

II

Provide for and encourage transportation options that support community land use goals, reduce energy consumption and cut carbon emissions.

TIPS FOR ACCURATE SCORING:

- Look at town road map
- Review street design specifications or road standards
- Contact regional transportation association, regional planning commission, or transit authority; review maps of pedestrian/bike paths
- Talk with the Road Commissioner or Selectboard member

Transportation in Vermont represents one third of all energy use, accounting for about 45 percent of the state’s greenhouse gas emissions. With fuel prices on the rise, there are both economic and environmental reasons to reduce transportation energy use. Vermont’s rural development pattern makes this challenging, but towns can improve road networks, develop bicycle and pedestrian facilities, promote transit, and facilitate carpooling so that residents can save money on fuel while reducing emissions. Just as importantly, how land is used and resulting settlement patterns will determine whether a community will be primarily automobile dependent or whether biking, walking and transit will be readily available options.

A. Which of these options best describes the layout of local streets and roads?

- Streets form an interconnected network, and it is easy to get between two points whether in the town center or outlying areas..... 3
- The town center has a network of streets — but in outlying areas, streets are disconnected, with dead end roads and no clear pattern for getting around 2
- Streets are disconnected, with many dead ends and no clear pattern for getting around 1

B. How has your town planned for future streets, paths, or sidewalks?

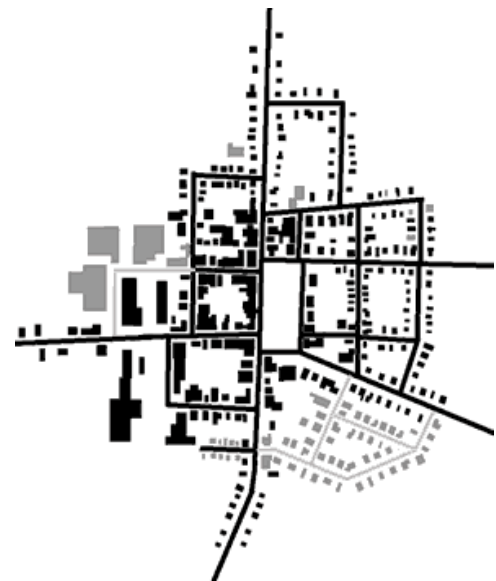
- We have a plan, such as a town plan transportation map, or an official map, that includes future streets, bike paths, and/or and pedestrian paths..... 3
- We have begun working on a plan for future roads and/or paths 2
- We have no plan for future roads and/or paths 1

C. Does your municipality have a policy regarding development on Class 4 roads that discourages encroachment into undeveloped areas?

- Development on Class 4 roads is not allowed, and it is the town’s policy not to upgrade them 3
- We discourage the upgrade of Class 4 roads, but allow new development on land served by them 2
- We do not have a policy about development on Class 4 roads 1

D. “Complete Streets” requires that new and reconstructed roads be designed to safely accommodate pedestrians, cyclists, and drivers. How is your town implementing this?

- We have developed a Complete Streets policy, including design guidelines (i.e., road/lane width, shoulders, sidewalks and bike lanes, etc.) for different road types 3
- We are working to develop a policy, or are implementing it on a project by project basis 2
- We are not implementing Complete Streets in our projects, or are unaware of it 1



New streets that form an interconnected network make it easier for cyclists and pedestrians to get around safely.

Strategic disinvestment

Public decisions and planning that reduce the amount of infrastructure that must be maintained but maintain mobility, safety, property access, etc. in other ways. The opposite is “haphazard disinvestment,” a situation where infrastructure falls into disrepair without any planning for alternatives.



E. What provisions has your town made for pedestrians and cyclists?

- We have a network of sidewalks and pedestrian/bike paths (or wide shoulders in rural areas) for non-motorized travel, and bike racks throughout town 3
- We have some sidewalks and bike racks, and a plan for pedestrian/bike paths to connect specific areas of town, along with wide shoulders where possible 2
- We have only limited sidewalks, and no plan for pedestrian/bike paths.. 1

F. How does your town guide the layout of streets and walking and biking paths for new development?

- Streets in subdivisions must connect to the existing street network, completing the grid where possible, or provide rights of way for future connections; cul-de-sacs are discouraged or prohibited. Links to any existing trail networks (paths, sidewalks) must be provided 3
- New subdivisions are encouraged, but not required, to connect to the existing street and trail networks and to provide options for cyclists and pedestrians 2
- Our town does not guide street layout for new development..... 1

G. Does your town use parking requirements to encourage a diversity of transportation options?

- We offer reduced parking requirements for developments in mixed use centers and/or incorporate features like ride sharing, shared parking, and bike racks/shelters 3
- We are exploring offering reduced parking requirements, but have yet to implement changes to site development standards 2
- We have not explored offering reduced parking requirements..... 1

H. Do town residents have access to carpool (e.g., park & ride) parking in your town?

- Yes 3
- We do not have a carpool area, but are considering adding one 2
- We do not have a carpool parking area or “carpool only” parking spaces and have not considered adding them 1

I. If public transportation is available to your town, is your town a member of the regional transportation association or transit authority?

- Yes 3
- We are exploring this option 2
- We could be a member, but we aren't 1

Score: _____

Scoring	Suggested Steps for Building Resilience
23-27 Resilient Community	<ul style="list-style-type: none">• Develop and implement a Complete Streets policy.• Build bicycle and pedestrian networks that connect to existing networks.
15-22 In Transition	<ul style="list-style-type: none">• Develop road policies that build a network of streets and that discourage encroachment into undeveloped areas.• Use the town plan transportation map to plan for future streets and bike/ped paths.
9-14 Needs Your Attention!	<ul style="list-style-type: none">• Join the regional transit organization.• Coordinate a location for a park and ride (formal or informal).

