

8 | Transportation

8.A OVERVIEW

As is the case in most of rural America, any consideration of transportation in Waitsfield is largely dominated by a discussion of the automobile and the impacts of an automobile-dependent culture on our community. The town is not directly served by rail, a commercial airport, or any regional bicycle and pedestrian network other than public roadways. Recognizing this dependence on the automobile, the town has attempted to coordinate land use planning with traffic and transportation policies as a means of providing pedestrian connectivity, promoting transit, and ensuring traffic safety and efficiency throughout the community.

In recent years, changes in transportation priorities have been fueled by the rise of global oil prices and the concept of “peak oil.” With \$4 per gallon gas making its first appearance in Waitsfield and predictions of higher prices to come, the importance of multi-modal transportation planning in both town and private developments has soared.

This chapter examines the town’s transportation network, including state and local roads, traffic safety, non-motorized travel and transit, and evaluates current conditions and issues relating to that network.

8.B ROADS AND HIGHWAYS

State Highways. Primary access to the town is provided by Route 100, which runs the length of the state and serves most tourist destinations along the main range of the Green Mountains. Route 100 links the valley with Interstate 89 in Waterbury (Exit 10) and Middlesex (Exit 9), both approximately 10 miles to the north. It provides access to passenger rail service in Waterbury, as well as commercial air service and regional population and employment centers in Chittenden County and Montpelier. Route 100 not only serves town residents, but also provides the primary access to the valley for visitors from Montreal and southern New England.

In addition to serving as the valley’s principal arterial highway, Route 100 functions as Main Street through Waitsfield Village and Irasville. A result of this can be high traffic volumes during peak periods, as well as potential conflicts between through-traffic and turn-

ing movements at busy commercial intersections. This raises specific concerns relative to traffic safety and efficiency within village centers, addressed in more detail below.

Access to Waitsfield is also provided from the west by Route 17, which crosses the Green Mountain Range over Appalachian Gap in Fayston, providing a link between Route 100 and Mad River Glen and Mount Ellen.

Highway Improvements. The Town of Waitsfield Route 100 Transportation Path is scheduled to be completed in 2011, and will provide pedestrian and bicycle connectivity and crosswalk improvements from Waitsfield Elementary School to Irasville. The project is of paramount importance to the community and its guests and visitors, and should be given top priority for completion.

Highway Maintenance. Until 1998, VTrans’ regional highway maintenance facility in the Mad River Valley was located adjacent to the Lareau Swimhole south of Irasville. The 1998 flood accomplished what valley towns had attempted for at least two decades, the permanent removal of the riverside maintenance facility. A more modern facility has been relocated further to the south on Route 100, in the Limited Business District. This facility should meet the state’s maintenance needs for the foreseeable future.

Highway Design Standards. In response to growing concern that federal standards were inappropriate for Vermont’s small villages and rural settings, the state prepared and adopted *Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation of Freeways, Roads and Streets* in 1997. These include standards for roads serving urban, village and rural contexts that are designed specifically for use in Vermont. The upgrade and construction of state, town and private roads in Waitsfield should be guided by these standards.

Town Roads. Waitsfield maintains nearly 37 miles of town roads, including nine miles of Class 2 and 20 miles of Class 3 roads. A summary of road mileage by classification and function is included in Figure 8-1.

Class 2 and 3 roads are maintained for year-round travel. Class 2 roads serve as major collectors providing access between towns. These include the North Fayston Road, Bragg Hill Road, North Road and East Warren Road. Class 3 roads are all other roads except state routes that are negotiable in all seasons. In most instances, regardless of classification, the town owns a 50-foot right-of-way (either as an easement or in fee simple) to accommodate town roads.

Waitsfield's roads are generally in good shape and adequate to accommodate current traffic volumes. While the town does not maintain a formal, long-term road improvement program, the Selectboard, Town Administrator and Road Commissioner have attempted to schedule road maintenance in an efficient and cost effective manner that minimizes year-to-year fluctuation in the municipal property tax rate.

Further, the Meadow Road bridge over the Mad River has been identified as deficient by the Selectboard and VTrans. A plan for the rehabilitation or replacement of that bridge has not been prepared, although such a plan could be expected within the next five years.

Future Road Solutions. In addition to road improvements needed to address current deficiencies, several projects have been identified as necessary to accommodate potential traffic growth as well as anticipated development in accordance with this plan.

The 2006 *Waitsfield Village Parking and Pedestrian Circulation Study* identified numerous design recommendations for the improvement of personal and vehicular transport within Waitsfield, as well as budgetary solutions, that should be considered as peak traffic increases and transportation challenges emerge. Those recommendations include but are not limited to the:

- ◆ Creation of a defined visual gateways at the north and south entrances to Waitsfield; and
- ◆ Creation of increased community parking options near Bridge Street.

The 1997 *Waitsfield Circulation and Access Management Plan* detailed 15 strategies to minimize traffic impacts in Waitsfield Village and Irasville. The strategies included conceptual road connections designed to provide alternative local routes to support land use goals for Irasville and Waitsfield Village and to enhance pedestrian and bicycle safety.

It is important to note that specific alignments for these alternative connections have not been formally identified by the town, and in many cases potentially affected landowners have not been involved in planning for possible routes. Such connections may take the form of collector roads serving through traffic, service roads creating a grid-network in village centers, or an interconnected network of rural roads providing alternative routes for local traffic.

The construction of these roads could take place in response to proposed private developments on land within the potential corridor, or through the public process of laying out and constructing town roads. Should the town choose the later, an Official Map should be developed to provide a mechanism for acquiring future rights-of-way. Regardless of the mechanism used, future development should be designed in a manner that enables the alignment of interconnected routes in designated corridors.

Class 4 Roads. Unlike other town roads, Class 4 roads are not maintained for year-round travel. With important exceptions (e.g., minor portions of both Rolston Road and Old Center Fayston Road), most Class 4 road mileage is located within the town's Forest Reserve District and provides recreational opportunities and access for traditional forest-based land uses (e.g., forestry, hunting). Presently, the Selectboard has three management strategies for Class 4 roads: municipal winter maintenance, although not improving the road to class 3 status (Rolston Road); allowing private winter maintenance through a maintenance agreement (Palmer Hill Road); and no winter maintenance (most Class 4 roads).

Year-round development on Class 4 roads may result in the need for road upgrades and additional maintenance to allow for year-round use and access by emergency vehicles. It can also interfere with recreational use. Options include regulating or prohibiting year-round development requiring such access, and/or downgrading selected Class 4 roads to legal trails. These options are especially important with regard to Class 4 roads that access properties located in the Forest Reserve District, where road policies should be consistent with the town's land use policies.

One exception to this, however, is the Rolston Road, which is located entirely within the Agricultural-Residential District and serves to link Route 100 with the East Warren Road. Maintaining this road for

year-round traffic is important for ensuring access between these two areas of town, especially in the event of damage to the Waitsfield Covered Bridge and/or the Meadow Road bridge.

Road Maintenance. The maintenance of the road system is the town's second largest annual expense, next to schools. In 2008, that expense was nearly \$500,000, with only 15 percent of the total funded through state aid to highways. The town maintains a road department staffed with three full-time employees. The capital improvement program includes a schedule for replacing equipment. Reserve funds have been established to fund these acquisitions.

Scenic Roads. The following roads have been identified as scenic:

- ◆ East Warren Road
- ◆ North Road
- ◆ Common Road
- ◆ Floodwoods Road
- ◆ East Road
- ◆ Meadow Road
- ◆ Brook Road
- ◆ Cross Road
- ◆ Palmer Hill Road
- ◆ Rolston Road
- ◆ Sherman Road
- ◆ Main Street (Route 100) north of Waitsfield Village District to the Moretown town line and south of the Irasville District to the Warren town line.

These are also depicted on Map 7 in Appendix B. While the reasons for designating a road as scenic are specific to each individual case, common features that contribute to a road's scenic character, including stone walls and canopy trees, are often found within the right-of-way. As such, they are susceptible to detrimental road maintenance practices, including removal, to accommodate widening, ditching and/or paving. The Selectboard approved a scenic roads policy and created a Scenic Roads Commission in 2006 in order to formalize review of road repairs, maintenance and upgrades that might affect the scenic nature of the designated roads.

Of particular relevance to the preservation of scenic roads is the question of whether existing gravel roads should be paved. This frequently involves work beyond resurfacing, including widening, ditching and upgrading the subsurface. To balance road maintenance and traffic safety needs with scenic preservation, a cost-benefit study that considers the aesthetic impacts of road improvements may be needed prior to the upgrade of a scenic road. Such analysis could be performed as part of a regular road program review.

Covered Bridges. Waitsfield maintains two covered bridges currently in use. Both are listed on the National Register of Historic Places. The most heavily used bridge, which crosses the Mad River in Waitsfield Village, is reported to be the longest continuously used covered bridge in Vermont. Built in 1833, the Village bridge was last renovated in 2001. Given its 170 years of service, and the more than 2,000 cars which cross it on an average day, this bridge represents one of the better infrastructure investments made by the town over its long history. While much younger, the Pine Brook covered bridge (built in 1870) has provided similar value.

Private Roads. With few exceptions, roads constructed within the past 30 years are privately owned and maintained. This relieves the town of construction costs and long-term maintenance responsibilities; yet it is still necessary to ensure that private roads meet minimum public standards for emergency access and safety, and do not adversely affect the public road network.

Standards for the development of private roads are addressed in the town's subdivision regulations. Such roads are typically maintained by a property or homeowners association, over which the town has little control. Given that public access can also be denied, the town should consider taking over private roads within designated village areas and/or where the entire community will benefit from an expansion of the town road network. Currently, the Selectboard may take over private roads provided such roads have been constructed to town standards.

8.C TRAFFIC CONDITIONS AND SAFETY

Traffic Congestion. Waitsfield historically has been concerned about the high traffic volumes in town, especially along commercial sections of Route 100



where traffic volumes are at their highest (see Figure 8-2).

The town, through the memorandum of understanding with other valley towns and Sugarbush Resort, has attempted to control traffic at key intersections during peak weekend hours throughout the ski season with the aid of traffic control officers from the Washington County Sheriff's Department. This has been an effective traffic management practice in past years.

Another strategy to ease traffic congestion is the construction of alternative routes as discussed above. The benefits of this strategy were made apparent with the construction of the alternative access to Mad River Green shopping center in 1999, which has served to reduce congestion at the access immediately across from Irasville Common. Also, maintaining a viable transit system and improving pedestrian and bicycle circulation would reduce automobile congestion within Irasville and Waitsfield Village.

Finally, reviewing development proposals to ensure that they will not overburden the capacity of existing roads and intersections is an important traffic management tool. Generally, intersections outside of the town's villages should be maintained at a level of service (LOS) of "C" during the design hour. A reduction to a LOS of "D" may be appropriate in some instances within the villages. Private developers that propose projects that will exceed capacity may be required to mitigate the impact of their development and/or fund necessary improvements to increase road and intersection capacity.

Truck Traffic. Another growing controversy involving local roads is the conflict between large trucks traveling on rural town roads and the residential and scenic

nature of those roads. This conflict is likely to intensify as more residential development occurs in rural sections of Waitsfield. According to trip generation rates, every single family home can be expected to generate approximately 10 automobile trips per day on adjacent roads. Therefore, not only will residential development serve to intensify the interaction of commercial trucks and automobiles, the greatest cause of increased traffic on town roads will undoubtedly be residential development.

Truck traffic, moreover, raises special issues related to greater wear on public roads and the impact on the quiet character of residential neighborhoods. Due to load restrictions on several bridges, including both covered bridges, most truck traffic uses the Tremblay Road/North Road/Common Road/East Warren Road to access most of the town east of Route 100.

Access Management. The frequency, location and design of highway accesses, or curb cuts, has a direct bearing on the safety and efficiency of both town roads and state highways. Issues associated with access management were addressed in detail in the aforementioned *Waitsfield Circulation and Access Management Plan*. That plan identified several techniques for managing highway access, most of which may be applied through the town's land use regulations, and road policies and ordinances. These include requirements for:

- ◆ Minimum sight distances at driveway or street intersections;
- ◆ Maximum number of driveways per lot;
- ◆ Mandatory shared driveways;
- ◆ Maximum curb-cut widths;
- ◆ Minimum and maximum driveway lengths;
- ◆ The installation of turning lanes;
- ◆ Easements to allow for future road extensions or connections to adjoining lots;
- ◆ Minimum or maximum on-site parking, shared-parking, and parking design;
- ◆ Minimum areas for loading and unloading; and
- ◆ Curbing, landscaping, and buffers to visually define and enhance access points.

Approval by the Selectboard is required for access onto town roads, and by VTrans for access onto state

highways. To receive approval, the access also must be consistent with local land use regulations. Continued attention to access management by the Development Review Board will balance the needs of motorists, pedestrians and bicyclists and improve safety and highway efficiency.

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 narrowing of vehicle traffic lanes, widening or installing of sidewalks, and adding medians, on-street parking, roundabouts, raised and/or textured pedestrian crosswalks, bulb-outs, street trees and street furniture. Traffic calming is important in a variety of contexts:

- ◆ At busy intersections where pedestrian crossings may conflict with traffic flow and turning movements;
- ◆ Along Main Street (Route 100) within Waitsfield and Irasville, where traffic volumes are high, but pedestrian traffic and circulation is encouraged; and
- ◆ Along neighborhood or rural residential roads, to reduce traffic speeds and maintain the road surface.

The 2000 *Waitsfield Street Tree Master Plan* establishes detailed planting plans for the Route 100 corridor through Irasville and Waitsfield Village. Sidewalks, crosswalks, curbs, and on-street parking areas need to be more clearly defined in Waitsfield Village, and established in Irasville, as called for in the 2007 *Irasville Master Plan*. Traffic calming measures will be incorporated in the town’s sidewalk project, described below, and should be considered in any improvements to Route 100 and connecting side streets within designated village areas.

Parking. The town, through its zoning regulations, requires that most land uses provide off-street parking. In some areas, including some properties in Irasville, this has resulted in excessive paved area. To alleviate this, the town’s land use regulations were revised to provide the Development Review Board with greater discretion regarding the amount of parking required. While ensuring that private developments are able to accommodate the resulting demand for parking, greater use of shared parking facilities, including municipal lots, and on-street parking would create a

more efficient development pattern. It may be appropriate to further reduce parking requirements where shared parking and/or transit service is provided.

Waitsfield Village, to a much greater degree than Irasville, has benefited from municipal parking (adjacent to the Masonic Lodge), shared parking (Bridge Street Marketplace) and on-street parking (on Bridge Street and Route 100). Additional opportunities for public parking should be explored in Waitsfield behind the Joslin Library and Federated Church, and behind the Village Grocery on Parsonage Lane.

In Irasville, greater use of on-street and shared parking, coupled with an expanded sidewalk network, should be incorporated into future master planning. In both village centers, better information signs and improved sidewalk connections would make better use of existing parking areas and reduce the need for additional parking associated with new development.

In addition to local parking needs, no formal commuter lot exists in the valley, although several informal areas are used. The development of a safe, convenient commuter lot in an appropriate location should be explored.

8.D TRANSPORTATION ALTERNATIVES

Pedestrian and Bicycle Travel. Enhancing local pedestrian and bicycle opportunities offers many benefits to the community. These include 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.

Waitsfield has encouraged efficient and safe pedestrian travel within Waitsfield Village and Irasville. In 1993, the town began planning with VTrans to upgrade and extend existing sidewalks, and to pave bicycle lanes, along Route 100 from Bragg Hill Road to the elementary school. Construction is anticipated in 2012.

Additional extensions to link this sidewalk with nearby commercial and residential uses should be pursued, as called for in the *Irasville Master Plan*. As Irasville develops, pedestrian facilities including interconnecting sidewalks, and a non-motorized “greenway,” should serve as dominant organizational elements. To support this, it is important that safe

pedestrian crosswalks be installed at appropriate locations along Route 100.

In addition to Irasville and Waitsfield Village sidewalks, the town holds several pathway easements and temporary licence agreements in conjunction with the Mad River Path Association. The association is pursuing the establishment of an interconnected network of walking, hiking and bicycling paths in the Mad River Valley, including a system of paths linking the valley's villages and schools. A key element of this network is the Mad River Greenway, a 4.5-mile long path that parallels the east and west side of the Mad River on the north end of Waitsfield. When extended, the Mad River Path will serve as an important pedestrian and bicycle connection from Waitsfield Village to Moretown Village and Harwood to the north, Fayston Elementary School and area ski resorts to the west, and Warren Village to the south.

Waitsfield also is fortunate to possess many miles of informal walking paths and trails. Class 4 roads provide excellent walking opportunities, especially in the Northfield Range where Class 4 roads such as the Bowen, Palmer Hill, East and Sherman Roads offer access to the largely undeveloped mountains. Also, the Dana Hill Road serves the Howe Block of the Camels Hump State Forest.

In addition to Class 4 roads, many miles of private logging roads and trails are available to the public through the generosity of landowners. However, private roads are often at risk of being posted; public access may be prohibited as landowner-user conflicts arise.

In the future, the town should consider formalizing many of these informal trails through the dedication of permanent easements as residents have expressed strong support for a linked trail network. The continuing subdivision of land poses both a risk to this informal network and an opportunity to obtain path easements as a condition to subdivision approval. In addition, public education to discourage inconsiderate recreational use of private trails (e.g., littering, leaving gates open), is important if local residents are to continue to benefit from the generosity of landowners.

Another method of formalizing trails on private property is the use of temporary easements; a practice the Vermont Association of Snow Travelers (VAST) has used with much success. The VAST network includes

a number of winter-use trails along the Mad River north of Waitsfield Village, with links to the Green Mountain Range in Fayston and over Northfield Gap east of the river.

The Mad River Path Association is pursuing the creation of an alternative transportation route along the Mad River to link the towns and villages that span the length of the Mad River valley. Approximately 4.5 miles of this pathway running north from the Tremblay Road, known as the Mad River Greenway, is in place and is a widely used transportation and recreation resource. A section of this path and the parking area at the Meadow Road are protected through easements held by the town.

Other sections of the path in Waitsfield have been completed recently are in progress, including the section in Irasville from the Skatium to the town-owned pond and a section that runs behind the buildings in historic Waitsfield from the covered bridge to an old dam impoundment near the river's infamous "S" turn. Continuing to work with the Mad River Path Association to extend the path from Moretown to Warren, through acquisition, easements or landowner agreements, is encouraged as the town is supportive of the association's efforts to complete and permanently protect the Mad River Path.

Local Transit. Waitsfield, together with other valley towns, has long supported the operation of an effective transit service. In 1999, the valley "T" service was established through federal funding and local sources (most significantly Sugarbush). The Valley T (renamed Madbus in 2001), was specifically designed to provide transportation options within the valley for residents and visitors, including those lacking access to an automobile. Goals of the service include:

- ◆ Improving links within the valley, including transit connections between growth centers on the valley floor (e.g., Irasville, Waitsfield Village) and the ski resorts;
- ◆ Improving links between the valley and employment and residential centers in Waterbury, Montpelier and Barre;
- ◆ Reinforcing local land use policies of compact villages surrounded by rural countryside;

- ◆ Encouraging motorists to park their automobiles to use alternative transportation modes; and
- ◆ Integrating different transportation modes by providing connections to Amtrak, Vermont Transit stops and Burlington Airport.

Other benefits include reducing congestion on Route 100, thereby avoiding the need for costly improvements to increase highway capacity, alleviating parking demand and enhancing tourism. The 1998 *Short Range Transit Plan* for the Mad River Valley recommended five transit routes, two of which (a spine from Warren to Waitsfield and a commuter link) were year-round. The three other routes provide seasonal service to the ski resorts.

The Madbus service initially suffered from operational and administrative shortcomings. In late 2002, the Mad River Valley Planning District and Sugarbush Chamber of Commerce contracted with a different service provider better equipped to address local needs. In addition, nine new buses were purchased by the chamber with a combination of federal and state

funds and matching contributions from Waitsfield, Warren and Fayston.

Rail and Air. Amtrak passenger rail service to several New England cities, New York City and Washington D.C. is available in Waterbury Village and Montpelier. The nearest air passenger and freight services are located at the Burlington International Airport in South Burlington, and the state-owned E.F. Knapp Airport in Berlin. The Warren Airport—a private, seasonal airport in Warren used primarily for recreational purposes, including commercial soaring—also provides air transportation options.

Figure 8-1: Waitsfield Road Classifications

	Mileage	Function	Aid
State Highways (Rts. 100 & 17)	7.83	Arterial	Federal/Primary
Class 2 Town Highways	9.45	Collector	Federal/Secondary
Class 3 Town Highways	20.22	Local Access	Town/State
Class 4 Town Highways	7.16	Access/Recreation	Town
Legal Trail	0.60	Recreation	Town
Private Road		Local Access	Private

Source: VTrans

Figure 8-2: Average Annual Daily Traffic

	2008	2006	2004	2002	2000	1998	1996	1994	1992	1990	1988	1986
Route 17												
Fayston Town Line to Route 100	3,700	3,800	3,500	3,400	3,800	3,000	3,000	2,710	3,880	1,830	2,430	2,910
Route 100												
Warren Town Line to Route 17	5,100	5,300	5,300	5,800	4,700	4,900	4,400	4,190	4,110	3,970	4,260	4,360
Route 17 to Mad River Green	7,300	7,600	8,300	8,100	6,500	6,700	6,000	5,730	5,220	5,040	5,410	5,530
Mad River Green to Bridge Street	7,200	7,800	8,600	8,400	8,700	8,400	7,000	7,820	5,825	5,630	6,040	6,180
Bridge Street to North Fayston Road	6,100	7,000	7,100	6,400	7,100	6,900	5,200	5,890	5,095	4,920	5,300	5,420
North Fayston Road to Moretown Town Line	6,000	6,000	6,100	5,500	6,600	6,900	5,100	4,380	5,000	4,855	5,210	5,150

Source: VTrans

8.E GOAL

8.E-1 A safe, efficient and convenient transportation network for all Waitsfield residents, visitors and businesses.

8.F-6 Maintained and improved town roads on an as-needed basis determined by the Selectboard and Road Commissioner. Significant capital improvements shall be scheduled in advance through the capital budgeting process. Explore establishment of a transportation reserve fund to provide matching funds for priority projects as opportunities arise.

8.F POLICIES

8.F-1 Pursue a program of multi-modal transportation planning which integrates road and infrastructure improvements with land use, housing, economic development and resource protection goals and policies, and which is coordinated with surrounding towns and the region.

8.F-7 Maintain the safety and efficiency of state highways and town roads through strict access management provisions administered through local land use and development regulations.

8.F-2 Advocate for the replacement of the Route 17 Bridge over the Mill Brook in accordance with alternative 5 contained within the 1999 VTrans scoping report, or a variation of that alternative which results in the relocation of the intersection further to the south.

8.F-8 Prohibit development and land uses that would adversely impact traffic safety, the condition of town roads or over-burden road capacity unless appropriate mitigating actions can be implemented.

8.F-3 Maintain covered bridges for continued use in their present locations.

8.F-9 Continue to regulate traffic access, circulation and parking for all proposed non-residential land uses through conditional use and subdivision review.

8.F-4 Undertake the maintenance and reconstruction of state highways' town roads and private roads constructed to accommodate new development in accordance with the Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation of Freeways, Roads & Streets. As provided in those standards, road and highway improvement projects shall be designed in a manner that is sensitive to the setting and context of the highway segment. Improvements within village centers shall be designed in a manner that reinforces the scale and character of the village(s), promotes pedestrian circulation and safety and incorporates traffic calming.

8.F-10 Continue to require, through conditional use review and/or subdivision review, that new private roads meet the town's road standards.

8.F-11 Continue to require, through curb cut permits and land use regulations, that all new roads and all private road and driveway intersections with town roads meet minimum safety and design standards.

8.F-5 Maintain the safety and efficiency of state highways and town roads through appropriate traffic control strategies and devices, including continued use of traffic control officers during peak periods provided by Sugarbush Resort during peak ski days and/or other entities during large events and activities that generate high traffic volumes.

8.F-12 Ensure that expansion of the town's road network occurs in an integrated and coordinated manner; specific road connections, described in this plan, should be pursued by the town in conjunction with private developers. Wherever feasible and/or called for in this plan, new or expanded roads serving proposed subdivisions should be configured to provide multi-modal transportation connections to adjacent properties.

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- 8.F-13 Maintain scenic roads to protect, to the extent possible, those features located within the right-of-way which contribute to the roads scenic features (e.g., canopy trees, stone walls); pavement of gravel roads should only occur if necessary to ensure road safety and if no economic alternative exists.
- 8.F-14 Development within scenic road corridors shall be designed so as to protect the identified scenic features within those corridors (e.g., open fields, ridge lines and hilltops, historic structures or districts). Protection measures shall be implemented through the town's land use and development regulations.
- 8.F-15 Reclassify Class 4 roads, or substantially upgrade such roads to make them accessible to automobiles on a year-round basis, only if such upgrade does not result in the loss of existing recreation values. The upgrade and/or reclassification of Class 4 roads shall not be permitted to allow year-round vehicular access and land development within the Forest Reserve District.
- 8.F-16 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.
- 8.F-17 Support the creation of an integrated walking path network—through acquisition, easements or use of landowner agreements— linking Waitsfield Village and Irasville with the 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 valley. To this end, the efforts of the Mad River Path Association are strongly endorsed.
- 8.F-18 Encourage, through the subdivision review process, the dedication of easements to permanently protect pathways and trail connections for non-motorized use.
- 8.F-19 Support the continued operation of a transit system linking Waitsfield Village and Irasville with the Valley's ski areas and regional population and employment centers should be maintained and expanded. To this end, shelters and designated stops, sidewalks and park & ride facilities within village centers should be created and/or expanded.
- 8.F-20 Install and maintain safe, well marked bicycle lanes along Route 100, Route 17 and, to the extent practical, along paved class 2 town roads.
- 8.F-21 Support flexibility in the town land use regulations for parking lot design, parking space sizing, and space requirements to promote compact parking footprints. Consider requiring pervious surface for parking that will be used infrequently or only at peak times.
- 8.F-22 Create parking districts to maintain public parking in Waitsfield Village and Irasville.
- 8.F-23 Explore, with appropriate landowners, the creation of a municipal parking lot in Waitsfield Village behind the Federated Church/Joslin Library, off Parsonage Lane and/or other appropriate locations.
- 8.F-24 Continue to coordinate transportation planning with other valley municipalities and the Central Vermont Regional Planning Commission with priority for the following routes (in order of priority): Waitsfield/Warren, Waitsfield/Moretown, Waitsfield/Montpelier.
- 8.F-25 Involve landowners likely to be affected by major transportation construction projects early in the project planning process.