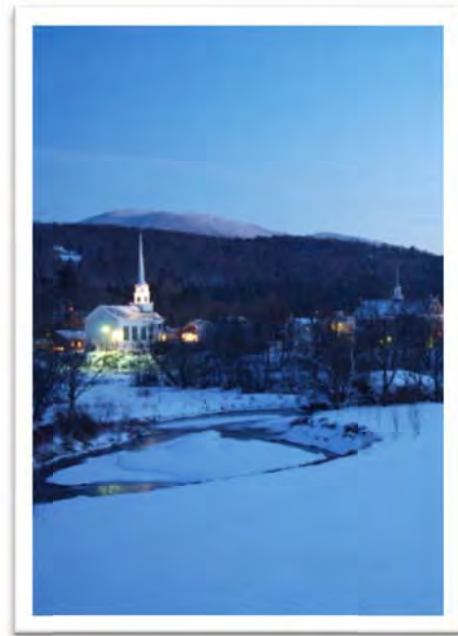
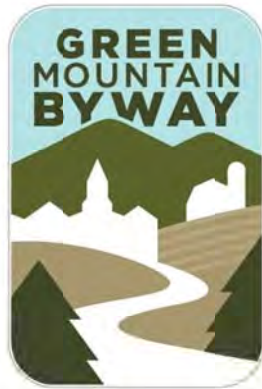


Green Mountain Byway Corridor Plan

2018 Update

Cambridge, Hyde Park, Johnson, Morristown, Stowe, and Waterbury



Prepared by Lamoille County Planning Commission
In partnership with Central Vermont Regional Planning Commission



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1. INTRODUCTION

A. The Vermont Byways Program

Inspired by the American penchant for history, travel, and recreation, the U.S. Congress created the National Scenic Byways Program in 1991, to help identify, designate, and promote scenic byways and to protect and enhance the recreational, scenic, historic and cultural qualities of the areas through which these byways pass. Since 1992, the National Scenic Byways Program has designated over 150 roads and funded thousands of projects for state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia.

The National Byways program gives states freedom to define their own ways of participating in the national effort, and Vermont has tailored a byways program that meets the needs and circumstances unique to its character. The Vermont Byways Program emphasizes the state's need to make transportation investments to strengthen the economy while also managing and protecting community character. The State program establishes a process to integrate growth management, economic development, and transportation investments, and creates a framework for different interest groups to reach corridor-wide strategies that balance their diverse issues.

Roads in Vermont play an integral role in the state's economy, its heritage, its character and in the everyday lives of citizens, but they represent a challenging public asset to manage, given that roads must serve the needs of a broad and diverse set of users. Thus, the Vermont Byways Program seeks to meet the needs of all users that exist along a roadway, while still maintaining the valuable resources that make Vermont such a vibrant and unique place to live.

It is important to note that the development of a Byway is not intended to affect or influence regulatory review processes. The byway is part of a non-regulatory program that creates no new permit processes. A byway may not impinge on or impact private properties or activities. It provides the constituents of the community and the region with an opportunity to create partnerships and initiatives, which facilitate the long-term management and development of the corridor in a manner that is consistent with their vision and goals.

B. About this Plan

For communities seeking to participate in the state level Vermont Byways Program, the submission of a corridor management plan is required. There are four sections of this document: (1) a brief overview of the Byway; (2) Byway planning; (3) overview of the Byway's intrinsic resources; and, (4) overview of goals, strategies and projects.

This document serves as a Draft Corridor Management Plan for the Green Mountain Byway (GMB). It is anticipated that this plan will continue to evolve and grow with changing conditions, needs and opportunities. This plan is intended to be a living document, and will be revised as needed.

C. Overview of the Expanded Green Mountain Byway

The expanded Byway Corridor includes the entirety of Waterbury, Stowe, Morristown, Hyde Park, Johnson, and Cambridge. With the exception of a few locally controlled and maintained Town Class 1 roadways, most of the primary roads are owned and maintained by the state. The corridor has direct access from Interstate 89 and US Route 2. The expansion of the Green Mountain Byway will represent a significant resource management, cultural heritage, and economic development initiative for this area of Vermont, and is a natural candidate for byway designation.

Currently, the Green Mountain Byway route is centered on VT Route 100 and US Route 2 in Stowe and Waterbury. The expanded GMB extends the central route of VT100 through Morristown and Hyde Park, and adds VT15A in Morristown, VT100C in Hyde Park and Johnson, VT15 in Morristown, Hyde Park, Johnson, and Cambridge, and VT108 in Cambridge and Stowe, which includes the Smugglers' Notch Scenic Highway.

The GMB links historic villages, lush river valleys, working landscapes, popular parks and recreational attractions. The highways serve as primary travel routes for those who work and live along it, and have long been recognized as a scenic corridor that attracts visitors from all over the world. An extraordinary range of landmarks, attractions and cultural, historic, recreational, natural and scenic resources can be found along the route. The expanded Byway showcases some of the most outstanding scenic landscapes and open spaces in the State of Vermont. Open spaces along the Byway corridor also provide stunning views of open meadows, farmlands and forests, all with the mountain backdrop. Fall colors are spectacular and vie with the summer and winter seasons in their attraction to visitors and residents alike. Historic homes, farmsteads, villages and mill sites are accessible all along the route. Indeed, the corridor contains an abundance of all the intrinsic resources that the Byway program is intended to identify, access, and celebrate.

The communities of the expanded Byway recognize these extraordinary values and the need to balance the attributes of the proposed byway with the practical considerations of everyday life along it. This plan represents a comprehensive and coordinated effort to promote the resources and opportunities represented by the Byway with the desire to support traffic safety and multi-modal travel and transportation. Byway designation will provide the basis for collaborative planning and development of byway initiatives, and the opportunity to obtain funding and support for implementing them.

Byway designation will provide a framework for local and regional collaboration, linking the six communities in a manner that will support collaborative initiatives and decision making with regard to the management of the corridor. The expanded designation will support the continuation of the public-private partnerships for byway planning and promotion, initiated in the first phase of work, which has resulted in this expanded Corridor Management Plan.

The expansion of the Green Mountain Byway will provide additional economic development opportunities and benefit local businesses and attractions through the coordination of marketing and media.

CAMBRIDGE

Cambridge was chartered in 1781. In 1785, the Town of Cambridge was organized and town officers were chosen. Early Cambridge history was dominated by agricultural and forestry uses. Today's Cambridge includes the villages of Jeffersonville and Cambridge, and retains the natural resources of the area while serving as a magnet for recreation, locally sourced food and beverage production, and a robust appreciation of the visual and creative arts. The Smugglers' Notch Area of Vermont is a four-season vacation destination. Outstanding natural beauty, great recreational opportunities, and unspoiled Vermont villages combine with modern shopping and services, lodging, and restaurants to provide visitors a unique experience. Smugglers' Notch is a spectacular pass at the foot of Mount Mansfield, and the road through the Notch is one of two officially designated scenic highways in the state. During the winter months a few miles of VT108 are closed at the summit, and the Notch becomes a haven for snowshoeing, skiing, and ice climbing. Smugglers' Notch Resort remains the focal point of activity throughout the year. Jeffersonville makes the area both easily accessible and rich in places to hike, canoe, fish, bike, and relax. Cambridge has a balanced and diverse local economy that provides rewarding local employment opportunities, at livable wages. Cambridge supports protection of its scenic resources as an important component to the tourism sector of the Vermont economy. Town Hall, Warner Masonic Lodge, Cambridge Junction Covered Bridge, Gates Farm Covered Bridge are historic sites within the town, in addition to the historic Village of Jeffersonville.

HYDE PARK

The Town of Hyde Park was chartered in 1781. With early development being a mix of small hamlets and farm land with rolling landscape vistas, the arrival of the Courthouse established Hyde Park as the Shire Town of Lamoille County in 1836, and the first railroad arrived in 1873. The Village of Hyde Park was formed in 1895 to operate a public water system after a massive fire in 1910 destroyed many buildings. The Lamoille County Courthouse, Hyde Park Elementary School, Hyde Park Opera House, and Governor's Mansion all proudly stand today as a testament to the importance of this community's history. The Hyde Park School, originally built in 1898, has been recently comprehensively renovated to be an educational and architectural center of the Village. Formed more recently in 1999, with state land acquisitions from the Morrisville Water & Light Company, Green River State Park has 27 remote campsites. The park surrounds the 653-acre Green River Reservoir with 19 miles of shoreline. Local zoning bylaws have protections for farmland, forestland, meadowland and forest block connectivity. Hyde Park and Stowe collaborated as pioneers to work towards achieving the State's renewable energy goals by installing municipally owned solar arrays, which provide a significant amount of electricity. The Lamoille Valley Rail Trail connects Hyde Park to Johnson and Morristown and VT100 is a designated bike route between central Vermont and Canada. Fishing along the Lamoille River is popular with a local campground having outdoor activities open to the public.

JOHNSON

Land was granted to Samuel Johnson in 1782 and the Town was chartered in 1792. Johnson is one of four towns (in addition to Stowe, Morristown, and Cambridge) that annexed portions of the former Town of Sterling by 1856, and the Village of Johnson was chartered in 1894. The Town of Johnson is about 45 square miles with mountains and forest dominating the landscape. The spine of

the Green Mountains runs through town from northeast to southwest and the Gihon and Lamoille Rivers wind through the town, both of which are major recreational and scenic resources. In the past, the Gihon provided the foundation for Johnson's water-powered mill economy. Johnson Woolen Mills dates back to 1836, and to date remains a core feature of the Johnson Village business district. Around the turn of the century, talc was the prominent industry in Johnson. Stowe and Smugglers Notch Ski Resorts located in neighboring communities of Stowe and Cambridge are major contributors to the regional economy. Johnson Village represents the community's cultural, commercial and institutional center. The Village is a compact community that is home to a number of unique businesses, heritage buildings and residential neighborhoods. The Village has long been a center for education and today approximately 42% of in-town jobs are in educational services. The roots of the Johnson campus of Northern Vermont University go back to the Johnson Academy School, founded in 1828. Today, the Johnson Campus of Northern Vermont University has approximately 1,950 students.

MORRISTOWN

The township of Morristown was chartered in 1781. According to records, by 1791 there were twelve inhabitants including two Native Americans. By 1795, there were enough people to establish a tavern that held the first school, a town house, and a brick church. The Noyes House Museum (c1796), Morristown Centennial Library (c1913), Morrisville Rail Depot (c1872) and the First People's Academy (c1847) all stand in Morrisville as important landmarks. Today, Morristown is approximately 50 square miles of predominantly forested lands, agriculture lands, and residential and business areas. Morrisville is the heart of Morristown and is home to most of the community economy and activity. An example of the strong economy is Copley Hospital and campus with many medical services and senior housing. Morristown has maintained its small town character while promoting growth, with a downtown hub of activities for locals and visitors while industrial activities are just outside the Village boundary. Downtown Morrisville proudly hosts the Lamoille Valley Rail Trail, history and art walking tour, with two breweries and one distillery nearby.

STOWE

The Town of Stowe was chartered in 1763. The first non-native inhabitants arrived thirty-one years later in 1794. In 1864, the Mt. Mansfield Hotel in Stowe Village was established as Stowe's first resort hotel and one of the first in Vermont. Stowe's economy, which until 1950 was primarily resourced-based, began its evolution into a service-based tourist economy. With the installation of the first chair lift in 1940, the ski industry thrived in Stowe and by the mid-1960s Stowe emerged as the most recognized ski destination in the eastern United States. Since that time, recreational activities on Mount Mansfield and surrounding mountains have continued to shape the town and define it as a major recreational destination. Outdoor recreation has become a primary force in shaping the lifestyle of many town residents. Many businesses within the community are oriented toward and thrive on the year-round recreation and tourism industries. The town also has a vibrant cultural scene and many special events that have been critical to the success of Stowe's evolution as a four-season tourist destination.

WATERBURY

The Town of Waterbury was chartered in 1763. The Central Vermont Railroad came to Waterbury in 1849. Waterbury Village's growth encouraged its use as a regional transportation and commercial center. A budding tourism industry was fostered by the construction of the Waterbury Inn in 1885, and the establishment of the Mount Mansfield Electric Railroad to carry passengers to Stowe in 1896, until its closure in 1932. In the early 1890's, the state constructed the Vermont State Hospital in Waterbury Village. The devastating flood of 1927 destroyed many of the buildings, rail lines, roads and bridges in Waterbury and the surrounding area. The Little River Dam was built in 1938, by the Civilian Conservation Corps, as a flood control project and the Waterbury Reservoir was created. To this day, the reservoir remains an important public recreational and scenic resource. Today Waterbury has earned a reputation as Vermont's recreation crossroads and an ice cream, coffee, and craft beer production center. The transportation corridors are an important component of the town's plan for managing growth and development. The scenic vistas of the Green Mountains and the Worcester Range frame the corridor.

2. BYWAY PLANNING

A. Expansion of the Green Mountain Byway Steering Committee

In 2016 and 2017, in response to direct requests the Central Vermont Regional Planning Commission and Lamoille County Planning Commission worked with town officials and local organizations to seek out representatives from the four added communities to serve on the expanded Byway Steering Committee. The purpose of the Committee is to represent various interests and user groups. An introductory meeting for committee members was held in January 2017 and additional members were later added as word of the project spread.

There have been too many members and supporters of the Steering Committee over the years to name here, all of whom have been essential in bringing the Byway to where it is today. Recently active members of the Steering Committee who dedicated time to expanding the Byway include:

Amy Morrison, Stowe Area Association	Barbara Baraw, Stowe Historic Preservation Commission
Bob Malbon, Hyde Park Planning Commission	Carol Robertson, Village of Hyde Park Manager
Dan Currier, Central VT Regional Planning	Hilary DelRoss, VT Dept. of Tourism & Marketing
Mike Hedges, Waterbury Conservation Commission, VT Agency of Transportation	Laura Parette, Revitalizing Waterbury, Laura Parette Designs
Karen Nevin, Revitalizing Waterbury	Metzi Anderson, Stowe Land Trust
Rachel Peck, Stowe Area Association	Ron Rodjenski, Town of Hyde Park Administrator
Steve Lotspeich, Waterbury Town Planner	Brian Story, Town of Johnson Administrator
Tom Jackman, Stowe Town Planner	Meredith Birkett, Village of Johnson Manager
Ron Carter, Cambridge Rotary, Smugglers' Notch Resort	Tricia Follert, Morristown Community Development Coordinator
Tim Yarrow, Village of Hyde Park Trustee	Riki French, Village of Hyde Park Trustee
Mark Schilling, Cambridge Town Clerk	Aaron Jacobs, VT Dept. of Forests, Parks, & Recreation
Alyssa Johnson, Revitalizing Waterbury	Margo Sayah, Cabot Cooperative Cheese
Robert Moore, Lamoille County Planning Commission	Anne Imhoff, Waterbury Historical Society

B. Public Planning Process

The Green Mountain Byway was established with approval by the Vermont Transportation Board in 2008. The initial Green Mountain Byway public planning process was robust, thorough, and spanned a period of time from the first bus tour in January 2008, to the interpretive sign panel bus tour in October 2016. Media coverage (i.e. Channel 22 news) of the interpretive sign tour is credited for raising awareness of the Byway to neighboring communities, and soon the new communities were regularly participating in the Steering Committee meetings. One by one, the communities submitted letters of interest to join the Byway. New Byway Committee members attended selectboard and trustee meetings, placed notices in Front Porch Forum and other social media, and practiced the tried and true word of mouth method of spreading the news. Committee members also approached businesses and non-profit groups in the region to have one-on-one discussions about what a Byway is and why it would be valuable for the community to join in. The most common theme in these conversations was tapping into and leveraging the power of state and national tourism marketing resources.

In October 2017, after several months of planning, the Steering Committee hosted the first public outreach and informational meeting about the proposed expanded Byway with support of engaged participants from the four new communities. Nearly 50 attendees included municipal staff and volunteers, trustee and selectboard members, business owners, residents, marketing and tourism professionals, state employees, and more. It was made clear all four new communities had broad based public support for pursuing the Byway expansion.

With the confidence of the public behind them, the expanded Steering Committee began a thoughtful review and brainstorming of possible changes to the Byway website and printed materials. The Committee meetings continued to be announced to a growing list of supporters and participants and were held in fully accessible public locations. Committee meeting attendance was truly collaborative as demonstrated when a regular attendee could not make a meeting, a substitute was present to report back and keep the ball rolling. The Committee held a second public meeting in May 2018. This second meeting was intended to continue the input provided during the first meeting. Although it was attended by fewer people, it was very focused and provided insight to the Steering Committee. Input provided by attendees from both public meetings is included with this Plan.

Each community was charged with engaging local stakeholders from within their borders, in order to collect information to be included in this Plan. Committee members culled and combined information from the public and targeted individuals, and provided it to LCPC for inclusion in this Plan. The Committee recognizes the importance of public participation for the long term sustainability of the Committee and for achieving the Byway Program Goals.

C. Vision and Themes

The vision for the Green Mountain Byway is centered on a balance between the conservation of valued scenic and cultural resources with the community's social and economic well-being. This corridor represents quintessential Vermont due to its combination of landscape, legacy and sense of

community in six historic towns where people live, learn, work, recreate and enjoy a high quality of life. This quality is not necessarily defined in material wealth, but in the wealth that is represented in the families, neighbors, villages and natural beauty that are so distinctly appreciated and so directly incorporated into the local identity. This sense of place is shared by both residents and visitors.

Themes for the Expanded Byway

i. **SCENIC AND COMMUNITY CHARACTER** is one essential theme which rises above all other considerations, as it upholds that which is cherished and valued about this corridor. In fact, the initiative to expand the Byway has arisen from the collective concern to preserve or protect scenic views and aesthetic qualities and conserve outstanding landscapes. The pressure of real estate development and other changes on the ground threaten to impact the scenic and natural landscapes of the region. Thus, the goal for this aspect of the project is to keep the corridor's engaging visual and natural resource qualities intact, appropriately managed and, in some instances, maintained or conserved in their current state for generations to come. The byway management plan and initiatives are to focus on projects and programs that can sustain the region's sense of place and renowned landscapes.

ii. **SHARING THE ROAD** is a critical component of the byway management plan and will be important to ensure the ultimate success of the byway. The highway network can function as both an efficient travel way and as a portal to the intrinsic resources of the byway. Our roads support multiple purposes for local residents and visitors and must remain safe and accessible for all modes of travel. This theme of multiple users and access implies ongoing collaboration with VTrans as well as the six communities with regard to how the roads are managed and improved. Enhancements such as traffic calming in villages, safe intersections, and roads designed to support bicycle traffic are just a few examples of how this theme may be followed through.

iii. **IDENTIFICATION OF AND ACCESS TO RECREATIONAL AND NATURAL AREAS.** This theme highlights myriad opportunities to appreciate the abundant recreational and natural attractions within the byway corridor. Sign and wayfinding systems, kiosks and brochures, web connections and publicity of events and activities will all contribute to linking the corridor together, and making these experiences and opportunities available to people of all ages and abilities, whether local or visiting from afar.

iv. **CELEBRATING THE CORRIDOR'S CULTURE AND HISTORY** enriches the visitor's experience and informs residents about their history. The Byway communities share a treasure trove of historic and cultural stories, examples yearning to be shared and experienced. The byway can help facilitate a better understanding of these resources through preservation initiatives, communication and the continued enhancement and development of interpretative opportunities and events.

v. **COMMUNITY COLLABORATION** is intrinsic to the development of the Green Mountain Byway. Through ongoing collaboration and the sharing of resources and information, the six communities can work together to implement and manage the byway for years to come. This collaboration and integration is essential and is one of the hallmarks of the byway movement, insofar as the byway is intended first and foremost to be developed by and for the people and

communities that make up the corridor. Part of the purpose for this collaboration is also to promote public awareness. This synergy enhances and sustains the byway from its inception and into the future. It is through this collaboration that the byway and its steering committee may fulfill the vision that these themes represent.

3. INTRINSIC RESOURCES

In order for a road to qualify as a Vermont Byway, it must show at least one of the six intrinsic qualities as outlined by the State Byways Program: archaeological, cultural, historic, natural, recreational and scenic. The designation provides a formal way for the community to identify, conserve, and promote the Green Mountain Byway and its important resources. The following sections provide an overview of the resources present in the Green Mountain Byway.

A. Scenic Qualities

Scenic resources and visual character have been identified as the most important theme for the Green Mountain Byway. Vermonters place a high value on the scenic qualities of the state's landscape, and there is a distinct economic value to this landscape. The distinctive mix of farm, forest, village and mountain views are a characteristic of the region, and provide one of the primary assets of our tourism industry. Many natural and scenic resources have been conserved in the Byway communities through the collaborative efforts of their town officials, Stowe Land Trust, Vermont Land Trust, the Nature Conservancy and others.

In summary, the overall consistent high scenic resource quality is due to several distinct visual character components:

- Numerous locations with outstanding long distant views of the high ridges of the Green Mountains and Worcester Range, which provide the backdrop for the Byway corridor
- The alternating patterns of undeveloped meadows and historic farmsteads and their associated cultivated lands
- The historic buildings and settlement patterns which characterize the village areas along the route
- Rivers, streams and covered bridges

B. Historic and Archaeological Qualities

The historic and archaeological resources present along the Byway tell the story of centuries-long human habitation and land use practices. Agriculture, forestry, recreation and other activities have sustained settlements in the region over the course of many centuries. Buildings and other structures, including stone walls, fences, dams, roadways, bridges, cemeteries and other markers, as well as archaeological remains of both Native American and European habitation, serve as both testimonial and symbols of human interaction with the land.

The historic and archaeological qualities of the Byway constitute an essential link to our distant and recent past. Archaeological sites such as cellar holes, remains of sawmills, and early farm sites can help us understand how our ancestors lived, managed their resources, and used technology. Sites can also provide invaluable information on micro and macro environments and on changes in

climate, landforms and waterways. The presence of the Waterbury and Green River Reservoirs, for example, represent a significant human intervention on the natural landscape.

The more densely settled areas along the Byway are well preserved centers with many historic resources. The historic districts include Waterbury Village, Colbyville, Waterbury Center, Moscow, Stowe Village and Lower Village, Mountain Road, Cambridge, Jeffersonville, Hyde Park, Johnson and Morrisville. All of these population centers are included on the Vermont State Historic Register for their significance to architecture and the building trades, the history of transportation and recreation, and for people and events important to the state's history. Six of the districts are listed on the National Register of Historic Places: Jeffersonville, Morrisville, Waterbury Village and Mill Village in Waterbury, and Stowe and Moscow Villages in Stowe.

C. Cultural Qualities

The six Byway communities maintain a vibrant cultural identity rooted in the tradition of rural Vermont. The Byway possesses an eclectic blend of cultures as expressed through diverse local arts, products, festivals, and other activities. The common cultural themes are the traditional place-specific sensibility and a contemporary cultural atmosphere.

Unique Vermont products help to create a distinctive sense of place along the Byway. Famous Vermont products are available at places like Cabot Farmers Store, Ben & Jerry's Factory, Johnson Woolen Mills, The Alchemist Brewery, and Boyden Valley Winery. The region is known as one of the premier dining destinations in New England. Dining options reflect the diversity of the area and provide residents and visitors with a wide selection of cafes, taverns, and restaurants.

The corridor also boasts a rich array of opportunities in the arts. Examples of local attractions include Johnson's Tuesday Night Live summer concerts, Bryan Memorial Art Gallery in Jeffersonville, Morrisville's History and Art walking tour, Hyde Park Opera House, the Waterbury Festival Players, and Stowe's Exposed Outdoor Art show.

D. Natural Qualities

The natural qualities within the corridor refer to those resources that possess value as places for natural education and interaction, or as an extractable material resource. The presence of these resources has been one of, if not the most important, factors in the past and present of Vermont. Sustaining activities such as agriculture, forestry and recreation depend on the rich abundance of natural resources of the land. Protecting and increasing public awareness of these resources within the corridor will be an essential part of the sustained harmony between humans and the environment.

The area within the corridor enjoys a unique natural legacy. Mt. Mansfield stands as Vermont's highest peak and holds a dominant presence in the region, serving as the primary natural and cultural landmark. The recreational activities that have come to define the area are largely in place because of the pristine and breathtaking natural qualities of the Green Mountains and the Worcester Range. Waterbury Reservoir and Green River Reservoir are the largest water bodies within the Byway communities. Various other rivers and streams present natural resource value for their recreational and scenic quality.

Agricultural soils are also an important natural resource for the region. Agriculture is an important historical and cultural aspect of the region and exists mainly in the areas where the soil is favorable to the cultivation of crops. Farms are identified as a vital cultural aspect of the region and protection of these resources is seen as an essential component to the future of the area. Much of the land within the corridor is conserved land, most of which is publicly owned State Forests and Parks. Organizations are working to acquire and conserve lands as a public resource. While the remaining portions of the corridor are privately owned, there are measures that can be taken to protect the intrinsic resources in those areas.

The corridor is characterized as extensively forested, with mountainous and hilly terrain. The area offers immense value ecologically, culturally, and economically. Ecologically, they comprise the backbone for wildlife habitat and biological diversity. The Byway corridor has several areas of sensitive land with ecological value that deserve special attention. These areas, as identified by the State of Vermont, include but are not limited to wetlands, floodplains, rare and endangered species habitats, and sensitive riparian vegetation.

Gravel resources are also abundant along the Byway corridor. There are several commercial and municipal operations which are necessary for road maintenance and construction, and contribute to the local economy. Extraction of these resources should be considered in terms of scenic and environmental impact on the Byway corridor.

E. Recreational Qualities

Recreation holds a dominant, year-round presence within the Byway corridor. The alluring natural features have long been a draw to the area. The Byway includes Mt. Mansfield, Vermont's highest mountain. The topography and natural quality supports a plethora of recreational activities. Skiing, sightseeing, hiking, mountain biking, and paddling are only a few of the favored pastimes that make the area a year-round destination for recreation. This continues to be a central aspect to the economic and cultural vitality of the region.

There are four state parks in the Byway corridor that offer a range of year-round recreational opportunities. In winter, skiers and snowboarders from around the world come to experience Smugglers' Notch Resort and Stowe Mountain Resort, and 1000s of acres of back country terrain. More than 100 miles of snowmobile trails weave throughout the corridor, with rentals and guided tours available. Winter attractions are rounded out with unique experiences like sleigh rides, indoor and outdoor ice skating, dogsledding, snow biking, and snowshoeing. The diverse activities support this region as a national and international recreational destination year-round.

Summertime brings its own host of recreational activities to the Byway communities. Hiking and biking are popular activities in the area and are well supported by an abundance of trails. The Lamoyille Valley Rail Trail, passing through Cambridge, Hyde Park, Johnson and Morristown is about 17 miles and provides safe access in each of these communities for biking, walking, rollerblading, cross country skiing, snow biking, snowmobiling, and more. In Stowe, the paved Recreation Path runs 5.3 miles out from the village center and is for biking, walking, and rollerblading. More adventurous hikes lead to local summits of the Green Mountains and Worcester Range, including Mt. Mansfield. The Green Mountain Club, with its headquarters on VT100 in

Waterbury Center, provides information on favorite local hikes on trails and coordinates trail maintenance throughout the state for the Long Trail which passes through Stowe, Cambridge, Morristown, and Johnson.

Mt. Mansfield is a primary recreation attraction in the summer with rides to the top via The Gondola or the historic Mt. Mansfield Auto Toll Road. Stowe Mountain and Smugglers' Notch resorts also have plentiful summer activities including world championship disc golf, zip lines and tree canopy courses. Four public golf courses fall in the Byway corridor: Ryder Brook Golf Club and Copley Golf Club in Morristown, Blush Hill Country Club in Waterbury, and Stowe Country Club in Stowe. Mountain biking has also exploded in popularity with more than 200 miles of sanctioned and informal trails in all six towns.

Foliage becomes the dominant tourism attraction in autumn. Drivers, bikers, and walkers alike come to take in the magnificent views and colors that are the region's natural heritage. In addition to the recreational aspect, autumn in New England has become a central component of the region's identity and culture.

Local rivers and streams support the pastimes of fishing and paddling. Thousands of acres of lakes, ponds, and reservoirs have numerous access points, several of them being state parks where boat launches and rentals are available along with picnic areas, swimming areas, beaches, camping, hiking, and other public facilities. The Lamoille River and Little River and their many tributaries offer hundreds of miles of fishing, boating, tubing, and other activities.

4. IMPLEMENTATION: PROJECTS, STRATEGIES AND GOALS

The expanded Green Mountain Byway Corridor Management Plan was prepared through the combined efforts of the Steering Committee, the Central Vermont Regional Planning Commission (CVRPC), and the Lamoille County Planning Commission (LCPC). The committee consists of representatives from the Byway communities, the regional planning commissions, State agencies, local residents, business owners, art enthusiasts, and historians. The collaboration of the committee has been essential for ensuring that the varied interests of the region are appropriately represented as well as making sure that the Plan is consistent with plans of the participating municipalities and regions.

A. Byway Projects

This Green Mountain Byway Management Plan identifies several specific project areas for implementation. These projects have been identified as possible next steps for the Byway Committee to enhance and leverage tourism and marketing resources. The projects reinforce overall Byway vision and include supporting the visitor experience; providing access to resources and information; and continuing ongoing efforts in the corridor to conserve and protect scenic resources and open spaces. In addition to common themes, each participating community identified priority projects of particular interest to their community. These projects are listed below. Following the project list is a discussion of goals and strategies. All projects identified here fall within the broader framework of the goals and strategies.

Cambridge

- Market the Lamoille Valley Rail Trail and local services supporting the trail such as bike rental, bike repair and trailhead locations
- Market Brewster River Brewery, Boyden Valley Winery and Smugglers' Notch Distillery
- Work to improve pedestrian infrastructure in Jeffersonville

Hyde Park

- Continue to revitalize the Village of Hyde Park and encourage investment by improving accessibility to the Village and the Lamoille Valley Rail Trail from VT 15
- Promote the recently designated North Hyde Park Village Center
- Enable small business growth throughout the town through local bylaws and policies, and regional amenities such as the Rail Trail and Green Mountain Byway

Johnson

- Revitalize and implement the vision for the Railroad Street Corridor to serve as a gateway from Johnson Village to the Lamoille Valley Rail Trail, including a brewery, maker/artist workspace, recreation facilities/services, and culinary/tourism center
- Work to develop Johnson Light Industrial Park to promote Johnson as a central community that connects regional activity with the economy of Chittenden County
- Leverage the valuable presence of Northern Vermont University in Johnson to support economy, workforce and culture

Morristown

- Create wayfinding and interpretive signage in the downtown
- Revive Oxbow Park as a destination for locals and tourist by adding amenities and public facilities
- Establish a pedestrian system throughout the town connecting the present walking/hiking/biking trails and adding trees into the streetscape

Stowe

- Coordinate and work with local land trusts such as the Stowe Land Trust to protect and preserve scenic resources
- Provide and maintain trails and open space lands that serve to link existing state and municipal open spaces, as well as other trail networks, both existing and planned, to facilitate a variety of recreation activities
- Improve vehicle, pedestrian and bicycle mobility, activity, and safety within villages and along the byway route

Waterbury

- Develop wayfinding and interpretive signage systems in downtown Waterbury and Waterbury Center Village, including interpretive exhibits at cemeteries
- Work with the Waterbury Conservation Commission, local land trusts, other organizations, and interested landowners to protect and preserve scenic and natural resources in the Shutesville wildlife corridor near the Waterbury/Stowe town line
- Improve pedestrian access and linkages on and around the Byway corridor, including establishing, defining and developing a pedestrian system in all of Waterbury Center Village with related traffic calming measures on VT 100 and nearby town roads

B. Byway Goals and Strategies

Seven important goals are proposed for the expanded Green Mountain Byway. These goals provide the basis for identification, implementation, and management of the corridor's intrinsic resources and are intended to stimulate and promote scenic, recreational, economic and environmental benefits for the byway communities and transportation systems

Goal 1: Scenic Quality and Community Character

Preserve, maintain, and enhance the Byway Corridor's scenic resources and community characteristics.

Strategies

- 1.1 Inventory and map scenic areas, vantage points, and view corridors.
- 1.2 Evaluate and amend local plans and/or regulations to preserve and enhance scenic qualities.
- 1.3 Create a wayfinding system that highlights local assets and improves connectivity between the assets.
- 1.4 Cultivate scenery and community character by supporting the “open lands surrounding villages” built environment.
- 1.5 Coordinate and work with land trusts to protect and preserve scenic resources.

Goal 2: Recreation

Preserve, maintain, and enhance access to recreational opportunities within the Byway Corridor.

Strategies

- 2.1. Map existing recreational assets and work to improve connectivity between these assets. Examples of assets to map and connect include swimming holes, hiking trails, biking trails, VAST trails or town parks.
- 2.2. Improve existing and develop new recreational assets. An example of a new asset is a mountain bike ride center linking existing mountain bike trail systems.
- 2.3. Work to promote recreational resources and services.

2.4. Provide, maintain, and improve parking, access, and safety at recreational areas and sites within the byway.

Goal 3: Historic and Cultural Resources

Plan for the preservation of the built environment such as village and downtown centers as well as community values and the unique historic, cultural, and archaeological resources of the Byway Corridor.

Strategies

3.1. Promote the interpretation of local historic and cultural resources with additional interpretive exhibits.

3.2. Support historical commissions and societies in their efforts to inventory resources and carry on events that promote historical resources.

3.3 Support local efforts to bring visitors into the community, especially those designed to highlight culture and history. This may include regular farmers markets, craft fairs or other activities that could strengthen local pride and the local economy.

3.4. Promote local arts organizations and their events. Examples include River Arts in Morrisville, Cambridge Arts Council, and Helen Day Arts in Stowe.

3.5. Develop new outdoor public art exhibits to add to the existing successes such as Cambridge's painted silos or "Exposed", an outdoor sculpture show in Stowe.

Goal 4: Natural Resources

Preserve, maintain, and enhance natural features and environmental areas found within the Byway Corridor.

Strategies

4.1. Work with local land trusts and interested landowners to protect and preserve natural and scenic resources.

4.2. Support conservation efforts that protect our rivers and ridgelines.

4.3. Enhance active use of our public waterways and mountain "playgrounds" while being a responsible steward of the environment. An examples of an activity to enhance use of natural resources include developing landing locations for canoes and kayaks along Lamoille River.

4.4. Promote active use of trails, town forests and public recreational lands.

Goal 5: Economic Development and Tourism

Expand public knowledge of the Byway Corridor's intrinsic resources while providing economic opportunities for residents and businesses.

Strategies

5.1 Participate in all marketing opportunities provided with byway designation, to include brochures, web sites, maps, and other media.

5.2. Develop tourist itineraries and joint marketing promotions for businesses specific to the Byway. Create a guidance document for businesses to increase the use of the Byway in marketing promotions.

5.3 Develop a Sign Plan and/or Wayfinding System for signs related to the byway including informational and interpretive signs. An example includes a wayfinding system from the Byway corridor to the Lamoille Valley Rail Trail.

5.4. Promote our vibrant villages as well as economic development districts centered around area business/industrial parks.

Goal 6: Transportation and Safety

Create and maintain a safe Byway Corridor for all users by appropriate means that improve safety, calm traffic, and enhance overall mobility.

Strategies

6.1. Maximize and promote the safe use of the existing transportation network for appropriate bicycle and pedestrian use.

6.2. Establish and improve a pedestrian system in our historic villages.

6.3. Implement traffic calming measures to control traffic speed in village centers and downtown areas.

6.4. Support efforts to develop a strong public transit system and interconnect local roads with train and aviation networks.

6.5. Continue to maintain and improve streetscape in our community centers.

6.6. Work with the Vermont Agency of Transportation to maintain and preserve the characteristics of the roadway that make it a desirable place to live near and visit.

Goal 7: Community Collaboration

Engage interested citizens and local organizations in a collaborative manner to publicize, promote, and manage the Byway.

Strategies

7.1. Continue to organize and promote existing and new community events in the Byway Corridor.

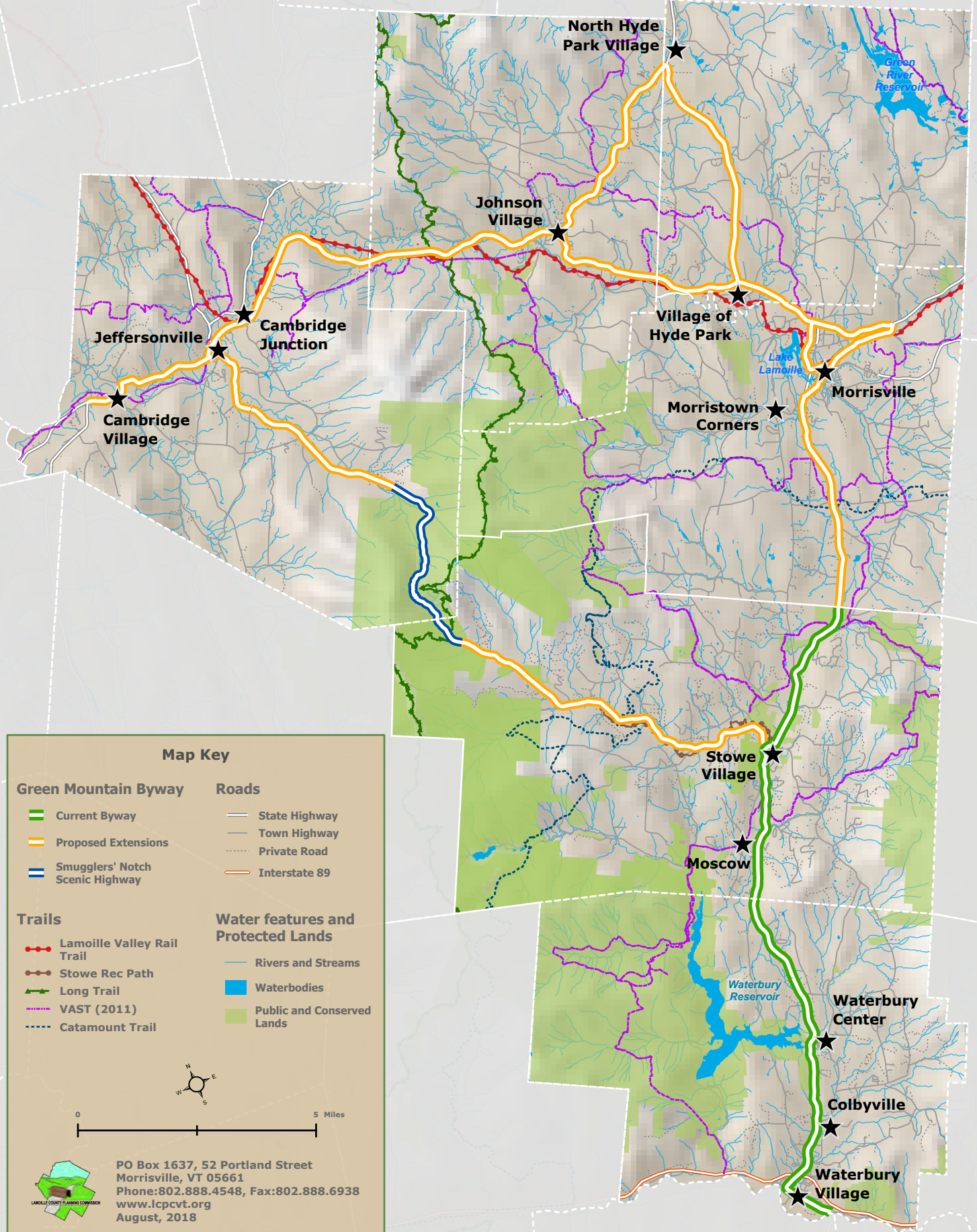
7.2. Network with various community organizations to promote the Byway.

7.3. Develop the means by which to support the ongoing activities of the Byway Steering Committee, with the participation of representatives from all facets of the Byway community. A process for sustaining the Committee over time should be developed.

Green Mountain Byway

Current Byway and Proposed Extensions

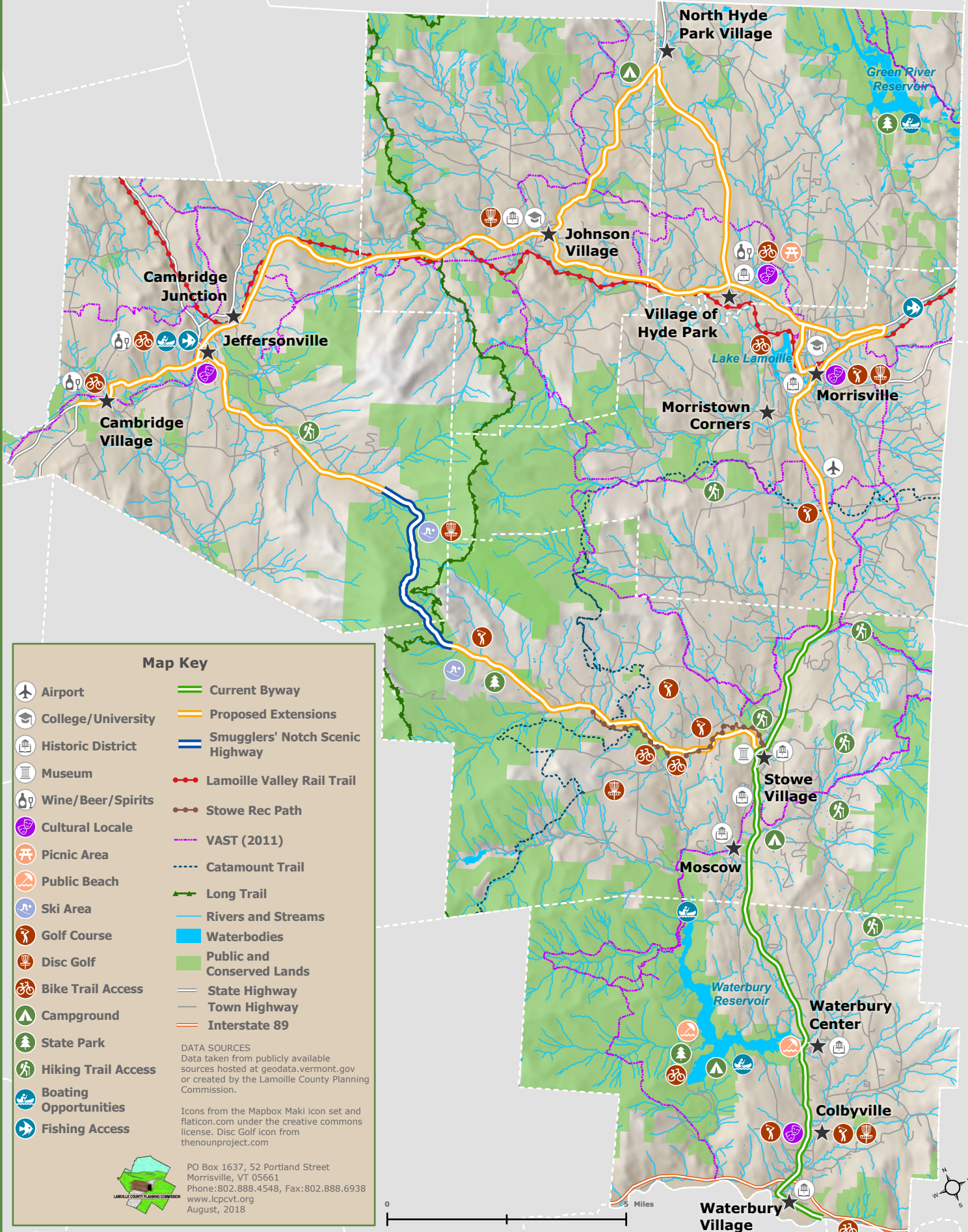
Appendix A



For planning purposes only. Not for regulatory interpretation.

Green Mountain Byway

Intrinsic Resources



Map Key

- Airport
- College/University
- Historic District
- Museum
- Wine/Beer/Spirits
- Cultural Locale
- Picnic Area
- Public Beach
- Ski Area
- Golf Course
- Disc Golf
- Bike Trail Access
- Campground
- State Park
- Hiking Trail Access
- Boating Opportunities
- Fishing Access
- Current Byway
- Proposed Extensions
- Smugglers' Notch Scenic Highway
- Lamoille Valley Rail Trail
- Stowe Rec Path
- VAST (2011)
- Catamount Trail
- Long Trail
- Rivers and Streams
- Waterbodies
- Public and Conserved Lands
- State Highway
- Town Highway
- Interstate 89

DATA SOURCES
Data taken from publicly available sources hosted at geodata.vermont.gov or created by the Lamoille County Planning Commission.

Icons from the Mapbox Maki icon set and flaticon.com under the creative commons license. Disc Golf icon from thenounproject.com

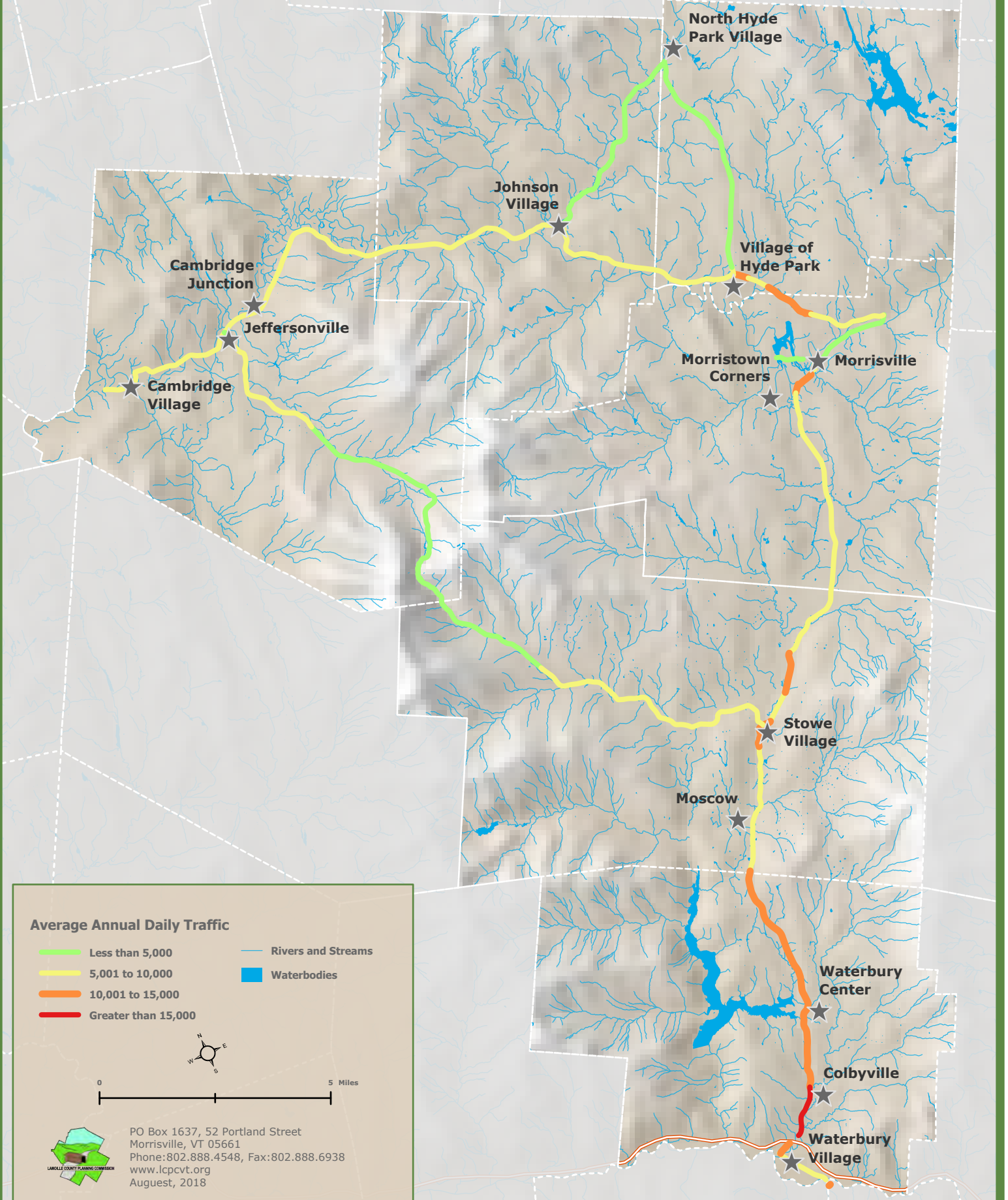


PO Box 1637, 52 Portland Street
Morrisville, VT 05661
Phone: 802.888.4548, Fax: 802.888.6938
www.lpcvt.org
August, 2018

For planning purposes only. Not for regulatory interpretation.

Green Mountain Byway

Average Annual Daily Traffic, 2016



Appendix B – Green Mountain Byway Corridor Plan Update

Expanded Byway Intrinsic Resources and Projects

Intrinsic Resources

HISTORICAL AND/OR ARCHEOLOGICAL

CAMBRIDGE

- Existing historic buildings and sites
- Designated Historic Village of Jeffersonville
- Covered bridges

HYDE PARK

- Lamoille County Courthouse – Main Street
- Governor’s Mansion – Main Street
- Hyde Park Elementary School – East Main Street

JOHNSON

- Covered bridges – Powerhouse Bridge on School Street and Scribner Bridge on Rocky Road
- Johnson Woolen Mills – Original Mill Building on Main Street
- Johnson Historical Society – Large collection of local artifacts with historical significance

MORRISTOWN

- Morrisville Historic District: History and Art Walk, a green line that takes you through a comprehensive historic and artistic walk with interpretive panels at each location
- Noyes House Museum – Lower Main Street
- Morrisville Memorial Park - Upper Main Street

STOWE

- Gold Brook Covered Bridge
- Sterling Forest Historic Area
- Stowe Village Historic District

WATERBURY

- Waterbury Railroad Station - 1 Rotarian Place
- Green Mountain Seminary Building - 201 Hollow Road
- Mt. Mansfield Electric Railway paralleling Route 100 (the old railroad grade is still visible in many areas.)

CULTURAL

CAMBRIDGE

- Year-round events: Bike-a-thon (Saturday of Memorial Day weekend), Weekly Farmer’s Market (June-Oct), Independence Day Parade & Town Fair (July 4th), Festival of the Arts (2nd Saturday in August), FallFest (September at Smuggs), WinterFest (last Saturday in January), Bunco Bash (spring even hosted by Rotary)

Appendix B – Green Mountain Byway Corridor Plan Update

Expanded Byway Intrinsic Resources and Projects

- Bryan Memorial & Visions of Vermont Art Galleries featuring Plein Air painters from around the world, Artists Medium store/gallery, and Painted Silos
- Quarry Hill Farm, Vermont Maple Outlet, The Farm Store, Valley Dream Farm (Farm to Table Dinners)

HYDE PARK

- Hyde Park Opera House & Lanpher Memorial Library – Main Street
- Agricultural parcels and farming provide scenic vistas and wedding venues – various locations
- The north and south villages provide the primary civic, governmental and cultural centers for Hyde Park

JOHNSON

- Dibden Center for the Arts at Northern Vermont University – offering performances by a variety of artists throughout the year
- Tuesday Night Live – Weekly event on Tuesday evenings in July and August featuring food vendors and musical performances
- Studio Center

MORRISTOWN

- River Arts – Pleasant Street
- Oxbow Park Summer Music Series – Portland Street
- History & Art Walk Green Line – Morrisville Historic District

STOWE

- Vermont Ski & Snowboard Museum and Stowe History Museum
- Art on Park (Street) seasonal artisans' market
- Stowe Free Library/Helen Day Art Center

WATERBURY

- Farmers Market at Rusty Parker Park in downtown Waterbury
- Ben & Jerry's factory tour and store – 1281 Waterbury-Stowe Road (VT 100)
- Cold Hollow Cider Mill tour and store – 3600 Waterbury-Stowe Road

NATURAL

CAMBRIDGE

- Brewster River Gorge
- Smugglers' Notch (VT 108)
- Lamoille Valley Rail Trail and Cambridge Greenway Trail

HYDE PARK

- Zack Woods Pond – Garfield Road
- Bullard Family forestland – North Hyde Park & Eden
- Gihon River – various access points

Appendix B – Green Mountain Byway Corridor Plan Update

Expanded Byway Intrinsic Resources and Projects

JOHNSON

- Lamoille & Gihon Rivers – many opportunities for swimming, tubing, kayaking, and fishing
- Dog’s Head Falls – beautiful rocky falls on the Lamoille River, look for the boat launch below the falls
- Journey’s End – short hike leading to cascading falls and a small pool

MORRISTOWN

- Morristown Town forest
- Bridge Street Dam and Clark Park
- Lamoille River

STOWE

- Mount Mansfield State Forest
- Sterling Town Forest
- West Branch River and Little River

WATERBURY

- Worcester Mountain Range including Mount Hunger on the east side of Waterbury
- Bolton Range including Ricker Mountain on the west side of Waterbury
- Waterbury Reservoir and Little River State Park

RECREATIONAL

CAMBRIDGE

- Rail Trail/Snowmobile trail, mountain biking trails, hiking trails, paddling and swimming in rivers, road and dirt road biking
- World class disc golf, mountain biking, skiing, snowboarding, cross country skiing, snowshoeing and FunZone 2.0 at Smugglers’ Notch Resort
- Zipline Canopy and Treetop Obstacle courses at Arbortrek

HYDE PARK

- Green River State Park – Green river Dam Road
- Lamoille River – Black Farm Road
- Lamoille Valley Rail Trail – Depot Street

JOHNSON

- Skate Park – 10-acre skateboard park on Wescom Road
- Old Mill Park – 22-acre park at the end of Railroad Street with baseball, softball, and soccer fields, a playground, and perimeter walking path
- Lamoille Valley Rail Trail

MORRISTOWN

- Lamoille Valley Rail Trail
- Oxbow Riverfront Park
- Bike trails of Duhamel Road

Appendix B – Green Mountain Byway Corridor Plan Update

Expanded Byway Intrinsic Resources and Projects

STOWE

- Cady Hill Forest
- Stowe Recreation Path
- Indoor ice rink

WATERBURY

- Waterbury Reservoir including the Waterbury Center State Park
- Little River State Park including campground, history tour trails and mountain bike trails
- Perry Hill Mountain bike trails in Putnam State Forest

SCENIC

CAMBRIDGE

- Smugglers' Notch and surrounding mountains, Lamoille, Brewster and Seymour rivers, open scenic Agricultural land
- Quaint New England villages
- Painted silos

HYDE PARK

- McKinsey Hill Road views
- VT 100 views
- Main Street – Village of Hyde Park

JOHNSON

- Ithiel Falls & Lamoille River suspension bridge – on the Long Trail, accessed by heading north from the VT 15 Long Trail parking area
- Scenic ridgelines – Sterling, Butternut and Laraway
- Prospect Rock – a family friendly short hike with amazing views of the Sterling range at the top

MORRISTOWN

- View from Elmore Mountain Road across the valley
- View down to Main Street from Peoples Academy
- Views from public property to Red Covered Sterling Bridge

STOWE

- Stowe Pinnacle
- Mount Mansfield
- Farmland along VT 100

WATERBURY

- Views from VT 100 of Camel's Hump, Ricker Mountain, and Mt. Mansfield
- Views of Worcester Range from Hope Davey Park – 116 Maple Street
- Views of North Hill from Barnes Hill Road and Gregg Hill Road

Expanded Byway Intrinsic Resources and Projects

PROJECTS

CAMBRIDGE

- Without question the expansion of the Rail trail to Franklin County will bring benefit to and benefit from Byway designation. It's such an easy project to market and message in any number of mediums given the beauty of the trail. Rail Trail services (bike rental, bike repair stand at Cambridge Junction Trail Head partially funded by Rotary). Rail Trail Signage – to direct folks to the trail and parking, etc.
- Brewster River Brewery, in addition to the existing Boyden Valley Winery and Smugglers' Notch Distillery, will make this sector of the Byway increasingly desirable for the imbibing inclined.
- The pedestrian infrastructure improvements in Jeffersonville will make traveling on foot or bicycle easier and the village more accessible

HYDE PARK

- Revitalization of the Village of Hyde Park is an on-going effort of both the Village and Town governments. Accessing the Route 15 traffic and Lamoille Valley Rail Trail would encourage private investment
- The recently designated North Hyde Park Village Center will benefit in the long-term by recognition as an alternate route on the Green Mountain Byway
- Small business growth throughout the town is a goal, encourage through local bylaws and policies, and having regional amenities such as the Rail Trail and Green Mountain Byway, supports business development and attracts new residents

JOHNSON

- Railroad Street Revitalization – The redevelopment of several properties along Railroad Street in close proximity to the Lamoille Valley Rail Trail would be greatly enhanced by the Byway designation. Being part of the Byway will bring more attention/visitors to Johnson and improve peoples' understanding of Johnson's opportunities. Some of the development concepts for Railroad Street include a brewery, maker/artist workspace, recreation facilities/services, and culinary/tourism center, which are in-line with the types of attractions and activities the Byway is set up to promote.
- Johnson Light Industrial Park – The Town is in the process of developing a light industrial park along Rout 15. The Byway can help Johnson's image as a central community that can connect regional resorts and Chittenden County. As part of the Byway the park can also provide regionally produced goods to other member communities
- Northern Vermont University-Johnson being part of the Byway can help connect NVU students and visitors with the regional community. Building the relationship between the university and the nearby resorts can make the school more vibrant and attract more students. NVU can support the Byway by providing a strong workforce at a variety of skill levels and advanced training for current employees in a variety of industries

MORRISTOWN

- Create creative wayfinding and interpretive signage and mapping in the downtown

Appendix B – Green Mountain Byway Corridor Plan Update

Expanded Byway Intrinsic Resources and Projects

- Revise Oxbow Park as a destination for locals and tourist by adding amenities and public facilities
- Establish a pedestrian system throughout the town connecting the present walking/hiking/biking trails and adding trees into the streetscape

STOWE

- Coordinate and work with local land trusts such as the Stowe Land Trust to protect and preserve scenic resources.
- Provide and maintain trails and open space lands that serve to link existing state and municipal open spaces, as well as other trail networks, both existing and planned, to facilitate a variety of recreation activities.
- Improve vehicle, pedestrian and bicycle mobility, activity, and safety within villages and along the byway route.

WATERBURY

- Develop wayfinding and interpretive signage systems in downtown Waterbury and Waterbury Center Village, including interpretive exhibits at all cemeteries
- Work with the Waterbury Conservation Commission, local land trusts, other organizations, and interested landowners to protect and preserve scenic and natural resources in the Shutesville wildlife corridor near the Waterbury/Stowe town line
- Improve pedestrian access and linkages on and around the Byway corridor, including establishing, defining and developing a pedestrian system in all of Waterbury Center Village with related traffic calming measures on Rout 100 and nearby town roads

WHAT MAKES YOUR COMMUNITY SPECIAL?

- Art's council silos in Cambridge
- The Governor's House
- Rail Trail
- Lamoille County Players
- Shire Town – seat of county – Hyde Park Village
- Boynden Family Winery
- New brewery
- Zip line and golf course
- Ten Bend Brewery
- Johnson
 - Journey's End Swimming Hole
 - Beard's Recreation Park
- Jeffersonville
 - Art galleries -Art's Festival
 - Largest indoor recreational facility in region
 - Community Center
- Wedding barns
- Green River Reservoir
- Johnson Historical Society Museum
- Smugglers' Notch Daycations & Resort
 - World renowned disc golf course
- Scenic & natural resource of Cambridge
- Circle route with Routes 108, 15, 100, 100C
- Smugglers' Notch Scenic Byway
 - Green Mountain Byway can provide alternative destinations to disperse visitors & take pressure off the Notch
- Johnson – Great summer camps at College/University for kids' activity
- Cambridge Economic Development budget figure needed.

HOW DO WE PAY FOR NEW CORRIDOR MANAGEMENT PLAN?

- Fiscal agent needed
- Is this a one time ask? Yes, for plan update
- Has an inventory of promotional tools/sites/assets been done? Statewide events calendar is a plug-in and organizations can add events.
- Can all Byways in State be integrated?
- Has there been discussion of forming a non-profit organization?

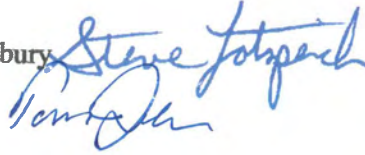
GREEN MOUNTAIN BYWAY PUBLIC INPUT MEETING

IDEAS FOR PROJECTS AND GOALS

- Identify funding sources for projects
- Update Website
- Brochures
- Advertising-Marketing-Promotions
- Engage businesses and business marketing groups
- Videos, both youtube and state promos
- Social media (i.e. facebook, instagram, front porch forum, etc)
- Build and maintain relationships/partnerships with other resources such as:
 - LVRT
 - Paddlers Trail
 - Long Trail
 - Fishing tours
 - Garden tours
 - Art events
 - Historical events
 - Tasting tours
- Build and maintain a calendar of events (open source?, role of committee oversight?)
- Research demographics of tourists and identify targeted marketing
- Marketing of future opportunities

To: Towns and Villages in the Communities of Cambridge, Johnson, Hyde Park, and Morristown

From: Green Mountain Byway Committee
Co-Chair Steve Lotspeich, Town of Waterbury
Co-Chair Tom Jackman, Town of Stowe



Date: January 8, 2018

Re: Support for Expansion of the Green Mountain Byway Corridor

The Green Mountain Byway Steering Committee (Committee) worked over a period of years to establish the Green Mountain Byway (GMB) under the National Scenic Byways Program. This work involved many public meetings and Committee meetings to align with National and State requirements for establishing a Byway under the National program. Broad based community input and support was solicited and documented as part of the process for establishing the Byway. Community volunteers and Municipal staff from the Towns of Waterbury and Stowe formed the Committee and led the effort to gain formal designation of the GMB under the National program in 2008.

Since then, the National program has been changed and the process to expand a Byway to include new communities is now managed by the Vermont Transportation Board. Four communities have requested the GMB be expanded to include their towns and villages (Cambridge, Johnson, Hyde Park, and Morristown). In accordance with Transportation Board guidance for gaining approval of the expanded GMB, the requesting communities provided Letters of Interest to the GMB Committee.

These communities have been regularly participating in GMB Committee meetings and discussions. The Committee organized and facilitated a public information session on October 26, 2017, which was well attended by approximately 70 individuals representing municipal governments, non-profit organizations, private land owners, and private business in the communities of Waterbury, Stowe, Cambridge, Johnson, Hyde Park, and Morristown. The success of this event confirmed broad based community support to the Committee for expanding the Byway. The Byway Committee feels the expansion of the Byway will not only enhance the attractiveness of the GMB to tourists but also strengthen the inter-community relationships and partnership opportunities in the future.

As a result of the October 26 event and the Letters of Interest provided to the Committee, we are pleased to provide our full and unwavering support to expand the GMB to include the towns and villages within Cambridge, Johnson, Hyde Park, and Morristown.

Several additional steps will be completed in the near future, and the expected outcome of completing these steps will be a formal approval by the Transportation Board for the expanded Green Mountain Byway Corridor. Those remaining steps include: letters or memos from both Lamoille County Regional Planning Commission and Central Vermont Regional Planning Commission supporting the expansion; letters or memos from both Waterbury and Stowe supporting the expansion; updated GMB Corridor Management Plan to include the proposed new communities.

In advance of the expected completion of remaining steps and formal approval by the Transportation Board, we extend an unofficial warm welcome to the Byway! We look forward to working with you on the required steps to formalize the extended Byway Corridor!



To: John Zicconi, Executive Secretary Vermont Transportation Board

From: R. Tasha Wallis, Executive Director Lamoille County Planning Commission
Bonnie Waninger, Executive Director Central Vermont Regional Planning Commission

Date: August 20, 2018

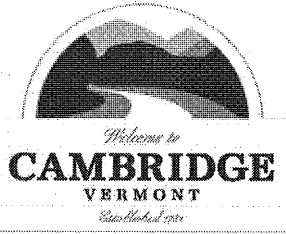
Re: Support for Expansion of the Green Mountain Byway Corridor

Lamoille County Planning Commission (LCPC) and Central Vermont Regional Planning Commission (CVRPC) fully support expanding the Green Mountain Byway (GMB) to include the towns and villages within Cambridge, Johnson, Hyde Park, and Morristown.

Community volunteers and municipal staff from the Towns of Waterbury and Stowe, with administrative support from both Regional Planning Commissions (RPCs), formed the Green Mountain Byway Steering Committee and led the effort to gain formal designation of the GMB under the National program in 2008.

The two original and four aspiring communities have been regularly participating in GMB Committee meetings and discussions. The Committee organized and facilitated a public information session on October 26, 2017, which was well attended by nearly 70 individuals representing municipal governments, non-profit organizations, private land owners, and private business in the communities. The success of this event confirmed broad based community support to the Committee to pursue expanding the Byway. The Byway Committee feels an expanded Byway will not only enhance the attractiveness of the GMB to tourists but also strengthen the inter-community relationships and partnership opportunities in the future.

We look forward to working with all six communities to foster community-based, grass roots engagement in the promotion of the Byway and leveraging the benefits of our local tourism economy.



TOWN OF CAMBRIDGE

(802) 644-2251

www.TownofCambridgeVT.org

November 6, 2017

Green Mountain Byway Steering Committee
c/o Rob Moore
Lamoille County Planning Commission
Morrisville, VT 05661

Re: Town of Cambridge Green Mountain Byway Participation

Dear Steering Committee:

The Town of Cambridge Selectboard supports the National Scenic Byways Program, and we are requesting that the Town of Cambridge be added to the Green Mountain Byway as a participating community. We recommend and request an extension of the Green Mountain Byway from Waterbury & Stowe through Morristown, Hyde Park and Johnson into Cambridge. This route, plus a loop back through Smugglers' Notch to Stowe (in summer) is a logical extension providing travelers with a significant opportunity to experience our many natural, historical and cultural amenities. The extension would afford easy access to the Lamoille River, the Long Trail, the recently opened Lamoille Valley Rail Trail, the natural beauty of the western slope of Mount Mansfield, and seasonal access to Smugglers' Notch.

We look forward to becoming a partner and please let us know how we may support the effort. Please feel free to contact the Town Office at 802-644-2251 if you have any questions.

Sincerely,



Larry Wyckoff, Select Board Chair
Town of Cambridge

Cc: Michael Moser, Town Planning Commission Chair, Adam Howard, CEDAC Chair, Ron Carter

P.O. Box 189
Jeffersonville, VT 05464
Phone/Fax (802)644-5534

Village of Jeffersonville

December 4, 2017

Green Mountain Byway Steering Committee
c/o Rob Moore
Lamoille County Planning Commission
Morrisville, VT 05661

Re: Village of Jeffersonville Green Mountain Byway Participation

Dear Steering Committee:

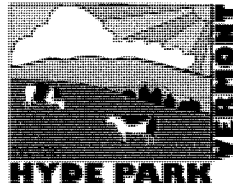
The Village of Jeffersonville Trustees supports the National Scenic Byways Program, and we are requesting that the Village of Jeffersonville be added to the Green Mountain Byway as a participating community. We recommend and request an extension of the Green Mountain Byway from Waterbury & Stowe through Morrystown, Hyde Park and Johnson into Cambridge. This route, plus a loop back through Smugglers' Notch to Stowe is a logical extension providing travelers with a significant opportunity to experience our many natural, historical and cultural amenities. The extension would afford easy access to the Lamoille River, the Long Trail, the recently opened Lamoille Valley Rail Trail, the natural beauty of the western slope of Mount Mansfield, and seasonal access to Smugglers' Notch.

We look forward to becoming a partner and please let us know how we may support the effort. Please feel free to contact the Village Office at 802-644-5534 if you have any questions.

Sincerely,



Donald Lange, Chairman Jeffersonville Trustees
Village of Jeffersonville



10 December 2015

Green Mountain Byway Steering Committee
c/o Taylor Foster
Lamoille County Planning Commission
Morrisville, VT 05661

VIA Email

Re: Hyde Park Green Mountain Byway Participation

Dear Steering Committee:

The Town of Hyde Park Selectboard supports the National Scenic Byways Program and we are requesting that the Town of Hyde Park be added to the Green Mountain Byway as a participating community. The extension of the Green Mountain Byway from Waterbury & Stowe through Morristown & Hyde Park is a logical extension providing travelers with a significant opportunity to experience our many natural, historical and cultural amenities.

We look forward to becoming a partner and please let us know how we may support the effort.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Gagnier".

David Gagnier, Chair
Hyde Park Selectboard

Cc: Greg Paus, Town Planning Commission Chair
Riki French, Village of Hyde Park, Board of Trustees Chair

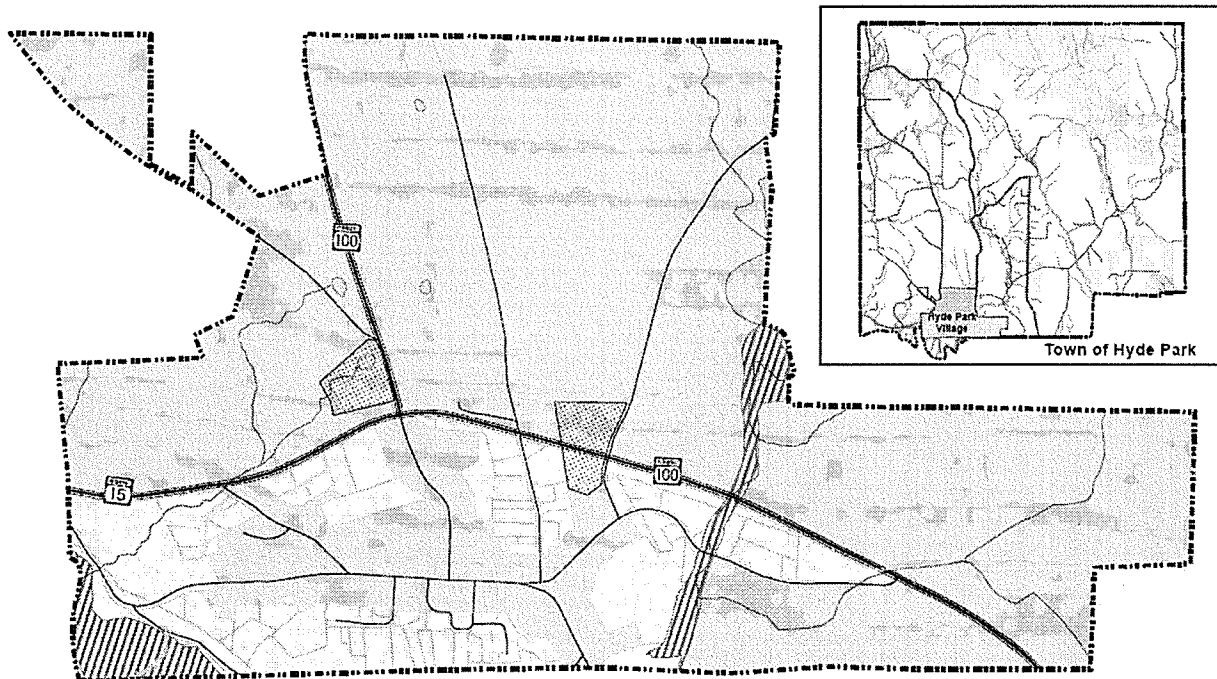
October 14, 2015

Village of Hyde Park Board of Trustees
Village of Hyde Park Planning Commission

Green Mountain Byway Steering Committee

Dear Steering Committee,

The Village of Hyde Park supports the National Scenic Byways Program and wishes to be included as a participating community in the Green Mountain Byway. We believe that extending the Green Mountain Byway from Waterbury and Stowe along Hwy 100 through Hyde Park will add value to the Village. As shown below on the Village map, Highway 100 cuts through the center of the Village. At the entrance of the Village on Hwy 100 lies the beautiful Parkmont Farm/Hope Grows Community Farm. South of the roundabout at the intersection of Hwy 100 and Hwy 15 lies Main Street, site of the Lamoille County Courthouse, historic buildings and a sidewalk leading to the LVRT. As you head north on Highway 100 toward Lake Eden, travelers follow the scenic Green Mountain byway.



The Village of Hyde Park Planning Commission and Board of Trustees took action at the October 14, 2015 meetings to authorize the General Manager to work with you toward the acceptance of the Village of Hyde Park into the Green Mountain Byway.

Sincerely,

Carol Robertson, General Manager

Town of Johnson

P.O. Box 383
Johnson, Vt. 05656
802-635-2611
Fax 802-635-2393

Village of Johnson

PO Box 603
Johnson, VT 05656
802-635-2611
Fax 802-635-2393

November 20, 2017

Green Mountain Byway Steering Committee

Re: Green Mountain Byway – Expansion to Johnson

Dear Steering Committee Members,

The Town and Village of Johnson wish to formally indicate our interest in joining the Green Mountain Byway. Sending this letter of interest was approved at both boards at their duly warned monthly meetings in November 2017.

Representatives from the Town and Village have been attending Green Mountain Byway Steering Committee meetings for several months as the potential expansion of the Byway has been discussed. Rob Moore attended Village Trustee and Town Select Board meetings over the summer, and representatives from the Town and Village also attended the “Get to Know the Byway” event held in late October. Through these avenues, both the Town and the Village have developed a good understanding of the benefits and opportunities being included in the Byway could offer Johnson. We have been impressed with the collaborative approach advanced by the Steering Committee and the current municipal participants, Stowe and Waterbury.

Johnson would bring many unique cultural, historic, and economic resources to the Green Mountain Byway, which we believe would attract many visitors along the expanded Byway. We very much look forward to working with the other communities along the Byway to leverage our collective efforts and maximize the economic activity in our communities.

Please let Meredith Birkett, Village Manager, or Brian Story, Town Administrator, know if the Town and Village can provide any additional information in support of our addition to the Green Mountain Byway.

Sincerely,



Gordon Smith
Village Board of Trustees Chair



Eric Osgood
Town Select Board Chair



September 3, 2015

Green Mountain Byway Steering Committee

Re: Morrilltown/Green Mountain Byway

The Town of Morrilltown supports the Green Mountain Byway program and would like to join the Byway. The extension of the byway from Stowe through downtown Morrillville will be a gateway into our beautiful historic town.

Morrilltown has many natural qualities that provide opportunities to enjoy the town's rich history, beauty and natural resources and therefore makes it a perfect fit to be included in the Green Mountain Byway.

Thank you,

A handwritten signature in blue ink, appearing to read "Dan Lindley". The signature is stylized and extends upwards and to the right.

Dan Lindley
Town Administrator
Town of Morrilltown
P.O. Box 748
Morrillville, VT 05661

Village of Morrisville
Water & Light Department

857 Elmore Street
Morrisville, Vermont 05661-8408
(802) 888-3348
Fax: (802) 888-5911
www.mwlv.com

TRUSTEES
Dana Wildes, Chairman
Wallace Reeve
Peter Bourne
Chris Audy
Edward DeBor

MANAGER
Craig Myotte

September 14, 2015

Green Mountain Byway Steering Committee

Re: Morrisville Green Mountain Byway Participation

Dear Steering Committee,

The Village of Morrisville supports the National Scenic Byways Program and wishes to be added to the Green Mountain Byway as a participating community. The extension of the Green Mountain Byway from Waterbury & Stowe through Morristown and into downtown Morrisville seems to be a logical extension of your current route. Morrisville is bullish on extending the Green Mountain Byway into our historic downtown. Please let us know if there is anything that the Village Trustees need to do to ensure that Morrisville becomes part of the Green Mountain Byway. Thank you for your consideration.

Sincerely,



Craig Myotte, General Manager



January 22, 2018

John Zicconi, Executive Secretary
Vermont Transportation Board
14 Baldwin Street
Montpelier, VT 05620

Town Manager
Office of the Selectboard
PO Box 730
67 Main Street
Stowe, VT 05672

Re: Stowe Support for Expansion of the Green Mountain Byway

Dear Mr. Zicconi:

The Stowe Selectboard fully supports the expansion of the Green Mountain Byway to include the towns and villages within Cambridge, Johnson, Hyde Park, and Morristown.

The Green Mountain Byway has been a valuable asset for marketing and promoting many recreational, scenic, historic, and cultural resources available in Waterbury and Stowe. The expansion of the Byway to the north will not only add many similar resources in the additional municipalities, but will provide opportunities for collaboration in promoting these resources for economic, cultural, and social benefit.

We look forward to working with representatives from the additional towns and villages within Cambridge, Johnson, Hyde Park, and Morristown to update the Corridor Management Plan, expand the Green Mountain Byway website to include these areas, and jointly develop additional projects that will enhance and promote our beautiful region of Vermont.

If you have any questions regarding our support for the expansion of the Byway, please contact Tom Jackman, Director of Planning at 253-2705 or tjackman@stowevt.gov.

Sincerely,

Lisa Haggerty, Chair
Stowe Selectboard

A handwritten signature in blue ink, appearing to read "Lisa Haggerty".



January 15, 2018

John Zicconi, Executive Secretary
Vermont Transportation Board
14 Baldwin Street
Montpelier, VT 05620

Re: Support for Expansion of the Green Mountain Byway

Dear Mr. Zicconi,

The Waterbury Select Board fully supports the expansion of the Green Mountain Byway to include the towns and villages within Cambridge, Johnson, Hyde Park, and Morristown. The Town of Waterbury, through its Conservation Commission, town staff, and additional citizens, was actively involved in establishing the Green Mountain Byway ten years ago along with the Town of Stowe. We now welcome the participation of all the additional municipalities in expanding the Byway to include the many intrinsic values of these Lamoille County towns and villages.

The Green Mountain Byway has been a valuable asset for marketing and promoting many recreational, scenic, historic, and cultural resources available in Waterbury and Stowe. The expansion of the Byway to the north will not only add many similar resources in the additional municipalities, but will provide opportunities for collaboration in promoting these resources for economic, cultural, and social benefit.

We look forward to working with representatives from the additional towns and villages within Cambridge, Johnson, Hyde Park, and Morristown to update the Corridor Management Plan, expand the Green Mountain Byway website to include these areas, and jointly develop additional projects that will enhance and promote our beautiful region of Vermont.

If you have any questions regarding our full support for the expansion of the Byway, please contact Steve Lotspeich, the Waterbury Community Planner, at 802-244-1012 or via e-mail at slotspeich@waterburyvt.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "William A. Shepeluk".

William A. Shepeluk
Municipal Manager