

Barre District Office

Healthy Community Design Examples

Updated 9/8/2015

Town	HCD - Plans/Polices/Ordinances
Barre City	<p>Town Plan</p> <ul style="list-style-type: none"> - P 2-2—Downtown walkability - p. 2-13 --Pedestrians and Bicyclists. There is demand for an improved sidewalk/path network in Barre City for pedestrians and bicyclists. Sidewalks and paths provide opportunities for exercise and a healthy, low-cost transportation alternative for those who cannot or choose not to drive. There are numerous challenges to be overcome to construct sidewalks and paths including obtaining rights-of-way and securing funding. The city struggles to pay for the maintenance of existing sidewalks and paths, raising concerns about whether we should build more sidewalks and paths. - p. 2-15 – Goal: For Barre City residents and workers to have viable alternatives to driving a personal vehicle to destinations within the city and region. <ul style="list-style-type: none"> Strategies: <ul style="list-style-type: none"> o Maintain current public transit service, and expand that service as warranted by demand and as can be sustained financially. o Maintain and improve the city’s sidewalk network so more city residents can safely walk from their homes to jobs, schools, parks, shopping and services. o Complete construction of the planned bike path through the city. - p. 2-15 Goal: 4 For Barre City to provide a pedestrian- and bicyclist-friendly environment. <ul style="list-style-type: none"> o Maintain and construct new sidewalks that serve areas of existing or anticipated high volumes of pedestrian use. o Maintain neighborhood sidewalks within the financial constraints approved by the city voters. o Make improvements when streets are being repainted, repaired or reconstructed to better accommodate safe walking and biking throughout the city (ex. narrowing travel lanes/widening shoulders, bike lanes, sharrows, sidewalks, cross-walks, curb ramps, traffic calming, signage, etc.). o Improve the connectivity of existing walking and biking routes. <p>p. 2-39 Goal: For Barre City to grow and flourish as a compact, walkable, mixed-use urban center that can attract and retain residents and businesses</p> <p>p. 2-41 Goal: Develop and adopt a form-based code for downtown.</p> <p>Barre City Multi-Use Path</p> <p>Downtown Barre Marketing Strategy and Action Plan</p> <ul style="list-style-type: none"> - Link to quick version of the vision: <ul style="list-style-type: none"> http://www.barrecity.org/index.asp?SEC=D28CCA99-348F-4606-84C1-428AB5DEAB83&Type=B_BASIC
Barre Town	<p>Town Plan</p>

	p. 15 – Accommodating bike through roadways and not through bike paths. Identifies issues and recommendations for both pedestrian and bike improvements.
Berlin	<p>Town Plan</p> <p>p. 4- Land Use Development Goal: Encourage pedestrian connections within and between residential neighborhoods and other facilities, such as the Elementary School, the town offices, and commercial facilities.</p> <p>p. 6 – Transportation Goals related to safety and pedestrian improvements.</p> <p>Recreation Areas of Berlin</p>
Braintree	None Found
Brookfield	<p>Town Plan</p> <ul style="list-style-type: none"> – P. 8 Recreation Section – p. 8 Village District – highlights the importance of remaining accessible to pedestrians.
Cabot	<p>Town Plan</p> <p>Community Facilities → Recreation Section</p> <p>Transportation Section</p> <p><u>Goal:</u> Establish safe routes between residential and commercial/ civic/recreational uses in the downtown village area, thereby making it more pedestrian and business-friendly.</p> <p><u>Implementation Strategy:</u></p> <ul style="list-style-type: none"> ○ Create a Village Vitalization Plan that addresses pedestrian access, parking, and traffic calming infrastructure in the village downtown area to provide for increased connectivity between residential and commercial/ civic uses/recreational uses. ○ Develop standards for new construction to assure pedestrian connectivity, and integrate into zoning regulations. <p><u>Goal:</u> Improve non-motorized access from rural areas of Town to the downtown village areas.</p> <p><u>Implementation Strategies:</u></p> <ul style="list-style-type: none"> ○ VIII.2 (a) Maintain and expand four-season trail system through the creation of a master plan and supported through grant funds. ○ VIII.2 (b) Identify locations for bicycle routes throughout Town and undertake infrastructure improvements to improve safety. ○ VIII.2 (c) Create and implement plans for the improvement of the bridge on Main Street at the intersection of Rt. 215 and Walden Road in order to make it safe for bicycle and pedestrian use. <p>Land Use Section</p> <p><u>Goal:</u> V.2 Preserve existing Town green/common as the visual centerpiece of community life and commercial development in Cabot, and encourage preservation and adaptive reuse of historic structures in Cabot Village and Lower Cabot Village..”</p> <p><u>Implementation Strategy:</u></p> <ul style="list-style-type: none"> ○ V.2(a) Seek Village Center Designation as a way to create economic incentives for commercial redevelopment and revitalization in the downtown areas. <p><u>Goal:</u> V.5 Promote pedestrian access for all development in village centers.</p> <p><u>Implementation Strategies:</u></p>

	<ul style="list-style-type: none"> ○ V.5(a) Develop a capital improvement plan that includes the development of new sidewalks/paths. ○ V.5(b) Seek grant funds to accomplish pedestrian infrastructure improvements.
Calais	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 4 Calais Town Vision -- We envision Calais as a viable, sustainable community for people of all ages that will proactively adapt to global environmental and economic changes while preserving our rural characteristics – agriculture, core forests, wildlife corridors, and other natural resources. We envision that within 20 years Calais will: <ul style="list-style-type: none"> ○ Have expanded, compact, livable, economic vibrant villages surrounded by open, working landscapes. ○ Provide meaningful local employment to at least 40% of our working population. ○ Meet a wide spectrum of housing needs through zoning, innovative architecture and landscaping design, village plans, and collaboration. ○ See its residents move around town and to other destinations by increased walking, biking and a variety of low-energy transportation modes. ○ Generate 25% of our electricity through individual and small group solar, wind, biomass, methane, and hydroelectric generating systems. ○ Remodel existing buildings and construct new buildings using the most energy efficient materials and techniques with an emphasis on renewable energy. ○ See that all residents have access to broadband services designed to improve high-speed communications and essential for economic development. ○ Provide small scale social financing and advice to property and business owners. ○ Produce 50% of our food. ○ Grow and locally sell a greater variety and amount of agricultural products. ○ Continue to enjoy our clean lakes and ponds. <p>Curtis Island Ordinance Number 16. No underage consumption of alcoholic beverages or use of illegal substances shall be allowed on the Island.</p>
Duxbury	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 81 – Discusses current state of Bicycle and Pedestrian infrastructure, resources and entities working on improvements. – p. 84 – Safety Section --Safe transportation – whether in a car, on a bike, or on foot— is essential to the wellbeing of Duxbury residents. While deaths or serious injuries from transport are rare in Duxbury, it is important that transport modes be as safe as possible for travelers.
East Montpelier	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 33 – Details recreation areas and their uses – p. 35 – Details the trails in the area – p. 40- Goals: Concentrate commercial growth within East Montpelier Village, especially business uses that support the community, ensure they are compatible with residential uses, and reinforce the village as the town’s social and cultural center – p. 54 – Energy Section Goals: <ul style="list-style-type: none"> ○ <i>Transportation</i> • Reduce the use of fossil fuels for transportation by increasing the use of car pools, using school buses by residents, creating more

	<p>carpooling parking areas, increasing the use of bicycles and expanding bus routes.</p> <ul style="list-style-type: none"> ○ <i>Building a More Sustainable Community</i> • Increase the number of activities which establish and encouraged the building of a cooperative community among its residents (sharing implements, creating bike routes, “barn raisings”, carpooling, etc.) <p>– p. 58— Bicycle and Pedestrian Accommodations</p> <ul style="list-style-type: none"> ○ In recent years there has been increasing interest in providing sidewalks within East Montpelier Village. A number of local residents walk between their homes and the Post Office or Dudley’s store. Some children also walk along these state highways to school or to meet the bus. The situation is both dangerous and a deterrent to pedestrian use of the village. As a result of strong local interest, a sidewalk study was conducted through a grant from the agency of transportation. The engineering firm of Dubois and King was hired to conduct a feasibility study. The study explored several alternatives including options for bike lanes. While a portion of the proposed sidewalks may be included in near term budgets, a sidewalk along the entire length of Route 2 is likely to be completed in phases. ○ Safe pedestrian and bicycle movement is of interest in many parts of town. North Montpelier residents have expressed in interest in sidewalks and other residents have requested safer shoulders for biking along roads like Towne Hill Road. <p>– p. 60-- Village Sidewalks: The Town received funding from the State’s Bicycle and Pedestrian program to design and build sidewalks within East Montpelier Village.</p> <p>– p. 85 -- Village Centers and Hamlets East Montpelier’s village settlements add diversity to the landscape and create cultural focal points. The clear distinction between these concentrated settlements and the surrounding landscape dominated by open space is critical to the scenic character of East Montpelier. All three villages retain historic settlement patterns which include buildings in close proximity usually oriented at right angles to each other and to the road. Development tends to be one lot deep but often a lot includes a cluster of several buildings such as a house, barn, and outbuildings. Historic and/or natural focal points in East Montpelier Village include the Old Brick Church, C.P. Dudley Store, and the Winooski River; in North Montpelier Village the Riverbend Country Store, the falls, and the pond; and in East Montpelier Center the Old Meetinghouse Church and the historic Parley Davis House. Each village has a distinct character. East Montpelier Village and North Montpelier include a mix of commercial uses along with residential and home occupations. Both are located along state highways. East Montpelier Center is quieter and more residential in character and the village is strongly integrated with its agricultural surroundings. The Center Farm is located right in the village. Interest in the scenic character of East Montpelier Village was strongly expressed in two recent forums held in the spring of 2011. Residents and business owners want to see an attractive and vibrant village that provides community oriented services. Residents in North Montpelier Village have also become active in promoting similar values for enhancing the village community</p>
Fayston	<p>Town Plan</p> <p>– P. 4-66 Goal 4.1: Maintain the Town’s character and protects its natural resources.</p>

	<p>Objective: Ensure that new residential development will be compatible with the character of the neighborhood or area in which it will be located.</p> <p>Strategies:</p> <ul style="list-style-type: none"> ○ Ensure that the Land Use Regulations (LURs) guide new development in a way that preserves Fayston’s rural character and natural features such as ridgelines, open fields, wildlife habitat, wildlife corridors, water quality, and wetlands. ○ Ensure that residential development, through the LURs, does not erode recreational opportunities (hiking, biking, walking, backcountry skiing, snowmobiling, hunting, etc.) ○ Look into non-regulatory tools that can help achieve this objective. <ul style="list-style-type: none"> – p. 110 - The Town should work with other towns, volunteers, and non-profit organizations such as the Mad River Path Association and Mad River Riders, to develop a valley-wide network of pedestrian and bicycle facilities. – As an alternative to constructing wide shoulders on roadways for pedestrians and bicyclists, pedestrian/bicycle facilities can be constructed adjacent to and separated from the road in lieu of the roadway shoulders. – p. 110 - Discusses the support of “complete streets”. – p. 111 - Goal. Slow traffic on back roads and otherwise improve opportunities for bicycling and walking. <p>Goal 7.2: Promote and support effective and efficient alternative transportation services.</p> <p>Objective: Encourage the development of bikeways adjacent to major valley roadways.</p> <p>Strategies</p> <ul style="list-style-type: none"> ○ Maintain the use of class four town highways for walking, bicycling, and other recreational uses. ○ Add bicycle and pedestrian facilities to the local transportation network, especially Rte 17. <ul style="list-style-type: none"> – p. 112 - Investigate methods to focus development in growth centers in a manner that will reduce automobile trips. – Support the efforts of Waitsfield and Warren to focus development in growth centers (Warren Village, Sugarbush Lincoln Peak, and Waitsfield Village/Irasville) in a manner that will reduce automobile trips. – p. 135 – Recreation section discusses trail & ski areas, facilities, assets within town and in neighboring towns,
Marshfield	<p>Town of Marshfield Civil Ordinance #3 - It shall be unlawful to smoke in any Town owned building or the land adjacent to the Old Schoolhouse Common.</p> <p>Town Plan</p> <p>Transportation Goals/Objectives:</p> <ul style="list-style-type: none"> ○ P. 49- Maximize safety on town roads with reasonable access for pedestrians, bicyclists, landowners. ○ Encourage development of paths for non-motorized traffic. ○ Enhance existing Old Schoolhouse Commons parking to better accommodate commuters using the new bus service including possibly adding a bus shelter and bike racks.

	<ul style="list-style-type: none"> ○ <i>P. 50</i> - Select Board should explore other methods (such as traffic calming), other than a lower speed limit, to reduce traffic speeds on Route 2 through the village. This could include enhanced enforcement and/or signage indicating the speed of vehicles entering the village area. ○ Promote the use of the new commuter bus service. ○ Pursue a separate bike/pedestrian lane or widen shoulders on Route 2. ○ Explore the option for an interconnecting public path between Groton State Forest, the Covered Bridge Park and the Stranahan Forest.
Middlesex	<p>Town Plan p. 39 – Transportation goals, objectives, and implementation strategies highlight the need for participating in safe routes to school, maintaining the use of highways for bike/pedestrian/other recreational uses,</p> <p>Recreation Committee – Details area sites for trails, swimming, and other activities.</p> <p>Wrightsville Beach Rules:</p> <ul style="list-style-type: none"> – No smoking on the left side of the beach (as viewed facing the water). – No alcohol on the beach or at the pines picnic area.
Montpelier	<p>Montpelier Alive Vision & Mission</p> <p>Vision: Montpelier is a vibrant community center with a thriving downtown and unique sense of place.</p> <p>Mission: To achieve our vision, Montpelier Alive will:</p> <ul style="list-style-type: none"> ○ Collaborate with Montpelier businesses, civic and governmental organizations and the wider community to enhance the city’s position as a preferred location for business. ○ Focus on keeping Montpelier an accessible and pedestrian-friendly working downtown with aesthetically pleasing streetscapes and design. ○ Support compact, land efficient development that enhances the city’s environment and preserves its historic character and unique sense of place. ○ Develop Montpelier as a center for social, cultural, retail and culinary experiences. <p>Structure: Montpelier Alive accomplishes its mission through a Board of Directors, Executive Director and Committees made up of citizen volunteers. Like other downtown organizations across the country, we use the National Main Streets Program’s suggested structure of four committees:</p> <ul style="list-style-type: none"> ○ Design Committee focuses on improving the physical aspects of Montpelier’s Downtown (streetscape, lighting, facades, circulation, etc.) and developing strategies to ensure an attractive appearance, highlighting the city’s unique assets and heritage. ○ Economic Restructuring Committee focuses on developing and implementing a market strategy that will result in an optimum mix of businesses, retail, services, lodging, residences and cultural activities for Montpelier to ensure its economic viability within rapidly changing local and global economies. ○ Organization Committee focuses on managing the organizational structure to assure there will be the basis for a long-term, self-sustaining and stable Downtown Revitalization program.

- Promotions Committee focuses on promoting and marketing a unified, high-quality image for the Downtown and organizing cultural activities which will bring people into Montpelier's Downtown.

Town Plan

- p. 89 – *Pedestrian Network* – Discusses current state of infrastructure, needs and populations impacted by this infrastructure. Includes pedestrian access to schools as an important component. Overview of plans to increase connectivity for having a walkable community and an increased walking score.
- *Bicycle Network* – Overview of projects completed as of plan publish date including the commuting and recreation value. Goes over options for improvements, financial implications, and the feasibility within Montpelier.
- P. 92 -94 – Provides visual options of accommodating a bicycle within Montpelier.
- p. 103 - **Streets that are Public Spaces**
- Main Street as a corridor has the most congested conditions, but is also the primary center of commerce and forms an important public space of Montpelier. State Street is a landmark corridor of historic and aesthetic significance. Each corridor forms a unique public space. Historic buildings, on-street parking, amenable sidewalks, street tree plantings, a vital day and night business environment, access for vehicles and pedestrians, street furniture, and slow moving traffic are all components that contribute to the vitality of these unique corridors.
- p. 141 – **Goal:** By 2015, increase the number of Montpelier residents who commute by walking or bicycling increasing by 40 percent by 2040.
- p. 143 – **Goal:** By 2015, Montpelier residents commuting by public transit increases by 15 percent.
- P. 145 – **Goal:** By 2015, Montpelier maintains safe, quality roadways, sidewalks, and bike paths.
- P. 226-**Strategy:** Make Montpelier a place where it is easy to integrate physical activity into daily life.
 - 1 Design roads in major transportation-ways to make biking and walking viable alternatives to automobile use.
 - 1b.2 Develop and maintain affordable, indoor community wellness options so that community members can stay active year-round.
 - 1b.3 Increase involvement in groups like CAN! to encourage participation in physical activity with neighbors.
 - 1b.4 Introduce additional “neighborhood-scale” recreational opportunities, and ensure larger regional facilities are well-served by alternative transportation.
 - 1b.5 Make full use of a variety of methods—online networking, local media, volunteer outreach, etc.—to ensure everyone is aware of the opportunities available to them.
- P. 227 **Strategy:** Promote ways to integrate physical activity and nutritious eating habits into the workplace.
 - 1c.1 Encourage fitness programs/challenges in the workplace. Set up public/private partnerships to support these programs.
 - 1c.2 Encourage employers to support employee participation in noncompany, healthy lifestyle programs.

	<ul style="list-style-type: none"> ○ 1c.3 Create a regular City Employee Wellness program, focusing on nutrition and physical activity, so that city employees may lead by example. – P. 235 - Increase the number of public spaces and events for community members to gather and interact. (Community garden parks; playgrounds near downtown; public spaces for gathering/events; festivals; etc.) <p>2015 Ordinance: Smoking Within City Parks</p> <p>Montpelier in Motion</p> <p>Taylor Street Redevelopment and Transit Center – transportation and commercial center, public park.</p> <p>Recreation Opportunities</p> <p>2015-2016 City Council Goals</p> <p>p. 4 – Maintain investments to become a bike and pedestrian friendly city</p> <p>Vine Street Pedestrian Bridge</p> <p>State Street Sidewalk & Lighting Project</p> <p>Safe Routes to School Infrastructure</p> <p>Montpelier Bike Path Extension</p> <p>Montpelier Bike Advisory Current Projects</p>
Moretown	<p>Town Plan</p> <ul style="list-style-type: none"> – P. 41-overview of current state of bicycle and pedestrian infrastructure and provides guidance for improvements. – P. 43 Sidewalks, curbing and crosswalks are options for slowing traffic in the Village. – A bicycle and pedestrian path network could connect Harwood Union High School to Moretown Village t, the MRPA Greenway Path in Waitsfield, and the recreational trails located on Moretown’s Town Forest (behind the school). – A park-and-ride lot in Moretown would offer an alternative to single-occupancy trips to work centers such as Montpelier and Chittenden County. – Sidewalks from North Moretown to Crossett Brook School would improve safety and traffic problems on Route 100 and at the intersection of Route 100 and Route 2. – Transportation Goal: To provide a safe, efficient and cost effective transportation network that provides for the needs of the community, including pedestrians, bicyclists, motorists and the homebound. – p. 54 – Recreation – overview of the facilities and fields reserved for recreational purposes. – p. 70 - Designate the Route 2/ Route 100 intersection area a growth center and encourage a mix of compatible commercial, residential and industrial uses, providing such uses are designed in a manner that reflects high quality of site design characterized by the following features:

	<ul style="list-style-type: none"> ○ parking located to the side and rear of buildings; ○ shared parking and driveway access wherever possible; ○ buildings located close to roads, with entrances and facades oriented toward the road, to ○ create a defined streetscape; ○ two - three story buildings designed to include varied roof forms and traditional building ○ materials; ○ integrated network of sidewalks; and ○ a pedestrian scale of building development.
Northfield	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 71 – Traffic Management & Traffic Calming – p. 72 – Pedestrian & Bicycle Circulation – highlights the need to maintain current sidewalk network and bicycle paths while allowing for further connectedness and a decrease in congestion. Outside of village center is not being considered for sidewalks, but may consider off-street bicycle path or expansion of bike lanes. – p. 75- Transportation policies: <ul style="list-style-type: none"> ○ To ensure pedestrian safety and the long-term efficiency of the local road network, access to state and local roads should be carefully controlled and existing deficiencies (e.g., excessive or oversized curb-cuts) eliminated. ○ New development shall not adversely impact traffic or pedestrian safety or result in a significant decline in the level of service of the impacted road network. The cost of mitigation to avoid such impacts will be the responsibility of the developer. ○ Road improvements and development projects in Northfield Falls, downtown, and Northfield Center should maximize pedestrian safety through site design and traffic calming. ○ Safety improvements to Route 12 north of the village center should be implemented, to include additional ledge removal, road widening, and the installation of pedestrian/bicycle lanes. ○ The provision of an integrated and well maintained pedestrian and bicycle path network is a key feature of the local transportation network. This system should be expanded through path connections from Memorial Park north to Bean Park and Northfield Falls and south along the Dog River to Norwich University. ○ Install sidewalks connecting Northfield Falls and Northfield Center. – p. 83 – Recreation Section – details the facilities available in Northfield including Memorial Park and Northfield Falls Fields.
Orange	None found.
Plainfield	<p>Town Plan</p> <ul style="list-style-type: none"> – P. 46 Transportation chapter mentions the 2012 VTrans grant to study sidewalk construction. Results showed that sidewalks on both sides of US Route 2 would allow for safe access to the lower village. Also discussed another study that showed a “T” intersection would allow for safe pedestrian crossing. Highlights the importance of maintaining pedestrian connectivity into the village. – p. 49 – Transportation goals & strategies <u>Goal:</u> Maintain safe and efficient road system that provides adequate access to rural locations in town. Promote public and alternative modes of transportation in order to minimize fuel consumption, transportation costs, and pollution and to strengthen

	<p>local economic systems. Protect the scenic and rural character of the Town’s roads. Support and encourage alternative transportation modes, such as bus, bicycles, and walking.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> ○ Implement traffic calming measures identified in the 2013 study prepared by Broadreach Planning and Design. ○ Build sidewalks on Creamery Street and on the Brook Road in the lower village over time as funding becomes available. ○ With assistance from CVRPC and VTrans, implement the recommendations in the 2013 Broadreach Planning and Design study for safe pedestrian connections and mobility between the lower and upper village and along Route 2. ○ Support Cross Vermont Trail’s efforts to extend the trail beyond the section from Route 14 to Country Club Road through Plainfield. ○ Emphasize the use of Class 4 roads as recreational trails valuable for hiking, horseback riding, bicycling, VAST trails and cross-country skiing and snowshoeing. ○ Follow the principles of Vermont’s Complete Street law to safely accommodate all transportation system users regardless of modes of transportation (walking, biking, or use of transit). <p>– p. 61 – Economic Development Goals & Strategies: <u>Goal:</u> Promote an attractive, vibrant Village and Town with a mix of businesses, homes, cultural activities, home-based businesses, environmentally friendly businesses of all sizes.</p> <p><u>Strategies:</u> Support the village street tree program. Continue to maintain and enhance the Mill Street and Washburn Parks and other planting areas. Plan and implement public investment in the village: sidewalks, benches, street lighting, historic preservation and crosswalks.</p>
Roxbury	None found.
Waitsfield	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 31 Economic Development Policies <ul style="list-style-type: none"> ○ The function of Irasville as a compact, mixed-use commercial center will be supported through local land use regulations and the development of infrastructure, including municipal water, community or municipal wastewater, and pedestrian, bicycle and other non-motorized transportation facilities. ○ Support strategies to improve the economic viability of agriculture and forestry, including maintaining and expanding economic incentives (e.g., use value appraisal), promoting access to local markets (e.g., continuation of farmers market, use of local farm products in local schools) and maintaining an adequate land base (e.g., through land conservation and land use regulations). – p. 58 –Transportation Alternatives: Pedestrian and Bicycle Travel Enhancing opportunities for local pedestrian and bicycle travel offers many benefits to the community. These include increasing opportunities for interaction between local businesses and customers; reducing traffic congestion, air pollution, and our collective reliance on non-renewable fossil fuels; fostering healthy living; providing recreational amenities for residents and visitors; and reinforcing historic, pedestrian-scale settlement patterns.

- p. 61 **Transportation Policies:**
 - Provide an interconnected network of sidewalks and other pedestrian and bicycle paths in Irasville and Waitsfield Village, including incorporation of identified road and sidewalk connections into development and subdivision plans. New development shall provide such sidewalks and paths to be connected to existing or planned facilities.
 - Support the creation of an integrated walking path network—through acquisition, easements or use of landowner agreements— linking Waitsfield Village and Irasville with Mad River Valley schools, and the village centers of Warren to the south and Moretown to the north, and other community centers and resources, including the Lareau Swimhole, Skatium and Harwood Union High School, as part of the transportation and recreation plan for Waitsfield and the Mad River Valley. To this end, the efforts of the Mad River Path Association are strongly endorsed.
 - Encourage, through the subdivision review process, the dedication of easements to permanently protect pathways and trail connections for non-motorized use.
 - Maintain and expand support for the continued operation of a transit system linking Waitsfield Village and Irasville with the Mad River Valley’s ski areas and regional population and employment centers. To this end, shelters and designated stops, sidewalks and park & ride facilities within village centers should be created and/or expanded.
 - Install and maintain safe, well-marked bicycle lanes along Route 100, Route 17 and, to the extent practical, along paved class 2 town roads.
- p. 46 – Recreation Section with specific details on facilities, trails, conserved areas.

[Irasville Growth Center Master Development Plan](#) -- Document provides an overview for the process to develop the master plan that involved the community members. Details breakout groups as options for a new vision of the growth center and what those breakout groups identified as key components.

Page 19 provides an overview of the major elements of the plan:

- Defined compact village pattern of mixed - use growth in Irasville.
- Higher density clustered housing in neighborhoods with interconnecting streets and pedestrian ways. A range of lot sizes are shown to provide housing diversity options.
- The higher density clustered housing is surrounded by open spaces, including productive farm and forestland throughout the Mad River Valley.
- Civic buildings: new town offices should be relocated to Irasville and be a central focal point of community design.
- A Town Green, recreation park for the new neighborhoods, and a series of connected open spaces.
- Independent and assisted - care elderly housing.
- Commercial and mixed use buildings in a compatible scale to other uses. Focus on commercial and office/service development that will create a sustainable living – working community instead of only a tourism based commercial economy.
- New roads that are pedestrian and bicycle oriented.
- Trails and nature walks into the wooded ravines and across the open meadows and the cemetery.
- Expands upon the cultural and natural heritage.

	<ul style="list-style-type: none"> ○ Define a positive relationship between the village center and the Route 100 corridor such that the road/village relationship is enhanced. ○ Define the level of growth made possible with the wastewater capacity of the Munn site, and the provision of town water, but do not let the current limitations of that infrastructure limit the potential of the future growth that could occur in Irasville since new technologies and state policies can and will change. <p>Waitsfield Village Parking & Pedestrian Circulation Study 2006 - This study recommends sidewalk, access management, traffic calming, parking, and enhancements in Waitsfield Village.</p> <p><i>Recommendations:</i></p> <ul style="list-style-type: none"> ○ A new sidewalk, green strip, and on-street parking on the west side of VT 100. The recommended concept plan is coordinated with the cross-section proposed for the VT 100 Transportation Path which includes upgrades to the existing sidewalk and on-street parking on the east side of VT 100, and bike lines on both sides of the roadway; ○ Better defined driveways; and ○ Mid-block pedestrian crossings with bulbouts on VT 100 at the Village Grocery and Valley Players Theatre.
Warren	None found
Washington	<p>Town Plan p. 62 Policy: 1) The Town would like to see the development of a Bicycle/Pedestrian path connecting the Village to Carpenter Park and eventually to East Barre.</p>
Waterbury	<p>Town Plan p. 79 – Traffic Calming. Techniques to maintain relatively slow traffic speeds in settled areas, enhance pedestrian safety, and improve the overall environment are often referred to as traffic calming. Such techniques include narrow vehicle traffic lanes, sidewalks, medians, on-street parking, roundabouts, raised and/or textured crosswalks, bulb-outs, street-tree plantings and street furniture. Traffic calming is especially important along state highways and town roads in Waterbury Village, Colbyville, and Waterbury Center.</p> <p>Complete Streets. Act 34 of 2011 calls for state and local governments to ensure that Vermont’s transportation system provide for the needs of all users of that system including motorists, pedestrians, bicyclists, public transportation users are considered in all state and municipally managed transportation projects. These types of transportation facilities are often referred to as “complete streets” and speak to the need for all modes of travel to be incorporated into the design and construction of transportation improvement projects.</p> <p>p. 80 Pedestrian and Bicycle Circulation In Waterbury Village, where historic settlement patterns reflect a pedestrian scale and orientation, an extensive sidewalk network exists. Many existing sidewalks, however, are in a state of disrepair. Fractured and uneven sidewalks can not only be a potential safety hazard, but can also discourage additional pedestrian activity in the downtown. Several crosswalks are provided along Main Street and signs are posted for vehicles to yield the right-of-way to pedestrians. Opportunities to enhance the village sidewalk system include better defining and strengthening pedestrian crosswalks, extending a sidewalk/</p>

bike path to the Crossett Brook Middle School in neighboring Duxbury, and expanding pedestrian links to and within Pilgrim Park and the reconstructed state office complex.

There are no sidewalks outside of the village, or in the area of the village west of Route 100. Most of Waterbury's rural roads, both paved and unpaved, have little or no shoulder and many residents have expressed concern for pedestrian safety along them. This appears to be a particular concern in Waterbury Center and Colbyville, where the 1993 Route 100 corridor study and the 1999 Transportation Infrastructure, Parking and Circulation Study recommended the installation of curbs and sidewalks.

In addition to the important transportation function of sidewalks, many Waterbury area residents and non-resident workers walk in and around Waterbury for pleasure and fitness. There is a "loop" path/Route through Waterbury Village between the State Complex and the river, down Winooski Street, along River Road in Duxbury, over to Route 2/100, and back into Waterbury, which is often used by State police trainees, residents, and area employees for jogging and walking. This path includes a section of the Cross VT Trail.

Respondents to the 2012 Community Survey commented frequently about the need for sidewalks and other improvements to make Waterbury safer for pedestrians and bicyclists. Improving bicycle and pedestrian facilities was ranked as the most effective action Waterbury could take to promote recreation and recreation-based economic development.

Despite the limited availability of off-road paths, bicycle traffic is relatively heavy in Waterbury, especially during the spring, summer, and fall months. This is especially the case on the two major state highways running through Waterbury - U.S. Route 2 and VT Route 100. Waterbury's rural roads are being increasingly enjoyed by resident bicyclists, as well as by bicycle touring groups and other visitors. Narrow shoulders, increasing traffic volumes, and congested intersections are hazardous to both bicyclists and motorists. Conflicts between bicyclists and motorists have been reported. Currently, only VT Route 100 north out of the village has shoulders that might be considered suitable for bicycling, although many sections are narrow and in a poor state of repair. Future state re-paving projects, including guard rail replacement, should provide adequate shoulders for safe bicycle riding on both VT Route 100 and U.S. Route 2. There are no bicycle paths or marked bicycle lanes on town and village highways and streets. The creation of these facilities and "share the road" marking and signage should be considered in the future. Bicycle and pedestrian safety programs are promoted in the local primary and middle schools, including the Safe Routes to School program that is promoted by VTrans.

p. 82-84 Detail various goals, policies, and objectives related to multi-modal transportation and improvements/expansion of bike/ped infrastructure and safety.

p. 91 – Recreation Facilities & Services – playing fields, recreation paths, swimming pool, ice hockey rink, state parks, Waterbury Reservoir.

[Entertainment Ordinance:](#)

P. 3 - (h) restricting or prohibiting the consumption of alcoholic beverages in connection with any regulated activity

[Recreation Facilities Ordinance:](#) No smoking allowed in pool area, basketball area, or tennis court. Cannot drink alcohol unless permit issued by selectboard.

	<p>Drug Free Workplace Policy</p> <p>Tobacco Policy The Town of Waterbury prohibits use of cigarettes, cigars, pipes, and all other varieties of tobacco designed to be smoked within its buildings and vehicles, whether owned, rented, or leased. In addition, no smoking of tobacco products will be allowed in personal vehicles when used to transport persons on authorized business of the Town of Waterbury.</p>
Williamstown	<p>Town Plan p. 67- Encourages locally grown food and gardening including roadside farm stands/markets/garden centers. p. 73 – Traffic Calming/Access Management – highlights what the village infrastructure needs in improvements such as raised sidewalks, green strips, tree plantings, street furniture, landscaping, signage, textured/colored pavement. p. 74 – Bicycle and Pedestrian Access – Develop more walking trails, improve safety of walkers, bikers, and horseback riders. Residents want a safe and walkable village p. 75 – Goal: To increase the safety and perception of safety and choices in transportation including non-motorized users, walkers, horses, that share and use our streets. p. 63 – Results from Economic Survey for the desires of town residents for the village downtown area: Farmer’s market, grocery/variety store, laundry mat, family restaurant, health care practitioners, town common with other common areas (i.e. a senior center building, hiking path), jobs that are clean and sustainable, community activities & sprit, war memorial, sidewalks & crosswalks in both the villages, clean-up activities/pride, tress and landscaping, fun activities for teenagers.</p>
Worcester	<p>Recreation Page: Lists details of hiking, biking, swimming, snowmobiling, and recreation fields.</p> <p>Alcohol and Drug Abuse Policy Resolution</p> <p>Town Plan Part V. Transportation Goal: To ensure pedestrian safety. Transportation Policy: The Worcester Planning Commission encourages the development of a transportation plan, with an eye towards the development of traffic calming and pedestrian access in the Village.</p>