to ± 70.2 miles of traveled highways, including Class 4 roads and legal trails. The local road network is maintained by a Town highway maintenance crew of one Road Commissioner and 3 full-time employees, whose garages are located on Mountain School Road.



Brown Covered Bridge (B34) on Cold River Road

The Town's 2026 structures inventory (short structures and culverts) shows Shrewsbury has 22 short structures (bridges with 6'-20' span), many of which were rebuilt in the 2010s following Tropical Storm Irene. All except two (B52 and B53 on VT-103) are owned and maintained by the Town. There are ± 607 culverts in the municipal road right-of-way; all were inventoried by the RRPC in 2021. Of these, 58 culverts are classified as being in "poor", "urgent", or "critical" condition and should be considered for replacement and/or upgrade in accordance with the Town's Road and Bridge Standards.

According to VTrans, there are eight (8) Town-owned long structures (bridges with >20' span), with an additional two (2) long structures (B50 and B51 on VT-103) owned by the State. VTrans inspects long structures every two years through the Town Highway Bridge Program.

The Brown Covered Bridge (B34) is one of the Town-owned long structures. Built in 1880, it spans the Cold River just east of the intersection of Upper Cold River Road and Cold River Road. The wooden covered bridge presents a unique hazard for the Town because it can burn and float. To mitigate this risk, the structure was treated with a fire retardant as part of the bridge repairs following Tropical Storm Irene. In 2013, Shrewsbury entered into a Historic Preservation Agreement with VTrans that requires the Town to inspect and clean the structure annually.

*In 2014, the Brown Covered Bridge was designated as a **National Historic Landmark** by the U.S. Secretary of the Interior, being recognized as an "outstanding example of the Town Lattice truss".*

The Town's 2026 road erosion inventory shows that $\pm 43\%$ of the road mileage is hydrologically connected—meaning it is within 100 feet of a water resource (e.g., stream, wetland, lake, or pond). Proximity to water resources can make these road sections more vulnerable to flooding and fluvial erosion.

Electric Utility Distribution System

Green Mountain Power (GMP) provides electric service to 660 accounts via three primary circuits. Average annual outage statistics for 2021-2025 are summarized in **Table 1** on the following page. It is worth noting that 62% of the Town's land is more than 1,000 feet from an electric utility pole.

Table 1: Power Outage Summary

Average Annual (2021-2025)	
Average number of times a customer was without power in a year	4.80
Average length of each outage in hours	4.27
Total duration of the average customer interruption per year in hours	25.22
2025 only	
Average number of times a customer was without power in a year	6.39
Average length of each outage in hours	3.94
Total duration of the average customer interruption per year in hours	20.51

The longest power outage affecting the greatest number of accounts between 2021 and 2025 was 23.23 hours, impacting 106 accounts in 2025. The longest outage during this period occurred in 2024, lasting 63.65 hours, but it affected only one account. In 2022, there was a 43.07-hour outage that affected 104 accounts.

Public Safety

The Shrewsbury Volunteer Fire Department is a 16-member on-call department that provides local fire protection and search and rescue services. Shrewsbury has two fire stations: one in Northam on Cold River Road and one on Shunpike Road about 0.3

miles from VT-103. The Department is a member of the Rutland County Fire Mutual Aid, allowing for additional assistance from surrounding communities when resources within the Town are maximized. Long and steep driveways, cul-de-sacs, and long distances from reliable all-season water sources impede the Fire Department's ability to provide fire protection to all Town residences. Law enforcement is primarily handled by the Vermont State Police, with additional support from the Rutland County Sheriff's department through an 8-hour weekly contract.

Emergency medical response, including ambulance service, is provided by the Regional Ambulance Squad in Rutland City. The Regional Ambulance Squad is adjacent to the Rutland Regional Medical Center, the nearest hospital available to Shrewsbury residents. From the Shrewsbury Town line, the hospital is about 3.2 miles using Cold River Road and 6.8 miles using VT-103. Specialist/medivac support is available at Dartmouth Hitchcock (± 60 miles), the University of Vermont (± 80 miles), and LifeNet New York (± 60 miles).

Emergency Management

Per the Town's Local Emergency Management Plan (LEMP), the Town appoints an Emergency Management Director (EMD) and Emergency Management Coordinator (EMC). These individuals work with others in town to keep the LEMP up to date and coordinate with nearby municipalities and non-profit agencies that serve frontline populations.



Shrewsbury Town Office

The Town Office on Cold River Road serves as the primary location for both the emergency operations center (EOC) and local shelter. Similarly, the Shrewsbury Community Meeting House on Lottery Road serves as an alternate location for both. Both properties can operate as warming centers in winter, but only the Town Office currently has cooling center capabilities for summer.

4 PLANNING PROCESS

Plan Developers and Plan Development Process

The 2026 Local Hazard Mitigation Plan is an update to the 2021 single-jurisdiction mitigation plan. **Table 2** summarizes the process used to develop the 2026 update. Local Hazard Mitigation Planning Team members include the Emergency Management Director/Selectboard Chair, the Emergency Management Coordinator, the Road Commissioner, the Town Clerk, the Town Administrative Assistant, and a member of the Shrewsbury Volunteer Fire Department. Although most of these positions were linked to the 2021 Plan, all individuals involved in the 2026 Plan update were new to the process.

Appendix C provides a detailed summary of public engagement throughout the Plan update process, from the kickoff to the final draft. Refer to page A-8 for examples of public engagement materials and a comprehensive list of Whole Community stakeholders who were invited to participate in the Plan update.

Table 2: Plan Development Summary

March 17, 2026 Planning Team Kick-off Meeting: Discussed what a Local Hazard Mitigation Plan is; benefits of hazard mitigation planning; current plan status; planning process; and developed the public engagement strategy (see **Appendix C**). Planning Team working meetings were not open to the public.

March – June 2026: Completed Phase 1 engagement activities (see **Appendix C**).

April 21, 2026 Risk Assessment Workshop: Confirmed community profile information (Section 3), completed risk assessment, and began developing profiles for the highest risk natural hazards (Section 5). A subject matter expert attended the Workshop to assist with risk assessments for Invasive Species; the subject matter expert for Infectious Diseases was not available.

May 19, 2026 Planning Team Meeting: Finalized Hazard Identification and Risk Assessment (Section 5) with input from Phase 1 engagement. This is a critical milestone in the plan development process. The draft Plan was prepared for presentation to the Selectboard and the first public comment period.

June 3, 2026 Draft Plan Presentation: Draft Plan presented to the Selectboard to encourage input from local government and the public that could affect the plan's conclusions and better integrate with Town initiatives. The meeting was recorded and is available on the Town's website.

June 3-17, 2026 Draft Plan Public Comment Period: Draft Plan posted for first public comment period. Draft plan discussed at the June 17, 2026 Selectboard meeting with opportunity for public comments – coincided with close of first public comment period. The Selectboard authorized proceeding with the development of the mitigation strategy on June 17, 2026, pending the review of suggested revisions. The meeting was recorded and is available on the Town's website.

June 30, 2026 Planning Team Meeting: Discussed comments received on June draft Plan; finalized Hazard Identification and Risk Assessment (Section 5), and began work on Hazard Mitigation Strategy (Section 6).

July – October 2026: Completed Phase 2 engagement activities (see **Appendix C**).

July 22, 2026 Mitigation Action Evaluation Workshop: Evaluated a broad range of possible actions to address the highest risk natural hazards. Subject matter experts attended the workshop to assist the planning team with action evaluation.

August 18, 2026 Planning Team Meeting: Developed actions proposed for implementation (Section 6); began work on Plan Maintenance (Section 7) and Mitigation Strategy – Changes Since 2021 (Section 4).

September 15, 2026 Planning Team Meeting: Finalized actions proposed for implementation (Section 6) with input from Phase 2 engagement; finished work on Plan Maintenance (Section 7) and Mitigation Strategy – Changes Since 2021 (Section 4). The final draft Plan was prepared for presentation to the Selectboard and a second public comment period.

October 7, 2026 Final Draft Plan Presentation: Presented to the Selectboard to encourage input from local government and the public. Input at this milestone is crucial as it is the last opportunity to weigh in on the plan contents before submittal to the State for Approval Pending Adoption. The meeting was recorded and is available on the Town's website.

October 7 – 21, 2026 Final Draft Plan Public Comment Period: Final draft Plan posted for last public comment period. Draft Plan discussed at October 7, 2026 Selectboard meeting with opportunity for public comment – coincided with close of last public comment period. **At meeting, Selectboard granted approval to submit the final draft Plan to Vermont Emergency Management for Approval Pending Adoption.**

In addition to the local knowledge of Planning Team members and other relevant parties, several existing plans, studies, reports, and technical information were used in preparing this Plan. **Table 3** on the following page summarizes these.

Table 3: Existing Plans, Studies, Reports, & Technical Information

2026 FEMA NFIP Insurance Reports: used to determine how many structures are insured, number/type of repetitive loss properties (Section 5), and describe NFIP compliance (Section 6).

2026 Local Emergency Management Plan: used to identify local organizations that support at-risk populations to ensure these organizations are invited to participate in the Plan update.

2026 Road Erosion Inventory: referenced to develop Transportation information in Community Profile (Section 3), flood risk hazard profile (Section 5); and mitigation actions to address floods (Section 6).

2026 Structures Inventory (culverts and short structures): referenced to develop Transportation information in Community Profile (Section 3) and to develop flood risk profile (Section 5) and mitigation actions to address floods (Section 6).

2026 State of Vermont Highway Mileage Summary: used to develop Transportation information in Community Profile (Section 3).

2025 FEMA Local Mitigation Planning Handbook & 2025 FEMA Local Mitigation Planning Policy Guide: used to ensure Plan meets Federal mitigation planning requirements.

2025-2021 Green Mountain Power Outage Data: used to develop Table 1 in Community Profile (Section 3).

2023 State of Vermont Hazard Mitigation Plan: referenced to develop risk assessment, including invasive species and infectious disease, and hazard profiles (Section 5).

2023 State of Vermont Municipal Vulnerability Indicators Tool: referenced to develop Average Temperatures information in Community Profile (Section 3) and risk assessment and hazard profiles (Section 5).

2022 Flood Hazard Area & River Corridor Regulations: used to describe NFIP Compliance (Section 6).

2021 Vermont Climate Assessment: referenced to develop flood risk profile (Section 5).

2020 Shrewsbury Town Road EAB Ash Survey: referenced to develop the invasive species risk profile (Section 5).

2020 United States Census Report: referenced to develop Demographics and Growth Potential information in Community Profile (Section 3).

2019 Shrewsbury Municipal Plan: Referenced to develop Community Profile (Section 3), Mitigation Strategy Updates – Changes Since 2021 (Section 4), and Community Capabilities and Integration into Existing Plans and Procedures (Section 6).

2017 FEMA Region 1 Mitigation Ideas for Natural Hazards: Used to develop mitigation actions to address impacts from severe winter storms, high wind, and floods (Section 5).

2013 FEMA Mitigation Ideas Resource for Reducing Risk to Natural Hazards: used to develop mitigation actions to address impacts from severe winter storms, high wind, floods, and drought (Section 5).

2013 Cold River Corridor Plan & 2009 Mill River Corridor Plan: referenced to develop flood risk profile (Section 5) and mitigation actions to address floods (Section 6).

2008 Flood Insurance Study for Rutland County, Vermont: referenced for flood risk profile (Section 5); however, given the age of the document, it provided little in terms of assessing and profiling current flood risk.

2007 Cold River Phase 1 SGA, 2007 Mill River Phase 1 SGA, & 2007 Mill River Phase 2 SGA: referenced to develop flood risk profile (Section 5) and mitigation actions to address floods (Section 6).

FEMA Disaster Declarations for Vermont: used to develop risk profiles and hazard histories (Section 5).

Flood Ready Vermont: used to develop flood risk profile (Section 5) and State Incentives for Flood Mitigation (Section 6).

GIS Data Layers: incorporated into base mapping to assess and profile flood hazards (Section 5), including FEMA Flood Rate Insurance Maps, National Flood Hazard Layers, and State River Corridor Assessments.

National Oceanic and Atmospheric (NOAA) National Climatic Data Center's Storm Events Database & FSA Disasters Archive: regional data for Rutland County used to develop risk profiles and hazard histories. (Section 5).

OpenFEMA Dataset Public Assistance Funded Project Summaries for Vermont: used to develop risk profiles and hazard histories (Section 5).

RRPC Local Liaison Reports of Storm Damage Used to develop risk profiles and hazard histories (Section 5).

VTrans Town Highway Bridge Inspection Reports: referenced to develop Transportation information in Community Profile (Section 3), flood risk profile (Section 5), and mitigation actions to address floods (Section 6).

VTrans Transportation Resilience Planning Tool: Used to develop flood risk profile (Section 5) and mitigation actions to address floods (Section 6).

Vermont Dam Inventory (VDI): Referenced to develop flood risk profile (Section 5) and mitigation actions to address floods.

Mitigation Strategy Update – Changes Since 2021

In 2021, Shrewsbury identified the following natural hazards that they believed posed the highest risk to the community:

- Thunderstorms with associated flash flooding, fluvial erosion, inundation flooding and high winds.
- Winter Storms with associated extreme cold, snow, ice, and high winds.

As the Town sought to implement the 2021 mitigation strategy, it looked for opportunities to incorporate information and recommendations from the 2021 Plan into other plans, programs, and procedures. Below are some examples.

The Selectboard has worked closely with the Road Commissioner and the highway department to incorporate risk information and hazard mitigation goals into annual operating budgets, capital planning efforts and improvement programs. This remains an ongoing priority.

*Shrewsbury has **effectively integrated information from the 2021 Plan** into budgets and other plans.*

In 2019, Shrewsbury completed its first road erosion inventory under the Municipal Roads General Permit (MRGP). The MRGP is required by the Vermont Clean Water Act and aims to protect water quality by reducing stormwater-related erosion from municipal roads. Approximately 43% of Shrewsbury's municipal roads are regulated by the MRGP.

The Town has made progress in bringing its roads and drainage systems up to basic MRGP maintenance standards. Since 2019, the Town has improved approximately 1.55 miles of municipal roads. These infrastructure improvements protect water quality and make the roads more resilient to flash flooding. As of September 2026, only ~0.62 road miles are completely non-compliant with MRGP standards, while ~2.98 road miles are only partially compliant. This progress is reflected in the 2026 update to the Town's Road Erosion Inventory.

During the early-to-mid 2020s, private property owners in Shrewsbury cooperated with the Vermont Natural Resources Council to remove two dams: Conolly Pond and Mountain School Road. In 2020, Conolly Pond was a significant hazard potential dam with a condition rating of poor, while the Mountain School Road dam breached during the July 2023 floods (DR4720). The dams were removed in the interest of public safety

*Shrewsbury's actions since 2021 have made the community better **prepared and less vulnerable** to future natural hazard impacts.*

to reduce flood risk, and to reconnect and restore headwater tributaries to the Mill and Cold Rivers, which ultimately flow into the Otter Creek and then to Lake Champlain. With these removals, Shrewsbury no longer has any active dams listed on the Vermont Dam Inventory, which implies positive benefits for sediment transport, aquatic organism passage, and other ecosystem services restored by these dam removals.

Shrewsbury has made progress in completing other mitigation actions identified in the 2021 Plan – see **Appendix B**. One notable achievement is the replacement/upsizing of an impressive 15 culverts, including on Eastham, Bailey, Crown Point, Northam, Upper Cold River, and Lincoln Hill Roads.

Shrewsbury remains a quiet municipality, as described in the Community Profile section of this Plan. The Town has not experienced any significant change in population or development since 2021; see the following page for more details. The majority of the 88 permits issued between 2021 and 2025 include “various decks, sheds, garages, storage buildings, and additions of one sort or another,” according to recent Town annual reports. These structures are unlikely to significantly affect Shrewsbury's vulnerability.

The Town also believes several factors limit its growth potential, including limited public water utilities, soil types unsuitable for sewer utilities, hilly terrain, steep slopes, gaps in cellular service, and restricted road networks. As outlined in the community profile, about 25% of Shrewsbury is above 2,000 feet, and these areas are largely undeveloped because of shallow soils and steep slopes. Additionally, almost 90% of the Town is covered in forest, and 29,000 acres are managed for timber production, wildlife management, conservation, and low-impact recreation (namely the Appalachian Trail corridor). Cellular service gaps remain, and current land-use policies reflect the community's desire to preserve its rural character and historic settlement patterns.

Shrewsbury is expected to have limited future residential growth. According to US Census data, the total number of residences jumped from 506 housing units in 2000 to 568 housing units in the 2010. However, this growth halted in 2020, with a slightly lower total of 563 existing housing units. From 2016 to 2025, the Zoning Administrator issued only 5 permits (out of 189 total building permits) for new houses and mobile homes. The most significant of these was the addition of three (3) new residential and mixed-use structures as part of a recent residential expansion at Spring Lake Ranch; this facility is not in a FEMA-mapped Floodplain or State-mapped River Corridor. These data suggest that new development does not significantly contribute to Shrewsbury's vulnerability to natural hazards.

*Shrewsbury has seen shifts in key demographics, primarily in the median age of residents and the percentage of residents over age 65. **These demographic changes serve a more significant role than new development in increasing the Town's vulnerability to natural hazards.***

Since 2021, accelerating climate change has increased the frequency, duration, and intensity of storms, floods, fires, and extreme temperatures in Vermont. Local communities are already feeling the impacts of climate change, and these multi-hazard trends are expected to continue to intensify over the next century.¹ As a result, Shrewsbury considered how future conditions, such as climate change and potential development, will affect the types, locations, and intensity ranges of identified hazards when conducting the risk assessment and selecting mitigation actions for the 2026 Plan.

The 2026 risk assessment is presented in **Table 5**. The Town once again identified flooding and fluvial erosion, strong winds, and extreme cold/snow/ice as highest-risk hazards. Flash flooding and fluvial erosion, in particular, have a higher risk score (13.00 in 2026 versus 11.00 in 2021), likely because of the recent and significant infrastructure damage caused by the 2023 floods. As extreme precipitation events become more common, Shrewsbury is vulnerable to culverts failing when in poor or critical condition, as seen with the recent failure of C 3-8 near the intersection of Eastham and Mount Holly Roads (see the Flooding profile for more details).

Since 2021, the Town's hazard mitigation strategy has evolved in response to more frequent and severe hazard events, which threaten both existing and potential future assets. This has led to a shift in Shrewsbury's mitigation goals and strategy.

The 2026 Plan also expanded the list of assessed hazards to include invasive species and infectious disease, as identified in the 2023 State Hazard Mitigation Plan. Invasive species, specifically emerald ash borer (EAB), ultimately scored as a higher-risk hazard for the Town, especially after it was discovered that many ash trees are in the

municipal road ROW ($\pm 1,800$ trees) and pose a high risk of failure ($\pm 1,200$ trees). The high-risk designation for invasive species was timely, as the State confirmed the presence of EAB in Shrewsbury only 4 months after the risk assessment workshop held in April 2026.

¹ FEMA Hazard Mitigation Assistance Program and Policy Guide, March 23, 2023

Drought is also a new addition to the list of highest-risk hazards. Recent hot summers, warmer-than-normal winters, and the record-breaking 2025 drought, coupled with extensive publicity regarding climate change, have brought this natural hazard to the forefront of the public mind. For a heavily forested community like Shrewsbury, this issue is further compounded by the fact that drought increases the probability of wildfires.

Fire Statistics for 2025 from the Vermont Department of Forests, Parks, and Recreation reported that the number of acres burned during July and August was 12x higher than the typical average for these months over the past two decades. Further, wildfires occurred 6x more often on average². One of those fires occurred in the western half of Rutland County, burning an estimated 10-12 acres in Fair Haven. Therefore, it is reasonable to believe that an event of equal or greater magnitude could occur in a heavily forested community like Shrewsbury under the right conditions.

That being said, the Planning Team ultimately decided not to profile wildfires because existing data on their occurrence in Shrewsbury is insufficient, and there is currently not enough Town-owned forested land to justify locally led mitigation actions. However, the Planning Team believes wildfires may become more likely as drought periods become more frequent and prolonged and will monitor wildfire-favorable conditions accordingly.

Finally, to better address the needs of Shrewsbury's at-risk populations, when ranking an action's implementation priority in 2026, those that directly benefit a vulnerable population were ranked first priority - see page 39 and **Table 8**.



The Clarendon Gorge Trailhead is located beside VT-103 and just inside the border of the Shrewsbury-Clarendon town line. This portion of the Appalachian Trail leads to a historic wooden suspension bridge that may be vulnerable to wildfires if current climate trends continue. Photo credit: CNY Hiking.

² <https://fpr.vermont.gov/sites/fpr/files/documents/Fire%20Statistics%20for%202025.pdf>

5 HAZARD IDENTIFICATION AND RISK ASSESSMENT

Local Vulnerabilities and Risk Assessment

The Planning Team completed a risk assessment for a broad range of natural hazards, consistent with those in the 2023 State Hazard Mitigation Plan. Hazards were ranked based on 1) probability of occurrence and 2) potential impact on community assets—people, infrastructure, the environment, and the local economy. The assessment considered the effects of future conditions, such as climate change and potential development, on the types, locations, and ranges of intensity for identified hazards.

The Planning Team's ranking process, presented in Table 4 on the following page, reflects the highest-risk hazards to which the Town believes it is most vulnerable. The **highest-risk hazards** are those with a higher probability of occurrence and/or more severe or extensive impacts on community assets.

Each of the **highest-risk hazards** is profiled in this section. **Lower risk hazards do not justify mitigation due to a lower probability of occurrence and/or negligible impacts and are not profiled in this Plan.** Refer to the State Hazard Mitigation Plan for additional information on lower-risk hazards.

In this Plan, natural hazards are defined as:

- Geological hazards including landslides and earthquakes.
- Environmental and climatic hazards including flooding, wind, hail, snow and ice storms, extreme temperatures, drought, wildfire, and invasive species.
- Biological hazards including infectious disease

A summary of the risk assessment, including input from Phase 1 engagement activities, is provided here. **See Appendix C for more details on public engagement methodology and results.**

Table 4: Phase 1 Public Input: Survey & Pop-Up Results

Hazard	Risk Score	Phase 1 Engagement Input
Flash Floods/ Fluvial Erosion	13.00	54% of survey respondents have experienced flash flooding AND believe it is likely to occur in the next 5 years
Extreme Cold/Snow/Ice	11.00	64% of survey respondents have experienced severe winter storms; tied with inundation flooding for top 3 hazards experienced in Shrewsbury
Strong Wind	10.00	73% of survey respondents have experienced strong wind; 45% believe it is likely to occur in the next 5 years
Invasive Species	8.00	Not surveyed; see Appendix C (page A-21) for more details
Drought	7.50	91% of survey respondents have experienced drought; tied with inundation flooding for top 3 hazards most likely to occur in the next 5 years
Inundation Floods	6.00	64% of survey respondents have experienced inundation flooding AND believe it is likely to occur in the next 5 years

Infectious Disease

This Plan must assess the risks posed by all hazards identified in the 2023 State Hazard Mitigation Plan, including infectious diseases. This hazard is unique and diverse. While the probability of occurrence in Shrewsbury may be high, the potential impacts will depend heavily on the specific infectious agent.

During the risk assessment, the Planning Team assumed an endemic level of infectious disease spread. They concluded that the Vermont Department of Health (VDH), located in nearby Rutland City, is better equipped to mitigate any outbreaks; therefore, the team considered it a lower-risk hazard for the municipality.

Given the diverse nature of this hazard, this Plan cannot fully explore it. Readers should look to VDH for more information on infectious diseases.

Table 5: Community Hazard Risk Assessment

Hazards	Probability	Potential Impact					Risk Score*
		 People	 Infrastructure	 Environment	 Economy	Average	
Flash Floods/ Fluvial Erosion	4	3	4	3	3	3.25	13.00
Extreme Cold/ Snow/Ice	4	3	2	3	3	2.75	11.00
Strong Wind	4	3	3	2	2	2.50	10.00
Invasive Species	4	2	2	2	2	2.00	8.00
Drought	3	2	3	2	3	2.50	7.50
Inundation Floods	3	2	2	2	2	2.00	6.00
Wildfire	3	2	1	2	2	1.75	5.25
Extreme Heat	3	2	1	1	1	1.25	3.75
Infectious Disease	2	3	1	1	2	1.75	3.50
Hail	2	1	2	2	2	1.75	3.50
Landslide	1	1	1	1	1	1.00	1.00
Earthquake	1	1	1	1	1	1.00	1.00

*Score = Probability x Average Potential Impact

	Frequency of Occurrence: Probability of a plausibly significant event	Potential Impact: Severity and extent of damage and disruption to population, property, environment, and the economy
1	Unlikely: <1% probability of occurrence per year	Negligible: isolated occurrences of minor property and environmental damage, potential for minor injuries, no to minimal economic disruption
2	Occasionally: 1–10% probability of occurrence per year, or at least one chance in next 100 years	Minor: isolated occurrences of moderate to severe property and environmental damage, potential for injuries, minor economic disruption
3	Likely: >10% but <75% probability per year, at least 1 chance in next 10 years	Moderate: severe property and environmental damage on a community scale, injuries or fatalities, short-term economic impact
4	Highly Likely: >75% probability in a year	Major: severe property and environmental damage on a community or regional scale, multiple injuries or fatalities, significant economic impact

Invasive Species

This Plan must assess the risks posed by all hazards identified in the 2023 State Hazard Mitigation Plan, including invasive species. This hazard is unique and diverse. While the probability of occurrence in Shrewsbury may be high, potential impacts will depend heavily on the specific invasive species.

For invasive species, the team focused on a specific forest pest of great concern, the Emerald Ash Borer (EAB), due to its confirmed presence in many adjacent municipalities (and, as of August 2026, in Shrewsbury proper). They concluded that EAB infestation is highly likely and that minor to moderate impacts justified mitigation. Therefore, the team considered invasives as a higher-risk hazard.

Given the diverse nature of this hazard, this Plan cannot fully explore it. Readers should consult the Vermont Agency of Natural Resources for more information on invasive species, including terrestrial and aquatic invasives, as well as forest pests.

Highest Risk Hazard Profiles



Floods

Flood events can damage or destroy property, disable utilities, render roads and bridges impassable, destroy crops and agricultural land, disrupt emergency services, and cause fatalities. People may be stranded in their homes without power, heat, or communication, or unable to reach them. Long-term collateral dangers include disease outbreaks, livestock losses, septic system washouts, which can pollute the water supply, downed power lines, fuel storage tank leaks, fires, and the release of hazardous materials.

As noted in the 2023 State Hazard Mitigation Plan and the 2021 Vermont Climate Assessment, the most common recurring hazard affecting Vermont communities is flooding. There are two types of flooding: inundation and flash flooding. Inundation flooding is when water rises onto low-lying land. Flash flooding is a sudden, violent flood that can happen anywhere and often involves streambank (i.e., fluvial) erosion.

“Damage from high flows is the single most costly type of disaster in Vermont, primarily due to the erosive power of water. Many roads and culverts conflict with the room needed by streams and rivers.” -2021 Vermont Climate Assessment

While inundation-related flood loss can be a significant component of flood disasters, the more common mode of damage in Vermont is fluvial erosion, often associated with physical adjustment of stream channel dimensions and location during flood events. These dynamic and often catastrophic adjustments are due to bed and bank erosion of naturally occurring unstable stream banks, debris and ice jams, or structural failure of or flow diversion by human-made structures.

Several major flood events have recently affected Rutland County, resulting in multiple Disaster Declarations. Between 2001 and 2010, the County incurred approximately \$2.6 million in property damage resulting from flood events. The worst flood came in August 2011 from Tropical Storm Irene (DR4022), which dropped 7-8 inches of rain. Irene caused 2 deaths, \$55 million in property damage, and \$2.5 million in crop damage in Rutland County.

Although Irene was technically a tropical storm, its effects are included in this flooding section because the storm brought mainly heavy rainfall and flooding to the Town, rather than the strong winds usually associated with tropical storms. This caused most streams and rivers to flood, along with widespread and severe fluvial erosion.



Aftermath of T.S. Irene (DR4022) on Cold River Road

Damage from flash flooding and fluvial erosion is a major risk. Within Rutland County, Irene caused the most significant impacts in Shrewsbury, with damages totaling nearly \$3.8 million. This includes \$3,515,142 in Public Assistance, \$102,956 in Individual Assistance, and \$164,551 from National Flood Insurance Program (NFIP) Claims.

Thirty-three projects to repair damages to public infrastructure were completed between 2011 and 2016. The DR4022 list of projects does not include the replacement of a bridge over Sargent Brook on the Governor Clement Shelter Road. This bridge is part of the Appalachian Trail and was paid for by the US Department of Transportation.

In addition, the Town received \$165,733 from VTrans under the 3-cent Grand List reimbursement provision to offset costs incurred by the Town.

From 2012 to 2020, Rutland County experienced approximately \$3.6 million in property and crop damage and three Disaster Declarations: \$420,000 in June & July 2013 (DR4140), \$2 million in July 2017 (DR4330), and \$1 million in April 2019 (DR4445).

According to the NOAA Storm Events database, Rutland County experienced approximately \$200,000 in property damage in July 2023 (DR4720). However, FEMA's Public Assistance Project Summary indicates this number could reach \$4.4 million, including \$222,746 in Public Assistance for Shrewsbury. The only other instances of significant flooding-related damage in Rutland County occurred in July 2024 (DR4762), with approximately \$50,000 in property damage, and June 2026, with approximately \$75,000 in property damage. Both of these events occurred in nearby Clarendon.



Restoration of Upper Cold River Road after Irene

Shrewsbury has a history of inundation flooding along sections of Mill River and Freeman Brook. Roads impacted by inundation flooding include VT-103 through Cuttingsville, particularly the intersections with Spring Lake and Town Hill Roads, and a small area encompassing the intersections of Hinckley and Russellville Roads with Eastham Roads. However, the severity and extent of damage from inundation flooding are typically minor; for instance, in the Cuttingsville zoning district, none of the 22 major structures in the Mill River mapped floodway/floodplain suffered damage beyond basement flooding from Irene.

Damage from inundation flooding usually includes impacts to roads, culverts, bridges, and, on occasion, homes and the Cuttingsville Post Office. There are several properties on Cold River Road that are in the FEMA-mapped floodplain; however, past experience indicates damage to these (and many other) areas is more consistent with flash flooding-related impacts.

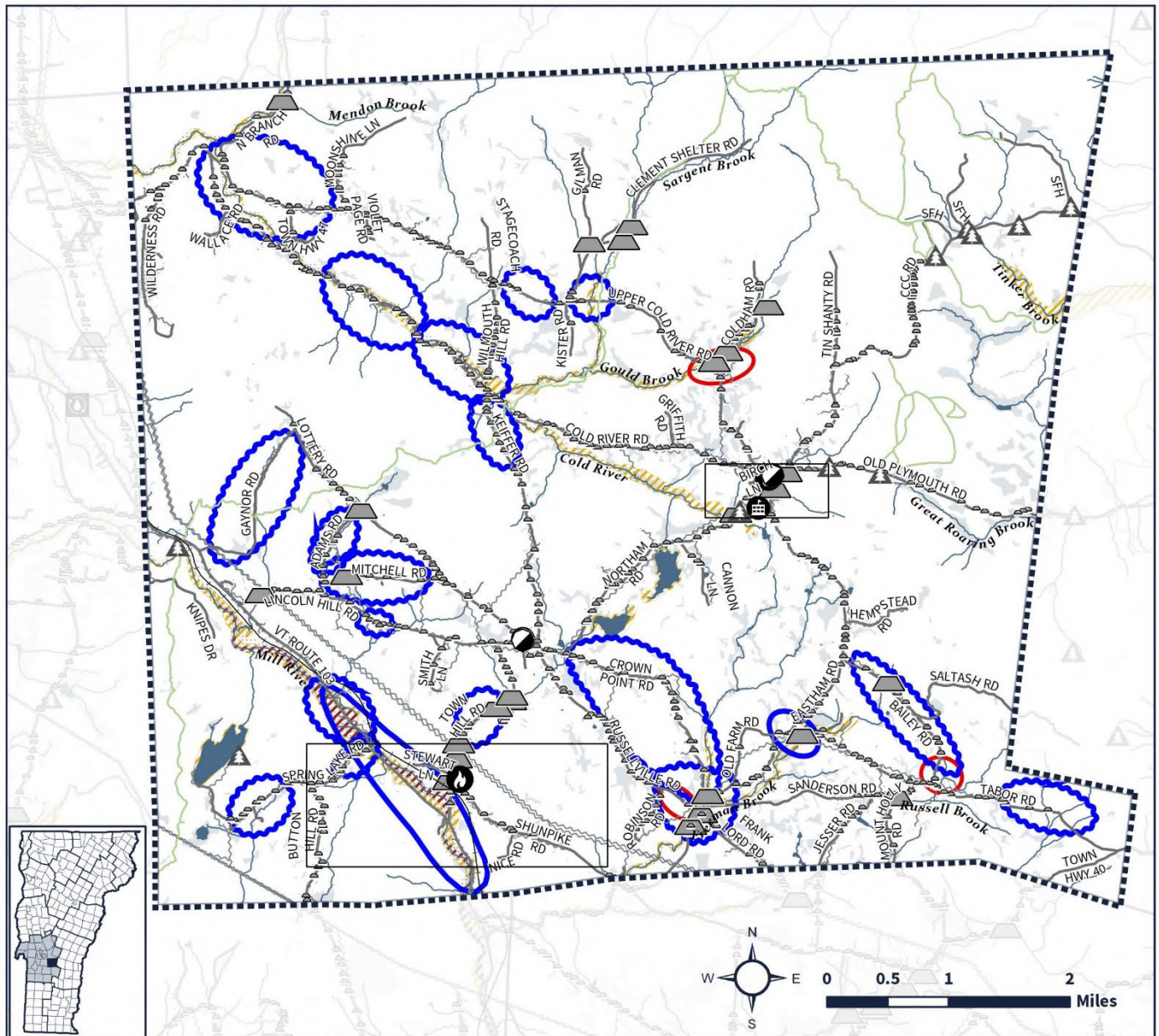
63 structures are located within the Special Flood Hazard Area, and 8 are in the floodway (9% of community structures). These are mainly residential structures (single-family homes and mobile homes), but also include a library, a utility pole, and various small commercial properties such as sugar houses, restaurants/retail, and a plant nursery.

According to FEMA, 33% of these properties have flood insurance. In total, these 21 policies cover \$4,233,600 in value.

There is one repetitive loss property: a single-family residential home.

Unlike inundation floods, flash floods can occur whenever the area has heavy rain. These flood events are inherently sudden and unpredictable and can impact areas outside of designated floodplains, also known as River Corridors. River Corridors encompass an area around and adjacent to the river where fluvial erosion is most likely to occur. The River Corridor map for Shrewsbury can be viewed on the Vermont Flood Ready Atlas and is also delineated on the following maps.

SHREWSBURY

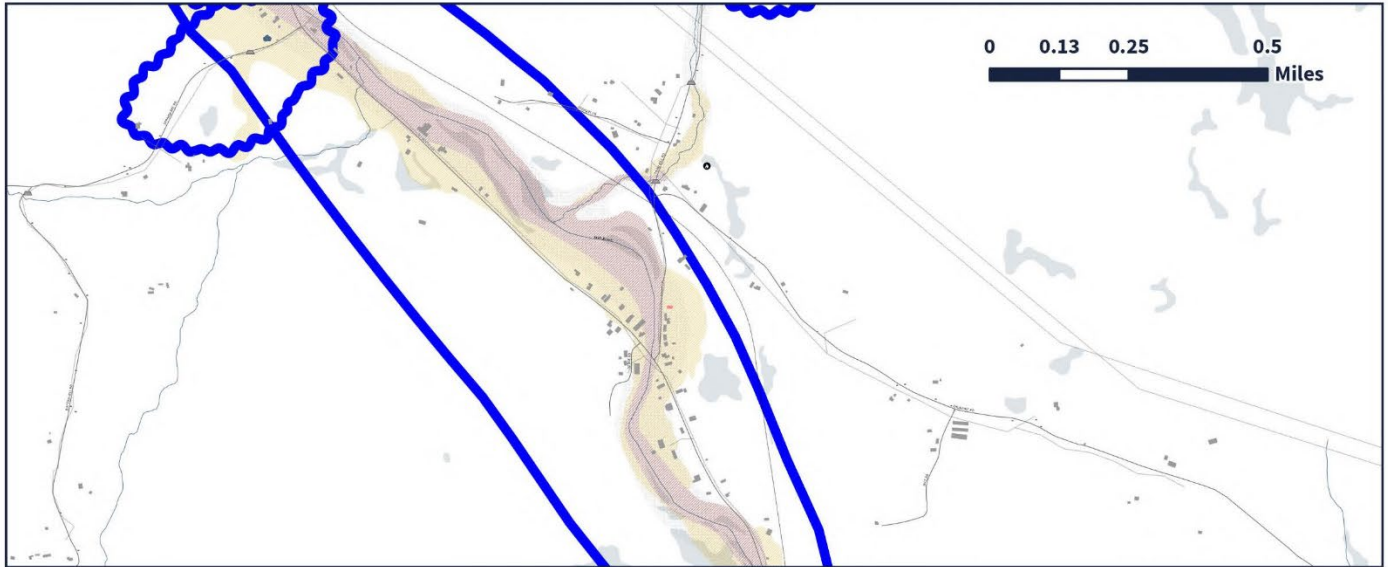


Credits: Nic Stark for the Rutland Regional Planning Commission | Produced: 5/20/2026

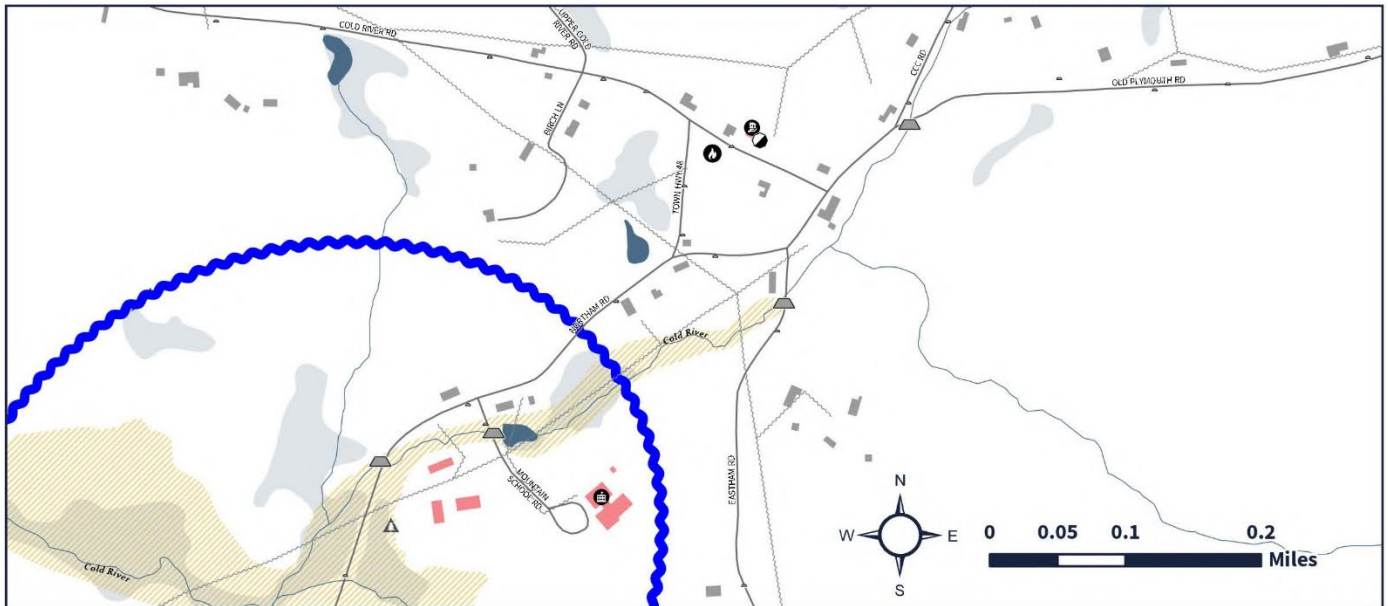
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VCGI, E911, Local governments, RPCs (regional planning commissions), VT Lidar Program, VT Imagery Program, public domain., Green Mountain Power, See dataset specific metadata., Vermont River Corridor and Floodplain Protection Program
 VT Dept of Environmental Conservation, ANR

CUTTINGSVILLE



NORTH SHREWSBURY



Credits: Nic Stark for the Rutland Regional Planning Commission | Produced: 8/17/2026

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VCGI, E911, Local governments, RPCs (regional planning commissions), VT Lidar Program, VT Imagery Program, public domain., Green Mountain Power, See dataset specific metadata., Vermont River Corridor and Floodplain Protection Program
VT Dept of Environmental Conservation, ANR

There are 48 buildings in the State-mapped River Corridors- single-family dwellings, mobile homes, two sugar houses, commercial sites (construction, garage, plant nursery, restaurant, retail), a library, and a utility pole. Most of these properties overlap with the FEMA-mapped floodplain.

Flash flooding events periodically wash out sections of several roads in Shrewsbury, including VT-103 and Adams, Bailey, Cold River, Upper Cold River, Crown Point, Frank Lord, Gaynor, Gilman, Keiffer, Mitchell, North Branch, Russellville, Spring Lake, Tabor, Town Hill, Wallace, and Wilmouth Hill Roads. During Irene, flash flooding also occurred on CCC, Old Plymouth, Eastham, and Mountain School Roads. Areas of concern are shown on the preceding maps.



64% of survey respondents have experienced floods. According to the National Weather Service, floods kill more people than any other weather-related hazard, except for extreme heat. Most flood-related deaths occur while driving a vehicle into flood waters.

For those sheltering in place, the greatest risk beyond the floodwaters themselves is their ability to isolate. The rapid and erosive destruction of nearby infrastructure may render flooded areas inaccessible. The result is people becoming trapped and requiring swift-water rescues, or critical assets, such as medical services, becoming unavailable. At-risk populations, especially those with a limited range of motion, are at greatest risk of isolation.

With inundation floods, there are cascading impacts involving infectious diseases. Mosquitos, for example, breed in standing water, and when their population increases, so does the risk of diseases they transmit – e.g., West Nile Virus and Eastern equine encephalitis (EEE).



The most common type of flash flood damage is road washouts. When runoff volumes exceed the capacity of the stormwater drainage system (i.e., ditching and culverts), washouts can occur. The Town's structures and road erosion inventories, ANR's Municipal Vulnerability Indicators Tool, VTrans Highway Flood Vulnerability and Risk Tool, and VTrans Transportation Resilience Planning Tool (TRPT) were used to help identify locations and assets at risk from flash flooding.

Road segments that exhibit high flood risk according to the TRPT largely align with Town-identified areas of risk, primarily Cold River Road, Upper Cold River Road, Frank Lord Road, and VT-103. The Planning Team has identified the following structures of concern that have the potential to fail during a heavy rain event: Bridge B-25 near the intersection of Crown Point and Russellville Roads; Culvert 42-2 on Copperas Hill Road; Sargent Brook culvert (6-18) on Upper Cold River Road; Smith Brook bridge (4-13) on Lincoln Hill Road; Johnson Pond culvert (C 2-43) on Northam Road; and Culvert 2-51 on Northam Road. In addition, Culvert 3-8 near the intersection of Eastham and Mount Holly Roads recently failed following a heavy rain event in June 2026, prompting the Town to authorize an emergency temporary repair of ~\$27,000.

Culvert failures and road washouts can have a significant negative impact on the Town, especially if they occur on roads that are locally important for shortcuts, detours, and/or access to critical facilities. When roads are affected by flooding, the Town coordinates with the Fire Department and State Dispatch to close roads and establish detours. Road closures can increase commute times and emergency response times.

The Cuttingsville Water District #1 infrastructure is not believed to be vulnerable to flooding.



Scour visible from Brown Covered Bridge after Irene

Ice or debris jams, as well as dam failures, may also cause flash flooding. While the Town has a high historical incidence of ice jams on the Cold River, specifically at the bridge on Wilmouth Hill Road, these jams are becoming less frequent and typically do not result in flooding. In contrast, beaver dams often pose a recurring issue for Shrewsbury, frequently impeding sections of Freeman Brook between Hinckley, Eastham, and Russellville Roads. During extreme precipitation events, the section of Northam Road adjacent to Johnson Pond is susceptible to washout if the beaver dam fails or is overtopped. The Town frequently monitors and clears beaver dams in these areas as needed.



After the removal of Connolly Pond in August 2023. Credit: Vermont Natural Resources Council

Shrewsbury has only two (2) dams listed in the Vermont Dam Inventory, a database managed by the VT Dam Safety Program. One significant-hazard potential dam (Connolly Pond) was removed in 2023, reconnecting and restoring a headwater tributary to the Mill River. The other dam on Mountain School Road, which failed during July 2023 and caused significant flash flooding near the Shrewsbury Mountain School and Town Garage, will be fully removed by August 2026. **There are no high-hazard potential dams in Shrewsbury, nor does the Town own any such dams outside its borders.**

Fluvial Erosion or Landslide? Cold River Road

According to the US Geological Survey, a landslide is defined as “the movement of a mass of rock, debris, or earth down a slope. Landslides can be initiated in slopes already on the verge of movement by rainfall, snowmelt, changes in water level, stream erosion, and changes in groundwater.”

In 2011, flooding from Tropical Storm Irene caused a major channel adjustment in the Cold River, scouring the base of the embankment opposite Cold River Road and initiating active undercutting at the slope’s toe. The affected slope, approximately 1,800 feet long and 80 feet high, is located along the outside bend of the stream, where fluvial erosion, surface runoff, groundwater seepage, and shallow sliding gradually weakened the embankment. Over time, this instability has progressed upslope. Repeated heavy rainfall events, particularly the July 2023 floods and an intense rainfall event in June 2026, continue to exacerbate slope creep and erosion. An intense rainfall event in June 2026 triggered the recent loss of 150 cubic feet of material near 5290 Cold River Road, creating an ongoing safety concern for the property owner and motorists using the road.

A June 2026 slope stability evaluation conducted by the Vermont Geological Survey states: “The slope appears to be failing in two ways. First, and perhaps most obviously, the slope is being undercut by the river as it progressively pushes this meander bend toward the road, particularly during high-flow events... Second, the contact between the upper and lower units [of slope material] appears to act as a significant permeability contrast, where groundwater flows more readily through the upper materials, but can’t infiltrate the lower unit. This introduces a plane of weakness between the two materials, where water seeps out of the bank and lubricates a surface that contributes to additional failure of the upper unit.”

In other words, the State has validated that the phenomenon on Cold River Road would not be classified as a traditional slide (i.e., a large, deep rotational slump or a debris flow). Instead, it is more appropriately characterized with instability as shallow movement caused by fluvial and surface erosion, seepage, and undercutting at the toe of the slope. Similarly, when evaluating fluvial erosion as a high-risk hazard, the Planning Team viewed the Cold River Road embankment failure as a direct consequence of fluvial erosion rather than an independent landslide. The low landslide risk score in Table 4 (page 12) reflects this interpretation in thinking. The lack of available recent data for the “traditional” landslide type further precludes its inclusion as a separate hazard risk profile.



As mentioned previously, flash floods often involve streambank or fluvial erosion. It may also result in increased turbidity, increased phosphorus transport, or the release of legacy pollutants. Sediment mobilized by fluvial erosion also contributes to aggradation (i.e., a rise in the channel level) and to dammed streams.

Fluvial erosion in Shrewsbury is most prevalent along the Mill and Cold Rivers and their associated (unnamed) tributaries. Existing studies helped identify other locations and assets at risk from fluvial erosion. These include Stream Geomorphic Assessments (Phase 1 and Phase 2), River Corridor Plans, and Stormwater Management Plans.

As weather patterns shift and we see larger storms and more frequent freeze-thaw cycles, the Town will monitor for signs that rivers that have historically been stable are becoming less stable, with increased erosion, widening, trees falling in from their banks, etc.

Stream Geomorphic Assessments (SGAs) and River Corridor Plans provide information about the physical condition of streams and factors that influence their stability. For Shrewsbury, these include a 2007 Phase 1 SGA of the Mill River watershed, a 2007 Phase 2 SGA of the Mill River watershed, a 2007 Phase 2 SGA of the Cold River watershed, a 2009 River Corridor Plan for the Mill River watershed, and a 2013 River Corridor Plan for the Cold River watershed. These reports identify priority locations

for 25 potential projects in Shrewsbury related to river corridor protection: planting stream buffers, stabilizing stream banks, removing berms, removing or replacing human-placed structures, and restoring incision areas (i.e., deeply undercut river valleys).

Stormwater Master Planning (SWMP) involves identifying stormwater, sediment, nutrient, and septic inputs to waterways and designing projects to mitigate those inputs; either eliminating them at the source through green stormwater infrastructure, septic system improvements, back road projects, or improving floodplain access within the stream network to increase sediment attenuation. The Shrewsbury 2019 Road SWMP and the 2020 Stormwater Infrastructure Mapping report indicate these improvements primarily consist of addressing road erosion issues under the Municipal Roads General Permit (see page 8).



The “lower unit” of the eroded embankment near Cold River Road, with a geologist for scale above the exposure. Larger boulders on the surface to the left in the image were placed as riprap sometime after 2011. Photo Credit: VT Geological Survey.



Environmental impacts from flooding may cut off access to recreational areas, which in turn adversely affect local tourism. Flood events with associated road closures can also have a short-term impact on the local economy, particularly the businesses in The Olde Barn Yard plaza, due to fewer shopping trips and commuter delays. Flooding can also negatively affect maple syrup production by damaging trees and disrupting sap collection. Impacts related to potential losses borne by maple sugaring operations are of particular concern to Shrewsbury.

Floods Hazard History

These are the most recent significant events impacting Shrewsbury. This hazard history is limited to the past **20 years**, except for federal Rutland County Disaster Declarations, which are shown in **bold**. All damages are to property unless otherwise noted.

12/18/2023: DR4762 3" rain with significant snow melt; no local damage reported; \$150,000 regional damage

7/11/2023: DR4720 3-9" rain: \$222,746 local damage; \$4.4 mil regional damage

6/20/2019: 4" rain; \$30,000 local damage

4/15/2019: DR4445 1-2" rain with significant snow melt: \$3,000 local damage; \$1 mil regional damage

7/1/2017: DR4330 3-4" rain the previous 3-4 days with flash flooding on 7/1/17: \$41,900 local damage; \$1.87 mil regional damage; \$100,000 regional crop damage

6/25-7/11/2013: DR4140 heavy rain over multiple days: \$420,000 regional damage

8/28/2011: DR4022 Tropical Storm Irene with +5" rain: \$3.8 mil local damage; \$55 mil regional damage

6/12/2007: Unknown amount of rainfall: \$20,000 local damage to logging road

12/16/2000: DR1358 2-4" rain: \$26,475 local damage; \$100,000 regional damage

7/16/2000: DR1336 heavy rain: \$200,000 regional damage

9/16-9/21/1999: DR1307 Tropical Storm Floyd with 5-6" rain and 44 mph winds: \$6,205 local damage; \$100,000 regional damage



Extreme Cold, Snow, and Ice

These events typically occur between December and March in the Rutland Region. They can include snow, sleet, freezing rain, or a mix of these wintry forms of precipitation. Events can also be associated with Strong Wind or Floods, increasing the potential hazard impacts. The costs of these storms include power outages due to heavy snow or ice, damaged trees, school closures, and traffic accidents.

*64% of survey participants have experienced severe winter storms. **Impacts of greatest concern** are extended periods of extreme cold coupled with a long-duration power outage.*

From 2001 to 2010, Rutland County experienced \$2.27 million in property damage and \$100,000 in crop damage from winter storms, including Disaster Declarations DR1358 in 2001 and DR1698 in 2007. From 2011 to 2020, Rutland County experienced \$1.4 million in property damage, and \$100,000 in crop damage from winter storms. with \$465,000 in property damage due to a 10" - 20" heavy, wet snowfall across the county on December 9, 2014 (DR4207). From 2021 to June 2026, Rutland County experienced \$110,000 million in property damage and \$1.02 million in crop damage due to a hard freeze in May 2023 (S5470).



Extreme cold/snow/ice ranked #3 of the top three hazards experienced by Shrewsbury residents. Severe winter storms raise the likelihood of car accidents, while extreme cold heightens the risk of hypothermia and frostbite. This threat is amplified if extreme temperatures coincide with power outages, which can cut off heat and communications. See the Strong Wind profile for more information about the Town's vulnerability to power outages.

Shrewsbury is mountainous, so residents expect and are typically prepared for winter storms. However, the impacts of extreme cold/snow/ice are still hardest felt by Shrewsbury's at-risk populations.

About 12% of Shrewsbury residents are considered disabled; 28% of residents are over the age of 65; 3% are under the age of 5; 14% work consistently in outdoor conditions; and 89% of houses were built before 2000. The Town has particular concern for the more isolated residents in highly rural areas without reliable communications, but the exact location of these vulnerable pockets is undetermined.

The Town does not have a formal system for monitoring the needs of at-risk populations before or during a severe winter storm. However, it provides aid if requested and can set up temporary warming shelters at the Town Office and Shrewsbury Community Meeting House



Car accidents are a leading cause of death and injury during winter storms. To lessen roadway impacts, the Town maintains a fleet of equipment, including four trucks (three tandem-axle and one single-axle) equipped with plows; one medium- and one backhoe wheel loader; one grader; one equipment tag trailer; and one excavator. The Town typically has only a two-person highway crew at any given time to keep all roads clear. However, losing road access is rarely an issue; even during heavy snowfall, all main roads are normally cleared within six hours.

As shown on the previous map (page 15), areas historically prone to drifting include the southern segment of Bailey Road, the intersection of Coldham and Upper Cold River Road, and a portion of Russellville Road (between Robinson and Freeman Brook Roads). The Town maintains these areas accordingly, and snow accumulation and ice events usually do not result in a long-term loss of road accessibility. Roads adjacent to critical facilities (Town Garage, Shrewsbury Mountain School, Fire Houses, Town Office) are also well-maintained.



One historic concern was “mud season” – the period typically between winter and spring when the ground thaws and freezes in cycles, causing mud on gravel roads. Mud season usually begins in late March or early April when the snow melts. Since hard winter freezes are becoming less common, Shrewsbury is experiencing thaw-freeze cycles earlier in the winter season, which may render plowing on its many gravel roads more difficult. Long-time residents noted that mud season impacts were once very severe in decades past, particularly on Eastham and Russellville Roads. However, due to the Town’s dedicated efforts to short-pack the roads, it is now much less likely that roads will become completely impassable.



The primary environmental concern is tree damage. Trees provide many environmental services and benefits, including stormwater management, improved air quality, carbon storage, shade, wildlife habitat, noise reduction, and aesthetic value. The most notable recent en masse tree loss occurred in 1999 within Calvin Coolidge State Forest (primarily along CCC Road).

Shrewsbury’s vulnerability lies in roadside trees falling onto the road and/or onto utility lines due to the weight of ice or wet snow accumulation. The resulting impacts include tree loss, utility disruptions, and road debris requiring clearing.



As stated previously, the Town’s commercial sector is minimal. The remaining farms, gardens, and lumber operations existing in Shrewsbury are largely vulnerable. Home-based businesses are also at risk in the short term; potential impacts include commute delays and frozen pipes.

Ongoing shifts in freeze-thaw cycles, which are critical for sap flow in maple trees, are leading to shorter and more unpredictable tapping seasons. This can result in decreased sap quality and quantity, ultimately threatening maple syrup production.

Extreme Cold, Snow, and Ice Hazard History

These are the most recent significant events impacting Shrewsbury. This hazard history is limited to the past **10 years**, except for federal Rutland County Disaster Declarations, which are shown in **bold**. All damages are to property unless otherwise noted.

1/30/2026: sub-zero temps (5 to 10 below) with windchills of 25 to 35 below; no reported damages

3/29/2025: snow mixed with 1/3 to 1/2" ice: no reported damages

4/3/2024: 21" snow; no reported damages

3/23/2024: 26" snow; no reported damages

5/18/2023: S5470 record low in the 20s: \$1.02 mil regional crop damage

2/3/2023: record low of 15 to 30 below zero with windchills of 30-45 below; no reported damages

4/19/2022: 3-5" wet snow: \$20,000 regional damage

2/3/2022: 8-12" snow, mixed with sleet and ice: \$50,000 regional damage

1/16/2022: 6-10" snow with 50+ mph wind gusts: \$20,000 regional damage

11/26/2021: 4-8" wet snow: \$10,000 regional damage

4/15/2021: 7" of snow; \$10,000 regional damage

1/16/2021: 8-18" wet snow: \$50,000 regional damage

2/7/2020: 5-12" snow; 1/4" ice: \$35,000 regional damage

3/22/2019: 4-12" wet snow, with 15-25 mph wind gusts: \$30,000 regional damage

1/19/2019: 10-18" snow, 10 to 20 below 0°F with 30+ mph winds creating windchills colder than 20-40 below 0°F: \$25,000 regional damage

3/7/2018: 20-26" snow: \$40,000 regional damage

12/12/2017: 5-12" snow with "brisk winds" creating whiteout conditions; \$25,000 regional damage

3/14/2017: 12-22" snow; 35 mph wind creating whiteout conditions: \$50,000 regional damage

11/29/2016: freezing rain with 1/10" ice: \$20,000 regional damage

2/15/2026: 1-3" snow with light ice and 40+ mph wind gusts: \$20,000 regional damage

12/29/2015: 3-5" snow, mixed with sleet and freezing rain; \$30,000 regional damage

2/1/2015: Record cold month with 15-20+ days below zero and 6" snow: \$25,000 regional damage

12/9/2014: DR4207 10-20" snow: no reported local damage; \$250,000 regional damage

3/5/2001: DR3167 20-30" snow: \$5,350 local damage; \$130,300 regional damage



Strong Wind

As defined by FEMA's National Risk Index, strong winds are those exceeding 58 mph and can be particularly damaging. It can occur alone, such as during straight-line wind events, or can accompany other natural hazards, including severe thunder and/or winter storms. Thunderstorm winds can cause power and communication outages, transportation and economic disruptions, significant property damage, and pose a high risk of injuries and loss of life.

From 2001 to 2010, Rutland County incurred nearly \$7.9 million in property damage, with the most significant damage amounting to \$4.5 million from the "Noricanne" event on April 16, 2007 (DR1698).

From 2011 to 2020, Rutland County experienced over \$2.4 million in property damage, with the most significant incident resulting in \$500,000 in damage on May 5, 2017.

From 2021 to June 2026, wind events caused over \$1.3 million in property damage in Rutland County, with the most significant damage totaling \$500,000 from an August 26, 2022 event. In July 2026, a microburst with ± 70 mph winds downed trees over a 150-yard swath off Bailey Road, causing a power outage and blocking the road for several days.

73% of survey respondents have experienced a strong wind event. Many storms with high winds can result in downed trees and damage to phone and power lines, buildings, and other property.



Strong wind ranked #2 of the top three hazards experienced by Shrewsbury residents. It threatens lives, property, and vital utilities primarily from flying debris and downed trees and power lines. Shrewsbury is susceptible to high-directional winds townwide, especially on the western side of the Green Mountains, posing a potentially significant risk to many residents.

Those relying on electric-powered medical devices are especially at risk during power outages. Also, because there is no municipal water system outside of Cuttingsville, those who rely on private wells lose access to water. Without a backup power supply, people need to be prepared to withstand potentially 24 hours or more without power or to seek alternative accommodations. As noted in the Community Profile, the longest outage in the Town occurred in 2024, lasting 63.65 hours. In 2022 and 2024, the average outage lasted 39.59 hours and 44.89 hours, respectively.



Downed trees within the road right-of-way are a significant cause of power outages. Roads passing through dense wooded areas (i.e., most of Town) are especially vulnerable, as fallen trees can bring down utility lines for power and telecommunications. Power outages are the main cause of disruptions to communications, which are crucial in times of crisis.

The loss of phone service is especially concerning for Shrewsbury's more remote homes and at-risk populations. Landline phones, which have been upgraded from copper wiring to fiber, rely on an in-home battery backup that typically lasts less than eight hours, regardless of phone use. Notably, all municipal buildings – and nearly all Town residents – have recently transitioned to fiber.



Due to Shrewsbury's natural terrain, many areas lack cell phone service. Therefore, during a power outage lasting more than eight hours, many will be unable to contact the fire department, police, or ambulance service. This is of concern given Shrewsbury's aging demographics and the prevalence of remote and isolated homes. A communications tower is planned for Seward Hill in East Wallingford, which will provide some limited improvements in the western part of Town.

Telecommunications are essential for disaster warning systems and for response and recovery efforts. During an emergency, the Shrewsbury Town Office's local Emergency Operations Center (EOC) manages municipal communications, including phone calls, internet access, and two-way radios. All critical facilities, like the Town Office, Town Garage, Shrewsbury Mountain School, the fire stations, and the Meeting House, have on-site generators

Fallen trees can also damage buildings and block road access. When fallen trees become entangled in utility lines, clearing debris from the roadway becomes more difficult, and restoring access can take longer.



Like extreme winter storms, the primary environmental impact of concern is tree damage. Damage or loss to trees detracts from the quality of the ecological services they provide; see the extreme cold/snow/ice profile. Unique to strong winds is the damage caused by wind shear, which results from differences in wind speed or direction over a short distance, either horizontally or vertically in the atmosphere. Wind shear can cause branches to fail and uproot even the strongest and healthiest trees. Its impacts are especially pronounced in forested, mountainous communities like Shrewsbury.



Strong winds, with associated power outages, can have a short-term impact on the local economy by causing business closures or blocking commutes due to downed trees or power lines. A more significant, long-term impact is the damage wind shear causes to maple trees, which can reduce the yield of sugar bushes crucial to the sugaring industry. Since strong wind events rarely become federally declared disasters, the financial burden of response and recovery often falls on the Town and its local businesses.

Strong Wind Hazard History

These are the most recent significant events impacting Shrewsbury. This hazard history is limited to the past **15 years**, except for federal Rutland County Disaster Declarations, which are shown in **bold**. All damages are to property unless otherwise noted.

2/16/2025: 52 mph winds; no reported damages

4/3/2024: 52 mph winds: \$100,000 regional damage

2/28/2024: 40-50 mph winds: \$50,000 regional damage

1/10/2024: 50 mph winds: \$50,000 regional damage

7/13/2023: DR 4720 50 mph winds: \$20,000 local damage

12/23/2022: 52 mph winds: \$175,000 regional damage

12/11/2021: 45 mph winds: \$35,000 regional damage

11/12/2021: 40 mph winds: \$15,000 regional damage

3/1/2021: 46 mph winds: \$55,000 regional damage

12/25/2020: 50 mph winds: \$25,000 regional damage

8/4/2020: 45 mph winds: \$60,000 regional damage

2/24/2019: 48 mph winds: \$50,000 regional damage

9/6/2018: 55 mph winds: \$2,000 local damage

4/1/2018: 63 mph winds: \$100,000 regional damage

10/30/2017: 40-50 mph winds: \$200,000 regional damage

5/18/2017: 59 mph winds: \$10,000 local damage

5/5/2017: 50-65 mph winds: \$525,000 regional damage

2/29/2016: 35-45 mph winds: \$20,000 regional damage

10/28/2015: 40 mph winds: \$50,000 regional damage

10/7/2013: 43-47 mph winds: \$15,000 regional damage

1/20/2013: 40-50 mph winds: \$25,000 regional damage

12/21/2012: 61 mph winds: \$100,000 regional damage

10/29/2012: 50 mph winds: \$40,000 regional damage

9/8/2012: 60 mph winds: \$50,000 local damage

8/28/2011: DR4022 48 mph winds: \$100,000 regional damage

4/16/2011: 50 mph winds: \$20,000 regional damage

4/15-16/2007: DR1698 "Nor'icane, with 3" snow and rain & 60-80 mph winds: \$22,675 local damage; \$4.5 mil regional damage



Invasive Species

These are typically introduced to non-native ecosystems by human activity, both intentional and accidental. Not every non-native species is invasive; the organism must be capable of causing harm to the environment, the economy, or human health. The exact nature of these harms varies by species, but commonalities include changes in native species composition, disruptions of natural ecosystem functions, and millions of dollars spent annually on control and prevention measures.

Although many aquatic and terrestrial invasives currently inhabit Vermont, forest pests are most relevant because of their impacts on local trees. Examples include Asian long-horned beetle, oak wilt, and spotted lanternfly. Given the available data, this Plan examines the impacts of the emerald ash borer (*Agrilus planipennis*), an exotic beetle.

Emerald ash borer (EAB) is well established in Rutland County and was first detected in West Rutland in October 2020. As of August 2026, the VT Department of Forests, Parks, & Rec. has confirmed an EAB sighting in Shrewsbury. Every municipality bordering Shrewsbury also has confirmed detections, except Mount Holly.

EAB larvae burrow through the inner layer of the ash tree's bark, impeding the tree's ability to conduct water and nutrients throughout the tree. Lacking sufficient water and nutrients, healthy ash trees can die within 1-4 years of exhibiting the first signs of invasion.



Those removing an infested tree face the greatest risk of injury. Once infested, the tree becomes brittle, significantly increasing the risk and complexity of its removal. Injury is most likely to occur if the infested tree falls directly on a property or a densely wooded road.



Infested trees along roads become hazards as they die, pulling down power lines or falling into the roadway. During high-precipitation events, they also contribute to riverine debris. The 2020 Shrewsbury ash tree roadside inventory indicates there are as many as 1,800 ash trees in the municipal road ROW, with 65% of these (nearly 1,200) posing a high risk of failure. Some of the highest numbers of ash trees are found along Upper Cold River Road (244), Mitchell Road (205), Eastham Road (191), Lottery Road (123) and Crown Point Road (121).



Because 5% of Vermont's trees are ash, the State's forest composition is vulnerable to this invasive species. While it is present in most Vermont counties, its population is low, and it has infested only a small percentage of the state's total ash trees. The location and number of ash trees at risk in Shrewsbury outside of the municipal road ROW are currently unknown.



EAB has serious financial implications for forest landowners and municipalities, including losses of productive timber and costs of removing ash trees along roadsides. Assigning financial losses specifically to Rutland County would be difficult, so this information is not included.



Photo Credit: State of Vermont Agency of Agriculture, Food, and Markets

Emerald Ash Borer Hazard History

Because invasive species often spread over a long period, identifying a hazard event involving them is difficult. FEMA also does not declare federal disasters for invasive species outbreaks.



Drought

This type of natural hazard is characterized by a period of below-average precipitation, leading to water shortages. It is typically a slow-onset natural hazard that can last months or years. Higher temperatures, water demands exceeding availability, low winter snowpack, and insufficient rainfall are all factors that can lead to a significant drought.

Drought is a natural part of the climate cycle and can occur anywhere, at any time. It is a complex phenomenon that is difficult to monitor and assess because it develops slowly and covers extensive areas. This is unique compared with other disasters that have rapid onsets and apparent destruction. Refer to the 2023 State Hazard Mitigation Plan for a complete discussion of how drought differs from other natural hazards and of extreme heat trends in Vermont.

The USDA rates droughts from D0-D4, depending on the severity of the drought, the amount of time it will take for vegetation to return to normal levels, and the possible effects of the drought on the vegetation and water supply:

Table 6: USDA Drought Category Descriptions

Category	Description	Possible Impacts
D0	Abnormally dry	Short-term dryness slows crop and pasture planting and growth.
D1	Moderate Drought	Some damage to crops and pastures. Streams, reservoirs, or wells are low; some water shortages are developing or imminent. Voluntary water restrictions are requested.
D2	Severe Drought	Crop or pasture loss is likely. Water shortages are common; water restrictions are imposed.
D3	Extreme Drought	Major crop/pasture losses; widespread water shortages or restrictions.
D4	Exceptional Drought	Exceptional and widespread crop/pasture losses; shortages of water in reservoirs, streams, and wells, creating water emergencies.

For the purposes of this Plan, all moderate drought events (i.e., those in which any percentage of the cumulative land area is classified as D1 for at least four weeks) and above are included in this hazard profile. For a history of abnormally dry (D0) events in Rutland County, see the U.S. Drought Monitor.

From 2001 to 2010, Rutland County experienced a moderate drought from August 2001 to March 2002. Severe drought (D2) occurred over a small area ($\leq 1\%$) of the Region in November and December 2001.

From 2011 to 2020, Rutland County experienced periods of moderate drought from May to June 2015; June to August 2016; September 2016 to April 2017; June to September 2018; and June 2020 to December 2020. Severe drought occurred in the majority of the county from October to November 2016 (~63% of the cumulative land area) and in a small portion of the county in September–October 2020 (~5% of the cumulative land area).

From 2021 to June 2026, Rutland County experienced a moderate drought during the following periods: January to April 2021, July to September 2022, and November 2024 to March 2025. From September to October 2025, much of the County experienced at least a severe drought ($\geq 88\%$ cumulative land area), with extreme drought affecting 75% of the Region. Drought conditions improved from December 2025–May 2026, but over 50% of the cumulative land area remained abnormally dry.

*91% of survey respondents have experienced drought. Over the past 20 years, Rutland County has experienced several instances of moderate (D1) and severe (D2) drought. **Extreme drought (D3) made its first appearance in Rutland County since the 20th century in Sept 2025.***



Drought ranked #1 among the top three hazards likely to occur in the next five years. It can lead to low or dry water levels in drinking water wells that are fed by aquifers or underground springs.

In 2025, natural springs in Shrewsbury that provide water dried up for the first time in recent memory. In addition to the obvious effects on water quantity, water quality suffers due to increased concentrations of contaminants such as lead. In conjunction with extreme temperatures, drought can compromise food and nutrition and increase incidents of illness and disease.

Because drought is strongly correlated with extreme heat, there is overlap with the populations at higher risk- mainly the youth, the elderly, outdoor workers, expecting mothers, and those with pre-existing health conditions.



Structural impacts of drought are uncommon, making the risk to municipal buildings, facilities, infrastructure, or governmental functions low. If a drought is severe enough in its frequency, duration, and/or intensity, it may require constructing new community water supplies with improved storage capacity. However, this is unlikely in Shrewsbury, given that much of the Town resides on hills or higher elevations.

There are few ponds of substantial size to provide drinking water on a large scale, though this is not usually how residents obtain water. Residents are more likely to drill new, deeper wells on their properties if their current sources run dry, as seen in 2025.



The impacts of drought on the natural environment can be extensive. Primarily, water availability becomes severely constrained for both cultivated and wild plants and animals. During droughts, deciduous trees in Vermont have experienced leaf scorch, leaf yellowing, and early leaf color change, all indicators of poor leaf health.

As water levels in underground aquifers fall, the ground runs the risk of subsidence. Subsidence is the sinking of the ground, which can impact roads and buildings and can lead to the formation of sinkholes. Historic drought events suggest this is unlikely in Shrewsbury, especially given the prevalence of ledges and steep slopes in the Town.

Drought-like conditions can also increase the potential for brush fires. Brush fire probability depends on local weather conditions (lightning, drought, extreme heat); outdoor activities (camping, debris burning); and the amount of “fuel” present in the environment. Shrewsbury has not experienced a notable brush fire in recent years, but other municipalities in Rutland County have, including nearby Killington.



There may be situations in which water-intensive industries and agricultural production shift to other locations due to water scarcity. Other industries directly affected include energy, tourism, and fisheries. Generally speaking, the wide-ranging impacts of drought can consist of job losses, business failures, and lost investments. In Shrewsbury, where industry is minimal, the greatest threat is posed to farmers, particularly those focused on fruit and vegetable crops, flowers, and hay. Local water bodies used for recreation may also be affected by lower water levels and poor water quality.



Photo Credit: Glenn Russell, VT Digger

Drought Hazard History

These are the most recent significant events impacting Shrewsbury. This hazard history is limited to the past **20 years**, except for federal Rutland County Disaster Declarations, which are shown in **bold**. All damages are to property unless otherwise noted.

9/30/2025: USDA Disaster S6088 2025 Crop Year

September-October 2025: D2 drought in 88-100% of county; D3 drought in 75% of county

August 2025 – November 2025: D1 drought in 90-100% of county

November 2024 – March 2025: D1 drought in 15-50% of county

July-September 2022: D1 drought in 5-33% of county

11/25/2020: USDA Disaster S4887 2020 Crop Year

June 2020 – July 2021: Multiple periods of D1 drought in county; D1 drought in 100% of county in Jul-Aug 2020 and Mar-Apr 2021; D2 drought in 5% of county in Sept-Oct 2020

June - September 2018: D1 drought in 40-100% of county

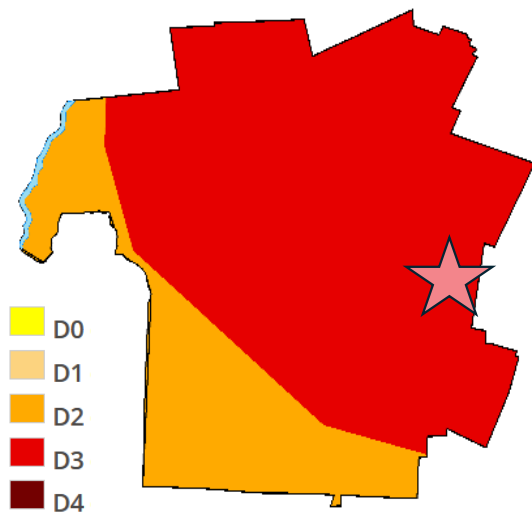
February – April 2017: D1 drought in 5-20% of county

September 2016 – February 2017: D1 drought in 97%-100% of county; D2 drought in 65% of county from Oct-Nov 2016

June – August 2016: D1 drought in 5-15% of county

9/9/2015: USDA Disaster S3887 2015 Crop Year

May-June 2015: D1 drought in 5-50% of county



Shrewsbury is marked with a star on this USDA Drought Monitor Map for Rutland County, dated October 7, 2025

Survey Respondents Said....

Natural hazard impacts they are most concerned about:

- #1 Damage or loss of roads, bridges, public utilities
- #2 Loss of life or injuries, especially among vulnerable populations
- #3 Loss or damage to agricultural operations

Vulnerability Summary



Floods

Vulnerable Assets people (especially at-risk populations (the elderly, the youth, the disabled), those living in sub-standard housing, and outdoor workers) residential dwellings; mobile and seasonal homes; campground; library; sugar houses; commercial garage; commercial construction; greenhouse/plant nursery; restaurant; retail; other local businesses; utility pole with phone; highway infrastructure; rivers & streams; crops/agricultural products

Location *Inundation Flooding:* along Mill River and Freeman Brook; VT-103; portions of Spring Lake Rd & Town Hill Rd; junction of Eastham Rd, Hinckley Rd, & Russellville Rd

Flash Flooding: Adams Rd; Bailey Rd; Clement Shelter Rd; Cold River Rd; Upper Cold River Rd; Crown Point Rd; Frank Lord Rd; Gaynor Rd; Gilman Rd; Keiffer Rd; Lincoln Hill Rd; Mitchell Rd; North Branch Rd; Russellville Rd; Spring Lake Rd; Tabor Rd; Town Hill Rd; Wallace Rd; Wilmouth Hill Rd; VT-103

Fluvial Erosion: Mill River; Cold River; Freeman Brook; Gould Brook; Russell Brook; Sargent Brook

Extent ±5" rain; 150 cubic feet of soil lost

Past Occurrence \$3.8 mil local property damage; \$55 mil regional property damage

Future Probability Highly likely, >75% probability in a year

Outlook Poses ongoing risks to existing and future assets without targeted mitigation measures



Extreme Cold, Snow, and Ice

Vulnerable Assets people (especially at-risk populations, those living in sub-standard housing, and outdoor workers); highway infrastructure; power lines; telecommunications systems; trees; cars; building plumbing and service lines; local businesses, especially sugar houses

Location Townwide; snow drifts on Bailey Rd, Coldham Rd, Russellville Rd; Upper Cold River Rd

Extent 15-20+ days below zero; windchills down to -45 below zero; up to 30" snow; up to ¾" ice

Past Occurrence \$5,350 local property damage; \$300,000 regional property damage; \$1.02 mil regional crop damage

Future Probability Highly likely, >75% probability in a year

Outlook Poses ongoing risks to existing and future assets without targeted mitigation measures



Strong Wind

Vulnerable Assets people (especially at-risk populations, those living in sub-standard housing, and outdoor workers); Fire Dept; Town Garage; Town Office; Shrewsbury Mountain School; roads; power lines; telecommunications systems; trees; local businesses

Location Town-wide, especially the western side of the Green Mountains

Extent 60-80 mph winds

Past Occurrence \$50,000 local property damage; \$4.5 mil regional property damage

Future Probability Highly likely, >75% probability in a year

Outlook Poses ongoing risks to existing and future assets without targeted mitigation measures

(Continued on next page)

Vulnerability Summary, Continued



Invasive Species (EAB)

Vulnerable Assets people; roads; power lines; telecommunications systems; trees; Coolidge State Forest; Jim Jeffords State Forest

Location *Municipal Road ROW:* Adams Rd; Bailey Rd; Button Hill Rd; CCC Rd; Cold River Rd; Copperas Hill Rd; Crown Point Rd; Eastham Rd; Frank Lord Rd; Freeman Brook Rd; Gilman Rd; Hinkley Rd; Jesser Rd; Keiffer Rd; Kister Rd; Lincoln Hill Rd; Lottery Rd; Mitchell Road; Mountain School Rd; Northam Rd; Old Plymouth Rd; Robinson Rd; Russellville Rd; Sanderson Rd; Shunpike Rd; Smith Ln; Spring Lake Rd; Tabor Rd; Tin Shanty Rd; TH 48; Town Hill Rd; Upper Cold River Rd; Violet Page Rd; Wilmouth Hill Rd

Extent Unknown

Past Occurrence Past occurrence data is unavailable

Future Probability Highly likely, >75% probability in a year

Outlook Poses ongoing risks to existing and future assets without targeted mitigation measures



Drought

Vulnerable Assets people (especially at-risk populations and outdoor workers); rivers and streams; ponds and springs; trees; drilled wells; crops/agricultural products

Location Townwide

Extent D1 drought in 90%-100% of county for several months; D2 drought in 65% of county for two months; D3 drought in 75% of county for one month

Past Occurrence Past occurrence data is unavailable

Future Probability Likely, 10-75% probability in a year

Outlook Poses ongoing risks to existing and future assets without targeted mitigation measures



The Hazard Identification and Risk Assessment is the foundation for the Mitigation Strategy.

6 HAZARD MITIGATION STRATEGY

The highest-risk natural hazards and vulnerabilities identified in the previous section of this Plan directly inform the hazard mitigation strategy, which is the core of the mitigation plan. The mitigation strategy has four main components: goals, community capabilities, action evaluation, and an action plan with the most appropriate activities for the Town to undertake to reduce future risk from potential hazards.



Mitigation Goal

Mitigation investments will ultimately benefit:

- People, homes, and neighborhoods
- The local economy
- Cultural and historic resources
- Ecosystems and natural resources
- Community Lifelines such as transportation, energy, and communications

The community's mitigation goal, which was supported by all three survey respondents, is to **increase Shrewsbury's resilience to natural hazards by advancing mitigation investments.** These investments will ultimately reduce or avoid long-term risks to the assets listed to the left. See results in **Appendix C** for which assets engagement respondents thought were most important to protect against potential future extreme weather impacts.

Community Lifelines

Community Lifelines enable the continuous operation of critical government and business functions and are essential to human health and safety or economic security. The goal of the lifeline concept is to focus response efforts on stabilizing or re-establishing these most fundamental services during and after a disaster. Mitigating lifelines should reduce cascading impacts across government and business functions and lessen system-wide damage. Community Lifelines are organized into eight categories:

							
Law Enforcement	Food	Medical Care	Power Grid	Infrastructure	Highway/Road	HAZMAT Facilities	Drinking Water
Fire Service	Water	Public Health	Fuel	Responder Communication	Mass Transit	Pollutants & Contaminants	Wastewater
Search & Rescue	Shelter	Patient Movement		Alerts, Warnings, & Messages	Railway		
Government Service	Agriculture	Medical Supply Chain		Finance	Maritime		
Community Safety		Fatality Management		911 & Dispatch	Aviation		

Community Capabilities

Each community has unique capabilities, including authorities, programs, staff, funding, and other resources available to mitigate and reduce long-term vulnerability. Shrewsbury's mitigation capabilities that reduce hazard impacts or that could be used to implement hazard mitigation activities are listed below.

Administrative & Technical

This capability refers to the Town's staff, their skills, and the tools they can use for mitigation planning and implementing actions. Municipal staff that can be used for mitigation planning and to implement specific mitigation actions include: a part-time Town Clerk, a part-time Treasurer, a part-time administrative assistant, a full-time Road Commissioner, and three (3) full-time highway department employees. In addition to paid staff, there is a 3-member Selectboard, a 5-member Planning Commission (currently with two vacancies), a 9-member Conservation Commission (currently with one vacancy), a 5-member Development Review Board, a Zoning Administrator, a Tree Warden, and a Fire Warden.

The Town does not have any local building codes.

Vermont has adopted statewide codes for commercial building fire safety and energy standards. The energy code also applies to residential buildings. Codes enforced by Vermont's Division of Fire Safety are the 2015 National Fire Protection Association (NFPA) 1 Fire Code; 2015 NFPA 101 Life Safety Code; the 2015 International Building Code (IBC); 2017 NFPA 70 National Electrical Code; 2021 International Code Council (ICC) International Plumbing Code; and the 2015 National Board Inspection Code from the National Board of Boiler and Pressure Vessel Inspectors.



The Shrewsbury Vol. Fire Dept building on Shunpike Rd

To augment local resources, the Town has formal fire and public works mutual aid agreements for emergency response. Technical support is available through the RRPC for land use planning, emergency management, transportation, GIS mapping, and grant writing. Technical support is available through the State ANR for floodplain bylaw administration and VTrans for hydraulic analyses.

Strengths: Excellent communication and coordination between the Shrewsbury Volunteer Fire Department and the Highway Department • Excellent communication and coordination between the Selectboard, EMD, the Road Commissioner, the Town Clerk, and the Town Treasurer • Staff are well-trained and have experience with hazards and mitigation • Established maintenance programs for cleaning culverts and roadside ditches as well as tree trimming within road ROW • Past success in securing grants for public infrastructure improvements • Excellent record-keeping systems for tracking highway maintenance work • Strong experience with damage documentation and record keeping systems following the July 2023 floods (DR4720) • Strong working relationships with neighboring communities to augment local resources • Strong levels of local participation - volunteers tend to be knowledgeable with significant experience

Areas for Improvement: Volunteers tend to be retired, and the Town needs to engage the next, younger generation in helping to run the Town better • Highway Department staff (besides the Road Commissioner) could benefit from training in online mapping and asset management resources – ANR Atlas, VTCulverts, MRGP REI Portal.

Planning & Regulatory

There are the plans, policies, codes, and ordinances that prevent and reduce the impacts of hazards. Examples of planning capabilities that can either enable or inhibit mitigation include land use plans, capital

improvement programs, transportation plans, stormwater management plans, disaster recovery and reconstruction plans, and emergency preparedness and response plans. Examples of regulatory capabilities include enforcing zoning ordinances, subdivision regulations, and building codes that govern how and where land is developed, and structures are built.

Town Plan (April 2019)

Description: A framework and guide for how future growth and development should proceed.

Relationship to Natural Hazard Mitigation Planning: Includes goals and policies related to flood resilience and land use.

Land Use Development Regulations (November 2022)

Description: Provides for orderly community growth promoting the health, safety, and general welfare of the community. In Shrewsbury, these include **Unified Zoning and Subdivision Regulations** and **Flood Hazard Area and River Corridor regulations**.

Relationship to Natural Hazard Mitigation Planning: Establish site plan review requirements and zoning districts, including **Flood Hazard Area and River Corridor Overlay Districts**, with specific standards for proposed development. Requirements are designed to prevent overdevelopment; to mitigate negative impacts to the natural and human environment; minimize effects to the historical and aesthetic character of the community; and ensure design and construction of development in flood and other hazard areas are accomplished in a manner that minimizes or eliminates the potential for flood loss or damage to life and property.

Road and Bridge Standards (February 2026)

Description: Provides minimum codes and standards for the construction, repair, and maintenance of town roads and bridges.

Relationship to Natural Hazard Mitigation Planning: Standards include management practices and are designed to ensure travel safety, minimize damage to road infrastructure during flood events, and enhance water quality protections.

Historic Bridge Preservation Easement (June 2013)

Description: Outlines municipal responsibilities in preserving and maintaining the Brown Covered Bridge (B34) in perpetuity.

Relationship to Natural Hazard Mitigation Planning: The specified tasks — such as clearing accumulated snow and removing debris from the drainage channel- help to ensure travel safety, reduce structural damage during hazard events, and safeguard an important historic community and national resource.

Road Stormwater Master Plan (December 2019)

Description: Prioritizes those infrastructure projects necessary to improve transportation network resiliency and water quality. Includes the **Road Erosion Inventory Report (2026)** and **Structures Inventory (2026)**.

Relationship to Natural Hazard Mitigation Planning: Improvements are designed to minimize or eliminate flood impacts on hydrologically connected road segments.

Stormwater Infrastructure Mapping Study (February 2020)

Description: Developed up-to-date municipal drainage system maps and established locations for BMP stormwater retrofit sites.

Relationship to Natural Hazard Mitigation Planning: Identifies several structural projects to improve the stormwater drainage system's capacity.

HISTORIC BRIDGE PRESERVATION EASEMENT AGREEMENT BETWEEN STATE OF VERMONT AGENCY OF TRANSPORTATION AND TOWN OF SHREWSBURY

Bridge No. 34 Town Highway No. 6

THIS AGREEMENT, made this 12 day of JUNE, 2013, by and between the Town of Shrewsbury, a municipal corporation created by and existing under the laws of the State of Vermont (MUNICIPALITY), and the State of Vermont, a sovereign state, acting through its Agency of Transportation (AGENCY).

WITNESSETH:

WHEREAS, MUNICIPALITY is the owner of Bridge No. 34 (Bridge) on Town Highway No. 6, which crosses the Cold River; and

WHEREAS, AGENCY, for the purpose of facilitating compliance with section 106 of the National Historic Preservation Act, as amended (now codified at 16 U.S.C. §470f), is authorized by 19 V.S.A. §1513 to enter into preservation easements with cooperating municipalities; and

WHEREAS, MUNICIPALITY and AGENCY jointly recognize the historical, cultural, and aesthetic value and significance of the Bridge, which is listed on or eligible for listing on the National Register of Historic Places; and

WHEREAS, MUNICIPALITY's grant to STATE of a preservation easement enveloping the Bridge will assist in preserving and maintaining the Bridge, its historic engineering and architectural features, its contribution to the state's rural landscape or, as applicable, urban setting, and its value and significance to the people of Vermont;

WHEREAS, The MUNICIPALITY and AGENCY have entered into a project agreement for the Bridge under Highway Project No.: **BHO 1443(49)** (Project);

NOW, THEREFORE, in consideration of the premises and the mutual covenants and agreements hereinafter set forth, the MUNICIPALITY and AGENCY hereby agree as follows:

Cover Page of the Brown Covered Bridge Preservation
Easement between the State and the Town of Shrewsbury

Town Road Emerald Ash Borer Inventory Survey (2020)

Description: Identifies the number of ash trees located in or near the municipal road ROW and categorizes them by diameter, risk level (based on tree defects and surrounding land uses), and proximity of overhead wires.

Relationship to Hazard Mitigation Planning: Provides the basis for a removal and remediation plan for ash trees that pose a significant risk to public health and safety due to the damage caused by Emerald Ash Borer

Local Emergency Management Plan (April 2026)

Description: Establishes lines of responsibility and procedures to be implemented during a disaster and identifies high-risk populations, hazard sites, and available resources.

Relationship to Natural Hazard Mitigation Planning: Includes actions to track events and response efforts, such as damage reports, to facilitate funding requests during recovery. This type of information can be essential to preparing hazard mitigation project applications for FEMA funding.

Emergency Management Ordinance (May 2006)

Description: Establishes a local coordinating agency for all activities to ensure the efficient and effective use of the Town's facilities to "combat attacks or other disasters."

Relationship to Natural Hazard Mitigation Planning: Outlines the emergency authority, duties, and responsibilities of the Emergency Management Director and all municipal employees, equipment, facilities, and departments related to emergency management to minimize damage, and protect and restore Community Lifelines and critical services.

Fire Department Insurance Services Office (ISO) Rating (2020)

Description: The Shrewsbury Volunteer Fire Department's ISO Rating is 9/10. This rating is a score from 1 to 10 that indicates how well-protected the community is by the local fire department.

Relationship to Natural Hazard Mitigation Planning: Everyone wants to keep family, home, and business safe from fires. The ISO rating is a measure of the effectiveness of a community's fire services.

Strengths: Many plans and standards have been adopted • Codes and standards, including existing Flood Hazard Area regulations, are adequately administered and enforced • Elements of Hazard Mitigation are included in other local plans • Highway Equipment inventory documentation and rotation tracking • Federal and State interest in maintenance of Brown Covered Bridge • Protecting river corridors from new encroachment (River Corridor Bylaws)

Areas for Improvement: Formalized capital planning for equipment replacement and infrastructure improvements • Expand LEMP to include procedures for extreme weather sheltering (e.g., Extreme Cold Weather Annex)

Financial

These capabilities are the resources that a community has access to or is eligible to use to fund mitigation actions. The Shrewsbury 2026 Town Highway **operating and capital budget** is \$1,955,945.00. The same is true of the 2026 Town General operating budget, which includes funds that come from grants and/or reserve funds. Shrewsbury residents also vote yearly on \$97,000 (2026 figure) to go towards reserve funds for the Town Office and Town Garage upkeep, as well as replacement funds for the Town Office and Town road equipment and records restoration. The Town has the ability to establish a line of credit for use during emergencies (e.g., culvert 3-8 temporary repair) and to fund mitigation actions if needed.

Strengths: Maximizes grant opportunities (FEMA, VTrans, other State funding programs) • Dedicated reserve funds and schedules for equipment replacement • Contingency funds to finance unexpected repairs • Tax revenues are sufficient for annual operation and maintenance needs

Areas for Improvement: Formal documentation of capital improvement planning and budgeting needs

Education and Outreach

Shrewsbury has several education and outreach opportunities that could be used to implement mitigation activities and communicate hazard-related information. Community organizations include the Shrewsbury Historical Society; Shrewsbury Mountain School; Mill River Unified Union School District; Shrewsbury Town Library; Shrewsbury Volunteer Fire Department; Shrewsbury Community Meeting House Trustees; Shrewsbury Community Church (including a local food shelf); Shrewsbury Outing Club; Pierce's Store Co-Op; Green Mountain Neighbors (age-in-place support group); Rutland County Solid Waste District; and the Rutland Natural Resources Conservation District. To communicate with the public, Shrewsbury also maintains various Facebook pages and websites (Town, Library, Historical Society), as well as the *Times of Shrewsbury*, a monthly community newsletter supported by dedicated staff.

Strengths: Multiple programs/organizations are already in place in the community • Monthly (except January) *Times of Shrewsbury* newsletter with dedicated staff • Active Town website and strong Facebook (Emergency Management, Historical Society, Library, etc.) presence

Areas for Improvement: None

National Flood Insurance Program Compliance

The Town joined the National Flood Insurance Program (NFIP) in 1978. The effective date of the current adopted Flood Insurance Rate Map (FIRM) and Rutland County Flood Insurance Study is August 28, 2008. The Shrewsbury Administrative Officer (i.e., the Zoning Administrator) enforces NFIP compliance through permit review requirements in the Town's Flood Hazard Area and River Corridor Regulations.

Shrewsbury's Flood Hazard Area regulations meet or exceed NFIP requirements. They set detailed minimum standards for development in FEMA Special Flood Hazard Areas and Floodway Areas. Additionally, the River Corridor Bylaws, adopted in November 2022, set detailed minimum State-approved standards for development in fluvial erosion hazard areas (i.e., the State-mapped River Corridor areas). See below for a summarized description of articles demonstrating NFIP and Vermont Agency of Natural Resources (ANR) compliance:

- Article III, Sections 301 and 302 establish the duties and responsibilities of the Administrative Officer and the Development Review Board.
- Article IV, Section 401 of the regulations requires any substantial improvement to any existing structure to receive conditional use approval from the Shrewsbury Development Review Board before the Administrative Officer may issue a permit.
- The Board reviews the standards outlined in:
 - Article VI, Section 402, which meets or exceeds NFIP requirements.
 - Article V, Section 502, which meets or exceeds State ANR requirements.
- Article III, Section 303 outlines procedures for submitting an application, referrals, permit validity, violation enforcement, hearings, decisions, and appeals.
- Article III, Section 304 outlines procedures for properly filing and maintaining records and administering Substantial Improvement and Substantial Damage (SI/SD) requirements in accordance with FEMA P-758 SI/SD Desk Reference, May 2010.
- Article VII defines SI/SD the same as found in 44 CFR Part 59; as noted in Federal code: "substantial improvement' includes structures which have incurred 'substantial damage', regardless of the actual repair work performed."

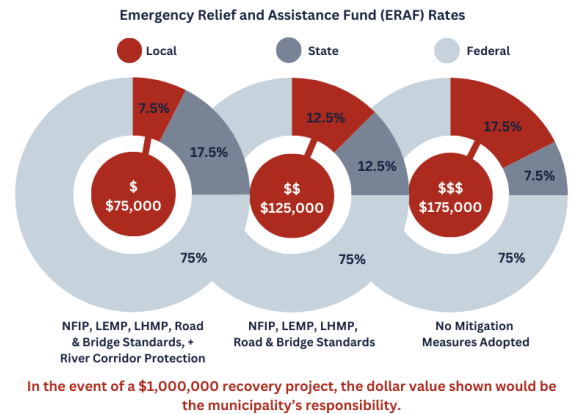
The Town discussed the following as possible actions to continue NFIP compliance:

- 1) Prepare, distribute, or make available NFIP insurance explanatory pamphlets or booklets at the Town Office.
- 2) Participate in NFIP training offered by the State and/or FEMA.
- 3) Work with the ANR Regional Floodplain Manager and the ANR Rivers Engineer to address the administration of the NFIP and Stream Alteration permits, respectively, following a major storm.

State Incentives for Flood Mitigation

Vermont's Emergency Relief Assistance Funding (ERAF) provides state funding to match FEMA Public Assistance after federally declared disasters. Eligible public costs are generally reimbursed by FEMA at 75%, with a default State match of 7.5%.

The State will increase its match to 12.5% funding for communities that 1) participate in the NFIP; 2) adopt current Town Road and Bridge Standards (refer to VTrans 2019 model standards); 3) have adopted a current Local Emergency Management Plan; AND 4) have adopted a current Local Hazard Mitigation Plan. The match is further increased to 17.5% for communities that also participate in FEMA's Community Rating System OR adopt a Fluvial Erosion Hazard or other river corridor protection bylaw that meets or exceeds the Vermont ANR model regulations.



As Shrewsbury already has River Corridor Bylaws in effect, the Town will regain its 17.5% ERAF rate upon adoption of the 2026 Local Hazard Mitigation Plan.

Mitigation Action Identification

The Hazard Mitigation Planning Team discussed the mitigation strategy, reviewed projects from the 2021 Plan, and identified possible new actions in the following categories for each of the highest-risk natural hazards identified in Section 5.



Local Plans & Regulations

These actions include government authorities, policies, and codes that influence how land and buildings are developed and built.



Structure & Infrastructure Projects

These actions involve modifying existing structures and infrastructure to protect them from a hazard or remove them from a hazard area. This applies to public or private structures as well as critical facilities.



Natural Systems Protection

These actions help minimize damage and losses and preserve or restore the functions of natural systems.



Outreach & Education Programs

These actions educate the public about hazards and mitigation. While less directly impactful than structural projects or regulation, they provide an important foundation. Increased awareness can lead to greater community support for direct actions.



Local Plans & Regulations Examples

Integrate Mitigation into Capital Improvement Programs: Incorporate risk assessment and hazard mitigation principles into capital planning.

Reduce Impacts to Roadways: The leading cause of death and injury during winter storms is automobile accidents, so it is important to plan for and maintain adequate road-clearing and debris-clearing capabilities.

Develop a Road Right-of-Way Vegetation Management Plan: Identify community priorities and plan of action for site-specific tree and roadside forest management to increase roadside resilience.

Improve Flood Resilience with a Flood Study: The aim of a flood study is to define existing flood behavior for a particular catchment, river, or creek. The study helps inform building, land use planning, community awareness, and disaster management.

Improve Stormwater Management Planning: Rain and snowmelt can cause flooding and erosion in developed areas. A community-wide stormwater management plan can address flooding caused by stormwater runoff.

Manage Development in Erosion Hazard Areas: The intent of River Corridor Bylaws is to allow for the wise use of property within river corridors that minimizes potential damage to existing structures and development from flood-related erosion.

Manage the Impacts of Drought: Limit the impacts of water scarcity by 1) defining strategies to monitor the progression of a drought through a Drought Contingency Plan, or 2) developing an ordinance to prioritize water use for emergency situations such as firefighting.



Structure & Infrastructure Project Examples

Protect Power Lines: Protect power lines by 1) inspecting and maintaining hazardous trees in the road right-of-way, and 2) burying power lines.

Protect Critical Roadways: Maintain accessibility of critical roadways by 1) using snow fences or living snow fences (e.g., rows of trees) to limit blowing and drifting of snow, and 2) improving sub-surface drainage under gravel roads to limit the impacts of mud season.

Retrofit Critical Facilities: Critical facilities can be protected from the impacts of high winds and winter storms by 1) retrofitting them to strengthen structural frames to withstand wind and snow loads; 2) anchoring roof-mounted mechanical equipment; and 3) installing back-up generators or quick-connect wiring for a portable generator.

Invest in Infrastructure to Expand Water Supplies: Improve water supply and delivery systems to ensure adequate water for fire suppression during droughts.

Remove Existing Structures from Flood Hazard Areas: FEMA policy encourages removing structures from flood-prone areas to minimize future flood losses.

Improve Stormwater Drainage Capacity: Minimize flooding and fluvial erosion by 1) increasing drainage/absorption capacities with green stormwater management practices; 2) increasing dimensions of undersized drainage culverts in flood-prone areas; 3) stabilizing outfalls with riprap and other slope stabilization techniques; and 4) re-establishing roadside ditches.

Conduct Regular Maintenance for Drainage Systems: Help drainage systems and flood control structures function properly with 1) routine cleaning and repair; 2) cleaning debris from support bracing underneath low-lying bridges; and 3) inspecting bridges and identifying if any repairs are needed to maintain integrity and prevent scour.

Protect Infrastructure and Critical Facilities: Minimize infrastructure losses and protect critical facilities from flooding by 1) elevating roads above base flood elevation to maintain dry access; 2) armoring streambanks near roadways to prevent washouts; and 3) floodproofing facilities.



Natural Systems Protection Examples

Protect and Restore Natural Flood Mitigation Features: Natural conditions can provide floodplain protection, riparian buffers, groundwater infiltration, and other ecosystem services that mitigate flooding. Preserving such functionality is not only important for the ecosystem but also for protecting public safety and infrastructure. Examples include 1) adding riparian buffers; 2) stabilizing stream banks; 3) removing berms; 4) minimizing impervious area development; 5) restoring floodplains; and 6) restoring incision areas.



Outreach & Education Program Examples

Educate Residents about Extreme Temperatures: The impacts of extreme temperatures (cold and hot) on public health can be lessened if residents know how to prepare and protect themselves.

Educate Residents about Flood Insurance: Flood insurance is available to anyone living in Shrewsbury as the municipality participates in the National Flood Insurance Program (NFIP). Residents can better protect their assets from flood damage if they are insured and know what steps to take to protect their homes when flooding is predicted.

Educate Residents about Invasive Species: Using apps such as iNaturalist, residents can play an active role in identifying and reporting sightings of invasive species and their impacts, particularly that of Emerald Ash Borer, to the relevant authorities.

Educate Residents on Drought-related Hazards and Water Saving Techniques: Increase awareness of drought-related hazards such as brush fire, diminished water quality and quantity. Encourage residents to take water-saving measures, such as 1) installing low-flow water-saving showerheads and toilets; 2) checking for leaks in plumbing or dripping faucets; and 3) installing rain-capturing devices for irrigation.

Mitigation Action Evaluation

As described in **Appendix C**, the Planning Team invited several subject matter experts with local knowledge to participate in a mitigation action evaluation workshop. For each mitigation action, workshop participants evaluated its potential benefits and/or likelihood of successful implementation. Actions were evaluated against a range of criteria, including a planning level assessment of whether the costs are reasonable compared to the probable benefits. Results of this evaluation are presented in **Table 7**.

Mitigation Action Plan for Implementation

After careful evaluation, the Planning Team agreed on a list of actions that support the mitigation goals of this Plan and are acceptable and practical for the community to implement. A community survey was then conducted to measure public response to the proposed mitigation goal and actions – see **Appendix C**.

For proposed actions, the Planning Team then: 1) assigned a responsible party to lead the completion of each action; 2) identified potential funding; 3) defined a timeframe for implementation; and 4) ranked each action's priority (first, second).

Actions were not selected for implementation if they lacked overall public support/political will, or if their costs were not reasonable compared to probable benefits.

Natural hazards pose a unique threat to the Town's frontline populations. Data has shown that underserved and marginalized populations tend to live in at-risk hazard-prone areas or in homes with substandard construction. The data also suggests that this segment of the community is less likely to fully recover after a disaster.³ When ranking an action's priority, those that directly benefit an at-risk population were ranked first priority.

Proposed actions also ranked first priority if they 1) represented routine activities critical to Shrewsbury's ability to limit the impacts of natural hazards, or 2) addressed an ongoing need that would provide significant benefit to the Town if pursued sooner rather than later. The action plan is presented in **Table 8**.

Table 7 Evaluation Criteria

Life Safety – Will the action be effective at protecting lives and preventing injuries?

Property Protection – Will the action be effective at eliminating or reducing damage to structures and infrastructure?

Technical – Is the action a long-term, technically feasible solution?

Political – Is there overall public support or political will for the action?

Administrative – Does the community have the administrative capacity to implement the action?

Other Community Objectives – Does the action advance other community objectives, such as capital improvements, economic development, benefit a vulnerable population, environmental quality, or open space preservation?

Rank each of the above criteria in Table 7 with a -1, 0, or 1 using the following table:

1 = Highly effective or feasible

0 = Neutral

-1 = Ineffective or not feasible

Estimated Cost – 1 = less than \$50,000; 2 = \$50,000 to \$100,000; 3 = more than \$100,000

C/B – Are the costs reasonable compared to the probable benefits? Yes or No

³ FEMA Hazard Mitigation Assistance Program and Policy Guide, March 23, 2023

Table 7: Mitigation Action Evaluation and Prioritization

Mitigation Action	Life Safety	Prop Protect	Tech	Political	Admin	Other Obj	Benefit Score	Est Cost	C/B
Local Plans & Regulations									
Recommended for Implementation									
Integrate Mitigation into Capital Improvement Programs and Planning*	1	1	1	1	1	1	6	1	Yes
Plan for and Maintain Adequate Road and Debris Clearing Capabilities	1	1	1	1	1	1	6	1	Yes
Plan for Road ROW Vegetation Management, Including an Ash Tree Remediation Strategy	1	1	1	1	1	1	6	1	Yes
Inspect Town Short-Structures and Review VTrans Bridge Inspection Reports for Town Long-Structures and Plan for Repairs	1	1	1	1	1	1	6	1	Yes
Update Road Erosion and Culvert Inventories	1	1	1	1	1	1	6	1	Yes
Improve Flood Resilience with a Flood Study	1	1	1	1	1	1	6	3	Yes
Improve Extreme Temperature Resilience with Cold Weather Response Plan	1	0	1	1	1	1	5	1	Yes
Update Personnel Policy to Recommend Vaccinations*	1	0	1	0	1	1	4	1	Yes
Not Recommended for Implementation									
Develop a Drought Contingency Plan	1	1	0	-1	0	1	2	1	No
	The State of Vermont assumes primary responsibility for monitoring water supplies and responding to potential water shortages. Combined with an anticipated lack of political will, the Planning Team did not select this mitigation action for implementation.								
Develop an Ordinance to Prioritize or Control Water Use	1	0	1	-1	1	1	3	1	No
	The Cuttingsville Fire District serves <10% of the Shrewsbury population, so the Planning Team believes the costs would not outweigh the benefits, in addition to an anticipated lack of political will.								
Improve Stormwater Management by Completing a Stormwater Master Plan	0	1	0	0	0	1	2	2	No
	Most of the Town is undeveloped or very lightly developed. There are no sizeable areas of contiguous impervious surface; natural conditions prevail within the predominantly forested watersheds of both the Cold River and Mill River, much of it owned by the State or Federal government. This includes the watersheds of adjacent towns that drain through Shrewsbury. Because of this, the stormwater runoff volumes and rates cannot be meaningfully controlled without the construction of flood control structures, which are unlikely to be permitted by the State. Therefore, the Planning Team did not select this mitigation action for implementation								
Adopt Local Building Codes for Structural Wind and Snow Loads	Not evaluated because the Town relies on statewide codes – see page 32 for additional information.								
Update Land Use Bylaws to Require New Development to Bury Power Lines	Not evaluated because the Shrewsbury Unified Zoning and Subdivision Regulations already stipulate the Development Review Board may require the underground installation of power and telephone lines.								
Adopt River Corridor Bylaws	Not evaluated because the Town adopted River Corridor Bylaws as part of its Unified Zoning and Subdivision Regulations in December 2022.								

Mitigation Action	Life Safety	Prop Protect	Tech	Political	Admin	Other Obj	Benefit Score	Est Cost	C/B
Structure & Infrastructure Projects									
Recommended for Implementation									
Protect Power Lines by Inspecting and Removing Hazard Trees in Road ROW	1	1	1	1	1	1	6	1	Yes
Routinely Clean and Repair Stormwater Infrastructure	1	1	1	1	1	1	6	1	Yes
Install/Re-establish Roadside Ditches	1	1	1	1	1	1	6	1	Yes
Increase Dimension of Drainage Culverts in Flood-Prone Areas	1	1	1	1	1	1	6	1	Yes
Floodproof Critical Facilities – Brown Bridge	1	1	1	1	0	1	5	2	Yes
Bury Power Lines*	1	1	1	1	0	1	5	2	Yes
Not Recommended for Implementation									
Use Snow Fence on Critical Roads Prone to Drifting	1	1	1	0	1	1	5	1	No
	The Planning Team does not recommend this action because too few locations are vulnerable to snow drifts to justify the costs.								
Invest in Infrastructure to Expand Water Supplies	1	1	0	-1	0	1	2	1	Yes
	The Planning Team does not recommend this action because of a lack of political will to maintain existing dry hydrant infrastructure, let alone expand it.								
Stabilize Critical Outfalls	1	1	1	0	1	1	5	3	Yes
	There are no known unstable outfalls, so this action was not recommended for implementation at this time. However, the Road Commissioner will monitor culvert outfalls for any change in condition.								
Remove Existing Structures from Flood-Prone Areas	1	1	1	-1	1	1	4	3	No
Elevate Roads Above Base Flood Elevation to Maintain Dry Access	1	1	1	-1	0	0	2	3	No
Install Battery Storage, Back-up Generators, or Quick Connect Wiring at Critical Facilities	Not evaluated because all critical facilities have been equipped with back-up power.								
Retrofit Critical Facilities to Current Structural Wind and Snow Loads	Not evaluated because there are no critical facilities that require retrofitting.								
Anchor Roof-Mounted Mechanical Equipment on Critical Facilities	Not evaluated because there are no critical facilities with roof-mounted mechanical equipment.								
Insulate Shallow Buried Utility Mains/Services	Not evaluated because the only utility mains in Shrewsbury are the public water lines in the Cuttingsville Fire District, which are already dug several feet deep. Given this, the Planning Team does not believe insulating these lines is a practical or cost-effective action.								
Increase Drainage/Absorption Capacities with Green Stormwater Management Practices	See the rationale for “Improve Stormwater Management by Completing a Stormwater Master Plan” on the previous page.								
Routinely Clear Debris from Support Bracing Underneath Low-lying Bridges	Not evaluated because there are no low-lying bridges in Shrewsbury.								

Mitigation Action	Life Safety	Prop Protect	Tech	Political	Admin	Other Obj	Benefit Score	Est Cost	C/B
Natural Systems Protection									
Recommended for Implementation									
Establish Vegetative Buffers in Riparian Areas	1	1	1	1	1	1	6	1	Yes
Stabilize Stream Banks	1	1	1	1	1	0	5	3	Yes
Remove Berms from Stream to Restore Flood Capacity	1	1	1	1	0	1	5	3	Yes
Restore Access to Floodplain	1	1	1	1	1	0	5	3	Yes
Restore Incision Areas	1	1	1	1	0	1	5	3	Yes
Not Recommended for Implementation									
Remove Remaining Dams Posing Downstream Risks to Infrastructure	1	1	1	-1	0	1	5	3	No
An earthen dam is located upstream of Eastham and Mount Holly Roads but is not currently listed in the Vermont Dam Inventory. The Town believes this structure may have contributed to the recent failure of culvert 3-8. The Rutland NRCDC has indicated that there is no current landowner support for removing the dam. In addition, the project would require a major culvert replacement and road reconstruction, potentially making the total costs greater than the benefits. For these reasons, implementation of this action is not recommended.									
Outreach & Education Programs									
Recommended for Implementation									
How to Prepare for Extreme Cold Temperatures	1	1	1	1	1	1	6	1	Yes
Educate Residents on How to Identify and Report Invasive Species	1	1	1	1	1	1	6	1	Yes
Educate Residents on Drought-related Hazards and Water Saving Techniques	1	1	1	1	1	1	6	1	Yes
Infectious Disease Awareness and Prevention*	1	0	1	1	1	1	5	1	Yes
Keep the Ditches Clean/National Flood Insurance Program (NFIP) Campaign	0	1	1	0	1	1	4	1	Yes

*These actions are not included in Table 8 but rather are listed as examples of how the actions in this Plan will be incorporated into other plans and procedures – see page 49.

Navigating the Mitigation Action Plan

Mitigation Action Description: Explains the action's relevance to Shrewsbury and whether it was previously listed in the 2021 Plan or another plan with ties to hazard mitigation.

Addressed Hazard: Indicates the type of highest risk hazard the action addresses.

Type of Project: Indicates the project type category to which the action belongs (see page 36).

Community Lifelines Targeted: Indicates which critical government and business functions responsible for preserving human health and safety or economic security will benefit from this action (see page 31).

Area of Impact: Indicates the location where the action will be implemented and the spatial extent of the action's outcomes. "Town-wide" is used for actions that apply throughout the municipality.

Lead Party: Identifies who is responsible for administering each action.

Funding Sources: Identifies a potential funding source to implement the action. Where the funding source is "not applicable", work is completed by town officials who volunteer their time.

Partnerships: Lists individuals, agencies, or resources that may be able to help identify funding sources, complete grant applications, and/or implement the action.

Project Timeframe: Provides the expected schedule for completion based on available time and resources.

Prioritization: Indicates the relative importance of each action based on a set of criteria (see page 39).

Table 8: Mitigation Action Plan

Plan for and Maintain Adequate Road and Debris Clearing Capabilities: A leading cause of death and injury during winter storms is automobile accidents, so it is important to plan for and maintain adequate road and debris-clearing capabilities. This includes capital planning and annual funding to support the facilities (highway garage and equipment) and an appropriate number of staff and/or contracted services needed to maintain the transportation network in Shrewsbury.

Project Type  Local Plans & Regulations	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards   Extreme Cold, Snow, and Ice (primary) Strong Wind
Area of Impact Town-wide (road network)	Lead Party Selectboard	Funding Sources Town Highway Budget
Partnerships Road Commissioner	Project Timeframe December, annually	Prioritization First

Update Road Erosion and Culvert Inventories: These inventories, both recently completed in 2026, serve as the basis for asset management. Inventories should be kept up to date annually, with a full reassessment every 5 years.

Project Type  Local Plans & Regulations	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact Town-wide (road network, culverts)	Lead Party Road Commissioner	Funding Sources VTrans Grant Programs⁴
Partnerships RRPC; ANR Municipal Roads	Project Timeframe REI: 2031 construction season Culverts: 2031 construction season	Prioritization First

⁴ See the Vermont Agency of Transportation's "Show Me the Money" Guidance for a complete list of potential funding sources.

Plan for Bridge Repairs: The Town will inspect short structures and review long-structure VTrans inspection reports (completed once every two years) to support VTrans in planning flood-related bridge repairs, such as scour and channel maintenance, as needed, based on inspection results.

Project Type  Local Plans & Regulations	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact 22 short structures; see 2026 structures inventory for a complete list 10 long structures: B7, B15, B23, B27, B30, B32, B33, B34, B50, B51 Partnerships VTrans District 3	Lead Party Road Commissioner Project Timeframe Short structures: June, annually Town-owned long structures: 2026, 2028, 2030 construction seasons State-owned long structures: 2027, 2029, 2031 construction seasons	Funding Sources VTrans Grant Programs⁴ Prioritization First

Road ROW Vegetation Management Plan: Hazard trees in the road ROW can contribute to power and communication outages as well as debris in the roadway during winter storms and wind events. This hazard is exacerbated by the possibility of Emerald Ash Borer infestation and even more so by a growing number of dead and dying maple and elm trees in Shrewsbury. To increase roadside resilience, the Town will develop a plan to 1) identify community priorities and 2) define a plan of action for site-specific tree and roadside forest management. This will include assessing the scope of impact from EAB and prioritizing ash and other tree species for treatment and/or removal.

Project Type  Local Plans & Regulations	Community Lifelines Targeted    Energy (primary); Communications; Transportation	Addressed Hazards    Extreme Cold, Snow, & Ice (primary); Strong Wind; Invasive Species
Area of Impact Town-wide (road network) Partnerships Tree Warden; VT Urban & Community Forestry; VT Department of Forests, Parks, & Rec	Lead Party Road Commissioner Project Timeframe 2028 construction season	Funding Sources Communities Caring for Canopies Grant Prioritization First

Flood Study: A flood study is a technical investigation of flood behavior for a river. The aim is to define existing flood behavior, including depths, extents, and velocities. This information can help inform building, land use planning, community awareness, and disaster management. The Town has targeted the following tributaries for comprehensive study.⁵

Project Type  Local Plans & Regulations	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact Sargent Brook	Lead Party Selectboard	Funding Sources Congressionally Directed Spending, FEMA Hazard Mitigation Grant Program
Partnerships Planning Commission; Rutland RPC; watershed consultant; Towns of Clarendon and Wallingford	Project Timeframe Modeling: By 2031 construction season	Prioritization First

Improve Extreme Temperature Resilience with Cold Weather Response LEMP Annex: To supplement the Town's sheltering plan outlined in the local emergency management plan, the Town will prepare an annex focused on sheltering procedures for extreme cold to better support extreme temperature resilience in the community.

Project Type  Local Plans & Regulations	Community Lifelines Targeted  Safety & Security	Addressed Hazards  Extreme Cold, Snow, and Ice
Area of Impact Town-wide	Lead Party Emergency Management Coordinator & Shrewsbury Administrative Assistant	Funding Sources Not applicable
Partnerships RRPC, VT Dept. of Health	Project Timeframe Develop: Fall 2026/Winter 2027 Adopt with LEMP: April 2027	Prioritization Second

Remove Hazard Trees in Road ROW: Shrewsbury will remove hazard trees within their road ROW and/or request removal by Green Mountain Power if also within the power line ROW, in accordance with their Road ROW Vegetation Management Plan.

Project Type  Structures & Infrastructure	Community Lifelines Targeted    Energy (primary); Communications; Transportation	Addressed Hazards    Extreme Cold, Snow, & Ice (primary); Strong Wind; Invasive Species
Area of Impact Town-wide (road network)	Lead Party Road Commissioner	Funding Sources Rural Roadside Ash Tree Removal Grant; Town Highway Budget
Partnerships Tree Warden; Green Mountain Power	Project Timeframe See Road ROW Vegetation Management Plan	Prioritization First

⁵ The DEC River Scientist for Southwest Vermont has expressed the belief that, because the Mill and Cold Rivers lack clear opportunities for restoration or mitigation pilot projects, updating the River Corridor Plans for both rivers would be more appropriate than conducting a flood study. In addition, Rutland NRCD recently received funding to update the Cold River Plan. The flood study action may still be appropriate for Sargent's Brook, a Cold River tributary, and is therefore included in this Plan.

Routinely Clean and Repair Stormwater Infrastructure: Regular maintenance is one of the most effective ways to mitigate flood impacts. The Highway Department will clean and repair catch basins, ditches, and culverts according to its maintenance schedule and the Municipal Roads General Permit (MRGP).

Project Type  Structures & Infrastructure	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact Town-wide (road network, ditches, culverts) Partnerships ANR Stormwater program	Lead Party Road Commissioner Project Timeframe See Highway Department's maintenance schedule, MRGP	Funding Sources Town Highway Budget Prioritization First

Install/Re-work Roadside Ditches: Properly installed and stabilized roadside ditches are critical to protect the integrity of the road. As of August 2026, Shrewsbury has 10 road segments (1 segment = 328 ft) with ditches that must be improved to current municipal road standards. Of these, two are ranked as very high priority, five as high priority, and three as moderate priority by the MRGP database. The roads identified as priorities in the 2021 Plan remain priorities because they were either incomplete or, despite completion, remain vulnerable due to existing grade and slope conditions.

Project Type  Structures & Infrastructure	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact 1. Upper Cold River Rd 2. Adams Rd 3. Keiffer Rd 4. Spring Lake Rd 5. Lottery Rd 6. See MRGP Road Erosion Inventory for non-compliant road segments Partnerships ANR Municipal Roads Program	Lead Party Road Commissioner Project Timeframe See MRGP Improvement Schedule	Funding Sources VTrans Grant Programs⁴ Prioritization First

Adequately Size Culverts in Flood-Prone Areas: Undersized culverts can lead to road washouts and floods. As recently as June 2026, Shrewsbury experienced a culvert failure near the intersection of Eastham and Mount Holly Roads due to a heavy rain event and authorized an emergency, temporary repair (see area of impact 1 below). The Town identified the following additional locations where upsized culverts are needed. This action remains as a high priority from the 2021 Plan.

Project Type  Structures & Infrastructure	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact 1. Eastham Rd (C3-8) 2. Russellville Rd (B25) 3. Copperas Hill Rd (C42-2) 4. Upper Cold River Rd (C 6-18, aka Sargent Brook culvert) 5. Lincoln Hill Rd (C 4-13, aka Smith Brook bridge) 6. Northam Rd (C2-43, aka Johnson Pond culvert; Culvert “X”, located SW of Town Garage; C 2-51; and C2-28) 7. Crown Point Rd (C28-1) 8. See Culvert and MRGP Road Erosion Inventories for non-compliant culverts Partnerships ANR Municipal Roads Program; ANR River Engineer; Rutland NRCD VTrans District 3	Lead Party Road Commissioner Project Timeframe 1. 2031 construction season 2. 2030 construction season 3. 2026 construction season 4. 2026 construction season 5. 2031 construction season 6. 2031 construction season, as funding allows 7. 2031 construction season 8. See MRGP	Funding Sources Annual appropriation (Town highway budget); VTrans Grant Programs⁴; FEMA/VEM Hazard Mitigation; Ducks Unlimited; NE Forests & Rivers Fund Prioritization First

Floodproof the Brown Covered Bridge: The Brown Covered Bridge is a historic and cultural resources as well as a transportation asset in Shrewsbury. It is suspected that this structure remains vulnerable to flooding following the fortification of both approaches after Tropical Storm Irene. Shrewsbury will investigate to determine if this is the case and, if so, how to floodproof the approach(es) of concern. This action was listed in the 2021 Plan and remains a priority.

Project Type  Structures & Infrastructure	Community Lifelines Targeted   Transportation (primary) Safety & Security	Addressed Hazards  Floods
Area of Impact Cold River Road (B34) Partnerships VTrans District 3	Lead Party Road Commissioner Project Timeframe Initiate scoping study: 2028 construction season Deliver final decision to Selectboard: December 2029	Funding Sources VTrans Grant Programs⁴; FEMA/VEM Hazard Mitigation; annual appropriation Prioritization Second

Stabilize Stream Bank: An eroding section of stream bank along the Cold River is encroaching on a portion of Cold River Road. Shrewsbury will work with project partners to explore options to stabilize the stream bank.

Project Type  Natural Systems Protection Area of Impact Near 5290 Cold River Road (±1,800 ft segment) Partnerships Selectboard, ANR Rivers Engineer; UVM Geological Survey Team	Community Lifelines Targeted   Transportation (primary) Safety & Security Lead Party Road Commissioner Project Timeframe Scoping: 2027 construction season Completed Design: 2030 construction season Implementation: 2031 construction season	Addressed Hazards  Floods Funding Sources Town Highway Budget (scoping study only), FEMA/VEM Hazard Mitigation, VTrans Grant Programs⁴ Prioritization First
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Establish Buffers in Riparian Areas, Remove Berms and/or Accumulated Debris, Restore Floodplain Access, and Restore Incision Areas: The 2013 Cold River Corridor Plan identified an area at Sargent Brook that would benefit from combining these actions into a single project. Some additional areas for vegetative buffer plantings and restoring incision areas have also been identified. These actions were listed in the 2021 Shrewsbury Local Hazard Mitigation Plan and remain a priority.

Project Type  Natural Systems Protection Area of Impact 1. Sargent Brook confluence 2. Tributary near Town Hill Rd 3. See 2009 Mill River and 2013 Cold River Corridor Plans Partnerships Rutland NRCD, private landowners	Community Lifelines Targeted   Safety & Security (primary) Transportation Lead Party Selectboard Project Timeframe Implementation is pending funding, which is currently unavailable. Rutland NRCD will continue to investigate potential funding sources.	Addressed Hazards  Floods Funding Sources Otter Creek Clean Water Service Provider, Trees for Streams Prioritization First
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Educate the Public about All Hazards: Shrewsbury will undertake education and awareness efforts by publishing information on Facebook and in the *Times of Shrewsbury* on 1) preparing for severe winter-related hazards; 2) the importance of keeping roadside ditches and culverts clear of yard waste and other debris; 3) the availability of flood insurance through the NFIP and how to prepare for/recover from a flood event; 4) identifying and reporting invasive species such as EAB; 5) implementing water-saving measures during times of drought and 6) controlling the spread of infectious diseases.

Project Type  Outreach & Education Area of Impact Town-wide Partnerships Emergency Management Director; Town Tree Warden; Shrewsbury Volunteer Fire Department; Shrewsbury Conservation Commission; <i>Times of Shrewsbury</i> staff; Shrewsbury Mountain School; VT Department of Health; VT Agency of Natural Resources; VT Urban & Community Forestry; ready.gov toolkits; floodsmart.gov toolkits, vtinvasives.org	Community Lifelines Targeted   Public Health (primary) Safety & Security Lead Party Emergency Management Coordinator & Shrewsbury Administrative Assistant Project Timeframe Fall-winter: Extreme Cold, Infectious Disease Spring-summer: Invasive Species, Flooding Summer-fall: Drought <i>*These are suggested timeframes. If an emerging hazard occurs at a different time of year, conducting the relevant outreach and education is encouraged.</i>	Addressed Hazards  All Hazards Funding Sources Not applicable Prioritization Second
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Section 406 – Public Assistance Program

Section 406 mitigation measures are funded under the FEMA Public Assistance Program. 406 funding provides discretionary authority to fund mitigation measures in conjunction with the repair of disaster-damaged facilities, so is limited to declared counties and eligible damaged facilities. Section 406 is applied on the parts of the facility that were damaged by the disaster and the mitigation measures directly reduce the potential of future, similar disaster damages to the facility.

Shrewsbury will make every effort to maximize use of future Public Assistance Section 406 Mitigation opportunities when available during federally declared disasters.

Integrating Into Existing Plans and Procedures

For Shrewsbury to succeed in reducing long-term risk to natural hazards, the goals, vulnerability information, and mitigation actions in this Plan will be integrated throughout government operations. When activities are connected, they not only reduce risk and increase resilience but also accomplish other objectives such as environmental protection, economic development, financial stability, and land use planning.

The Town can achieve integration into existing plans and procedures to support risk-informed community planning in the following ways:

- Funding for mitigation actions can be prioritized in capital planning for facilities and equipment and in the annual operating budget process. This action is from the 2021 LHMP and remains a priority.
- To support workplace health and safety for employees, the Town's personnel policy may be updated to recommend vaccinations for municipal employees.
- The "Bury Powerlines" action for strong wind and extreme cold/snow/ice can be implemented under Green Mountain Power's "Zero Outages by 2030" initiative, which has already resulted in buried powerlines in some areas of the Town of Shrewsbury. The Development Review Board will ensure compliance with this provision as it is outlined in the existing Unified Zoning and Subdivision Regulations.
- The mitigation goal and risk information can inform the response and recovery procedures outlined in the Local Emergency Management Plan, especially by developing an Extreme Cold Response annex.
- The mitigation goal and risk information can help inform the ongoing update of the Town Plan, particularly its flood resilience and land use policies and actions. These policies and actions support the goal of mitigating flood and fluvial erosion risks to public safety, critical infrastructure, historic structures, and municipal investments.
- The mitigation goal and risk information can help inform the review and revamping of the 2006 Emergency Management Ordinance,.
- Flood-related mitigation actions, especially those related to natural systems protection, can be implemented in partnership with the Rutland Natural Resources Conservation District and the Vermont Natural Resources Council. The Town has a solid working relationship with these organizations given many recent dam removals and culvert upsizings in Shrewsbury and will continue to sustain this momentum as time and funding allow.
- Flood-related mitigation actions to increase road resiliency can be implemented under the Municipal Road General Permit to control stormwater discharges from town roads.
- The mitigation goal and risk information can be integrated into the joint mission of the Rutland Regional Disaster Cooperative (RRDC) and the Rutland Regional Emergency Management Committee (REMC). This county-wide initiative is currently being developed through a joint effort by the RRPC and Vermont Department of Health and is supported by funding from the Vermont Land Access & Opportunity Board. The "sub-region" model being developed with input from municipalities and Whole Community sectors, will coordinate knowledge and resources to help those affected by natural hazards. By strengthening coordination and resource sharing, RRDC may play a crucial role in bolstering Rutland County municipalities' administrative, outreach, and education capabilities.

7 PLAN MAINTENANCE

This Plan is dynamic. To ensure it remains current and relevant, it should be evaluated and monitored annually and updated every five years, in accordance with FEMA guidelines in effect at the time.

Annual Evaluation and Monitoring

Within 12 months of FEMA Final Approval, the Plan will be evaluated and monitored annually as follows:



- 1** During the annual Local Emergency Management Plan update period (March to June), the Emergency Management Coordinator (EMC) and Selectboard Chair will evaluate the effectiveness of the Plan in meeting the stated goals. Things to consider during this evaluation:
 - What disasters has the town (or region) experienced?
 - Should the list of highest risk natural hazard impacts be modified?
 - Are new data sources, maps, plans, or reports available? If so, what have they revealed, and should the information be incorporated into this plan?
 - Has development in the region occurred and could it create or reduce risk?
 - Has the town adopted new policies or regulations that could be incorporated into this plan?
 - Have elements of this plan been incorporated into new plans, reports, policies, or regulations?
 - Are there different or additional community capabilities available for mitigation implementation?
- 2** Next, the EMC and Selectboard Chair will monitor mitigation action progress. Things to consider:
 - Is the mitigation strategy being implemented as anticipated?
 - Were the cost and timeline estimates accurate?
 - Should new mitigation actions be added?
 - Should proposed actions be revised or removed?
 - Are there new funding sources to consider?

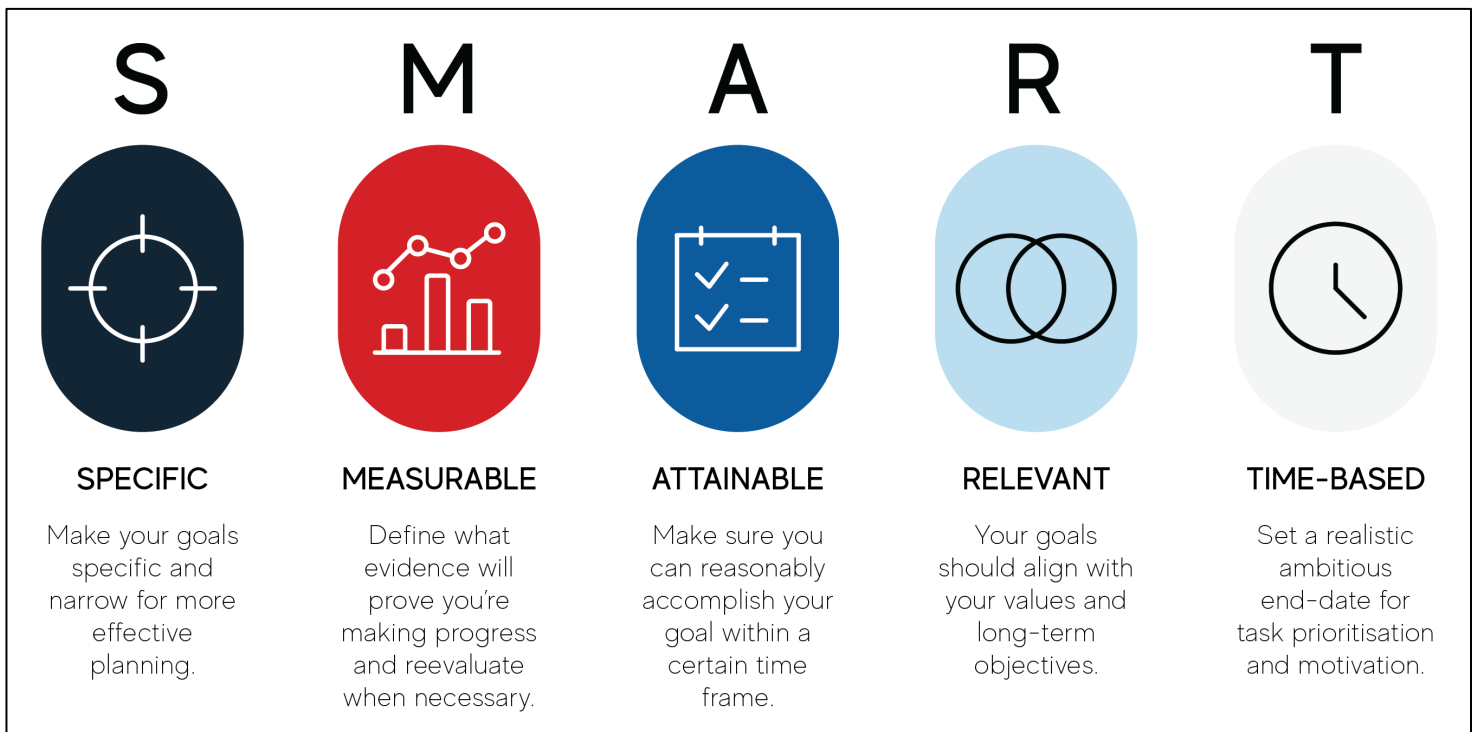
The status (e.g., in progress, complete) of each action should be recorded in **Table 9**. If the status is “in progress”, note whether the action is on schedule. If the action is not on schedule, describe any problems, delays, or adverse conditions that will impair the ability to complete the action.
- 3** The EMC and Selectboard Chair will seek public comment from the Whole Community on plan implementation. Things to consider:
 - Are there any new stakeholders to include?
 - What public outreach activities have occurred? At minimum, the Town will publicly post notice of meetings when the plan is being evaluated.
 - How can public involvement be improved?
- 4** Based on input received, the mitigation strategy and/or actions will be modified, if needed.
- 5** A report (or record in the form of meeting minutes) of the annual evaluation and monitoring will be made available to the public.

Table 9: Mitigation Action Status

Mitigation Action	2027	2028	2029	2030	2031
Local Plans & Regulations					
Plan for and Maintain Adequate Road and Debris Clearing Capabilities PRIORITY: First LEAD PARTY: Selectboard TIMEFRAME: December, annually					
Update Road Erosion (REI) and Culvert Inventories PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: REI & Culverts Full Assessment: 2031 construction season					
Plan for Bridge Repairs PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: Short Inspections: annually in June Long Inspections: Review during even year construction season for Town-owned structures and during every odd year construction season for State-owned structures					
Right-of-Way Vegetation Management Plan PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: Complete by June 2028					
Conduct Flood Study PRIORITY: First LEAD PARTY: Selectboard TIMEFRAME: Modeling complete by 2031 construction season					
Improve Extreme Temperature Resilience with Cold Weather Response LEMP Annex PRIORITY: Second LEAD PARTY: Emergency Management Coordinator (EMC) & Administrative Assistant TIMEFRAME: Develop in 2026 for adoption in April 2027					
Structure & Infrastructure Projects					
Remove Hazard Trees in Road Right-of-Way PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: See Road ROW Vegetation Management Plan					
Routinely Clean and Repair Stormwater Infrastructure PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: See Highway Department's Maintenance Schedule and MRGP					
Install/Rework Roadside Ditches PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: See MRGP Improvement Schedule					

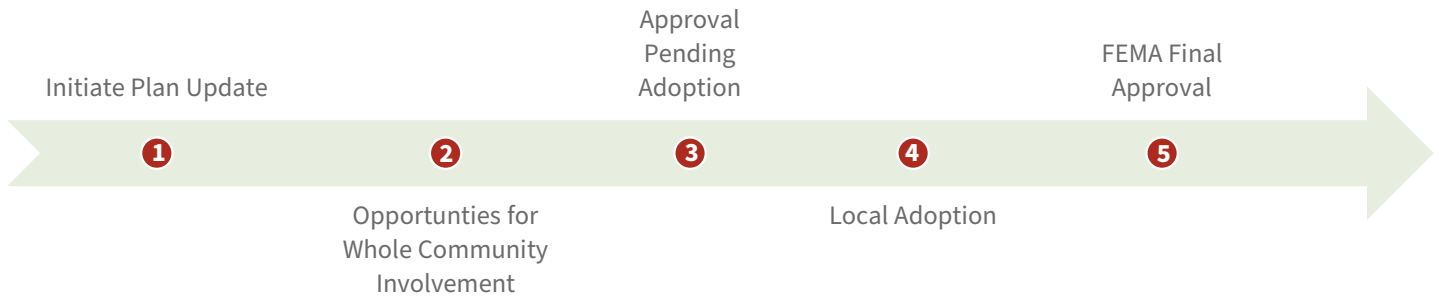
Mitigation Action	2027	2028	2029	2030	2031
Structure & Infrastructure Projects, Continued					
Adequately Size Culverts in Flood-Prone Areas PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: 2026, 2030, 2031 construction seasons					
Floodproof Critical Facilities – Brown Covered Bridge PRIORITY: Second LEAD PARTY: Road Commissioner TIMEFRAME: Initiate Scoping Study: 2028 construction season Deliver final report to Selectboard: December 2029					
Natural Systems Protection					
Stabilize Stream Bank – Cold River PRIORITY: First LEAD PARTY: Road Commissioner TIMEFRAME: Initiate scoping study: 2027 construction season Design Completion: 2030 construction season Implementation: 2031 construction season					
Remove Berms and/or Accumulated Debris & Restore Floodplain Access PRIORITY: First LEAD PARTY: Selectboard TIMEFRAME: As funding allows					
Establish Vegetative Buffers in Riparian Areas PRIORITY: First LEAD PARTY: Selectboard TIMEFRAME: As funding allows					
Restore Incision Areas PRIORITY: First LEAD PARTY: Selectboard TIMEFRAME: As funding allows					
Outreach & Education Programs					
Educate the Public about Severe Winter Weather-Related Hazards PRIORITY: Second LEAD PARTY: EMC & Administrative Assistant TIMEFRAME: Fall and Winter, annually					
Educate the Public about Invasive Species PRIORITY: Second LEAD PARTY: EMC & Administrative Assistant TIMEFRAME: Spring and Summer, annually					
Educate the Public about Infectious Disease PRIORITY: Second LEAD PARTY: EMC & Administrative Assistant TIMEFRAME: Fall and Winter, annually					

Mitigation Action	2027	2028	2029	2030	2031
Outreach & Education Programs, Continued					
Educate the Public about Flood-Related Hazards PRIORITY: Second LEAD PARTY: EMC & Administrative Assistant TIMEFRAME: Spring and Summer, annually					
Educate the Public about Drought-Related Hazards PRIORITY: Second LEAD PARTY: EMC & Administrative Assistant TIMEFRAME: As needed					

Source: www.futurelearn.com

5-Year Updates

This Plan will be updated at a minimum every five (5) years as follows:



- 1 As of April 2025, BRIC funding is no longer available to assist municipalities in paying for planning services to update the Local Hazard Mitigation Plan. If BRIC or a similar federal grant were to become available, the Shrewsbury Selectboard Chair should contact Vermont Emergency Management (VEM) to apply for funding in 2029 – approximately 2 years before the Plan expires. It is assumed that the Selectboard Chair will serve as the primary point of contact for the Plan update.

Once funding is secured and the grant agreement between the Town and State is in place, the Selectboard can issue a request for proposals (RFP) to procure planning services in accordance with the grant agreement. The RFP should be issued approximately 14 months before the Plan expires.

Once a consultant is procured, the Plan update can begin with a kick-off meeting including the consultant and local hazard mitigation planning team. The kick-off meeting should be scheduled approximately 12 months before the Plan expires. The Town should allot approximately 8 months for the Plan update process.

- 2 Opportunities for Whole Community involvement throughout the Plan update process need to be factored into the schedule. These opportunities may include community surveys, pop-up events, planning workshop, and public meetings at critical milestones agreed to at the project kick-off meeting.
- 3 Once the local hazard mitigation planning team has prepared a final draft, they can seek authorization from the Selectboard to submit the Plan for VEM/FEMA approval. Plan approval is accomplished in two steps – the first is Approval Pending Adoption. The Town should submit for Approval Pending Adoption approximately 4 months before the Plan expires to allow for time to respond to any review comments received from VEM/FEMA.
- 4 Once the Town receives Approval Pending Adoption, the Selectboard should adopt the Plan as soon as their next regular meeting.
- 5 Once adopted, the Town can submit the Plan for VEM/FEMA Final Approval. The Town should submit for Final Approval approximately 1 month before the Plan expires to ensure there is no gap in coverage between updates. The FEMA Final Approval date starts the clock on the effective dates of the 5-year Plan.

APPENDIX A: CERTIFICATE OF ADOPTION

Town of Shrewsbury, Vermont Selectboard

A Resolution Adopting the Shrewsbury, Vermont 2026 Local Hazard Mitigation Plan

WHEREAS the Shrewsbury Selectboard recognizes the threat that natural hazards pose to people and property within the Town of Shrewsbury; and

WHEREAS the Shrewsbury Selectboard has prepared a natural hazard mitigation plan, hereby known as the Shrewsbury, Vermont 2026 Local Hazard Mitigation Plan in accordance with federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance Act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

WHEREAS the Shrewsbury, Vermont 2026 Local Hazard Mitigation Plan identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in the Town of Shrewsbury from the impacts of future hazards and disasters; and

WHEREAS adoption by the Shrewsbury Selectboard demonstrates its commitment to hazard mitigation and achieving the goals outlined in the Shrewsbury, Vermont 2026 Local Hazard Mitigation Plan.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN OF SHREWSBURY, VERMONT, THAT:

Section 1. In accordance with 24 VSA §872, the Shrewsbury Selectboard adopts the Shrewsbury, Vermont 2026 Local Hazard Mitigation Plan. While content related to the Town of Shrewsbury may require revisions to meet the plan approval requirements, changes occurring after adoption will not require the Town of Shrewsbury to re-adopt any further iterations of the plan. Subsequent plan updates following the approval period for this plan will require separate adoption resolutions.

ADOPTED by a vote of ___ in favor, ___ against, and ___ absent or abstaining, this ___ day of _____, 2026.

By: _____ (signature)
Selectboard Chair

Selectboard Chair (print name)

ATTEST: By: _____ (print name)

(print title)

APPENDIX B: MITIGATION ACTIONS FROM 2021 PLAN

Plan for and Maintain Adequate Road and Debris Clearing Capabilities: This includes capital planning and funding to support the appropriate number of staff and equipment needed to maintain the transportation network in Shrewsbury.

ADDRESSED HAZARDS



Lead Party

Selectboard

2026 Update

Remains as ongoing priority

COMMUNITY LIFELINES TARGETED



Area of Impact

Town-wide; ±60 mile road network

FUNDING SOURCES

- Local funding

PARTNERSHIPS

- Road Commissioner

BENEFIT SCORE = 6

PROJECT TIMELINE

To coincide with preparing the annual Town budget each January

Update Road Erosion and Culvert Inventories: These inventories were completed in 2021 and serve as the basis for asset management and should be kept up-to-date annually, with a full re-assessment every 5 years.

ADDRESSED HAZARDS



Lead Party

Road Commissioner

2026 Update

Both inventories wrapping up as of construction season 2026

COMMUNITY LIFELINES TARGETED



Area of Impact

Town-wide; ±30 miles of hydrologically-connected roads and ±600 culverts

FUNDING SOURCES

- Local funding
- VTrans Better Roads

PARTNERSHIPS

- Rutland Regional Planning Commission

BENEFIT SCORE = 5

PROJECT TIMELINE

Re-assessment in 2024 construction season

Plan for Bridge Repairs: Every two years, VTrans inspects all town-owned bridges that are in the State's Town Highway Bridge Program. These inspection reports will be reviewed and used to plan for any identified flood-related bridge repairs.

ADDRESSED HAZARDS



Lead Party

Road Commissioner

2026 Update

Remains as ongoing priority

COMMUNITY LIFELINES TARGETED



Area of Impact

Eight (8) town-owned bridges: B7, B15, B23, B27, B30, B32, B33, B34

FUNDING SOURCES

- Local funding

PARTNERSHIPS

- Selectboard
- VTrans

BENEFIT SCORE = 4

PROJECT TIMELINE

Review Reports in Nov 2021
Develop Plan for Repairs, if needed, in Jun 2021

Routinely Clean and Repair Stormwater Infrastructure: Regular maintenance is one of the most effective ways to mitigate the impacts of flooding. Routine cleaning and repairs of ditches, culverts, and catch basins will be done according to the Highway Department's maintenance schedule and the Municipal Roads General Permit (MRGP)..

ADDRESSED HAZARDS**Flooding****Lead Party**

Road Commissioner

2026 Update

Remains as ongoing priority

COMMUNITY LIFELINES TARGETED**Safety & Security****Transportation**

Primary Lifeline

Area of Impact

Town-wide; ±60 mile road network and ±600 culverts

FUNDING SOURCES

- Local funding
- VTrans Better Roads
- Grants-In-Aid

PARTNERSHIPS

- Selectboard

BENEFIT SCORE = 6**PROJECT TIMELINE**

See Highway Department's Maintenance Schedule and MRGP

Re-work Roadside Ditches: Properly installed and stabilized roadside ditches are critical to protect the integrity of the road. Although Shrewsbury has an extensive network of ditches, the areas noted below have ditches that need to be re-worked to bring them up to current municipal Road Standards.

ADDRESSED HAZARDS**Flooding****Lead Party**

Road Commissioner

2026 Update

Incomplete; remains as ongoing priority

COMMUNITY LIFELINES TARGETED**Safety & Security****Transportation**

Primary Lifeline

Area of Impact

- 1) Upper Cold River Road
- 2) Adams Road & Lottery Road
- 3) Keiffer Road
- 4) Spring Lake Road
- 5) Others as required by the MRGP

FUNDING SOURCES

- Local funding
- VTrans Better Roads
- Grants-In-Aid

PARTNERSHIPS

- Selectboard

BENEFIT SCORE = 6**PROJECT TIMELINE**

- 1) 2021 construction season
- 2) 2021 construction season
- 3) 2021-22 construction season
- 4) 2022-23 construction season
- 5) See MRGP

Secure an Emergency Access to the Shrewsbury Town Garage and Mountain School (local shelter): The single access point to the Garage, Mountain School, and Town Transfer Station make it vulnerable to isolation during a flooding event that may wash out the road. Mountain School Road's vulnerability to wash out is exacerbated by an in-stream pond created by a private dam on the Cold River. The proposed emergency access is ±100 feet below the river crossing on Northam Road.

ADDRESSED HAZARDS**Flooding****Lead Party**

Road Commissioner

2026 Update

Complete; achieved intended results

COMMUNITY LIFELINES TARGETED**Safety & Security****Food, Water, Shelter**

Primary Lifeline

Area of Impact

Mountain School Road

FUNDING SOURCES

- Local funding
- FEMA HMGP

PARTNERSHIPS

- Selectboard
- Shrewsbury Mountain School

BENEFIT SCORE = 6**PROJECT TIMELINE**

Acquire Property Jan 2021 – Jul 2021
 Rough-in Gravel Road in Jul 2022

Remove Hazardous Trees in Road Right-of-Way: Hazardous trees in the road right-of-way can contribute to power and communication outages as well as debris in the roadway during winter storms and high wind events. Shrewsbury will remove hazardous trees within their road right-of-way as they are identified and/or request removal by Green Mountain Power if also within the power line right-of-way.

ADDRESSED HAZARDS**Winter Storm****High Winds****Lead Party**

Tree Warden

2026 Update

Remains as ongoing priority

COMMUNITY LIFELINES TARGETED**Energy**

Primary Lifeline

**Transportation****Communications****Area of Impact**

Town-wide

FUNDING SOURCES

- Local funding

PARTNERSHIPS

- Green Mountain Power
- Road Commissioner
- Selectboard

BENEFIT SCORE = 5**PROJECT TIMELINE**

As needed

Adequately Size Drainage and Perennial Stream Culverts in Flood-Prone Areas: Undersized culverts can lead to road washouts and flooding. Shrewsbury has identified several locations where upsized culverts are needed.

ADDRESSED HAZARDS**Flooding****Lead Party**

Road Commissioner

2026 Update

- 1) Complete as of August 2026 (both the culvert replacement and the dam removal)
- 2) Incomplete; remains as ongoing priority
- 3) Incomplete; fully designed but funding for implementation is currently unavailable
- 4) Complete as of August 2026
- 5) Complete following July 2023 floods (DR4720)
- 6) Planning Team could not identify this particular culvert (both as a potential concern and in general), so this is no longer a priority
- 7) Remains as ongoing priority

COMMUNITY LIFELINES TARGETED**Safety & Security****Transportation**

Primary Lifeline

Area of Impact

- 1) Mountain School Road – perennial culvert replacement
- 2) Lincoln Hill Road – upsize 6' perennial culvert
- 3) Northam Road – upsize 36" drainage culvert
- 4) Northam Road – upsize 6' perennial culvert
- 5) Upper Cold River Road – upsize 18" perennial culvert
- 6) Cold River Road – upsize 18" drainage culvert
- 7) Others as required by MRGP

FUNDING SOURCES

- Local funding
- VTrans Better Roads
- VTrans Structures Grant
- Grants-In-Aid
- FEMA HMGP

PARTNERSHIPS

- Selectboard
- ANR Stream Engineer
- US Army Corps of Engineers
- Rutland Natural Resources Conservation District (NRCD)

BENEFIT SCORE = 5**PROJECT TIMELINE**

- 1) Assemble a Selectboard appointed committee to develop a plan for culvert replacement in Jan 2021. *This project should be coordinated with a recommended private dam removal project on the Cold River – see 2013 River Corridor Plan.*
- 2) 2022-23 construction season
- 3) 2022 construction season
- 4) 2023-24 construction season
- 5) 2021 construction season
- 6) 2025 construction season
- 7) See MRGP

Floodproof the Brown Covered Bridge: The Brown Covered Bridge is a historic and cultural resource as well as a transportation asset in Shrewsbury. It remains vulnerable to flooding at the west approach. Shrewsbury will investigate options to floodproof the west approach.

ADDRESSED HAZARDS**Flooding****Lead Party**

Selectboard

2026 Update

Incomplete; remains as ongoing priority

COMMUNITY LIFELINES TARGETED**Safety & Security****Transportation**

Primary Lifeline

Area of Impact

Brown Covered Bridge

FUNDING SOURCES

- Local funding
- VTrans Structures Grant
- FEMA HMGP

PARTNERSHIPS

- VTrans
- VT Historic Bridge Program

BENEFIT SCORE = 4**PROJECT TIMELINE**

Initiate Scoping Study in Jan 2021

Re-route Streams Away from Infrastructure: A section of the Cold River and the Sargent Brook confluence from Wilmouth Hill Road to the Town line remains a threat to Cold River Road, Wilmouth Hill Road and bridge, and the Brown Covered Bridge. Shrewsbury will investigate a range of options for reducing the risks to infrastructure in this area, including, but not limited to, re-routing this section of the river.

ADDRESSED HAZARDS**Flooding****Lead Party**

Selectboard

2026 Update

Incomplete. This item is no longer a priority because it is not a reflection of current thinking for hazard mitigation. The State of Vermont prioritizes working with nature (“giving the river space”) and generally does not recommend engineering practices that would conflict with the natural course of a waterway.

COMMUNITY LIFELINES TARGETED**Safety & Security****Transportation**

Primary Lifeline

Area of Impact

- 1) Cold River Road from Wilmouth Hill Road to the Town line
- 2) Wilmouth Hill Road and bridge at the Sargent Brook confluence
- 3) Brown Covered Bridge

FUNDING SOURCES

- Local funding
- VTrans Structures Grant
- FEMA HMGP

PARTNERSHIPS

- VTrans
- ANR Stream Engineer
- US Army Corps of Engineers
- Rutland NRCD

BENEFIT SCORE = 3**PROJECT TIMELINE**

Assemble a Selectboard-appointed committee to develop a plan for the remaining vulnerable infrastructure along this section of the Cold River in Jan 2021. *This project should be coordinated with other natural system protection projects on the Cold River and Sargent Brook confluence – see 2013 River Corridor Plan.*

Establish Vegetative Buffers in Riparian Areas, Stabilize Stream Banks, Remove Berms and/or

Accumulated Debris to Restore Flood Capacity: Shrewsbury will work with the Rutland Natural Resources Conservation District to identify areas for collaboration to pursue these actions, especially those in the 2013 River Corridor Plan for the Cold River Watershed.

ADDRESSED HAZARDS**Flooding****Lead Party**

Selectboard

2026 Update

Incomplete; remains as an ongoing priority.

COMMUNITY LIFELINES TARGETED**Safety & Security**

Primary Lifeline

**Transportation****Area of Impact**

- 1) Cold River Watershed, particularly along the Cold River and Sargent Brook confluence from Wilmouth Hill Road to the Town line
- 2) Mill River Watershed

FUNDING SOURCES

- Local funding
- VTrans Better Roads
- VANR Water Quality Grants

PARTNERSHIPS

- Road Commissioner
- Rutland NRCD
- ANR Stream Engineer
- US Army Corps of Engineers

BENEFIT SCORE = 3-4**PROJECT TIMELINE**

Assemble a Selectboard-appointed committee to work with the Rutland NRCD to identify areas for collaboration in Jan 2021.

Educate Property Owners about Emerald Ash Borer and Keep the Ditches Clean Campaign: Shrewsbury will undertake education and awareness efforts on 1) the Emerald Ash Borer and the impacts of infestation and 2) the importance of keeping the municipal ditches free of yard waste and other debris.

ADDRESSED HAZARDS



Flooding



Invasive Species

Lead Party

Selectboard

2026 Update

Incomplete; remains as ongoing priority

COMMUNITY LIFELINES TARGETED



Safety & Security

Primary Lifeline



Transportation

Area of Impact

Town-wide

FUNDING SOURCES

- Local funding

PARTNERSHIPS

- Tree Warden
- Shrewsbury Conservation Commission
- *Times of Shrewsbury* Staff

BENEFIT SCORE = 4

PROJECT TIMELINE

Emerald Ash Borer educational outreach in *Times of Shrewsbury* in Spring 2021

Keep the Ditches Clean educational outreach in *Times of Shrewsbury* in Fall 2021

APPENDIX C: PUBLIC ENGAGEMENT SUMMARY

Community Engagement Strategy

During the kick-off meeting, the Shrewsbury Hazard Mitigation Planning Team came to a consensus on a 3-phase Community Engagement Strategy – see **Appendix Table 2**. This Strategy was designed to ensure that at-risk populations had an opportunity for equitable involvement throughout the entirety of the plan development process (i.e., from kickoff to final draft).

This Strategy also ensured the involvement of the Whole Community. For the purposes of this plan, the Whole Community is comprised of 1) local and regional agencies involved in hazard mitigation; 2) entities with authority to regulate development; 3) neighboring towns; 4) representatives of business, schools or academia, and other private organizations that sustain community lifelines; and 5) representatives of community-serving nonprofit organizations that work directly with frontline populations.

“A Whole Community approach attempts to engage the full capacity of the private and nonprofit sectors, including businesses, faith-based and disability organizations, and the general public, in conjunction with the participation of local, tribal, state, territorial, and Federal governmental partners.”
-A Whole Community Approach to Emergency Management: Principles, Themes, and Pathways for Action (FEMA, 2011)

A Goal Statement was developed to guide the planning team’s public outreach throughout the planning process:

The Town of Shrewsbury will:

- ***Notify the Whole Community about the plan update at the kickoff, mid-point draft, and final draft;***
- ***Solicit feedback from the Whole Community about the frequency and impacts of various natural hazards, and strategies and mitigation methods that should be prioritized; and***
- ***Integrate from the Whole Community perspectives and information about hazard impacts and likelihoods, and priorities for potential mitigation actions.***

Phase 1 Engagement Activities

Kick-off

To notify the Whole Community of the Plan Update, the Town conducted a robust advertising campaign. A landing page was created to serve as a dedicated online source for information on the planning process and opportunities for community engagement. The landing page url is: <https://tinyurl.com/shrewsbury-lhmp26>.

Physical flyers were posted at the Shrewsbury Town Office, Shrewsbury Transfer Station, Shrewsbury Community Meeting House, Cuttingsville Post Office, and Pierce's Store. Online notices were posted on the Shrewsbury Town Website, Shrewsbury Emergency Management Facebook Page, Times of Shrewsbury Newsletter, the RRPC website, and the RRPC Facebook Page.

Project communications were sent to segments of the Whole Community throughout the planning process. See **Appendix Table 1** on the following page for a complete list. Kick-off engagement materials can be seen starting on page A-13.

The Planning Commission Chair responded to the kickoff communications and asked how to provide input on the Plan, given the limited capacity of its members to join the Local Hazard Mitigation Planning Team. The Planning Team agreed to include the Shrewsbury Planning Commission on Planning Team communications to provide opportunities for review and feedback as they are able.

Appendix Table 1. Whole Community Partners

Hazard Mitigation Agencies: Cuttingsville Fire District¹ • DEC River Engineer for Southwest VT • DEC Western VT Floodplain Manager • Shrewsbury Emergency Management Coordinator • Shrewsbury Emergency Management Director • Shrewsbury Fire Department • Shrewsbury Road Commissioner • Shrewsbury Shelter Manager • Rutland Natural Resources Conservation District • Otter Creek Clean Water Service Provider (CWSP) • VDH Emergency Preparedness Specialist • VDH Rutland Office District Director • VTrans District 3 District Manager • VTrans District 3 Transportation Administrator

Authorities Regulating Development & Other Local Officials: Shrewsbury Selectboard Chair • Shrewsbury Selectboard Members • Shrewsbury Planning Commission Chair • Shrewsbury Planning Commission Members • Shrewsbury Zoning Administrator • Shrewsbury Town Clerk • Shrewsbury Treasurer • Shrewsbury Health Officer • Shrewsbury Conservation Commission Chair

Neighboring Municipalities: Selectboard Chair, Planning Commission Chair, Town Clerk, and EMD/EMC for the Town of Clarendon • Selectboard Chair, Planning Commission Chair, Town Clerk, Health Officer, and EMD/EMC for the Towns of Mount Holly and Plymouth • Selectboard Chair, Planning Commission Chair, Town Administrator, Town Clerk, Health Officer, and EMD/EMC for the Towns of Mendon, Rutland Town, and Wallingford

Business, Schools, & Private Orgs.: Pierce's Store • Shrewsbury Mountain School Principal • Mill River School District Superintendent • Shrewsbury Representatives for the Mill River School District Board • Council of Economic Development of the Rutland Region Executive Director • Otter Creek Communications Union District Chair • Solid Waste Alliance District Administrator

Non-profit Organizations: Advocacy Resources Community Rutland • Bayada Home Health/Care • Bennington-Rutland Opportunity Council • Cornerstone Housing Partners • Green Mountain Neighbors • Project VISION • Rutland County Health Partners • Rutland County Pride • Rutland Mental Health Services • Rutland Regional Medical Center • Southwestern Vermont Council on Aging • Shrewsbury Historical Society • Shrewsbury Library • Vermont Association for the Blind and Visually Impaired • Vermont Center for Independent Living • Visiting Nurses Association & Hospice of Southwest Vermont

Gather Data & Assess Risk

To inform the Hazard Identification and Risk Assessment section of the plan, the Town employed five (5) engagement methods: survey, workshop, pop-ups, presentation to the Selectboard at a public meeting, and public comment period.

A survey was administered online and was open from March 18 – April 17, 2026. Physical surveys were also available at the Town Office and Pierce's Store. Notice of the survey was included in the plan kick-off communications. **A total of 11 surveys were received.** A summary of the results is provided on page A-21.

The Town conducted a workshop on April 21, 2026, with the planning team and one subject matter expert to complete the community hazard risk assessment. Noah Hoffman from the Agency of Natural Resources attended the workshop to assist with the Invasive Species risk assessment.

¹ Emails could not be successfully delivered to the Fire District despite efforts to troubleshoot, so they unfortunately did not receive Plan communications as intended.

Eric Pulver, the Emergency Preparedness Specialist for Rutland with the Vermont Department of Health, was invited to assist with the Infectious Disease risk assessment but unfortunately could not attend. He did, however, provide a list of considerations for the Planning Team to reference while assessing this hazard during the workshop. The results of the risk assessment are presented in **Table 5** of the Plan.

The Town conducted two “pop-up” events at the Shrewsbury Transfer Station on Sunday, April 26, and Sunday, May 10, 2026. By “meeting people where they are”, the Town collected additional input from demographics that may not have otherwise been engaged. At the pop-up, people placed dot stickers on the natural hazards of most concern and vulnerable assets. **This method captured a total of 56 responses.** A summary of pop-up feedback is provided on page A-25.

The draft Plan was provided to the Selectboard at their regular meeting on June 3, 2026, to encourage input from the local government and public on the Hazard Identification and Risk Assessment results. Input at this milestone is critical as feedback could affect the plan’s conclusions and ensure that it integrates with other Town initiatives. The meeting was recorded and is available on the Town’s website.

The draft Plan was posted for a 2-week public comment period from June 3 – June 17, 2026. It was available on the landing page and at the Town Office. The draft plan and the notice of the comment period were emailed directly to all five segments of the Whole Community. Notice of the comment period (as well as the June 3 presentation) was also posted on the Town website, the Shrewsbury Emergency Management Facebook page, RRPC Website, and RRPC Facebook page. Physical flyers were posted at the Shrewsbury Town Office, Shrewsbury Transfer Station, Shrewsbury Community Meeting House, Cuttingsville Post Office, and Pierce's Store. Notices included instructions to email comments to the Rutland Regional Planning Commission.

At their regular meeting on June 17, 2026, the Selectboard discussed their comments on the draft plan. A summary of those comments is provided below. The Selectboard authorized proceeding with the development of the mitigation strategy, pending review of public comments and approval of revisions by the local Planning Team. **Additional input received during the public comment period is summarized on page A-26.**

- Concerns were raised about the optics of the original cover photo depicting heavy equipment conducting repair and recovery work on the banks of the Cold River. The image should be revised to avoid the impression that the river's natural dynamics are being adversely impacted.
- Maintenance requirements for the Brown Covered Bridge, including annual inspections and cleaning, should be emphasized given its importance in ensuring travel safety, reducing structural damage during hazard events, and enforcing accountability for municipal responsibilities per the VTrans preservation easement.
- There was some debate regarding the impact of clearing trees, given the ecological benefits provided by tree lines (windbreaks and water management). The Selectboard clarified that tree removal is limited by budget and only targeted when trees pose an immediate hazard to public safety.
- The Selectboard and Road Commissioner requested that the Plan explicitly list the following structures and areas of concern as being at high risk due to their likelihood of failing during heavy rain events: the ongoing slope collapse caused by fluvial erosion at 5290 Cold River Road; the culvert at the intersection of Crown Point and Russellville Roads; the Sargant Brook Culvert on Upper Cold River Road; the Copperas Hill Road Culvert; Smith Brook Bridge on Lincoln Hill Road; the Johnson Pond Culvert; and the culvert at the northern end of Northam Road. Additionally, there should be mention of the culvert near the intersection of Eastham and Mount Holly Roads, given the emergency temporary repair the Board had authorized earlier that evening.

Phase 2 Engagement Activities

Develop Mitigation Strategy

To inform the Mitigation Strategy section of the plan, the Town employed two (2) engagement methods: workshop and survey.

The Town conducted a workshop on July 22, 2026, with the Planning Team, the VDH Emergency Preparedness Specialist, the Rutland NRCD, and the VEM Floodplain Manager for Western VT to complete the mitigation action evaluation. The results of the evaluation are presented in **Table 7** of the Plan.

A survey to seek public reaction to the proposed mitigation goal and actions was administered online and open from July 27 – August 24, 2026. Notice of the survey was provided online via the landing page, the Shrewsbury Town Website, Shrewsbury Emergency Management Facebook Page, the RRPC website, and the RRPC Facebook Page. Notices were also sent by direct email to the segments of the Whole Community listed for Phase 1. Physical copies of the surveys were available at the Town Office. **A total of 3 surveys were received.** The results can be seen on page A-34.

Finalize Draft Plan

To help finalize the draft, the Plan was presented to the Selectboard at a public meeting and posted for a final public comment period. Online notices of the public presentation at the October 7, 2026, Shrewsbury Selectboard meeting were posted on the landing page, the Shrewsbury Town Website, Shrewsbury Emergency Management Facebook Page, Times of Shrewsbury Newsletter, the RRPC website, and the RRPC Facebook Page.

The final draft Plan was presented at the October 7, 2026, Selectboard meeting to solicit input from local government and the public on the mitigation strategy and final draft plan. Input at this milestone is critical, as it is the last opportunity to weigh in on the plan contents before submittal for Approval Pending Adoption. The meeting was recorded and is available on the Town website.

The final draft Plan was posted for a 2-week public comment period from October 7 – 21, 2026. It was available on the landing page and at the Town Office. Notice of the comment period was posted on the landing page, the Shrewsbury Town Website, Shrewsbury Emergency Management Facebook Page, Times of Shrewsbury Newsletter, the RRPC website, and the RRPC Facebook Page. The final draft plan and notice of the comment period were also directly emailed to all five segments of the Whole Community. Notices included instructions to email comments to the Rutland Regional Planning Commission or attend the October 21, 2026 Selectboard meeting to share input.

(Placeholder for public comments received and authorization to submit final draft Plan to Vermont Emergency Management for preliminary review, known as Approval Pending Adoption.)

Appendix Table 2. Shrewsbury Community Engagement Strategy

Engagement Phase	Project Milestone	Outreach Method	Purpose	Target Date
1	Kick-Off	Landing page, flyers, press release, social media, email blast	Notify (inform the Whole Community of the plan update)	3/18/2026
	Gather Data & Assess Risk	Survey	Solicit (feedback from Whole Community on potential natural hazard impacts)	3/18/2026 – 4/17/2026
		Workshop	Integrate (evaluate broad range of risks)	4/21/2026
		Pop-up Events	Solicit (feedback from Whole Community on potential natural hazard impacts)	4/26/2026 & 5/10/2026
		Selectboard Presentation	Notify (inform local officials of plan progress)	6/3/2026
		Public Comment Period	Solicit (feedback from Whole Community on draft Hazard Identification and Risk Assessment)	6/3/2026 – 6/17/2026
2	Develop Mitigation Strategy	Workshop(s)	Integrate (evaluate broad range of mitigation actions)	7/22/2026
		Survey	Solicit (reaction from Whole Community on mitigation strategy and actions)	7/27/2026 – 8/24/2026
3	Finalize Draft Plan	Selectboard Presentation	Notify (inform local officials of plan progress)	10/7/2026
		Public Comment Period	Solicit (feedback from Whole Community on final draft plan)	10/7/2026 – 10/21/2026

Examples of Phase 1 Engagement Materials

Physical Flyers

Times of Shrewsbury Public Notices

Email Blasts

Social Media/Website Postings

Survey with Results

Pop-up Posters with Results

Public Comments Summary

KICK-OFF FLYER

Shrewsbury

LOCAL HAZARD
MITIGATION
PLANNING

Plan Purpose

- Increase Awareness
- Identify Actions
- Focus Resources
- Communicate Priorities

The Local Hazard Mitigation Plan outlines our long-term strategy to reduce natural disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage.



Take our online survey to share what natural hazards you are most concerned about:



HELP US

PREPARE FOR
RESILIENCY!

Planning Schedule

- March 2026: Plan Update Kick-off ✓
- Apr-May 2026: Assess Risks & Identify Hazards ✓
- Jun-Jul 2026: Develop Mitigation Strategy ✓
- Aug-Sept 2026: Finalize Draft Plan ✓
- Nov-Dec 2026: Adopt Plan ✓

ACT NOW!

For More Information

tinyurl.com/shrewsbury-lhmp26

DRAFT PLAN PRESENTATION & PUBLIC COMMENT PERIOD FLYER**Shrewsbury****LOCAL HAZARD
MITIGATION
PLANNING****Plan Purpose**

- **Identify all natural hazards facing the Town**
- **Rank natural hazards according to local vulnerabilities**
- **Develop strategies to reduce risk posed by these hazards**
- **Reduce losses and break the cycle of damage, reconstruction, and repeated damage**

Read the Draft**Work to Date**

March 2026: Plan Update Kick-off ✓

April–May 2026: Assess Risks & Identify Hazards ✓

COMMENT NOW!

The Shrewsbury planning team has reached the first critical milestone in the plan update process. They have completed a risk assessment for a broad range of natural hazards and identified those hazards that pose the highest risk to the Town.

The draft plan is being shared now with local officials and the public to encourage input on how the team has assessed the Town's risk to natural hazards. Did they get it right? Is something missing? We want to hear from you!

Public comments on the draft plan are being accepted between 6/3 – 6/17/2026. Email all comments to Maggie O'Brien at: maggie@rutlandrpc.org

Next Steps

June 17, 2026: Selectboard authorizes proceeding to develop the mitigation strategy ✓

July–Aug 2026: Develop Mitigation Strategy ✓

Sept 2026: Finalize Draft Plan ✓

Dec 2026: Adopt Plan ✓

View the draft plan at the Town Office, scan the QR code (left), or visit:

tinyurl.com/shrewsbury-lhmp26

TIMES OF SHREWSBURY PUBLIC NOTICE & KICK OFF EMAIL BLAST INSERT



SURVEY NOW OPEN

Accepting responses through April 17, 2026

LOCAL HAZARD MITIGATION PLAN 2026

For more information visit: tinyurl.com/shrewsbury-lhmp26

Help Make Shrewsbury More Resilient!

Shrewsbury Launching our Hazard Mitigation Planning Process

Every five years, municipalities update their Local Hazard Mitigation Plans, or LHMPs. Ours is due to be updated. We do an LHMP for a few reasons:

- It qualifies us for a higher rate of reimbursement for work we do after declared disasters.
- It makes us eligible for a variety of State and Federal grant programs.
- Most importantly, it helps us focus Town time and investments on the hazards that are most likely to occur, and most likely to have economic and public-safety impacts.

The Rutland Regional Planning Commission will guide us through the renewal of our LHMP, thanks to funding from a Municipal Planning Grant administered by the Vermont Department of Housing & Community Development. The Town's planning team includes: Aaron Korzun, Selectboard Chair & Emergency Management Director; Marc Cimonetti, Emergency Management Coordinator; Alaina Cimonetti, Administrative Assistant; Rebecca Rice, Town Clerk; Dan Cavoto, Road Commissioner; and Jack Perry, Shrewsbury Fire Department representative.

Throughout the planning process, we have targeted opportunities for community input. As we get the plan update underway in April, we'll be completing a risk assessment and identifying the natural hazards that are of greatest concern. We want to hear from our residents about what natural hazards you are most concerned about! Share your feedback by taking our online survey: tinyurl.com/shrewsbury-lhmp26-survey. The survey will remain open until **April 17, 2026**. You may also visit us at the Shrewsbury Transfer Station on April 26 or May 10 to let us know your priorities with colorful stickers!

For more information visit: tinyurl.com/shrewsbury-lhmp26

TIMES OF SHREWSBURY PUBLIC PRESENTATION & PUBLIC COMMENT PERIOD NOTICE

PRESENTATION & PUBLIC COMMENT PERIOD

The draft Risk Assessment of the Shrewsbury **Local Hazard Mitigation Plan** will be presented to the Selectboard and available for public review on June 3, 2026.

PUBLIC COMMENTS

Accepting comments from June 3 to 17, 2026. Email: maggie@rutlandrpc.org

PRESENTATION

 **WEDNESDAY**
June 3

 **TIME**
6:30 PM

 **PLACE**
Town Office
9823 Cold River Rd

LOCAL HAZARD MITIGATION PLAN UPDATE

View the draft Plan at: tinyurl.com/shrewsbury-lhmp26



- Property Management
- Lawn Care
- Excavation
- Driveway Re-Grading
- Spring & Fall Clean up
- Brush Hogging

Located right here in the heart of Shrewsbury!
coldrivervt@gmail.com



Beardmore Excavating

(802) 342-3507

Robert Beardmore, Jr. 5256 VT-155
beardmoreexc@gmail.com Belmont, Vermont 05730

FOR SALE



**TROYBILT 33"
LAWNMOWER**

9 HP B&S ENGINE

\$350 FIRM

CONTACT: JOHN 492-3641

COMMERCIAL/RESIDENTIAL DRIVEWAYS

C.N. WEBSTER

EXCAVATING
47 RAILROAD DRIVE
N. CLARENDON, VT 05759
(802) 558-3275

COMPLETE SITE WORK

SEPTIC SYSTEMS

Herbal Support for Optimal Health

We often think of health as black and white — either you're well or you're sick. In reality, health exists on a spectrum — you might feel strong and capable in many ways, but still struggle with digestion under stress, or notice your energy and immunity aren't quite what they used to be.

Herbal medicine can act in both powerful and subtle ways. 40% of modern pharmaceuticals are derived from plants long used by people, including many of the top-selling drugs in the United States. Statins for cholesterol (originally derived from fungi) and digitalis for treating heart disease (from foxglove) are well-known examples — highlighting the potency of plant medicine. Where herbs truly excel is in gently supporting the body's underlying processes, helping restore balance and moving us toward greater health over time, often reducing the need for stronger interventions.

Each person's health story is unique. I take the time to listen and craft individualized plans using herbs and simple lifestyle approaches to support the body's natural healing process. My intention is to help people rediscover trust in their body's innate intelligence and in the quiet, generous medicine of the plants.

If you're interested in how herbal medicine might support your health, please reach out.

Scott Courcelle

Herbal Medicine consultations
Fruit Tree Grafting + Pruning Garden
Consultations

alchemygardens@gmail.com
(802) 492-2087

PHASE 1 EMAIL BLASTS

 Maggie O'Brien 😊 ↩️ ⏪ ⏩ 🗑️ 🚩 📎 📱 ⋮

To:  Maggie O'Brien Wed 3/18/2026 9:00 AM

Cc: Aaron Korzun <dockorzun@vermontel.net>; +2 others

 Shrewsbury Flyer-Kickoff.pdf ▼
7 MB

Hello, Community Businesses, Schools, Nonprofit Organizations and Partners,

On behalf of the Town of Shrewsbury, we are announcing the official launch of the 2026 update to the Town's Local Hazard Mitigation Plan (LHMP). The local Planning Team is committed to providing targeted opportunities for community input, and we would like to hear from you throughout the plan development process. See the graphic below and attached for more information.

From March 18 – April 17, we are seeking your input on the natural hazards and risks of most importance to Shrewsbury. You can access the survey directly at <https://tinyurl.com/shrewsbury-lhmp26-survey>. The project's landing page will be kept up to date with public involvement opportunities and can be reached at <https://tinyurl.com/shrewsbury-lhmp26>. Questions should be directed to me, Maggie O'Brien, at maggie@rutlandrpc.org.

 Maggie O'Brien 😊 ↩️ ⏪ ⏩ 🗑️ 🚩 📎 📱 ⋮

To:  Maggie O'Brien Mon 6/1/2026 8:00 AM

Cc: Aaron Korzun <dockorzun@vermontel.net>; +2 others

Hello, Local and Regional Hazard Mitigation Agencies,

On behalf of the Town of Shrewsbury, we are notifying key members of the community that the local Planning Team has reached a critical milestone in the Local Hazard Mitigation Plan (LHMP) update process. The draft Plan, including work completed to date on assessing the community's highest-risk natural hazards, will be presented at the Town's Selectboard meeting on **Wednesday, June 3, at 7:00 PM.*** The in-person meeting will be held at the Town Office on 9823 Cold River Road. The virtual meeting link is available upon request from admin@shrewsburyvt.org.

Following this meeting, you will receive notice that we are seeking public comments on the draft – more information to follow. You may also visit <https://tinyurl.com/shrewsbury-lhmp26> to remain current on public involvement opportunities. Questions should be directed to me, Maggie O'Brien, at maggie@rutlandrpc.org.

***Please note: If you saw this notice in the *Times of Shrewsbury* newsletter, the original stated time for the presentation (6:30 PM) is INCORRECT. The draft Plan presentation will start no earlier than 7:00 PM.**

 Maggie O'Brien 😊 ↩️ ⏪ ⏩ 🗑️ 🚩 📎 📱 ⋮

To:  Maggie O'Brien Thu 6/4/2026 9:00 AM

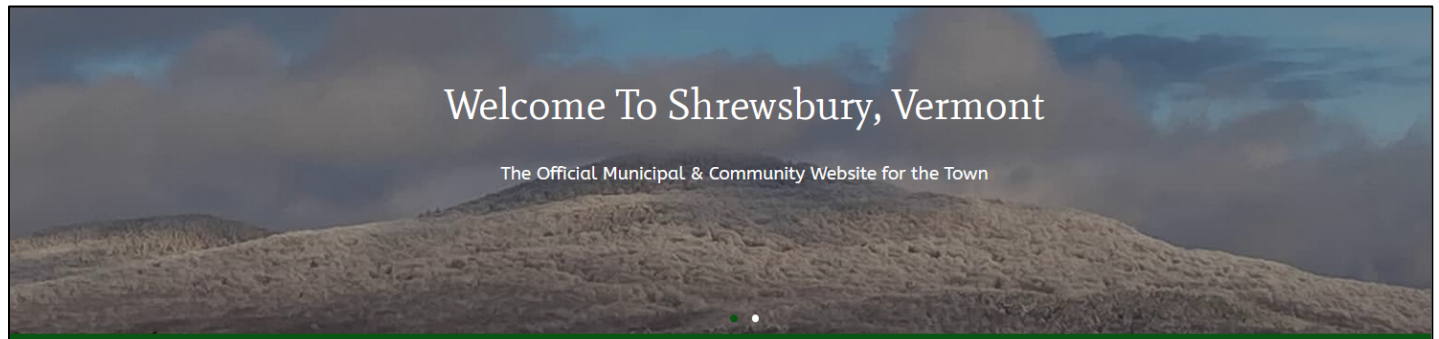
Cc: Aaron Korzun <dockorzun@vermontel.net>; +3 others

Hello, Shrewsbury Local Officials,

On behalf of your Town, we are notifying key members of the community that the Public Comment period is now open for the Shrewsbury Local Hazard Mitigation Plan (LHMP). We are seeking comments on how the local Planning Team assessed the Town's risk to natural hazards. View the draft plan online at <https://tinyurl.com/shrewsbury-lhmp26>. Physical copies are also available for viewing at the Town Office.

The Public Comment period will close on **Wednesday, June 17**. Email all comments to me, Maggie O'Brien, at maggie@rutlandrpc.org. We look forward to hearing from you!

KICK OFF SOCIAL MEDIA/WEBSITE POSTS



Welcome To Shrewsbury, Vermont

The Official Municipal & Community Website for the Town

The Town of Shrewsbury is a hilly and mountainous town located in Rutland County, Vermont, and is home to an uncrowded and tranquil social community. Shrewsbury's unique and special character stems from its historically rural and village settlement pattern and the natural beauty of its mountain setting containing large areas of wooded and open land, wetlands, and upland waterways. Shrewsbury's residents' strong community spirit kindles a sense of affection, civic responsibility and loyalty, and a shared commitment to the Town's well-being.

Town Office Hours

Town News & Announcements

Updating the Local Hazard Mitigation Plan

We are announcing the official launch of the 2026 update to the Town's Local Hazard Mitigation Plan. The Planning Team is committed to providing targeted opportunities for community input, and we would like to hear from you throughout the plan development process. We are seeking your input on the natural hazards and risks of most importance to Shrewsbury. You can access the survey directly at <https://tinyurl.com/shrewsbury-lhmp26-survey>. The project's landing page will be kept up to date with public involvement opportunities and can be reached at <https://tinyurl.com/shrewsbury-lhmp26>. Questions should be directed to Maggie O'Brien, at maggie@rutlandrpc.org.



Town of Shrewsbury, VT Select Board/Emergency Management
Mar 18 • 🌐

We're updating our 2021 Local Hazard Mitigation Plan! The Plan serves as a guidebook for identifying and addressing local risks a... See more

DID YOU KNOW ?

Shrewsbury is updating its **LOCAL HAZARD MITIGATION PLAN**

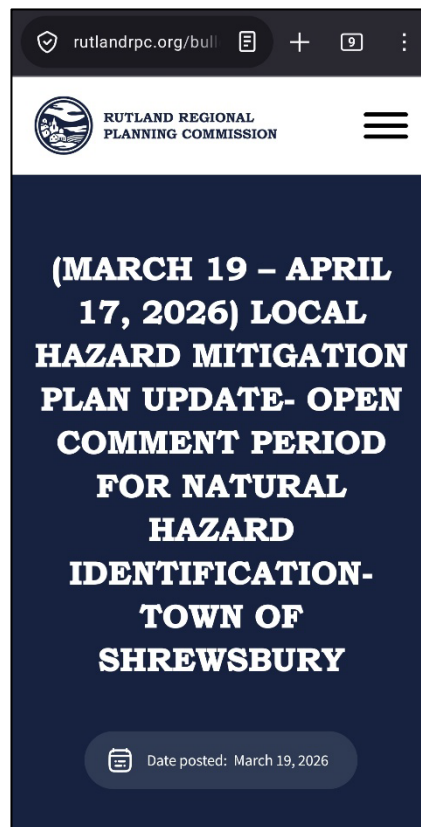
For more information and ways to participate in the planning process, check out:
tinyurl.com/shrewsbury-lhmp26



ATTENTION!

What natural hazards are you most concerned about?

Tell us by taking the Shrewsbury Local Hazard Mitigation Planning survey
[TINYURL.COM/SHREWSBURY-LHMP26-SURVEY](https://tinyurl.com/shrewsbury-lhmp26-survey)

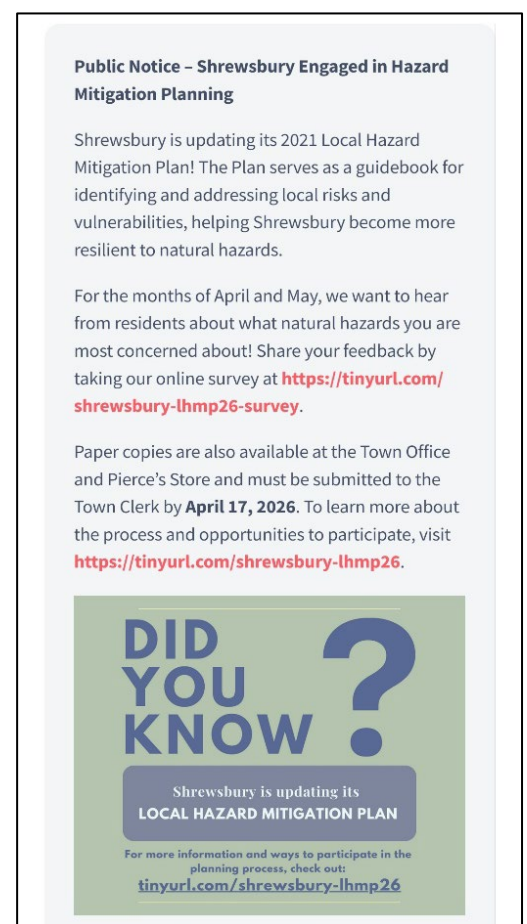


rutlandrpc.org/bull

RUTLAND REGIONAL PLANNING COMMISSION

(MARCH 19 – APRIL 17, 2026) LOCAL HAZARD MITIGATION PLAN UPDATE- OPEN COMMENT PERIOD FOR NATURAL HAZARD IDENTIFICATION- TOWN OF SHREWSBURY

Date posted: March 19, 2026



Public Notice – Shrewsbury Engaged in Hazard Mitigation Planning

Shrewsbury is updating its 2021 Local Hazard Mitigation Plan! The Plan serves as a guidebook for identifying and addressing local risks and vulnerabilities, helping Shrewsbury become more resilient to natural hazards.

For the months of April and May, we want to hear from residents about what natural hazards you are most concerned about! Share your feedback by taking our online survey at <https://tinyurl.com/shrewsbury-lhmp26-survey>.

Paper copies are also available at the Town Office and Pierce's Store and must be submitted to the Town Clerk by **April 17, 2026**. To learn more about the process and opportunities to participate, visit <https://tinyurl.com/shrewsbury-lhmp26>.

DID YOU KNOW ?

Shrewsbury is updating its **LOCAL HAZARD MITIGATION PLAN**

For more information and ways to participate in the planning process, check out:
tinyurl.com/shrewsbury-lhmp26

DRAFT PRESENTATION & PUBLIC COMMENT PERIOD SOCIAL MEDIA/WEBSITE POSTS

Welcome To Shrewsbury, Vermont

The Official Municipal & Community Website for the Town

The Town of Shrewsbury, VT Select Board/Emergency Management Committee
June 1 at 8:30 AM · 🌐

DRAFT PLAN PRESENTATION

The Draft Risk Assessment & Natural Hazard Identification section of the Shrewsbury Local Hazard Mitigation Plan will be presented to the Selectboard.

WEDNESDAY
 June 3, 2026

Town Office
 9823 Cold River Road

Virtual Link
 Email:
admin@shrewsburyvt.org

LOCAL HAZARD MITIGATION PLAN UPDATE

Monday: 8:30 AM
Wednesday: 7:00 PM
Thursday: 8:30 AM
802-492-3511

Town News & Announcements

Local Hazard Mitigation Plan Public Comment Period 6/3-6/17

The working draft of the Shrewsbury Local Hazard Mitigation Plan (LHMP) is now available to encourage input from local officials and the public. The comment period is open from June 3 to 17, 2026. View the final draft Plan at the Town Office or visit <https://tinyurl.com/shrewsbury-lhmp26> to download a copy. All comments should be directed to maggie@rutlandrpc.org. If you prefer, you may also provide in-person comments at the June 17, 2026, Selectboard meeting. We look forward to hearing from you!

Local Hazard Mitigation Plan Updates on 6/3 @ 7pm

We've reached the first critical milestone of our Local Hazard Mitigation Plan update! Come to the Selectboard meeting on 6/3 at 7:00 PM to learn more about what the Town has accomplished so far with its Local Hazard Mitigation Plan and how to submit your own comments for consideration. More to come in the following days once the public comment period opens. You can also stay up to date on our efforts at <https://tinyurl.com/shrewsbury-lhmp26>.

PUBLIC COMMENTS

Seeking public comments on the draft natural hazard risk assessment section of the Shrewsbury Local Hazard Mitigation Plan!

View the draft plan at the Town Office or online at: tinyurl.com/shrewsbury-lhmp26

DRAFT PLAN PRESENTATION

The Draft Risk Assessment & Natural Hazard Identification section of the Shrewsbury Local Hazard Mitigation Plan will be presented to the Selectboard.

WEDNESDAY
 June 3, 2026

Town Office
 9823 Cold River Road

Virtual Link
 Email:
admin@shrewsburyvt.org

LOCAL HAZARD MITIGATION PLAN UPDATE

PUBLIC INPUT NEEDED

(JUNE 3 TO JUNE 17, 2026) LOCAL HAZARD MITIGATION PLAN OPEN COMMENT PERIOD – SHREWSBURY

Date posted:

Shrewsbury residents: the current draft of the 2026 Local Hazard Mitigation Plan is available for your review! ... [See more](#)

From June 3 to June 17, submit any comments

Read More >

PUBLIC INPUT NEEDED

(JUNE 3, 2026) LOCAL HAZARD MITIGATION PLAN DRAFT PRESENTATION

Date posted: June 1, 2026

Residents of Shrewsbury – come to the Selectboard meeting on June 3 at 7:00 PM to learn more about what the Town has accomplished so far with its Local Hazard Mitigation Plan and how to submit your own comments for consideration. More to come in the following days once the public comment period opens. You can also stay up to date on our efforts at <https://tinyurl.com/shrewsbury-lhmp26>.

Read More >

PUBLIC COMMENTS

Seeking public comments on the draft natural hazard risk assessment section of the Shrewsbury Local Hazard Mitigation Plan!

View the draft plan at the Town Office or online at: tinyurl.com/shrewsbury-lhmp26

PUBLIC COMMENTS

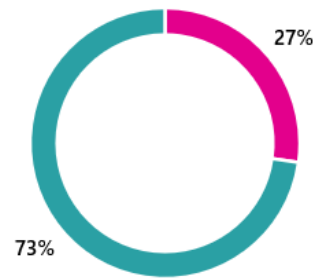
Seeking public comments on the draft natural hazard risk assessment section of the Shrewsbury Local Hazard Mitigation Plan!

View the draft plan at the Town Office or online at: tinyurl.com/shrewsbury-lhmp26

HAZARDS & RISKS SURVEY RESULTS – 11 SURVEYS RECEIVED

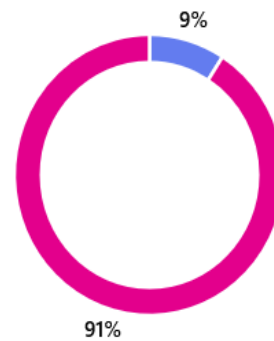
1. How long have you lived in or owned a business or property in Shrewsbury?

Less than one year	0
One to five years	3
More than 5 years	8

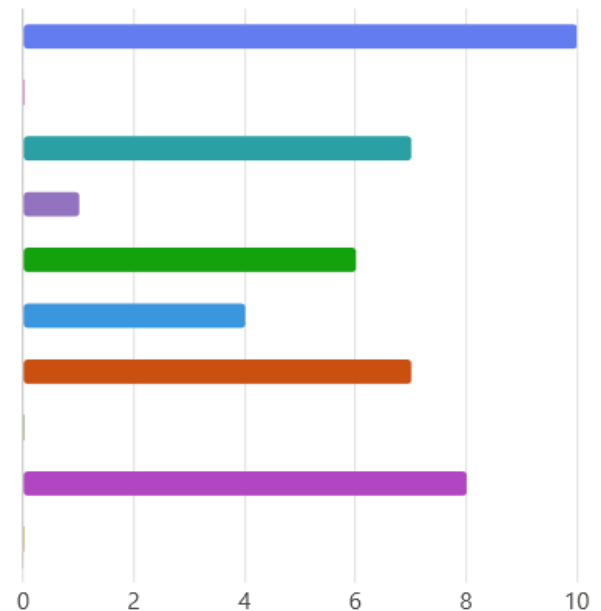


2. Is your home or business property located in a FEMA designated floodplain?

Yes	1
No	10
I don't know	0

3. Which of the following natural hazards² have you or someone you know experienced while living or doing business in Shrewsbury? (43 votes)

Drought	10
Earthquake	0
Extreme Cold/Snow/Ice	7
Extreme Heat	1
Flash Flood/Fluvial (Stream) Erosion	6
Hail	4
Inundation Flood	7
Landslide	0
Strong Wind	8
Wildfire	0



#1 Drought **91%**

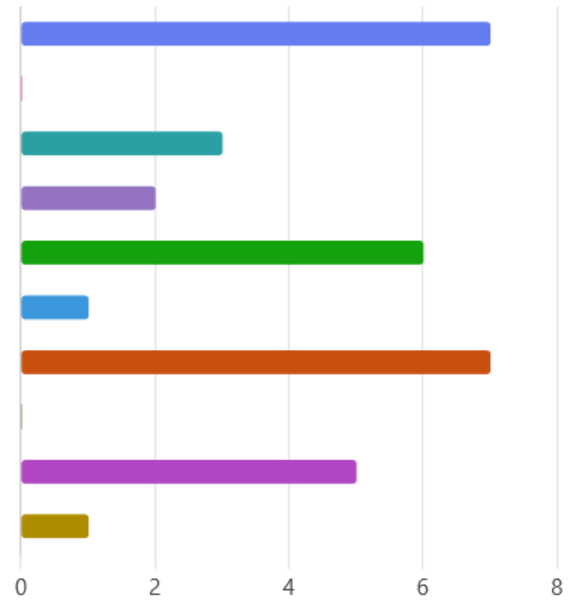
#2 Strong Wind **73%**

#3 Tie: Extreme Cold/Snow/Ice and Inundation Flooding **64%**

² The Planning Team chose to not survey invasive species given the unique and diverse nature of this hazard, and the subsequent decision during the hazard identification and risk assessment to focus on a specific forest pest of concern, the Emerald Ash Borer.

4. Of the natural hazards listed in Question 3, what are the top three you think are likely to occur in the next five years? (32 votes)

Drought	7
Earthquake	0
Extreme Cold/Snow/Ice	3
Extreme Heat	2
Flash Flood/Fluvial (Stream) Erosion	6
Hail	1
Inundation Flood	7
Landslide	0
Strong Wind	5
Wildfire	1

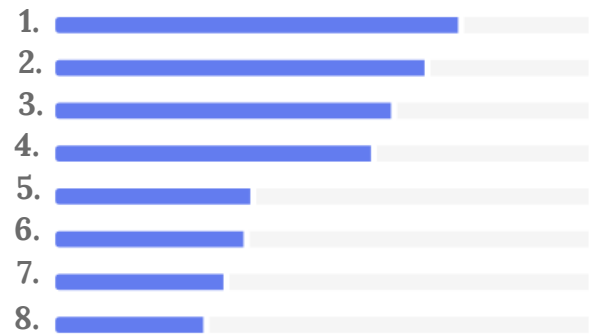


#1 Tie: Drought and Inundation Flooding 64%

#3 Flash Flooding/Fluvial Erosion 55%

5. Which potential natural hazard impacts are most concerning to you? Rank from 1 to 8. It would be most concerning to experience damage or loss in regards to... (9 responses)

- 1 Damage or loss of roads, bridges, public utilities (e.g., sewer)
- 2 Loss of life or injuries, especially among vulnerable populations
- 3 Loss or damage to agricultural operations
- 4 Damage to environmental resources (e.g., wetlands, lakes, ponds, rivers, forests)
- 5 Loss of wildlife
- 6 Damage to schools and other public properties (e.g., parks, buildings)
- 7 Business closure or loss
- 8 Damage or loss of cultural/historic properties



6. Are you aware of any location(s) in Shrewsbury that appear more prone to the impacts of flooding, ice, wind, or wildfires? Describe any past damages or recurring incidents in these areas. (10 responses)

ID ↑	Name	Responses
1	anonymous	Yes, through Cuttingsville there is more flooding and there are certain areas that lose power more often
2	anonymous	Cold River Rd. erosion slides
3	anonymous	cold river road- river can get very strong during flood times
4	anonymous	Flooding of the Cold River and the Mill River

6. Are you aware of any location(s) in Shrewsbury that appear more prone to the impacts of flooding, ice, wind, or wildfires? Describe any past damages or recurring incidents in these areas. (Continued)

ID ↑	Name	Responses
5	anonymous	Cold River Rd north of Wilmouth Hill Rd
6	anonymous	Cold River Road which has washed out twice. Cuttingsville residences along 103/Mill River (flood damage). Culvert in Russelville (flooding). Area near and around Wilmouth Hill bridge. Brown bridge and Upper Cold River Rd (western part)
7	anonymous	Cold River, Mill River, and Tributaries
8	anonymous	Mill River, Rte 103
9	anonymous	Road flooding

7. List any specific community assets you are concerned about losing because of natural hazard impacts. Examples might include a local business or employer, a community gathering site, or a cultural/historical site or artifact. (7 responses)

ID ↑	Name	Responses
1	anonymous	Spring Lake is a special spot in Shrewsbury and I hope it continues to be protected
2	anonymous	n/a
3	anonymous	The businesses along Route 103.
4	anonymous	Possibly some buildings in Cuttingsville that could be subject to Mill River flooding, such as Post office complex, and/or the Library on School st although neither of those have experienced damage in the past. If the Mountain school Rd Dam is removed this year, that will relieve the threat of flooding on that road which is a critical to Town services (Town garage, School, transfer station).
5	anonymous	School and Town Garage access if pond culvert is not replaced. Brown Bridge.
6	anonymous	Brown Bridge; AT/LT
7	anonymous	None

2 respondents (29%) answered Town garage for this question.



8. Anything else related to natural hazard risks or impacts you would like to provide for consideration and incorporation into the Shrewsbury Local Hazard Mitigation Plan? (3 responses)

ID ↑	Name	Responses
1	anonymous	fix the roads!
2	anonymous	1. Communication has been an issue in the past; need to review, maybe practice an emergency event to ensure communication to town residents and between other towns emergency managers. 2. Would it be worth getting ahead of the dead/dying trees and limbs near and over town roads?
3	anonymous	None

OPPORTUNITIES FOR PUBLIC INPUT

 **Seeking Feedback on High Risk Natural Hazard Impacts**

The risk assessment is a robust analysis that explains what might happen with extreme weather events based on local experience and the probability of future occurrence. It also identifies which community assets are vulnerable and where they are located.

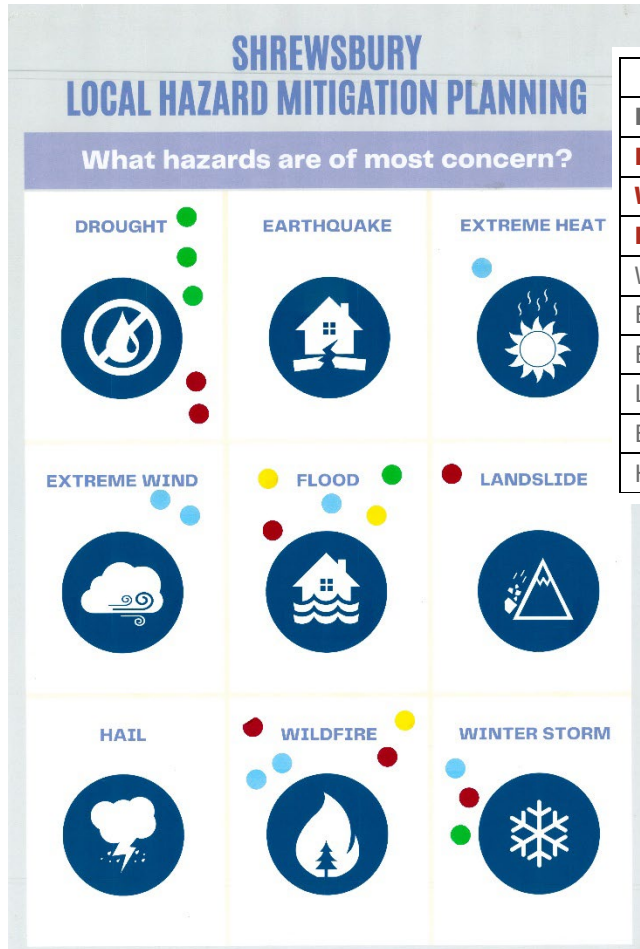
We are seeking your feedback on the natural hazards that are most impactful to you and the Town of Shrewsbury. Click [here](#) to complete the online survey, open until **Friday, April 17**. Physical copies are also available for pick up and drop off at the Town Office and Pierce's Store. We look forward to hearing from you!

PHASE 1	PHASE 2	PHASE 3
Inform the Risk Assessment & Hazard Identification	React to the Draft Mitigation Goal & Actions	Provide Review Comments on the Draft Plan
MAR-APR 2026	JUL-AUG 2026	SEP-OCT 2026

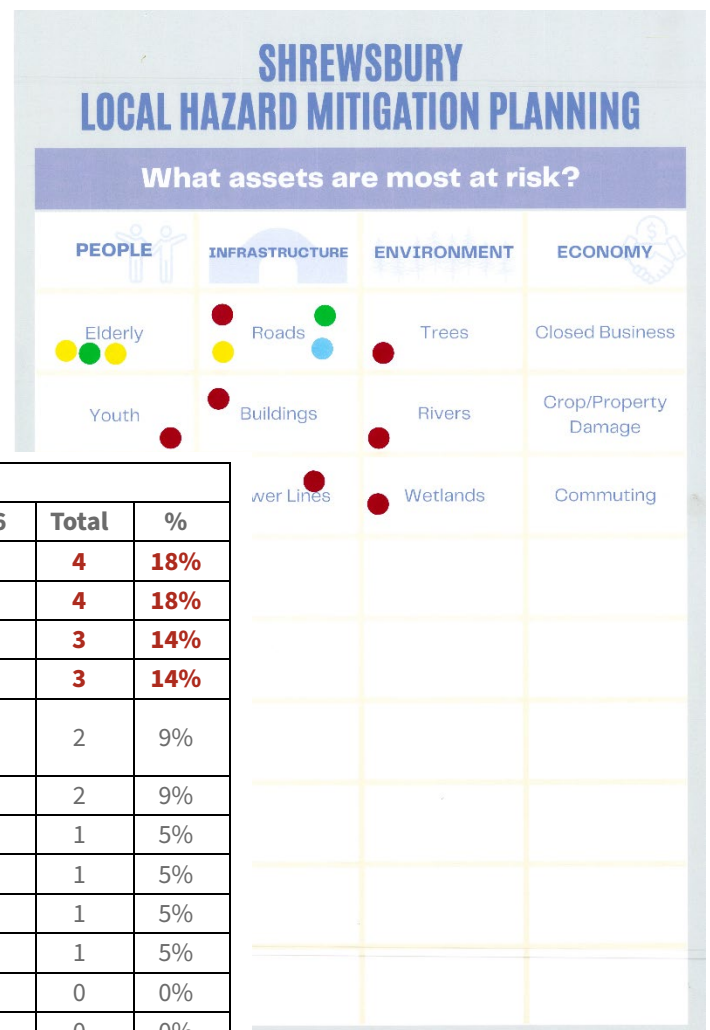


Advertisement of the hazards & risks survey on the Shrewsbury LHMP Landing Page

HAZARDS & RISKS POP-UP POSTER RESULTS



Question: What Hazards Are of Most Concern?				
Response	April 26, 2026	May 10, 2026	Total	%
Flood	5	4	9	26%
Wildfire	5	3	8	23%
Drought	5	2	7	20%
Winter Storm	3	1	4	12%
Extreme Wind	2	1	3	9%
Extreme Heat	1	1	2	6%
Landslide	1	0	1	3%
Earthquake	0	0	0	0%
Hail	0	0	0	0%



Question: What Assets Are Most at Risk?				
Response	April 26, 2026	May 10, 2026	Total	%
Infrastructure: Roads	0	4	4	18%
People: Elderly	1	3	4	18%
People: Youth	2	1	3	14%
Environment: Trees	2	1	3	14%
Economy: Crop/Property Damage	2	0	2	9%
Infrastructure: Power Lines	1	1	2	9%
Environment: Rivers	0	1	1	5%
Environment: Wetlands	0	1	1	5%
Infrastructure: Buildings	0	1	1	5%
People: Disabled	0	1	1	5%
Economy: Closed Businesses	0	0	0	0%
Economy: Commuting	0	0	0	0%

PHASE 1 PUBLIC COMMENTS SUMMARY ³

Location in Plan	Comment	Planning Team Response & Revisions (as applicable)
Section 3, pg. 1 (Land Use and Development Patterns)	Refers to the Victorian and Greek Revival houses as “cottages.” Really? Also, add the Community Meeting House to the list of valued historic features.	Replaced “cottages” with “houses” and added the Community Meeting House to the historic features list.
Section 3, pg. 1 (Land Use and Development Patterns)	The former Cuttingsville Church does not contain “the Town’s” Historical Society because the group operates independently as a 501(c)(3) organization.	Revised language to read “Shrewsbury Historical Society.”
Section 3, pg. 2 (Land Use and Development Patterns)	The inset picture on page 2 does not show the Community Meeting House.	Replaced picture with the correct building.
Section 3, pg. 2 (Land Use and Development Patterns)	Describing maple sugaring and property management as “cottage industries” is inaccurate.	Removed mention of “cottage industries” in Shrewsbury.
Section 3, pgs. 1-2 (Land Use and Development Patterns)	Historic buildings and history could be “better written about... I’d like to see some better mention of the value to this community.”	Several paragraphs already touch upon Shrewsbury’s history, including land use and historic structures and assets. No revisions made.
Section 3, pg. 2 (Land Features)	Salt Ash Mountain should be mentioned given its significance on local weather patterns for Eastham residents.	Added the following sentence: “Salt Ash Mountain (3,287 ft.), located in nearby Plymouth, is notable for producing substantial rainfall in the area of Town known as Eastham.”
Section 3, pg. 2 (Land Features)	No mention of Clarendon Gorge when listing all Wildlife Management Areas in Shrewsbury	Revised language to read “several Vermont Wildlife Management Areas” instead of listing each one individually.
Section 3, pg. 3 (Average Temperatures)	If Shrewsbury is among the coolest places in Vermont, why does the follow-up sentence about nighttime lows indicate the number of days below freezing makes Shrewsbury “warmer than most places in Vermont”?	Removed this language to retain consistency with the narrative.
Section 3, pg. 4 (Transportation)	When naming other collectors of local significance, the text erroneously lists “North Shrewsbury Road”, which is actually located in Clarendon.	Replaced “North Shrewsbury Road” with “Northam Road.”
Section 3, pg. 4 (Transportation)	Is the Town aware that it is required to inspect and clean the Brown Covered Bridge annually per the existing easement agreement? Also, did fortifying both approaches after Irene make the bridge more susceptible to washout?	The Road Crew recently swept and sprayed the Brown Covered Bridge in early June. The Town isn’t certain at this time whether fortifying both approaches made the bridge more susceptible to washout. Revised the last sentence of paragraph five to clearly state that the Town must “inspect and clean the structure annually.”

³ This table only includes comments that were made by members of the public, not those extensively discussed by the Selectboard (see pg. A-10).

Location in Plan	Comment	Planning Team Response & Revisions (as applicable)
Section 3, pg. 4, Table 1 (Power Outage Summary)	“Explain how the ‘average # of hours the typical customer was without power in a year’ was calculated?”	Green Mountain Power provides this metric, which is known as “SAIDI,” or the System Average Interruption Duration Index. SAIDI is calculated by multiplying the average duration of customer interruptions by the total number of interruptions and then dividing by the total number of customers in the system. Revised the column description to read “Total duration of the average customer interruption per year in hours” for clarity.
Section 3, pg. 5 (Public Safety)	What is “DR4695”, mentioned in the sentence about the 43.07-hour power outage affecting 104 accounts in 2022?	This refers to the federally declared disaster (Severe Storms and Flooding) that took place on December 23, 2022. Rutland County was not included in this disaster declaration, so the mention of DR4695 was removed.
Section 3, pg. 5 (Public Safety)	Grammatical error: “The Shrewsbury Volunteer Fire Department is an 16-member on-call department that provides local fire protection...” Also, recent input from the SVFD for the 2027 Municipal Plan update indicates the number may be 18 members?	Corrected “an” to “a”. The number of on-call members was not changed because the original figure was provided directly by the Fire Department rep on the Planning Team.
Section 4, pg. 7, Table 3 (Existing Plans, Studies, Reports, & Technical Information)	“I think the Coolidge State Forest Management Plan and the Green Mountain National Forest Management Plan should be listed.”	Table 3 lists the plans <i>specifically referenced in the development of the LHMP</i> . The Planning Team could not locate a copy of the “Coolidge State Forest Management Plan,” and the Green Mountain National Forest Management Plan covers topics outside the scope of the Local Hazard Mitigation Plan. No revisions made.
Section 5, pg. 10, Table 4 (Phase 1 Public Input: Survey & Pop-Up Results)	“I think Invasive species is being sold short - I do not understand why that was not surveyed.”	The Planning Team agreed that the exclusion of invasive species from the survey could be better explained. Language was added to Table 4 to direct readers to Appendix C for more information. Then, on the survey results page (pg. A-21), the following footnote was added: “ <i>The Planning Team chose <u>not</u> to survey invasive species given the unique and diverse nature of this hazard, and the subsequent decision during the hazard identification and risk assessment to focus on a specific forest pest of concern, the Emerald Ash Borer.</i> ”

Location in Plan	Comment	Planning Team Response & Revisions (as applicable)
Section 5, pg. 11, Table 5 (Community Hazard and Risk Assessment)	The impact scores of 2 (“minor”) for Invasive Species are too low. For instance, the effect of EAB on ash trees falling onto power lines resembles the impacts of Strong Wind, which has an infrastructure impact score of 3 (“major”).	The impact scores of 2 across all categories (people, infrastructure, environment, economy) indicate <i>isolated cases</i> of moderate-to-severe damage, minor injuries, and minor economic disruption. Impact scores of 3 would mean <i>widespread</i> severe damage, injuries or fatalities, and short-term economic effects. The Planning Team believes the impact scores of 2 accurately reflect the low likelihood of fatalities from fallen ash trees, their scattered impact areas, and the lack of a significant local timber industry that would be affected by ash tree loss.
Section 5, pg. 17 (Environment Section of Flood Profile)	“Can we identify who is responsible for implementing and/or tracking river corridor protection projects?”	This will be done for projects of choice (i.e., those evaluated by the Planning Team as reasonable and practical for the Town to implement) in the Plan’s Mitigation Strategy section. Removed the mention of implementation status for the 25 potential projects in Shrewsbury to streamline & simplify.
Section 5, pg. 17 (Environment Section of Flood Profile)	“I don’t know where this business [CNC Motor Sports] is in Shrewsbury. Can we identify the location by naming the road and/or [nearby] town infrastructure? Also, can you add a sidenote to describe what ‘green stormwater infrastructure’ is?”	Green stormwater infrastructure will be defined in the Plan’s Mitigation Strategy section. Given this and the lack of notable current landmarks, the mention of this single project example was removed.
Section 5, pg. 18 (Economic Section of Flood Profile)	“I would not single out Stewarts - I would say potential losses borne by sugar makers.”	Removed mention of Stewart Maple and replaced it with the broader catch-all term “maple sugaring operations.”
Section 5, pg. 23 (Invasive Species Profile)	“I think RRPC should be able to get a more local percentage of Ash trees than state wide - US Forest Service or State may have a Shrewsbury figure. I also think the general impact of dead ash trees is not being g fully described - again I think the State or USFS could give better information. Lars Lund Protection Forester may be able to provide some more extensive information.”	The Planning Team checked with Lars Lund at ANR and with Vermont Urban and Community Forestry for local ash tree data for Shrewsbury, but none exists. The Planning Team remains unclear on how the “general impact of ash trees’ is not being fully described: there is already mention of infested trees falling on people and property (including power lines), downed trees becoming riverine debris, and the safety and financial concerns of dead-tree removal. No revisions made.

Location in Plan	Comment	Planning Team Response & Revisions (as applicable)
Section 5, pg. 23 (Invasive Species Profile)	Additional details about ash tree locations in Shrewsbury should be added. Consider referencing Gary Salmon's earlier work, which could have appeared previously in the <i>Times of Shrewsbury</i> .	The Planning Team thought the roadside ash tree inventory completed by the former Tree Warden was lost after his passing. On June 30, 2026, the Town Clerk found the report and shared it with the team. The risk profile was updated with specific ash tree counts, and the vulnerability summary now includes road segments with confirmed ash tree sightings.
Section 5, pg. 24, Table 6 (USDA Drought Category Descriptions)	"In the table under D3 and D4 I think <i>increased risk of wildfires</i> need to be added. We have a lot of forest with down debris that if we had a severe prolonged drought could burn."	These category definitions are verbatim from the USDA website, so this table (originally untitled) was labeled to avoid ambiguity. In addition, the narrative on page 25 already calls out the overlap between drought and wildfires: " <i>Drought-like conditions can also increase the potential for brush fires... The Town believes wildfires may become more likely as drought periods become more common and prolonged.</i> " [Emphasis added.]
Section 5, pg. 25 (Environment section of Drought Profile)	Add a mention of important local aquifers and their protection sources, which may have been mapped by John Davis.	Aquifer mapping data is not on the State's ANR Atlas (only public well data is included). The Planning Team were unaware of any existing aquifer maps, so no revisions were made.
Section 5 (General)	Concerns were raised regarding the need to raise the emphasis on the risk of wildfire in the plan, particularly due to dry conditions and accumulated forest debris	After extensive discussion, the Planning Team opted to raise the probability score for wildfires from 2 to 3 in Table 5 . This yields a final risk score of 5.25, placing it above Extreme Heat (not considered a high-risk hazard due to Shrewsbury's topography, which results in cooler-than-average temperatures) but below Inundation Floods. There is not enough data on wildfire history in Shrewsbury to complete a high-risk hazard profile, nor enough Town-owned forested land to justify locally led mitigation actions. However, the community believes wildfires may become more likely as drought periods become more frequent and prolonged, and this adjustment in risk score reflects that belief.
Appendix C, pg. A-8 (Phase 1 Engagement Activities, Kick Off)	Why is "Whole Community" capitalized?	To recognize it as official FEMA terminology, see paragraph two on page A-8.
Appendix C, pg. A-9, Appendix Table 1 (Whole Community Partners)	Under "Hazard Mitigation Agencies," the Road Commissioner is erroneously called the Road Foreman.	Correction made to Appendix Table 1.

Examples of Phase 2 Engagement Materials

Email Blasts

Times of Shrewsbury Public Notice

Social Media Postings

Survey with Results

Public Comments Summary

PHASE 2 EMAIL BLASTS

From: Maggie O'Brien <Maggie@rutlandrpc.org> Sent: Friday, July 24, 2026 12:52 PM To: Maggie O'Brien <Maggie@rutlandrpc.org> Cc: Aaron Korzun <dockorzun@vermontel.net>; Alaina (K) Subject: PUBLIC NOTICE – Shrewsbury LHMP Mitigation	 Maggie O'Brien To: ● Maggie O'Brien Cc: +2 others  Mon 7/27/2026 9:09 AM
All: There was a typo in the original email. The survey is actually due on Monday, August 24 (not Friday). Apologies for the confusion.	
Hello, Local Officials in Neighboring Municipalities, On behalf of the Town of Shrewsbury, we are notifying key community members that the local Planning Team has reached the next milestone in updating its Local Hazard Mitigation Plan (LHMP). The Town has developed a draft goal and actions to mitigate the impacts of natural hazards in Shrewsbury. Let us know what you think about the proposed goal and actions by taking the online survey at https://tinyurl.com/shrewsbury-lhmp26-survey2. Physical copies are also available for pickup at the Town Office (9823 Cold River Road) and Pierce's Store and must be submitted to the Town Clerk. The survey will be open until Mon, August 24. Questions should be directed to me, Maggie O'Brien, at maggie@rutlandrpc.org. For more information on the Shrewsbury LHMP update process, visit https://tinyurl.com/shrewsbury-lhmp26.	

(Placeholder for presentation notice and public comment period email blast graphics)

TIMES OF SHREWSBURY PUBLIC PRESENTATION & PUBLIC COMMENT PERIOD NOTICE

(Placeholder for final draft presentation and public comment period newsletter notice)

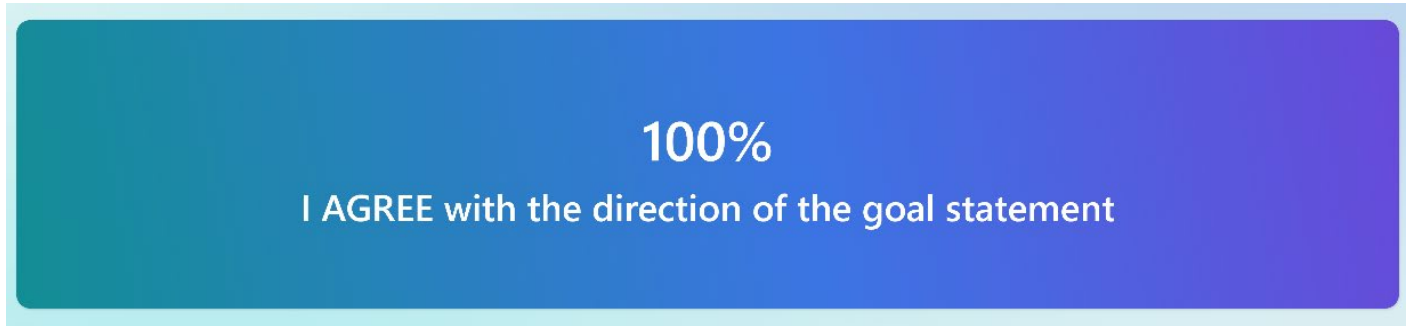
PHASE 2 SOCIAL MEDIA POSTINGS



(Placeholder for presentation notice and public comment period social media graphics)

PHASE 2 SURVEY RESULTS – 3 SURVEYS SUBMITTED

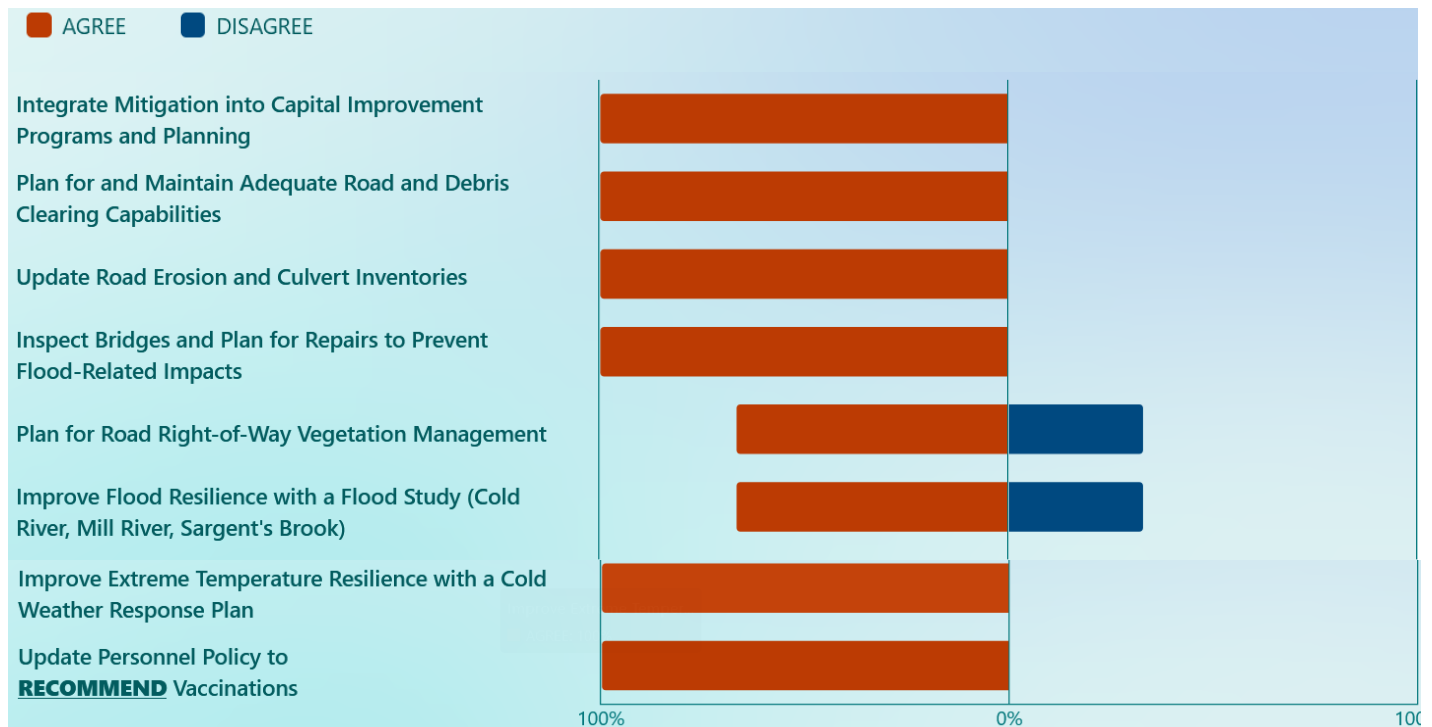
1. Evaluate the community's primary mitigation goal: "To increase Shrewsbury's resilience to natural hazards by advancing mitigation investments. These investments will ultimately reduce or avoid long-term risks to people; homes and neighborhoods; the local economy; cultural and historic resources; ecosystems and natural resources; and Community Lifelines such as transportation, energy, and communications."



2. If you disagree with the goal statement, explain why. Is there something missing we should consider?

(No responses)

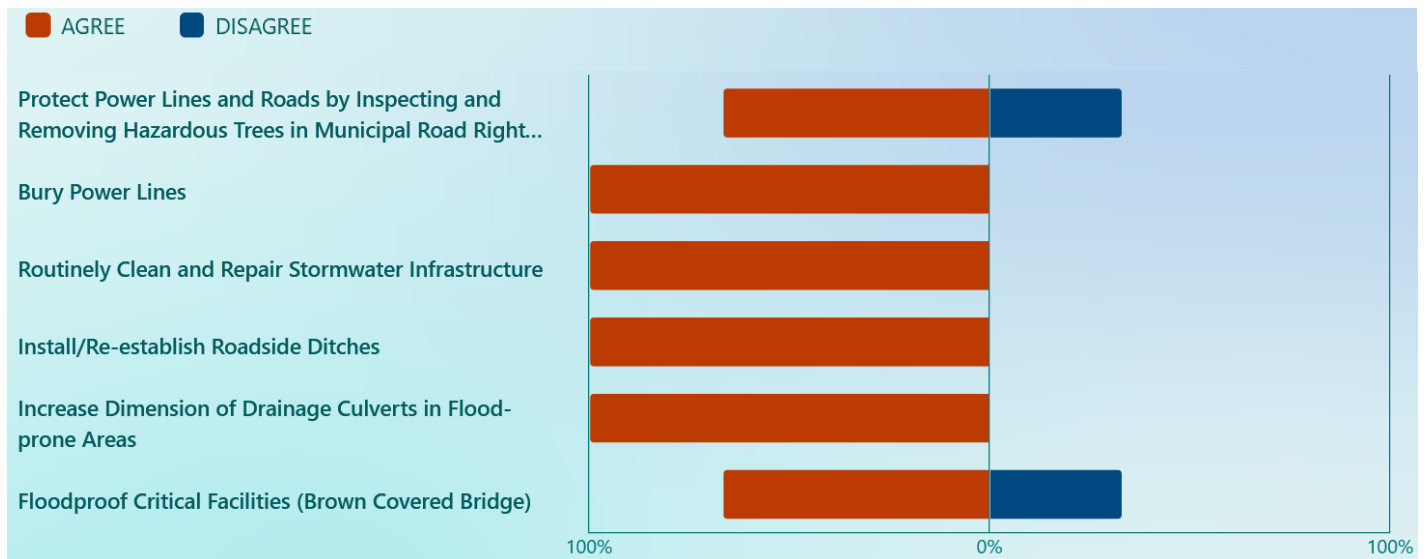
3. Indicate if you agree or disagree that the following Planning and Regulatory mitigation actions are acceptable and practical for Shrewsbury to implement over a five-year period. These actions include plans, policies, or regulations that influence the way land and buildings are developed and built.



4. Is there anything missing [from Question #3] that we should consider?

ID ↑	Name	Responses
1	anonymous	As culverts and bridges are evaluated, consideration should also be given to viability of use by wildlife. Also a plan in particular on how to handle the upcoming infestation of Emerald Ash Borer on our many roadside ash trees is crucial.
2	anonymous	Shrewsbury's roads are flanked by many large, old and sometimes diseased trees that can fall and block roads and damage property during storms and severe wind events. Include maintenance tree trimming and removal for trees in or immediately adjacent to the town road right of way. Utilize the tree inventory compiled by Gary Salmon, and consult with the road commissioner, tree warden, fire department and interested residents.

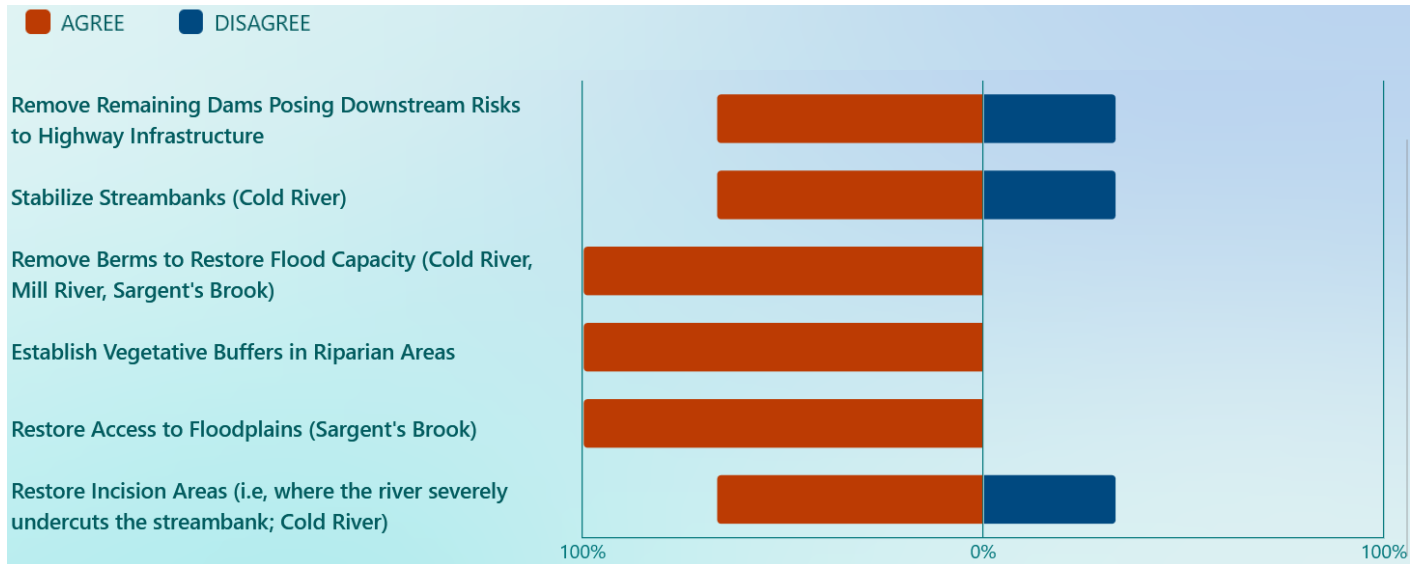
5. Indicate if you agree or disagree that the following Structure & Infrastructure Project mitigation actions are acceptable and practical for Shrewsbury to implement over a five-year period. These actions involve modifying existing structures and infrastructure to protect them from a hazard or remove them from a hazard area.



6. Is there anything missing that we should consider?

ID ↑	Name	Responses
1	anonymous	1. When burying power lines, consideration needs to be given to impact in each area as the trenching can be quite aggressive.. 2. I have some concerns at the depth of recent ditches on narrow roads.

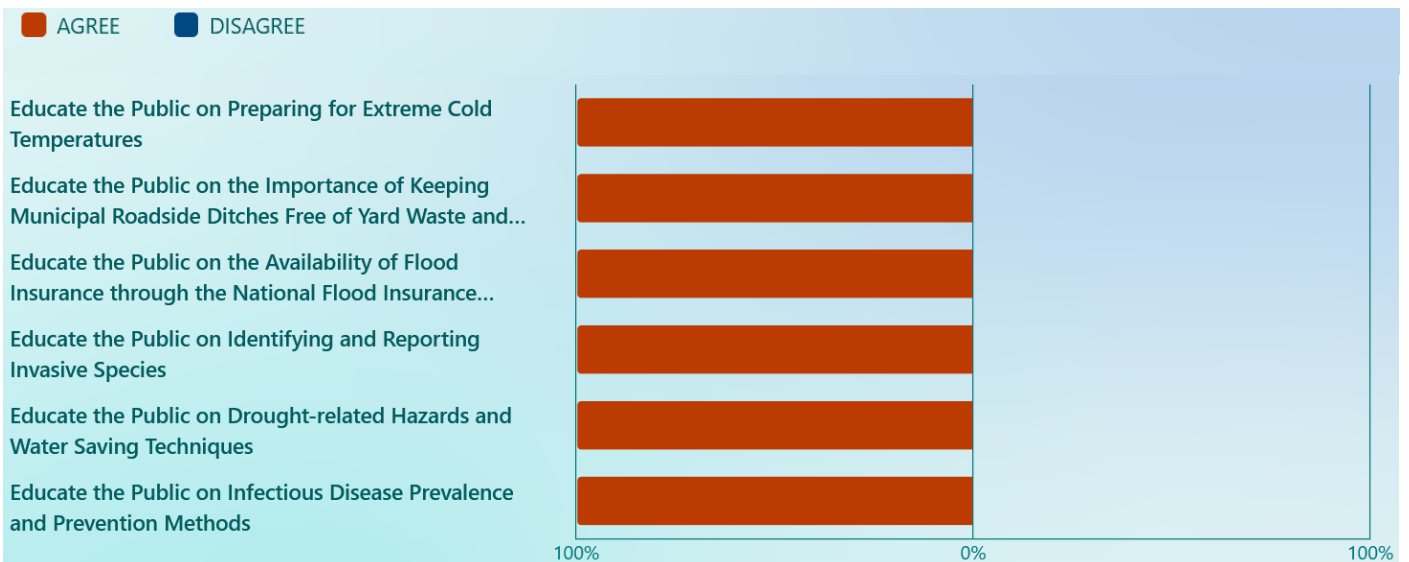
7. Indicate if you agree or disagree that the following Natural Systems Protection mitigation actions are acceptable and practical for Shrewsbury to implement over a five-year period. These actions help minimize damage and losses and preserve or restore the functions of natural systems and their related environmental services (e.g., floodwater storage).



8. Is there something missing we should consider?

ID ↑	Name	Responses
1	anonymous	I just don't understand the incision areas question.
2	anonymous	Extensive Japanese Knotweed on river banks is also destabilizing. Possible work with the state to come up with a plan for removal?

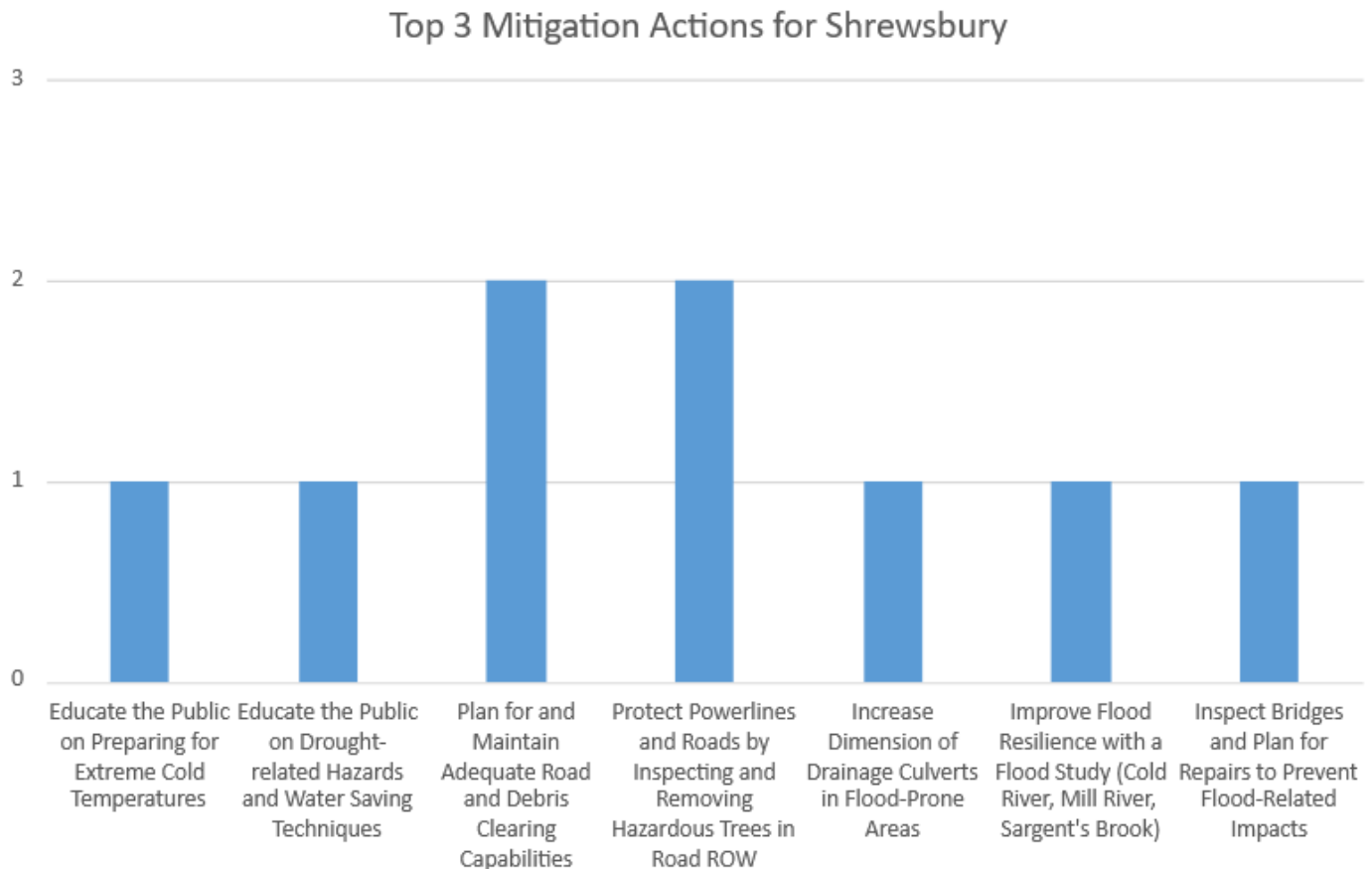
9. Indicate if you agree or disagree that the following Outreach and Education mitigation actions are acceptable and practical for Shrewsbury to implement over a five-year period. These actions inform and educate the public about hazards and potential ways to mitigate them.



10. Is there something missing [from Question 9] that we should consider?

ID ↑	Name	Responses
1	anonymous	Educate the public on preparing for extreme hot temperatures.

11. Out of *all* the mitigation actions presented, which three (3) are the most important for Shrewsbury to implement?



Note: All other mitigation actions did not receive any votes.