TOWN TO TRAILS

Poultney
VERMONT

September 2023

Book 2: Big Ideas

TOWN TO TRAILS

Poultney VERMONT

About the Project

Town to Trails is a community-driven planning process, making Poultney a more vibrant, connected and welcoming place for all. We're looking at how to create:

- Safe, connected linkages from trail networks to Downtown Poultney
- Gateways that create a sense of arrival to the Village
- Street improvements along Main Street and side streets to promote traffic calming, increase safety, and increase beautification
- An inclusive outdoor recreation hub

This grant-funded project has created a plan that will help Poultney secure funding and prioritize projects for downtown. Town to Trails has been led by a volunteer Steering Committee with members from other Poultney boards, committees and organizations.

Town to Trails Report Structure

Book 1 – What We Learned

This report tries to capture the conditions on the ground, and understand opportunities and constraints related to project goals. This book captures both technical details of the built environment and the results of ongoing community conversations. This document is divided into four chapters: Introduction; Poultney's Context; Routes Downtown; Downtown Poultney.

Book 2 – Town to Trails

This book proposes the big ideas that can connect Town to Trails and realize Poultney's community visions. It will provide clear design concepts for key projects that can move the Town to Trails and RERC goals forward for Poultney.
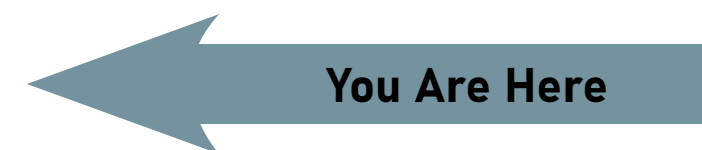
Routes to Town
Gateways
Main Street and Side Streets
Outdoor Recreation Hub

Book 3 – Implementation

The final in the series, this book will act as a guide towards moving the big ideas out of the abstraction of reports like this, and into the mountains, parks, and downtown streets of Poultney.

You Are Here

Table of Contents

Acknowledgments

Local Partners and Leaders

State Partners

VERMONT
DEPARTMENT OF HEALTH
AGENCY OF TRANSPORTATION
AGENCY OF NATURAL RESOURCES
AGENCY OF COMMERCE & COMMUNITY DEVELOPMENT
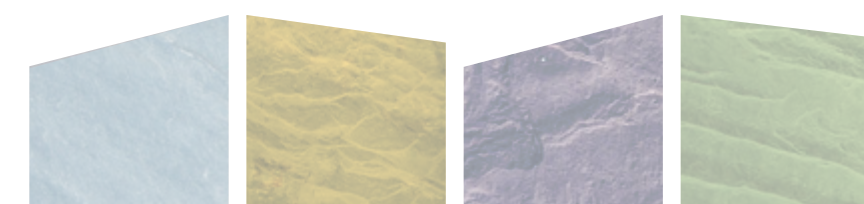
Consultant Team

DuBois & King inc.
COMMUNITY WORKSHOP

Introduction: Big Ideas

The "What We Learned" chapter of this report was built through a process of analysis, review and asking questions. We examined the built environment, including Poultney's streets, parks and trails. We also considered the economy, recreation and the community at large.

When we then discussed What we Learned with members of the community, we asked people to consider where Poultney is (in 2022/2023), and to envision where they want Poultney to be in the future and how it can be welcoming to residents and visitors alike. This dynamic conversation, based on the goals of the RERC report, led to the development of a wide range of ideas, many of which are detailed in this "Big Ideas" chapter.

Town to Trail Goals

Goal 1: Link Town To Trails Continue to expand year-round sustainable recreational assets in Poultney, and connect them to the downtown and East Poultney village.

Goal 2: Build Pride in Poultney Develop the Town's and Village's sense of place and amenities to augment recreational assets.

Goal 3: Create Community Outdoors: Increase community engagement in outdoor recreation and community and natural resource stewardship.

Goal 4: Make Poultney Known: Position Poultney as a center for the recreation economy for the region, recognizing that recreation is a multi-generational lifestyle AND an economic driver that can support business development and entrepreneurship.

Engagement

To generate the Big Ideas presented in this chapter, multiple meetings were held with the Town to Trails Steering Committee culminating in two public engagement events with the Poultney Community.

Two virtual workshops were held on May 9 & 10, 2023 to brainstorm ideas for an outdoor recreation hub and Main Street streetscape, respectively. Held on Zoom and utilizing the collaborative online Miro platform, more than 20 people gathered in each session to offer their thoughtful and creative direction, based on the Plan's goals, the What We Learned phase of the project, and their own knowledge of their Town.

From these virtual events, the Big Ideas were refined and developed with the guidance of the Steering Committee. Ideas were displayed and presented to the public at the Poultney Comes Together Again event, held on June 16, 2023 at Poultney High School with over 50 people in attendance. This community open house featured not just the Town To Trails project, but invited other community organizations to present what they have been doing in Town in the areas of Education and Community, Town to Trails, Downtown Revitalization, Arts and Culture, and Economy and Business.

Attendees had the oportunity to mark priorities for inclusion in an outdoor recreation hub and along Main Street, along with preferences for the location of an outdoor recreation hub.

Poultney Comes Together Again

Poultney Comes Together Again

Focus Areas

These ideas have been organized into the following four focus areas.
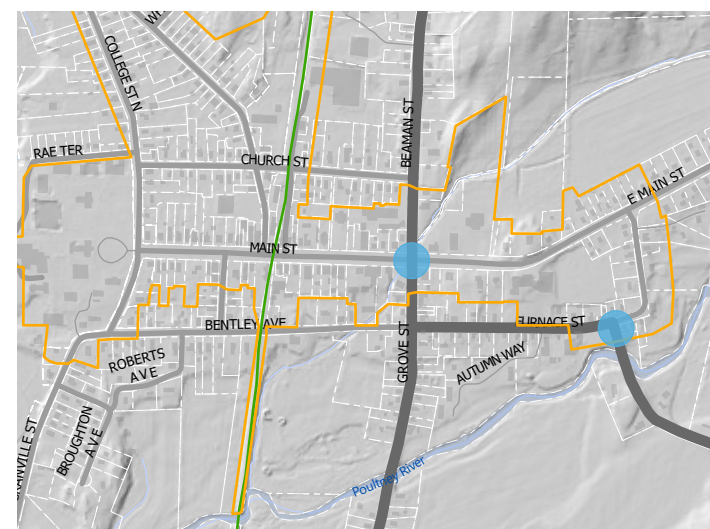

Routes to Town

To safely link the network of trails throughout Poultney to Downtown there needs to be safe routes.

This plan recommends upgrades to several key locations along Poultney's roads to improve safety for cyclists.

Gateways

A key direction from the EPA's Recreation Economy for Rural Communities (RERC) planning process was for projects that create a sense of "arrival" to the Village.

Three gateways are demonstrated in this plan to address placemaking concerns and desires.

Main Street & Side Streets

Improvements to streets can calm traffic, increase bike and pedestrian safety, and clarify access for cars, trucks, and other motorized vehicles.

The plan includes a new, more accessible downtown streetscape, traffic calming throughout the village, and pedestrian-friendly sidewalks and intersections.

Outdoor Recreation Hub

The development of an Outdoor Recreation Hub is a key recommendation of the RERC report.

This report reviews existing recreation opportunities within Poultney, potential locations of a hub, examples of other rec hubs, and options for a trails-focused or a multi-user rec hub. It reflects elements prioritized by the community for inclusion in a hub.

Downtown Poultney

Trails to Downtown

Poultney's Context

Geographic Areas of Focus

Look for these green callouts throughout this document to learn about goals from the RERC directly addressed by this plan.
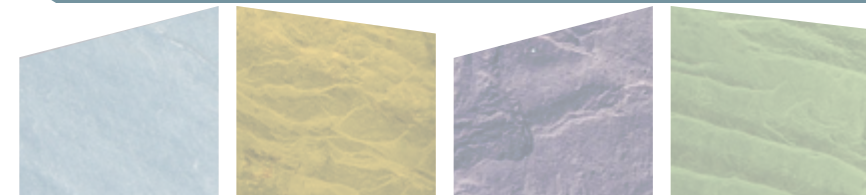
Routes to Town

As the name indicates, an important part of this project is linking Poultney to the Slate Valley trail system through safe means. Route 30 in particular presents a challenge to safely accessing trails via bike and foot.

The following connections for routes to town have been explored:

- East Poultney Green
- Thrall Road/Old Lake Road at Route 30
- Route 30 from Furnace Road to New England Slate
- Route 140 at Fairground

Howe Hill Trails
Foot Traffic Only

Fairgrounds
Country Club
& Endless Brook Trails

Trails info at slatevalleytrails.org

Routes

Routes to Town

East Poultney Green

The East Poultney Green is a destination in its own right with historic churches, an attractive general store, and a pleasant town green creating a gateway to Poultney from the east, exuding small town charm.

Route 140 is a direct corridor connecting Downtown Poultney to the Green and East Poultney General Store and onwards to the Fairgrounds Trail Network farther east. This roadway is town owned, and has the notable distinction of having a continuous sidewalk along its entirety, between Poultney and East Poultney, until the Green. This project would complete the sidewalk connection to the General Store.

This concept is intended to improve safety and circulation at East Poultney Green by implementing the following:

1. Remove the slip lane at the intersection of East Main Street and The Green.
2. Add a sidewalk along the north side of the green to connect the existing sidewalks to the East Poultney General Store.

Slip lanes are created with the goal to keep cars moving without delay. Removal of these lanes and replacing them with right turns prioritizes safety of pedestrians over speed of cars.

Source 1: Strong Towns
Source 2: Streetsblog USA
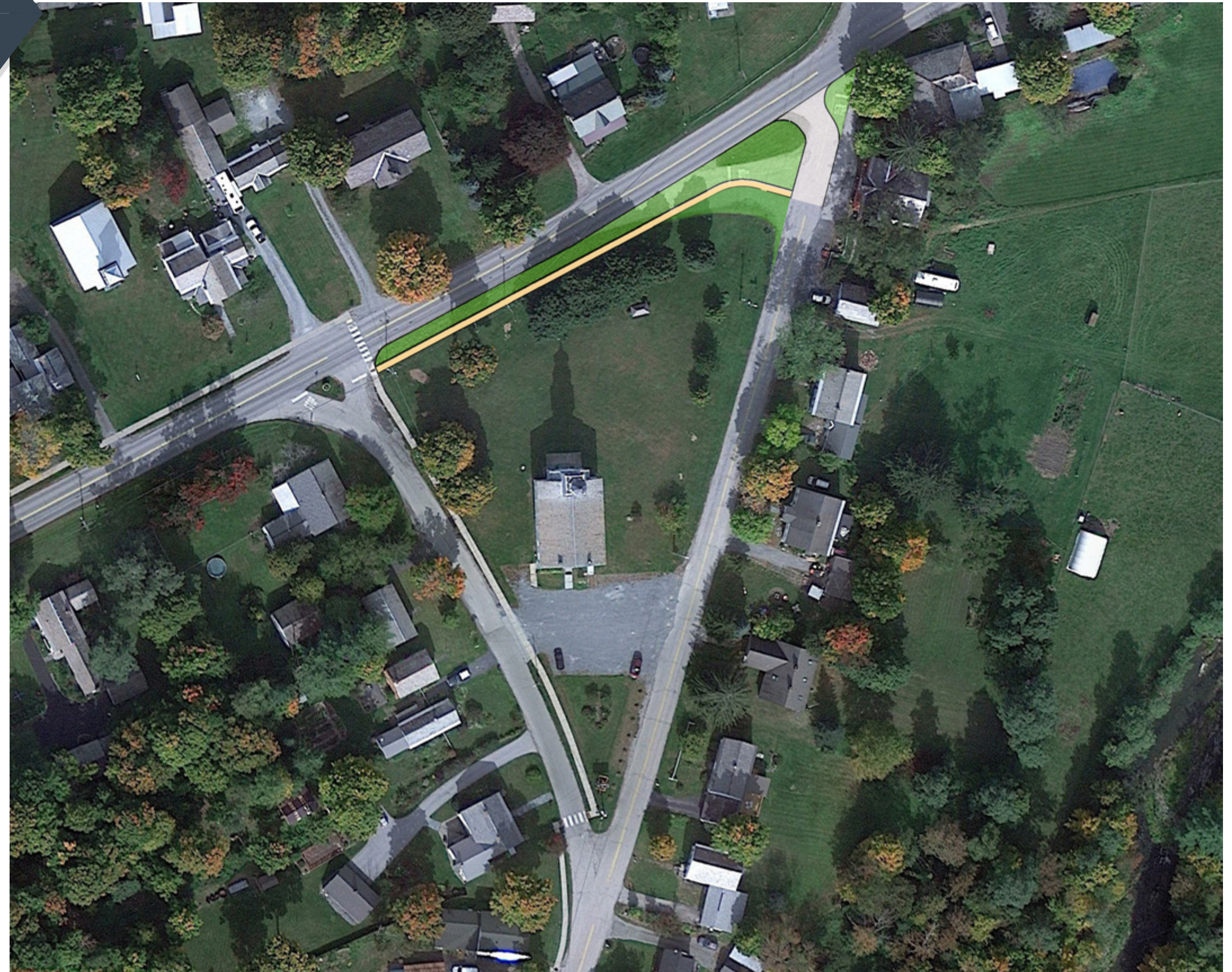
Routes

Routes to Town

Thrall Road

The winding nature of the Route 30 creates curves and rises/dips in the road that result in limited sight lines, meaning a driver or cyclist can not see oncoming traffic around the bend or over the hill. The intersection of Route 30 with Old Lake Road & Thrall Road contains concerns with this geometry including:

- Oblique angles make it difficult for drivers on either roadway to see oncoming traffic.
- Thrall Road and Old Lake Road are key cycling routes connecting East Poultney Green directly with trails at the end of Old Lake Road. Riders either need to cross a high speed roadway, on a curve, twice within a 200 foot space or move counterflow to traffic within the travel lane.

This concept is intended to improve safety at the intersection of Thrall Road and Old Lake Road at Route 30 by the following:

1. Shifting the alignment of Thrall and Old Lake to bring them to a 90º intersection.
2. Creating a bike/ped connection between the two road to bypass Route 30 entirely.

Route 30 is maintained by VTrans and Thrall and Old Lake Roads are maintained by the Town of Poultney.

Future road projects along Route 30 should look to expand shoulders to a 5 foot minimum wherever possible from the Village to Lake St Catherine.

Routes

Routes to Town

Furnace St to New England Slate

Slate Valley Trails has reached agreements with multiple landowners to propose off-road trail linkages to the D&H Rail Trail from the Fairgrounds network. SVT has signed landowner agreements for 1-year (executed 8/2023) from the D&H to Route 30 and 10-years from Route 30 to Thrall Rd.

However, this short 1,500 foot corridor of Route 30 roadway from Furnace St to New England Slate falls short of being a safe and comfortable corridor to connect people walking and bicycling to Downtown Poultney. Route 30 is a two lane highway within State jurisdiction, with typical paved widths of no more than 24 feet. These 11 foot lanes and 1-2 foot shoulders are not sufficient for safe walking and bicycling on this road.

Short term projects can include:

1. sharrow markings or bike lanes
2. shift lanes on the bridge to shared lanes
3. reduce radii at large driveways.

Long term or future road projects on Route 30 should include or consider:

1. Expand shoulders to a 5 foot minimum wherever possible or a separated path.
2. This will require some areas of fill and potentially retaining walls where the ground slopes down and away from the road.
3. Utility poles may need to be relocated depending on the road section; if there is a buffer between the road and path, relocate poles to within the buffer.
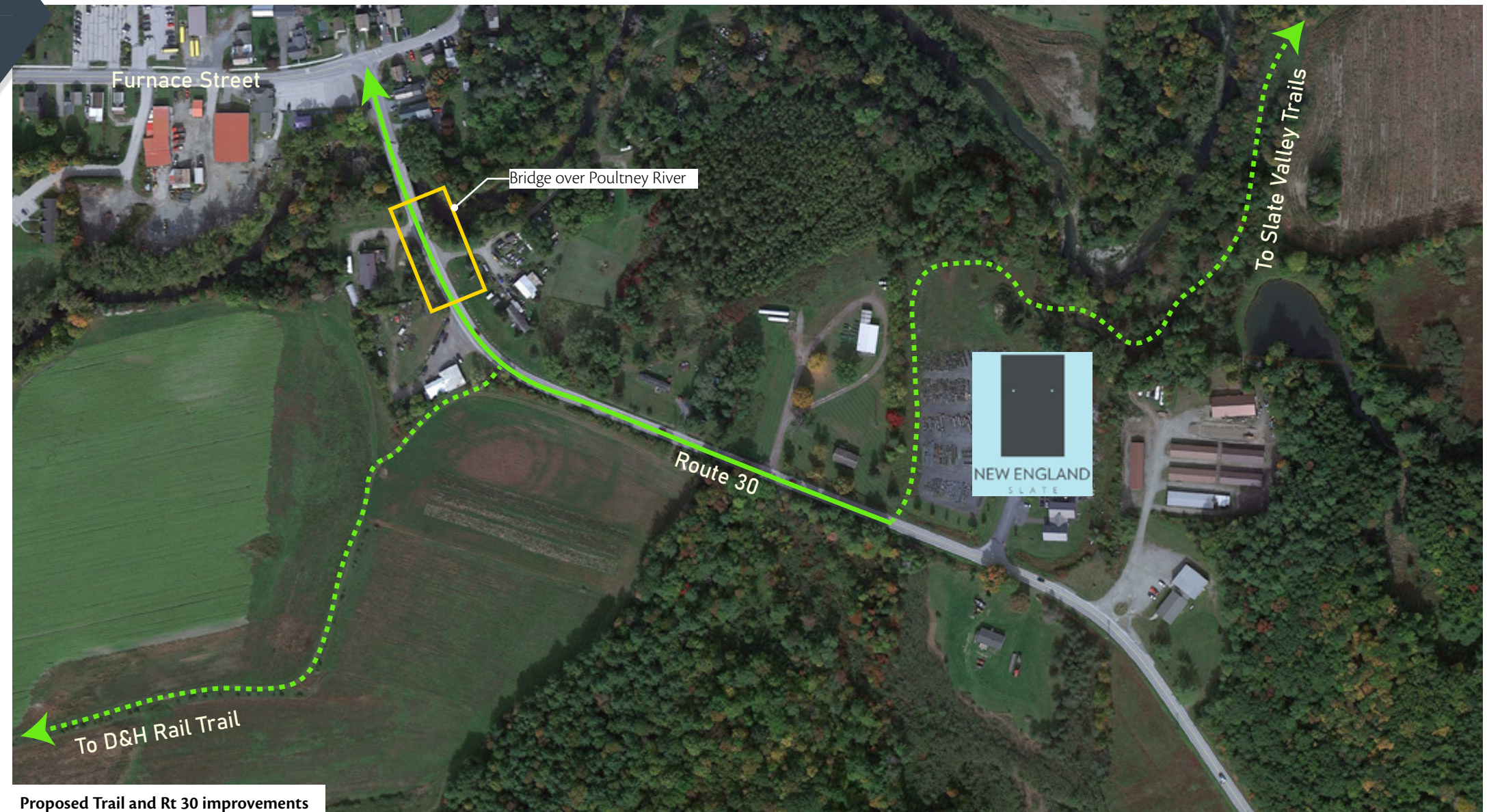
Proposed Trail and Rt 30 improvements
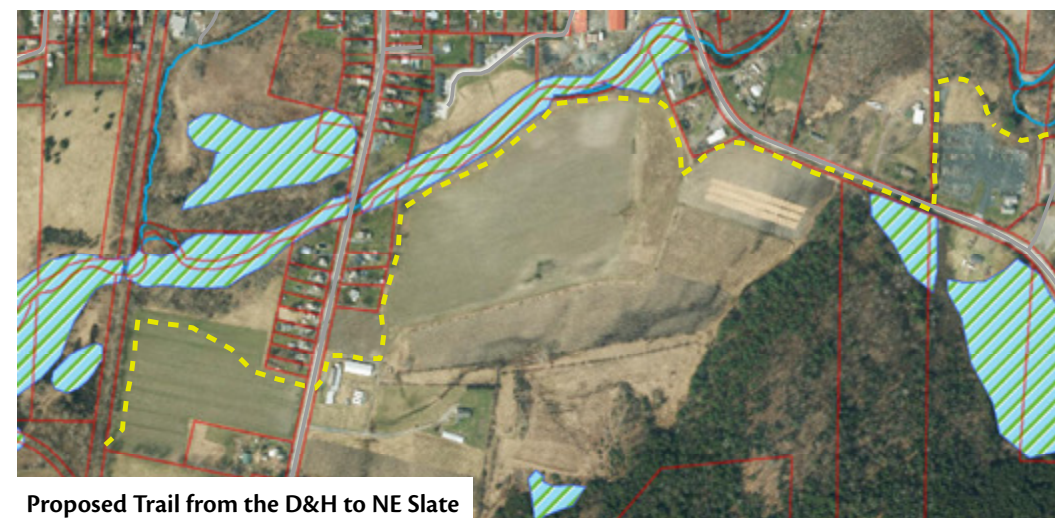
Proposed Trail from the D&H to NE Slate
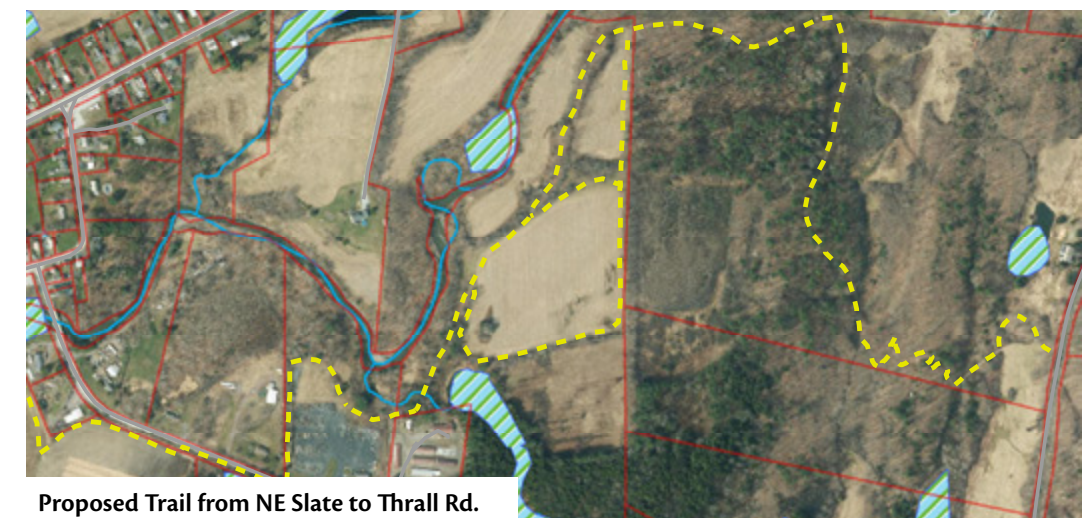
Proposed Trail from NE Slate to Thrall Rd.
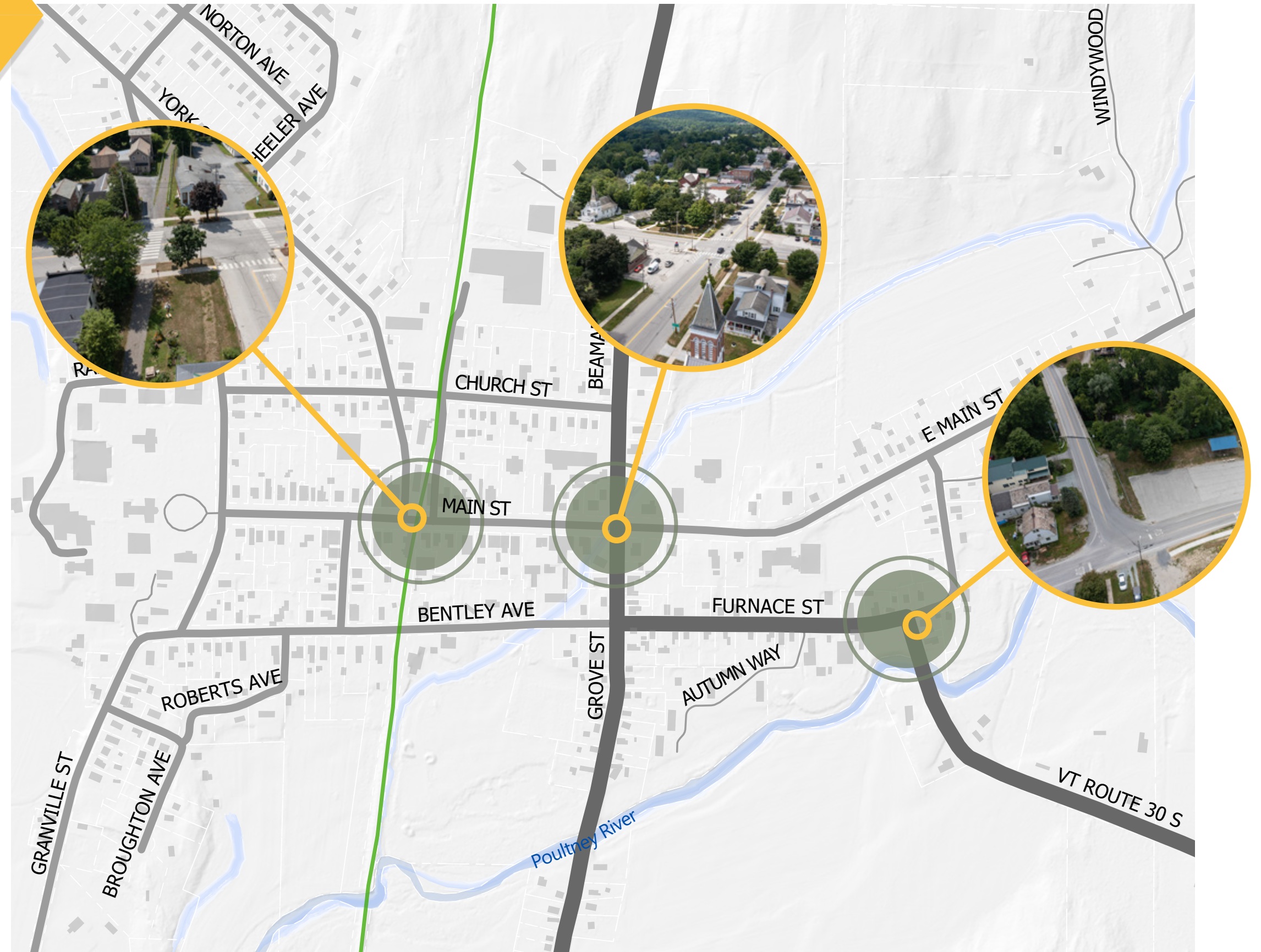
Routes

Gateways

Downtown Gateways

A key direction from the RERC planning process was the call for projects that could create a sense of 'arrival' to the Poultney Downtown.

Three potential gateway locations were identified for their potential to accommodate changes - from welcome signs to pedestrian safety improvements to plantings that could improve their function as gateways into historic Downtown Poultney.

These three gateways are:

- Route 30 at Main Street
- Furnace Street at Route 30
- D&H Rail Trail at Main Street

GATEWAYS

Gateways

Southern Gateway (Furnace St at Route 30)

This intersection is a key point of entry to Downtown Poultney as well as an RERC goal to build a sense of place. It provides a transition from the open highway of Route 30 into Downtown.

1. Replace chain link fence with attractive screening wall or fence, style to be discussed by Poultney. The brick wall mimics the aesthetic of Green Mountain College on the western end of Main Street.

2. Enhanced landscaping along wall or fence.

3. Add slate monument welcome sign, or other design to be determined by Poultney. Slate is an element that is currently used throughout town and can act as an unifying element.

4. Ensure all elements are consistent with VTrans regulations regarding setbacks, sightlines, etc. Any improvements within the VTrans ROW will require a 1111 permit.

RERC: Identify specific locations at the various entries of Poultney to place a welcome station, sign or banner

Goal 2 - Build Poultney's Sense of Place

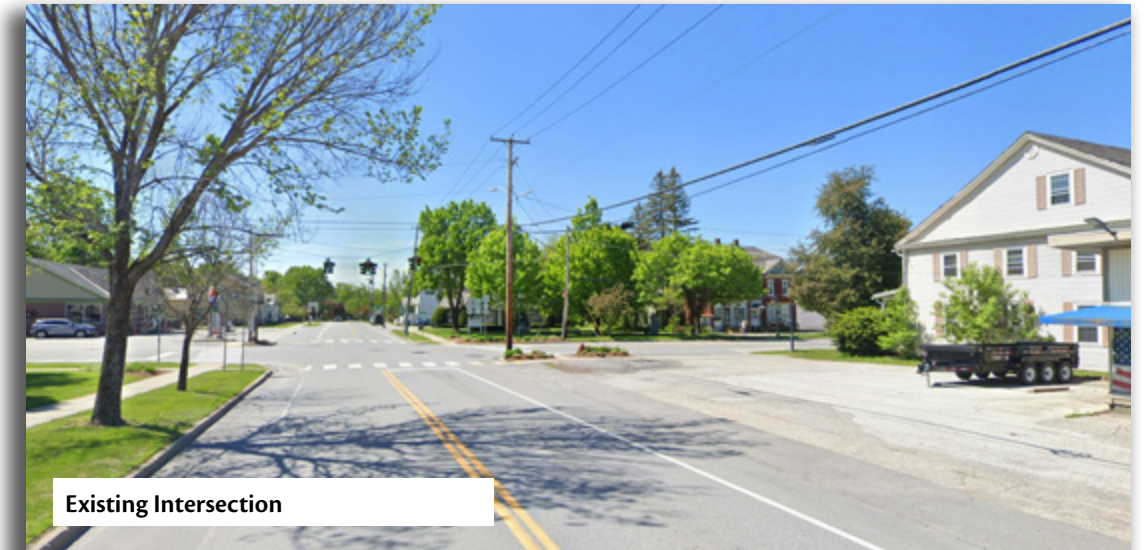Existing Intersection

Proposed Intersection

GATEWAYS

Gateways

Central Gateway (Beaman St/Route 30 at Main St/ Route 140)

This intersection is a key point of entry to Downtown Poultney as well as an RERC goal to build a sense of place. It provides a transition from the open highway of Route 30 into Downtown.

1. Change surface material at intersection, such as brick-pattern surfacing using stamped asphalt or thermoplastic. While this intersection is under municipal jurisdiction, it is still subject to State of Vermont design standards, including MUTCD as well as ADA.

2. Install "railroad tracks" crosswalks. While not explicity listed, this style appears to be consistent with the spirit of the Manual of Uniform Traffic Control Devices (MUTCD), which VTrans uses to confirm suitability of crosswalk designs. Coordinate with VTrans to send crosswalk design to FHWA for approval prior to installation.

3. Replace wire-strung traffic signal heads with decorative metal pole/arm mounted signal heads. This idea was brought up in community workshops and at the request of community leaders.

4. Install a sidewalk along the west side of Route 30.

5. If the northwest (image right) property is redeveloped, consider uses that will build up to the street rather than parking as the dominant use. Some community ideas thus far have been a cafe or recreation hub. A sidewalk in this location could be a condition of the redevelopment of the property.

Existing Intersection

Proposed Intersection

RERC: Identify specific locations at the various entries of Poultney to place a welcome station, sign or banner

Goal 2 - Build Poultney's Sense of Place

GATEWAYS

Gateways

D&H Rail Trail at Main Street

This intersection is where trail users and Main Street users come into contact with each other. Visibility and safety improvements can make this a more dynamic transition between the Rail Trail and the street. The Village has already begun intersection improvements with a recent grant award to include benches, a new kiosk, and bike repair station. Business owners have begun to install their own bike racks.

Any additions to the Trail must be done per VTrans guidance for state-maintained rail trails and the LVRT Trailside Facility Design Guidelines and submitted and reviewed as an amendment to the Town's current lease agreement.

1. Change surface material at intersection, such as brick-pattern surfacing using stamped asphalt or thermoplastic. While this intersection is under municipal jurisdiction, it is still subject to State of Vermont design standards, including MUTCD.

2. Install "railroad tracks" crosswalks. While not explicity listed, this style appears to be consistent with the spirit of the Manual of Uniform Traffic Control Devices (MUTCD), which VTrans uses to confirm suitability of crosswalk designs. Coordinate with VTrans to send crosswalk design to FHWA for approval prior to installation.

3. Increase the width of crosswalks to account for additional wear from snow machine traffic.

Existing Signage and Kiosk

Potential Trail Lighting

Existing Intersection

Include timing of crosswalk restriping into the Town's annual maintenance plan.

4. Remove parking immediately adjacent to the crossing to improve visability.

5. Add an informational kiosk, interpretive signage, and an arbor as a visual indicator to the entrance; arbor must be wide and tall enough to account for regular and winter maintenance and emergency services.

6. Add aesthetic trail lighting per VTrans guidance for state-maintained rail trails.

RERC: Connect the D&H Rail Trail to Downtown in a more obvious way
Goal 1 - Link Town to Trails

Proposed Intersection

GATEWAYS

Downtown Streets

An accessible, multi-modal street network is envisioned as the future of Poultney's Downtown. Following Complete Streets principles we envision this corridor having full sidewalks on either side of the street, and facilities for safe bicycle connections, along with ample parking and loading areas to service businesses. The intent is for the Town and its residents and businesses to work together to make a safer, more vibrant, and more inclusive Poultney Village.

This chapter presents recommendations for Poultney's downtown streets in three major sections.

- Main Street
- Around Main (Church, Bentley, Depot, Furnace)
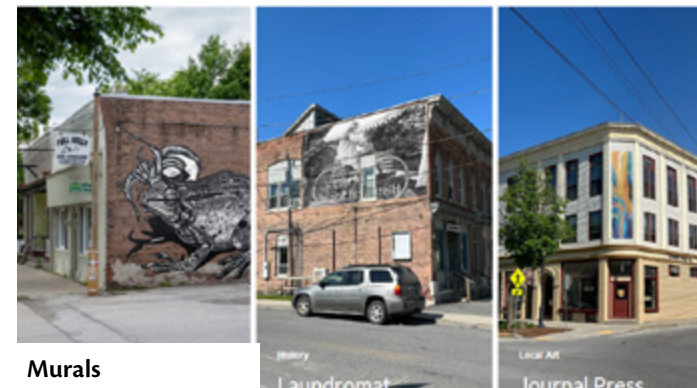- Parking
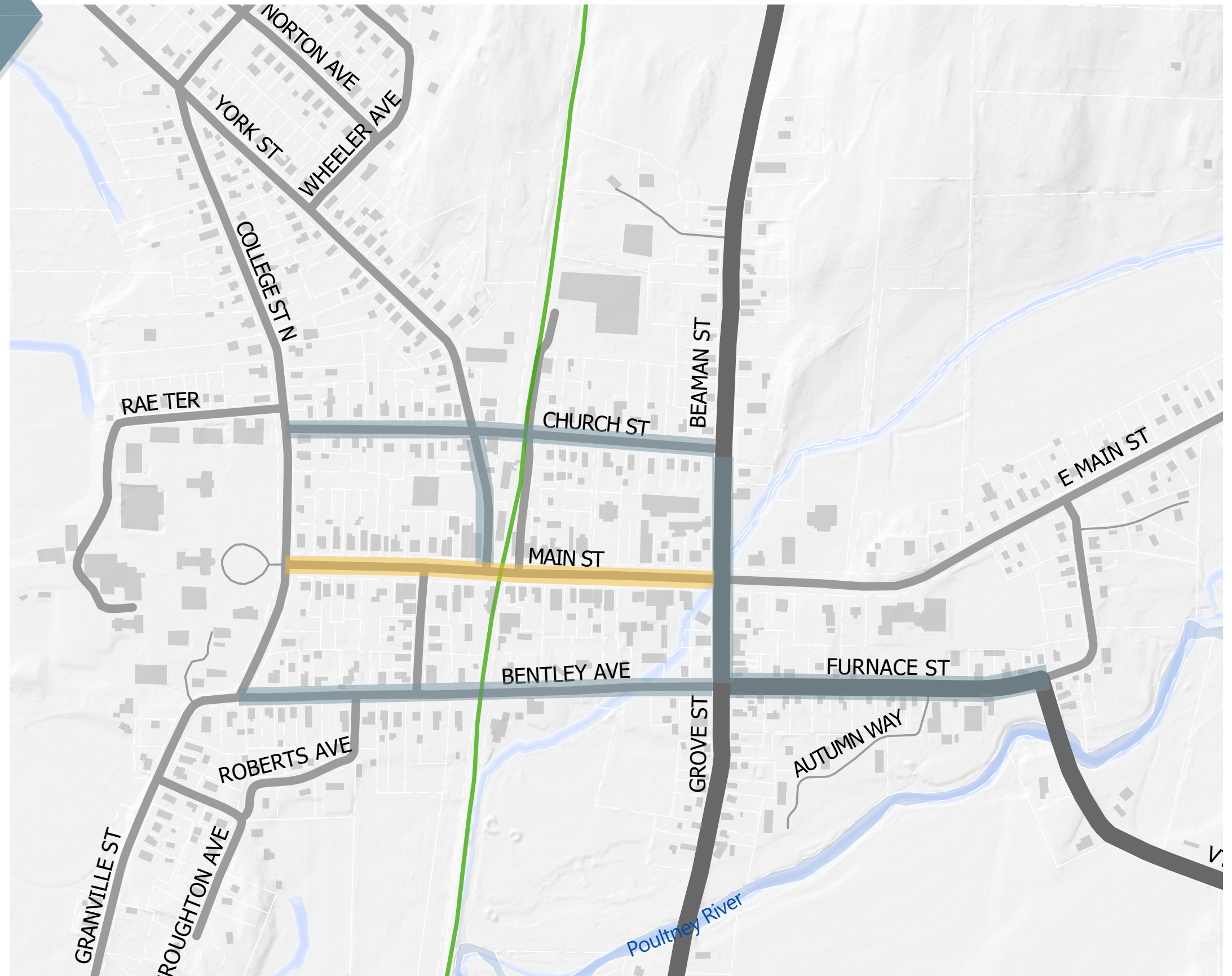
STREETS

Downtown Streets

Main Street

Improvements to streets can calm traffic, increase bike and pedestrian safety, and clarify access for cars and trucks. The plan includes a new, more accessible downtown streetscape, traffic calming throughout the village, and pedestrian-friendly sidewalks and intersections. Better pedestrian access will improve safety for pedestrians, cyclists, and drivers. In addition, streetscape design enhancements will provide placemaking benefits, which typically benefit local businesses but make the downtown more inviting. Elements like the Mural Initiative are already in progress Downtown!

Rain Garden Bumpouts
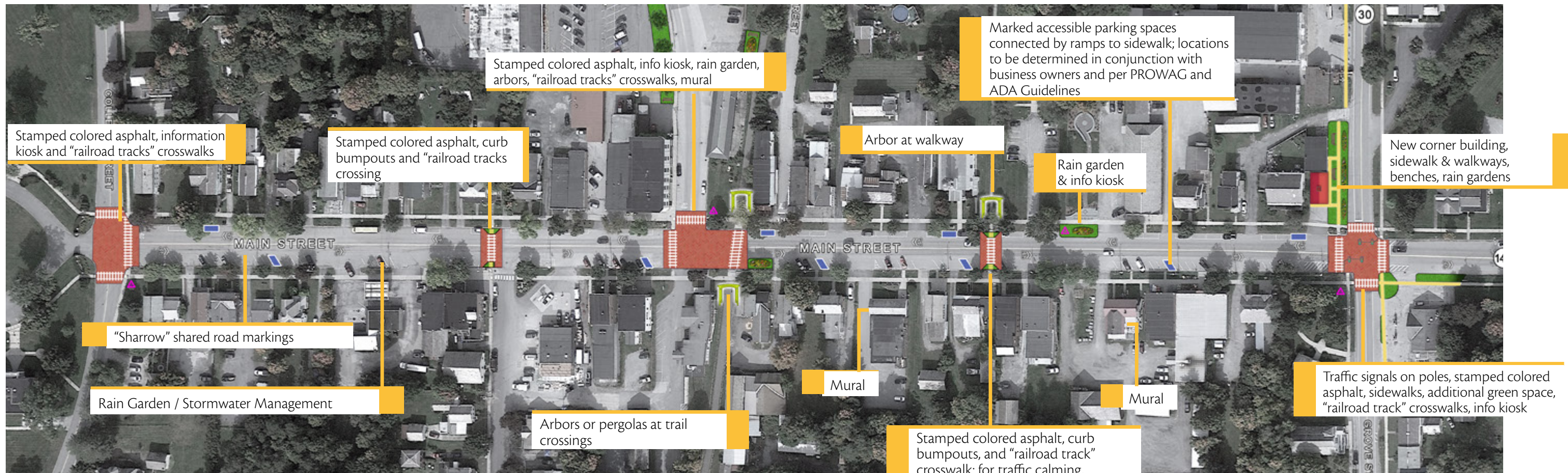

Murals

"Railroad Tracks" Crosswalk

Informational Signs/Kiosks

Colored Asphalt or Thermoplastic

Sharrows

Stamped colored asphalt, info kiosk, rain garden, arbors, "railroad tracks" crosswalks, mural

Marked accessible parking spaces connected by ramps to sidewalk; locations to be determined in conjunction with business owners and per PROWAG and ADA Guidelines

Stamped colored asphalt, information kiosk and "railroad tracks" crosswalks

Stamped colored asphalt, curb bumpouts and "railroad tracks" crossing

Arbor at walkway

Rain garden & info kiosk

New corner building, sidewalk & walkways, benches, rain gardens

"Sharrow" shared road markings

Mural

Rain Garden / Stormwater Management

Arbors or pergolas at trail crossings

Mural

Stamped colored asphalt, curb bumpouts, and "railroad track" crosswalk: for traffic calming, pedestrian visibility, and Village placemaking

Traffic signals on poles, stamped colored asphalt, sidewalks, additional green space, "railroad track" crosswalks, info kiosk

STREETS

Downtown Streets

Side Streets

Secondary roads in Downtown can benefit from safety, parking, pedestrian, and aesthetic improvements as well.

Recommendations for new or improved sidewalks include:
- Beaman Street between Church and Main
- Church Street between Depot and Knapp
- Access to Shaw's from Depot

- Furnace Street from the Town Garage entrance to the Senior Center
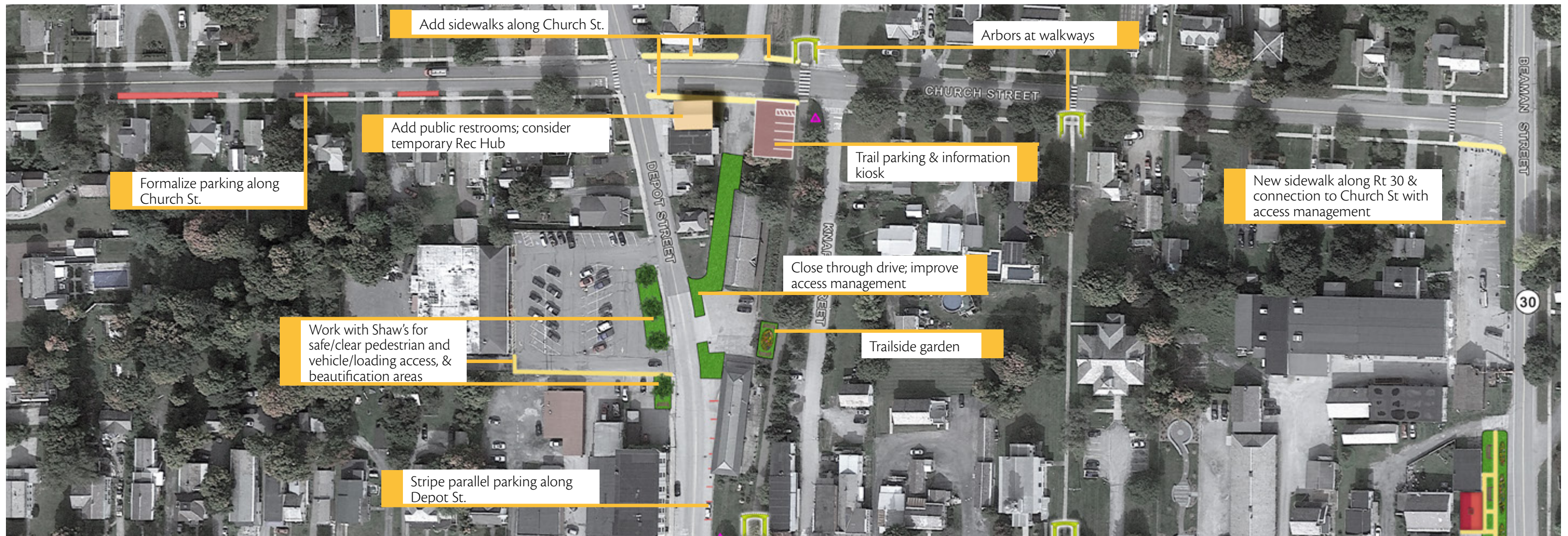- Bentley Avenue from Rail Trail to Grove (one or both sides)

Access management considerations can also increase safety and walkability. These include:
- Depot Street between Lihigh School and the Depot building
- Beaman Street at Dollar General and to Main Street
- Corner of Grove and Main at Poultney Citgo
- Grove Street at Town Clerk

- Furnace Street at bus parking and Young at Heart parking

Parking can be formalized at several locations such as along Church Street and near the Rail Trail and Church Street intersection. Striping of parallel parking along Depot Street can clarify where and how much parking is permitted.

Added beautification to walkways, including planting beds, and with private landowners, such as at Shaw's, can add to the existing network of Downtown greenspace.

Review access management

Add sidewalk up to Young at Heart

Add sidewalks along Church St.

Arbors at walkways

Add public restrooms; consider temporary Rec Hub

Trail parking & information kiosk

CHURCH STREET

BEAMAN STREET

Formalize parking along Church St.

New sidewalk along Rt 30 & connection to Church St with access management

DEPOT STREET

Close through drive; improve access management

Work with Shaw's for safe/clear pedestrian and vehicle/loading access, & beautification areas

KNAPP STREET

Trailside garden

30

Stripe parallel parking along Depot St.

STREETS
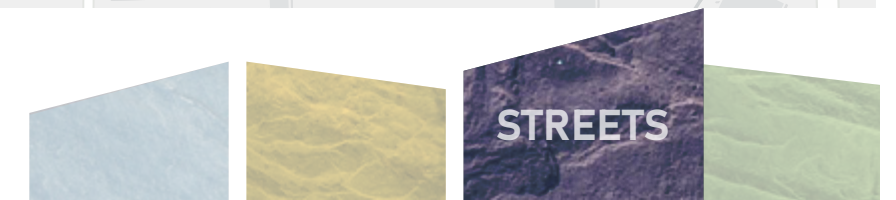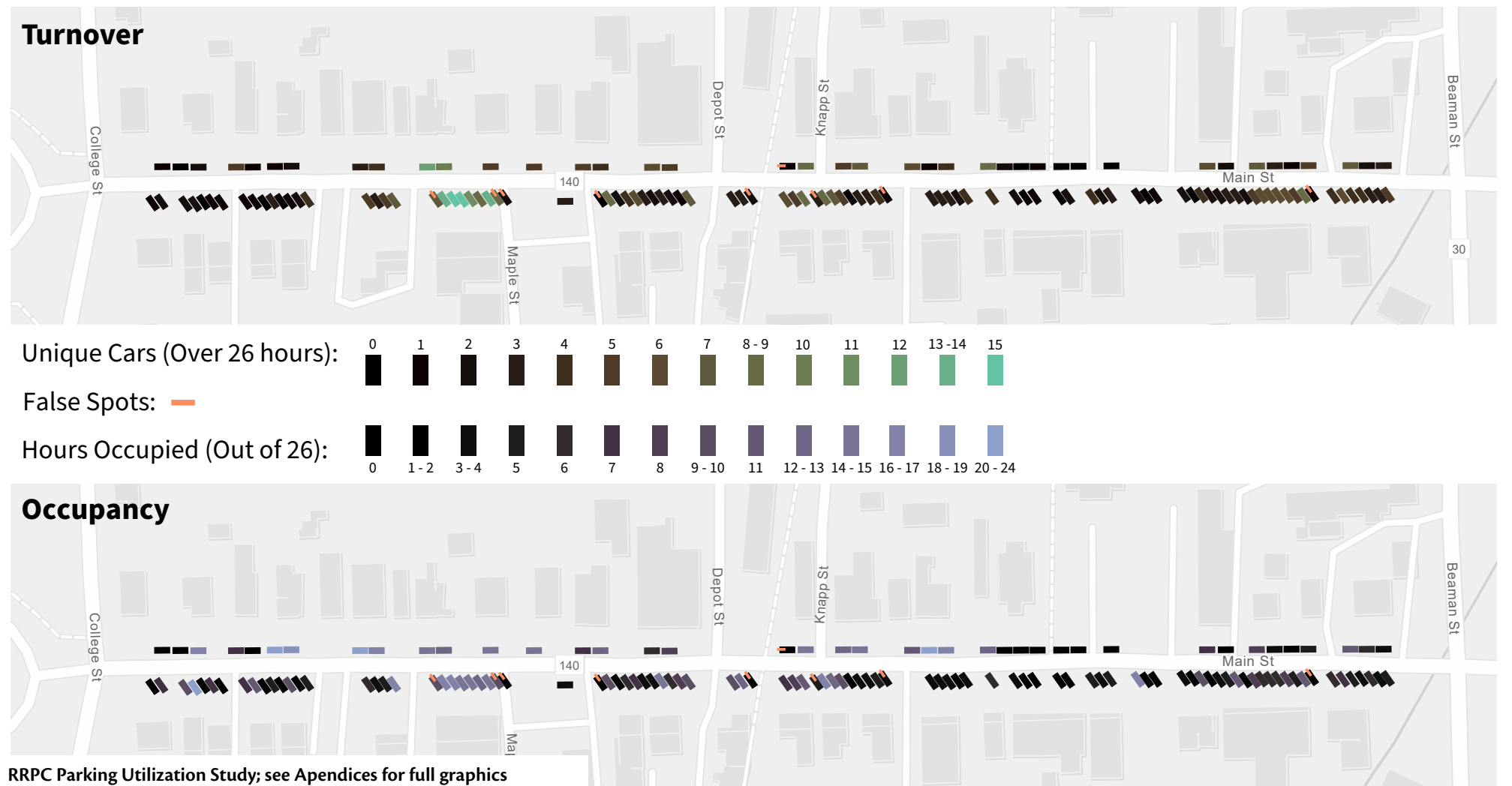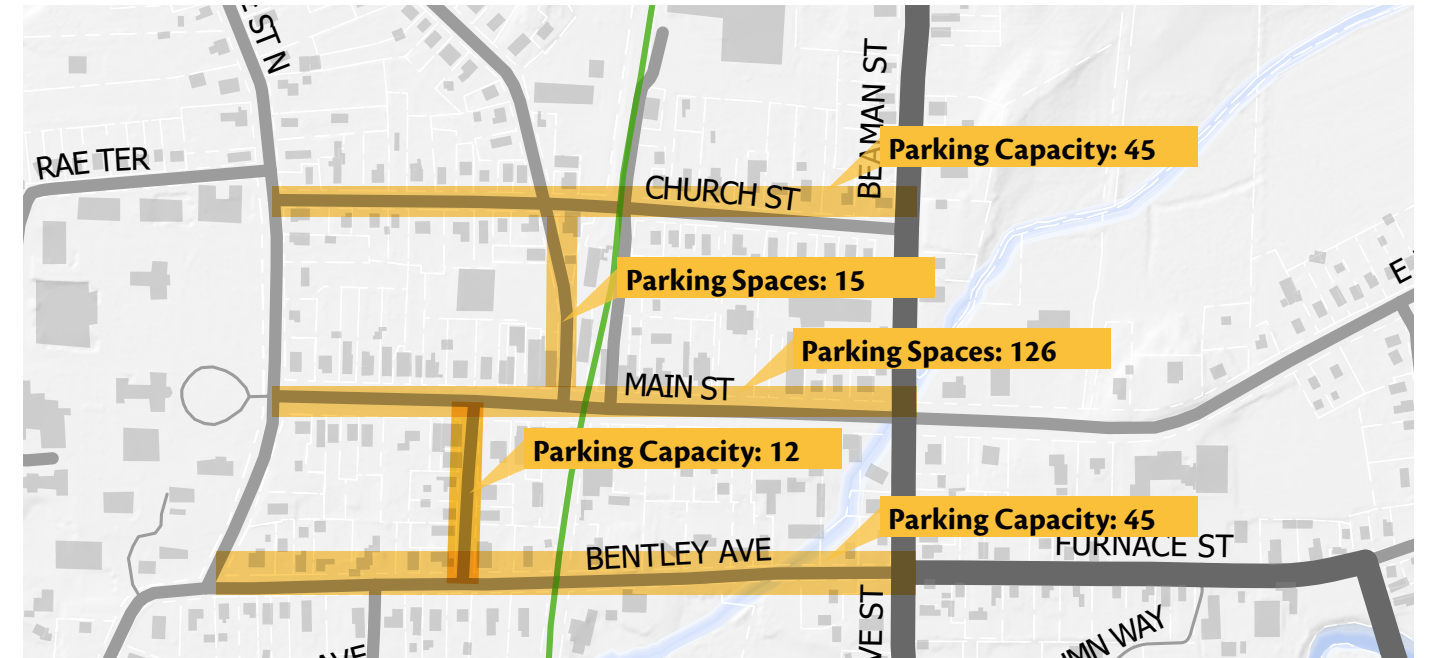
Downtown Streets

Parking Capacity and Utilization

Parking capacity and utilization were reviewed as part of the existing conditions chapter of this report as well as a June 2023 Parking Utilization Study by RRPC. As part of the June 2023 study, parking utilization was captured over two 13-hour periods, one week day and one weekend. In general, there was a total occupancy rate on Main Street of 29% with a high amount of turnover and the highest occupancy in specific locations such as Poultney House of Pizza, Village Office, Library, Original Vermont Store, and Rail Trail Eatery.

25% of all cars parked during this time were parked improperly or in marked "No Parking" places, which can impact sightlines and pedestrian and vehicular safety. Physical barriers and additional signageare recommended to restrict parking in those areas.

There are few marked parking spaces on the surrounding streets, although parking is permitted on all of them. Depot Street has a parking lane that could add markings to delineate individual parking spaces. Church St and Bentley Ave have no parking lanes and parking is either on the grass or in the drive lane where moving cars must navigate around them. Select areas on those streets could be changed from grass to dedicated parking.

RERC: Determine if there is enough parking and infrastructure to support the influx of people changes could bring to the community
Goal 2 - Build Poultney's Sense of Place

Study Area | □ Data Collection Zones

Parking Capacity: 45
Parking Spaces: 15
Parking Spaces: 126
Parking Capacity: 12
Parking Capacity: 45

Turnover

Unique Cars (Over 26 hours): 0 1 2 3 4 5 6 7 8 - 9 10 11 12 13 -14 15
False Spots: —
Hours Occupied (Out of 26): 0 1 - 2 3 - 4 5 6 7 8 9 - 10 11 12 - 13 14 - 15 16 -17 18 - 19 20 - 24

Occupancy

RRPC Parking Utilization Study; see Apendices for full graphics

STREETS

Outdoor Recreation Hub
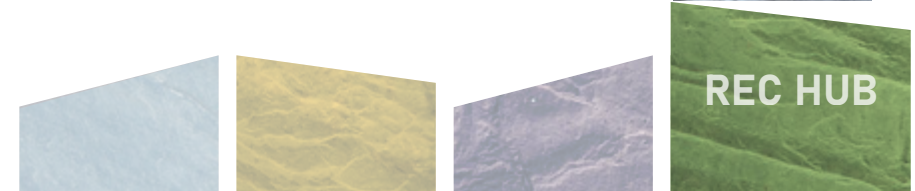
Existing Recreations Resources

During the May 2023 Virtual Workshop, attendees noted that Downtown Poultney already contains parks, open spaces and community resources for gathering, recreation, and events. These spaces should be considered in conjunction with an Outdoor Recreation Hub for their potential to offer outdoor recreation programming, info and equpment, and potentially act as linkages for any future trail network planned to connect to Town. While many of these are privately owned or contain limited or restricted public access, collaboration to leverage these resources should be a priority of the Town and the associated owners. An Outdoor Recreation Hub should complement existing resources, but avoid duplicating them.

Existing resources include:

Tennis Courts	Ice Rink
Basketball Courts	Community Gardens
Ball Fields	Trail Information
Walking Track	Fitness Classes
Gear Purchase	Public Art
Gear Rental	Bike Racks

Legend:

- Outdoor Recreation Elements
- Indoor Recreation Elements
- Publicly Accessible Restrooms
- **P** Off-Street Parking
- Public WiFi
- ✓ Rental Equipment
- **1** Informational Signage
- **2** Analog Cycles
- **3** Mart's Sporting Goods
- **4** Lake St. Catherine
- **5** Porcupine Bikes

Elementary School Fields

Green Mountain Campus

Poultney Public Library

American Legion

Slate Quarry Park

Town Office Green

High School Fields

Stone Valley Arts

Senior Center

REC HUB

Outdoor Recreation Hub

Potential Recreation Hub Locations

These sites each offer unique opportunities for their redevelopment to become a destination and starting point for visitors coming to Poultney for outdoor recreation. During the Poultney Comes Together Again open house, attendees voted on preferred locations and suggested others.

1 206 Furnace Street Parcel
A highly favored site by the public, this current site of the Town Garage is publically owned, adjacent to the existing Young at Heart Senior Center, at a gateway to Downtown, and adjacent to the river for a new access point.

2 201 Main Street
A privately owned parcel, while a favorable location due to its proximity to the Rail Trail and Downtown businesses, the current owner has no interest in developing a Hub or selling the property.

3 GMC Campus
A privately owned parcel that is another publically favored location, the site has many attributes that may make it a viable location; no formal discussion has yet occurred with the owner.

4 Church Street at Knapp Street
While a small site with minimal public interest, its ownership by the State of Vermont and the Town and adjacent use as the Village Office could be a potential interim location while a larger space is developed.

5 288 Beaman Street
This is a large, Town-owned space that could house a number of elements. While set away from Downtown it is adjacent to the Rail Trail and favored by the public.

6 44 E. Main Street (Poppy's Place)
Suggested during the open house, this privately owned parcel containing the former Poppy's Place was recently for sale. While outside of Downtown, it is close to the High School, connected via sidewalks, and on the out to the trails east of Downtown. Should it go back on the market, it could be considered.

7 21 Beaman Street
Suggested during the open house, this privately owned parcel is currently vacant, though not actively for sale. This is a main gateway into Downtown and very visible and close to both the Rail Trail and Main Street businesses.

288 Beaman St.

Church St @ Knapp St.

GMC Campus

201 Main St.

206 Furnace St.

REC HUB
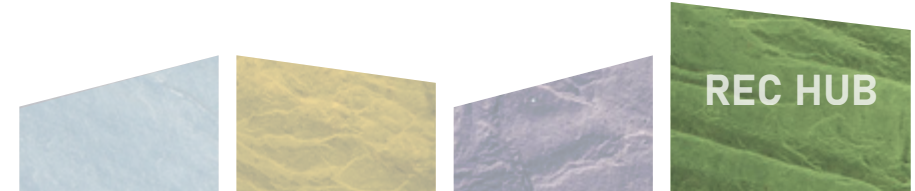
Outdoor Recreation Hub

Outdoor Recreation Hub Priorities

A key recommendation of the RERC report is to develop an Outdoor Recreation Hub in Downtown Poultney. While there are many possibilities for what this Hub could be and what it may contain, the community vision is for a central space repository, where people can gather and obtain information for events, trails, facilities, and amenities in the Town and surrounding areas as a part of their recreating.

Key desired elements include:
- Trail maps and information
- Bathrooms
- Outdoor pavilion
- Water filler / fountain
- Playground elements
- Picnic tables
- Benches
- Business directory
- Indoor community space

Other possible desires for the Hub include:
- Parking - daytime and overnight
- Meet-up location for events
- Bike racks and bike lockers
- Outdoor fitness stations
- Skate park
- Space for public art, vendors, food trucks
- Community garden
- Biking distance of trailheads
- Walking distance of Main Street and restaurants
- Potential for shared parking with other Town resources

See Book 1, page 40 and Appendix C: Outdoor Rec Hub Presentation for examples of existing outdoor recreation hubs

Other ideas that were shared during public engagement include playgrounds and play elements downtown and adjacent to trails (nature playground, splash pad, parkour); pocket parks with WiFi, water, shade, gathering spaces; outdoor performance space; downtown directory for services; wayfinding, including distances to amenities; huts or cabins on key trail networks. For more suggestions, see Appendix A: Engagement Report, Pages 24-25.

Below are the top priority amenities and services that continued to rise to the top throughout all public engagement.

This photo-simulation represents an example of how a trail-focused Hub could look and is not intended to mimic any particular building or location within Poultney.

#1 MAPS & INFORMATION

Information topped nearly every list. All stakeholder groups agreed on the need for **clear, prominent maps and trail/recreation info.**
- Also wanted: directories, maps or listings of **businesses and services**
- Info on **AirBnBs and lodging apps** could help meet overnight van parking, camping and lodging needs

#2 BATHROOMS & WATER

Bathroom and drinking water access was a close second. No one wants to manage them, but everyone from trail users and tourists to local families needs clean, safe, accessible, places to go — at all hours of day. **Public-private partnerships** with businesses or facilities to use existing bathrooms can be a win-win.

#3 OFF-STREET PARKING

Off-street recreation and trail parking will free up on-street parking for businesses and create space for Complete Streets improvements, even if it's not thrilling.

- With **safer town to trail connections or shuttles,** downtown lots can also relieve trailhead parking congestion.
- Off-street parking doesn't have to be at one hub; it could make use of several **dispersed lots downtown** or **between town and trailheads.**
- Businesses or private venues might allow **off-peak lot use,** especially for a fee or for special events.

#4 PLAY, FITNESS & GATHERING SPACE

There were dozens of ideas for different **recreation facilities, equipment, or offerings** but three kept rising to the surface—even across different stakeholder groups.

- Play could mean a **playground or lawn games,** play elements around downtown, **"playable art" or seating.**
- Fitness spaces or offerings could be **outdoor fitness trails or parkour, classes, or indoor spaces.**
- There's strong interest in **indoor community space,** for meetings, gatherings, rec classes and more.

#5 SHELTER & SEATING

Most people expressed interest in more shelter and outdoor seating options around town, but especially at a rec hub.

- A **pavilion** tops the list of shelter ideas. Others are interested in **warming shelters, outdoor classrooms or gathering places.**
- Seating interest includes basic **benches or picnic tables,** or more artistic options.

#6 BIKE RACKS, LOCKERS & REPAIR TOOLS

There's interest in seeing bike racks all over town, but cyclists a couple others amenities.

- **Covered bike storage or lockers** would be ideal with showers and in walking distance of downtown shops and restaurants.
- **Repair tools** are ideal right along the Rail Trail or trail routes.
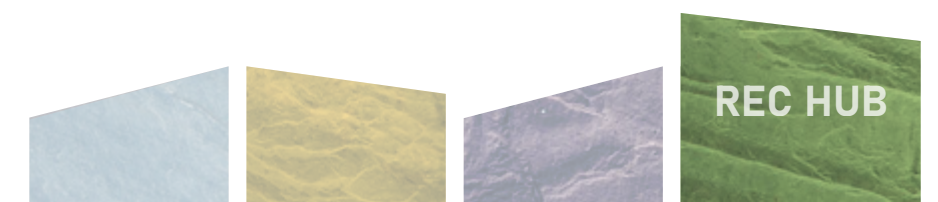
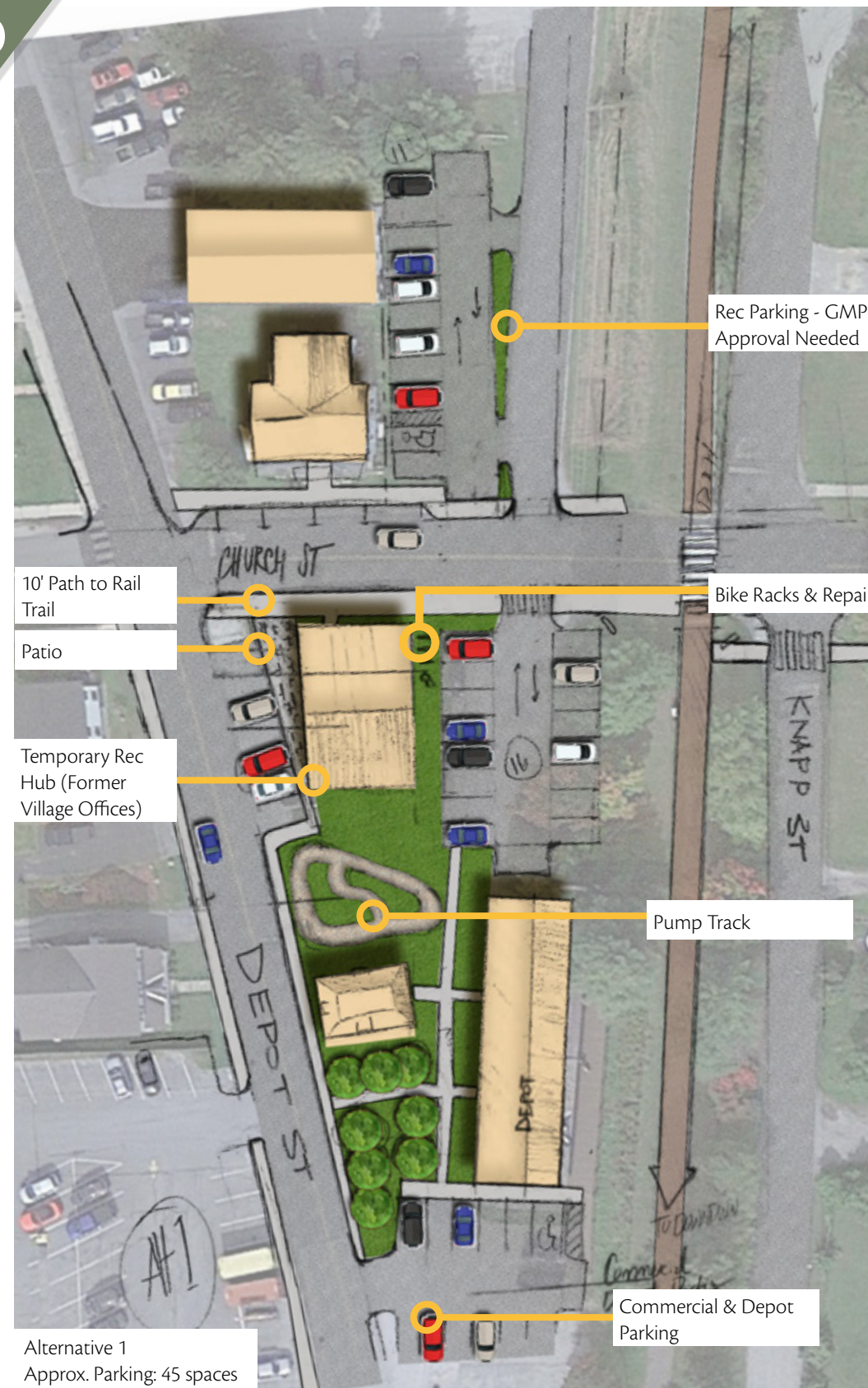REC HUB

Outdoor Recreation Hub

Interim Recreation Hub

The parcel including the former Village Offices at the corner of Depot Street and Church Street could be a location for a temporary Rec Hub, while other locations are pursued and developed. Immediately adjacent to the Rail Trail and a block from Main Street, it could contain additional parking and be a venue for trail and recreation information. Elements such as a pump track, bike racks and repair station, and water filling station could be included on the property.
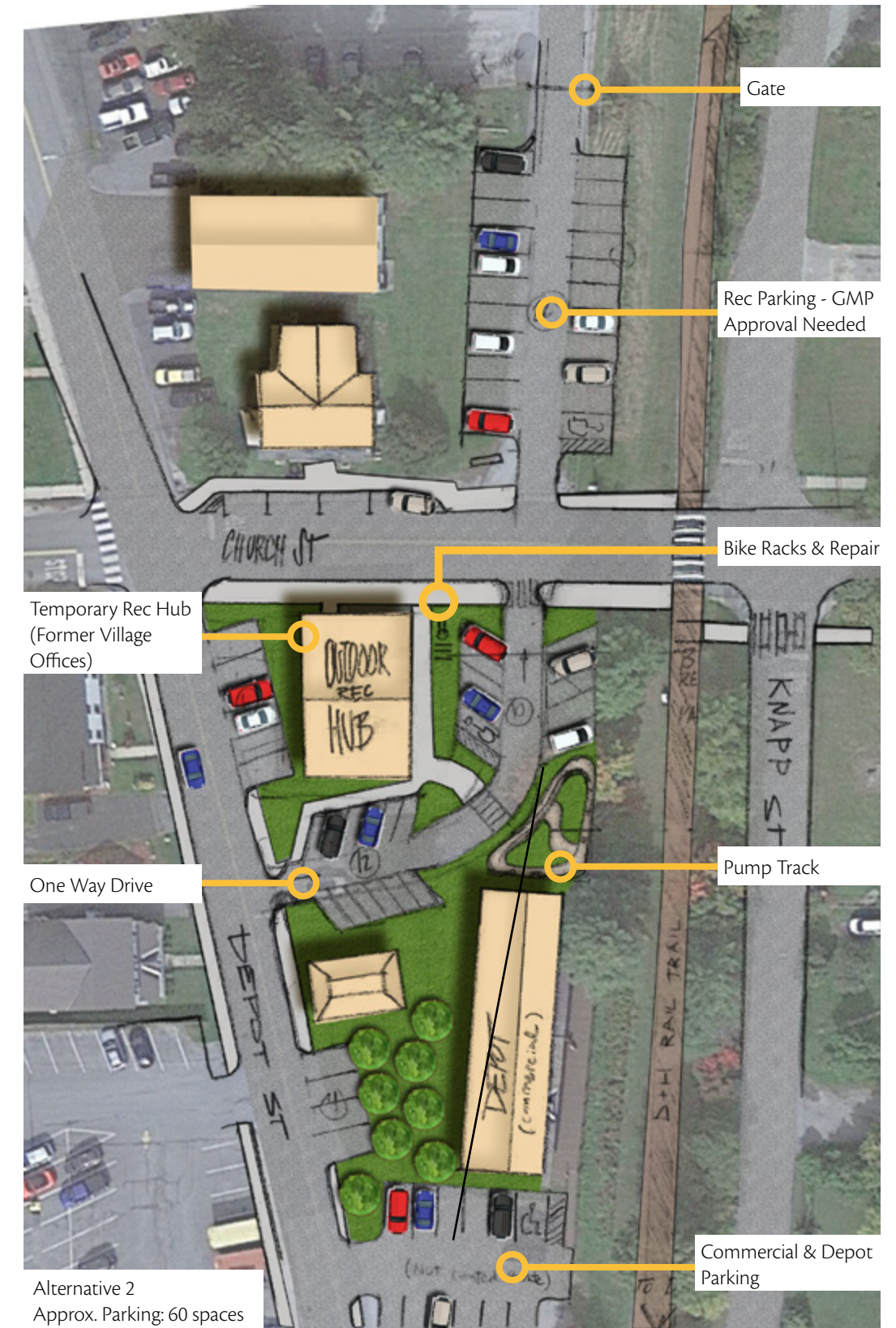
Coordination with Green Mountain Power and the Vermont Agency of Transporation may be required for expansion of parking and other elements.

Existing Conditions
Approx. Parking: 21 spaces

10' Path to Rail Trail

Patio

Temporary Rec Hub (Former Village Offices)

Rec Parking - GMP Approval Needed

Bike Racks & Repair

Pump Track

Commercial & Depot Parking

Alternative 1
Approx. Parking: 45 spaces

Gate

Rec Parking - GMP Approval Needed

Bike Racks & Repair

Temporary Rec Hub (Former Village Offices)

One Way Drive

Pump Track

Commercial & Depot Parking

Alternative 2
Approx. Parking: 60 spaces

REC HUB