



# TOWN TO TRAILS

Poultney  
VERMONT

September 2023

## Book 3: Implementation





# TOWN TO TRAILS



## 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

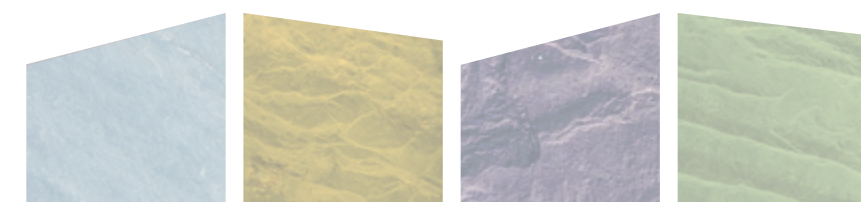
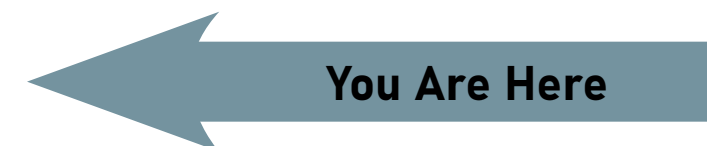
#### Gateways

#### 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.



# Table of Contents

About the Project	2
Town to Trails Report Structure	2
<b>Introduction: Implementation</b>	<b>4</b>
Key Implementation Steps	5
Action Summary	6
Project Summary	8
Community Input: Priority Locations and Actions	9
First Step: Establish Steering Committee and Project Plan	10
<b>Routes to Town</b>	<b>11</b>
Conceptual Timeline for Routes to Town Projects	12
Route 30: SHORT TERM Furnace Street to New England Slate Connection	13
Route 30: Furnace Street to New England Slate Connection	14
East Poultney Green: SHORT TERM Intersection Reconfiguration	15
East Poultney Green: Sidewalk and Intersection Reconfiguration	16
Thrall Road / Old Lake Road Intersection Reconfiguration	17
Routes to Town Short Term Projects	18
<b>Gateways</b>	<b>19</b>
Conceptual Timeline for Gateway Projects	20
Gateway - D&H Rail Trail at Main Street	21
Southern Gateway Route 30 at Furnace Street	22
Central Gateway Route 30 (Beaman Street) at Main Street	23
<b>Streets</b>	<b>24</b>
Conceptual Timeline for Downtown Street Projects	25
Main Street: Shared Road Safety Markings and Signs	26
Main Street: Business Information	27
Main Street: Wayfinding	28
Main Street: Art: Murals and Sculptures	29
Main Street: Parking: Accessibility, Curb Cuts, Signage, Enforcement	30
Main Street: Plantings: Crosswalk Bumpouts and Rain Gardens	31
Rail Trail Elements: Benches, Wayfinding, Lights, Gardens	32
Side Streets: SHORT TERM Church Street - Crosswalks and Quick Actions	33
Side Streets: Church Street - Sidewalks	34
Side Streets: Beaman Street - Sidewalk and Access Management	35

2	Side Streets: SHORT TERM Furnace Street - Access Management	36
2	Side Streets: Furnace Street - Sidewalks	37
2	Streetscape Quick Actions	38
<b>4</b>	<b>Outdoor Recreation Hub</b>	<b>39</b>
5	Conceptual Timeline for Outdoor Recreation Hub Projects	40
6	Leverage Existing Recreation Resources	41
8	Outdoor Recreation Hub: Site Selection	42
9	Outdoor Recreation Hub: Design Development and Construction	43
10	Interim Recreation Hub: Design Development and Construction	44
<b>11</b>	<b>What's Next?</b>	<b>45</b>

## Acknowledgments

Town to Trails is a Vermont Better Connections project, a partnership of the Vermont Agency of Transportation, Agency of Commerce & Community Development, Agency of Natural Resources, and the Department of Health. It is funded primarily by the Better Connections Program, with matching funding from the Town of Poultney.

## State Partners



DEPARTMENT OF HEALTH  
 AGENCY OF TRANSPORTATION  
 AGENCY OF NATURAL RESOURCES  
 AGENCY OF COMMERCE & COMMUNITY DEVELOPMENT

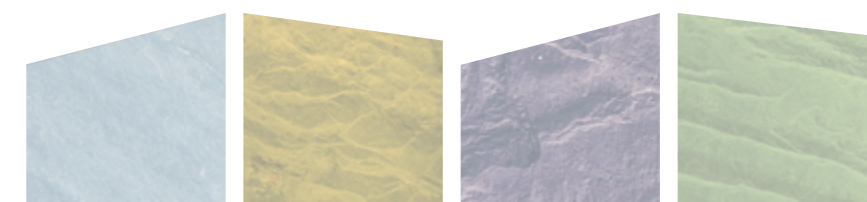
## Local Partners and Leaders

- Paul Donaldson**, Poultney Village/Town Manager
- Sarah Pelkey**, Poultney Community Development Director
- Chuck Colvin**, President, Poultney Downtown Revitalization Committee
- Chuck Helfer**, Poultney Resident
- Alex Hilliard**, VT AthletaFit
- Jaime Lee**, Poultney Planning Commission
- Caitrin Maloney**, Slate Valley Trails
- Devon Neary**, Rutland Regional Planning Commission
- Nic Stark**, Graphic Designer, Rutland Regional Planning Commission
- Katharine Otto**, VTrans
- Matthew Arancio**, VTrans

## Consultant Team



**COMMUNITY WORKSHOP**





# Introduction: Implementation

This Implementation Book is the culmination of prior phases of the Town to Trails project. As documented in Books 1 and 2, foundational work includes study, the development of ideas, and discussions with numerous members of the community. Through this, the project team has developed and refined a suite of action items that will support the Town to Trails goals created by the project's Steering Committee and the RERC.

These action items all came from the Big Ideas report, and are designed to support Town to Trail's goals while keeping complexity and cost in mind, and scaling projects to Poultney's budget.

The action items detailed in this Implementation Book were presented to the public on June 16, 2023 at the Poultney Comes Together Again Open House.

## Purpose of this Book

The purpose of this Implementation Book is to provide Poultney with a clear list of recommended actions that can be taken to achieve this Plan's goals. It is designed to provide guidance on the initial steps that need to be taken to move each opportunity forward.

## How this Book is Organized

This Book is organized by the Focus Areas of this report, which include:

- **Routes to Town** - to safely link the network of trails throughout Poultney to downtown.
- **Gateways** - to create a sense of arrival to the Village

- **Main Street & Side Streets** - to calm traffic, increase bike and pedestrian safety, to clarify access for cars, and to increase beautification
- **Outdoor Recreation Hub** - to develop an inclusive and dynamic hub for residents and visitors alike.

## Town to Trail Goals

The goals of the RERC are utilized in this plan while continuing community conversations to better identify priorities and visions that are truly representative of the Poultney community. The four goals of this plan are:

**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.





## Key Implementation Steps

With the exception of the quick opportunities presented in this chapter, most of the proposed infrastructure-related projects will go through the following steps as they are implemented:

- **Planning & Feasibility Studies.** A number of the suggested actions need to be more fully developed to better understand the potential costs and impacts of the project. There are many different components that are considered during this phase including site and market investigations, engineering, environmental, and other technical considerations. All of these will have an influence on the project's overall design and estimated cost. This phase provides an additional opportunity for the public to weigh in on the project opportunity as it is refined.
- **Design, Engineering and Permitting.** With a completed Feasibility Study, the project can move toward design, engineering and permitting. As the design is developed, local and state permits will be sought. For projects with federal funding, compliance with federal rules will be required. The end result of this phase will be engineering plans that can be moved to construction.
- **Construction.** The final designs will be used to solicit bids from contractors for the construction of the project. If the bids received are over budget, there would be a need to revise the project design in order to fit within the funding available, or additional funding will need to be found.

Funding for projects can be secured in phases, starting with Planning and Feasibility. Typically, grant funding is sought for the Design/Engineering and Construction phases concurrently. Funding is typically a combination of federal/ state grants and local match. The local match can be covered by budgeted funds or by bonding.

## Action Planning Framework

Each action item includes the following information:

**Priority:** This indicates the level of desire, or need, to accomplish the action item; levels are listed as:

- **highest**, where work should begin as soon as possible and may impact additional projects;
- **medium** indicates a that a project may be less essential in the near term or must be phased after a highest priority project;
- **lower** indicates a recognition that other projects should be completed first, but that the project is still a worthy priority for this Plan.

**Starting Timeframe:** This is an indicator of the general timeframe for a project to begin.

- **'Short-term'** indicates the next three years (2023-2026)
- **'Mid-term'** indicates initiation in three to five years (2026-2029).
- **'Long-term'** indicates projects that would be phased in five years or more.

**Duration:** Depending on the complexity of a given project, it could take many years to complete; this indicator provides an approximate length of time for a project from initiation to completion

**Leadership/Partners:** Who is involved with guiding the project.

**Potential Cost:** These broad estimates are based on the concepts generated in the Big Ideas phase and may change as more information is collected, and detailed studies and engineering work are completed.

**Potential Funding Sources:** This identifies the potential funding opportunities for an action item. Note that funding sources (dollar amounts, match requirements, submission schedules, contact information) change year to year, so this section may need to be updated in the future.

**Risks/Challenges:** This lists elements that may complicate a project.



Crosswalk improvements along Main Street





# Action Summary

	Priority	Starting Timeframe	Duration	Potential Cost	Project Scoring*
First Step: Establish Steering Committee and Project Plan	★★★	📅	🕒	\$	12
Routes to Town - <b>SHORT TERM</b> Route 30, Furnace St to New England Slate Connection	★★	📅	🕒	\$	11
East Poultney Green - <b>SHORT TERM</b> East Intersection Reconfiguration	★★	📅	🕒	\$	11
Routes to Town - Thrall Road / Old Lake Road Intersection Reconfiguration	★★	📅📅	🕒🕒	\$ \$ \$	7
Routes to Town - Route 30, Furnace St to New England Slate Connection	★★	📅📅	🕒🕒🕒	\$ \$ \$	6
East Poultney Green - North-side Sidewalk and East Intersection Reconfiguration	★	📅📅📅	🕒🕒🕒	\$ \$ \$	4
<b>DONE!</b> Routes to Town - Fairgrounds Connection	★★★				
Gateway - D&H Rail Trail at Main Street	★★★	📅	🕒🕒	\$ \$	10
Gateway - Route 30 at Furnace Street	★★	📅📅	🕒🕒	\$ \$	8
Gateway - Route 30 (Beaman Street) at Main Street	★★	📅📅	🕒🕒	\$ \$ \$	7
Main Street - Shared Road Safety Markings and Signs	★★★	📅	🕒	\$	12
Main Street - Business Information	★★★	📅	🕒🕒	\$ \$	10
Main Street - Parking: Accessibility, Curb Cuts, Signage, Enforcement	★★★	📅	🕒🕒	\$ \$ \$	9
Main Street - Wayfinding	★★	📅📅	🕒🕒	\$ \$	8
Main Street - Plantings: Crosswalk Bumpouts and Rain Gardens	★★	📅📅	🕒🕒	\$ \$	8
Main Street - Art: Murals, Sculpture	★★	📅📅	🕒🕒🕒	\$ \$	7

\* Scoring is conducted based on all 4 categories, with higher scores indicating more immediate action

<p><b>Priority</b></p> <ul style="list-style-type: none"> <li>★★★ Highest = need to begin work as soon as possible, and may be essential to implementing later phases of the project.</li> <li>★★ Medium = a project may be less essential in the near term or must be phased after the highest priority projects.</li> <li>★ Lower = a recognition that other projects should be completed first, but the project is still a priority for this Plan.</li> </ul>	<p><b>Starting Timeframe</b></p> <ul style="list-style-type: none"> <li>📅 Short-term = Project begins in the next three years (2023-2026)</li> <li>📅📅 Mid-term = project begins in three to five years (2026-2029)</li> <li>📅📅📅 Long-term = project would be begin in five years of more.</li> </ul>	<p><b>Duration</b></p> <ul style="list-style-type: none"> <li>🕒 Short = 1 year or less</li> <li>🕒🕒 Medium = 1 to 5 years</li> <li>🕒🕒🕒 Long = More than 5 years</li> </ul>	<p><b>Potential Cost</b></p> <ul style="list-style-type: none"> <li>\$ Low = Under \$25,000</li> <li>\$ \$ Medium = \$25,000-\$250,000</li> <li>\$ \$ \$ High = Over \$250,000</li> </ul>
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# Action Summary - Continued

Project	Priority	Starting Timeframe	Duration	Potential Cost	Project Scoring*
Rail Trail Elements - Benches, Wayfinding, Lights, Gardens	★★★	📅	⌚ ⌚	\$\$	10
Side Streets - <b>SHORT TERM</b> Church Street: Crosswalks and Quick Actions	★★★	📅	⌚	\$	12
Side Streets - <b>SHORT TERM</b> Furnace Street: Access Management	★★	📅	⌚	\$	11
Side Streets - Church Street: Sidewalks	★★★	📅📅	⌚ ⌚	\$\$\$	9
Side Streets - Furnace Street: Sidewalks	★★	📅📅	⌚ ⌚	\$\$\$	9
Side Streets - Beaman Street: Sidewalk and Access Management	↓	📅📅📅	⌚ ⌚	\$\$\$	5.5
Outdoor Recreation Hub - Leverage Existing Recreation Resources	★★★	📅	⌚	\$	12
INTERIM Outdoor Recreation Hub - Design Development and Construction	★★	📅	⌚	\$\$	10
Outdoor Recreation Hub - Site Selection	★★★	📅	⌚ ⌚	\$\$\$	9
Outdoor Recreation Hub - Design Development and Construction	★★	📅📅	⌚ ⌚ ⌚	\$\$\$	6

\* Scoring is conducted based on all 4 categories, with higher scores indicating more immediate action

<p><b>Priority</b></p> <ul style="list-style-type: none"> <li>★★★ <b>Highest</b> = need to begin work as soon as possible, and may be essential to implementing later phases of the project.</li> <li>★★ <b>Medium</b> = a project may be less essential in the near term or must be phased after the highest priority projects.</li> <li>★ <b>Lower</b> = a recognition that other projects should be completed first, but the project is still a priority for this Plan.</li> </ul>	<p><b>Starting Timeframe</b></p> <ul style="list-style-type: none"> <li>📅 <b>Short-term</b> = Project begins in the next three years (2023-2026)</li> <li>📅📅 <b>Mid-term</b> = project begins in three to five years (2026-2029)</li> <li>📅📅📅 <b>Long-term</b> = project would be begin in five years of more.</li> </ul>	<p><b>Duration</b></p> <ul style="list-style-type: none"> <li>⌚ <b>Short</b> = 1 year or less</li> <li>⌚ ⌚ <b>Medium</b> = 1 to 5 years</li> <li>⌚ ⌚ ⌚ <b>Long</b> = More than 5 years</li> </ul>	<p><b>Potential Cost</b></p> <ul style="list-style-type: none"> <li>\$ <b>Low</b> = Under \$25,000</li> <li>\$\$ <b>Medium</b> = \$25,000-\$250,000</li> <li>\$\$\$ <b>High</b> = Over \$250,000</li> </ul>
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# Project Summary

The previous page outlined all the projects identified and explored as a part of the Town to Trails process. Of these, some may occur immediately as short-term, quick-build projects, and some may take years to be realized. Priorities were determined in conjunction with the Steering Committee and were based on a number of things, including current projects, available funding, community feedback, and safety concerns. The following is a brief summary of the approximately 20 projects and discussion as to how they were prioritized within each category.

## Routes to Town Summary

Of the six projects listed in the Action Summary for Routes to Town, one has been completed (Fairgrounds Connection), two are short-term or "quick action" projects that can be achieved with minimal investment of time and money, and three are longer term projects that require significant study and construction.

The "quick action" projects along Route 30 from Furnace to New England Slate and at the East Poultney Green Intersection can be done as a collaboration between the Town and local volunteers and provides an opportunity to show the community what could be achieved and provide momentum to the Town to Trails project.

The three long-term projects, Thrall Road/Old Lake Road Intersection, Route 30 permanent bike lanes, and East Poultney Green Sidewalk, are listed in their order of priority. Thrall/Old Lake is dangerous for both cyclists and drivers, increasing the priority. Any work done at the East Poultney Green would require historic coordination with the community, and is considered less of an immediate safety concern.

## Gateway Summary

The gateway at the D&H Rail Trail and Main Street is the first or highest priority as a major feature of the downtown. There is ongoing work being done regarding signage, benches and bike racks that can be built upon. Providing elements such as wider crosswalk markings and better signage both enhances the experience of trail users while providing better visual guidance to vehicles along Main Street. Today, only small signs indicate a trail crossing.

Route 30 at Furnace Street, on the southern end of Downtown, is the second priority. Improvements in this area should be done in conjunction with any planning for access management at the Young at Heart parking lot and other Furnace Street improvements. Suggestions for gateway elements here include welcome signage, walls or fencing, and landscaping.

The Route 30 (Beaman Street) at Main Street is the third priority for gateways. This is primarily due to unknowns such as future use and development of the parcel at the northwestern corner of the intersection and the potential costs associated with elements such as decorative metal traffic lights.

## Streets Summary

There are six major elements for Main Street: Road Safety Markings, Business Information, Wayfinding, Art, Parking, and Bumpouts with Plantings. Road Safety and Business Information are of the highest priorities. Road safety would include sharrow markings and more defined signage clarifying the use of Main Street as a shared road between cyclists, pedestrians, and vehicles. Prioritizing business information promotes economic development to both residents and visitors. Wayfinding, Art and Bumpouts/Plantings ranks as lower priorities in this category. Wayfinding needs to come after various physical and economic development has occurred. Art is an ongoing priority that doesn't necessarily rely on other projects. Bumpouts are a more costly and time consuming endeavor that would take additional study, consideration, and education of residents and business owners.

In addition to Main Street, there are recommended projects for Church Street, Furnace Street, and Beaman Street. The "quick action" projects for Church and Beaman can be done as a collaboration between the Town and local volunteers to provide momentum between this Town to Trail report and long-term improvements. These projects would focus around access management and crosswalks.

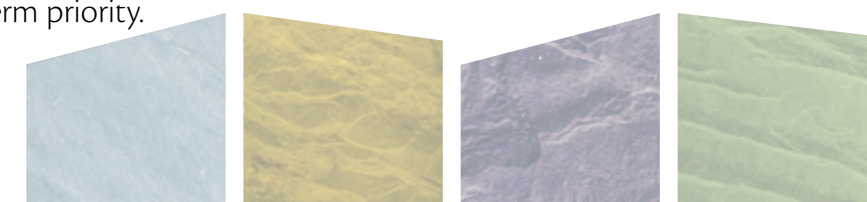
Completing the sidewalks along Church Street was identified as a priority by the Town. While completing the sidewalk by Young at Heart is a priority of the patrons of the senior center, the future of the adjacent Town Garage may impact any Furnace Street projects. Due to the existing east side sidewalks, the west side sidewalk on Beaman Street is a very long term priority.

## Outdoor Rec Hub Summary

Priorities around the Outdoor Recreation Hub are primarily determined by the required order of actions. It will take time to determine the final location of the Hub, obtain funding, purchase the site (if needed), and then begin the design and construction process.

In the meantime, it is worth leveraging the existing recreational resources in Poultney. Currently, many residents and visitors either don't know about existing resources or don't know if or when they are permitted to use them. Creating a guide of these resources, perhaps by engaging the local high school students, will be both a short-term and a long-term benefit to the Town and can help determine what assets are missing and should be filled by the Rec Hub.

At the same time, the Town-owned parcel housing the former Village Offices could be explored as an option to adapt the use as a temporary Rec Hub. The building could provide bathrooms, indoor meeting space, and information on recreational assets. The outdoor area could be used for parking, bike repair, and informal gathering. Any work done on this parcel should be coordinated with Act 250 requirements so as not to trigger any Act 250 permitting.





# Community Input: Priority Locations and Actions

Community input provided throughout the 18 months of this Project was an important factor in determining priorities. As summarized in the Public Engagement Report (Appendix A), there were three key clusters of areas in and around Downtown that emerged as priorities across all of the Big Ideas presented in Book 2.

Additionally, the June 2023 Open House gave attendees the opportunity to spend \$1000 of "Poultney Bucks" on their top priorities. While this is only one measure of public sentiment, the Open House indicated priorities of Town to Trail Connections and Outdoor Recreation Hub as first steps for the Town.

For additional information, see Appendix A: Public Engagement Report

## ACTION PRIORITIES

**#1 TOWN TO TRAILS CONNECTIONS**

**#2 OUTDOOR RECREATION HUB**

**GATEWAY IMPROVE.**

**COMPLETE STREETS**

Poultney will need to invest in project ideas to make them happen, so we handed out \$406,000 in "Poultney Bucks" at the Big Ideas Open House and asked attendees to "spend" \$1,000 each on their top priorities.

- Top Winners: Town to Trail Connections (safer walking and biking routes between town and trails) and an Outdoor Recreation Hub.
- High Priorities: "Complete Streets" and Gateway improvements in and around Main Street, with about 60% as much support.

**ABOUT THE NUMBERS**  
We used polls in phase 2, so why don't we report results in numbers? Vote totals reflect the opinions of who's in the room — not the community overall.

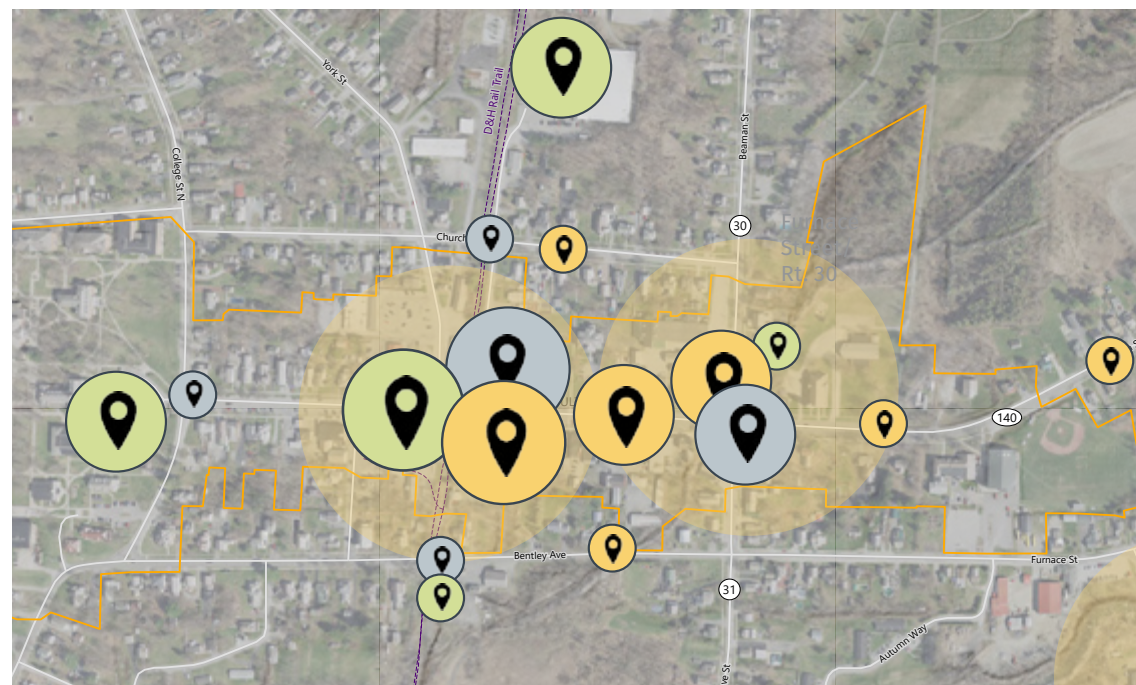
We report trends instead of totals to help convey that they are estimates rather than official community votes.

Poultney Town to Trails Engagement Report | 36 Community Workshop

## PRIORITY LOCATIONS

**COMPLETE STREETS, GATEWAYS & RECREATION HUB**

We asked for input on priority locations for all major Big Ideas. Because there is so much overlap between amenities and improvements in different categories, it's helpful to look at the potential for integrating actions and impacts. Below are top locations, with size of circles representing the level of interest.



**Note:** Priority recreation hub sites identified here include the former Green Mountain College Campus, the current town garage site, and a town-owned lot near the Fire Department). They emerged as top site of interest to stakeholders and community members in terms of meeting recreation hub needs. It does not factor in property owner interest or feasibility, which Poultney would need to explore before considering further.

Three key clusters emerge, with strong potential for integrating priority improvements and needs:

### Main Street/D&H Crossing

The D&H crossing is a top priority gateway. The area around Main, Depot, Knapp and D&H is prime for Complete Streets work, and is already the hub of downtown recreation amenities.

### Beaman & Main Streets

The main entrance to town is a top priority for a prominent gateway, signage, and major street safety improvements.

### Rt. 30 & Furnace Streets

This southern gateway is also a top priority and a center of recreation amenities. The current town garage site is a top preference for a future outdoor recreation hub (pending feasibility).

## POTENTIAL STEPS:

### Complete Streets Pilot.

Do a pilot project of any major complete streets projects or demonstration ideas to test options and introduce it to the community.

### Walk audit or accessibility audit.

Engage youth, older adults and residents in mapping walk/bike amenities and problem spots, to prioritize sections or identify quick solutions.

### "Start with petunias."

The Project for Public Spaces says small, cheap, visible actions can build momentum for big things. Quick and easy streetscape projects could pave the way for bigger investments.





# First Step: Establish Steering Committee and Project Plan



Priority ★★ ★

Start Timeframe 📅

Duration ⌚

Potential Cost 💰

### Project Summary

- Develop a plan for ongoing plan implementation and leadership, including:
- Annual “Poultney Comes Together” open house to check in on progress and identify next priorities
- Reach out to potential project partners such as the School District
- Form or identify project action teams to move specific actions forward as needed

**Lead:**  
**Action Team or Leadership Committee needed,** T2T Steering Committee, Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, PDRC

### Next Steps

1. Identify resources or volunteers to support next steps below
2. Identify leaders or create action teams for short-term, high-priority projects without existing leaders
3. Assess coordinator/staff capacity needs and opportunities and include in 2024 budget process

**Potential Funding Sources:**

- Town General Fund
- Crowdfunding

**Risks/Challenges**

- Community burnout
- Staff turnover

### Project Details

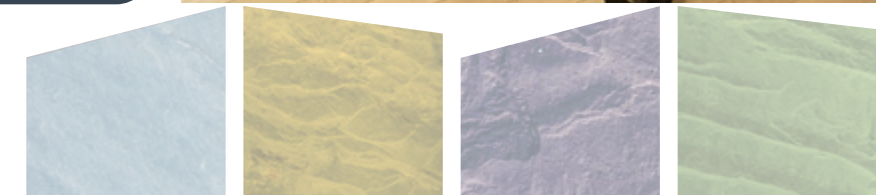
Poultney has been fortunate to have a core group of engaged volunteers participate in this project on the Steering Committee, but it is important to recognize that **members may not be able to continue in a leadership capacity in the future.** Poultney is fortunate to have an Community Development Director, yet the Director will need support with various initiatives.

Bringing in new participants or a new approach to leadership of this project bring fresh ideas and different perspectives. New faces may also have skills to offer that are not available on the current Steering Committee. Plus, the addition of new leaders will allow stakeholders to avoid burnout and remain enthusiastic in addressing the Town To Trails project’s goals.

**Look towards partnerships** with existing Town organizations such as Slate Valley Trails and the School District as well as businesses.

To continue momentum, the Town and Steering Committee should **continue annual Poultney Comes Together open houses.** These would serve as regular summits for community leaders and community members to hear and share what’s happening with Town-wide initiatives, individual projects and committees, seek or sign up volunteers, and ID collaboration opportunities.

Out of these open houses, Action Teams would be formed to help lead specific projects from this Plan forward. One advantage to this approach is that Action Team members could be invited to participate in part based on their areas of expertise as it relates to a particular project.





# 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.

The Routes to Town action items consider three areas:

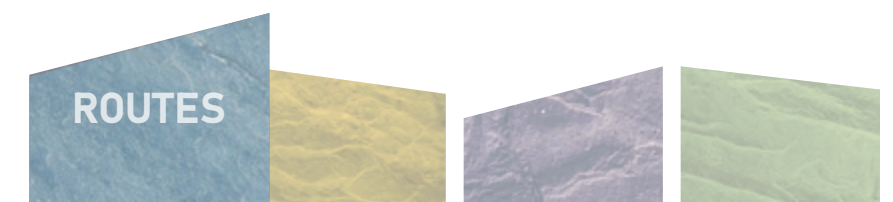
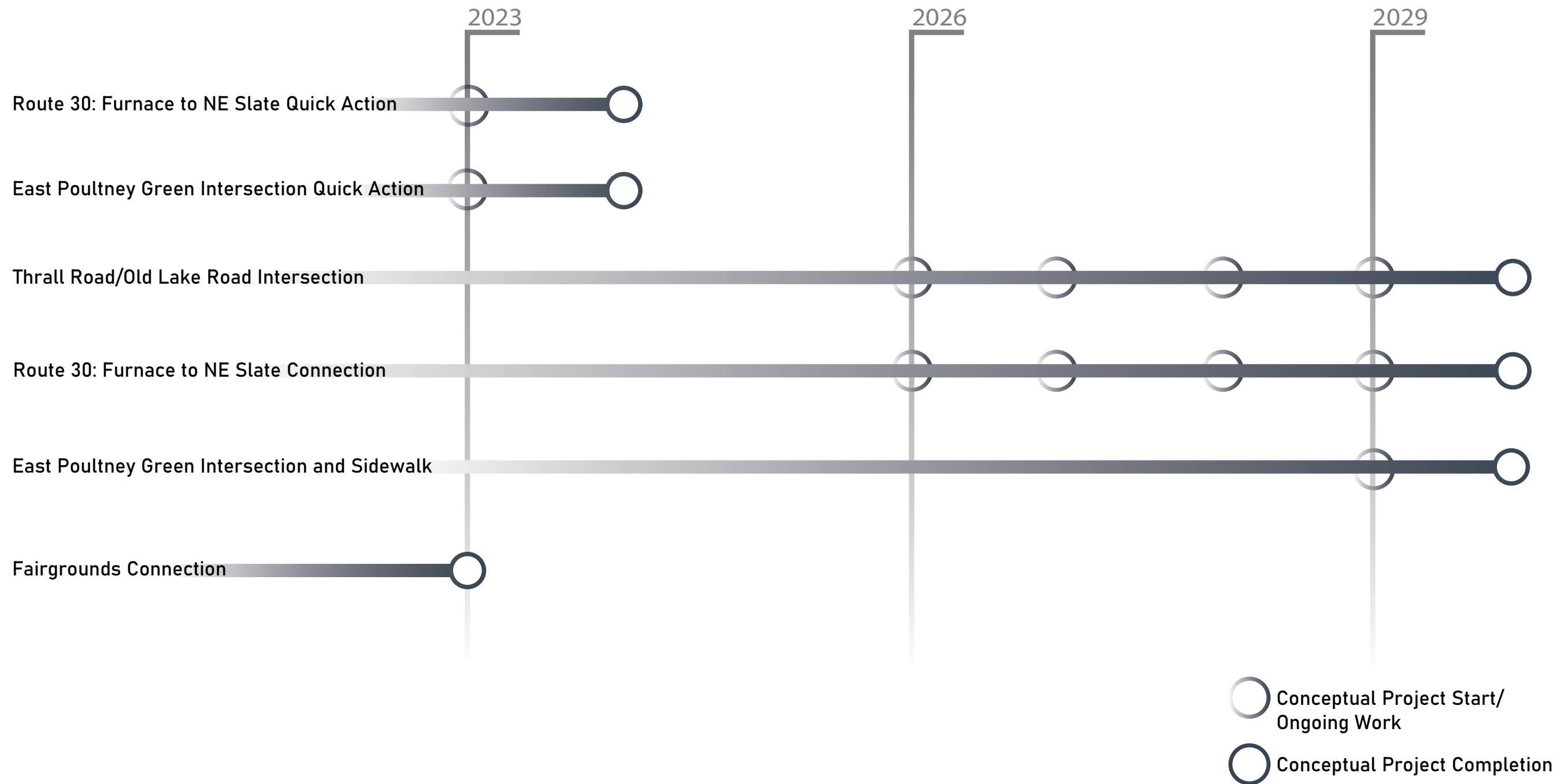
- Route 30 from Furnace Road to New England Slate roadway improvements
- East Poultney Green (intersection reconfiguration and sidewalk)
- Thrall Road / Old Lake Road / Route 30 intersection reconfiguration

A summary page of short term project and quick-builds is provided at the end of this section to provide additional information on actions that can be accomplished while larger, longer duration projects percolate.





# Conceptual Timeline for Routes to Town Projects



# Route 30: SHORT TERM Furnace Street to New England Slate Connection



- Priority ★★
- Start Timeframe 📅
- Duration ⌚
- Potential Cost 💰

### Project Summary

- Temporary or quick-build projects such as sharrow markings and reduced lane width over the bridge can happen immediately with Town, State, and community agreement.

### Lead:

Village/Town Manager, Community Development Director

### Partners:

Local: Town committees & local leaders, Selectboard, property owners, Slate Valley Trails, New England Slate

External: VTrans, RRPC, Local Motion

### Next Steps

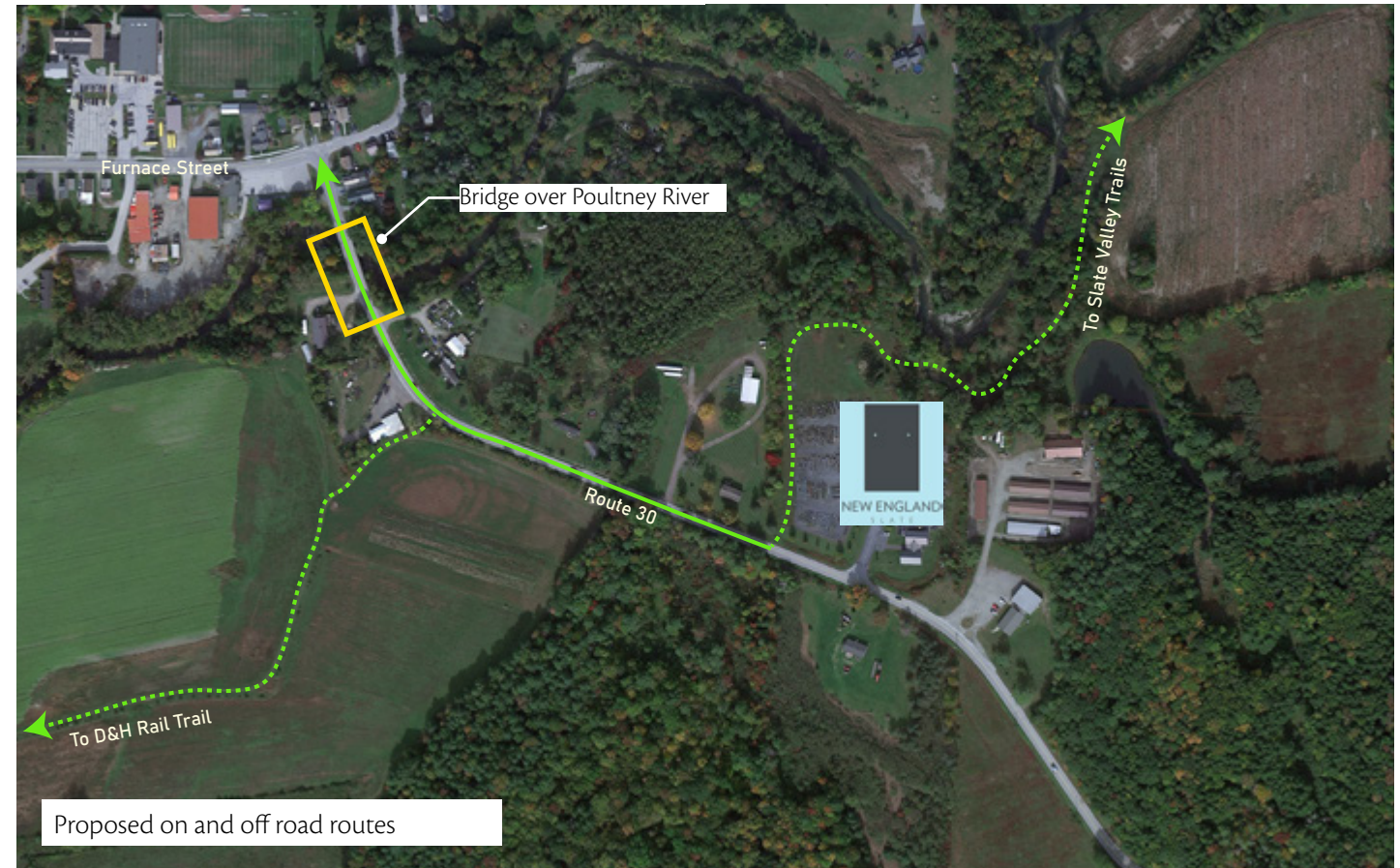
- Coordinate with VTrans about existing plans or timelines for work in this location (e.g. - bridge replacement, paving schedules)
- Initiate quick-build project to add sharrow markings
- Apply for funding for quick build

### Potential Funding Sources:

- Town General Fund
- AARP Placemaking Demonstration Grant
- AARP Community Challenge Grant
- ACCD Better Places Grant
- Local Motion

### Risks/Challenges

- Need for Town/VTrans agreements



Proposed on and off road routes

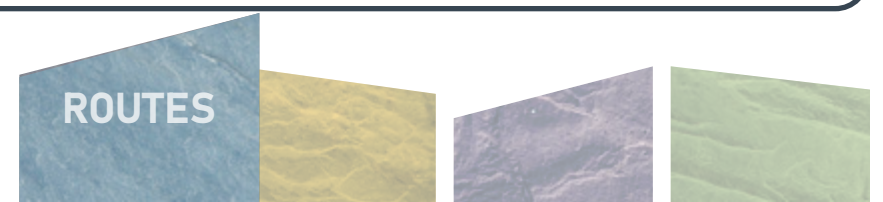
### Project Details

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. This would bring a trail within a half mile of downtown.

However, this short 1,500 foot corridor of Route 30 roadway 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 sharrow markings or bike lanes, reduced lane width over the bridge to provide additional shoulder space, reduce radii at large driveways.

Long term or future road projects are discussed on page 16.





# East Poultney Green: SHORT TERM Sidewalk and Intersection Reconfiguration



**Priority** ★★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** 💰

**Project Summary**

- Conduct a temporary or quick-build project to demonstrate the removal of the slip lane and adjustment of the intersection geometry.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, East Poultney General Store, United Baptist Church, Poultney Historical Society  
  
External: VTrans, RRPC

**Next Steps**

- Seek funding for quick-build project
- Initiate temporary or quick-build project for intersection reconfiguration

**Potential Funding Sources:**

- Town General Fund
- AARP Placemaking Demonstration Grant
- AARP Community Challenge Grant
- ACCD Better Places Grant
- Local Motion

**Risks/Challenges**

- Historic nature of the Green may pose challenges; coordinate with Poultney Historical Society
- Change to driver behavior

**Project Details**

The East Poultney Green is a destination 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.

A quick-build project could be initiated immediately at the intersection of the Green and Route 140 to remove the existing slip lane and create a right angle connection between the two roads to increase vehicular, bicycle, and pedestrian safety by improving sight lines and calming traffic. Crash-worthy barriers must be utilized for any temporary road closures.



Example of temporary slip lane barrier



Intersection of Route 140 and the Green



Proposed sidewalk and intersection





# Thrall Road / Old Lake Road Intersection Reconfiguration



- Priority ★★
- Start Timeframe 📅📅
- Duration ⏳
- Potential Cost \$\$\$

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, property owners

External: VTrans, RRPC

## Project Summary

- Conduct a scoping study for safety improvements along Route 30 and at the intersection of Thrall Road and Old Lake Road to create 90° intersections and a bike/pedestrian connection between the two roads off of Route 30
- These improvements would increase vehicular and bicycle safety by removing the oblique angles that create difficult/restricted site lines and reducing cycling in a counterflow direction.

## Next Steps

1. Coordinate with VTrans about existing plans or timelines for work in this location
2. Apply for funding to conduct a scoping study
3. Hire engineering and design firm to conduct study

## Potential Funding Sources:

- Town General Fund
- VTrans Bike/Ped Program
- VTrans Transportation Alternatives Program

## Risks/Challenges

- Community resistance to roadway changes
- Competition for State funding/project priorities
- Uphill slopes and downhill private properties



## Project Details

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.





# Route 30 Furnace Street to New England Slate Connection



Priority ★ ★  
 Start Timeframe 📅 📅  
 Duration ⌚ ⌚ ⌚  
 Potential Cost \$\$\$

**Project Summary**

- Conduct a scoping study for bike lanes or shared use path along Route 30 between Furnace Road and New England Slate. could extend to Lake St. Catherine State Park.
- These improvements would increase bicycle safety along Route 30, a major connector between Downtown and Slate Valley Trails.
- Create a trail connection between Route 30 and Slate Valley Trails

**Lead:**  
 Village/Town Manager, Community Development Director

**Partners:**  
 Local: Town committees & local leaders, Selectboard, property owners, Slate Valley Trails, New England Slate

External: VTrans, RRPC

**Next Steps**

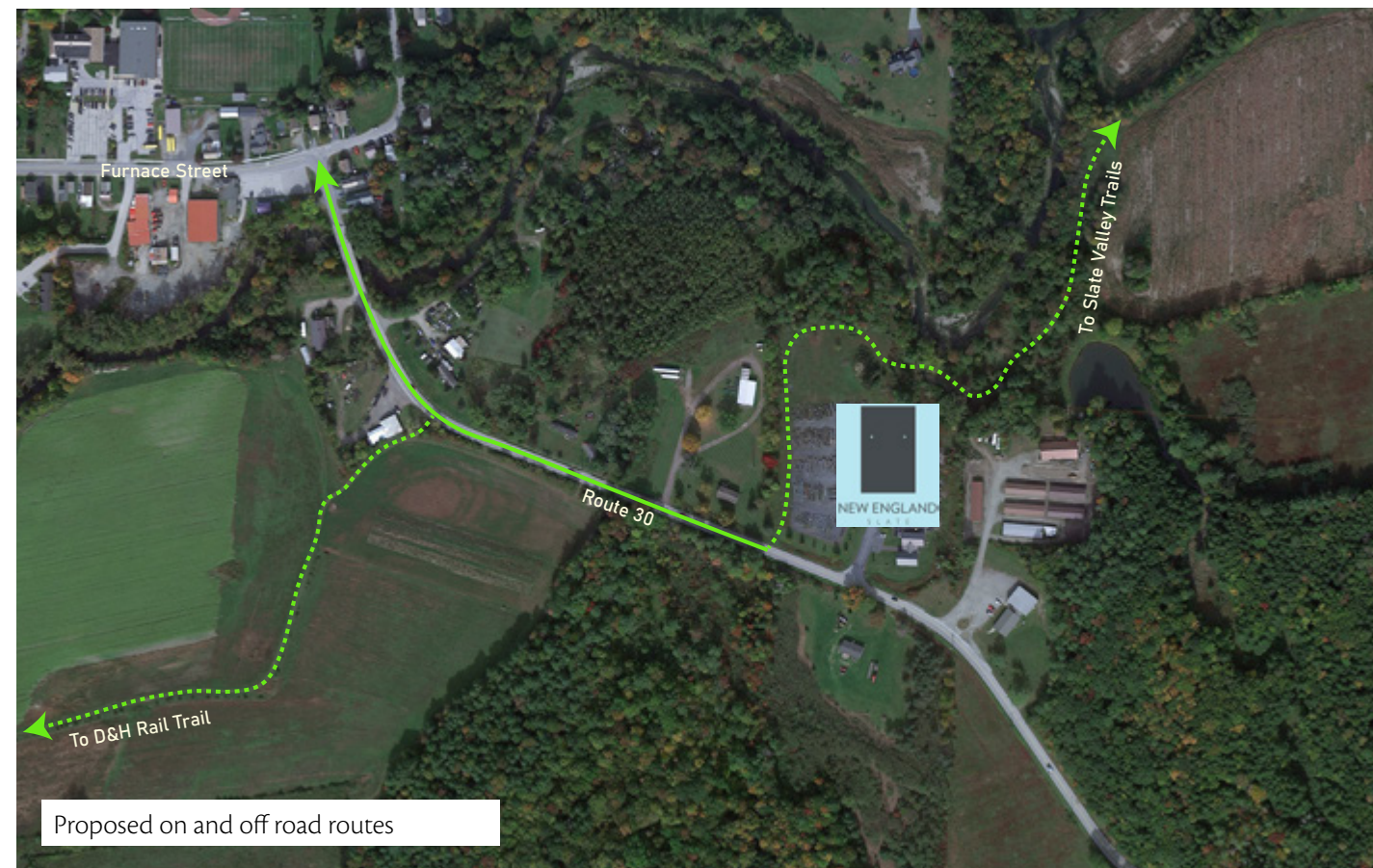
1. Coordinate with VTrans about existing plans or timelines for work in this location (e.g. - bridge replacement, paving schedules)
2. Apply for funding to conduct a scoping study
3. Hire engineering and design firm to conduct study

**Potential Funding Sources:**

- Town General Fund
- VTrans Bike/Ped Program
- VTrans Transportation Alternatives Program

**Risks/Challenges**

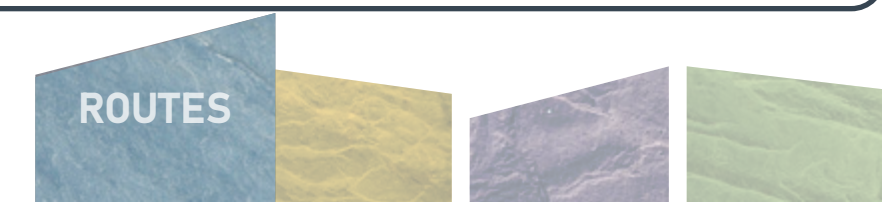
- Competition for State funding/project priorities
- Steep sideslopes and utility corridors
- Landowner agreements



**Project Details**

Slate Valley Trails has reached discussions with New England Slate to propose trail linkages to this location from the Fairgrounds network. This would bring a trail within a half mile of downtown. However, this short 1,500 foot corridor of Route 30 roadway 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.

Long term or future road projects should look to expand shoulders to a 5 foot minimum wherever possible or a 10-12 foot wide shared use pathway on either side of the road to link Town to Trails.





# East Poultney Green: Sidewalk and Intersection Reconfiguration



**Priority** ★

**Start Timeframe** 📅📅📅

**Duration** ⏳⏳⏳

**Potential Cost** \$\$\$

**Project Summary**

- Conduct a scoping study for safety improvements along the East Poultney Green including sidewalks, crosswalks, and intersection reconfiguration.
- These improvements would increase vehicular and pedestrian safety by prioritizing pedestrian movement and improving vehicular sightlines.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, East Poultney General Store, United Baptist Church, Poultney Historical Society

External: VTrans, RRPC

**Next Steps**

1. Apply for funding to conduct a scoping study
2. Hire engineering and design firm to conduct study

**Potential Funding Sources:**

- Town General Fund
- VTrans Bike/Ped Program
- VTrans Transportation Alternatives Program

**Risks/Challenges**

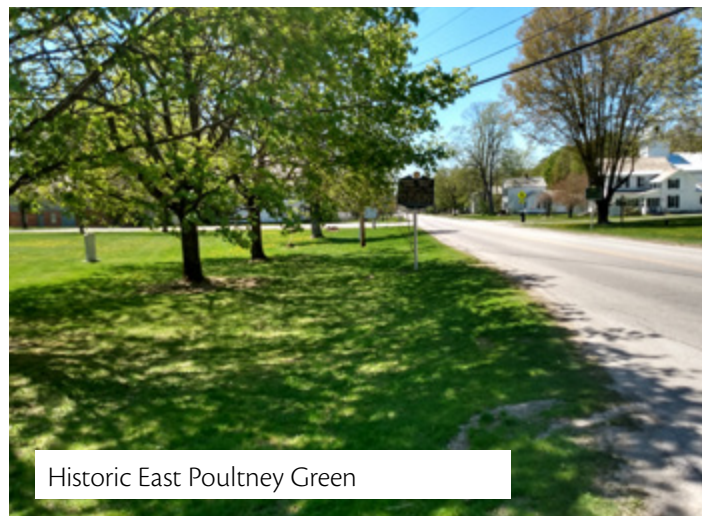
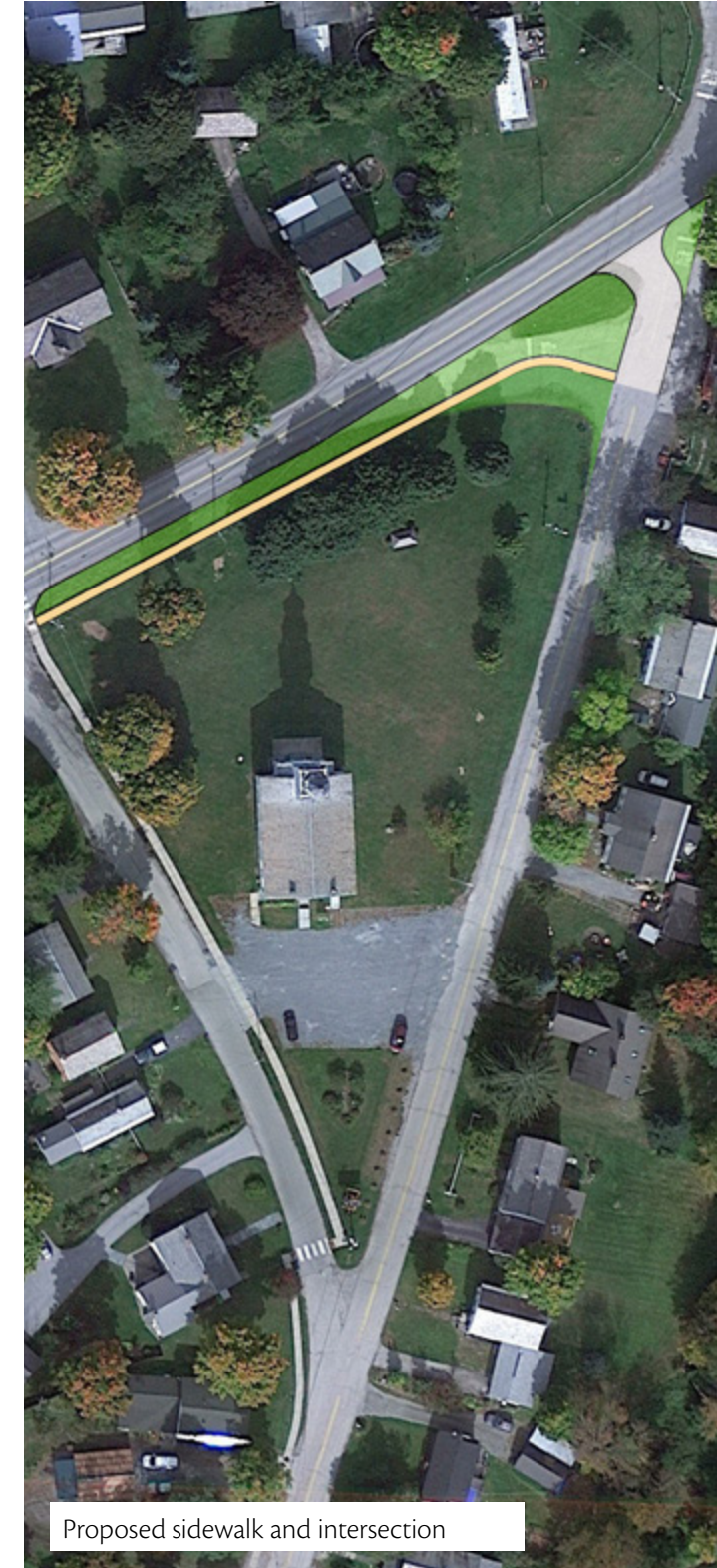
- The Green is a historic site in Town and will require extra coordination with stakeholders and may undergo additional scrutiny from other projects
- Competition for State funding/project priorities

**Project Details**

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

The entire Green is a historic area and would need



Historic East Poultney Green

Proposed sidewalk and intersection



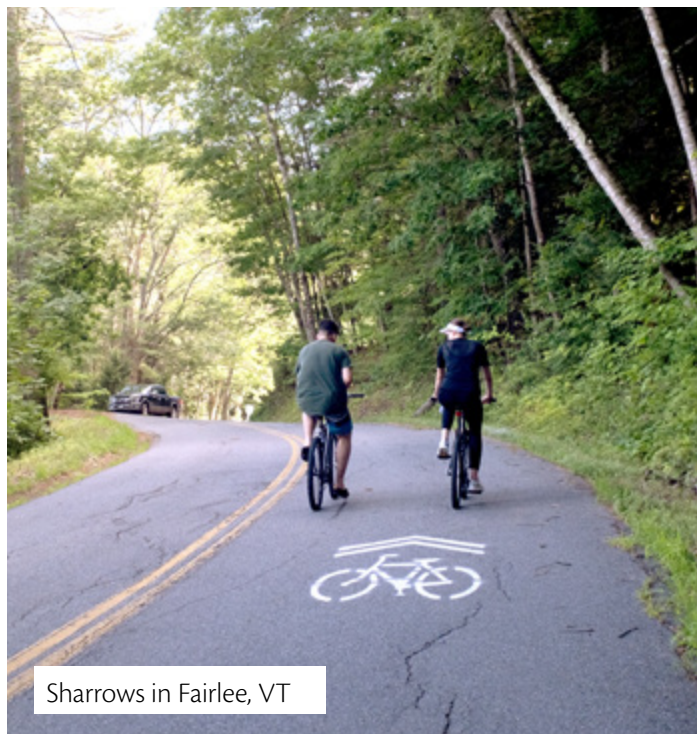


## Routes to Town Short Term Projects

### Sharrows on Rt 30

“Sharrows” (standardized painted road markings that indicate cyclists may share the road with vehicles) would be a simple and easy way to encourage bicycles to travel through the Village and on roads out of Town, in particular Route 30 over the bridge south of Furnace St.

With a minor investment in paint, the Poultney Road Crew can install these indicators. Note that MUTCD standards for sharrow road markings must be followed. Sharrows on the Route 30 bridge would be maintained by VTrans.



Sharrows in Fairlee, VT

### Intersection Configuration at East Poultney Green

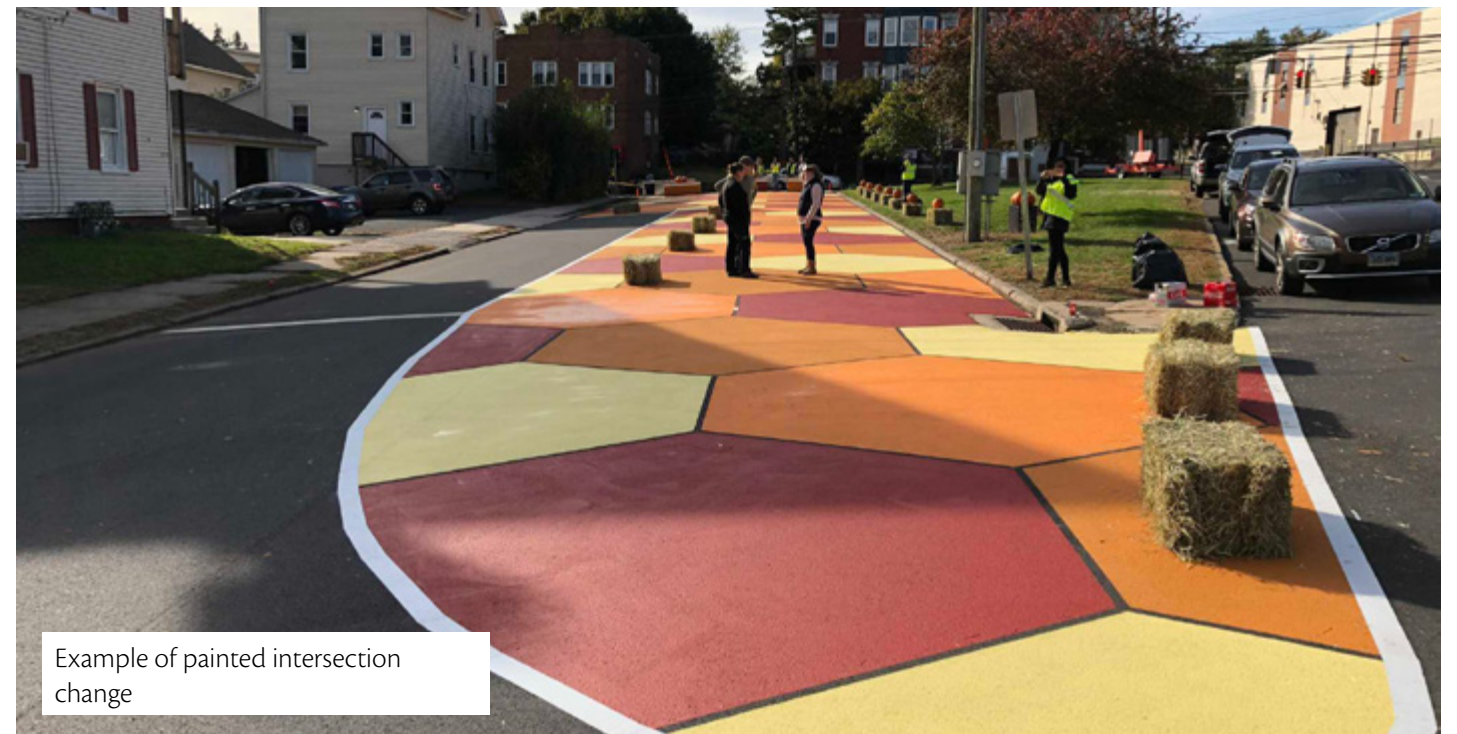
Temporary or quick-build project to test the removal of the slip lane and adjustment of the intersection geometry. The closure of the slip lane could be achieved many ways, from wooden or concrete barriers to large planters or painted barriers. A realignment of the intersection, to make it closer to 90°, could be achieved with paint or temporary barriers. Local artists and community members could be engaged to construct the project.

Any closure should be clearly marked, with lighting and/or high-reflective paint to alert motorists at night. After a suitable pilot period, such as six months, area residents and business owners, and emergency services personnel, should help Poultney decide whether the slip lane asphalt could be removed and converted to additional green space.

Grant funding may be available through AARP, Local Motion, or ACCD.



Example of painted barrier at East Poultney slip lane



Example of painted intersection change

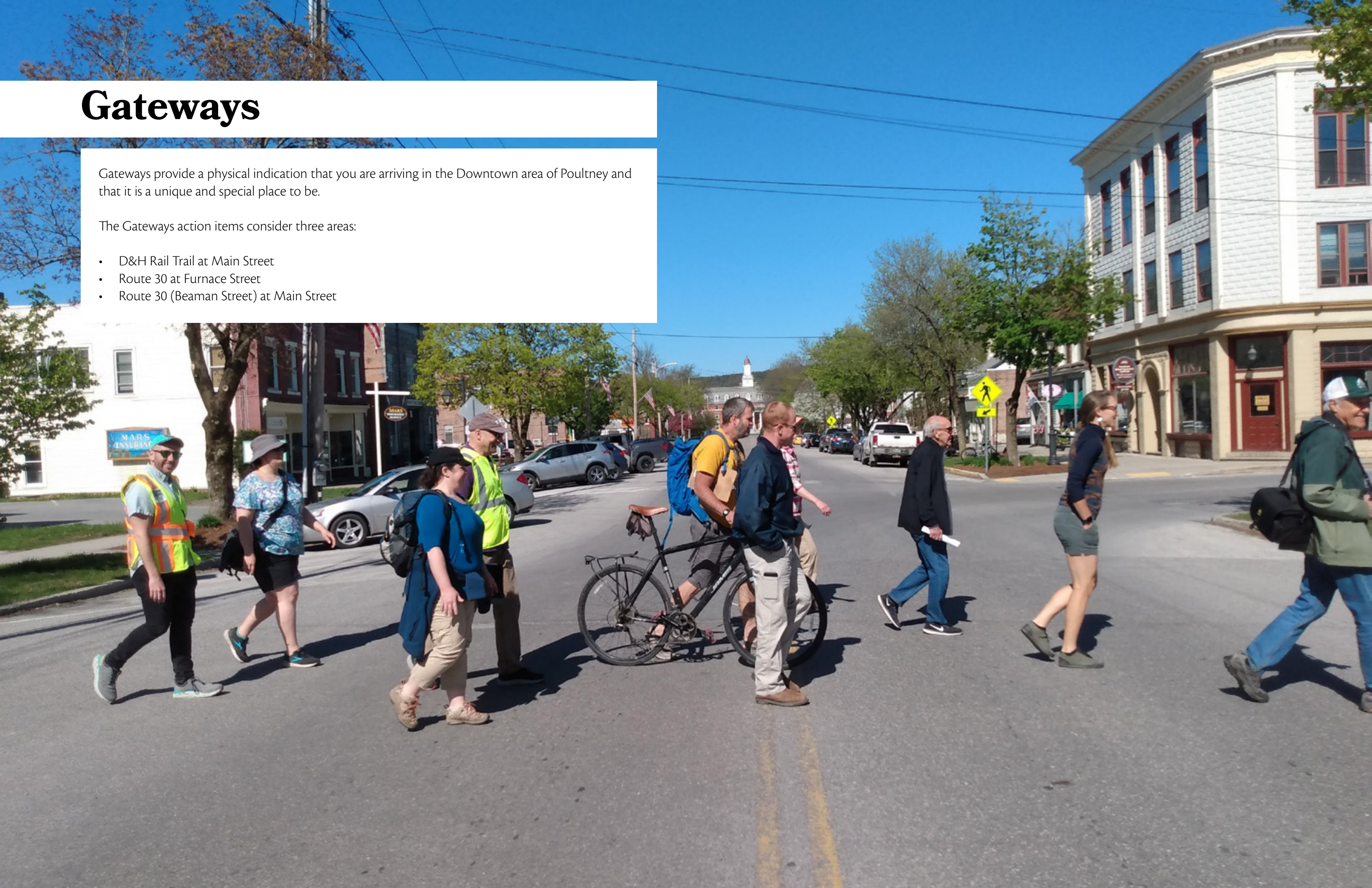


# Gateways

Gateways provide a physical indication that you are arriving in the Downtown area of Poultney and that it is a unique and special place to be.

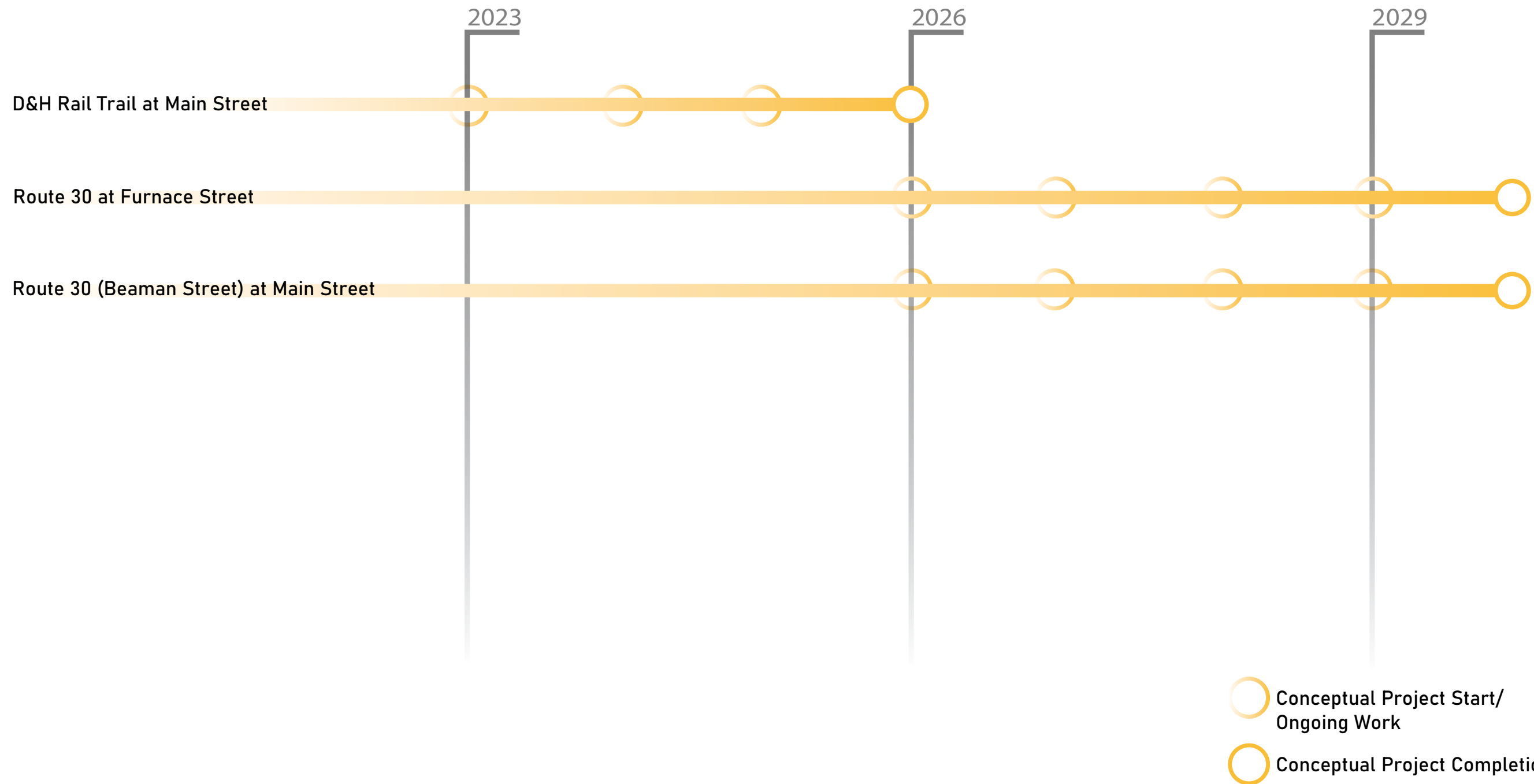
The Gateways action items consider three areas:

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





# Conceptual Timeline for Gateway Projects





# Gateway - D&H Rail Trail at Main Street



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** 💰 💰

**Project Summary**

- Enhance the crossing of the D&H Rail Trail at Main Street to act as a gateway and provide a sense of arrival for both Trail users and Main Street users.
- Support public safety via greater visibility of Trail users and crossers of Main Street.
- Install features that can be effectively and efficiently maintained, and in turn are sized and constructed to accommodate maintenance vehicles and equipment.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, Poultney Downtown Revitalization Committee, Public Works

External: VTrans, RRPC

**Next Steps**

1. Determine design of gateway elements and consistency with FHWA, VAST and Trailside guidelines.
2. Determine appropriate design, size, and location of pergolas.
3. Seek funding and/or identify available funding from General Funds.

**Potential Funding Sources:**

- Town General Fund
- VTrans Bicycle and Pedestrian Program Grants
- Vermont Art's Council Animating Infrastructure Grant

**Risks/Challenges**

- Ongoing repainting of pavement markings and any trail amenities requires Town budget/staff



**Project Details**

While the other two gateways described in this report are at road "entrances" to Poultney Village, this gateway is essentially the "heart" intersection of the D&H Rail Trail and Main Street.

A "railroad tracks" painting scheme is recommended at this crossing. The MUTCD supplies standards, endorsed by VTrans, for the striping of crosswalks. Based on the project team's research, the addition of the "rails" to the "crossties" of typical crosswalk striping blocks is in accordance with the spirit of MUTCD. To ensure safety and compliance with State and Federal regulations, coordinate with VTrans to send crosswalk design to FHWA for approval prior to installation.

If using waterborne paint, crosswalks should be painted when the temperature is between 50°F and 90°F, in relatively low winds and when it is unlikely to rain for 24 hours. The broader brick or painted/stamped concrete area would offer further placemaking and highlight the crossing area for motorists. This can be achieved via treatments such as thermoplastic for increased longevity.

The pergola at the Rail Trail should be sized to allow easy passage of trail groomers, emergency service vehicles, and maintenance trucks (e.g., a 1-ton truck). At a minimum, this would include 10' and 10' vertical clearance. Placement should not obstruct sight-lines for trail users towards Main Street.

Any additional elements on or along the Rail Trail must be included in the Town's lease agreement with VTrans.

For additional resources, consult the [VAST Best Practices for the Development of Snowmobile Trails](#) and the [Trailside Facilities Guidelines](#).





# Southern Gateway Route 30 at Furnace Street



Priority ★★  
 Start Timeframe 📅📅  
 Duration ⌚⌚  
 Potential Cost \$ \$

## Project Summary

- Create a gateway to provide a sense of arrival to Downtown Poultney from the south end of Town, transitioning the traveler from the open highway of Route 30 into Downtown.
- Plantings can be installed and maintained by members of the Young at Heart community.
- This work could be combined with visual enhancement of the bridge over the Poultney River immediately to the south.

### Lead:

Village/Town Manager, Community Development Director

### Partners:

Local: Young at Heart, Poultney Downtown Revitalization Committee, Public Works

External: VTrans, RRPC

### Next Steps

1. Consult with VTrans to determine any limitations to the location, height and extent (to corner) relative to the Route 30 right-of-way and Furnace Street.
2. Consistent with VTrans requirements, select a design for the wall, sign and plantings. Contract with VT licensed Landscape Architect to prepare plans.
3. Hire contractor(s) and sign artist in accordance with plans. Work with local slate quarry or purveyor to obtain sign stone.

### Potential Funding Sources:

- AARP Community Placemaking Demonstration Grants

### Risks/Challenges

- Maintaining plants to be attractive and not in conflict with motorists' visibility at corner.
- Placement of elements may need to be adjusted to sit farther from the travel lane.



### Project Details

The existing chain link fence and turf grass at this corner gateway location is relatively unattractive (inset photo); and there is ample opportunity to install a wall and sign that is in keeping with the material aesthetic of Poultney.

Perennial and annual plantings that are resistant to road salt and do not impede visibility at the corner could be installed and maintained by members of the Young at Heart community.

Additional discussion during the project also highlighted opportunities to enhance the appearance of the bridge over the Poultney River just to the south on Route 30 (i.e., behind the photographer). This state-owned rolled beam bridge is fairly utilitarian in appearance, and there is substantial opportunity for its aesthetic enhancement. To that end, Poultney should check with VTrans to determine what is possible, such as painting the railings, or adding planting boxes on the west side railings, as well as to the east side, if doing so would not impede the clear path of travel along the east-side sidewalk.





# Central Gateway Route 30 (Beaman Street) at Main Street



**Priority** ★ ★

**Start Timeframe** 📅 📅

**Duration** ⏳ ⏳

**Potential Cost** \$ \$ \$

**Project Summary**

- Create a northern gateway to provide a sense of arrival to the Center of Downtown Poultney, indicating entry into a more pedestrian-centric space.
- The image at the right would require work on private property, such as redevelopment of the northwest corner (image right). However, this property in particular could be transformed to include a cafe along with area recreation information and smaller-scale outdoor recreation hub amenities.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, Poultney Downtown Revitalization Committee, Public Works, potential private property owner(s)

External: VTrans, RRPC

**Next Steps**

1. Work with VTrans to confirm requirements for crosswalk painting and asphalt treatments, such as sending the crosswalk design to FHWA for approval.
2. Work with VTrans to identify any issues in changing the wire-strung traffic signals to pole-mounted.
3. Seek funding and/or identify available funding from General Funds.
4. Continue to explore opportunities to purchase or otherwise work to redevelop the northwest corner property.

**Potential Funding Sources:**

- Town General Fund
- VTrans Bicycle and Pedestrian Program Grants

**Risks/Challenges**

- Ongoing repainting of pavement markings requires budget/staff
- Making changes that assume an eventual use/configuration/access for the northwest property.



**Project Details**

The intersection of Route 30 (Beaman Street) with Main Street (also Route 140 to the east) is the primary gateway in Poultney Village. The Poultney Town Office sits at the southwest corner of the intersection within a pleasant green space. As such, this location deserves special treatment to reinforce a sense of arrival, and to convey that this is the gateway to an area of mixed motor vehicle, pedestrian, and bicycle use.

Amenities that reinforce this message, and enhance the appearance of the gateway, include a painted asphalt intersection surface. "Railroad tracks" crosswalks would be a feature that could be repeated elsewhere along Main Street; however, as noted in the above D&H Rail Trail at Main Street Gateway project page, the prime location for this treatment would be at the Rail Trail itself. The conversion of the current wire-strung traffic signals to solid metal poles was a desire expressed during the project team's outreach work. While costly, and not strictly necessary from a public safety standpoint, such poles would enhance the appearance of the intersection, and were included based on community feedback.

Installation of a west-side sidewalk would be coordinated with any corner redevelopment. See also the "Church Street - Sidewalks" projects page: extending Church Street sidewalks to Beaman Street, and providing a crosswalk to its east side, would preclude the short term need for this west-side sidewalk.





# Streets

An accessible, pedestrian-centric street is a core priority for plan implementation. Action items for Streets focus on sidewalks that are fully accessible, safe pedestrian crossings, and amenities that enhance local businesses.

Street action items consider the following:

- Main Street
  - Shared Road Safety, Business Information, Wayfinding, Art, Parking, Bumpouts and Rain Gardens
- Rail Trail Elements
- Side Streets
  - Church Street, Beaman Street, Furnace Street

The following page contains a conceptual timeline for Complete Streets projects.

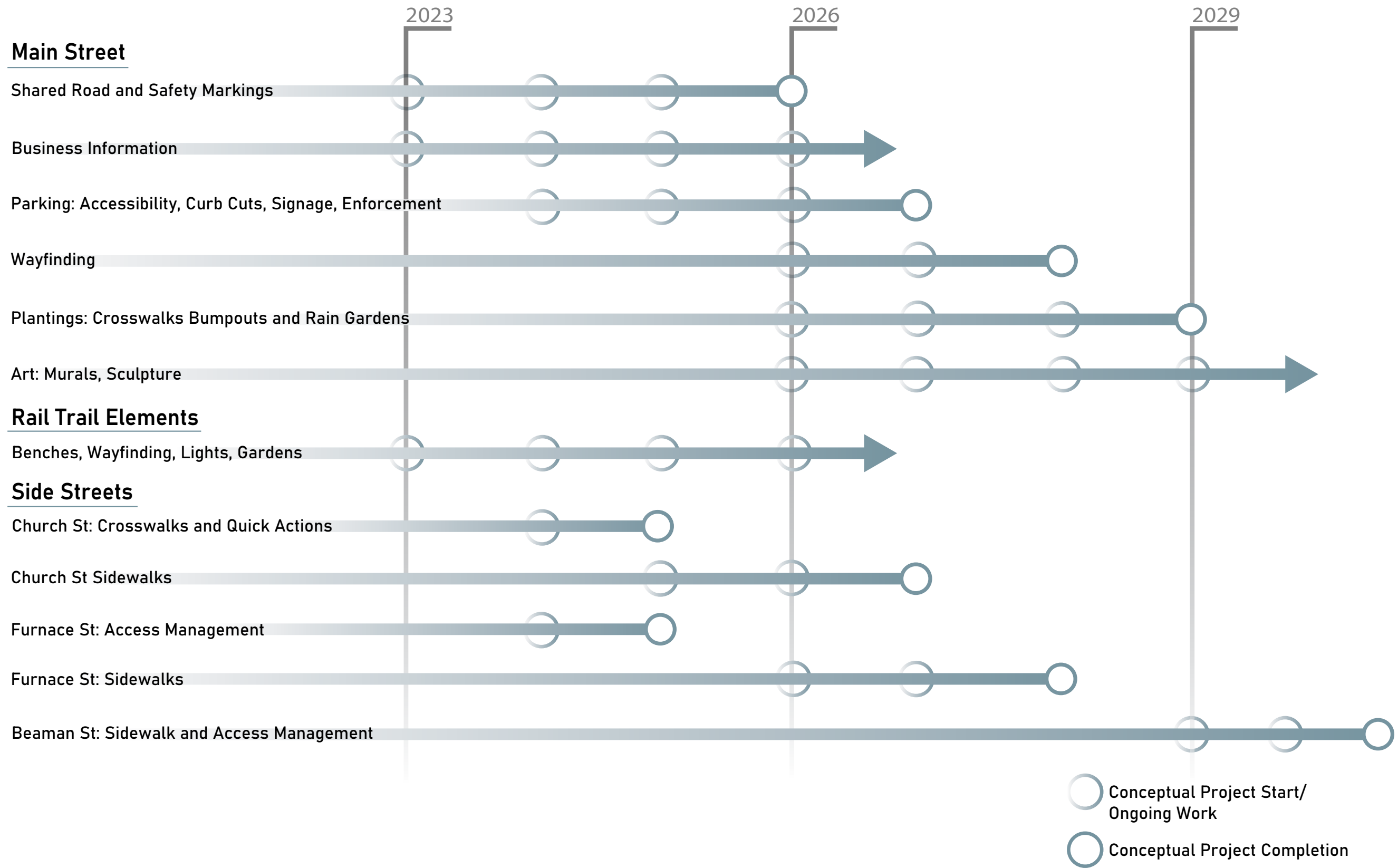
A summary page of short term project and quick-builds is provided at the end of this section to provide additional information on actions that can be accomplished while larger, longer duration projects percolate.

Poultney should also consider conducting Accessibility Audit of the Village, in support of the initiatives described herein. This would be conducted by a specialized consultant.





# Conceptual Timeline for Downtown Street Projects





# Main Street Shared Road Safety Markings and Signs



Priority ★★ ★

Start Timeframe 📅

Duration ⌚

Potential Cost 💰

### Project Summary

- Target locations for shared road safety markings and signs.
- Coordinate with VTrans on acceptable formats in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
- Designate sign locations so that there are no conflicts with the visibility of other signs, street trees and street lights, business signage, pedestrian access, road and sidewalk maintenance, and utilities.
- Repaint shared road markings as needed.

**Lead:**  
**Action Team or Leadership Committee needed,** T2T Steering Committee, Village/Town Manager, Public Works Director

**Partners:**  
 Local: Town committees & local leaders, Selectboard, Public Works

External: VTrans, RRPC

### Next Steps

1. Work with VTrans to identify requirements for sharrow painting and sign installation.
2. Identify locations for sharrows and signs that will offer visibility without conflicts.
3. Seek funding and/or identify available funding from General Funds.
4. Consider conducting an Accessibility Audit in Poultney Village, [similar to this one conducted in Bethel, VT.](#)

<p><b>Potential Funding Sources:</b></p> <ul style="list-style-type: none"> <li>• Town General Fund</li> <li>• VTrans Bicycle and Pedestrian Program Grants</li> <li>• VT ACCD Downtown Transportation Fund</li> </ul>	<p><b>Risks/Challenges</b></p> <ul style="list-style-type: none"> <li>• Excessive signage/visual clutter</li> <li>• Ongoing repainting of pavement markings requires budget/staff</li> </ul>
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### Project Details

Main Street in Poultney Village is a dynamic, multi-faceted space that is not only a vital transportation corridor for motor vehicles, bicyclists, and pedestrians, but also the "spine" of Poultney's commercial vibrancy, the accessway for myriad cultural assets, a landing and jumping off point for visitors, and the core of the Village's aesthetic character and social activity. As such, **Main Street has to wear many hats and serve many users.**

**Balancing uses and needs requires visual legibility to work, and a primary purpose of visual legibility is the promotion of public safety.** It emerged during this Town to Trails planning process that while retaining access to businesses and services is essential, with the auto and truck traffic that goes along with it, more can be done along Main Street to make cyclists and pedestrians feel both safe and welcome.

Therefore, more can be done, within the context of sensitive placemaking in a complex system, to signal to motorists that Main Street is a space that is intended to be shared. As part of a multi-pronged approach to placemaking in general, which includes promoting "street life" via public art, seating, diverse business activity, and good lighting, **pavement markings and signs that explicitly indicate Main Street as a shared space are necessary.** A combination of painted shared arrow ("sharrow") road markings (below left) and shared-road signage (examples below right), in targeted and appropriate locations, can be implemented relatively quickly and at relatively low cost.





# Main Street Business Information



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⌚

**Potential Cost** 💰

**Project Summary**

- Ensure that Main Street trees and signs are located and maintained to promote visibility of business signage.
- Install kiosks that can include businesses directories and event information that will draw people to businesses.
- Install wayfinding signage for off-street parking opportunities and non-business all-day parking (e.g., for recreation users).
- Cross-market businesses with Poultney's recreation and arts economies, such as with "Trail Friendly Business" signs in business windows.
- Initiate a marketing study to identify any potential gaps or opportunities in Poultney's business offerings (banking, restaurants, lodging, etc.).

**Lead:**  
**Action Team or Leadership Committee needed,** Community Development Director, Village/Town Manager, Poultney Downtown Revitalization Committee

**Partners:**  
 Local: Poultney Area Chamber of Commerce

**Next Steps**

1. Perform a market study or business visibility audit to identify any opportunities to increase or better maintain business visibility.
2. Identify suitable locations for business information kiosks or bulletin boards. Specific business information is not permitted within the Rail Trail corridor. ([LVRT Trailside Facility Design Guidelines](#))
3. Create a map of businesses that can be located at recreation destinations and hubs.
4. Design and install business directories at kiosks, and create a plan to keep it "fresh" as needed. Refer to the Missisquoi Valley Rail Trail "[Trail Friendly Business Program](#)."

**Potential Funding Sources:**

- ACCD Municipal Planning Grants
- CDBG Planning Grants (for a Marketing Study)

**Risks/Challenges**

- Balance between business visibility and Main Street beautification
- Provide business information in a dynamic way to account for turnover

**Project Details**

To paraphrase Vermont native Calvin Coolidge, *the chief business of Poultney's Main Street is business*. While this Town to Trails project has focused on making safe, attractive and enjoyable recreation connections, it is also intended to support and implement the recommendations of the 2021 Recreation Economy for Rural Communities (RERC) Community Action Plan.

As it pertains to business information, the RERC Plan recommends that Poultney develop creative connections between businesses and outdoor recreation activities that will point visitors to both.

An example might be to have a map in every store and business of outdoor activities and to have a businesses directory at outdoor recreation locations, including kiosks at parking areas (like the Country Club) and at a future Outdoor Recreation Hub.

The active Poultney Area Chamber of Commerce can play a vital role in this, as well as in the overall placemaking that makes the Village of Poultney an attractive and vital destination. When businesses prosper, they have not only the opportunity to expand payroll and offer additional products and services, but to also beautify their property, support local placemaking initiatives, and support local non-profits, from teams, to scouting, to school trips.

Guidance for signage and information along the Rail Trail can be found in the [LVRT Trailside Facility Design Guidelines](#).





# Main Street Parking: Accessibility, Curb Cuts, Signage, Enforcement



**Priority** ★★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** \$\$\$

**Project Summary**

- Utilizing information from the recent Rutland Regional Planning Commission Parking Utilization Study, add accessible parking spaces as needed, along with the corresponding curb cuts (with ramps) and signage.
- Identify and sign locations that are under-parked but where parking is permitted, and where people park where not permitted, and consider signage and enforcement strategies.

**Lead:**  
**Action Team or Leadership Committee needed,** Village/Town Manager, Public Works Director

**Partners:**  
Local: Town committees & local leaders, Selectboard  
External: RRPC, accessibility specialist

**Next Steps**

- Identify needs (about 250 feet or greater, apart or adjacent to public facilities) for additional accessible parking spaces.
- Install curb cut ramps for all accessible parking spaces and perpendicular public path crossings.
- Add Accessible Parking signs, and (as necessary) where parking is or is not permitted.
- Generate a feasible and fundable plan for parking enforcement (personnel and processes).

**Potential Funding Sources:**

- AARP Community Challenge Grants

**Risks/Challenges**

- Communicate with businesses the plan to increasing accessibility via parking space conversion

**Project Details**

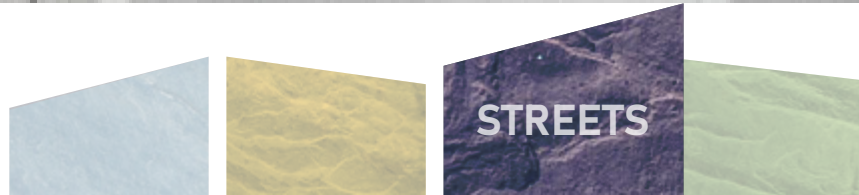
During the course of the project, the team learned that there are portions of Main Street, its businesses and public services and spaces, that are not yet served by nearby accessible parking spaces.

As part of what could be a more comprehensive Accessibility Audit of Poultney Village, the need for accessible parking spaces should be clarified, with space locations at most 250 feet apart, or a preferable figure determined in consultation with the Rutland Regional Planning Commission based on needs.

Curb cuts and curb ramps should be installed adjacent to accessible public parking spaces. Note that the installation of the ramp requires a sidewalk width that is greater than the minimum ADA width of 5 feet, so that the ramp does not cut into this minimum width. Accessible parking spaces should also be signed accordingly.

The Rutland Regional Planning Commission recently completed a Parking Utilization Study, that identified locations on and near Main Street where it appears that motorists could be, but are not, using available parking. It was speculated that people may be unaware of parking opportunities, such as along side streets.

At the same time, it was noted that people park where parking is not permitted, such as in striped areas adjacent to driveways. To the extent that additional signage would be useful to clarify where, and where not, to park, Poultney should move forward with installation. It should also consider whether a viable process could be initiated, and personnel could be available or hired, for parking enforcement.





# Main Street Wayfinding



**Priority** ★★

**Start Timeframe** 📅📅

**Duration** ⏳

**Potential Cost** 💰💰

**Project Summary**

- Create a town-wide wayfinding signage system design and plan incorporating town brand and identity, including accessible signage types and locations, cost estimates, and phased implementation plan.
- Consider an accessibility audit of Poultney Village that includes wayfinding strategies that would assist the visually impaired.

**Lead:**  
**Action Team or Leadership Committee needed,** Village/Town Manager, Community Development Director

**Partners:**  
 Local: Poultney Downtown Revitalization Committee, Poultney Area Chamber of Commerce

**Next Steps**

1. Form leadership group to provide input into wayfinding and branding process.
2. Draft RFP and select consultant for wayfinding signage system design and community identity/brand work, that also considers the needs of the visually impaired.
3. Install pop-up wayfinding signage to test concepts and designs.
4. Apply for funding for additional town-wide sign construction and installation.

**Potential Funding Sources:**

- VOREC Community Grant Program
- VT ACCD - Municipal Planning Grants
- VT ACCD Downtown Transportation Fund

**Risks/Challenges**

- Providing signs that are accessible and available to all potential users
- Compliance with VTrans and Vermont TIC requirements

**Project Details**

The creation of a Wayfinding Plan and installation of new wayfinding tools (signs, kiosks, etc.) will help connect people to Poultney's many assets, while displaying some of the key characteristics of the Village identity.

Wayfinding is also an opportunity to address accessibility needs by using signs that are:

- clear (easy to see and understand)
- concise (simple, short and to the point)
- consistent (signs meaning the same thing should always appear the same)

Accessible signs could incorporate additional formats, such as:

- large print
- braille
- electronic voice recognition and speech
- color-blindness friendly color palette

Wayfinding signage must comply with the guidance of the [Vermont Travel Information Council](#). Rail Trail Signage must comply with the [LVRT Trailside Facility Design Guidelines](#).





# Main Street Plantings: Crosswalk Bumpouts and Rain Gardens



**Priority** ★★

**Start Timeframe** 📅📅

**Duration** ⌚

**Potential Cost** 💰💰

**Project Summary**

- Install curb bumpouts with planting at crosswalk locations to provide greater visibility of pedestrians at crosswalks, and infiltrate stormwater.
- This would not require the removal of parking spaces that are the minimum required distance of 20 feet from crosswalks.
- Curvilinear curb designs are recommended as more "plow friendly" than sharply angled curbs (see below right).
- Planting can be sponsored by local businesses or volunteer groups, which will maintain the spaces and put a small sponsorship sign within the bumpouts.

**Lead:**  
**Action Team or Leadership Committee needed,** T2T Steering Committee, Village/Town Manager, Public Works Director

**Partners:**  
 Town committees & local leaders, Selectboard, Public Works

External: VTrans, RRPC

**Next Steps**

1. Identify funding.
2. Create a planting plan for the bumpouts.
3. Install bumpouts and plant.
4. Work with Public Works to ensure that plow drivers are comfortable with the geometry of the bumpouts.

**Potential Funding Sources:**

- Municipal Highway and Stormwater Mitigation Grant
- Town General Funds
- VT ACCD Downtown Transportation Fund

**Risks/Challenges**

- Maintenance of plantings
- Plow damage

**Project Details**

A crosswalk bumpout is a vegetated curb extension that protrudes into the street at mid-block or at an intersection.

The system is composed of a layer of stone topped with soil and plants. An inlet or curb-cut directs runoff into the bumpout structure where it can be stored, infiltrated, and absorbed by the plants.

While not necessary depending on inflow, excess runoff could leave the system and flow to an existing inlet.

The vegetation of the bumpout will be short enough to allow for open sight lines of traffic; a maximum maintained height of two feet is recommended. Plants in the rain garden area must also be able to tolerate road salt that accumulates in the soil or is sprayed from the roadway. Diversity of native plant species is also encouraged, as it contributes habitat for more species and increases resistance to future pests and diseases.

Aside from managing stormwater, bumpouts also help with traffic calming. When located at crosswalks, they provide a safety benefit by reducing the pedestrian crossing distance.





# Main Street Art: Murals and Sculptures



**Priority** ★ ★

**Start Timeframe** 📅 📅

**Duration** ⏳ ⏳

**Potential Cost** \$ \$

## Project Summary

- Build on Poultney's place-specific history of art and fabrication, and locally-sourced talent and materials, to install additional murals and sculpture in targeted locations.
- Enhance a sense of Village placemaking, which has the benefits of beautification as well as public safety by reinforcing the Village as a dynamic, mixed-use space where people should, and have good reason to, slow down and appreciate their surroundings.

**Lead:**  
**Action Team or Leadership Committee needed,** Village/Town Manager

**Partners:**  
Local: Poultney Downtown Revitalization Committee, Poultney Area Chamber of Commerce, business and property owners. REclaimED

## Next Steps

1. Work with business and property owners to identify additional locations for public art.
2. Select themes.
3. Apply for funding.
4. Vote on designs.

## Potential Funding Sources:

- Vermont Dept. of Housing and Community Development (within ACCD) Better Places Program
- Vermont Arts Council Animating Infrastructure Grants
- Crowdfunding

## Risks/Challenges

- Long-term maintenance
- Maintaining access and visibility for motorists, cyclists and pedestrians

## Project Details

Studies show that public art has a host of benefits for communities. Its community-building powers can combat feelings of anxiety and social isolation. When locals participate in creating public art, these effects are amplified.

Public art also provides economic benefits, including new jobs and increased tourism. Murals, in particular, are great for artistic placemaking and marketing.

Murals have recently been created in Poultney! The Murals Project was conceived during the 2019 "Poultney Comes Together" planning process led by the VCRD, and made possible through a crowdfunding campaign and a 2:1 matching grant from the Vermont Department of Housing and Community Development's Better Places program. One of the new murals is shown below right.

Vermont Arts Council's Animating Infrastructure Grants seek to strengthen the connection between people and place, to bring "vibrancy and vitality to communities through public art." The program supports community art projects in which public art is integrated into existing or proposed infrastructure improvements. The intent is to enhance a sense of community pride and identity, to foster social connections, and to improve the livability and vibrancy. Three to five grants of up to \$15,000 are awarded through the program each year.

*Above text from Poultney Area Chamber of Commerce and Vermont Arts Council.*

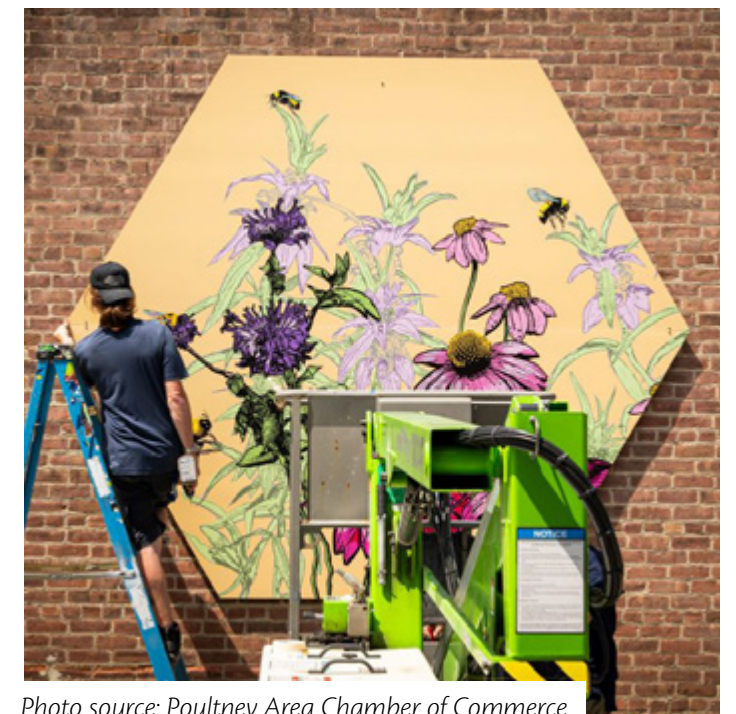


Photo source: Poultney Area Chamber of Commerce





# Rail Trail Elements

## Benches, Wayfinding, Lights, Gardens



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⌚

**Potential Cost** 💰 💰

**Lead:**  
**Action Team or Leadership Committee needed,** T2T Steering Committee, Village/Town Manager, Poultney Recreation Commission

**Partners:**  
 Local: Slate Valley Trails, Poultney Snowmobile Devils, Poultney Downtown Revitalization Committee, REClaimED, Slate Valley Arts, Poultney Historical Society, Poultney Rotary Club, Poultney's schools, businesses, builders, artists and gardeners  
 External: VTrans, RRPC, Vermont Department of Health

- Next Steps**
1. Install kiosks and benches using existing grant money. Consider how the style and manufacture of these elements can be representative of Poultney, and adapted to other site features such as gateway pergolas.
  2. Form a trail lighting or beautification committee, that can install seasonal lighting and other art.
  3. Identify locations for gardens, in particular areas that are currently turf grass and can be converted to mixed native plants.

- Potential Funding Sources:**
- Vermont Outdoor Recreation Economic Collaborative (VOREC)
  - Vermont Art's Council Animating Infrastructure Grant
  - AARP

- Project Summary**
- The D&H Rail Trail is a place for fitness, relaxation, transportation and for making outdoor connections with each other and with nature.
  - This project supports each of these facets of the trail experience, to support a functional and attractive linear social space.
  - Coming Soon! Poultney will be using grant money for kiosks and benches along the trail.
  - **It is important that any elements near or on the D&H are consistent with the statewide guidance for State owned rail trails. Please see <https://railtrails.vermont.gov/information/regulations/> for guidance.**

- Risks/Challenges**
- Maintenance and ongoing volunteer "ownership" of upkeep of site elements, especially gardens
  - Compliance with VTrans and VAST requirements

**Project Details**

The D&H Rail Trail is a social, recreational and travel space, in an attractive outdoor setting. Additional seating and signage will continue to support the Rail Trail as a year-round amenity.

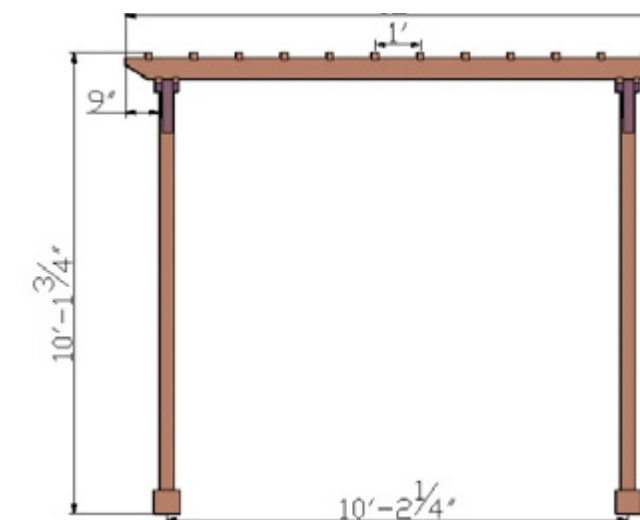
Sculpture and other art installations, as well as decorative light displays, have been popular during project outreach. Ideas also include performances platforms, and exhibits by students, to showcase Poultney's vibrant Creative Economy.

Gardens are beautiful habitat and can support stormwater management needs. While plants should be native, the adjacency to the trail means that plants should be avoided that are popular with bees, or have thorns or poisonous berries. Care should be taken to maintain trail clearance and visibility for safety and security. Local businesses or non profit groups can sponsor a garden, with a small sign installed in recognition; Rotary has a long tradition of building gardens.

Style can vary along the trail, particularly with seating and art. However, the Wayfinding strategy should be clear and consistent, integrated with the Poultney River Loop, and work by Slate Valley Trail. Wayfinding signs should direct trail users to the future Outdoor Recreation Hub, and other public amenities such as Slate Quarry Park, or restrooms.

The Rail Trail snow is groomed for snowmobiles. All new features should be designed and/or located to allow for the passage of grooming equipment, as well as large maintenance trucks (e.g., 1-ton) and emergency vehicles.

For inspiration, see [Hyde Park's](#) recent art installation on the LVRT funded by the VT Art's Council Grant (bottom right).





# Side Streets: SHORT TERM

## Church Street - Crosswalks and Quick Actions



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** 💰

**Project Summary**

- Conduct a study and implement quick-build options along Church Street such as crosswalks, parking delineation marking, and access management techniques.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Public Works Director, Town committees & local leaders, Selectboard, property owners

External: RRPC, Local Motion

**Next Steps**

1. Coordinate with RRPC for a potential demonstration project to test a variety of traffic calming treatments.
2. Determine locations and types of traffic calming
3. Apply for grant funding
4. Coordinate Public Works and/or volunteer efforts to implement projects

**Potential Funding Sources**

- AARP Placemaking Demonstration Grant
- AARP Community Challenge Grant
- ACCD Better Places Grant
- Local Motion

**Risks/Challenges**

- State funding/project priorities
- Access management (for existing driveways) and utilities
- Right of Way and landowner agreements



Raised crosswalk



Temporary bulbout



Example of residential street in Pittsburgh, PA with two-way traffic, no centerline, and dual-sided parking

**Project Details**

While sidewalk additions are a longer duration and more costly project, other more immediate elements can be added along Church Street. Crosswalk markings, enhanced Rail Trail crossings, parking delineation, traffic calming, and centerline remove are all potential short term projects.

There is little to slow drivers along this residential street or to indicate pedestrian movement. Temporary elements such as chicanes or bulb outs and speed humps can be placed for short durations of time and moved as appropriate locations are determined. Signage and crosswalks can indicate pedestrian movement to drivers and can be accomplished with paint and other lower cost materials.

Replaced by clear 'fog lines' to mark road edges, this low-cost change could signal to drivers that the road is not a thoroughfare, but a residential village street. UK examples show an **average speed reduction of 7 mph**. Parking could continue to be permitted on either side, pending coordination with VTrans for a non-standard roadway configuration. This additionally requires drivers to slow down, navigate parked cars, and take turns with opposing traffic.





# Side Streets: SHORT TERM

## Furnace Street - Access Management



- Priority ★★
- Start Timeframe 📅
- Duration ⏳
- Potential Cost 💰

### Project Summary

- Conduct a study and implement quick-build options along Furnace Street such as access management techniques and painted parking and walking paths

### Lead:

Village/Town Manager, Community Development Director

### Partners:

Local: Town committees & local leaders, Selectboard, Young at Heart, Poultney High School, Public Works department

External: RRPC, Local Motion

### Next Steps

1. Coordinate with RRPC about options for short term projects (ongoing)
2. Determine locations and types of traffic calming
3. Apply for grant funding
4. Coordinate Public Works and/or volunteer efforts to implement projects

### Potential Funding Sources

- AARP Placemaking Demonstration Grant
- AARP Community Challenge Grant
- ACCD Better Places Grant
- Local Motion

### Risks/Challenges

- Agreements with users and landowners
- Education regarding access management and adequate access for existing uses by Town and Schools
- Permissible demonstration projects in a State Highway Right of Way

### Project Details

Poultney can utilize quick-build or demonstration projects to determine where and how access management may be achieved. Planters, paint, and other movable and temporary elements can be utilized and adjusted to both show people how changes could occur and to involve them directly in the process. Instead of an expanse of asphalt, the parking lot adjacent to Young at Heart could have a walking path, optimized parking, and a dedicated entrance and exit. Reference the [VTrans Demonstration Projects in State Highway Right of Way](#) document for guidance.

Involve the members of Young at Heart to develop ideas and participate in implementation.

This work would be a first step in improving the Furnace Street frontage; see the page 36 for recommendations pertaining to sidewalks.



Temporary bike lane and planters



Young at Heart parking lot



Paint and temporary bollards





# Side Streets

## Church Street - Sidewalks



**Priority** ★★ ★

**Start Timeframe** 📅 📅

**Duration** ⏳ ⏳

**Potential Cost** \$ \$ \$

**Project Summary**

- Conduct a scoping study for improvements along Church Street that include sidewalk connections between Depot Street and Knapp Street, parking alternatives, traffic calming, sidewalk extension at the intersection with Beaman Street, and crosswalks and ramps across Beaman to the existing sidewalk.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Public Works Director, Town committees & local leaders, Selectboard, property owners

External: VTrans, RRPC

**Next Steps**

- Coordinate with Public Works about existing plans or timelines for work in this location
- Apply for funding to conduct a scoping study
- Hire engineering and design firm to conduct study

**Potential Funding Sources**

- Town General Fund
- VTrans Bike/Ped Program
- VTrans Transportation Alternatives Program

**Risks/Challenges**

- Competition for State funding/project priorities
- Historic building adjacent to the street
- Access management (for existing driveways) and utilities
- Right of Way and landowner agreements



Proposed sidewalk upgrades to Church Street



Lack of sidewalk connection along Church Street

**Project Details**

Church Street is a residential street with 13' drive lanes, grassed or treed planting strips, and 5' sidewalks on either side of the street. The exception to that character is between Depot and Knapp Streets, where there is no sidewalk and therefore no pedestrian connection to the D&H Rail Trail. A large driveway intersects the block as well, reducing pedestrian safety with no crosswalk or other visual indicator for drivers to expect pedestrians.

Adding sidewalk is recommended to improve pedestrian safety along this corridor for residents as well as visitors and connect the existing sidewalks to the west of Depot Street and the east of Knapp Street. The former Village Office building is a historic building and located very close to the road, adding complexity to any sidewalk design and construction.

There is a small portion of sidewalk missing at the eastern end of Church Street, at the intersection with Beaman Street. This connection should be made along with a crosswalk across Beaman and ramps from the crosswalk to the existing sidewalk on Beaman. There is currently no pedestrian crossing infrastructure at this intersection.





# Side Streets

## Furnace Street - Sidewalks



- Priority ★★
- Start Timeframe 📅📅
- Duration ⏳
- Potential Cost 💰💰

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Public Works Director, Town committees & local leaders, Selectboard, Young at Heart, Poultney High School

External: VTrans, RRPC

### Project Summary

- Conduct a scoping study for sidewalks between the Town Garage property and Young at Heart Senior Center. Review access management along Furnace Street to reduce wide driveway crossings and expand sidewalks.
- Alternately, the Town may elect to utilize Town funds only to proceed with design and construction

### Next Steps

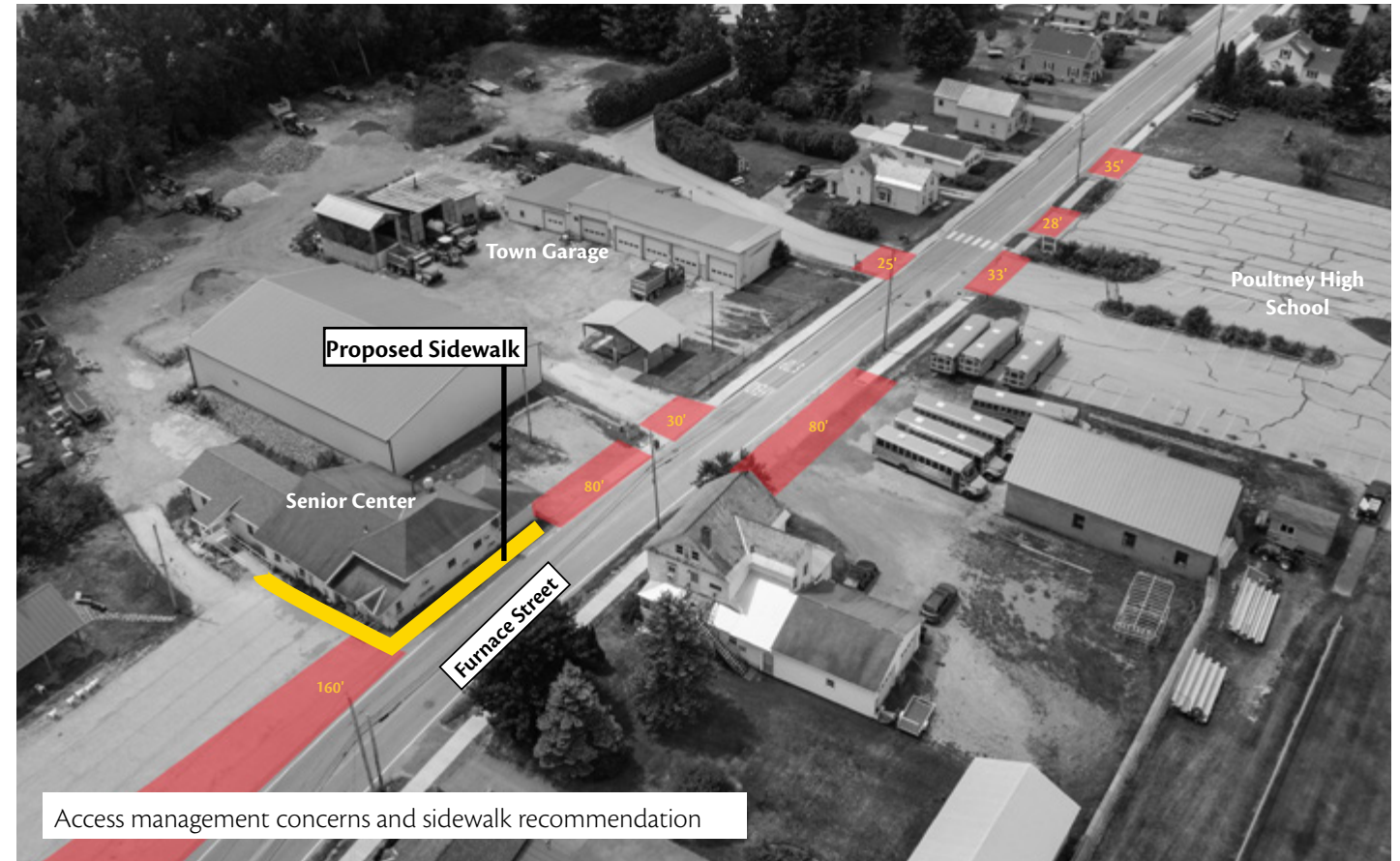
1. Coordinate with Public Works Director about existing plans or timelines for work in this location
2. Apply for funding to conduct a scoping study OR seek estimates for sidewalk construction
3. Hire engineering and design firm to conduct study OR provide design and construction

### Potential Funding Sources:

- Town General Fund
- VTrans Bike/Ped Program
- VTrans Transportation Alternatives Program

### Risks/Challenges

- State funding/project priorities
- Access management (for existing driveways) and utilities
- Town and School access needs
- Right of Way and landowner agreements



Access management concerns and sidewalk recommendation

### Project Details

As Downtown Poultney's southern entrance, Furnace Street does not have the same residential character and charm as Bentley or Church streets. This is largely due to the street's use as access point to the High School parking area, Town Garage, and Senior Center. Each of these sites maintains multiple access points to the roadway, many far over the 24' minimum standard for commercial driveways. This primacy of auto access also creates a lack of pedestrian access to the Senior Center, as the nearest pedestrian crossing is over 500 feet away. Sidewalk access on the southern side of the street stops several parcels before reaching the Senior Center front door.

Reduction in the width of some of these spaces and/or removal of unnecessary access points could improve traffic flow and offer opportunities for beautification and/or wayfinding. It could also improve safety by reducing confusion.

Conversations with the Senior Center, School District, and Town Highway department would be crucial to understand what elements of these access points must be maintained, and which could be improved through redesign of access, parking, and landscaping.





# Side Streets

## Beaman Street - Sidewalk and Access Management



**Priority** ↓

**Start Timeframe** 📅📅📅

**Duration** ⏳

**Potential Cost** \$\$\$

**Project Summary**

- Long term recommendation to conduct a scoping study for sidewalk improvements and access management along Beaman Street, between Church and Main Streets.

**Lead:**  
Village/Town Manager, Community Development Director

**Partners:**  
Local: Town committees & local leaders, Selectboard, property owners

External: VTrans, RRPC

**Next Steps**

1. As this is a very long term project, there are no currently recommended next steps.



**Project Details**

This project is not a priority at this time, but rather part of a long-term "wish list." There are existing sidewalks along the east side of Beaman Street and the connection from Church Street to the sidewalks on the east side of Beaman are a much higher priority. Any future private development at the Beaman/Main corner could include sidewalks. Access management at the Dollar General driveway could also be prioritized.

Should Poultney conclude the higher priority sidewalk projects, then the Beaman west side sidewalks may be considered.





# Streetscape Quick Actions

## Accessible Parking Spaces and "False" Spots

As learned through public engagement, there are currently several locations in Downtown, such as at the library, with inadequate accessible parking spaces. Municipal Staff can identify and demarcate public parking spaces for people with disabilities (paint, signage, striped access aisles) along Main Street and in public parking lots.



Accessible Parking Spaces

It was also noted in the RRPC parking study that there are several "false" parking spots that are used regardless of striping to indicate "no parking." Barriers, planters, signage and bike racks can be added as an additional step to reduce use of these spots.



## Furnace Street Access Management

Utilize quick-build or demonstration projects to determine where and how access management may be achieved on Furnace Street adjacent to Young at Heart. Planters, paint, and other movable and temporary elements can be utilized and adjusted to both show people how changes could occur and to involve them directly in the process. Instead of an expanse of asphalt, the parking lot adjacent to Young at Heart could have a walking path, optimized parking, and a dedicated entrance and exit.

Involve the members of Young at Heart to develop ideas and participate in implementation.



Access management demonstration

## Sharrows on Main Street

"Sharrows" (standardized painted road markings that indicate cyclists may share the road with vehicles) would be a simple and easy way to encourage bicycles to travel through the village.

With a minor investment in paint, the Poultney Public Works Department can install these indicators. Note that MUTCD standards for sharrow road markings must be followed. (town staff)

## Student Walk Audit

A walk audit is a tool for assessing a community's walkability and pedestrian safety. This project's public engagement outreach learned that students, particularly those from Lehigh, feel unsafe in certain areas of town, such as between St Raphael and Stone Valley Arts, where there is no sidewalk on the north side of Main Street past the Church. The students frequently walk this corridor to reach fields at the church and activities at Stone Valley. A student walk audit can both confirm recommendations in this chapter as well as identify other areas of concern.



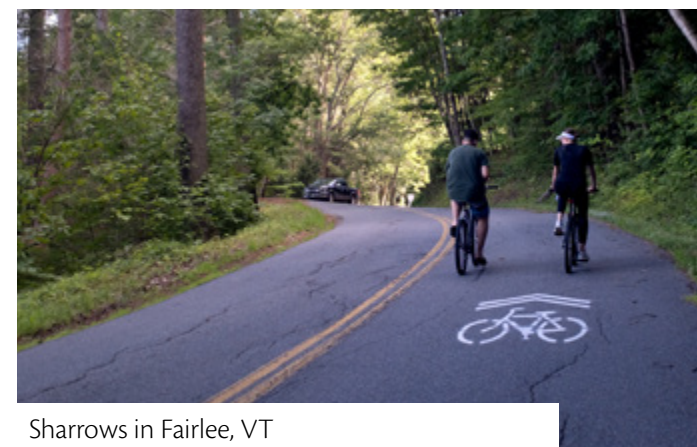
Sidewalks end past St Raphael on E Main St

## Church Street Quick Actions

While there is a longer term goal to improve and build new sidewalks along Church Street and provide a connection across Beaman Street, quick-build projects such as crosswalks, traffic calming, and access management can be achieved in a shorter amount of time. These may include painted crosswalks at additional locations, temporary bulbouts, or reduction or elimination of unfettered access through the driveway between the former Village Office and the Depot buildings.



Temporary bulbout



Sharrows in Fairlee, VT





# Outdoor Recreation Hub

An Outdoor Recreation Hub is a greatly desired amenity for the Town of Poultney. From a resource for visiting mountain bikers to a regularly used community gathering space, there are many things the community wishes to see in an Outdoor Recreation Hub.

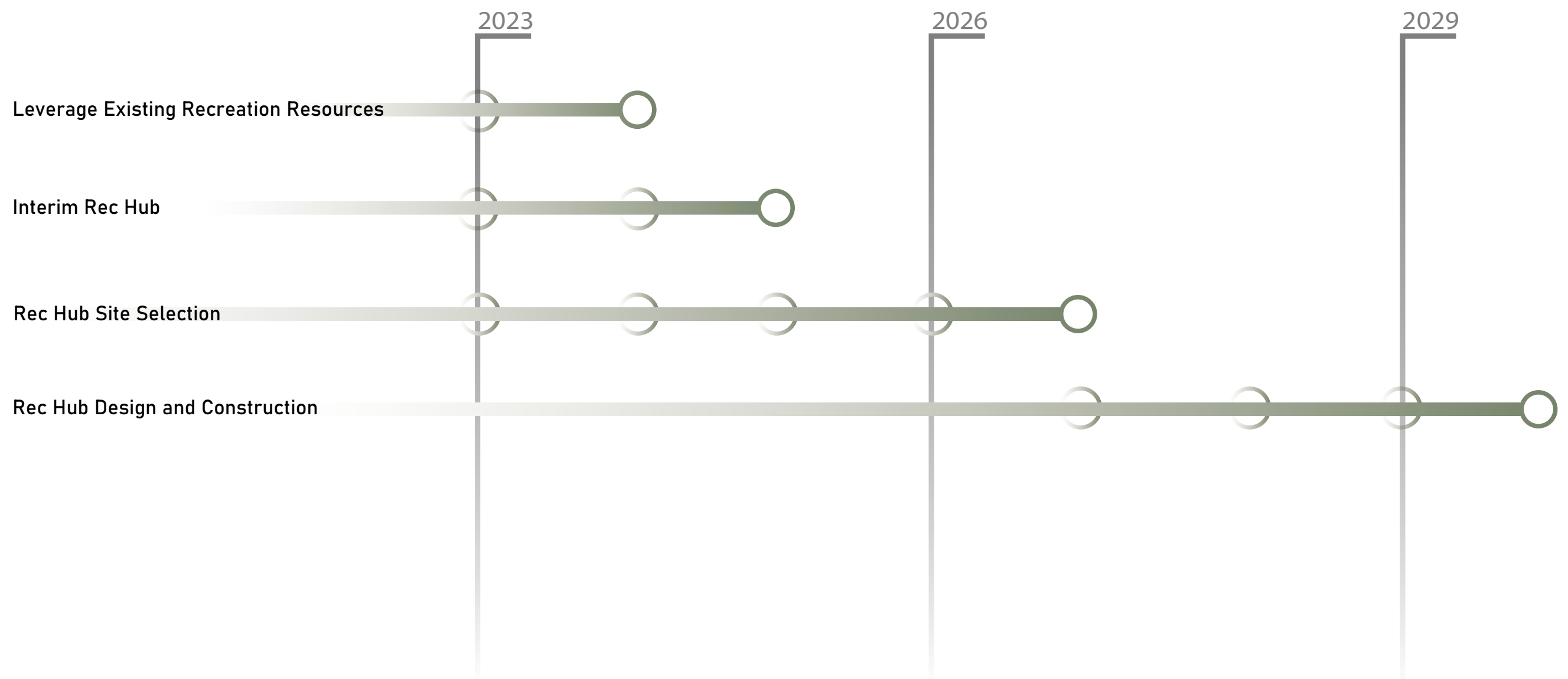
Outdoor Recreation Hub action items consider four areas:

- Leverage existing outdoor resources
- Outdoor Recreation Hub site selection
- Outdoor Recreation Hub design and construction
- Interim Outdoor Recreation Hub development





# Conceptual Timeline for Outdoor Recreation Hub Projects



- Conceptual Project Start/  
Ongoing Work
- Conceptual Project Completion





# Leverage Existing Recreation Resources



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** 💰

## Project Summary

- Develop an inventory of the recreational resources within Poultney; divide by Village resources and broader Town resources.
- Reach out to potential project partners such as the School District, Library and business to determine level of public access permitted and detailed information on resources available
- Create an informational guide that can be provided to both residents and visitors.

### Lead:

Village/Town Manager, Community Development Director

### Partners:

Local: Poultney Recreation Commission, Young at Heart, Poultney School District, Lehigh School, former Green Mountain College, Poultney Public Library, Slate Valley Trails, Stone Valley Arts, local businesses

### Next Steps

1. Identify resources or volunteers to inventory Town recreational resources. This could be the Poultney Recreation Commission, a high school student project, or a volunteer group.
2. Build upon the existing work of the Poultney Recreation Commission to include specific resources within the Downtown.
3. Create a digital and analog recreational guide that can be posted on the Town and Commission websites and provided at local businesses.

### Potential Funding Sources:

- Town General Fund
- Local Businesses
- Crowdfunding

### Risks/Challenges

- Partner resistance
- Volunteer/Commission capacity

## Project Details

Downtown Poultney 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 equipment, 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.

Resources include:

- Poultney Elementary School - fields, playground, trails
- Poultney High School fields
- Poultney Library rental equipment
- Stone Valley Arts classes
- Young at Heart Senior Center - classes, walking path
- Town Office Green
- Slate Quarry Park
- Analog Cycles
- Porcupine Bikes
- Mart's Sporting Goods
- Poultney Recreation Commission
- Former Green Mountain College campus





# Interim Recreation Hub Design Development and Construction



**Priority** ★★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** 💰

**Project Summary**

- Create a temporary recreation hub at the site of the former Village Office. This is directly adjacent to the D&H Rail Trail and is a block from Main Street. Access management for the existing driveway between the former Office and Dept buildings can create pedestrian safety, provide space for additional and improved parking, and could locate elements such as bike racks, bike repair and a small pump track or skate park.

**Lead:**  
Village/Town Manager, Community Development Director, Slate Valley Trails

**Partners:**  
Local: Selectboard, Public Works Director, Poultney Recreation Commission

External: VT Natural Resources Board, RRPC, VOREC

**Next Steps**

1. Coordinate with Town for future use of former Village Office and adjacent projects, such as Church Street improvements.
2. Determine an estimate of construction and operating cost.
3. Determine an operator for the building and site.
4. Seek funding for the design and construction process.
5. Solicit volunteers for any "quick build" projects.
6. Construct and install additional site amenities.

**Potential Funding Sources:**

- Town General Fund
- AARP Community Placemaking Mini-Grants
- AARP Community Challenge Grants
- VOREC Grants
- Better Places Grant

**Risks/Challenges**

- Design and construction costs
- Future plans for the building and site
- Adjacent landowner pushback
- Act 250

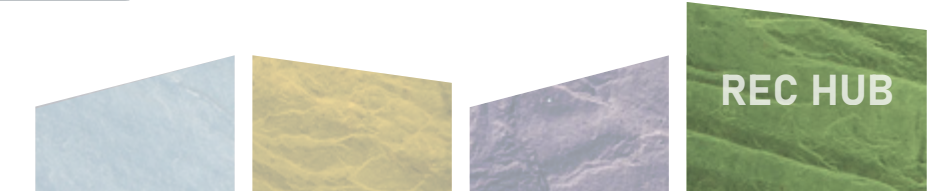
**Project Details**

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.

Some elements could be achieved through quick-build projects, like restricting access along the existing driveway and adding information and signage.

The Town has recently received a grant for improved trail kiosks, benches, and bike racks at the D&H Rail Trail in this and other locations. Coordination with Green Mountain Power and the Vermont Agency of Transportation may be required for expansion of parking and other elements.

While currently a sketch concept, is intended that this design make use of existing disturbed and impervious areas and structures so that Act 250 is not triggered, which would be preferable for this shorter-timeframe interim project. If Act 250 were potentially triggered, the scope of the work could be scaled down so that it is not. Poultney should consult with its VT Natural Resources Board District Coordinator for guidance.





# Outdoor Recreation Hub Site Selection



**Priority** ★★ ★

**Start Timeframe** 📅

**Duration** ⏳

**Potential Cost** \$\$\$

**Project Summary**

- Determine a location for an Outdoor Recreation Hub in Downtown Poultney. Determine funding if the location requires purchase from the Town. Reach out to property owners of identified parcels, including Town departments.
- During this process, determine who would be the owner/operator of the Hub; Town, private entity, non-profit organization.

**Lead:**  
Village/Town Manager, Community Development Director, Slate Valley Trails

**Partners:**  
Local: Selectboard, Public Works Director

External: RRPC, VOREC, VTrans, former Green Mountain College, private property owners

**Next Steps**

- Review list of locations developed as part of this project and create a detailed matrix of pros/cons to each property.
- Once the list is narrowed, perform a detailed site assessment to determine potential costs associated with the location or property; i.e. - would an existing use need to be relocated, is there existing infrastructure and utilities available, what type of negotiations would be required with the current owner.
- Utilizing the above assessment, create a cost estimate which would include both property purchase and infrastructure needs.
- Negotiate and secure property.

**Potential Funding Sources:**

- Town General Fund
- Land and Water Conservation Fund
- VOREC Grants

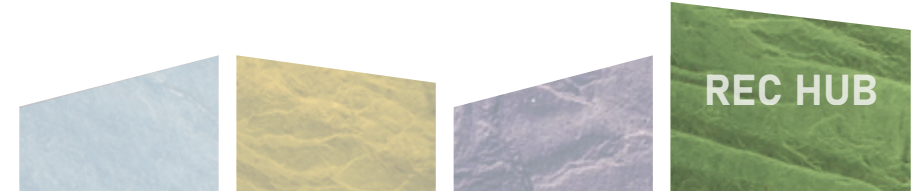
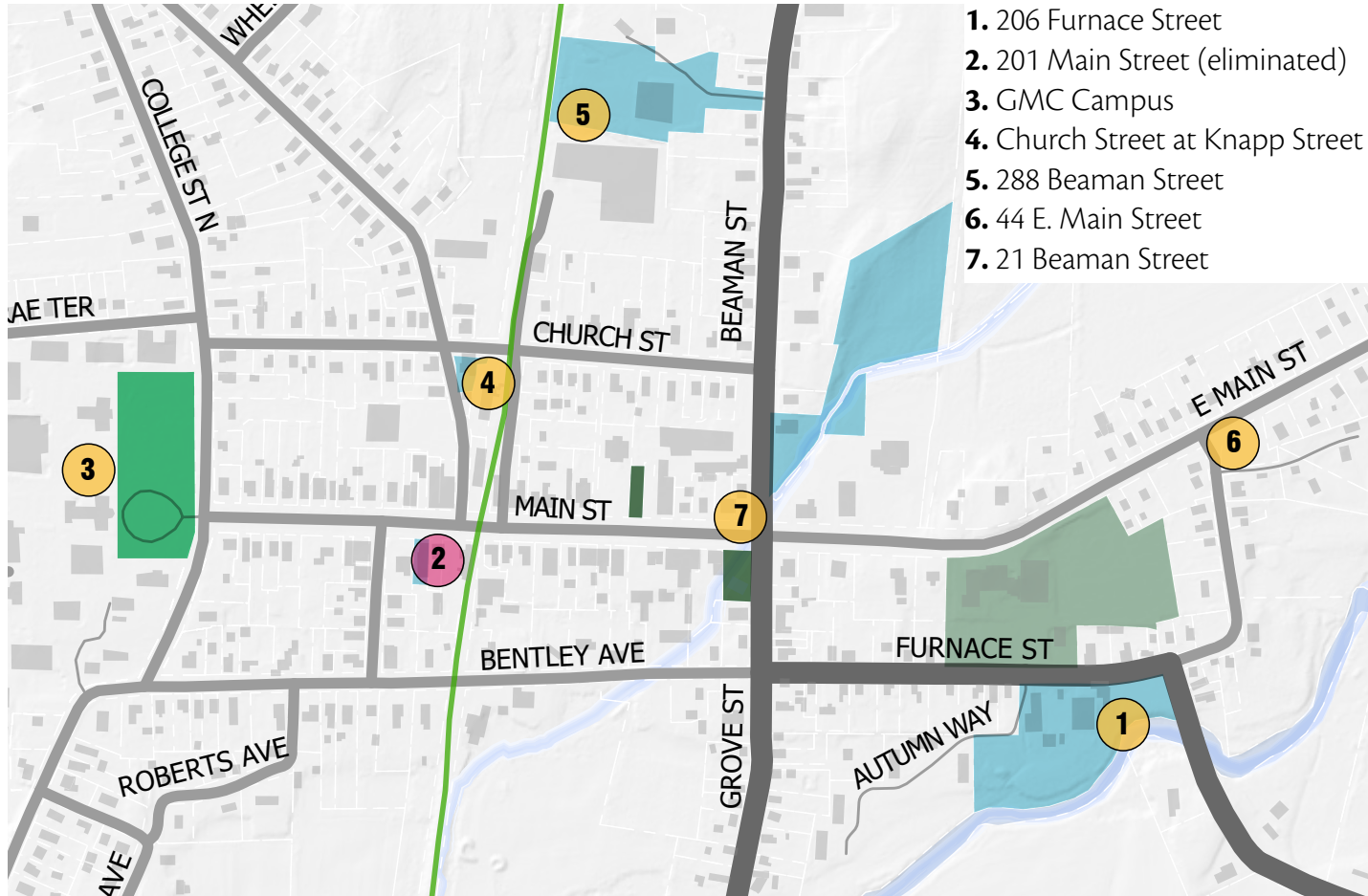
**Risks/Challenges**

- Difficulty in securing a site
- Property and infrastructure costs
- Staff/partner capacity to undertake above steps

**Project Details**

Five locations were determined in conjunction with the Town to Trail Steering Committee and presented to the public at the Poultney Comes Together Again Open House in June 2023. Of these locations, three received high community support: 206 Furnace Street (current site of the Town Garage and adjacent to Young at Heart), the former Green Mountain College campus, and 288 Beaman Street (adjacent to the Fire Department). The Furnace Street and Beaman Street locations are Town-owned. Any new use of the Furnace Street location would first require relocating the Town Garage. Use of the Green Mountain College campus would need to undergo extensive conversations and agreements with the current owner. One location, 201 Main Street, was eliminated due to private ownership.

Two additional locations were suggested by the public during the Open House. 44 E. Main Street is a mostly vacant lot that is for sale as of the publishing of this report and within easy walking distance of Poultney High School. 21 Beaman Street is at the eastern gateway to Downtown and contains an existing building that is currently vacant. Both of these parcels are privately owned.





# Outdoor Recreation Hub Design Development and Construction



**Priority** ★★

**Start Timeframe** 📅📅

**Duration** ⏳⏳⏳

**Potential Cost** \$\$\$

**Project Summary**

- Conduct a design process for formally creating an Outdoor Recreation Hub. The process would include outdoor site design, architectural design (if site includes a new building), and indoor and outdoor programming.
- Subsequently, secure funding and initiate the construction process.

**Lead:**  
Village/Town Manager, Community Development Director, Slate Valley Trails

**Partners:**  
Local: Selectboard, Public Works Director, Poultney Recreation Commission

External: RRPC, VOREC

**Next Steps**

1. Seek funding for the design process. Funding for construction may be sought at this time or at the completion of the design process.
2. Write RFP for Rec Hub design.
3. Hire landscape architecture/engineering/architecture firm to complete designs.
4. Seek bids for construction.

**Potential Funding Sources:**

- Town General Fund
- Municipal Planning Grant Program
- Community Development Block Grant
- Land and Water Conservation Fund
- VOREC Grants

**Risks/Challenges**

- Design and construction costs
- Community resistance to the project or use of taxpayer funds

**Project Details**

Desire for an outdoor recreation hub was a key part of the RERC process. The Town felt strongly that the Hub should be located in or adjacent to the Downtown to provide access to the most people, be adjacent to the D&H Rail Trail, and integrate with Main Street Businesses. The use should be balanced between the cycling community - users of Slate Valley Trails and the D&H Rail Trail - and the greater Poultney community.

The recreation hub should have both indoor and outdoor space associated with it. A repeated desire of community members was for indoor space to be used for classes, events, and rentals.

Key desired elements include trail maps and information, bathrooms, indoor and outdoor community gathering/rental space, water filler, playground elements, benches and picnic tables, daytime and overnight parking, outdoor fitness stations, and bike racks and bike lockers. The Big Ideas Chapter captures additional desired elements requested by attendees at the Poultney Comes Together Again Open House.



Photo-simulation of an imagined Rec Hub.





## What's Next?

Town to Trails combines broad goals with realistic actions. It provides the community with ideas to dream about and tangible steps to accomplish to continue to make Poultney a great place to live, work, and recreate. This plan focuses on the many ways in Poultney can take action and do the work needed to create connections throughout the Town, emphasizing cyclists and pedestrians and de-emphasizing vehicles.

The goals of the Town to Trails Plan are important, and many of the steps that must be taken to meet those goals will not be easy and may take time. They will take a community-wide commitment to making Poultney a place for everyone.

Poultney has already done many remarkable things. Slate Valley Trails continues to expand its network. New shops and businesses have come into Town. Grants and community initiatives for trail kiosks, benches, bike racks, murals, street trees, rec programs, and more have taken effect. The community has the drive and momentum to come together and make things happen.

The Town to Trails Plan may be full of big ideas, but every one of them is possible if the community comes together to make them happen.

### Next Steps

- Leadership - Who will lead this project moving forward? Take steps to identify a leadership structure that works for Poultney. Recruit new volunteers.
- What do you want to do? - Committees and residents who read this plan: Is there a project you really want to see completed? Do you want to be a champion?
- Keep Momentum - The Town and project leadership should review and prioritize the Quick Actions identified in this book and create a schedule to get projects started.
- Line it Up - Many of the short-term projects identified will require additional planning and fundraising. These should also be reviewed and prioritized based on municipal capacity and the timing of potential funding. Create a schedule for implementation.
- Plan for the Big Stuff - The medium-term and long-term Project Opportunities will need to have the support of the community. Project leadership and the Town should continue to have public dialog about the projects and why they are important. Additionally, the Town should work with the Regional Planning Commission to identify any potential funding sources that may be able to help significantly fund the more expensive projects.

