

## Implementation Plan

The five goals defined at the beginning of the planning process guided the development of the Village Master Plan and the selected actions for implementation presented in this plan. Throughout the process, the Steering Committee also emphasized the importance of maintaining the historic look and feel of the Village when considering potential improvements.

### *Village Master Plan Goals:*

- Enhance the Village streetscape character to achieve traffic calming.
- Create safe pedestrian crossings.
- Encourage pedestrian connectivity and safety between the North Hero House and Hero's Welcome.
- Enhance North Hero's "sense of place" to encourage a sense of arrival.
- Consider on-street parking solutions.

Implementing the vision of the Village Master Plan involves communication and coordination with many partners. This section provides a series of tasks the community can pursue, individually or combined, to implement each of the recommended improvements in this plan. Each task has an Action Plan Worksheet that outlines necessary next steps, considerations, partners and potential funding opportunities. Magnitude of cost is reported for each improvement category as low (<\$10,000), medium (\$10,000-\$25,000) or high (>\$25,000).

The improvements selected for this section represent the elements which were supported by the Steering Committee. These improvements draw from aspects of the Level 1 and Level 2 initial concept plans as presented at the Community Open House. The Steering Committee determined many of the Level 3 elements were outside of the interests of the community at this time. The consideration of a dedicated pedestrian facility, however, was included in the action plan as an opportunity for further exploration given the strong interest in providing a facility for pedestrians along the corridor. The full array of concepts is provided in Appendix X.

### **Action Plan Worksheets:**

- Task 1. Crossing Area Enhancements at the Southern Crossing
- Task 2. Crossing Area Enhancements at the Northern Crossing
- Task 3. Speed Limit Enforcement
- Task 4. Gateway Signage
- Task 5. Public Parking Definition & Wayfinding – On-Street Parking
- Task 6. Public Parking Definition & Wayfinding – Off-Street Parking
- Task 7. Access Management at Hero's Welcome and the Community Hall
- Task 8. Bicycle and Pedestrian Improvement: Widen Shoulder of US Route 2
- Task 9. Bicycle and Pedestrian Improvement: Pedestrian Facility Exploration

Task1. Crossing Area Enhancements at the Southern Crossing

**Project Description.** Enhancing the crossing areas was identified as a primary element that could be pursued to aid traffic calming; both crossing areas in the Village were identified as locations with a high amount of vehicular and pedestrian traffic. The improvements that are provided below would necessitate communication and implementation with VTrans for elements in the roadway (travel lane and shoulder) and private property owners for areas outside the roadway. The first sub-task below, aligns with that of the Access Management improvements as both action plans necessitate working with adjacent landowners. While the implementation of the full suite of elements provided in this action plan will have the greatest impact, the actions related to the crossing and pedestrian receiving areas (adjacent to the crossing) can be pursued separately.

Sub-tasks 3 and 4 are items that would be carried out by VTrans. The relocation of a crosswalk within a state right-of-way must be approved by a VTrans Traffic Operations Engineer. The extension of the crossing paint through to the road shoulder should be requested of the VTrans District staff for consideration during the next paint cycle. This area has been previously painted as shown in the image from Google Street View from September 2008.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Low to Medium

**Require Class 1 TH Designation:** No

	<b>Sub-Task</b>	<b>Partner(s)</b>	<b>Funding</b>
1	Public messaging to advertise the Village Master Plan vision and voluntary steps to achieve improvements.	Local Committee, Planning Commission, LCIEDC	-
2a	Conduct Demonstration Project with VTrans approval (See Appendix X)		Grant opportunity
2b	Modify design of access management post-demonstration	NRPC	Town; Grant opportunity
3	Realign the crosswalk <ul style="list-style-type: none"> <li>Request approval from VTrans to shift the crosswalk to the north</li> </ul>	VTrans	-
4	Extend the painted crossing the width of the roadway (travel lane and shoulder) <ul style="list-style-type: none"> <li>Request action of VTrans District for next paint cycle</li> </ul>	VTrans	-
5	Engage property owner(s) on desired safety improvements outside the highway right-of-way	Historical Society, Hero's Welcome	-

6a	Create a pedestrian walkway to Community Hall <ul style="list-style-type: none"> <li>• Pave driveway entrance</li> <li>• Paint the walkway in coordination with the crossing extension</li> </ul>	Historical Society	Landowner; Grant opportunity
6b	Visually define the pedestrian receiving areas on either side of the crosswalk <ul style="list-style-type: none"> <li>• Review by VTrans for safety considerations</li> <li>• Installation of defining elements</li> </ul>	Historical Society, Hero's Welcome	Landowner; Grant opportunity



Image of southern crossing in 2008 with paint extending width or entire roadway

## Task 2. Crossing Area Enhancements at the Northern Crossing

**Project Description.** Enhancing the crossing areas was identified as a primary element that could be pursued to aid traffic calming; both crossing areas in the Village were identified as locations with a high amount of vehicular and pedestrian traffic. The improvements that are provided below would necessitate communication and implementation with VTrans for elements in the roadway (travel lane and shoulder) and private property owners for areas outside the roadway. The first sub-task below, aligns with that of the Access Management improvements as both action plans necessitate working with adjacent landowners. While the implementation of the full suite of elements provided in this action plan will have the greatest impact, the actions related to the crossing and pedestrian receiving areas (adjacent to the crossing) can be pursued separately.

Sub-tasks 2 and 3 are items that would be carried out by VTrans. The relocation of a crosswalk within a state right-of-way must be approved by a VTrans Traffic Operations Engineer. The extension of the crossing paint through to the road shoulder should be requested of the VTrans District staff for consideration during the next paint cycle. This area has been previously painted as shown in the image from Google Street View from September 2008.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Low

**Require Class 1 TH Designation:** No

	<b>Sub-Task</b>	<b>Partner(s)</b>	<b>Funding</b>
1	Public messaging to advertise the Village Master Plan vision and voluntary steps to achieve improvements.	Local Committee, Planning Commission, LCIEDC	-
2	Realign the crosswalk <ul style="list-style-type: none"> <li>Request approval from VTrans to shift the crosswalk to the north</li> </ul>	VTrans	-
3	Extend the painted crossing the width of the roadway (travel lane and shoulder) <ul style="list-style-type: none"> <li>Request action of VTrans District for next paint cycle</li> </ul>	VTrans	-
4	Engage property owner(s) on desired safety improvements outside the highway right-of-way	North Hero House, Methodist Church	-
5	Visually define the pedestrian receiving areas on either side of the crosswalk to enhance safety <ul style="list-style-type: none"> <li>Installation of defining elements</li> </ul>	North Hero House, Methodist Church	Landowner; Grant opportunity



Image of northern crossing in 2008 with paint extending width or entire roadway

### Task 3. Speed Limit Enforcement

**Project Description.** During this planning process, the Town was able to obtain approval from VTrans to reduce the speed limit to 30 mph in the Village area. As was noted by VTrans in their considerations, posting a reduced speed limit without other actions taken, may not fully provide the lower speeds the Town desires. This section provides additional opportunities the Town can take to enforce the reduced speed limits in the village. One opportunity to reinforce lower speeds is the installation of a radar speed feedback sign; these signs alert speeding drivers of their actual speed. The MUTCD provides guidance on their use; the VTrans District office can provide more information on the process and a permit application. *See resource sheet available from VTrans “2009 Guidelines for the Use of Radar Speed Feedback Signs on the State Highway System”*). The Town can also communicate with the County Sherriff to contract for additional enforcement services.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Low

**Require Class 1 TH Designation:** No

	Sub-Task	Partner(s)	Funding
1a	Acquire a VTrans access permit to install radar speed feedback sign	VTrans	Town
1b	Town is responsible for installation and maintenance		Town
2	Contract with the County Sherriff to provide additional enforcement where needed	County Sherriff	Town

Examples of speed limit enforcement tools. A radar speed feedback sign (left) is a permanent installation and the speed trailer (right) is allowed to be used on a 2-week basis.



### Task 4. Gateway Signage

**Project Description.** The Gateway concept provided in this plan illustrates how wayfinding signage could be located at each entrance to the village as a way to mark the traveler’s arrival. Installation of gateway treatments can reinforce the transition from the rural areas to a lower speed zone in the village. Signage is not allowed within the US Route 2 state right-of-way unless the municipality assumes responsibility for the roadway as Class 1 Town Highway\*. Access to power will be required for nighttime illumination.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** \$5,000-\$8,000 per sign, Low to Medium (electrical costs will vary depending on the type of fixtures and distances to available power)

**Require Class 1 TH Designation:** No\*

	Sub-Task	Partner(s)	Funding
1	Explore locations for gateway signage, incorporating public process.	Local Committee, Planning Commission	-
2	Agreement(s) with landowner(s) for easement and access to sign locations		-
3	Design Gateway Signage Panel: <ul style="list-style-type: none"> <li>• Option A. Use existing community logo and branding.</li> <li>• Option B. Engage Consultant to develop new branding.</li> </ul>		Grant opportunity  Grant opportunity
4	Select and purchase a sign mount.		Town
5	Fabrication and installation of signage.		Town

Examples of Gateway Signage



Task 5. Public Parking Definition & Wayfinding – On-Street Parking

**Project Description.** Removing on-street parking was a supported action to be pursued by the Steering Committee in order to reduce conflicts among motorized and non-motorized users. This process will require coordination and communication with VTrans for approval and execution. The type of sign would be determined in communication with VTrans, the examples below show complaint signage with the Manual on Uniform Traffic Control Devices (MUTCD), the required state format.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Not applicable to Low

**Require Class 1 TH Designation:** No

	Sub-Task	Partner(s)	Funding
1	Identify desired locations to prohibit parking along Route 2.	Planning Commission	-
2	Submit a letter to the VTrans District to request “No Parking” signage be located at identified areas. The Traffic Committee will review and take action on request.	VTrans	-
3	Adopt a parking ordinance. (See example in Appendix X)	NRPC, VLCT	-
4	Development of sign plans and installation by VTrans.	VTrans	-



Task 6. Public Parking Definition & Wayfinding – Off-Street Parking

**Project Description.** This planning process identified a strong desire to reduce parking conflicts from vehicles parking along US Route 2. To further support the on-street parking action in this plan, the Town should work with partners to better define and convey the areas where parking is preferred in the Village. The Community Hall and Court House were two informal parking areas identified as potential off-street public parking during this planning process. The Town should engage these property owners to discuss the opportunity to utilize these parking areas as public parking for Village as appropriate.

In terms of the installation of wayfinding for these parking areas, there are two avenues for signage. The MUTCD D4-1 sign could be utilized, however these signs can only be used to sign parking areas that are designated for public use. In order to sign the private parking lots, the Town would need a formal agreement with the landowner designating this use. If the Town would like to pursue other options for wayfinding with Community Wayfinding signs (see Burlington and Montpelier examples below), then approval of a sign plan would also be required from the Travel Information Council (TIC). For this option, the Town would need to develop a sign plan in conformance with the MUTCD and submit it to the TIC for approval.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Low (signs) to Medium (parking lot improvements)

**Require Class 1 TH Designation:** No\*

	<b>Sub-Task</b>	<b>Partner(s)</b>	<b>Funding</b>
1	Engage property owners on formalizing use of parking areas for general public.	Historical Society, Court House	-
2	Evaluate the efficiency and flow of parking at each location to determine optimum arrangement and capacity.	Historical Society, Court House	Grant opportunity
3	Improvements to parking areas as needed (paving, marking, etc.)	Historical Society, Court House	Town; Landowner
4a	Apply for a VTrans Highway Access Permit (1111 permit) to install wayfinding.	VTrans	Town
4b	Install signs that are compliant with state requirements (MUTCD or TIC).		Town

Examples of Wayfinding Parking Signage (left to right): Current state approved sign for guiding drivers to parking areas (MUTCD D4-1), example of signage in Montpelier on Class 1 Town Highway, proposed wayfinding for Burlington (RSG), proposed wayfinding for Montpelier (Surface Matter Design).



Task 7. Access Management at Hero’s Welcome and the Community Hall

**Project Description.** In order to achieve the vision for the village, the planning process identified changes to the streetscape adjacent to the roadway that can have a big impact. The tasks below will better define the flow of traffic at this high use area, which will in turn improve safety for all users. The proposed physical improvements include the narrowing of driveway access points and turning radius (corner radii) as well as closing the open access in front of Hero’s Welcome with a painted curb. To ensure these levels of improvements are considered in the entire community, the Town should develop provisions to further address access management in the land development regulations.

**Responsible Party.** The Selectboard is the primary responsible party for this task.

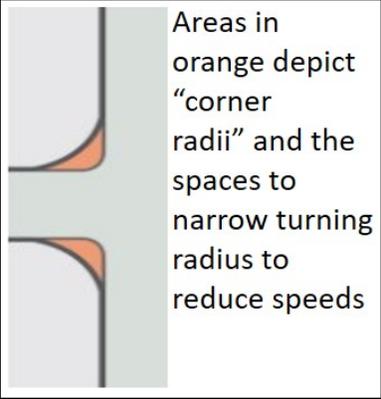
**Conceptual Cost Estimate:** Medium

**Require Class 1 TH Designation:** No

	<b>Sub-Task</b>	<b>Partner(s)</b>	<b>Funding</b>
1	Public messaging to advertise the Village Master Plan vision and voluntary steps to achieve improvements.	Local Committee, Planning Commission, LCIEDC	-
2a	Develop provisions to land development regulations that address driveway access and width and require compliance to the vision.	Planning Commission, NRPC	Grant opportunity
2b	Engage property owner(s) on desired safety improvements		-
3a	Conduct Demonstration Project with VTrans approval (See Appendix X)	NRPC	Grant opportunity
3b	Modify design of access management post-demonstration (may require technical review by engineering firm)	NRPC	Town; Grant opportunity
4a	Installation of voluntary improvements to driveways initiated by landowners, with support of the Town.	Hero’s Welcome, Historical Society	Landowner; Grant opportunity
4b	Installation of improvements to driveways initiated by Town to address safety and fulfill the vision with landowner support.	Hero’s Welcome, Historical Society	Town; Landowner; Grant opportunity
5a	Apply for a VTrans Highway Access Permit (1111 permit) to install a painted curb in frontage of Hero’s Welcome (Landowner or Town).	Hero’s Welcome	Town; Landowner

5b	Installation of painted curb (Landowner or Town)		Town; Landowner
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Example of defined frontage by gas pumps in East Dorset



Areas in orange depict "corner radii" and the spaces to narrow turning radius to reduce speeds

Task 8. Bicycle and Pedestrian Improvement: Widen Shoulder of US Route 2

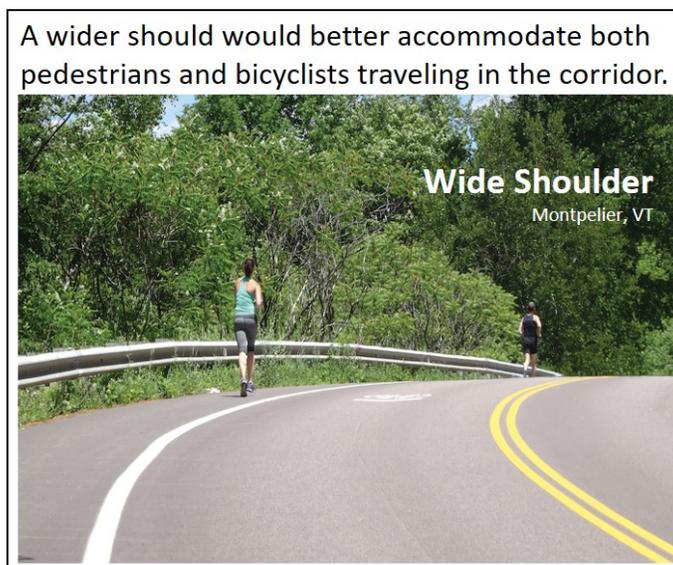
**Project Description.** A widened shoulder along US Route 2 can provide a safer facility for all non-motorized users to use the existing roadway. To pursue this action further, the Town should coordinate with NRPC in the request for VTrans to evaluate shoulder width during the next paving project for the corridor. VTrans will reach out to NRPC in the pre-design phase to obtain local and regional information in order to inform the design. This is the stage where considerations such as pavement widening could best be considered in order to determine feasibility. *As the corridor was last paved in 2013-15, it is anticipated that the next paving project will be targeted for approximately 2033. Widening of a facility is typically only considered during a full reclamation project that removes pavement to the sub-base.*

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** Not applicable

**Require Class 1 TH Designation:** No

	Sub-Task	Partner(s)	Funding
1	Engage in pre-design planning process for the US Route 2 paving project	NRPC, VTrans	-



Task 9. Bicycle and Pedestrian Improvement: Pedestrian Facility Exploration

**Project Description.** As identified during this planning process, pedestrians along Route 2 in the Village area do not have access to a facility aside from the narrow roadway shoulder. The community can further explore the potential for a pedestrian facility, in order to provide the safest accommodation for users along this corridor. To fully evaluate potential placement and type of facility that could be accommodated in the corridor, an initial design stage should be initiated with a scoping study. Scoping will be able to evaluate feasibility such as impacts to existing land features and the best type of facility for the context such as a path or a sidewalk. *Implementation of the preferred alternative is not provided in action steps below but could be supported by the VTrans grant programs provided.*

**Responsible Party.** The Selectboard is the primary responsible party for this task.

**Conceptual Cost Estimate:** \$8,000 (20% local match of \$40,000 VTrans grant), Low

**Require Class 1 TH Designation:** No

	Sub-Task	Partner(s)	Funding
1	Apply for funding to scope a dedicated pedestrian facility	NRPC, Planning Commission	Grant opportunity
2	As a part of the scoping process, and a requirement of the grant, ensure a robust community input process to determine the preferred alternative for the facility.	Local Committee, Planning Commission	Grant opportunity



## Funding Opportunities

### *State Grants and Programs*

**Municipal Planning Grant Program** – A Agency of Commerce and Community Development program provides grants for projects that promote planning, revitalization and development activities that maintain VT’s land use goal of compact settlements surrounding by rural lands. This grant can fund up to a maximum of \$22,000 and requires a 10% cash match.

(<https://accd.vermont.gov/community-development/funding-incentives/municipal-planning-grant>)

**Transportation Alternatives Program** – A VTrans grant program that supports projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities. This grant program requires a 20% local match and a maximum award of \$300,000.

(<https://vtrans.vermont.gov/highway/local-projects/transport-alt>)

**VTrans Bicycle and Pedestrian Program** – A VTrans grant program that supports bicycle and pedestrian improvement projects. Scoping studies and large-scale design/construction projects require a 20% match. (<https://vtrans.vermont.gov/highway/local-projects/bike-ped>)

### *Foundations or Organizations*

**Vermont Community Foundation** – A range of grant opportunities to support projects to improve environmental sustainability, cultural heritage, social justice, historic preservation, and vitality of Vermont communities. (<https://vermontcf.org/nonprofits-and-grantseekers/available-grants/>)

**Rise VT Amplify Grant** - Grant for community partners whose projects make the healthy choice the easy choice where we live, work, learn, and play. Projects should increase access and reduce barriers to: Physical activity, Healthy foods, or Physical, social, and emotional wellbeing. A maximum grant award is \$1,500. (<https://fgi.risevt.org/amplify-grants/>)

**Better Places** - A Agency of Commerce and Community Development pilot program as of winter 2020 to provide “placemaking” grants ranging from \$5,000 to \$20,000 that improve the vitality of state designated downtowns, village centers, new town centers, or neighborhood development areas. (<https://accd.vermont.gov/community-development/funding-incentives/better-places>)

**AARP Livable Communities** -