

FAIRFAX GATEWAY STUDY

FINAL STUDY REPORT – MAY 2017

A report on a municipal planning grant study to explore ways to better define the arrival and experience of Fairfax Village and improving the community's sense of identity.

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THE NEXT GENERATION OF FAIRFAX RESIDENTS CONSIDER THE FUTURE

FAIRFAX GATEWAY STUDY

FINAL STUDY REPORT

INTRODUCTION

In the late fall of 2016, SE Group, working in collaboration with the Northwest Regional Planning Commission (NRPC) and the Town of Fairfax, initiated this study to explore the arrival gateways into Fairfax Village and evaluate measures to enhance their appearance and promote a more unified identity.

The work was undertaken with four primary goals in mind:

- Create a welcoming public process to broaden the conversation about the identity for Fairfax
- Explore a range of options that help establish a welcoming atmosphere on the entry points to Fairfax Village
- Establish options that address a wide variety of community concerns or interests; safety of pedestrians, speed of vehicles, sense of place, support of local businesses
- Use the results of the work to inform future decision-making and as guidance to long-range investments

The study began in earnest in September 2016 and a final plan presentation completed on May 15, 2017. This report summarizes the efforts completed under this study.

ABOUT THE STUDY

Vermont Route 104 provides the primary access point into the Village of Fairfax from Interstate 89 and the neighboring communities of Cambridge, Westford and Milton.

Fairfax has recognized its Village through a Village Center Designation with the State of Vermont and has pursued several planning studies (Non-Motorized Transportation and a Pedestrian Scoping Study) related to mobility. Some of these studies addressed (in some ways) the arrival to town.

The Village has seen renewed efforts to expand sidewalks, the building of a new town office, the acquisition of a new recreation center and continued growth. While these changes are happening, the sense of identity for Fairfax Village remains elusive.

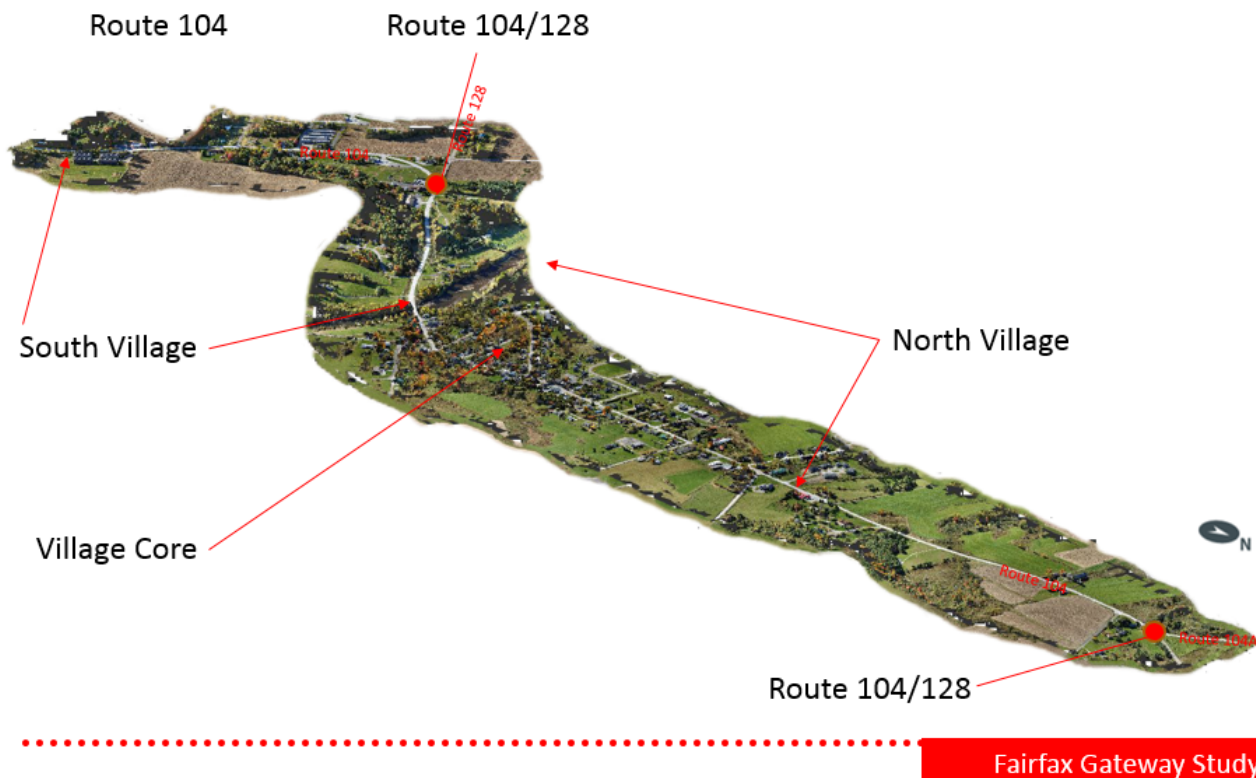
Fairfax, working in collaboration with the Northwest Regional Planning Commission and its consulting team of SE Group, sought and was awarded a Municipal Planning Grant which funded this study to explore how to define the arrival to Fairfax Village and improve its sense of identity.



CONTEXT AND BACKGROUND

The Town of Fairfax is in Franklin County approximately 2 miles east of Interstate 89 (Interchange 18). Vermont Route 104A provides access to the interstate and intersects with Vermont Route 104 about one-half mile north of Fairfax Village. Route 104 is a designated state highway and identified as Main Street within the study area. It provides the principal access way into the Village from points to the north and south. A context map is provided below.

PROJECT STUDY AREA



Fairfax Village, while not a separately incorporated municipal entity, is a designated village center through a program with the Vermont Agency of Commerce and Community Development (ACCD). Fairfax Village is comprised of two parts; a north and south village that are bisected by the Lamoille River. The North Village consists of the decidedly more historic village core with a mix of structures including several churches, the Bellows Free Academy school (K-12) and some commercial businesses (gas station, service center, physical therapy offices, etc.). At the extreme north end of the North Village is the recently constructed Town Offices at the intersection of Route 104 and Buck Hollow Road. The North Village extends approximately from Buck Hollow Road south to the bridge crossing the Lamoille River (about 0.5 miles).

The South Village extends from the bridge south along Route 104 towards its intersection with Colonial Road. About midpoint along this segment of Route 104 it intersects with VT Route 128 in a complicated intersection which has been the subject of some past study to simplify. The land use pattern within the South Village is decidedly more commercial in nature with a small shopping center, hardware store,

salon and restaurant and is zoned for mixed use development. Moderately dense residential areas exist further east.

A central challenge for the Town of Fairfax has been how to better integrate the two “villages”. This community conversation has extended beyond physical connections (i.e. sidewalks) and has considered a broader suite of non-motorized connections as well as how other improvements (streetscape, etc.) might help define the village. Two recent studies completed by the town addressed these issues:

Village Non-Motorized Travel Plan (2013): This plan, prepared by Broadreach Planning and Design, examined a wide variety of non-motorized routes within the town. Relevant elements from this plan include:

- The plan identified the establishment of new “pedestrian zones” along portions of Route 104 in the North Village as well as within the South Village. This affirmed a desire expressed in the Fairfax Town Plan to promote walkability within the Village.
- The plan identified key destinations within the Village including the school, shops and other civic uses.
- The plan promoted the idea of multi-modality (walk and bike) use within the community and suggest a link (bike) between the North and South Villages.
- The plan noted that the “State has identified two high crash roadway segments on Route 104 on either side of the Fletcher Road intersection, based on 2007 to 2010 data. This intersection has extremely limited sight distances on several of the approaches, including Maple Street and Route 104 northbound” (page 3).
- The plan also documented that the “The Town has recently added concrete sidewalks along Route 104, which add to the existing sidewalks already along Route 104, Hunt and School Streets. It is currently developing plans for upgrading and extending the sidewalks west on the south side of Route 104 towards the intersection with Buck Hollow Road.” (Page 3). During this project, the Town has further advanced on its “sidewalk master plan” with the first phase likely to be out to bid in summer 2017.

Town of Fairfax Pedestrian Connectivity Feasibility Study between the North and South Villages (2015): This study, prepared by Northwest Regional Planning Commission, Community Development Services and Summit Engineering, Inc., specifically examined the potential linkages between the North and South Villages. The project identified five (5) segments along this route within which it provided recommendations. Key and relevant findings from this study included:

- The connectivity across the bridge (identified as “bridge 9”) is challenged by state limitations on any expansion or major alteration of the structure. The span length is too far to establish a separate pedestrian-only bridge.
- Establishing a sidewalk on the west side of the bridge (either on raised curb or flush with restriping) maybe possible.
- A more “pedestrian-friendly” railing could be explored adjacent to the sidewalk on the bridge.
- A shared-use path of eight (8) feet width is feasible along the western edge of Route 104 as it traverses south from the bridge. This could transition into a 6-foot sidewalk as it continues its movement south and the terrain to the west becomes steeper.

- The study suggested a crosswalk location near the post office/shopping center to cross from the west side to the east side of Route 104.
- Further expansion of the sidewalk could extend east.
- The study also highlighted the potential value of gateway streetscape elements (street trees, signage, wayfinding, banners, lights) to help communicate a more “village” appearance.

The Fairfax Planning Commission felt that while these studies set some useful parameters for future consideration, they did not help the community visualize what might be possible, nor did they explore how these linkages might contribute to a more unified community identity.

At present, there is limited identification of Fairfax as a “place”. A “welcome to Fairfax” sign is located along Route 104 north of the Village. While the location does communicate an arrival point into the community, it does not express a unified community identity. Other signage along Main Street has developed inconsistently. Approaches to the Village from points south and east have similarly inconsistent signage. While the development regulations of the town provide specific dimensional and limited design parameters, they do not require or promote any visual conformity. While differentiation in signage is to be expected for private businesses, the lack of visual conformity in civic signage and the lack of signage for pedestrian use were identified as elements the project should address.

GATHERING INFORMATION

A major challenge facing the community in its long-range planning for the Village has been the poor quality of mapping. While broad GIS dataset have been used to study connections, more granular data has been missing that might help serve to refine those analyses and assist as the community moves forward with specific implementation measures.

In its approach to the Project, the Project Team proposed the acquisition of aerial mapping data using drone technology. Working with the University of Vermont Spatial Analysis Laboratory, a study area was defined that extended along the Route 104 corridor from near its intersection to Route 104A south to Minor’s Store. The encompassed all the Route 104 corridor within both the North and South Village.



In addition to providing a very high quality orthophotography base, the drone work also generated a 3D point cloud within the corridor. A point cloud is a series of 3D pixels that are encoded with the color of the underlying aerial photograph. They provide a 3D view of the corridor, including structures, roadway, vegetation, etc. In addition, the data allowed for a ground level terrain set to be created that provides highly accurate topographic (less than 1 foot in elevation) base mapping. The Project Team used this data to 1) better understand existing conditions and 2) as a backdrop for the exploration of design alternatives to contribute to the gateway experience.

The Project Team coordinated the collection of this information with the BFA-Fairfax Elementary School STEM (Science Technology Engineering and Mathematics) program. The event included class participation during the drone flyover, an

interactive “q & a” discussion and follow-up with teachers. Reaction from all participants was enthusiastically positive.



3D POINT CLOUD IMAGE OF FAIRFAX VILLAGE

SEEKING INPUT

At the onset of the Project was the desire to have a robust and engaging public process. To help facilitate this, SE Group suggested several elements that, in combination, resulted in some meaningful input and hopefully set the stage for continued community dialogue. The project conducted a series of public activities and events that helped inform the ideas generated.

Project Kick-off Meeting (9/21/2016) – This meeting with the Planning Commission included an overview of the study goals and objectives and a brainstorming discussion on ways to engage the public. Several important elements emerged:

- organize the use of the drone to coincide with BFA-Fairfax student activities
- try to engage the youth in some activity to help promote civic engagement
- have an election day information booth / survey opportunity to maximize community input
- hold a public meeting in February 2017 to share ideas/alternatives and get initial feedback
- present an update and refined ideas at Town Meeting in March
- make a final plan presentation at a Planning Commission meeting in May

Drones over Fairfax (10/14/2017) - On a bluebird day the UVM Spatial Analysis Lab team, along with representatives from SE Group and the Town of Fairfax, setup equipment to conduct the drone flyover

in Fairfax. Prior to the event, the Project Team distributed informational flyers on the technology and project through the STEM program teachers. Working closely with the STEM instructors, approximately 60 students came to watch the drone flights, asking questions about how it worked and what it would be used for. A student “coloring book” contests was also launched at the event with participants asked to submit ideas back to the Town by election day.



UVM SPATIAL ANALYSIS LABORATORY – DRONE



BFA STEM STUDENTS AT “DRONES OVER FAIRFAX” EVENT

Election Day Event- On Election Day 2016, representatives from the Project Team and Town of Fairfax attended an information booth at the entry to voting. The location was prime with hundreds of town residents traversing by the booth during the day. The booth had a slide show highlighting the project area with key objectives and some of the preliminary 3D data from the drone flight. Poster boards asked a set of questions related to the community's perspective on "When do you know you have arrived in the Village?", "Is pedestrian safety a concern?" and "Are vehicles speeds too fast in the Village?".



ELECTION DAY "VOTING" EVENT

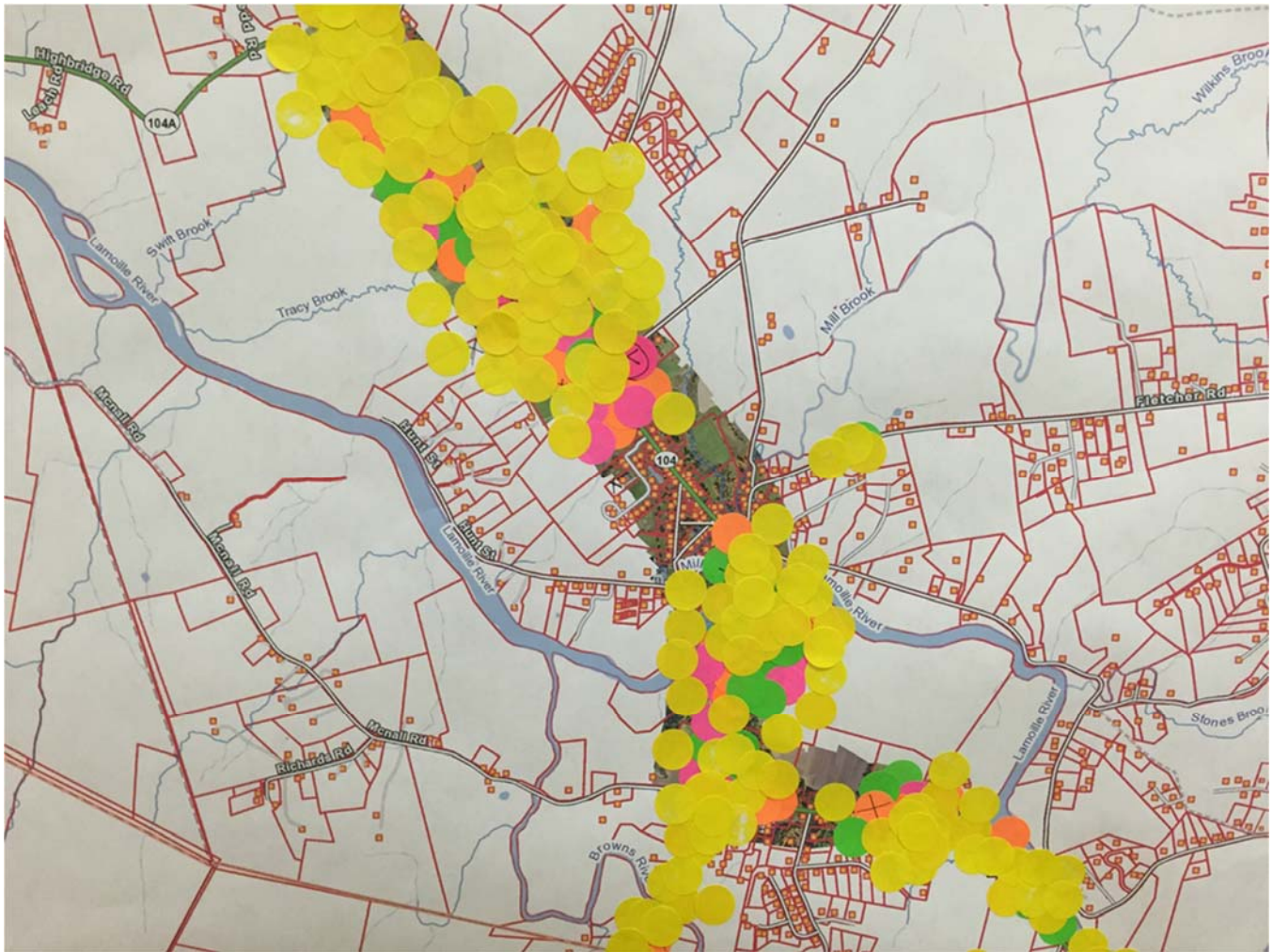
Using sticky-dots, residents answered the queries with well over 300 responses to each of the questions. The results were very interesting.

- The north "gateway" point was near the Bellows Farm location, just north of Buck Hollow Road
- Most people thought the posted vehicle speed along Route 104 in the Village (25 mph) was appropriate, but enforcement was lacking and the effective speed was higher.
- Most people agreed that pedestrian safety within Fairfax was a challenge - the lack of crosswalks and pedestrian and bicycle accommodations was a detriment to walkability.
- Other comments indicated a desire for pedestrian lighting, better signage and an elevation of the human experience within the Village.

Presentation of Initial Ideas- On February 7, 2017 a meeting was held at the Town Offices to present the initial ideas generated for the project. While not as well attended as hoped, the group of residents was enthusiastic about the ideas for creating a more unified set of gateways and improving the accommodations for pedestrians. The initial feedback suggested that the elements developed were in generally in line with community perspectives, but, after consultation with the Planning Commission, it was suggested to have another event at Town Meeting Day to help get additional inputs (See Below).

Town Meeting Day Check In- On Town Meeting Day (March 4), representatives from the Project Team and the Planning Commission maned a booth at the entry to the meeting to present initial ideas and get feedback on the work. Dozens of residents dropped by the booth to provide suggestions and, very commonly, provide support to the efforts to improve the "looks" of the Village. Initial ideas on the forms that wayfinding could take were particularly well received; although many had suggestions about colors, font, etc.

Final Plan Presentation – The final plan was presented to the Fairfax Selectboard on May 15th at a publicly-warned hearing.



POTENTIAL GATEWAY LOCATIONS – ELECTION DAY INFORMATION BOARD

DEFINING GATEWAYS

The community events and regular discussions with the Planning Commission initially focused on establishing “where” the gateway(s) into Fairfax might be best positioned along with a better understanding of “role” they might take in establishing a welcoming atmosphere into the Village.

Determining “Where” to Establish Gateways - Working with the project base data, and considering the community input, the Project Team evaluated several possible locations along Route 104 as well as approaches from intersecting roadways. At these potential locations issues of visibility, constructability, quality of setting and context were considered.

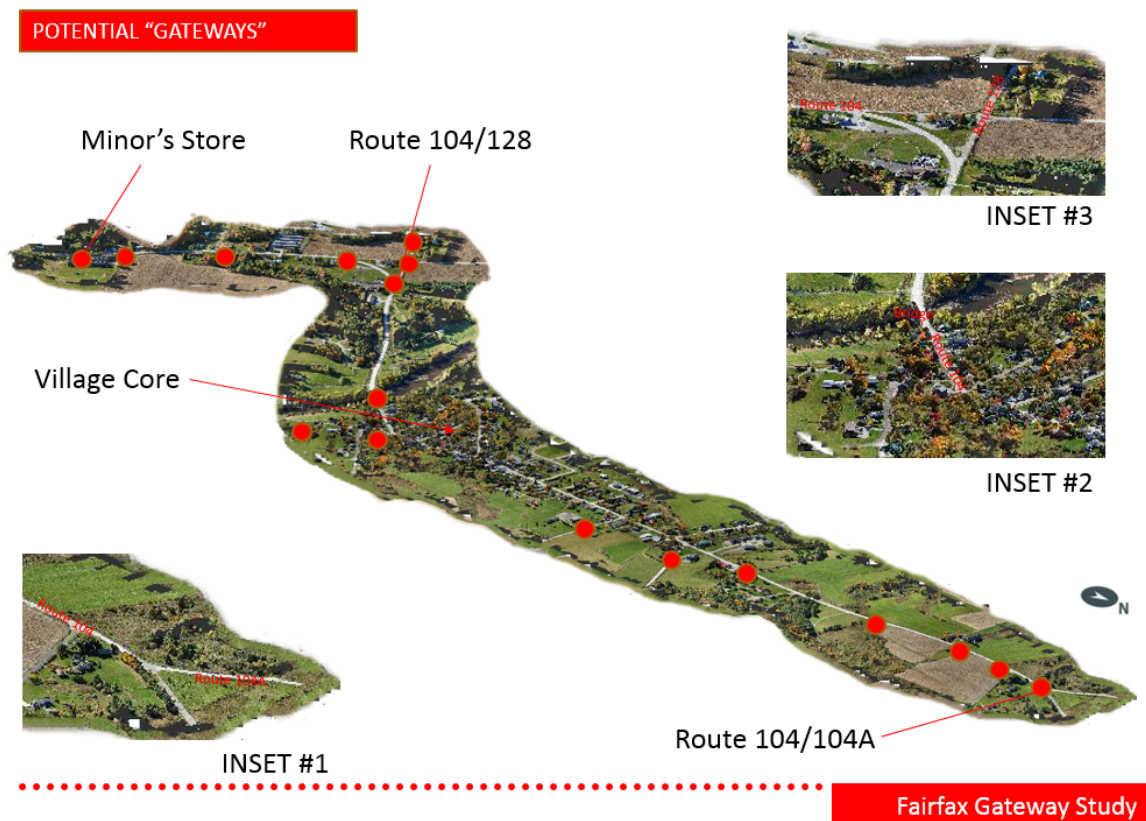
Through this analysis, it became very evident that the Village had at least three major arrival points:

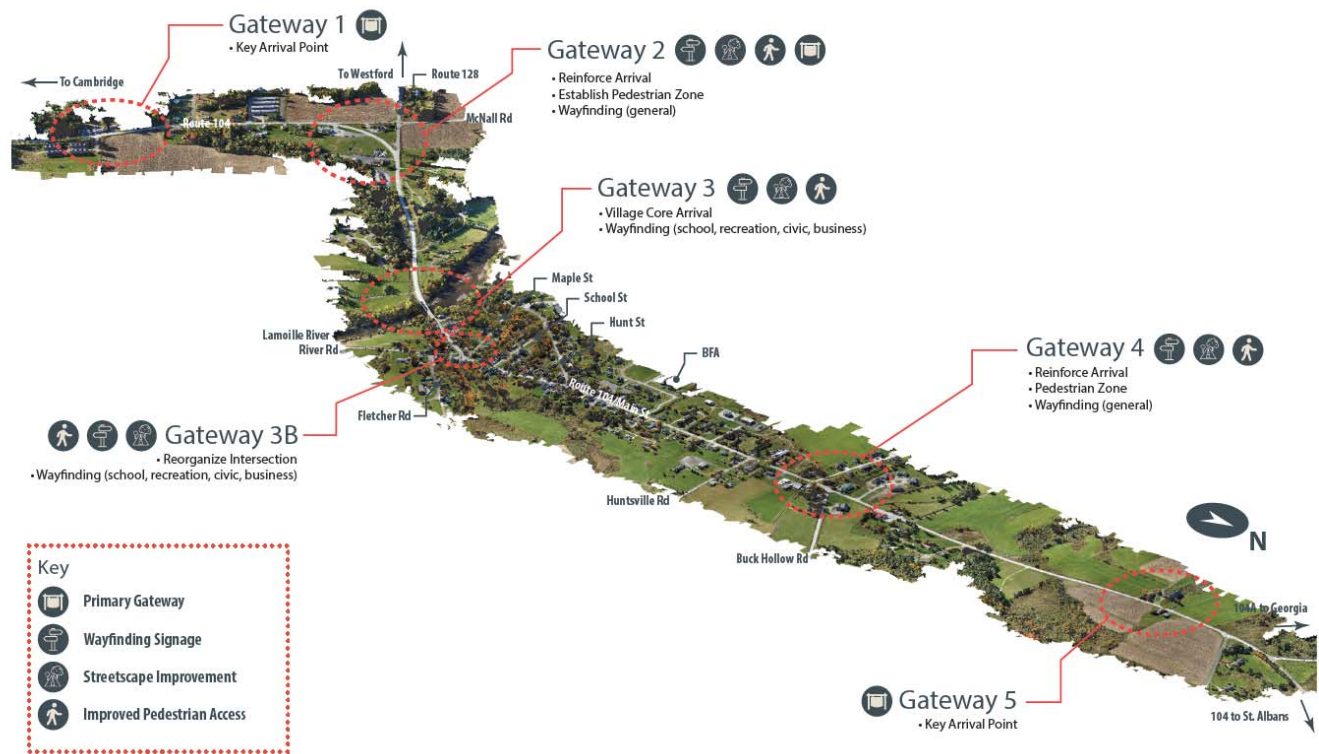
- From the north along Route 104 and heading south towards the Village
- From the south along Route 128 and heading north towards the Village
- From the east along Route 104 and heading west towards the Village

Based on public input many suggestions about “arrival” were considered. The graphic below highlights some of the “possible gateways” into the Village was suggested by the community.

POTENTIAL GATEWAY LOCATIONS

Based on this initial set of options, the Project Team examined the study area more thoroughly, ultimately settling on six locations (as depicted on the figure below) which function as key arrival points into the Village and where improvements might help enhance visual cohesion.





GATEWAY STUDY AREAS

Each of the gateway locations is described below along with the role it plays within the overall arrival experience, the design focus of the gateway (i.e. what message will it be communicating or reinforcing) and the possible forms (the type of components that might be included to serve its role and focus) it might take.



3D POINT CLOUD IMAGE – LOOKING WEST

GATEWAY #1 – Route 104 on approach from Cambridge

For travelers arriving to Fairfax from the south, at this point additional mixed uses begin to come into view (gas station, condominiums) and a gateway element would establish an active welcome point.

ROLE: Key arrival point into Fairfax Village

FOCUS: Establishing initial “Welcome” and communicating community branding

FORMS: Primary Gateway entry feature (sign), seasonal arrival garden



3D POINT CLOUD IMAGE – LOOKING WEST

GATEWAY #2 – Route 104 at Route 128

Earlier planning studies have suggested modifications to the intersection of Route 128 and Route 104 and recommended extension of sidewalks/paths from this area downhill towards the Lamoille River bridge (See Gateway #3). The geometry of the roadway, its downward slope (heading north) and the lack of pedestrian accommodation encourage higher vehicle speeds. The inclusion of recommended walks, roadside street trees and wayfinding elements can provide direction and support traffic calming. Additionally, a secondary gateway feature near the intersection of Route 128 and 104 could help communicate arrival and direction

ROLE: Key arrival point into Fairfax Village

FOCUS: Establishing the “Welcome” and being elements of branding

FORMS: Wayfinding signage, gateway feature, sidewalk or path, utility pole banners



3D POINT CLOUD IMAGE – LOOKING NORTH

GATEWAY #3 – Route 104 at Lamoille River

The bridge crossing the Lamoille River links the North and South parts of Fairfax Village. Adding a pedestrian link along the west side of the bridge, coupled with added lighting, the inclusion of wayfinding and potentially some street trees might help reinforce the arrival and slow vehicular speeds.

ROLE: Village Core Arrival, Village Wayfinding, Streetscape, Pedestrian Access

FOCUS: Establishing the “Welcome” and being elements of branding

FORMS: Sidewalk on west side of bridge, new bridge railing with integrated pedestrian lights, wayfinding signage



GATEWAY #3B – Intersection of Route 104, Fairfield Street

As noted in past studies, this intersection is highly challenged by complex movements and poor site distances. Recently the Town has acquired land on the west side of the intersection where a pocket park or green space might be established. Lack of pedestrian accommodations along Fairfield Street make pedestrian flow additionally challenging.

ROLE: Village Wayfinding, Streetscape

FOCUS: Wayfinding to key community destinations (library, school, recreation fields)
FORMS: Wayfinding signage, community pocket park, sidewalk improvements (widening), utility pole banners.



3D POINT CLOUD IMAGE – LOOKING SOUTHWARD

GATEWAY #4 – Route 104 near Buck Hollow Road

As Route 104 approaches Buck Hollow Road the character of the Village begins to take shape. Nan's Mobil Station, the new Town Offices and a more recently constructed residential development called Paige Estates help communicate a higher density of mixed uses. The ongoing sidewalk master plan project will eventually link this point in the village to the core and Bellows Free Academy.

ROLE: Village Wayfinding, Streetscape, Pedestrian Access

FOCUS: Connectivity, communicating community brand and identity, aiding navigation and information.

FORMS: Wayfinding signage, new sidewalks, integration of sidewalks to Town Offices, utility pole banners, over-road "event" banner.



3D POINT CLOUD IMAGE – LOOKING SOUTHWARD

GATEWAY #5 – Route 104 near Bellows Farms

Located adjacent to the historic Bellows Farms on Route 104, this location is approximately 1,300 feet south of the intersection of Route 104 and 104A and approximately 3,000 feet north of Fairfax Village. This approach affords a long-distance view the Green Mountains as well as a slightly elevated glimpse of the village proper. The existing Fairfax sign is set near this location.

ROLE: Key arrival point into Fairfax Village

FOCUS: Establishing initial "Welcome" and communicating community branding

FORMS: Primary Gateway entry feature (sign), seasonal arrival garden

DEFINING DESTINATIONS

An important part of the wayfinding process is to establish key destinations. The navigational and informational aspect of wayfinding is clearly understanding “where” you want people to get to. In the case of Fairfax, the community has identified several key destinations that should be included in any future wayfinding system:

- *Bellows Free Academy (BFA)* – This K-12 school is located on School Street just west of Main Street. In addition to the academic buildings, the campus includes recreation and sports fields, a playground and woodlands within which are walking/Nordic skiing trails. The property is located at 75 Hunt Street.
- *Community Recreation Park* – Fairfax maintains a park along the Lamoille River on the west side of Hunt Street. This park includes a football field, several baseball fields, community recreation path and is used as a space for many community events owing to its proximity to the school and its ample parking.
- *Fairfax Community Library* - Located within the BFA complex, the Fairfax Community Library serves the students of BFA and residents of Fairfax by “assisting and encouraging all community members in their endeavor for self-education and/or recreational reading”. The property is located at 75 Hunt Street.
- *Fairfax Community Center* – This property (the former Baptist Building) has been recently acquired through donation to the Town of Fairfax to help support the community’s needs. While the property has most actively been used for community events (Halloween Haunted House), the long-range plans include upgrading the facility to support a wider variety of programs and functions. The property is located on Main Street.
- *Fairfax Town Offices* – the recently constructed Town Offices for Fairfax include all municipal government functions (town clerk, zoning, recreation, etc.) as well as meeting spaces. The property is located at the intersection of Main Street and Buck Hollow Road.
- *Shops and Retail* – Many retailers and shops are in Fairfax Village including Foothill’s Bakery, Fairfax House of Pizza, Fairfax Pharmacy, the US Post Office, J&L Hardware, Erica’s Restaurant, etc. Supporting some navigational signs to area businesses could be considered as the need arises.

EXPLORING IDEAS

With an understanding of “where” the gateways into the Village are located, the next step was to conceptually explore how the role and focus of each gateway could be realized. These are ideas exploring how the gateway experience could be connected to previously considered ideas for improving connectivity between the North and South Village.

The four major classes of improvements considered were:



PRIMARY GATEWAY – signage that announces the arrival to Fairfax with a unifying community logo and branding elements.



WAYFINDING SIGNAGE – signage oriented towards navigation (where things are in town). Can be directed at vehicular or pedestrian users or both.



STREETSCAPE IMPROVEMENT - the addition of street trees, utility pole mounted banners, overhead road banners, replaced bridge railing with light fixtures, small entry gardens or pocket parks.



IMPROVED PEDESTRIAN ACCESS – new or improved pedestrian paths, sidewalks or other accommodations. As noted previously, past studies completed along the corridor had suggested that a new pedestrian link between the North and South Village could be made to better integrate them. Those prior studies indicated that the costs for this link was about \$800,000, inclusive of modest pedestrian upgrades to the existing Lamoille River bridge.

GATEWAY #1

As Route 104 approaches Fairfax Village from the east, a very visible area roadside location was found where potential gateway signage might be appropriate. This location is at the edge of the northbound lane, opposite Minor's Country Store. The location has good exposure, is relatively flat and sits at the transition point into the South Village.



PRIMARY GATEWAY – Established a gateway “arrival” sign along Route 104 near the start of the South Village. This could be enhanced with a small seasonal garden at the base of the sign. External lighting on the sign should be provided to give it presence at night.



WAYFINDING SIGNAGE – No wayfinding signage is recommended for this arrival point.



STREETSCAPE IMPROVEMENT - No recommended streetscape improvements are shown. The long-range planning for the area has considered the possibility of a sidewalk or pathway to the west. If such improvements are made they might be further enhanced by some street trees to help reinforce the Village feeling.



IMPROVED PEDESTRIAN ACCESS – No recommended pedestrian improvements are shown. Again, the long-range planning for the area has considered the possibility of a sidewalk or pathway to the west.

DESIGN ISSUES

- Development of signage may require agreements with private landowners (right-of-way)
- Access to power will be required for nighttime illumination
- Signage design would need additional study and costing
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway
- Branding elements within signage should be standardized across community for maximum effect



Fairfax Gateway Study

GATEWAY #2

The features described below establish a gateway experience at the intersection of Route 104 and Route 128 and provide a reinforcement of village character within the South Village.



PRIMARY GATEWAY – Establish a primary gateway “arrival” sign at the intersection of Route 104 and Route 128, including the potential for a seasonal garden (flowers, perennials) to enhance the entry point.



WAYFINDING SIGNAGE – Include vehicular-oriented wayfinding signage at the start of the streetscape improvement zone (just west of the existing curb cut to Erica’s restaurant. Signage would help orient drivers to key destinations in town (Town Offices, Library, School, Recreation Park) and be a visual queue to slow down.



STREETSCAPE IMPROVEMENT - Strengthen the village character by lining the east and west sides of the roadway with new street trees. Some concern about site distance has been raised from curb cuts at J&L Hardware, for this recommendation, but the inclusion of street trees would help strength the message to motor vehicles to “slow down”. The use of a more columnar (vertical) species of trees and/or a generous spacing between them would allow for adequate visibility while still promoting a more village feeling.



IMPROVED PEDESTRIAN ACCESS – Expand the pedestrian network from the South Village northward to the Lamoille River Bridge. The sidewalk/path would start near Erica’s restaurant and extend northward to a point just north of J&L Hardware. At this point a crosswalk would be needed to move pedestrians to the west side of Route 104. Walk could then continue (see Gateway 3) north to the Bridge and beyond.

ISSUES:

- Development of signage will likely require agreements with private landowners (right-of-way)
- New sidewalks or expansion of sidewalks may require some additional right-of-way.
- Pedestrian improvements would require coordination with Vtrans. Demonstration of need for crosswalks could be a challenge unless the community takes responsibility for the roadway.
- Access to power will be require for nighttime illumination
- Signage design would need additional study and costing
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway
- Branding elements within signage should be standardized across community for maximum effect
- The incorporation of street trees or other roadside elements should be undertaken carefully to assure appropriate site distances and visibility

Gateway 2

- Reinforce Arrival
- Establish Pedestrian Zone
- Wayfinding (general)



Fairfax Gateway Study Gateway 2 | Concept Study

GATEWAY #3

The features described below establish a transitional gateway into the Village Core and North Village and promotes a greater link between the North and South Villages.



PRIMARY GATEWAY – Not a primary gateway.



WAYFINDING SIGNAGE – Wayfinding elements in this location are focused on assisting the navigation of visitors to key community destinations (school, library, park).



STREETSCAPE IMPROVEMENT – Consistent with the recommendations from prior studies, the streetscape in this area includes the introduction of some street trees (on the south side of the bridge, banners and upgraded light poles on the bridge).



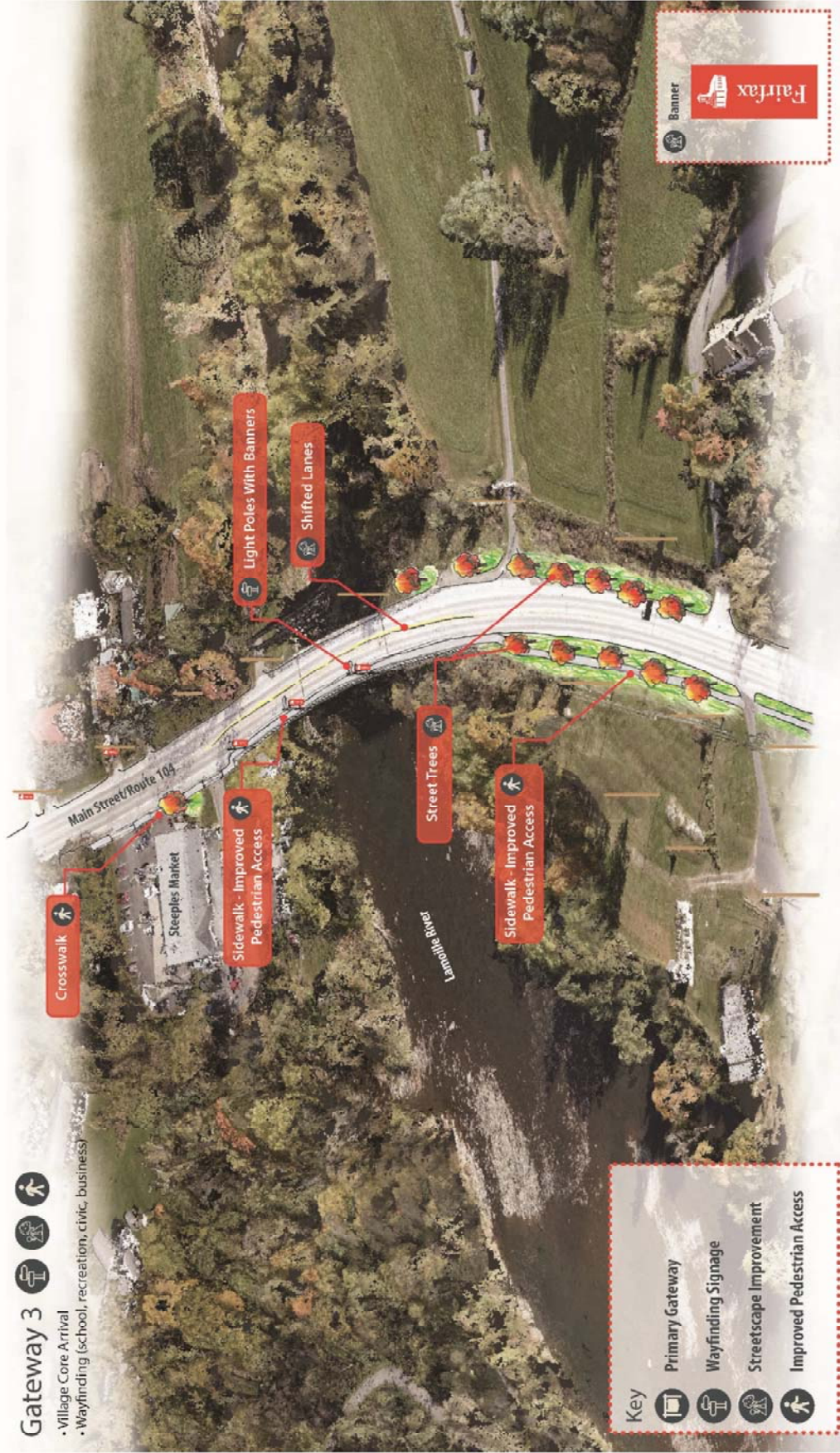
IMPROVED PEDESTRIAN ACCESS – new or improved pedestrian paths, sidewalks or other accommodations. Pedestrian improvements in this area are consistent with the recommendations of earlier studies completed along the corridor including the extension of a walkway along the west side of Route 104 south of the Lamoille River Bridge, the establishment of a wider (4") and vertically-separated walkway along the west side of the bridge and lighting.

ISSUES:

- Development of signage will likely require agreements with private landowners (right-of-way)
- New sidewalks or expansion of sidewalks may require some additional right-of-way.
- Pedestrian improvements would require coordination with Vtrans.
- Access to power will be required for nighttime illumination
- Implementing bridge improvements (vertically-separated walkway, new railing and lights) must be coordinated with VTrans. Past studies suggest improvements are possible but will require careful planning.
- Signage design would need additional study and costing.
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway.
- Branding elements within signage should be standardized across community for maximum effect.

Gateway 3

- Village Core Arrival
- Wayfinding (school, recreation, civic, business)



Fairfax Gateway Study

GATEWAY #3B

The features described below establish a transitional gateway into the Village Core and North Village and enhance future linkages between the North and South Village areas.



PRIMARY GATEWAY – Establish a primary gateway “arrival” sign near Fairfield Road.



WAYFINDING SIGNAGE – Include both vehicular and pedestrian-oriented wayfinding signage along Main Street in both directions to navigate visitors to key community destinations (school, library, park).



STREETSCAPE IMPROVEMENT - Several key elements are explored in this gateway area. First is the development of a pocket park on the west side of Route 104 on recently acquired town lands. This was the site of the former food venture building. A park in this location could provide an important node of civil activity adjacent to the travel way to reinforce the village character. Additional streetscape elements include light pole banners. Future geometric changes to the roadway could be explored which improves the flow of Fairfield Street into Route 104, but this was outside of the scope of the project.



IMPROVED PEDESTRIAN ACCESS – The continuation and widening to 5 feet of the sidewalk heading south and north along Main Street (Route 104) is the priority in this area. The addition of a new sidewalk (5 feet) along School Street could help better connect the village core to the school on Hunt Street. A new cross-walk (subject to discussion with Vtrans) is aligned with Hunt Street to connect the east and west sides of Main Street.

ISSUES:

- Development of signage may require agreements with private landowners (right-of-way)
- Access to power will be required for nighttime illumination
- New sidewalks or expansion of sidewalks may require some additional right-of-way.
- Pedestrian improvements would require coordination with Vtrans. Demonstration of need for crosswalks could be a challenge unless the community takes responsibility for the roadway. Recent indications from VTrans suggest they may be willing to include a sidewalk in a location within this gateway area.
- Signage design would need additional study and costing.
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway.
- Branding elements within signage should be standardized across community for maximum effect.
- Design of pocket park should reflect neighbor and topographic grades in the area.



GATEWAY #4

The features described below establish a continuation of the pedestrian/streetscape improvements started in Gateway 3 and the establishment of an additional wayfinding element in the North Village. It also addresses the need for improved pedestrian access to the Town Offices off of Buck Hollow Road.



PRIMARY GATEWAY – No primary gateway identified or recommended.



WAYFINDING SIGNAGE – Include both vehicular and pedestrian-oriented wayfinding signage at the Town Offices and integrate it into the pedestrian zone along the west side of Main Street (Route 104).



STREETSCAPE IMPROVEMENT - Create a welcoming pedestrian arrival to the Village through the inclusion of street trees (adjacent to the Town Offices, along Main Street and at the entry to Paige Estates), and an overhead “event” banner just south of the intersection of Main Street and Buck Hollow Road. This overhead banner would be supported by utility-pole mounted banners along Main Street southward towards Gateway 3.

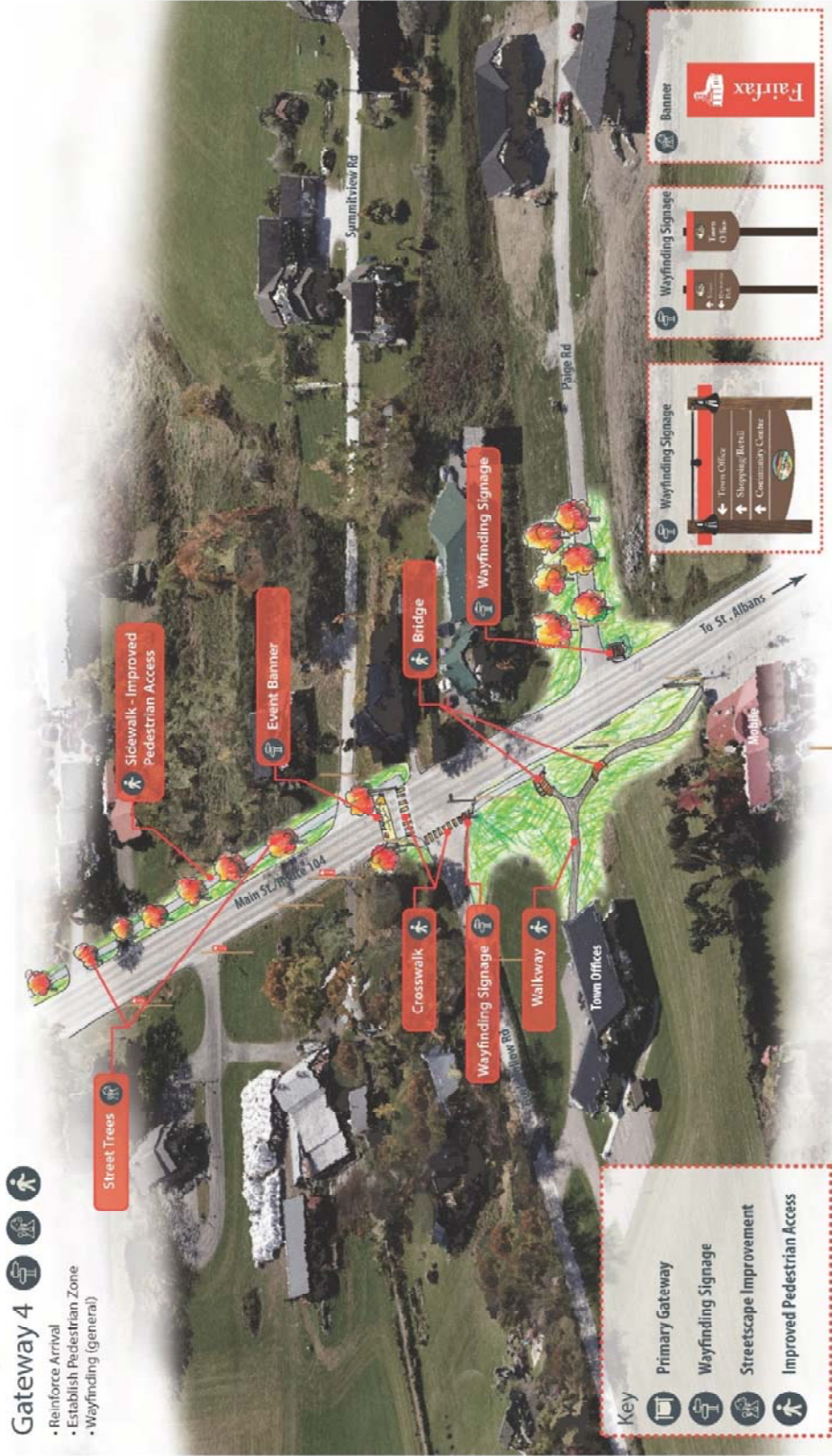


IMPROVED PEDESTRIAN ACCESS – Continue the expansion of sidewalks within the village core consistent with the ongoing sidewalk master plan. Additional path or walkways between the more formal sidewalk and the Town Offices would enhance the connection between this important civic space and the remainder of the Village. New crosswalk to connect pedestrians from the east side (Town offices) to the west side (Community Recreation Center) would be appropriate.

ISSUES:

- Development of signage may require agreements with private landowners (right-of-way)
- Access to power will be required for nighttime illumination for some signage forms.
- Signage design would need additional study and costing.
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway.
- Branding elements within signage should be standardized across community for maximum effect.
- Overhead banners are not allowed within the State right-of-way. It would be possible to install such a system if the community takes responsibility for the roadway.
- Pedestrian improvements would require coordination with Vtrans. Demonstration of need for crosswalks could be a challenge unless the community takes responsibility for the roadway.
- Drainage along Main Street near Town Offices would complicate walkways – possibly requiring a footbridge.
- Street trees should avoid utility poles – might need to alternate sides depending on location of utilities.

- Reinforce Arrival
- Establish Pedestrian Zone
- Wayfinding (general)



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GATEWAY #5

The features described below define the northernmost arrival point into the Village which includes the iconic long-range view of Mount Mansfield as the background view.



PRIMARY GATEWAY – Establish a gateway “arrival” sign along Route 104 near the north of the North Village with a slightly elevated view of the community and the backdropping of Mount Mansfield



WAYFINDING SIGNAGE –No wayfinding signage is recommended for this arrival point.



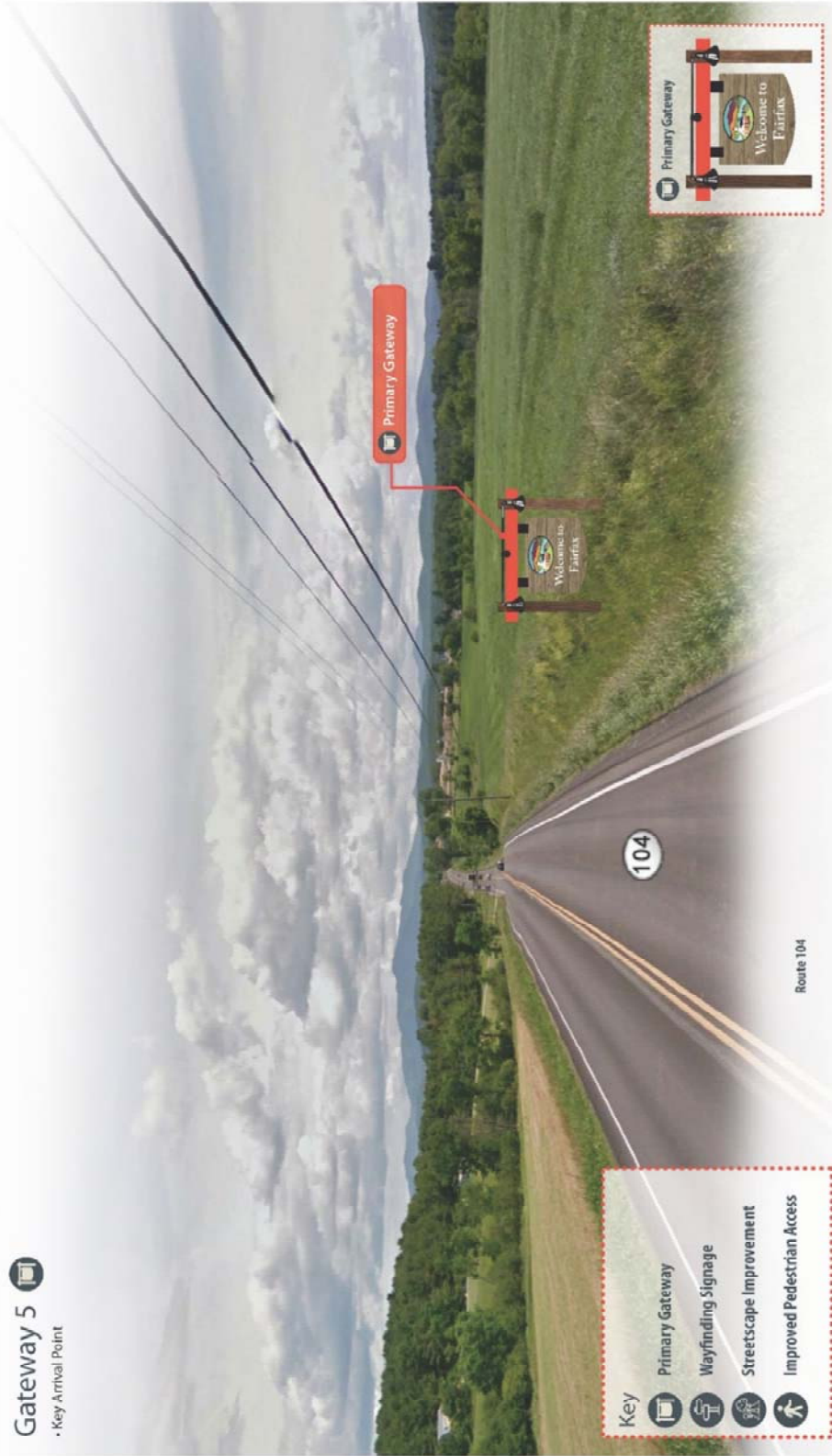
STREETSCAPE IMPROVEMENT - No recommended streetscape improvements are shown.



IMPROVED PEDESTRIAN ACCESS – No recommended pedestrian improvements are shown.

DESIGN ISSUES

- Development of signage may require agreements with private landowners (right-of-way)
- Access to power will be required for nighttime illumination.
- Signage design would need additional study and costing.
- Non-standard signage is not allowed within the public right-of-way unless the community assumes responsibility for the roadway.
- Branding elements within signage should be standardized across community for maximum effect.



Fairfax Gateway Study

Gateway 5 | Concept Study

Exploration of Wayfinding Elements: As shown above, each of the Gateway concepts illustrate how wayfinding signage elements could be integrated into the streetscape to enhance the appearance for the Village. While these concepts included recommended design forms for signage, the final design plans should be done carefully and within a transparent community process to assure maximum buy-in.

As component of these studies was the exploration a new community logo to act as a unifying visual element within the Village. Again, while the suggestions provided in the studies are illustrative of how the Town might wish to move forward, the final design should be done openly with as much input as possible.

SIGNAGE FORMS

A good wayfinding system is supported by a hierarchy of signs that address all forms of mobility and visitor arrival experiences. Signage that addresses a variety of modalities and communicates important navigational and informational elements can add tremendously to the character of a place.

The Federal Highway Administration (FHWA) provides standards (Manual on Uniform Traffic Control Devices or MUTCD) which establish national standards for signs, markings and signals for all levels of roadway. A primary objective of MUTCD is to enhance safety. These standards apply to all highways, including Route 104. While greater flexibility could be realized through a reclassification of Route 104 to a town highway, the MUTCD standards are important to consider in all signage design.

Primary Gateway

The primary gateway signs identified at locations #1, #3B and #5 should be visually consistent. The placement of the sign above the ground surface should consider snow management and could be enhanced by a slight berm.



TYPICAL SPECIFICATIONS

Width: 6-8 feet
Height: 5-7 feet
Above Ground Surface: 3-4 feet (can be enhanced on a small berm)
Letter Height: 6-8"
Placement from Road Edge: 2 -12 feet (varies)

Typical Cost Range: \$5,000 – \$8,000*
Materials: Wood, metal, MDF board

** electrical costs will vary depending on the type of fixtures and distances to available power.*

Vehicular-Oriented Wayfinding



TYPICAL SPECIFICATIONS

Width: 4-5 feet

Height: 5-7 feet

Above Ground Surface: 3-4 feet (can be enhanced on a small berm)

Letter Height: 4-6"

Placement from Road Edge: 2 – 5 feet (min)

Typical Cost Range: \$3,000 – \$5,000*

Materials: Wood, metal, MDF board

** electrical costs will vary depending on the type of fixtures and distances to available power.*

Pedestrian-Oriented Wayfinding



TYPICAL SPECIFICATIONS

Width: 2.5 -3 feet

Height: 5-7 feet

Above Ground Surface: 6-7 feet

Letter Height: 3-5"

Placement from Road Edge: 2 – 5 feet (min)

Typical Cost Range: \$1,000 – \$1,500*

Materials: Wood, metal, MDF board

Banners



TYPICAL SPECIFICATIONS

Width: 2-2.5 feet

Height: 4 feet

Above Ground Surface: 14 feet (min)

Letter Height: 6"+

Typical Cost Range: \$300 + mounting brackets

Materials: Sunbrella fabric, metal grommets and brackets

COMMUNITY LOGO

Finding a common visual motif that can help unify a place is often an important part of a good wayfinding system and reinforce the community brand. It can help provide a sense of cohesion and evoke important community attributes. During the study, the Project Team explored several ideas around a community logo based on public feedback and discussions. Some of the common elements within these ideas included:

An **Identifiable Community Asset** - an iconic building or structure in the town that is easily recognizable and identifiable as a community asset. Ideas explored included the Baptist Building, the United Methodist Church, Steeple Market, the community recreation path.



FAIRFAX COMMUNITY CENTER – FORMERLY THE BAPTIST BUILDING



COMMUNITY LOGOS – EXPLORING VARIOUS ELEMENTS OF PLACE

Expressing the Plan - the landform, shape of the mountains, arc of the river can act as a touchstone to a community logo – grounding it in its “place”. Ideas explored include the silhouette of Mount Mansfield as viewed from Route 104, the Lamoille River, Fairfax Falls, the rolling hills, etc.

Making it Unique – what about the community is “special” and can be used to differentiate the visual motifs? Ideas explored include the color of the mountains at times of day or year, the flow and froth of the river, the community interacting with the landscape.

Breaking Down a Brand

When developing a community “brand” and expressing it graphically, it is important to use imagery, colors and texture to convey important community attributes.

- 1 Identifiable Community Asset:** Using recognizable architecture can help make the logo feel more “local”. In this case the “Baptist Building”

- 2 Expressing the Place:** Using the natural features of a community helps ground the visual and expresses the importance of such features - i.e. Fairfax Falls, the Recreation path



- 3 Making it Unique:** The right touches make it feel unique. The color of Mount Mansfield, the texture of farm land, the rush of water along the river

NEXT STEPS

The ideas and concepts developed within this study are meant to inspire and promote a community conversation about how best to link the two parts of Village together and unify the community brand or identity to enhance the sense of place. Fairfax is marching forward on these efforts. It has adopted a Town Plan that highlights the importance that the Village has within the broader community. It has and continues to promote new sidewalks and connectivity to bring parts of the community together. It is investing in civic space and resources to add to the character of the community and provide important community benefits.

Several important “next steps” have emerged from the work:

Addressing the State Highway - To realize many of these ideas the community will need to address some very challenging issues. Route 104 (Main Street) is a state highway and as such what can happen within the public right-of-way is highly constrained. New crosswalks, traffic calming measures, the addition of overhead banners, some signage and other improvements will likely be limited if not entirely prohibited.

Vtrans has recognized this situation and is supportive of communities exploring different management approach to roadways. In the 2016 whitepaper “Costs and Issues for Vermont Communities Considering Reclassification of State Highways”, Vtrans identifies Fairfax as a community with potentially eligible state highway that could be reclassified as a Class 1 Town Highway. In this report, it also notes that the median population size for communities that have gone through this reclassification process is about 5,000 persons. Fairfax’s population is just under that at 4,300. This is suggestive that Fairfax may have grown to the right scale to make this process appropriate, particularly given the Village Center designation and town commitments to improving the pedestrian orientation of the Village.

This same white paper outlines the annual costs and state revenue sharing associated with a conversion. Vtrans does not specify how much of the state highway should be reclassified. Based on this study, the Town might consider the approximate 0.50 miles of Route 104 from the bridge north to Buck Hollow Road as the most appropriate place for reclassification. This segment comprises the Village Core, has the most opportunities and needs for pedestrian enhancement, and has been the subject of considerable discussion on crosswalk and sidewalk improvements. It also includes one (1) signal (at the intersection of Main and Fairfield and a bridge of approximately 50 feet in length.

The Project Team has used a preliminary cost-matrix spreadsheet provided by Vtrans for the evaluation purposes for the above scenario. This is shown in detail on the subsequent page, the estimated annual costs to the Town for reclassification of this segment of Route 104 would be about \$6,200 per year. What drives the anticipated costs most is the bridge. Adjusting the segment of the roadway to be reclassified can modify the expected cost/benefit calculation. The Town should review this information and seek guidance from Vtrans as it considers future improvements within the Village.

Cost Analysis for State Highway Reclassification to Class 1 Town Highway

Town: Fairfax
Route (s): 104

Scenarios for consideration:

A Main Street- Jarrolds Bridge to Buck Hollow	0.50	1	1	-	-
---	------	---	---	---	---

Roadway Centerline
Bridges or Culverts
Villes: >6':

Traffic Signals: Beacons:

Electricity Cost (estimated or from VTrans)

\$ 800
\$ -
\$ -

Town Revenue		miles	Cost per mile of "linear" maintenance items	
Class 1 Limits:	0.5		Item	Cost per Mile
\$ per mile	\$ 11,213		Signs	\$ 500
Revenue	\$ 5,606.61		Salt	\$ 4,400
			Striping	\$ 1,250
			Pavement Repairs	\$ 1,500

MS4 Community? N

Scenario: A

Typical Annual Signal Costs:

\$ 800	Signals (includes street lights and signal)
\$ 300	Flashing beacons
\$ 2,000	Signal maintenance annual cost

Annual Bridge and Stormwater Costs

\$ 3,300	Cost for maintenance per bridge
\$ 750	Cost for routine stormwater maintenance per mile
\$ 1,500	Cost for MS4 enhanced stormwater maintenance per mile

Winter Maintenance Costs

0.04	hours to plow one mile additional miles
6	plows per storm on average (3 each direction)
0.24	Hours plowing per storm per mile

Summer Maintenance		Notes
Allowance	Item	
\$ 625	Striping	VTrans marks centerline, Town will be responsible for all other markings
\$ 375	Culvert/Drainage Maintenance	Annually (culverts on Route 116 have required very little cleaning in the past)
\$ 800	Electricity - allowance	Town will take on electric bill of any VTrans streetlights. LED conversion would reduce cost
\$ 2,000	Signal Maintenance	Contracted out to RYG Signals or comparable, assumed \$1000 per signal for newer signals
\$ 250	Signs	Replaced when damaged or removed (usually covered by insurance)
\$ 3,300	Bridge Maintenance per bridge over 6 feet	Annually
\$ 750	Pavement repairs (patching, crack sealing)	Annually
\$ 500	Contingency allowance	Annually
\$ 8,600	Summer Maintenance Costs	

\$ 11,760 TOTAL MAINTENANCE COSTS

210% Ratio Costs per Revenue

Exploring Branding and Signage – While realizing many of the ideas expressed in this study will rely on greater control over Route 104, the community can move forward with efforts to explore the community brand and identity and develop signage. The new Fairfax Community Center needs a new sign and using the process to develop that sign to build upon some of the brand/community logo and signage ideas expressed in this study might be a good starting point.

Great conversations can be had about “who is Fairfax”, “what best reflects our community”, etc. The upcoming town plan update process might be a good place to build some of that input as well.

Connectivity & Wayfinding

Many communities use signage and other streetscape elements to help define arrival (gateway), establish a visual appearance or reinforce a community identity.

Finding the elements that “fit” a community is key. In places where the village setting is more historic, elements such as period-style light fixtures might be appropriate.

In Fairfax, the development of sidewalks and inclusion of street trees, banners and signage would provide a strong visual presence to help reinforce the pedestrian nature of the setting and lessen the desire of drivers to “pass through”.



**Fairfax Gateway Study
Connectivity & Wayfinding**

Seeking Funding - While a lot is up in the air related to funding for improvements given federal expenditures, there are many potential avenues for grants that could assist in the implementation of ideas generated in this study. The specific requirements for each grant program are highly varied. The following list is a comprehensive one and may not be applicable to all proposed elements, but provides a good starting point to seek additional resources in support of improved gateways into Fairfax.

Federal and State Grants and Programs

Land and Water Conservation Fund State and Local Assistance Program

The Land and Water Conservation Fund (LWCF) state assistance program provides matching grants to help states and local communities protect parks and recreation resources. LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. From building hiking and biking trails, to improving community parks, playgrounds and ballfields, this 50:50 matching program is the primary federal investment tool to ensure that families have easy access to public, open spaces.

<http://www.grants.gov/web/grants/search-grants.html>

USDA Rural Development Loan and Grant Assistance

USDA Rural Development (RD) forges partnerships with rural communities, funding projects that bring housing, community facilities (including trails and active transportation facilities), business guarantees, utilities and other services to rural America. Rural Development works with State, local and Indian tribal governments, as well as private and nonprofit organizations and user-owned cooperatives. This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area. <http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

National Park Service Rivers, Trails, and Conservation Assistance Program

The National Park Service Rivers, Trails, and Conservation Assistance (RTC) program supports community-led natural resource conservation and outdoor recreation projects across the nation. Their national network of conservation and recreation planning professional's and partners with community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities. <https://www.nps.gov/orgs/rtca/index.htm>

Surface Transportation Plan

The State Surface Transportation Program (STP) is the main program of Federal Funds, managed by VTrans, for transportation improvements in the state. STP projects are typically planned and designed at the state level.

Surface Transportation Signage Plan

The State Surface Transportation Signage Program (STPG) is a program of Federal Funds, managed by VTrans, for updating and improving transportation signage in the state.

FHWA Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to communities to support a wide variety of trail activities and related facilities, as well as environmental education and safety programs. The program is administered by the Vermont Department of Forests, Parks and Recreation in the Agency of Natural Resources. http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a competitive grant program administered by VTrans that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, and infrastructure projects for improving non-driver access to public transportation and enhanced mobility. These funds will cover a maximum of 80 percent of the project with the remaining portions most likely coming from the project-sponsoring organization. The maximum size of a grant under this program is currently \$300,000.

VTrans Bicycle and Pedestrian Program

The Vermont Bicycle and Pedestrian Program (BPP) provides federal funds managed by VTrans, to cover specific bicycle and pedestrian improvement projects and are provided via a competitive grant program.

Highway Safety Grants

Federal Highway Safety Grants (HSG) are managed by VTrans. They are available to support countermeasure projects to create safer roads for all users. Improvements must be part of the Highway Safety Plan and could include roadway or intersection projects.

<http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.2.13.1&idno=23>

Vermont Community Development Program (CDBG)*

Accessibility Modification Grants – Federal grants to bring existing municipal buildings and non-school libraries into compliance with the Americans with Disabilities Act (ADA).

Implementation Grants – Federal grants for economic development, housing, public facilities, and public services that will benefit low/moderate income individuals, eliminate slums or blight, or address an urgent need.

Planning Grants – Federal grants for community development planning, downtown planning studies, and project development to benefit people with low to moderate incomes and/or eliminate “slums and blight.” Range: \$30,000 - \$1,000,000

Eligibility: Municipalities and/or municipalities on behalf of organizations and private owners Deadline: Open application with funding decisions made throughout the year

Contact: Josh Hanford, (802) 595-1385 josh.hanford@vermont.gov

Website: http://accd.vermont.gov/strong_communities/opportunities/funding/vcdp

State Grants and Programs

Vermont Community and Urban Forestry Council Grants (Caring for Canopies Grants)

These Caring for Canopies Grants (CCG) are awarded to municipalities to aid in taking the necessary actions to developing and sustaining a community-wide tree program, including tree plantings, inventories, maintenance, and planning The grants range in size from \$500 to \$5,000 and require a 50 percent match. Website: http://fpr.vermont.gov/forest/community_forests/community_canopy_grants

Municipal Planning Grant Program

The Municipal Planning Grants (MPG) are Vermont State grants for a wide range of municipal planning projects including municipal land use plans, zoning and subdivision bylaws, designated downtown, village and neighborhood planning. The range of the grants is from 2,500 to \$20,000. Municipalities with adopted plans confirmed by their regional planning commission are eligible for these grants.

Regional Economic Development Grant Program

The Vermont Regional Development Grant Program (REDG) is a program that provides matching state grants to stimulate the creation and development or retention of economic development of individual or regional Vermont communities. The grants range from \$1,000 to \$25,000 and are available to Vermont municipalities and non-profit organizations. <http://bgs.vermont.gov/formsandpublications>

Recreational Facilities Grants Program

The Recreational Facilities Grants (RFG) program provides matching state grants for capital costs associated with the development and creation of community recreational opportunities. <http://bgs.vermont.gov/home>

Transportation Planning Initiative

VTrans administers the Transportation Planning Initiative (TPI), which distributes funding to regional planning commissions to undertake transportation planning work in their regions.

Cultural Facilities Grant Program

The Cultural Facilities Grants (CFG) are matching state grants to improve community facilities used to provide cultural activities to the public to enhance or expand the capacity of an existing building to provide cultural programming. Grants can be from \$1,000 to \$30,000 and are given to municipalities and non-profit organizations

<http://www.vermontartscouncil.org/grants-and-services/organizations/cultural-facilities>

ACCD State Historic Preservation Grants

State 50:50 matching grants for the repair and restoration of historic buildings listed or eligible for listing in the National Register of Historic Places in Vermont.

http://accd.vermont.gov/strong_communities/preservation/grants/historic_preservation

ACCD Downtown and Village Center Tax Credits

State income tax credits for projects that enhance historic commercial buildings. http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_village_tax_credit

State Organizations

Vermont Community Foundation

A variety of grants are available to support projects to improve environmental sustainability, cultural heritage, social justice, historic preservation, and vitality of Vermont communities. <http://www.vermontcf.org/Nonprofits/AvailableGrants.aspx>

VHCB Local Conservation Projects

Local conservation projects for agricultural and recreational land, town parks and forests, swimming holes, greenways, and buildings for public use. <http://www.vhcb.org/local-conservation.html>

Lintilhac Foundation

Grants available for the purpose of land use and environmental equity, especially for recreational access to lands and integrative land use planning. <http://lintilhacfoundation.org/guidelines.html>

Vermont Arts Council Animating Infrastructure Grant

The Animating Infrastructure Grant funds projects that integrate public art into existing or proposed infrastructure improvements. Infrastructure improvements could include buildings, recreational paths, parks, bridges, small-scale renewable energy projects, and water treatment facilities. <http://www.vermontartscouncil.org/grants-and-services/organizations/animating-infrastructure>

Vermont Arts Council Cultural Facilities Grant

The Cultural Facilities Grant funds projects that work to enhance, create, or expand the capacity of an existing building to provide cultural activities for the public. <http://www.vermontartscouncil.org/grants-and-services/organizations/cultural-facilities>

Ben & Jerry's Foundation

Funds community programs in Vermont, including social service organizations, cultural, recreational, or arts programs, and community celebrations. <http://benandjerrysfoundation.org/vermont-community-action-teams.html>

Green Mountain Coffee Roasters

Community sponsorships fund projects that focus on the betterment of communities. Emphasis on Washington and Chittenden Counties.

<http://www.keuriggreenmountain.com/en/Sustainability/ThrivingPeopleandCommunities/ThrivingCommunities/CommunitySponsorships.aspx>

National Organizations

People For Bikes Community Fund

The People For Bikes Community Grant Program (PBCG) provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. <http://www.peopleforbikes.org/pages/community-grants>

Bell Built Grants

Bell Helmets offers a \$100,000 technical assistance grant (BHG) to fund a gravity mountain bike trail built by IMBA Trail Solutions. One grant is available for a gravity trail for black diamond/double black diamond level riding. The trail will feature a 300-foot minimum drop and include steep sections, jumps, rollers, and berms. It will be 100% optimized for mountain bikes and advanced riders. It may feature alternate lines to encourage rider progression. <https://www.imba.com/grants/bell-built>

Robert Wood Johnson Foundation Grants

The Robert Wood Johnson Foundation (RWJF) provides funds for demonstration projects that provide information and demonstrations on creating more healthy communities. They have in the past used this funding to assist in the creation of community walking and bicycling facilities.

Trails Connecting People with Nature: A program of the Sierra Club's Nearby Nature Initiative

In collaboration with Sierra Club Outdoors, Sierra Club's Nearby Nature Initiative (NNI) broadens the conservation movement by protecting and establishing close-to-home natural spaces to ensure that access to the outdoors is increasingly equitable and available to all communities. Sierra Club Outdoors connects people to nature for the benefit of both, hosting over 265,000 people per year in the outdoors and inspiring millions more. The Sierra Club's Trails program aims to create, restore, and maintain trails in urban areas with limited access to nature and in more remote areas on public lands, like the Green Mountain National Forest. The Sierra Club Foundation will award one-year Trails project grants ranging from \$5,000 to \$20,000 towards trail creation or maintenance project proposals that engage new leaders and provide opportunities for communities to connect with nature.

https://content.sierraclub.org/ourwildamerica/sites/content.sierraclub.org.ourwildamerica/files/RFP_7-15_fill-outable.pdf

NON-GRANT FUNDING SOURCES

Development Impact Fees

A development Impact fee (DIF) is an assessment on development used to pay for its proportionate share of the impacts to public facilities. Some communities assign a standard dollar figure to the public sites, some use a park, pedestrian improvements, trails and open space development impact fee, some give the developer an opportunity to arrive at a fee value based on projected impact, while others allow for the dedication of parkland, or fee-in-lieu, in place of the impact fee. A full spectrum of leisure services which contain costs for recreation centers, trails and open space, in addition to parks, has been included in some communities' development impact fees. Some of these development impact fees could be contributed to a fund to support enhanced community and pedestrian accommodations.

Bond Issues

Bond (B) issues by the Towns may provide important opportunities to leverage other funds, such as required match amounts for federal or state grant programs, and regional bonds may be needed for larger scale projects.

Local Funds

Local Funds (LF) are sources of funding that are provided by local governments through local budgets or funds other than bonds.

Private Donors & Fund Raising

Funds can be provided by private donors or through special fund raising efforts (PDFR), which can supplement or substitute for local funds

