

*MINUTES SUBJECT TO CORRECTION BY THE SCENERY PRESERVATION COUNCIL. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COUNCIL.*

**SCENERY PRESERVATION COUNCIL  
MINUTES OF MEETING  
NATIONAL LIFE BUILDING  
SIXTH FLOOR, CONFERENCE ROOM "C"  
MONTPELIER, VERMONT  
November 14, 2005**

**MEMBERS PRESENT:** Jill Michaels, Chairwoman  
Tordis Isselhardt Diane Gayer  
Lew Sorenson Danielle Fitzko  
Rep. Deb Evans Sen. Hull Maynard

**MEMBERS ABSENT:** Matt Langham

**STAFF:** Peter Gregory  
Tom Kennedy  
John LaBarge

**OTHERS PRESENT:** Steve Gladezuk, CVRPC  
Don Wexler, Moretown Selectboard  
Marianne Riordan, Recording Secretary

---

**1. CALL TO ORDER and APPROVAL OF MINUTES**

Jill Michaels called the meeting to order at 10:17 a.m. Introductions were made.

Approval of Minutes of October 3, 2005

**MOTION by Deb Evans, SECOND by Diane Gayer, to approve the 10/3/05 minutes with the following corrections:**

Page 3, mid-page, paragraph beginning with "Gail Freidon" – change "shy" to "shire";

Page 4, 2<sup>nd</sup> paragraph, 1<sup>st</sup> sentence – change "Rutland City to Bennington County" to "Sudbury to Manchester".

**VOTING: unanimous; motion carried.**

**2. DISCUSSION OF ROUTE 100B CORRIDOR MANAGEMENT PLAN**

Steve Gladezuk, Central Vermont Regional Planning Commission, and Don Wexler, Moretown Selectboard, discussed the initiative to designate Route 100B as a byway (from the interstate exit (.5 mile) through the village to Route 100B (7.5 miles). Four letters of support were reviewed. Mr. Gladezuk noted the effort was funded through the TPI program. There is much interest and enthusiasm for the designation. David Raphael and Resource Systems Group did the corridor management plan. More people are getting involved and expressing interest at each public meeting. Planning for Route 100 south of Moretown has begun as well (Mad River Valley, Waitsfield, Fayston, Warren, Granville). There is discussion of a byway from Middlesex to Route 100/100B. There are historic attributes in the village of Middlesex. The railroad depot is there. Middlesex received an enhancement grant to study traffic calming since traffic is routed through the village now

with the new bridge in place. It was suggested future plans/efforts to include more of Route 100 could be included in the application for designation. There was mention of the past practice to seek federal funding for scenic roads prior to the formation of the Scenery Preservation Council.

Mr. Gladezuk reviewed the intrinsic resources in the corridor (archeological, cultural, historic, natural, recreational, and scenic), including evidence of Early American settlements (arrowheads found on the river bank), farms and barns, historic houses and mills, the river, gorges, surrounding hills, wildlife, scenic views, a bike lane on the roadway, swimming, floating, and fishing in the river.

Don Wexler read his notes regarding the Route 100B byway being a model for the national byway program on how a byway can accommodate both motorized and non-motorized users. A tag line could be: "Teaching cars and people to live together". Mr. Wexler urged funding of a pilot program concentrating on traffic calming measures beyond sidewalks, educating everyone on how to behave better while driving (e.g. sharing the road), sponsoring safe driving attitudes, displaying bumper stickers stating "Pace Car for Route 100B" for example, emphasizing health issues relative to other means of travel than cars. Mr. Wexler noted the first byway was established in 1907 and the national program was established in the 1950s, but the focus was on travel by and in cars. Now the emphasis should be coming to a destination and exploring by other means than in a car (i.e. bike, hike). Jill Michael stated the mission of the SPC is byways designation. Towns can develop their byway as they see fit.

Tom Kennedy pointed out there is no mention in the application of tourist centers or a byway center. There is much emphasis on connectivity though. Steve Gladezuk stated the application includes tourist information and efforts to preserve the scenery. The town is trying to relocate the town garage and develop the area where the garage is now (center of town) into a park. Kiosks and lower level of development have been considered. Don Wexler added just outside of Middlesex is an old schoolhouse owned by Green Mountain Power. The structure could be used as a visitor's center, for example. Diane Gayer agreed it makes sense to have Middlesex a waypoint center. There have been discussions of making the area behind the store into a park, stated Mr. Wexler. It was noted Vergennes had to work with Green Mountain Power with their byway designation. Vergennes and Green Mountain Power were partners on the Vergennes application.

There was discussion of the schedule for public hearings, a site visit, meeting with the Transportation Board, and the deadline for submission of the application for federal funding. Staff will work with the applicant on these matters. John LaBarge cautioned against mentioning expansion of the byway at this point in the process. The focus should be the Route 100B designation.

Jill Michaels asked about the regional planning commission's plans for Route 100 as a scenic highway. Steve Gladezuk stated the regional transportation plan recognizes roads towns feel are scenic. Lew Sorenson stressed the importance of connectivity between routes and resources for the designation. Be clear where the proposed highway begins

and ends, and that there are further connections. Also, printed material provided to the traveler can highlight assets in the region. The byway can be tied to pre-existing designations.

A site visit of Route 100B was scheduled on 12/12/05, 3 p.m. followed by a public hearing at 6:30 p.m. in the Moretown town hall. Peter Gregory will send specific details to the SPC.

### **3. DISCUSSION OF VERMONT BYWAY PROGRAM MANUAL**

The following items were discussed:

#### a) Byway traversing more than one municipality

There was agreement a byway must be a road/route, not a point or singular spot. The six intrinsic qualities must be demonstrated. The byway must be able to stand alone, but the corridor management plan should address connecting towns along the route. A minimum length for the byway is not required.

#### b) Local support for byway nomination demonstrated by vote by each town's selectboard

There was agreement at the conceptual (nomination) level, selectboard approval from each town on the byway is not necessary, but if the byway is to be a town project, then support of the town's selectboard is required. The byway route can go through a town that does not have the support of the selectboard, but it will not be promoted as a byway. The community can petition their selectboard to support the byway if that is what is desired by the townspeople. Those towns that choose to participate in the byway will have signs identifying the byway in their town and be eligible for grant opportunities. Those towns that choose not to participate in the byway will not have these items, however, the route will continue through their town (without signage). The language in the Byway Program Manual should be clear though that involvement by the people along the route is important. Following further discussion, the consensus was no change in the existing language in the program manual is necessary.

#### c) Informing landowners directly about a byway

The language in the Byway Program Manual should be clear general public notice will be given, not individual notice. There was discussion of notifying a landowner along the route with a specific/significant feature, such as gorge on his property, versus the landowner with a common feature, such as a hay field. Following further discussion, the consensus was no change to the existing language in the program manual is necessary.

The SPC will continue discussion of the Byway Program Manual at the next meeting.

### **4. DISCUSSION OF NATIONAL SCENIC BYWAY GRANT PROGRAM**

John LaBarge explained the application process: applications are received and reviewed by VTrans (Matt Langham and John LaBarge) to see if they qualify, if the budget is feasible, and if there is to be a state and/or local match, then the application is forwarded to LTF and on to the SPC where it is prioritized. Information on the program grant and reauthorization language on byways was given to the SPC for review.

## 5. UPDATES

### Connecticut River Scenic Byway Designation

Postponed until the next meeting.

### Travel Information Council Meeting

Postponed until the next meeting.

### National Scenic Byways Conference

Lew Sorenson and John LaBarge reported on the workshops they attended while at the National Scenic Byways Conference, including standardization of signs, geo-caching (scavenger hunt using GPS), capacity planning (the powerpoint presentation on capacity planning and other information to help planners will be added to the SPC website), and project development. Lew Sorenson noted the issue of standardization of signs is not unique. Generally, if the sign program is state run, then the signs typically are standardized versus grass roots efforts where signs are uniquely designed. It was also learned that byways can be anywhere, including through an industrial area to a residential area with historic homes to a natural wildlife area. The Eric Canal is now used for floating (kayaks, canoes) and the mule path is a bike path. In addition, state parks are planning for the effect of people using the park rather than the number of people visiting the park. For example, path capacity is being planned for when two people will encounter each other (i.e. every 30 minutes).

## 6. NEXT MEETING/AGENDA ITEMS

Next Meeting: January 9, 2006, 1 p.m., Montpelier.

### Agenda Items:

- Connecticut River Scenic Byway Designation
- Travel Information Council Meeting
- Continued Discussion of Vermont Byway Program Manual

## 7. ADJOURNMENT

The meeting was adjourned at 12:25 p.m.

*Minutes respectfully submitted by M. Riordan, Recording Secretary.*

“To Do” List from 11/14/05 SPC meeting:

1. A site visit of Route 100B was scheduled on 12/12/05, 3 p.m. followed by a public hearing at 6:30 p.m. in the Moretown town hall. Peter Gregory will send specific details to the SPC.