

Morrisville District Office

Healthy Community Design Examples

Updated 9/4/2015

District Office	Economic Benefits of Healthy Community Design Healthy Community Design Technical Assistance Healthy Communities Continued
Regional	Primer for Prevention Wolcott Summary HLV New Bike Lanes in Morrisville Cambridge Trails Project Completed Building Healthy, Vibrant Communities
Town	HCD - Plans/Polices/Ordinances
Belvidere	None found
Cambridge	Subdivision Regulations <p>p. 37 — 4.11 Recreation areas 10 11 (A) Applicability. Subdivisions of greater than ten (10) lots shall be required to provide some 12 recreational areas for use by residents of the subdivision. The nature of the recreational 13 areas (e.g. playground, ball field, trails, swimming pool, tennis courts) shall be at the 14 discretion of the developer with input from the DRB. 15 16 (B) Recreation area requirements. All recreation areas shall meet the following requirements: 17 18 1. The DRB may require the dedication of up to fifteen percent (15%) of the total land 19 area of the proposed subdivision for recreation purposes. Such area, to be set aside 20 as common land unless otherwise approved by the DRB, shall be of suitable 21 character to serve as parkland, a playground, or recreation trail network. [§4417]</p> Cambridge/Jeffersonville Infrastructure Report 2012 <ul style="list-style-type: none"> – p. 22 – Pedestrian Infrastructure – p. 29 Pedestrian Infrastructure Recommendations <ul style="list-style-type: none"> ○ Identify, design, and construct highest priority new sidewalks, particularly those servicing Cambridge Elementary School ○ Work with the School District to define highest priority road crossings for students on Route 108 and other State Highways. ○ Consider upgrading school related crosswalks and signs to improve safety and enhance visibility to motorists. ○ Reduce obstruction of sidewalks caused by parked cars while maintaining sufficient on- street parking for Village businesses by better defining the edge of sidewalks through use of curbing and/or striping. ○ Install ADA compliant ramps and “detectable warnings” at all existing and new crosswalks.

- Develop and upgrade trailhead and parking facilities for the Lamoille Valley Rail Trail and Cambridge Greenway. 30
- Conduct an alternatives analysis on various potential inter-village connections for pedestrian and cyclists.
- P.30 *Public Buildings Recommendation*: Consider development of municipal/public parking areas in Jeffersonville to serve both public buildings and commercial establishments within the Village. These public-parking areas should be within convenient walking distance of key village services and amenities.
- p. 30 *Other public infrastructure recommendation*: Research and, if feasible, implement, tree planting and other landscaping within the Old Cambridge Village Green to enhance the physical appearance of the Village and provide a buffer between North and South Main Street and commuter traffic on Route 15.
- P. 25 Inter-Village Pedestrian & Bicycle Connections

[Cambridge Community Visit Report & Action Plan January 2015 – VT Council on Rural Development](#)

Community visioning with walkability, aging in place, recreational activity expansion, community center development.

[Town Plan](#)

- p. 18 – Recreation goals and recommendation
- p. 20- Objective: The Town highway system should be safe and efficient for vehicular and bicycle/pedestrian use, as appropriate, and be maintained in a cost efficient manner.
- p. 22 - Objective: Bicycle and non-vehicular transportation networks should be safe and conveniently located near residential and commercial areas to encourage their use.
- *Bike/Pedestrian Policies*:
 - Measures to provide safe pedestrian travel are encouraged in village areas. Appropriate measures may vary based on the location and may include sidewalks or expanded shoulders, depending on traffic volumes and neighboring uses.
 - When new development occurs in proximity to Village and Growth Areas, sidewalks or other means of providing pedestrian connectivity should be required as a condition of approval.
 - Cambridge encourages and is supportive of grassroots efforts to improve the Town pathway network.
 - Wide shoulders, dedicated bike lanes, or shared travel lanes should be developed when new roads are constructed or existing roads are resurfaced. The appropriate lane type and width should be determined based on traffic volumes and speed.
 - Cambridge encourages installation of bike racks in Village areas to encourage bicycling within the community.
 - The Planning Commission should work with the various groups and organizations involved in trail construction to coordinate development of the Town-wide trail network.
- *Bike/Ped Recommendations*:

	<ul style="list-style-type: none"> ○ Cambridge should pursue funding for improvements to pedestrian and non-vehicular infrastructure. ○ Develop and upgrade trailhead and parking facilities for the ○ Lamoille Valley Rail Trail and Cambridge Greenway. ○ Conduct an alternatives analysis on various potential pedestrian/bike connections between Cambridge Village and Jeffersonville. <p>– P.30 Land Use Development Policy: Mixed-use developments are encouraged in Village and Growth Areas to allow commercial, business, low-intensity industrial, and residential uses to be located near each other.</p>
Eden	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 33 -- Policy: The Town supports recreational use of Eden’s land base and lakes and ponds, including, but not limited to, swimming, boating, fishing, snowmobiling, mountain biking and hiking, and snow-shoeing/cross country-skiing. – p. 33 – Recommendation: In order to support recreational tourism, the Town should advocate for expanded, paved shoulders for cyclists along Route 100 and Route 118. Shoulders should be included in plans for repaving of both routes. – p. 36-37 – Alternative and multi-modal transportation – supportive of complete streets, pedestrian and biking usage. – p. 39 - Goal #2: To expand opportunities for residents to access alternative modes of transportation, whether by carpool, public transit, walking or bicycling. – p. 46 – Health chapter has a recreation section highlighting opportunities available in town.
Elmore	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 75 - Alternative Transportation Recommendations – crosswalks requested from AOT on Route 12, transit stops, “Go Vermont” supported, requested AOT to widen shoulders to accommodate bicyclists, sidewalks by state park and Elmore Store, development of recreation trail from Lake Elmore to a trailhead on Route 12.
Hyde Park	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 4 – “To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers” – p. 22 – Recreation, no recommendations but does include an overview of what they have in the area. – p. 46 – Alternative & Multi-Modal Transportation – p. 47 – Complete Streets – p. 49 – Goals: <ul style="list-style-type: none"> - To expand opportunities for residents to access alternative modes of transportation, whether by carpool, public transit, walking, or bicycling. - To maintain a safe, pedestrian-oriented village that will support a vibrant local economy. – p. 60 – Policy – Hyde Park supports preserving the town’s working landscape to ensure the continued economic – viability of lands actively used for farming, forestry, sugaring, outdoor recreation and other natural resource-based activities. – p. 69 – Implementing Principles of Smart Growth as a Means of Resource Conservation

	<ul style="list-style-type: none"> – p. 79 – Zoning - The Residential District (RSD) extends to those lands south of Route 15/100 surrounding the CRD. The – objective of RSD is to encourage residential development in areas within walking distance of the village – center, which can utilize existing infrastructure such as municipal water, sewer and sidewalks. – p. 90- 93 – Implementing Complete Streets <p>Facility Use Policy</p> <p>1.Smoking – No smoking is allowed in any Town-owned buildings. Smoking outdoors and away from entry ways so that no smoke comes into a building is allowed.</p> <p>2. Alcohol – No alcohol is allowed in any Town-owned buildings or on Town-owned land, except by permission of the Selectboard at the Grange Hall, Route 100. The Grange Hall is the only town building where alcohol, including beer and wine, may be served but only by a licensed and insured caterer or insured third party.</p> <p>Zoning Bylaws – The Village of Hyde Park – June 2015</p> <ul style="list-style-type: none"> – p. 108 - Pedestrian and Bicycle Access - 10.1.12.A safe and attractive pedestrian environment shall be provided as appropriate to the use and District. Adequate access for people with disabilities from any parking area and/or adjacent sidewalks to building(s) that are open to the general public shall be provided. June 10D The Village of Hyde Park Land Use and Development Regulations “Zoning Bylaws” – p.109 The following provision shall apply if the development is located within the Village Center, Village Residential, or Village Gateway Commercial District or located in an area where the need for pedestrian or bicycle facilities has been identified in the Municipal Plan, Capital Plan, Village Master Plan, or other official document adopted by the Board. The applicant shall provide a permanent easement up to twenty (20) feet but not less than ten (10) feet in width along any adjacent public street in order to facilitate construction of future pedestrian facilities – 5/2016 New Language Adopted: RESTAURANT/FOOD SERVICE: An establishment licensed by the State of Vermont Department of Health as a public food service establishment whose principal use is the preparation, serving and selling of food for immediate consumption on or in the vicinity of the premises; called for or taken out by customers; or prepared prior to being delivered to another location for consumption. If the establishment sells alcohol that is not produced on site, in order to qualify as a restaurant, at least 50% of gross annual receipts shall be from non-alcohol products. If more than 50% of gross annual receipts are from sale of alcohol that is not produced on site, the establishment shall be considered a bar, which is prohibited throughout the Village of Hyde Park
Jeffersonville	<p>Cambridge/Jeffersonville Infrastructure Report 2012</p> <ul style="list-style-type: none"> – p. 11 Pedestrian Infrastructure – overview of current state, need for repair, other pedestrian calming methods – p. 29 Pedestrian Infrastructure Recommendations <ul style="list-style-type: none"> ○ Identify, design, and construct highest priority new sidewalks, particularly those servicing Cambridge Elementary School ○ Work with the School District to define highest priority road crossings for students on Route 108 and other State Highways.

	<ul style="list-style-type: none"> ○ Consider upgrading school related crosswalks and signs to improve safety and enhance visibility to motorists. ○ Reduce obstruction of sidewalks caused by parked cars while maintaining sufficient on- street parking for Village businesses by better defining the edge of sidewalks through use of curbing and/or striping. ○ Install ADA compliant ramps and “detectable warnings” at all existing and new crosswalks. ○ Develop and upgrade trailhead and parking facilities for the Lamoille Valley Rail Trail and Cambridge Greenway. 30 ○ Conduct an alternatives analysis on various potential inter-village connections for pedestrian and cyclists. <ul style="list-style-type: none"> – p.30 <i>Public Buildings Recommendation</i>: Consider development of municipal/public parking areas in Jeffersonville to serve both public buildings and commercial establishments within the Village. These public-parking areas should be within convenient walking distance of key village services and amenities. – p. 30 <i>Other public infrastructure recommendation</i>: Research and, if feasible, implement, tree planting and other landscaping within the Old Cambridge Village Green to enhance the physical appearance of the Village and provide a buffer between North and South Main Street and commuter traffic on Route 15. – P. 25 Inter-Village Pedestrian & Bicycle Connections
Johnson	<p><u>Town Plan 2011-2016</u></p> <ul style="list-style-type: none"> – p. 31—Economic Development Policies <ul style="list-style-type: none"> ○ Implementation of projects that will provide Johnson residents with convenient access to quality grocery shopping. ○ Implementation of projects that will improve access to locally grown and produced foods; and support agricultural producers in their efforts to produce and distribute food locally. ○ Implementation of projects that enhance Johnson’s physical infrastructure, tourism and recreation opportunities, visual attractiveness and quality of life. Projects in this category include Johnson Main Street Project that will enhance Main Street’s economic vitality through improved bicycle and pedestrian infrastructure (better sidewalks and crosswalks, new tree plantings, street lights, park benches, bike racks, permanent sculptures; information kiosks and enhanced green spaces); Improvement of bicyclist infrastructure between the Lamoille Valley Rail and the village center; Improvement of access to the Lamoille and Gihon rivers; Downtown Sculpture Show – P. 42 – Details of recreation areas – P. 58 – Details trails in the area – P. 60 – <i>Johnson Main Street Project</i>: <ul style="list-style-type: none"> ○ The Johnson Main Street Project is located in the historic center of Johnson Village in the town of Johnson. In its full scope, the project encompasses: ○ A continuous pedestrian sidewalk system separated from the roadway with clearly marked crosswalks for crossing Main Street; ○ Bicycle routes that clearly delineate lanes and shoulders with appropriate signage to guide bicyclists through the Village of Johnson;

	<ul style="list-style-type: none"> ○ Clearly defined vehicular lanes and on street parking for motorists to eliminate conflicts between vehicles, bicyclists and pedestrians; ○ An enhanced Main Street streetscape with street trees, streetlights and furniture, benches, bike racks, and information kiosks for residents and visitors to use. ○ A reconstruction of the storm water infrastructure along Route 15. <p>– p. 60- Pathways Plan: The 2003 Johnson Pathways Plan identifies six pedestrian loops radiating from Main Street. While most of these pathways are located within the Village, some stretch beyond the Village boundary. Within the Pathways Plan, the top priorities are: Development of a Master Plan for roadway and pedestrian improvements of the Pearl Street/School Street Corridor between Main Street and the Powerhouse Bridge; linking of the future Rail Trail with the Village Center; and implementation of the Riverwalk Greenway accessing point locations along the banks of the Lamoille and Gihon Rivers.</p> <p>– P. 60 – HCD Related Policies:</p> <ul style="list-style-type: none"> ○ Maintain the existing infrastructure of town roads and bridges while conserving their aesthetic and recreational qualities. ○ Encourage and promote public transportation and ridesharing. <p>– Support the Village in their efforts to improve pedestrian and bicycle infrastructure and explore the expansion of this infrastructure beyond the Village boundaries.</p> <p>– P. 67 – Describes the Village District with HCD elements</p> <p>– P. 75 – “It is an asset that we have a compact village/walkable downtown. In the future, places that are able to meet people’s needs locally will attract”</p> <p>Village of Johnson Municipal Development Plan</p> <p>p.40 – Overview of current state of sidewalks and transportation options within the village</p> <p>p. 43 – Discusses policies and implementation tasks to make improvements to pedestrian and bicycling infrastructure</p> <p>Johnson Pathways Plan 2003</p> <p>Recreation Facilities Plan 2005</p> <p>Map – Village of Johnson Recreational Resources</p> <p>Map – Town of Johnson Recreational Resources</p>
Morrisville/Morristown	<p>Article 0807-3A Drinking in a Public Place</p> <p>Article 0807 – 3B Drinking in a Public Place</p> <p>Bike Share Agreement</p> <ul style="list-style-type: none"> ○ Morristown Bike Share Info <p>Town Plan</p> <p>– p. 5 – Highlights the new truck route and need for bicycle and pedestrian safety considerations. Also supports sidewalks in the village and added street trees.</p>

	<ul style="list-style-type: none"> – p. 7 – Transportation objectives related to increasing sidewalks and pedestrian safety as well as bicycle considerations. Emphasis on the local trails and supports mixed mode transportation in downtown area. – p. 17 – Connect pedestrian improvements to economic development priorities in conjunction with improving the Central Business District for locals and travelers. – P. 21 – Healthy Community Design elements are clearly discussed within the Health Chapter-- Wellness Plan Policies & Objectives: (1) Access to Healthy Foods, (2) Be Bicycle and Pedestrian-Friendly, (3) Environmental Quality, (4) Health Assessments, (5) Mixed Use Development
Stowe	<p>Stowe 2020 - A Vision for Stowe Village</p> <ul style="list-style-type: none"> – Enhanced village experience - highlights need for pedestrian uses, outdoor café seating, flower pots, attractive village centers – Improve vehicle and pedestrian traffic flow and management – updating sidewalks/crosswalks, improve parking and walking alternatives, regular reliable transportation – Improve village residential life <p>Stowe Parks & Rec Please see documents titled:</p> <ul style="list-style-type: none"> – Stowe Arena Turf Rental Agreement – No Smoking rule – Stowe Community Garden Plots <p>Stowe Amenity Guide by Stowe Parks & Rec – Indicates community gardens, walking paths/trails, bike paths/trails, seasonal activities, open spaces, courts – all categorized by park location.</p> <p>Memorial Park Master Plan – Includes necessary park features, proposed uses/activities, and recommendations. Highlights need to connect school, safety of pedestrians in road crossing, bike racks, benches, congregating areas with concessions.</p> <p>Sunset Rock Management Plan – Designated recreational area with plan detailing the trails, permitted and prohibited activities.</p> <p>Sterling Forest Management Plan – Section 3: Recreation p. 10-12 details different recreation trails.</p> <p>Cady Hill Forest Management Plan – Conserved land for recreation, plan designates trails, and permitted recreational activities.</p> <p>Mayo Farm Management Plan – Conserved land has recreation areas designated for municipal, public, local sporting leagues, recreational instructional schools.</p> <p>Stowe-Morristown Shared Use Path – The purpose of the Stowe Morristown Shared Use Path is to promote non-motorized travel and generally create a better link between the two communities in a way that allows access for the widest range of ages and abilities of bicyclists and pedestrians as possible to the Lamoille Valley Rail Trail (LVRT), the Stowe Recreation Path, the village schools, the two village areas</p>

themselves, the numerous other destinations in between these two areas and the larger region via the LVRT.

[History of the Stowe Recreation Path](#) – Historical reference guide for how the recreation path came to be and the importance of a community created greenway. Highlights the collaboration between businesses, residents, planning committees, land and water conservationists.

[Town Plan](#)

- p. 106 - Improving physical links (e.g., recreation path, public transit service) connecting Stowe Mountain Resort with Stowe Village, and other designated growth centers along the Mountain Road and Route 100.
- p.100 - 12. The Town supports residential Planned Unit Developments (PUD's) as a means to provide housing that can be more affordable and to provide **permanent open space**.
- p. 114 - Policy - Opportunities for the public to purchase local and organic agricultural and forest products through farmers markets, community gardens, farm stands and community supported agriculture; and
- p. 116 – Policy - The economic vitality of the Mountain Road Village and Mountain Road Crossroads will be maintained in a manner that supports village-scale development and high standards for site design through: a. Encouraging high density, mixed-use development that reflects a traditional village pattern and scale with individual sites that are well integrated into adjacent parcels; b. Providing public facilities, including streetscape improvements, sidewalks and infrastructure improvements to support the desired density and pattern of development.
- p.125- Goal: To provide a diversity of quality recreational activities, facilities and programs for Stowe's residents and visitors.

Associated Policies:

- The Town will plan for anticipated future demand on recreational services and facilities to accommodate future growth in population and visitors.
- The Town will seek to expand current levels of service and types of facilities, including the following:
 - Additional trails and trail-related facilities;
 - Upgraded recreation facilities and ball fields;
 - Recreation programs; and
 - Extensions of the Stowe Recreation Path.
- Recreation facilities will be maintained and improved in accordance with facility management plans (e.g. Mayo Farm Management Plan; Moscow Recreation Field Management Plan, Sterling Forest Management Plan, Cady Hill Forest Management Plan) as prepared by the Conservation Commission and/or Recreation Commission.
- The Mayo Farm Community Events Field will be maintained, and upgraded as necessary, for special events and will be used for recreation during non-event periods.
- The Town will continue to allow snowmobile access to town-owned properties and town roads in appropriate locations.

	<ul style="list-style-type: none"> – Recreation facilities, including trails, pathways, playgrounds, conservation areas, water access, etc., should be incorporated as features of new development projects and remain open to the public. – Memorial Park and its associated facilities will serve as the focus of recreational activities in Stowe Village. – The Town will work to increase awareness of the recreational resources within the community. – The Town of Stowe will continue to serve as the region’s premier outdoor sports destination. – The Town will retain ownership of its Class 4 roads as important recreational resources. – The Town will continue to support opportunities for trail-based recreation, including the development of mountain biking, to enhance Stowe’s position as a four-season recreation destination. – p.129- Class 1 and 2 roads will be maintained and upgraded, as needed, to promote the efficient movement of traffic within and through town, without undermining the historic character and pedestrian safety in designated growth centers. – Stowe Village will serve as the multi-modal transportation hub of the community. – Traffic calming improvements should be incorporated, as appropriate, along major roads in existing village centers, including along Route 100, Route 108 and Moscow Road. – The Town will continue to financially support local public transportation though its operational budget and continually work towards improving service and increasing ridership. – The Town will continue to support extensions of the Stowe Recreation Path. – Landscaping should be incorporated in the design of parking lots and the location of parking lots at the rear of buildings should be encouraged, where possible. – The use of public transportation and non-motorized forms of transportation will be encouraged in an effort to reduce pollution and greenhouse gasses. – All transportation improvement projects will comply with Vermont’s “Complete Streets” law when appropriate.
Waterville	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 38 – Health & Wellness Policy: Waterville supports opportunities for residents of all ages to engage in physical and recreational activities, benefiting their health and wellness.
Wolcott	<p>Re-Envisioning the Future of Wolcott – May 2015 - Project summary and recommendations from collaboration between Lamoille County Planning Commission and Healthy Lamoille Valley. Includes short and long term goals, the associated costs with those goals, funding and local community resources to help implement and sustain goals.</p> <p>Lamoille Valley Fit & Healthy Council Survey & Activities 2013</p> <p>Wolcott Community Design Analysis Presentation 2013</p>

	<p>Wolcott Community Meeting Results June 2013 – (1) Increase access to parks, recreational areas, and open spaces, (2) Increase access to healthy foods, (3) Creating a bike and pedestrian friendly community</p> <p>Town Plan</p> <p>Health Chapter Goals:</p> <ul style="list-style-type: none"> • To provide ample opportunities for the health and wellness of Wolcott residents. • To have the local data necessary to provide a baseline for measuring health and wellness in Wolcott. • To maintain and enhance recreational facilities and opportunities. <p>Land Use</p> <ul style="list-style-type: none"> • To encourage more physical activity through public land use plans and policies • To provide access to healthy, locally grown food • To provide access to land for community gardens <p>Health Chapter Policies:</p> <ul style="list-style-type: none"> • Wolcott should do its part locally to make the Lamoille Valley Rail Trail a rural trail facility that will provide opportunities for all users to enjoy nature and the scenic Vermont landscape to its fullest. • Developers of large residential projects should include adequate open space and pedestrian amenities for recreation by the future residents of the project. • The availability and affordability of locally grown foods to lower income residents should be increased. • Wolcott should plan for future community gardens • All public roads in Wolcott should provide for safe walking and biking. • Natural, scenic and recreational areas should be protected, so that they may be maintained as destinations for hiking, biking and other physical activities. • Public access to hunting and fishing and other outdoor recreation activities should be ensured. • Wolcott’s school children should be provided with ample nutrition and information pertinent to healthy living. <ul style="list-style-type: none"> – p. 83 details recreation infrastructure – p. 85 connecting the rail trail to the village center with healthy community design elements – p. 86 highlights the responsibilities of various entities in the community in creating a healthy community including schools, businesses, land use decision makers
Craftsbury	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 67 – Pedestrian & Cycling Access – highlights the trails and current infrastructure – p. 68 – Goals: <ul style="list-style-type: none"> ○ The Select Board will work to keep the Craftsbury roads safe for all users including pedestrians and bicyclists. ○ Continue to evaluate and pursue the 2005 recommendations of the Pedestrian/Vehicle Safety Committee. ○ Decrease the dependence of Craftsbury's residents on private automobile transportation whenever possible. ○ Provide for the development and use of recreational transportation systems wherever feasible.

	<ul style="list-style-type: none"> ○ Maintain a safe and passable network of roads at a cost affordable to the Town. – p. 71 – Recreation Objectives: <ul style="list-style-type: none"> ○ Explore creation of biking paths throughout the community. ○ Though available at the Craftsbury Outdoor Center, explore options for expanding mountain bike trails. ○ Planning for future playgrounds should be coordinated by the Recreation Committee with cooperation from churches, school and libraries. ○ Maintain the Eligo beach. ○ The Craftsbury Outdoor Center has mapped its recreational trails and has shared them with regional planning commission for use. Encourage sharing of mapping data layers of recreational uses and work to keep the information current. ○ Educate landowners on the potential uses of private land for public recreational access, and find solutions to the abuse of private and public property. ○ Publicize the events that are currently planned by the Recreation Committee and encourage the Committee's leadership in improving and upgrading both the activities and the facilities.
Greensboro	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 16 Transportation Goal 2: to encourage and accommodate multiple modes of transportation, including walking and biking, for all ages and abilities. – p. 16 Transportation Policies: <ul style="list-style-type: none"> ○ Look at the feasibility of a walking/bike path along the pavement from Gebbie Road through the Village to Tolman Corners and seek funding to create it ○ Identify and repair existing sidewalks hazards and areas of disrepair; ○ Work to create a sidewalk network to improve the pedestrian environment in the Greensboro Bend Village District; ○ Support Rural Community Transportation (RCT), and cooperate with local and regional entities to expand local transportation services. – p. 52 Recreation Goal: to ensure that recreation provides enrichment and improves the health and quality of life for all Greensboro residents and visitors. – p. 52 Recreation Policies: <ul style="list-style-type: none"> ○ Improve the recreation facilities in Greensboro Bend; ○ Support public access to winter recreation trails and summer hiking trails, including the Highland Lodge trails, and Lamoille Valley Rail-Trail; ○ Support senior recreation activities; ○ Support the swimming lesson program; ○ Work with the Mountain View Country Club to provide golf and tennis facilities to visitors at reasonable rates; ○ Work with the Town of Hardwick to protect the integrity of the public beach; ○ Create more public recreation trails in town; ○ Develop a recreational path on the Willey Beach property and provide access for Greensboro residents and visitors.
Hardwick	None found
Stannard	None found
Woodbury	<p>Town Plan</p> <ul style="list-style-type: none"> – p. 43-- Discusses the recreation and transit use of bicycle and pedestrian transit.

	– p. 44 Transportation goals and related strategies such as: Goal # 1: To maintain and improve Town roads to provide safe and reliable passage for automobiles, commercial vehicles, bicycles and pedestrians.
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