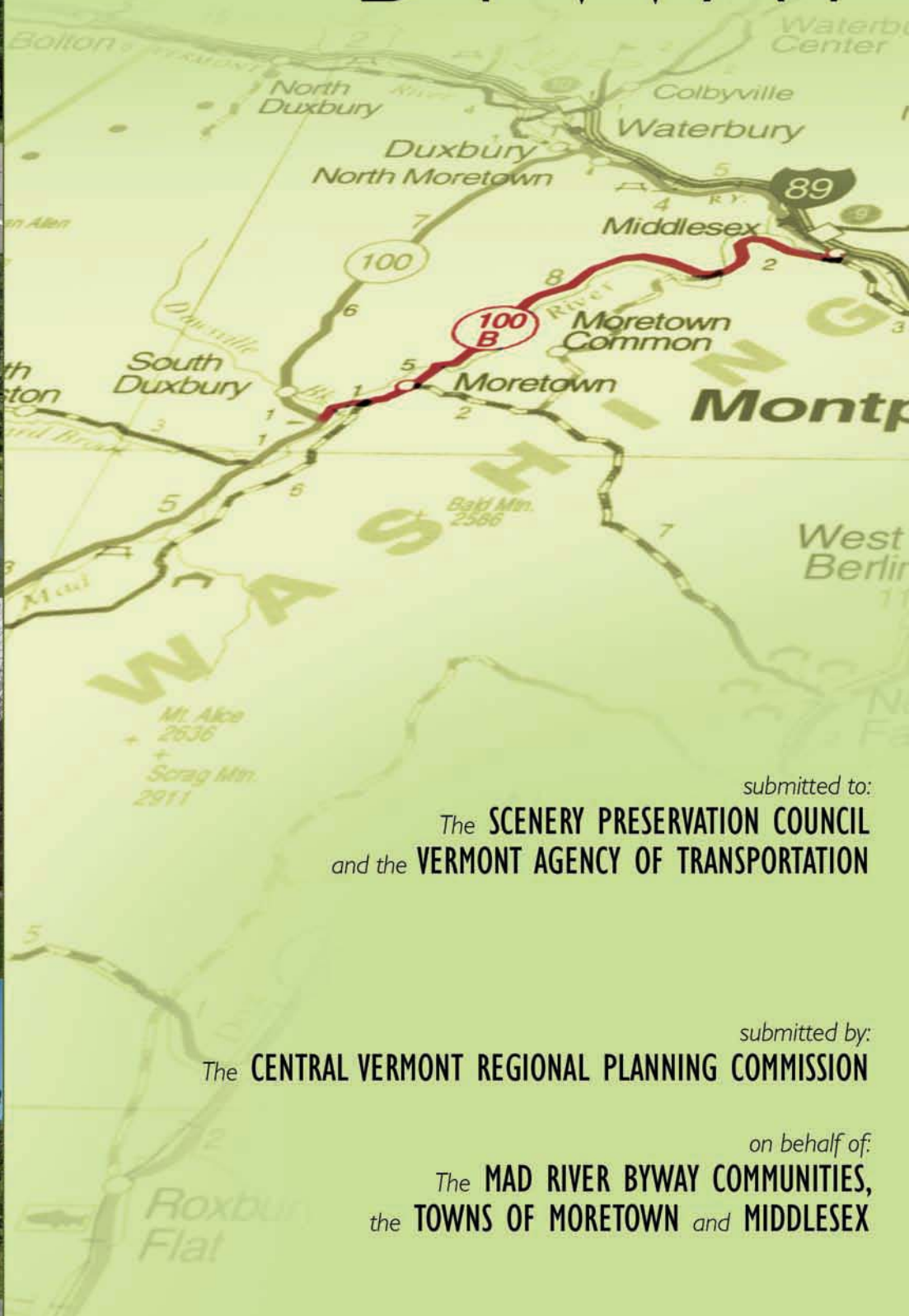




CORRIDOR MANAGEMENT PLAN

Mad River BYWAY



submitted to:
The **SCENERY PRESERVATION COUNCIL**
and the **VERMONT AGENCY OF TRANSPORTATION**

submitted by:
The **CENTRAL VERMONT REGIONAL PLANNING COMMISSION**

on behalf of:
The **MAD RIVER BYWAY COMMUNITIES,**
the **TOWNS OF MORETOWN** and **MIDDLESEX**

NOMINATION PACKAGE & CORRIDOR MANAGEMENT PLAN

MAD RIVER BYWAY

July 2005

Revised August 2005, September 2005, February 2006

Submitted to:

Vermont Agency of Transportation
State Scenic Byways Coordinator
Policy & Planning Division
National Life Building, Drawer 33
Montpelier, Vermont 05633-5001
(802) 828-0451
warren.vail@state.vt.us

State of Vermont Scenery Preservation
Council
c/o: Two Rivers-Ottawaquechee Regional
Planning Commission
The King Farm
Woodstock, Vermont 05091
(802) 457-3188

Submitted by:

Central Vermont Regional
Planning Commission
Contact: Steve Gladczuk,
CVRPC Transportation Planner
29 Main Street, Suite 4
Montpelier, Vermont 05602
(802) 229-0389
gladczuk@cvregion.com

On behalf of the Mad River Byway Communities:

Towns of Moretown and Middlesex

Prepared by:

LandWorks
211 Maple Street, MW26
Middelbury, Vermont 05753
(802) 388-3011
info@landworksvt.com
www.landworksvt.com

with assistance from:

Resource Systems Group
100 Dorset Street, Suite 20
South Burlington, Vermont 05403
(802) 383-0118
jsegale@rsginc.com

Preface

This Mad River Byway Nomination Package and Corridor Management Plan is designed to establish a “Vermont Byway” along US 2 in Middlesex Village and VT 100B in Middlesex and Moretown. This proposal is developed within the context of Vermont’s Byway Program, which is derived from the National Scenic Byway Program as administered by the Federal Highway Administration. The Byway Program, and indeed the proposed Mad River Byway, is designed to inventory and assess the six intrinsic qualities which a byway may celebrate, interpret, protect or enhance. These intrinsic qualities include archaeological, cultural, historic, scenic, natural and recreational resources. This proposed Byway and its environs contains all of these resources, and collectively they are of sufficient value or quality to fully support the byway designation. The development of a byway also includes a transportation assessment (Appendix A), with the proviso that a proposed byway must not only facilitate tourism, recreation, and the appreciation of cultural and natural resources but that it must also continue to effectively serve the traveling public, commerce and the day to day transportation needs of the town, region and state.

It is important to note that the development of a Byway is not intended to affect or influence regulatory review processes. As stated in the Byway Manual, 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. Designation of a Byway means that the Byway community will have access to Federal funds for preservation, programming, management and enhancements, and that is one goal of this effort. It also 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.

The Mad River Byway Committee has orchestrated a grass roots, bottoms up effort to plan, design and manage the proposed corridor. The focus for the Mad River Byway is the local community and the preservation and enhancement of its quality of life. There is a distinct desire to capitalize on the resources present. Another highlight of this plan is the multi-modal use of the route and corridor along with the promotion of traffic, pedestrian and bicycle safety. The top five management and enhancement strategies that the community identified include:

1. Village sidewalks, traffic calming, and streetscape improvements;
2. Scenic view shed planning and preservation;
3. Maintain and developed pull offs and river access;
4. The implementation of a pilot program to educate and promote mutual respect between users of the highway; and
5. The development of recreation paths.

Once designated, The Byway Steering Committee and the community living within and served by the byway corridor can work collaboratively to accomplish these goals.

Forward

The popularity of the Mad River Byway as a scenic road has been based on the classic landscape beauty and historic settlement pattern of the corridor it courses through and these qualities are still intact today. Classified as a rural major collector, Route 100B transports tourists, residents and commercial traffic to and from I89 and the Valley. The Route has become popular with people driving for pleasure through the Valley during the off seasons as well. Attitudes regarding route 100B are evolving; the focus of travelers along the route is changing from "this road takes me to my destination and recreation," to "this road is my destination and recreation." The origin of scenic byways can perhaps be traced to "The Ideal Tour," a concept forwarded in 1907 as the dawn of the automobile age. It was conceived by an ambitious hotel owner, who saw that in creating a regional auto tour in the hill country of New England, there was an opportunity to fill hotel rooms and create the first de facto tourism promotion program. With the guarantee of "A First Class Hotel at the End of Each Day's Run," a route was laid out through Northern New England, a route, which indeed included stretches of the Deerfield Valley and Southern Vermont.¹ In fact, New England was a favored destination then, as it is now, and in 1914 The Ideal Tour guidebook articulated a sentiment that is still valid almost a century later:

*"New England has become the favorite touring section of America, for nowhere else can there be found such a variety of scenery contained within a comparatively small area, so much good or so many historic areas. For generations isolated New England resorts were famous, but with the coming of the motor car the entire region has become one vast resort..."*²



A picture taken during foliage season in October 1967, showing a car driving north on 100B past what is now the Ward Memorial Access Area. Fall foliage is alive along 100B with its mix of hard and soft wood tree stands.

The National Scenic Byway Program has been inspired and informed by the efforts of tourism pioneers and Americans penchant for history, travel and recreation. The

¹ Robinson, William. Mountain New England: Life Past and Present. Little, Brown and Company, 1975

² Judd, Almon C. The Ideal Tour. Waterbury, CT, 1908.

Forward

establishment of a Vermont Byway following route 100B will represent a significant resource management, cultural heritage and economic development initiative for this region. The Route 100B Corridor is a natural candidate for scenic byway designation and the benefits it can bestow upon the region, its residents and its visitors.

The National Scenic Byways Handbook in 1988 cited the importance of scenic roads and byways and stated that "scenic roads are one of America's most valuable resources." The handbook also highlighted Americans interest in driving as an outdoor past time:

"Americans are at home on the road. Pleasure driving to view the historic, natural and pastoral qualities offered by many of our nation's roads is an important part of recreation for a majority of our population, comprising some 15% of all vehicle miles driven."

The Corridor Management Plan reflects a process and produces the products necessary for a complete and successful Vermont Byway nomination Package for the Mad River Corridor. Nestled in Moretown and Middlesex, the Mad River Corridor is characterized by its classic New England landscape and architecture - mountain ridgelines, a winding river, hillside farms, and steepled villages. Moretown Village, as one of the key destinations along the corridor, has a rich history that is visible today in its churches, memorials, farms, architecture, recreation and community life. Located in the region that includes the famous Sugarbush and Mad River Glen ski areas, the corridor is also experiencing steady growth, not only as a tourist destination but as a beautiful place to live. An understanding and identification of these resources, which address every part of the management plan, from the annual Moretown Plant Sale to the scenic Mad River. The thematic underpinning for the corridor builds on the legacy of the landscape and history. Understanding of the Byway principles and goals coupled with the sensitive evaluation and articulation of the Mad River Corridor environment and culture provides the basis for a successful designation. The National Scenic Byways Program Discretionary Grants Applications Guidance provides a number of principles, which will also provide a framework for this undertaking and it emphasizes the value of leadership and the importance of voluntary participation and grass roots work in support of the Byway.

A recent traffic study conducted in connection with this proposal found that on a high 5,000 cars travel Route 100B per day. The pull-off at Ward Memorial Access Area was established a few years ago in recognition of 100B's outstanding qualities, and to allow travelers a place to enjoy them. In many ways this proposal to designate the Mad River Corridor as the next Vermont Byway represents an effort to make official the desire that had been evolving for almost 40 years, to take advantage of one of the most scenic, recreational and cultural road corridors in the state. We can trace this fact back to the origins of a Route 100 Byway nomination entitled "Green Mountain Crossroads" that never came to fruition, however the support for a Mad River Valley Byway was found to be extensive. This application and corridor management plan is designed to ensure that this route continues to provide its multiple benefits to Vermont. It recognizes the fact that for many years the road has served as a de facto byway. The collaboration among towns people and other organizations continues today just as it was instrumental in establishing the idea so many years ago. Indeed this plan naturally incorporates local input, but also reflects many of the goals set forth in the National Byways Program, including:

Forward

- A consensus based approach in developing the proposal content and management initiatives.
- Appropriate inventory and analysis efforts to address roadway character, transportation systems, and improvements.
- An overall strategy designed to maintain the scenic, historical, recreational, cultural, natural and archaeological characteristics of the byway corridor while providing for accommodation on increased tourism and amenities. (From the Vermont Byways Program Manual.)
- An effective and collaborative process that includes, working effectively with the steering committee, the regional planning commission, local and state government, local and regional economic development and business organizations (i.e. the chambers of commerce, hospitality industry), recreation providers and interested citizens to facilitate an inclusive planning effort that resulted in a pragmatic, purposeful approach to Byway planning, designation, development and management.

This then provides the basis for the implementation of the Byway Program and corresponding enhancements "on the ground" as well as a point of departure for on going Byway management.

Many Vermonters have devoted countless hours and extensive effort to the preservation of the corridor's culture and history and to developing amenities for residents to provide access to the diverse recreational and cultural opportunities, which are present along the route. Their work has continued in support of this proposal and as members of the steering committee. Collectively, we believe that the time has come for the next Vermont Byway: "The Mad River Byway."

Table of Contents

Preface

Foreword	i
I. Introduction	1
A. What is a Byway? What is a Vermont Byway?	1
B. About this Document	1
C. Mad River Byway Overview	2
<i>Map of Byway Corridor</i>	3
D. Level of Designation	5
E. Why We're Seeking Designation	5
II. Byway Application Criteria	7
A. Development of the Byway Steering Committee	7
B. Public Planning Process	7
C. Vision and Theme	9
D. Local and Regional Objectives	9
1. Transportation	10
2. Recreation	10
3. Preserving Historic, Scenic & Cultural Resources	10
4. Natural Resources	10
5. Village Enhancements	10
E. Conformance with Local and Regional Objectives	10
III. Intrinsic Resources Inventory & Assessment	13
A. Overview	13
B. Archaeological Qualities	15
C. Cultural Qualities	18
D. Historic Qualities	21
E. Natural Qualities	24
F. Recreational Qualities	27
G. Scenic Qualities	30
H. Matrix of Significant Corridor Resources	36
I. Mad River Corridor Sections: Examples of Intrinsic Resources	37
IV. Implementation Goals and Strategies	47
A. Byway Goals and Strategies	47
1. Transportation	47
2. Recreation	48
3. Preserving Historic, Scenic & Cultural Resources	52
4. Natural Resources	53
5. Village Enhancements	54
B. Regional and State Support and Coordination	56
C. Byway Action Plan	57
D. Project Priorities List and Phasing Options	64
V. Design Concepts for the Byway	65
A. Overview	65
VI. Conclusion	69
A. Nomination Summary	69

Table of Contents

VII. Bibliography

71

A. Sources

71

APPENDIX

Appendix A. Resource Systems Group's Transportation Assessment

Appendix B. Public Meeting Posters

Appendix C. Public Meeting Handout

Appendix D. March 23, 2005 Public Meeting Summary

Appendix E. Route 100B Brochure

Appendix F. Town & Regional Plan Excerpts

Appendix G. Route 100B Photo Gallery

Appendix H. Newspaper Articles

Appendix I. Meeting Attendance and Letters of Support

Section I. Introduction

A. What is a Byway? What is a Vermont Byway?

Inspired and informed by the efforts of tourism pioneers and Americans penchant for history, travel, and recreation, the U.S. Congress created the National Scenic Byway Program in 1991 to help “identify, designate, and promote scenic byways and to protect and enhance the archaeological, cultural, historic, natural, recreational, and scenic qualities of the areas through which these byways pass.” The popularity of the national project has resulted in the creation of seventy-two byways designated in thirty-two states, and led Congress to reauthorize the program in the Transportation Equity Act for the 21st Century (TEA-21) in 1998.

As stated in the forward, the National program cites the importance of scenic roads and byways and states that “scenic roads are one of America’s most valuable resources.”

The national program gives states freedom to define their own ways of participating in the national effort, and Vermont has tailored a byways program that will meet the needs and circumstances unique to its New England character. In particular, the Vermont program addresses the state’s need “to make transportation investments to strengthen the economy while also managing and protecting community character.” The working landscape - farming, forestry, mining - is an essential part of Vermont life and is therefore an essential component of byway designation in this state.

The Vermont Byways Program defines a byway as a “highway or other public road that may be associated with other transportation resources that have special scenic, historic, recreational, cultural, archeological and/or natural qualities, and that has been formally designated by the Vermont Transportation Board.”

As stated in the Introduction of the *Vermont Byways Program Manual*, “roads in Vermont play an integral role in the state’s economy, heritage, 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.

A byway, as defined by the Vermont Byways Program, is a “highway or other public road that may be associated with other transportation resources that have special scenic, historic, recreational, cultural, archeological and/or natural qualities, and that has been formally designated by the Vermont Transportation Board.”

B. About this Document

Participation in the state level Vermont Byways Program requires the submission of a nomination package and corridor management plan, which consists of answering specific criteria outlined in the Byway Designation Application prepared by the Scenery Preservation Council and provided by the State Scenic Byways Coordinator. To help supplement our

Section I. Introduction

response to the criteria, we also used the nomination forms in Part I of *Designating Vermont Byways: A Fieldguide* to provide a framework for identifying the six intrinsic qualities.

The criteria required in the Byway Designation Application is addressed in three sections of this document: (1) a brief description of the proposed byway, the level of designation we are seeking and the reasons for seeking it, are provided in subsections C, D, and E of *Section I. Introduction*; (2) the local and regional objectives for seeking designation, the general planning process including public meetings, and vision and theme are provided in *Section II. Byway Application Criteria*; and, (3) the reasons why the byway should be designated in terms of the intrinsic resources are provided in *Section III. Intrinsic Resources Inventory and Assessment*.

The Vermont Byway program lays a firm foundation for byway groups that intend to either apply for federal funds or to apply for designation as a National Scenic Byway. As such, this document also serves as a Corridor Management Plan for the Mad River Byway corridor. Upon recommendation by the Scenery Preservation Council and formal designation by the Transportation Board, this document will become the Final Corridor Management Plan for the Mad River Byway. However, 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. Thus, it will be revised and refined as the Mad River Byway is further developed.

C. Mad River Byway Overview

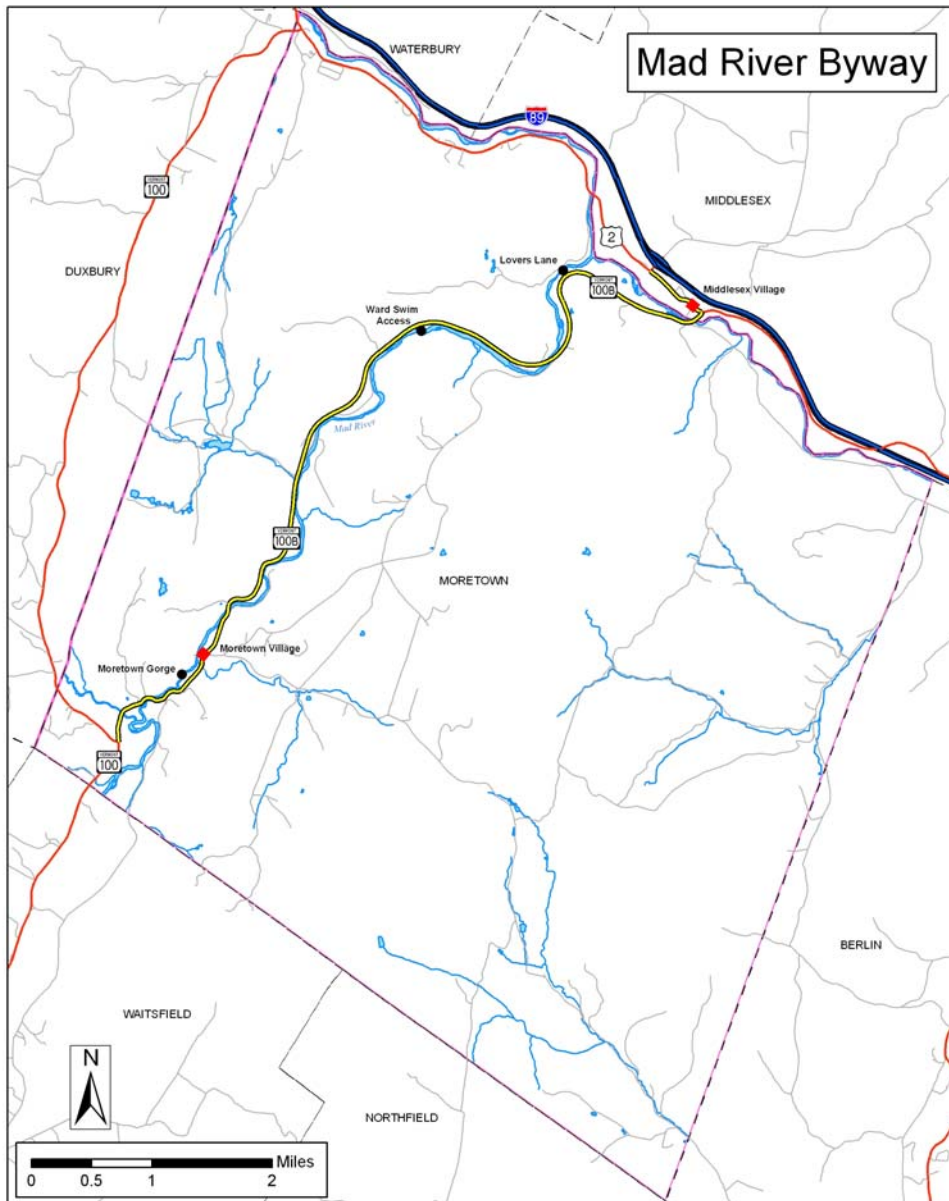
The Mad River Byway follows the Mad River from Middlesex into one of Vermont’s most spectacular mountain valley landscapes, rich in history and with a strong agricultural tradition. Views of mountain ridges and summits, cobbled stream courses with waterfalls and expansive meadows characterize the route. The Byway corridor travels approximately 8.5 miles from the intersection of I-89 with Route 2 in Middlesex Village south to its end at the Route 100B/Route 100 Intersection in the Town of Moretown. This highway links together history, recreation, culture, commerce, tourism, and the everyday lives of thousands of Vermonters. It serves as an important transportation corridor and is considered the gateway to the Mad River Valley, including the towns of Fayston, Waitsfield and Warren.

The Resource Systems Group’s Transportation Assessment in Appendix A describes the corridor as “a rural major collector throughout the study area. Its function is to provide mobility for traffic, access to adjacent land, and connections to the local street system. Also Route 100B allows travelers access to I-89 without having to travel through urban areas such as Waterbury”. (pg. 1) (Note: The assessment in Appendix A provides greater detail regarding the transportation qualities, conditions, and opportunities existing along the Route 100B corridor.) The corridor has indirect access from Interstate 89 via Route 2 and direct access from Route 100. For the purposes of this application, the width of the corridor has been identified as the boundaries of the Town of Moretown and the Village of Middlesex (See Map of Byway Corridor on the following page).

Section I. Introduction

The establishment of a Vermont Byway will represent a significant resource management, cultural heritage, and economic development initiative for this area of Central Vermont, and is a natural candidate for byway designation. According to State and National Byway Programs, the road must exhibit at least one of the six intrinsic categories in order to be considered a byway. These categories include historic, archaeological, cultural, natural, scenic, and recreational. Each of these intrinsic qualities is represented along the corridor; the inventory and related documentation confirm this.

Map of Byway Corridor



Section I. Introduction

The Byway communities along the corridor are the Town of Moretown and Village of Middlesex. As stated, these communities provide a representative sampling of Vermont's scenic, recreational, historic, cultural, and natural resources. A brief overview of some of the more notable characteristics unique to the communities are provided in this summary. For a more detailed listing of the resources, refer to *Section III. Intrinsic Resources Inventory and Assessment*.

Moretown

Moretown has the distinction of being the only town in the United States by that name. It was chartered in June 7, 1763, said charter being granted by King George the Third through Governor Benning Wentworth of New Hampshire. Even though the town was chartered in 1763, active settlement did not take place until after the Revolutionary War. It is a quintessential Vermont town with distant summits, rolling meadows with clusters of farm buildings and homesteads. Moretown has as its center an historic, traditional Vermont village with classic architecture that conveys a sense of the community and its everyday life. The Mad River and the Green Mountains are also an integral part of the town's landscape.

The town is divided by Route 100B as it follows the Mad River north to the Winooski. The mountainous geography of the area prevented development of a single, large village and thus the town is divided into several neighborhoods with the historic Moretown Village in the southwest corner of town and Moretown Common to the north. The rural landscape has attracted both businesses and residents to the community.

Moretown is home to a wealth of historic and cultural resources, which provide a view to the region's past and tell the story of human settlement along a natural river corridor. It is likely that Native Americans ventured along the Mad River as far back as the Paleo-Indian period (10000-7500 BC). Settlement patterns, industry and commerce continued to concentrate along the river corridor, and are evidenced in the numerous dairy farms, historic homes, dams, and mills. The river is also the focus of recreational activities, providing opportunities for fishing, canoeing, kayaking, and swimming.

Middlesex

Middlesex was chartered on June 8, 1763, said charter being granted by King George the Third through Governor Benning Wentworth of New Hampshire. Settlement of the town began nearly twenty years later with Thomas Mead and his family. Middlesex is home to a number of smaller communities including Putnamville and the Village of Middlesex. The town used to have neighborhoods called Wrightsville, Middlesex Center, Beartown and Skunks Misery. Middlesex was a vibrant town in the early 20th century with mills and small town commerce.

The flood of 1927 badly damaged the village destroying homes, a creamery, the general store and a blacksmith shop. The flood also swept away the entire millworks in Putnamville and damaged the neighborhood of Wrightsville. Today, part of Wrightsville lies beneath the Wrightsville Reservoir. Interstate 89 construction began in 1958, with on- and off- ramps in town cutting through former fertile fields and displacing many residents. While the highway made travel easier it also physically divided the town. Over time the residents of Middlesex have adapted to the highway and currently most residents commute to work. The town's school and churches are popular spots for town meetings and other community gatherings.

Section I. Introduction

Middlesex acts as the northern gateway to the Mad River Byway. Recreational activities including swimming, kayaking, fishing, hiking, hunting, and trapping, abound in Middlesex with the merging of the Mad River and Winooski River and the higher elevations of the Worcester Mountain Range. The town is also home to Putnam State Forest and two Vermont State Wildlife Management Areas, Middlesex Wildlife Management Area and Middlesex Notch Wildlife Management Area.

D. Level of Designation

On behalf of the Town of Moretown and Village of Middlesex, the Central Vermont Regional Planning Commission is submitting this plan for designation of the Mad River Byway as a “Vermont Byway” under the Vermont Byways Program.

E. Why We’re Seeking Designation

The Mad River Byway follows the Mad River into one of Vermont’s most spectacular mountain valley landscapes, and is an important link in Vermont’s Highway System, transporting tourists, residents and commercial traffic to and from I89 and the Mad River Valley. The corridor also has great scenic, recreational, historic, and cultural significance, offering views of mountain ridges and summits, cobbled stream courses and waterfalls and expansive meadows, and leading to the small historic village of Moretown.

The proposal to designate the Mad River Byway is in recognition of these values and seeks to establish a coordinated plan to enhance and promote the highway corridor and the many resources and attractions found along it. If designated, funds may be available through the National Scenic Byway Program to facilitate planning activities that will support initiatives along the corridor, including transportation, preservation, and economic development. This designation recognizes the value and potential as a Vermont Byway.

By designating the Mad River Byway, it is also anticipated that distinct benefits will accrue to local communities and the region:

- The designation of the Mad River Byway will enable the local municipalities, organizations, and regional entities to access federal funding for corridor initiatives including, economic development efforts, village enhancements, tourism promotion, and transportation improvements.
- The byway designation will promote local and regional collaboration between the public and private sector to address common issues; for example, towns can work together to create management strategies to protect scenic resources and promote community development.
- Byway designation can facilitate regional initiatives and coordination in transportation, environmental planning, information systems, and economic development.
- The byway will promote the sharing of resources to improve the efficiency of regional marketing and management.
- The Byway program is designed to be a citizen based, community-oriented initiative – participation is voluntary.

Section I. Introduction

Furthermore, the Vermont Byways Program provides a formal way for the byway communities to identify, protect, and promote the special qualities that characterize the corridor. It is anticipated that by pursuing the comprehensive “Vermont Byway” designation, initiatives may be undertaken that will improve the transportation system and infrastructure (including pedestrian and bicycle facilities); preserve important natural, cultural, and historic resources; recreational opportunities will become more accessible and more widely used; and, Federal and State funds will become available, ensuring the success as a Vermont Byway.

The establishment of the Mad River Byway will represent a significant resource management, cultural heritage, and economic development initiative for Central Vermont, and is a natural candidate for byway designation under the Vermont Byways Program.

Section II. Byway Application Criteria

A. Development of the Byway Steering Committee

In the fall of 2004, the Central Vermont Regional Planning Commission provided letters to town officials and local organizations that described the Vermont Byway Program, and a request for representatives to serve on the Byway Steering Committee. An introductory meeting for committee members was held in December 2004 at Moretown Town Offices and additional members were later added as word of the project spread.

The Byway Steering Committee members are:

Jack Byrne, *Moretown*
Heather Furman, *Middlesex*
Randy George, *Moretown*
Steve Gladczuk, *Central Vermont Regional Planning*
Susan Goodyear, *Moretown*
Gene Kazlow, *Moretown*
John Labarge, *Vermont Agency of Transportation*
Don LaRocca, *Moretown*
Paula Mastroberardino, *Moretown*
Bob McMullin, *Moretown*
Aimee Pope, *Vermont Agency of Transportation*
Frank Piazza, *Moretown*
Dee Pierce, *Mad River Valley Planning District*
Sandra Reagan, *Moretown*
Steve Robbins, *Moretown*
Susan Roy, *Sugarbush Chamber of Commerce*
Denise Sanders, *Moretown*
Steve Sharp, *Moretown*
Warren Vail, *Vermont Agency of Transportation*
Stephanie Venema, *Moretown*
Liza Walker, *Moretown*
Don Wexler, *Moretown*



Steering Committee Members work collaboratively with the community during the public meeting, held at the Moretown Town Hall.



A view of Moretown Gorge looking south, up stream, from the village.

B. Public Planning Process

Public involvement was an important part of developing the Nomination Package and Corridor Management Plan (See Appendix B for Public Meeting Posters). A number of people gathered for the first formal public meeting that was held on March 23, 2005 in Moretown. The evening's agenda included an introduction and project overview presented by Steve Gladczuk of the Central Vermont Regional Planning Commission, VTrans Scenic Byways coordinator, Warren Vail, and David Raphael, Principal of LandWorks. Preliminary inventory boards were presented that illustrated corridor's variety of resources, as well as GIS maps. The participants then convened in small groups to discuss a number of prepared questions (See Appendix C, Public Meeting Handout and Appendix D, Public Meeting Summary) intended to address the concerns of two groups - 1) the property owners along the road and corridor, and 2) the users of the road, whether bicyclists, commuters, truckers, tourists or farmers - and to develop the framework for the byway concept, vision, and plan.

Section II. Byway Application Criteria

Some important elements to be addressed in the Nomination Package and Corridor Management Plan were generated at this public meeting, and included:

1) The examination of *all* vehicle pull-offs, and parking areas, along the corridor (i.e. formally and/or informally developed, obviously used areas); all locations and existing/obvious or potential issues to vehicles, pedestrians and bicyclists. These issues include safety, access, ingress/egress, organization, traffic signing, visibility and user conflicts. Key locations that were identified included:



Moretown Town Hall, site of the public meeting.

- a) The bridge that allows access into Moretown Village from the south - safety concerns for non-motorized travel was the first on the list of issues associated with this crossing.
- b) Scenic views and potential pull-off on south side of Moretown Village - to allow access to the Gorge and the mill remains.
- c) Intersection of Moretown Common Road and 100B - limited sight distance makes this intersection a travel hazard for both motorized and non-motorized users.
- d) Parking in shoulder of road in order to access recreational resources due to the lack of official pull-offs endangers both pedestrian and vehicular traffic.
- e) Ward Memorial Access and future pull-offs need to be open to winter parking and provide access for cross-country skiers and snowshoers.
- f) Moretown Village sidewalk system is in disrepair and creates many safety hazards to users
- g) Small bridge in the center of Village creates safety issues for both pedestrians and bicyclists.

Naming the corridor was also an enjoyable activity for the groups as ideas started to be considered. The participants were split on whether or not to include Mad River in the name. Some felt that they wanted to be different from the area and separate Moretown and Middlesex from the Mad River Valley. Others saw being incorporated with the greater community as a good thing and that Mad River is a well-known name and that it would attract more people. A list of some possible names the groups came up with includes:

- Mad River Valley Byway
- River View Byway
- Green Valley Byway
- Gateway to the Valley
- Bald Mountain Byway

Section II. Byway Application Criteria

In March, a promotional handout was created by LandWorks and distributed to the public (See Appendix E). The brochure provided an overview of the proposal for Vermont Byway designation, a sampling of the resources, regional objectives for the byway, and who to contact for comments and questions.



Left: Ward Memorial Access Area located along 100B and the Mad River.

Right: Swimming hole at the Ward Memorial Access Area.



C. Vision and Theme

The vision for the Mad River Byway provides the impetus for the designation of this roadway and is the basis for articulating the objectives. It also provides a framework for how the core resources will be woven into the theme for the byway. The vision statement for the Mad River Byway is:

To provide a unique, enticing, and gratifying experience to residents and visitors that live, work, and play along the corridor by providing opportunities for Village enhancement projects, economic development, preservation of important historical and natural resources, and improved access to recreational lands and facilities, all while maintaining the region's quality of life, safety, and respect for local residents.

A management strategy for a Vermont Byway is based, in part, on any or all of the identified intrinsic resources. The six intrinsic resources are defined by a Federal Highway Administration Policy for the National Scenic Byways Program and include 1) Archaeological Quality, 2) Cultural Quality, 3) Historic Quality, 4) Natural Quality, 5) Recreational Quality and 6) Scenic Quality. As the Vermont Byway Program Manual states; "These core resources should be woven into a general theme that will guide the preparation of the corridor management plan. From a tourism development perspective, while it is desirable to offer a range of activities and experiences along a byway, it is also important to have a clear cohesive message and theme which characterizes the entire corridor."

Other byways have seized upon this idea and attempted to develop a tag line or marketing phrase that best conveys the nature and spirit of the corridor. For the Connecticut River Byway, it is "Connecticut River Byway-connect with the heart of New England." For the New York State Byway - Lakes to Locks Passage - the theme is "The Great Northeast Journey"; the Lake Champlain Byway in Chittenden County has chosen "Our Past, Our Future" to describe the corridor and its offerings.

In many ways the corridor is the quintessential Vermont Byway, winding its way through agricultural valleys, an historic village, and the rugged and scenic Green Mountains, Northfield and Worcester Mountain Ranges. As the route unfolds it reveals a chronicle of natural and human history for it is at once a highway of commerce and of community, a part

Section II. Byway Application Criteria

of the everyday experience of those who live and work along it and an important regional highway.

Only a broad theme or name can embrace the richness and diversity of this corridor. The vision, which developed from the theme recognizes the broad brush needed to understand, embrace and forward the corridor as Vermont's next state byway. The Vermont Byways Program establishes a process to integrate growth management, economic development and transportation investments. The vision will be developed through five areas of focus, which represent local and regional objectives. These objectives will guide the development of the Mad River Byway and are outlined in the following section.

D. Local and Regional Objectives

Five important objectives were identified and formulated during the public participation and planning process so that a framework for designation as a Vermont Byway could be initiated, and are outlined below. These local and regional objectives provide the basis for identification, implementation, and management of the corridor's intrinsic resources and are intended to stimulate and promote economic, recreational, and environmental benefits for the corridor's communities and transportation systems. Most importantly, the objectives supply the foundation for the long-term goals and strategies that are outlined in Section IV. The five objectives for the Mad River Byway are:

1. Transportation

To support vehicle, bicycle and pedestrian safety and facilitate harmonious multi-modal travel options.

2. Recreation

To provide improved access to recreational opportunities and facilitate collaborative approaches to recreational development and management.

3. Preserving Historic, Scenic & Cultural Resources

To plan for the preservation of the historic villages, buildings and sites, scenic views, the riverfront and the culture of the community.

4. Natural Resources

To plan for the preservation and interpretation of the diverse natural resources found within the Corridor.

5. Village Enhancements

To plan for the enhancement and improvement of aesthetics, pedestrian qualities and to ensure traffic safety in the villages.

E. Conformance with Local and Regional Objectives

The proposed Vermont Byway Designation and associated objectives and enhancements described in this package correspond with the goals and policies outlined in the byway communities planning documents. The Moretown Town Plan also provides additional

Section II. Byway Application Criteria

information about the character and function of the roadway as well as listings of significant resources. In general, the towns believe that scenic, natural, archaeological, recreational, historic and cultural resources are important to the community, and each component is referenced in the plans in some aspect. Opportunities for preservation and enhancement of these resources are desired and strategies are included. These vary from pedestrian and streetscape enhancements, to roadway improvements, to recreational opportunities, to natural resource protection. Scenic values are especially important as expressed in the Moretown Town Plan: “Moretown’s road network provides a popular vantage from which local residents can enjoy the Town’s scenic landscape. In many instances, the road itself contributes to the quality of that landscape... The drive along the length of Route 100B is among the most beautiful in Vermont...” The plan also states “two areas of special concern regarding the impact of new development on the town’s natural and scenic resources are upland areas and the Route 100B/Mad River corridor.” Middlesex Town Plan would also like “to ensure that future transportation projects within the planning area enhance and extend its historic and pedestrian character, and incorporate traffic calming, streetscape and gateway improvements as appropriate.” The advancement of this nomination package and acceptance of the corridor management plan would help protect and enhance the 100B corridor, and fulfill the goals and desires of the byway communities. Excerpts of relevant content in the plans is provided in Appendix F.

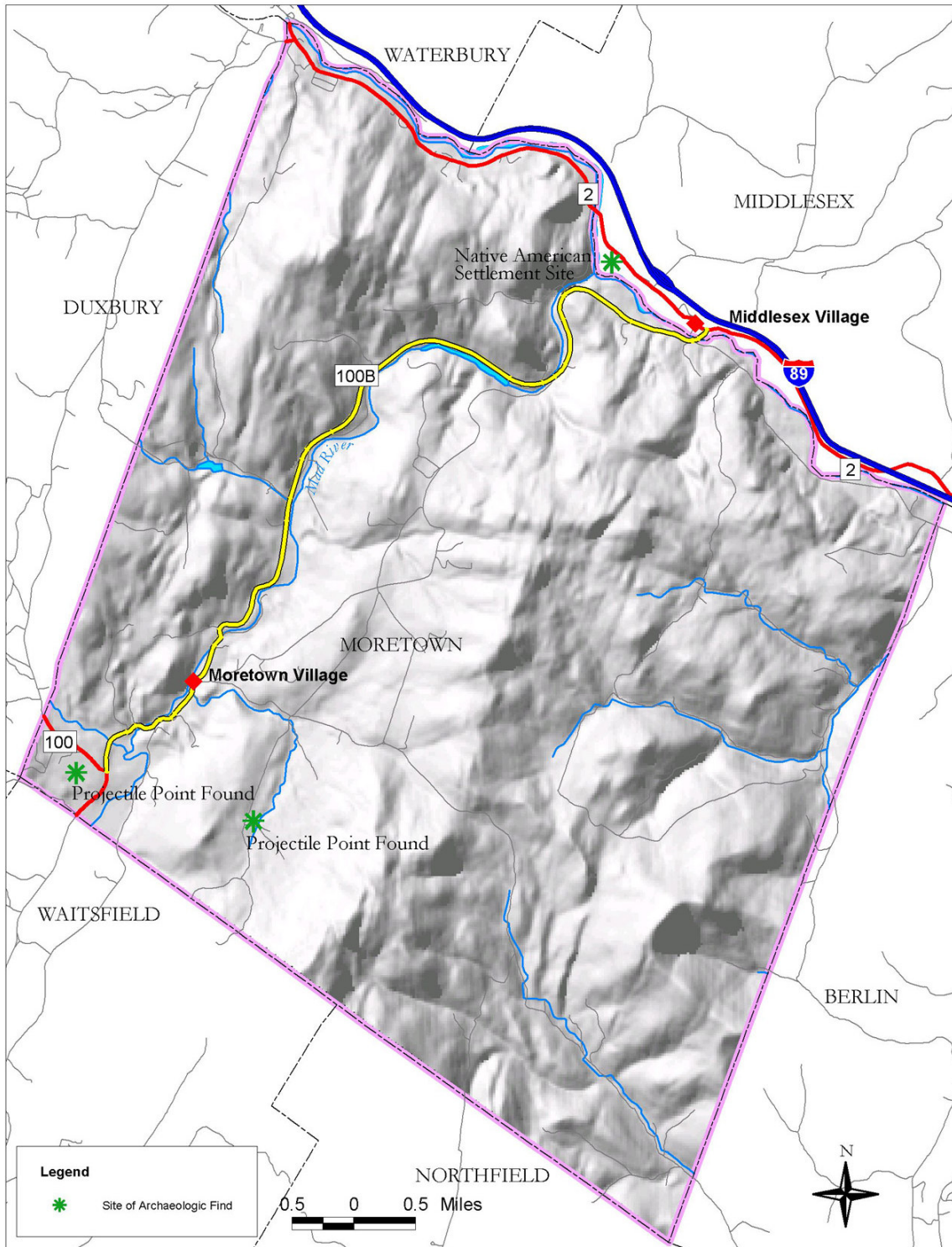
Section II. Byway Application Criteria

Section III. Intrinsic Resources Inventory and Assessment

A. Overview

The Intrinsic Resources Inventory and Assessment was the first step in the process of preparing a nomination package and corridor management plan to designate a Vermont Byway. Designation as a Vermont Byway provides a formal way for Vermont communities to identify, conserve, and promote roads that have special qualities, and to then make transportation improvements and other initiatives along the corridor that will benefit and sustain the byway. In order for a road to qualify as a byway, it must exhibit at least one of the six intrinsic qualities: archaeological, cultural, historic, natural, recreational and scenic. This inventory and assessment lists and describes each of the intrinsic qualities that exist along the corridor.

Archaeological Qualities Map



Note: Archaeological sites are approximate or general locations only. They do not represent exact locations due to the fragility of the resource and to prevent trespass onto private property.

Section III. Intrinsic Resources Inventory and Assessment

B. Archeological Qualities

“Those characteristics of the byway corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The byway corridor’s archeological interest, as identified through ruins, artifacts, structural remains and other physical evidence, have scientific significance that educate the viewer and stir an appreciation for the past.”

Prehistoric and historic archeological sites constitute an essential link to our distant and recent past. They are often the only source of information for the longest part of human activity in Vermont. Archeological sites can help us to understand how people coped with changing technological, environmental, and climatic conditions, with population stress, with drought, and scarcity of food resources. Sites can provide invaluable information on micro and macro environments, on environment change, and on changes in landforms and stream dynamics.

According to the Vermont Division for Historic Preservation (DHP), prehistoric sites are expected to be located on level, well-drained soils near water resources. Areas also considered highly sensitive for prehistoric resources are high terraces (700’ above sea level), which command a view of the valley, and locations adjacent to major river confluences. In addition, prehistoric native people may have used outcrops of steatite and talc for raw materials, and rock ledges may have functioned as temporary shelters for their campsites. Because the Mad River corridor are comprised of many of these characteristics, it is assumed to have expected archaeological sensitivity.

Native Americans were assumed to have ventured into portions of Moretown as far back as the Paleo-Indian period (10,000-7500 BC). At least two Paleo-Indian artifacts have been documented within the Route 100B vicinity, near the Moretown/Waitsfield town line. The first artifact, a reddish chert projectile point, was found by a private landowner in a field near a stream and a brook. A possible stone net sinker was also found on the surface during the initial field reconnaissance. The second spear point, described as a fluted projectile point of black flint, is documented to have been found during construction of a small carpenter shop in the early nineteenth century. The private landowner also related the story that a Native American buried with a tomahawk was found when the building was constructed. Although there is no evidence to support this find, it is noteworthy because of an archival story on a similar find on the property, in which two brass kettles, a gun and pistol, tomahawk, and about a quart of beads were also found in the early 1800’s.

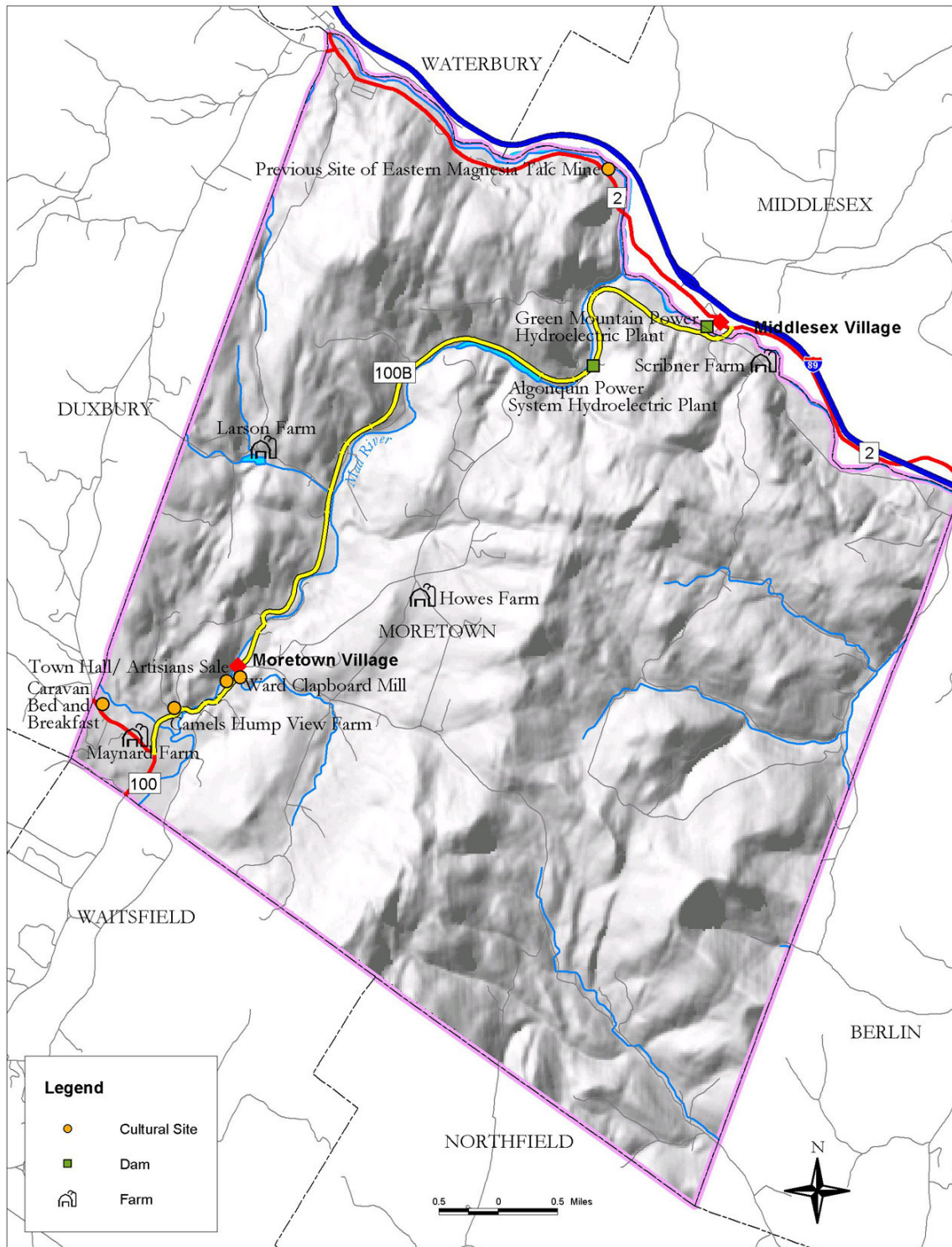
In a 1991 study completed by the DHP for the Palisades Landfill in Middlesex, it references a site consisting of a mid/late archaic Native American habitation site on a terrace overlooking the Winooski River, near the confluence of the Mad River. A stone-gauge, spearhead and a stone ax were discovered at this settlement site and indicate high archaeological significance. Moreover, the site is considered to be eligible for inclusion on the National Register because of its integrity and clarity, and because it represents the only known Native American habitation site in the region.

Archaeological resources in the byway corridor provide a picture of life in the region and tangible clues to our past, spanning from the ancient Paleo-Indian era to much later

Section III. Intrinsic Resources Inventory and Assessment

industrial developments (mills). They are also important educational resources that are fragile and nonrenewable. Therefore, education and protection of the byway's irreplaceable archaeological heritage is important for heightening our appreciation for and understanding of the cultural landscape that makes the byway corridor a unique environment to live and visit, and will be addressed in the development of the Corridor Management Plan.

Cultural Qualities Map



Section III. Intrinsic Resources Inventory and Assessment

C. Cultural Qualities

“Evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., and are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.”

The corridor is rich in cultural history, mostly characterized by its farming traditions and working landscape (see Cultural Resources Map). The region also boasts an active arts community, enhancing the character of the corridor and enriching the lives of residents, business owners and visitors.

Settlement patterns, industry, and commerce have all been influenced by the corridor’s geology and landforms. Grist mills and saw mills were numerous along the Mad River and settlement naturally concentrated along the river corridor near where they built the mills. Their cultural past is evidenced in the remnants of old mills and sites along the rivers, including the site of the old Ward Chair Stock Mill, the Ward Lumber Mill, and the Ward Sawmill.

The Mad River also affords some of the best water-powers in the state and several hydroelectric plants and dams were prevalent in this area at one time. Two of the plants are still in operation and a testament to their cultural importance. The Middlesex plant, built in 1895 on the Winooski River, is currently operated by Green Mountain Power. In 1989, the Moretown Partnership built a facility on the Mad River in Moretown, which is operated by Algonquin Power System.

The rocks that form the geologic structure of this area are principally the *talcosc schist* formation. Their location and abundance made the mining of talc an important industry and a way of life along the byway. From 1913 until its closing in 1961, the Eastern Magnesia Talc Company ran a mine in the Rock Bridge area of Moretown. The talc was used in the manufacturing of paint, rubber, powdered insecticides, and roofing materials. The mine was located along the Winooski River on the old D.P. Deavitt farm and is one of the oldest known deposits in the State. Employing about 35-50 people, the company owned a boarding house and four talc mine homes, where employees and their families lived and worked.

Farming is an important cultural feature of the byway, signifying the rural traditions of the region. In 1996 Everett and Ella Maynard sold the development rights on their 257-acre dairy farm to the Vermont Land Trust, which includes 53 acres of managed woodland and 8,000 feet of Mad River frontage. The Maynard Farm, which straddles the town line between Waitsfield and Moretown at the 100 and 100B junction, supports 130 registered Holsteins. The farm also provides an important gateway to the Mad River Valley and boasts some of the most significant scenic agricultural land in the Mad River Valley watershed. Kendall Maynard (Ella and Everett’s son) and his wife Barbara, now own and operate the farm’s dairy business. Tim and Mary Larsen also donated a conservation easement on their 255-acre woodland parcel off of Stevens’ Brook and Cobb Hill roads in Moretown in 1998. An old apple orchard and dairy operation once dominated the farmstead, whose rural and

Section III. Intrinsic Resources Inventory and Assessment

historic character the Larsens wished to protect in perpetuity. The property also contains managed woodland, beaver ponds, vernal pools, and frontage on Stevens' Brook. Other farms in the corridor include the Howes farm and the Scribner farm.

Activities, festivals and celebrations are also found along the corridor. The annual Vermont Festival of the Arts is held in the Mad River Valley, with some events located in Moretown. This festival features daily events that include tours, art galleries, workshops, crafts, theater, glassblowing, candle making, basket weaving, dance, music, pottery, culinary arts and much more. The Moretown Artisan's Sale is another popular event, typically held at the Moretown Town Hall. This event displays works of art by local artisans including watercolor, acrylic and oil paintings, baskets, pottery, jewelry, quilts and furniture.

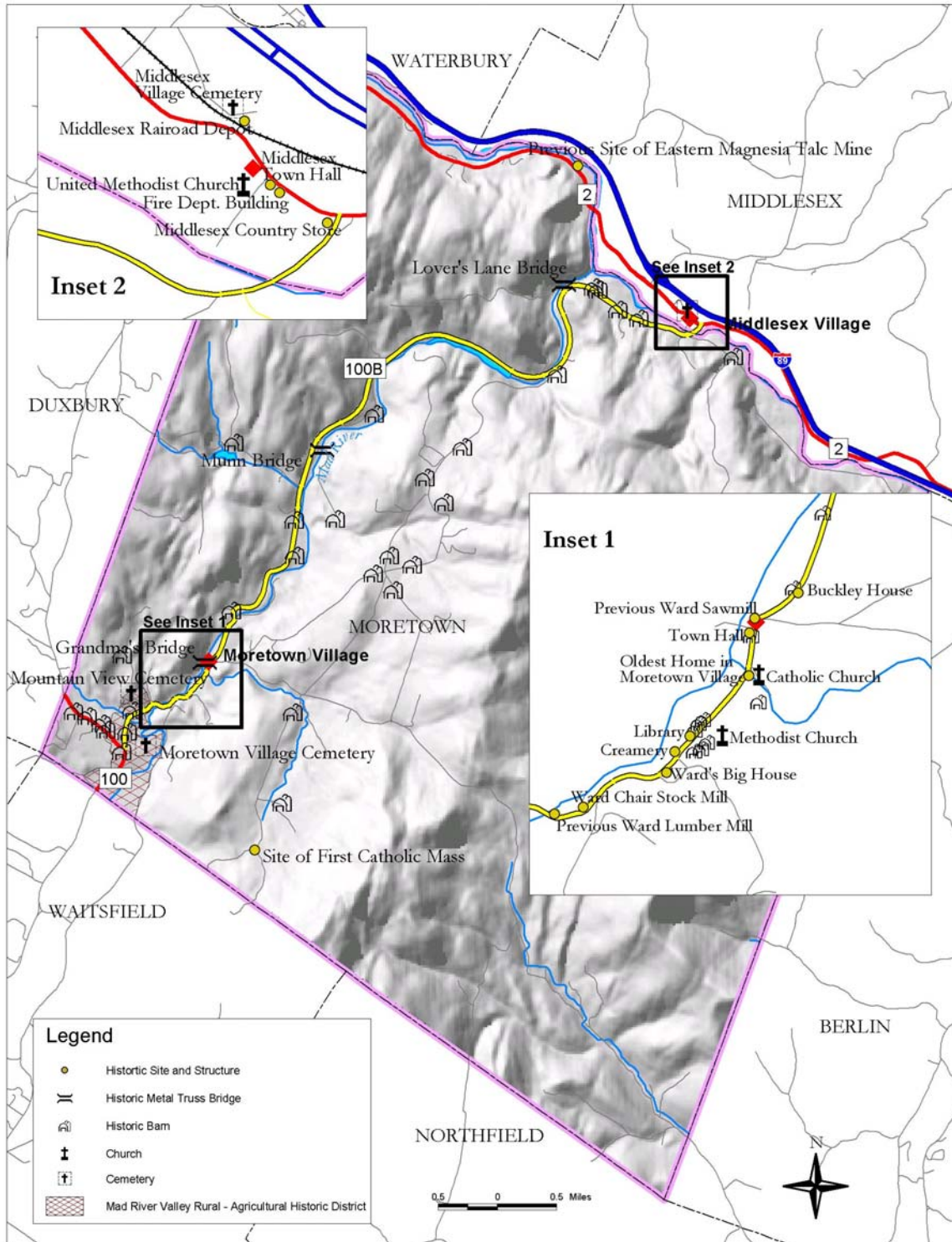
The byway is located within the Mad River Valley, which is home to several ski resorts and related amenities, including the renowned Sugarbush ski area, and is a popular tourist destination. Lodging and tourism is therefore an important business in this region and a way of life. There are three bed and breakfasts/inns located in the corridor and include: 1) Caravan Bed & Breakfast, a colonial farmhouse, offering 5 guest rooms, as well as weddings/special events in the historic barn; 2) Camel's Hump View Farm, a country inn established in 1851, offering 8 guest rooms; and, 3) Carpenter Farm, which is a working farm whose farmhouse now doubles as an inn with 16 guest rooms. People travel from all over the country to visit and stay in Moretown and the Mad River Valley and these establishments provide a glimpse into the cultural traditions of the area.

Many men and women from Moretown have been an important part of the military services for over two centuries. Two monuments in front of the Methodist Church commemorate these men and women who served their country, dating as far back as the War of 1812, including Foreign and Vietnam veterans.

The cultural resources and activities, which are present along the corridor, are generally geared toward public involvement. The festivals are open to the public and people can take a walking tour of the historic village. Although the farms and dams are privately owned, they may be viewed from the road. The bed and breakfasts/inns offer visitors the opportunity to experience the Vermont way of life that so many have come to love and cherish. Informative guides, signs, maps, and brochures would help the public appreciate and make better use of the many cultural features along the corridor.

Section III. Intrinsic Resources Inventory and Assessment

Historic Qualities Map



Section III. Intrinsic Resources Inventory and Assessment

D. Historic Qualities

“This resource encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.”

The byway is home to a wealth of historic resources, which provide a view to the region’s past and tell the story of development surrounding a historic river corridor (see Historic Resources Map on previous page). The majority of the resources are historic elements that reflect the actions of people, such as buildings and settlement patterns, and focus on historic architecture. Because the sites consist mainly of historic edifices to be casually viewed from the outside, access is not an issue.

Nearly 100 properties in Moretown have been listed on the Vermont Historic Sites and Structures Survey, completed for the Division for Historic Preservation in 1983. The Historic Sites and Structures Survey is the official list of all sites that are significant locally, statewide, or nationally for their historic, architectural, or engineering merit. The inventory allows the Vermont Division for Historic Preservation to assist local governments and property owners in planning for the preservation, interpretation, and promotion of these resources. More than half of the historic structures are located in Moretown Village, which is also eligible for listing on the National Register as a Historic District. In order to qualify for the National Register as a historic district, an area must consist of primarily intact historic structures and archeological sites with only a minority of non-contributing structures. Each "contributing" resource should enhance the historic character of the district, although each need not be of outstanding architectural quality. In addition to protection, inclusion in the National Register enables property owners to apply for grants for qualifying preservation projects through the Division for Historic Preservation when funds are available.

Some of the more significant historical sites in Moretown include but are not limited to:

- Moretown Methodist Church
- Site of previous Creamery, where butter and cheese were made – a foundation wall is there today
- Previous Ward Lumber Mill – now a private residence
- Moretown Library
- Catholic Church
- Moretown Town Hall
- The Buckley House
- Oldest home in Moretown Village
- Several sites of previous schools (Flanagan School, Taplin School, Commons School)
- Site of the first Catholic mass

In Middlesex Village, Church Street has a clustering of historic buildings and homes fronting the road, and dead-ends at the Winooski River. The Town Hall, located at the corner of Route 2 and Church Street, was built in the early 1900’s on the site of an earlier brick church

Section III. Intrinsic Resources Inventory and Assessment

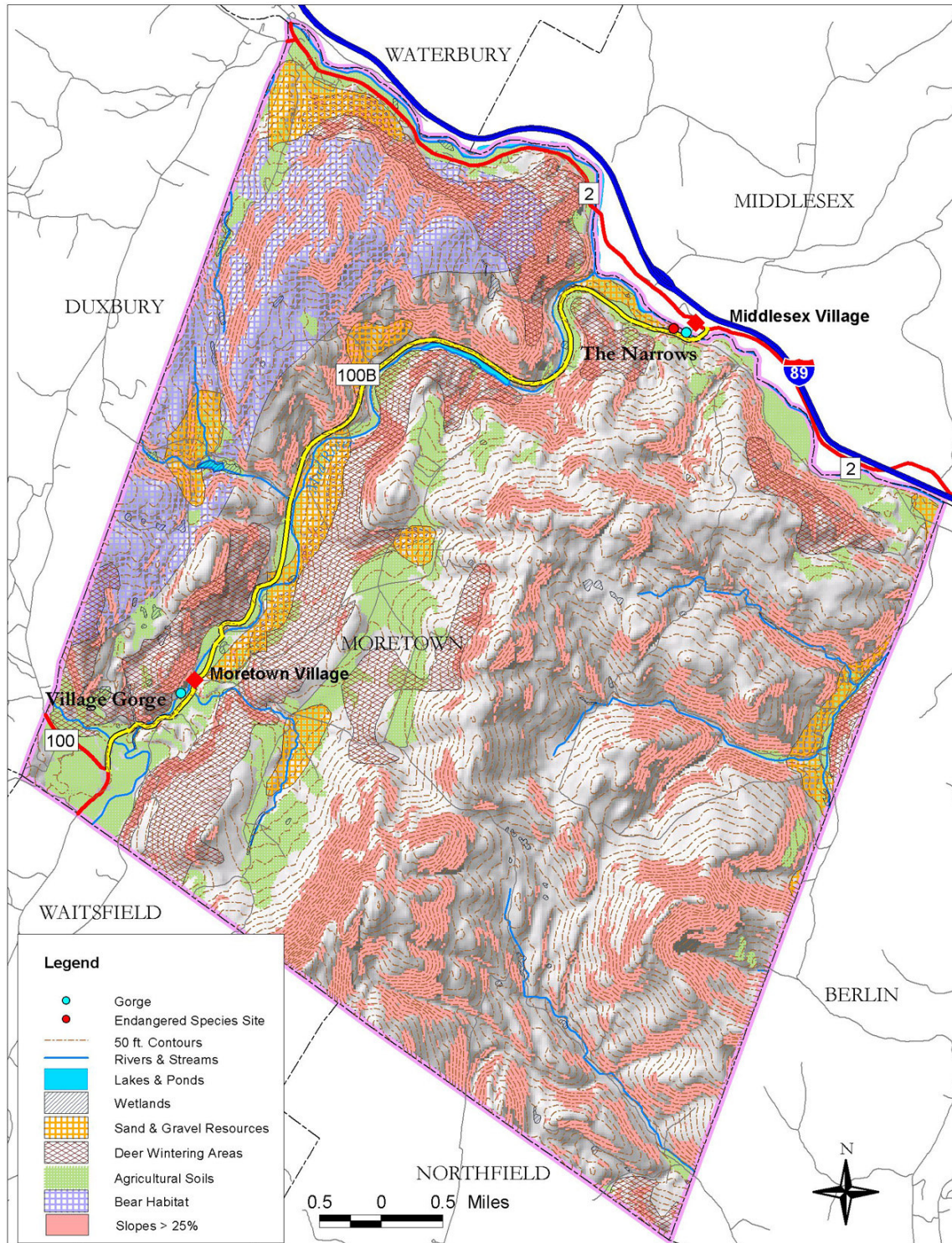
building that burned. Behind the Town Hall is the Middlesex Fire Department building, which was previously the Middlesex Village District 2 schoolhouse. Across the street from the Town Hall is the Middlesex United Methodist Church, erected in 1909. Just east of Church Street and at the Route 2 and 100B intersection is the Middlesex Country Store. The middle portion of the store is the oldest, dating back 150 years. It was a stable at one time, carrying items such as harnesses and feed. Another notable building is the Middlesex railroad depot, now owned by Gallagher Lumber Company, which used to be a main stop for the Central Vermont Railway. Beyond the depot and to the right of the train tracks is the Middlesex Village Cemetery, where early town officials and prominent residents are buried.

There are three historic metal truss bridges spanning the Mad River within the 100B corridor that are also listed on the Historic Sites and Structures Survey. The bridges carry traffic over the river on Lovers Lane, Town Highway 24 (known as the “Munn Bridge”), and Town Highway 39 (known as “Grandma’s Bridge”). The Lovers Lane bridge was fabricated in 1928 to replace a span lost in the great 1927 flood. Although it has no innovative or distinctive details, it is in an unspoiled setting, which contributes to the character of the area. It should be noted that Lovers Lane is currently closed to vehicle traffic, but should reopen for bicycles and pedestrians. The Munn Bridge, which is located in an agricultural setting servicing one farm, was also built in 1928 to replace the bridge lost in the great flood. A monumental engineering effort was conducted from 1928 to 1930 to rebuild or replace hundreds of lost bridges. These two bridges, built in the rebuilding campaign, represent a significant period in Vermont transportation and engineering history for their historical and technological significance. Grandma’s Bridge was built in 1920 and is located behind the village. It is one of Vermont’s oldest examples of the use of rolled I sections for diagonal and vertical members instead of built-up truss members.

Other historic structures that can be viewed from the road include 39 barns built before 1950 that are eligible for listing on the National Register. The Mad River Watershed Barn Inventory, as it is known, was conducted by the Mad River Valley Rural Resource Commission and is identified on the map. A portion of the 2,000-acre Mad River Valley Rural-Agricultural Historic District is also located in Moretown, just south of the village. This area was designated to the National Register because of the historical importance of the many farms and farmland in the district.

Section III. Intrinsic Resources Inventory and Assessment

Natural Qualities Map



Section III. Intrinsic Resources Inventory and Assessment

E. Natural Qualities

“Those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity but the natural features reveal minimal disturbances.”

The corridor provides access to some of the most diverse natural resources in Vermont that are of interest and value to a variety of byway users. Natural resources provide the basis for farming, forestry, outdoor recreation, scenery and other intrinsic resources. They also exemplify the character and quality of life that many people travel to Vermont to experience.

Perhaps the most significant natural resource in the byway corridor is the Mad River, which meanders and follows the road. It is easily visible and accessible to users, offering scenic views, canoe portages, fishing opportunities and swimming holes, and is maintained for public use. It is a focal point for the town and the byway landscape and is a significant recreation resource. So much so, that a group called The Friends of the Mad River formed to actively promote a program of river advocacy, education and protection. The river corridor also provides habitat for specific species, such as rare and endangered species, and supports moderately healthy fish populations. Limited stocking of rainbow and brown trout occurs in the Mad River. It will be important to ensure that continued promotion and use of the river be afforded some level of protection and management.

River valleys, rolling hills, mountains, geologic features, wildlife species and habitat also characterize the corridor (see Natural Resources Map). Approximately 22,270 acres or 87% of Moretown is forest covered, indicating low-density development and minimal human disturbance. The extensive forests therefore play a major role in the ecological, economic, and social health of the region. They form the environmental setting and aesthetic beauty of the byway; provide wildlife habitat for a variety of species like bear, deer, and moose; and support recreation and tourism activities like hunting, swimming, and boating. Much of the forestland in the corridor is privately owned. Nearly 60% of that land is enrolled in the Current Use Program. Administered by the Vermont Department of Taxes, the Current Use Program offers landowners use value property taxation based on the productive value of land rather than based on the traditional "highest and best" use of the land. The program also helps landowners manage their land in accordance with an approved forest management plan and includes a Land Use Change Tax as a disincentive to develop land. This program helps to maintain the relatively undeveloped and rural character of the corridor and continued support for measures such as these is critical in the development of the Corridor Management Plan.

Agriculture is a vital part of the byway's rural heritage and an important natural resource based industry. Although the number of small working farms has declined, some of the corridor's most productive soils are still being cultivated or preserved. There are approximately 530 acres of prime and 2,230 acres of statewide agricultural soils, many of which are currently under farm management. The working landscape is crucial for maintaining rural character and aesthetic value and is a valuable resource to the local economy. Agricultural lands also provide a significant contribution to the byway by

Section III. Intrinsic Resources Inventory and Assessment

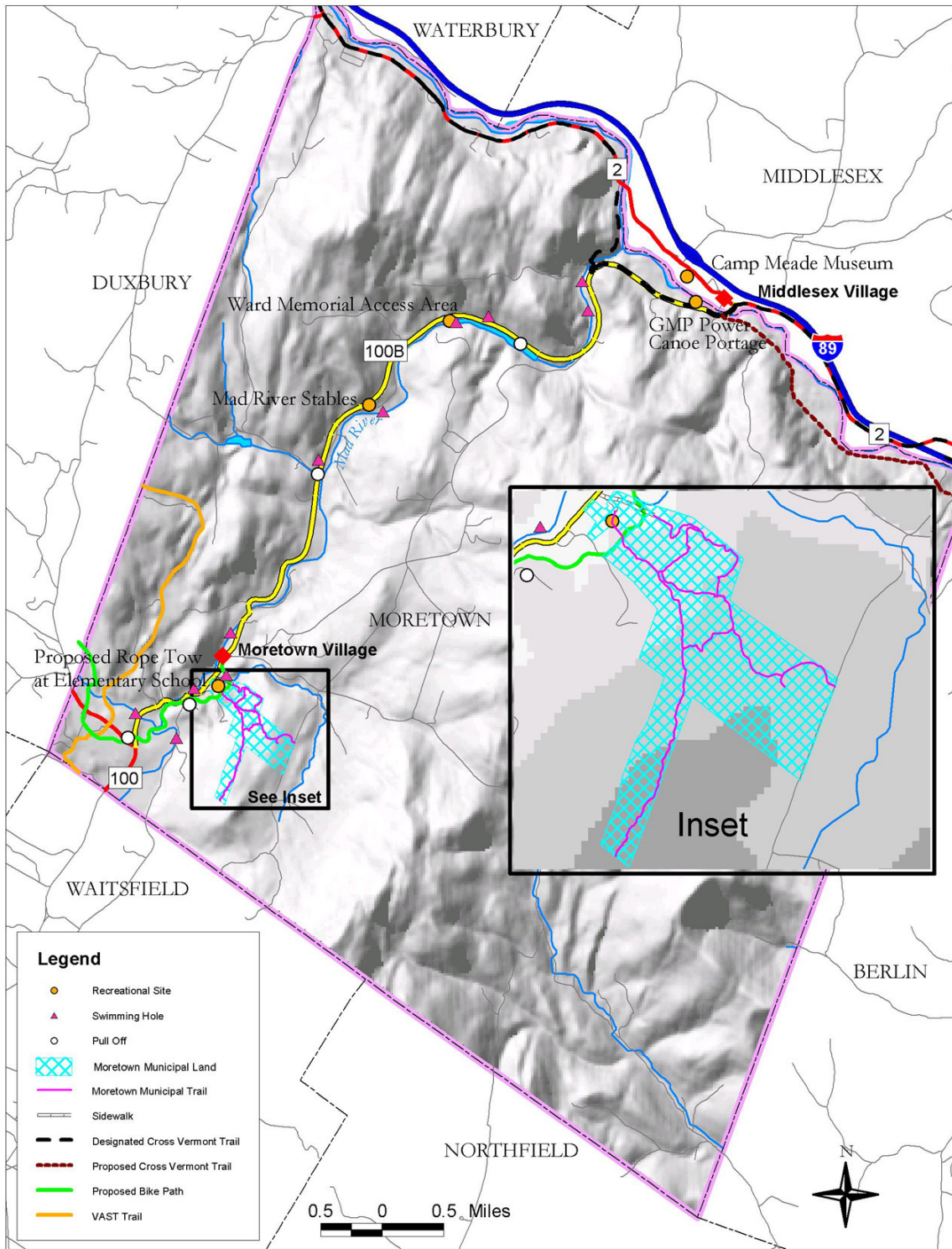
maintaining open space and scenic quality. It is not anticipated that the byway will create undue pressures on farms, forestry operations, or other working landscape activities. However, to ensure that these values will be maintained, preserved and enhanced, thoughtful and effective planning, as well as local and regional coordination, will be encouraged in the ongoing development of the Corridor Management Plan.

The byway corridor also has fragile lands of ecological value that warrant special attention. These areas include but are not limited to wetlands, floodplains, rare and endangered species, and sensitive vegetation (riparian vegetation). Large areas of steep slopes are also a significant feature, which include areas at high elevations or at locations along the Mad River (i.e. Moretown gorge, the “Narrows” adjacent to Middlesex Village). Since steep slopes are visible from many vantage points along the byway and contribute to the scenic quality, it will be important to address in the Corridor Management Plan.

Gravel resources are also abundant along the byway corridor. Although there are no commercial operations, there have been several concentrations of sand and gravel that have been excavated over the years. This resource is significant to the community for road maintenance and construction, and provides some economic value.

Section III. Intrinsic Resources Inventory and Assessment

Recreational Qualities Map



F. Recreational Qualities

“Outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.”

Recreation in the byway is generally focused around the river. In fact, the Agency of Natural Resources has identified the Mad River as a significant recreation resource of statewide significance. It provides opportunities for fishing, canoeing, kayaking, and swimming. This stretch of the river is also noted for its white water, which makes it a popular destination for boaters in the spring. There are two significant canoe portages or boat launches that provide safe and easy access for users. The first access is located at the Green Mountain Power Plant. Although it is located on private property, canoers are permitted access to the river. The second is the Ward Memorial Access Area, which is a public recreation area maintained by the Town of Moretown.

There are also many excellent and commonly used swimming holes located in the corridor (see Recreational Resources Map for their locations). In an unpublished survey commissioned by the Division of Water Quality of the Vermont Agency of Natural Resources, the Mad River was rated as “an outstanding swimming resource, and unquestionably one of the State’s best.” One swimming hole, the Ward Access, was rated as significant for very heavy use. This swimming hole, along with the Moretown Gorge swimming hole, located at the south end of the village, are the only public access swimming holes. The remaining locations are found on private land. The survey also identified several threats to swimming holes, which include water quality deterioration, sedimentation, development, posting of private land, overuse, noise, and change in character of secluded swimming holes due to increased use. These issues will be addressed in the development of the Corridor Management Plan to ensure their continued use, preservation and enhancement.

The town land and recreation fields behind the elementary school are the town’s only developed recreation facilities, but are important to community life. The fields support a host of activities for a variety of byway users including festivities, picnics, and team and individual sports, and a nature trail meanders through the woods. The town would like to expand the facility to develop an outdoor amphitheater for special events.

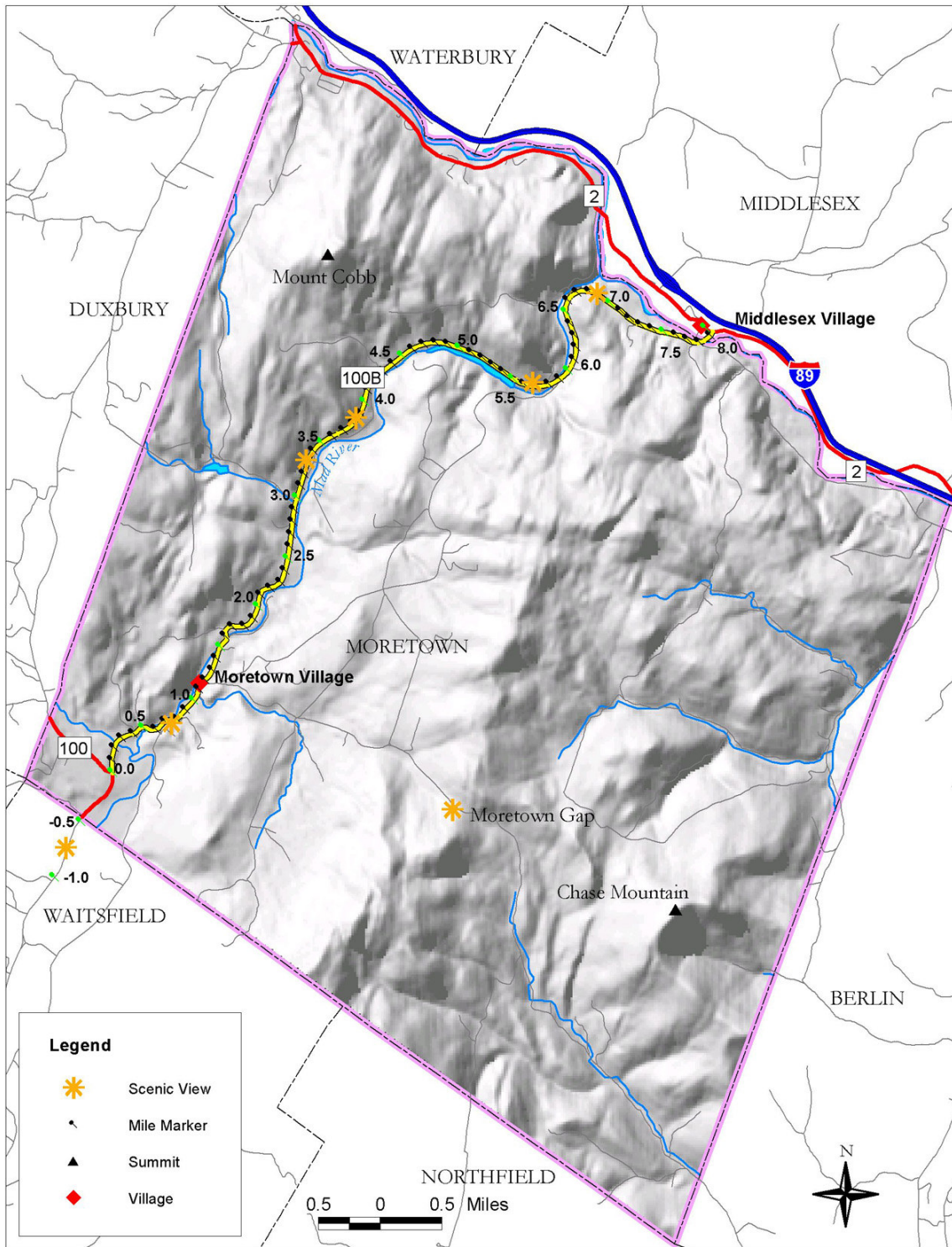
There are a variety of other recreational activities offered throughout the byway corridor. Mad River Stables, located just off of 100B, provides horseback riding and lessons. It also hosts events that are open to the public, such as the Barn Dance and Bar-B-Que. Atii Sled Dogs provides dog sled rides, skijoring lessons and educational programs. Camp Meade in Middlesex housed members of the Civilian Conservation Corps in the mid-1900’s. Today the camp is a motor court and military history park/museum that memorializes the years of the Depression and World War II.

Section III. Intrinsic Resources Inventory and Assessment

The corridor is a very popular bicycle route as well as a pedestrian route for long distance runners. It affords memorable views and relatively desirable shoulder widths. Moreover, traffic levels are comparatively less than other routes in Vermont, which makes for a relatively safe and enjoyable experience. One of the Byway Advisory Committee members commented: “A few years ago I trained for a half marathon and one of my longest training runs was on VT 100B. Throughout my training I ran on Airport Road in Berlin and Barre, VT 12 and 14, US 2 in Moretown, Montpelier and East Montpelier, countless dirt roads, and bike paths, and my most memorable run was on VT 100B.” However, only half of 100B shoulders are in compliance with state design standards and their improvement should be addressed in the Corridor Management Plan. An off-road bike path is also proposed in Moretown, beginning in the village and continuing south and west into Duxbury. Another trail in the corridor is the Cross Vermont Trail (CVT). A portion of it runs through Moretown, traveling along Route 2, down to Lovers Lane and north on to 100B. The CVT is a trail that spans the state from Burlington to Newbury, crossing through 17 communities and providing direct, on and off-road links between village centers, state parks and recreation areas. Bicycling and pedestrian trails are a tremendous asset for the corridor as an alternative to cars, a recreation resource for the town and surrounding communities, and an economic contributor to local economies.

Section III. Intrinsic Resources Inventory and Assessment

Scenic Qualities Map



G. Scenic Qualities

“This resource offers a heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape - landform, water, vegetation, and manmade development - contribute to the quality of the corridor’s visual environment. Every thing present is in harmony and shares in the intrinsic qualities.”

Scenic Evaluation Overview

The Vermont Byways program provides a basis for evaluating scenic resources along a byway corridor and relies on a simple rating system of -3 to +3. This methodology is described in the “Scenic Evaluation Process” section of the Vermont Byways Program Manual, *Designating Vermont Byways: A Fieldguide*. This approach is based on a methodology that may rate a defined section of the proposed byway with a -3 (very negative), having a landscape quality that is uncharacteristic of Vermont, and which greatly detracts from the visual quality or experience of the byway corridor, to a rating of +3 (very positive), which might include a scenic resource unique to Vermont or New England, such as long distance or sweeping view of the mountains uninterrupted or undermined by foreground elements.

A Byway corridor needs to have a minimum overall rating of at least +1 to qualify for the Vermont Byways program and there is no question this corridor and its associated segments exceed that threshold. There may be, however, only one location where the segment rates a +3 and thus one may reach a conclusion that this Byway as proposed could not qualify for Vermont Byways designation on the basis of its scenic qualities or resources alone, based on the criteria in the program. There is no question, however, that scenic quality along with other intrinsic resources will combine to favor designation of this route. Nonetheless it is important to state that there is a consistent level of scenic quality that approaches or exceeds the rating of between 1.5 and 2.5 due to the following characteristics:

- 1) The presence of the Mad River along most of the route, which provides a unique and engaging opportunity to experience a highly scenic Vermont river with many engaging visual, physical and recreational assets;
- 2) The intact settlement pattern of old homes, barns, farmsteads and villages (at either end) which capture and present a pleasing and historic land use pattern which is fast disappearing elsewhere in the state and nation; and,
- 3) The overall and quintessential Vermont landscape quality that is present from one end of the proposed corridor to the other presents an intact landscape quality and integrity that worthy of recognition, management and preservation.

It is also important to note that a substantial portion of this proposed byway route and corridor could be considered highly sensitive to visual impact and change, due to its open landscape qualities and topography with open and wooded hillsides present on both the western and eastern sides of the roadway. Proposed subdivisions or large scale residential, commercial or industrial developments could have a significant aesthetic impact due to these landscape conditions where development could be highly visible, out of character with

Section III. Intrinsic Resources Inventory and Assessment

current conditions or if the proposed developments are not sensitively woven into the landscape context.

Segment-by-Segment Analysis and Rating

Mile 8.0-7.5

The approach to Route 100B South from I-89 exit 9 Middlesex is not highly scenic. There are a few scattered old buildings lining the roadside. The corridor is mixed use commercial including Camp Meade with its 1930's museum and multiple buildings. Middlesex Village on US RT 2 is a small village center with some architectural interests but also with older buildings that are in poor to fair condition. Church Road in the village, has a clustering of historic buildings fronting the road, and dead-ends at the Winooski River. This vantage point allows for some interesting views of the historic hydroelectric plant. As the road leaves Middlesex Village, it has recently been rebuilt with a wide concrete bridge that spans the Winooski River. Many power line corridors cross the road and dominate the foreground. To the northwest at mile marker 7.7 there is a view corridor over the river and into the mountains and to the south is a huge vertical retaining wall. There is a canoe portage with pullover and parking with a view down to a local swimming hole.

This segment warrants a +1 for the historic village crossroads to a -2 for the area around the bridge and due to the roadway characteristics and extensive presence of electrical transmission and distribution lines for a rating of -.5

Mile 7.5-7.0

A mix of farmhouses and newer residences dot the meadows along side the road with the river in the mid-ground. The meadows continue and open up into large expanses with views of distant ridges creating a less developed landscape with foreground and mid-ground views. At the 7.0-mile mark an old farmstead set within a beautiful open meadow occupies the foreground with scenic background views north to the Worcester Mountain Range.

This section, due to the historic development patterns and structures, as well as the classic farming of foreground (the meadows) midground (the low hillocks and river corridor landscape and background (distant views of the range), rates a +2.

Mile 7.0-6.5

The Mad River is in the foreground below the road, which curves through meadows and forest made up of mixed pine and hard wood. Development is minimal with no buildings along the rivers edge. This creates a view of an undeveloped Vermont landscape.

Due to its undeveloped qualities (a seemingly unaltered Vermont landscape) and the visual access to the riverscape and its unique qualities, this segment warrants a +2 rating.

Mile 6.5-6.0

View to wide-open highway landscape with mostly undeveloped riverside and agricultural fields. A log yard in current use offers a glimpse of the historic industry that originally brought people to Moretown. There is a view south to a low wooded ridge in the mid-ground with a young forest. Northbound view offers mid-ground and background views to the high peaks of Mt. Cobb.

Section III. Intrinsic Resources Inventory and Assessment

The southbound view is of a relatively intact pastoral landscape with a sense of the working nature of this landscape; the corresponding rating of 2.5 reflects the fact that the northbound view is quite engaging and represents some of the best in Vermont scenery but also reflects the interrelationship of human history and the evolving landscape.

Mile 6.0-5.5

The river and trees are in the immediate foreground through this section, however fields continue behind them in the mid-ground. There is a bridge spanning the Mad River with areas of pioneer vegetation and exposed ledge visible.

This is a typical and beautiful Vermont landscape that thus warrants a rating of +1.

Mile 5.5-5.0

The river dominates this section of road with wonderful open water views in the foreground and continuing through the mid-ground. To the west Mount Cobb can be seen in the background, as a high point of the ridge. At mile marker 5.1 a vehicular pull off is located in a large stand of mature pines, perhaps planted by Burton S. Ward who owned the lumberyards in Moretown and was responsible for planting 800,000 pine and spruce trees in this area by 1937. Stands of pine and spruce visible along the entire route may be reminiscent of his legacy.

Due to the presence of a local legacy, and the background view of the mountain, this section can be rated at +1.5 to a maximum of 2.0

Mile 5.0-4.5

The river begins to snake along side of the road, through a flood plain with a wooded ridgeline in the foreground and a ledge visible further down in the mid-ground. At mile marker 4.8 on the riverside is the Ward Memorial Access Area. Parking and access stairs down to the river provide access to the sight of a classic Vermont river snaking through farmsteads and meadows as well as the more detailed features of the river itself.

This stretch provides visual and physical access to the Mad River, perhaps the most prominent landscape feature along the byway route. The river qualities along this stretch are quite engaging and varied, with cobble beaches, ledges and rapids. The scenic quality here warrants a +2.

Mile 4.5-4.0

This section of road has very mixed qualities. The river transitions from being directly next to the road with no vegetation and taking up the entire foreground view to an open landscape with old-field succession, and the river moving into the mid-ground.

This more typical Vermont landscape and lacks any outstanding feature or focal point and thus results in a rating of +1.

Mile 4.0-3.5

One of the highest sections of Route 100B, mile marker 4.0 affords unobstructed views of the Worcester Mountain Range to the north, the Northfield Mountain Range to the south and a high ridge of the Green Mountains to the southwest. The road curves through a

Section III. Intrinsic Resources Inventory and Assessment

section of ledge at its crest with a foreground glimpse of the bedrock geology of the area. To the south a foreground view of low fields mixing with the meandering river make for a nice country setting.

This section, with its long distance views, varied topography and foreground to background elements is a distinct Vermont landscape and can be considered a high quality resource with a rating of +2.5

Mile 3.5-3.0

A wooded hillside blocks views to the north while views south open up into a beautiful expanse of the Northfield Range in the background with rolling fields in the mid-ground. The river occupies the foreground and is lined with several old large willow trees in the foreground. A spruce plantation is visible and reminds us again of the plantations laid out by the Ward family.

This section has some of the qualities of the preceding section; some foreground elements such as the line of old willows add to the qualities and therefore a rating of +2 to 2.5 is appropriate.

Mile 3.0-2.5

The mid-ground view to the north opens up; a similar landscape condition exists with large undeveloped meadows to the south. Mature woods bound the meadows with an old homestead settlement pattern present.

This is a typical but aesthetically intact and pleasing landscape. The rating thus would be 1.5.

Mile 2.5-2.0

The view to the north is again blocked in the foreground by a wooded hillside with scattered ledge throughout. The views east and south are of open fields with a few residential buildings of more recent vintage.

This is again a typical but beautiful Vermont landscape but lacks in unique or outstanding qualities and the residential pattern here may be considered, if not a negative, a neutral value. A rating of +.5 to 1.0 is thus appropriate here.

Mile 2.0-1.5

A concrete bridge spanning the Mad River is at the very north end of Moretown Village. There is a new residential development at Murphy Road with more residences lining both sides of the road. The view to the south is a transition-wooded area with residences spread throughout.

This section of the route is not scenic insofar as it represents a more recent and typical 20th century settlement pattern arrayed along the road entering the historic village. There are no outstanding or distinct landscape values here. While this stretch doesn't necessarily detract significantly from the byway experience, it does not add any value and thus a rating of -.5 to 0 is warranted.

Mile 1.5-1.0

This section of road encompasses the historic town center or historic Moretown Village. The history of Moretown is readily apparent when viewing the many historic buildings lining the road. The log landing is representative of the ongoing activity of a traditional industry.

Section III. Intrinsic Resources Inventory and Assessment

The remains of buildings once situated on the gorge and part of the old mill complex, which used hydroelectric power generated by the Mad River, lie directly to the northwest and southwest of the village.

This segment of the route courses through the historic village of Moretown, and as such provides the traveler with a strong sense of an intact Vermont village developed in a linear fashion between the river corridor and the hills to the east. The presence of engaging architecture, an historic village layout pattern, human scaled forms and patterns in the built elements of the village as well as the river gorge, rock ledges and waterfalls all contribute to create an outstanding, if not unique visual experience along this segment, particularly if accessed by foot. In so doing one can view the river as it cuts through the bedrock and walk over Grandma's Bridge, an historic truss construction that is visually quite interesting. Rating of +2.5

Mile 1.0-0.5

The southern portion of the village is bound by ledge to the south and gorge to the north. The road is very tight and twisty through this section with views through the foreground to the gorge in the mid-ground. Delineating the southern edge of the village at mile marker 0.6 is a bridge over the gorge, which opens up great views east of the entire gorge and southwest of the open river that flows into the gorge.

This section has many of the same qualities of the previous 1/2 mile, although it has less architectural value, it does have the added interest of mill ruins visible along the roadside and adjacent to the river itself along with the bedrock, and gorge like environment of the river readily visible to the traveler. Rating of 2.0 to 2.5

Mile 0.5-0.0

This section of road combines many of the foreground, mid-ground and background views found throughout the corridor. To the south the Northfield Range looms over the floodplains and the old village cemetery located at mile marker 0.5. To the north meadows roll in and out of wooded patches of ledge.

This stretch, while not unique or exceptional, still is an engaging environment that provides distinct visual qualities and interest. The topography, views, hedgerows and billocks all combine to create a pleasing scene worthy of a 1.5 to 2.0 rating.

Mile 0.0-(-0.5)

The classic Vermont countryside is captured by this stretch of road. Rolling meadows play with wooded hillsides as the river snakes in, out and around ledge, mature trees and flood plains.

The intact nature of this segment and the landscape variety combine to suggest a rating of 2.0 for this segment.

Mile (-0.5)-(-1.0)

Spectacular background views to the southwest of the Green Mountain Range, south to the Northfield Range and north to the Worcester Range. The view to the north has a wonderful progression of trees, meadows, hills and hedgerows throughout the fore and mid-ground views.

The landscape variety here, the long distant views, the sweep of the view to the high ridge of the Northfield Range beyond all combine to warrant a rating of 2.5 here.

Section III. Intrinsic Resources Inventory and Assessment

Total rating for the segments combined for the Mad River Byway from the first segment beginning at mile 8.0 to the last segment at mile -1.0 is **1.7**. This rating is sufficient to ensure that 100B meets the threshold for becoming a Vermont Byway.

Section III. Intrinsic Resources Inventory and Assessment

H. Matrix of Significant Corridor Resources

The matrix shown below provides an inventory and listing of all the resources located throughout the entire byway and delineates them according to one or more of the six intrinsic categories outlined in the State Byways Program.

	Archaeological	Cultural	Historic	Natural	Recreational	Scenic	Notes
Section One: Route 2 South							
Native American Settlement Site	*						Only known Native American habitation site in the region 1912 - 1962
Previous Site of Eastern Magnesia Talc Mine		*	*				
Middlesex Town Hall			*				
Middlesex Fire Dept. Building			*				Old Village School House
Middlesex United Methodist Church			*				
Middlesex Country Store			*				Middle portion of the store - used to be a stable
Middlesex Railroad Depot			*				Now owned by Gallagher Lumber
Middlesex Village Cemetery			*				
GMP Hydro Plant		*					Built in 1895 on Winooski River
Scribner Farm		*					Dairy Farm doubling as Inn
Algonquin Power Systems Hydro Plant		*					1200 kilowatt Plant built in 1989 in Moretown
Lover's Lane Bridge			*				Historic Metal truss Bridge
Taplin School			*				
The Narrows Gorge				*			
Endangered Species Site				*			
Confluence of Winooski and Mad River				*	*		Major confluence used as a scenic site and for kayaking
Camp Meade					*		WWII museum, lodging and diner
Cross Vermont Trail					*		Four season multi-use trail proposed to make it around Vermont
GMP Power Canoe Portage					*		
Lower Gorge Swimming Hole					*		
Mt. Cobb						*	View northwest
Section Two: Moretown Village North							
Larson Farm		*					Dairy Farm doubling as Inn
Eight Trout Club Dam		*					
Flanagan School			*				
Munn Bridge			*				Historic Metal truss Bridge
Historic Barns			*				Many along road side
Deer Wintering Area				*			
Ward Memorial Access Area					*		Public recreation area with river access
Car Pull Off					*		
Swimming Hole					*		
Mad River Stables					*		Public events and horseback riding
Northfield, Worcester and Green Mountain Range						*	Highest section of road offering views in three directions
Section Three: Moretown Village							
Projectile Point Found	*						
Howes Farm		*					Dairy Farm doubling as Inn
Catholic Church			*				
Methodist Church			*				
War Memorial Monuments		*					
Buckley House			*				Privately Owned House from Moretown's past
Previous Ward Sawmill			*				
Grandma's Bridge			*				Historic Metal truss Bridge
Town Hall			*				Used for meetings
Site of First Catholic Mass in Moretown			*				Stone monument commemorating the event
Oldest Home			*				Was moved to current site
Library			*				Open Wed. 6-8
Creamery			*				Washed away in '27 flood
Ward's Big House			*				Town gathered here during '27 flood
Village Gorge				*			
Bear Habitat				*			
Clap Board Mill Swimming Hole					*		
Moretown Municipal Land and Trails					*		Nature resource open to the public
Pull Off					*		
Lower Village Gorge Swimming Hole					*		
Upper and Lower Gorge						*	
Section Four: Moretown Village South							
Projectile Point Found	*						
Camels Hump View Farm		*					1830s farm house - 8 Rooms
Caravan Bed and Breakfast		*					Specializing in local food and activities - 5 rooms
Mountain View Cemetery			*				
Village Cemetery			*				
Maynard Farm		*					With food stand
Ward Chair Stock Mill			*				
Previous Ward Lumber Mill			*				
Mad River Valley Rural Ag. Historic District			*				
Moretown Gorge				*			
VAST Trail					*		
Proposed Bike Path					*		
Green Mountain Range						*	View west
Northfield Range						*	View south
Worcester Mountain Range						*	View north

Section III. Intrinsic Resources Inventory and Assessment

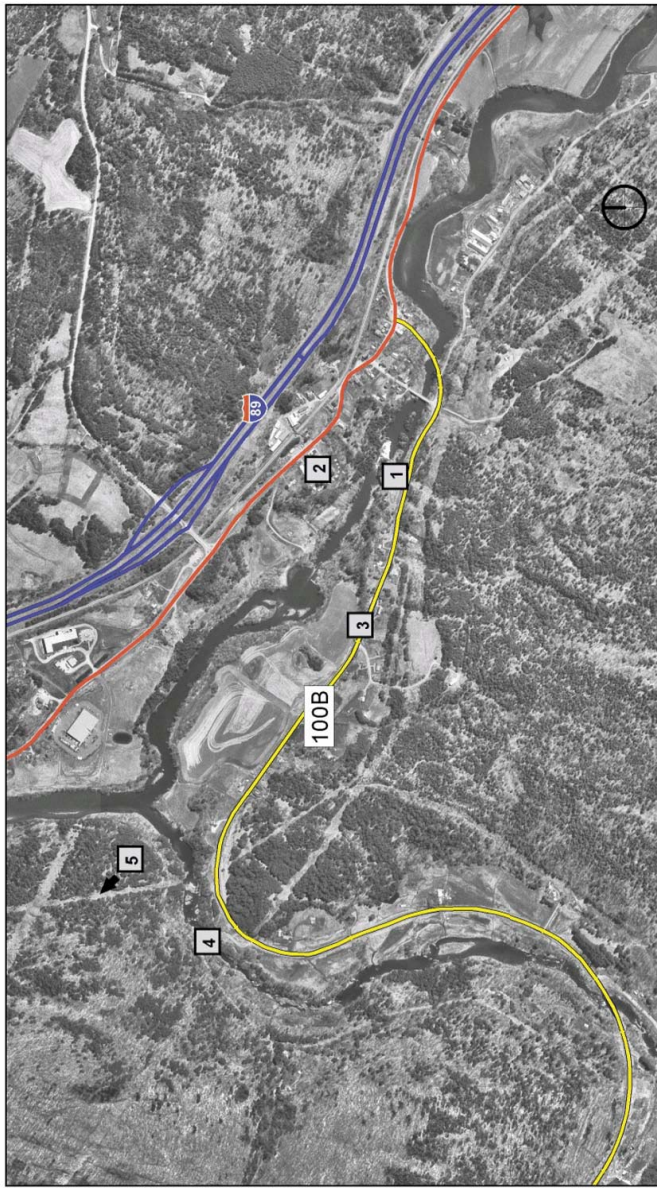
I. Mad River Corridor Sections: Examples of Intrinsic Resources

The sections in the following pages provide a photographic overview of some of the resources located throughout the entire byway and delineates them on a section-by-section basis.

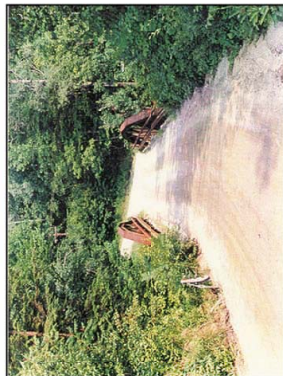
Section III. Intrinsic Resources Inventory and Assessment

Section III. Intrinsic Resources Inventory and Assessment

Section 1: Route 2 - South



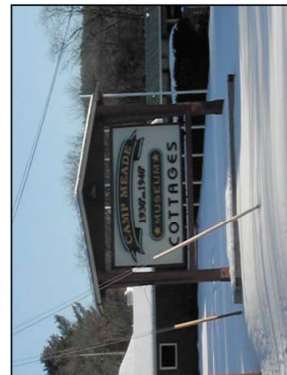
5) View north to the Worcester Range.



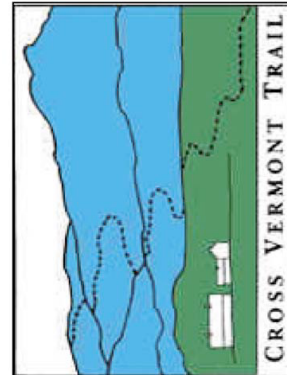
4) Lover's Lane Bridge - Vermont Historic Metal Truss Bridge.



1) Green Mountain Power Dam and Canoe Portage.



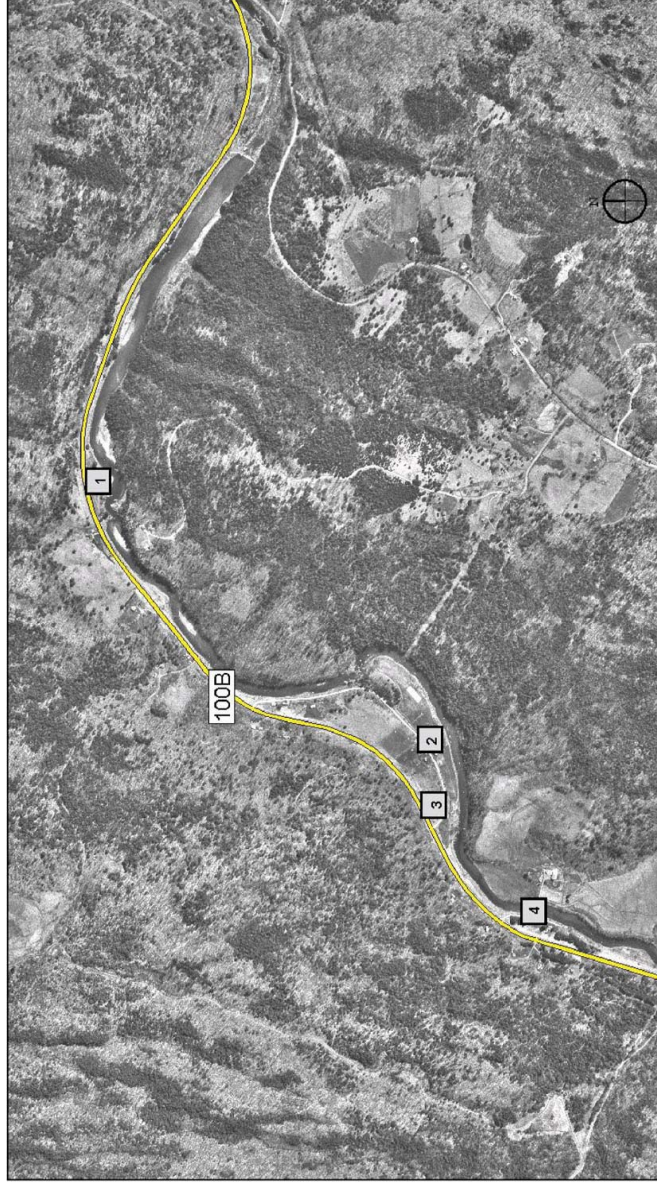
2) Camp Meade, WWII Museum, Cottages and Diner.



3) The Cross Vermont Trail makes its way through Moretown on Route 2, Lovers Lane and 100B.

Section III. Intrinsic Resources Inventory and Assessment

Section 2: Moretown Village North



4) Munn Bridge - Vermont Historic Metal Truss Bridge.



3) Horseback riding from the Mad River Stables.



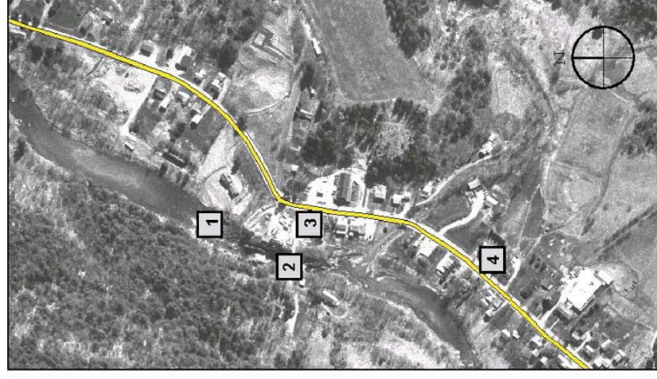
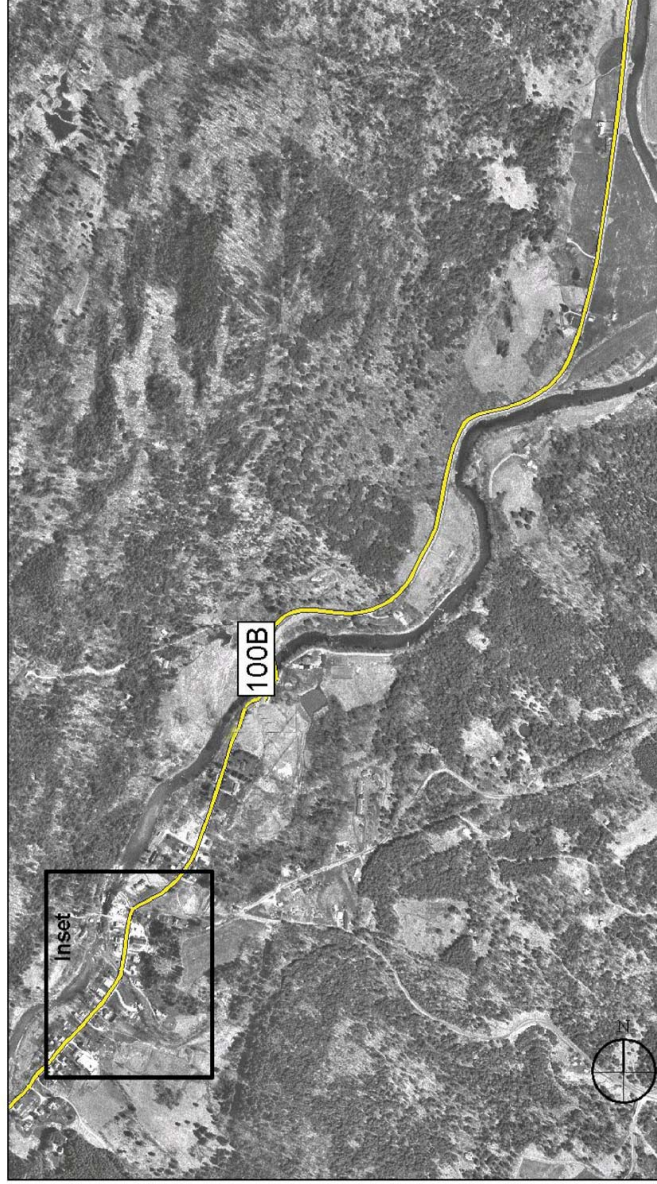
1) Ward Memorial Access providing public parking, picnicing and access to the river.



2) Examples of the historic barns that dot the landscape all along 100B and the Mad River.

Section III. Intrinsic Resources Inventory and Assessment

Section 3: Moretown Village



1) Just north of Moretown Village is the old Ward Clap Board Mill swimming hole.



2) Grandma's Bridge - Vermont Historic Metal Truss Bridge.



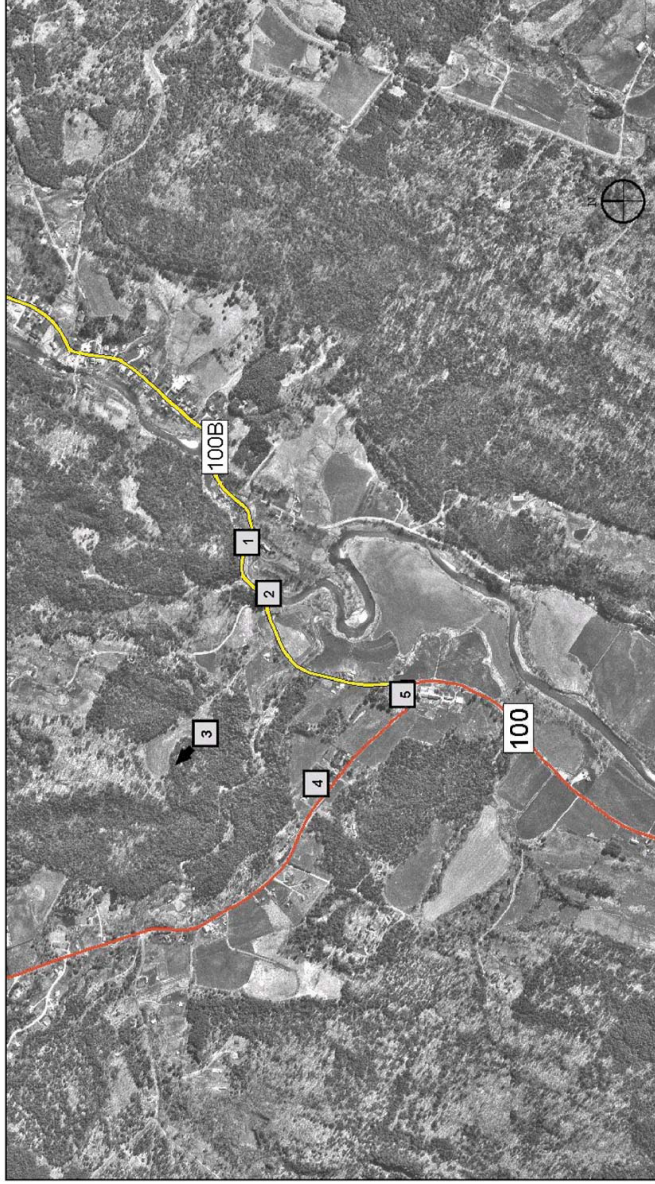
3) Moretown Town Hall still used for community gatherings and town meetings.



4) One of the two Historic Churches located in Moretown Village.

Section III. Intrinsic Resources Inventory and Assessment

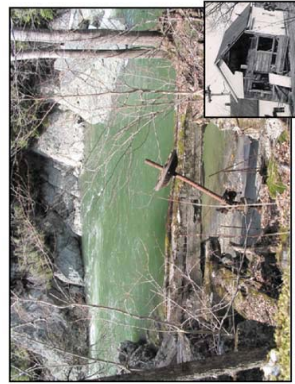
Section 4: Moretown Village South



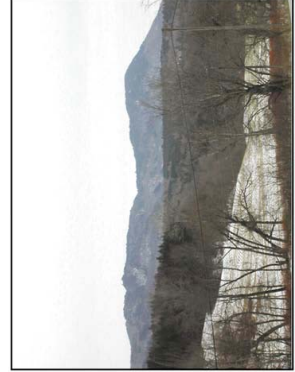
5) Maynard Farm at Sunset.



4) One of two historical homes that now serves as a working Bed and Breakfast.



1) Foundation ruins from the Ward Mill System lost during the '27 flood. Old creamery building in the after math of the flood.



2) View south to the Northfield Mountain Range from the south end of Moretown Village.



3) A popular winter activity in Vermont VAST trails cross through Moretown along 100B.

A. Byway Goals and Strategies

Clearly the most important and overriding philosophy in this document is that the Regional Commission, Byway Communities, and local organizations work together to maintain and enhance the special and unique qualities that make the corridor such a desirable place to live, work, and visit. The local and regional objectives outlined provide the basis for developing the long-term implementation strategies, identified in the following pages, which are intended to achieve the byway vision by stimulating and promoting economic, recreational, and environmental benefits.

1. Transportation

Route 100B serves as the primary connector between Route 2, I89, Route 100 and the Mad River Valley for travelers coming north on I89. 100B also serves as the principal arterial to routes, which serve the byway communities and their major travel destinations. An important part of the byway designation will be to maintain the quality and function of the roadway and to accommodate all modes of transportation. In addition to the strategies and recommendations outlined in the Transportation Assessment conducted by Resource Systems Group, Central Vermont Regional Planning Commission, the Byway Steering Committee, and the byway communities have defined the following goals and strategies for the byway in regards to Transportation:

Goal A. Improve pedestrian, bicycle and motorist mobility, activity, circulation and safety within the byway communities, village centers, and at key destination points/areas along the corridor.

Strategy A.1. Identify and implement the appropriate and state approved traffic calming techniques and transportation improvements for implementation at locations within the villages and along the corridor and per the RSG study recommendations.

Strategy A.2. Provide signs, interpretive elements and related wayfinding initiatives that help visitors easily locate and visit attractions along the entire corridor.

Strategy A.3. Implement streetscape improvements, which improve the safety and foundation of the road networks in the villages.

Strategy A.4. Support and integrate the proposal to develop traffic, bicycle and pedestrian safety improvements at the Moretown Common Road and Route 100B intersection, Route 100B and Route 100 intersection, Route 2 and 100B intersection in Middlesex village as well as the bridge south of Moretown village and the bridge just south of the Moretown General Store.

Strategy A.5. Work with the Mad River Path Association and others to develop a path system that cooperates with 100B and the intrinsic resources that the byway offers.

Section IV. Implementation Goals and Strategies

Strategy A.6. Define and limit curb cuts for driveways along the corridor and within the village centers to lessen additional conflict points with exiting and entering traffic.

Strategy A.7. Delineate and narrow drives along the corridor and throughout the villages so as to not disrupt and obscure pedestrian use of sidewalks.

Strategy A.8. Create a recreational path/link from the Middlesex Park and Ride through the Historic Village to Route 100B.

Goal B. Improve access to adjacent land uses and attractions.

Strategy B.1. Maintain, improve, keep, design and construct safe and accessible scenic pull-offs and parking areas with surface improvements to designated areas (to be determined), adding signs, and establishing appropriate layouts.

Strategy B.2. Request that the Agency of Transportation retain the right-of-way for potential development of scenic pull-offs for the traveling public.

Strategy B.3. Eliminate the southern access to the Green Mountain Canoe Portage - which has inadequate sight distance.

Strategy B.4. Provide a pull-off near the bridge located just south of Moretown village to allow sightseers an opportunity to safely view the gorge and have access to the swimming holes.

Goal C. As Vermont continues to grow and develop, balance the State's need to upgrade the highway to meet federal requirements, with the desire to maintain the character and quality of the roadway.

Strategy C.1. 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, such as: scenic curves and vistas, natural rock formations and vegetative buffers, native tree stands and meadows.

Strategy C.2. Propose alternative guardrails to W-Beam such as Cor-ten (box beam) guardrails to ease pedestrian movement to and from the road, as well as for aesthetics.

2. Recreation

The corridor travels through meandering meadows, rolling hills and scenic backdrops all while snaking in, out and around the Mad River. The Route provides an abundance of public and private recreational destinations and activities. During the winter the mountains receive heavy snowfall, creating opportunities for cross-country and downhill skiing, snowshoeing, and snowmobiling. Two large rivers play and interact with the

Section IV. Implementation Goals and Strategies

Route providing summer fishing, canoeing, kayaking and an abundance of swimming opportunities. In addition, the scenic beauty of the landscape and the culture and uniqueness of the region make the corridor a popular recreational and tourist destination. Thus, the Central Vermont Regional Planning Commission, the Byway Steering Committee, and the byway communities have defined the following goals and strategies for the byway in regards to Recreation to maintain and promote these qualities:

Goal A. Vermont Agency of Transportation’s *Bicycle Touring in Vermont & Vermont’s Scenic Byway’s Program: Final Draft* notes that “scenery is an important aspect of bicycle touring and traveler decisions.” Because all tourists prefer to visit areas that have scenic beauty, it is important to preserve scenic viewsheds and visually sensitive lands along the Byway.

Strategy A.1. The byway committee should work with the local communities and the regional planning commission to identify, map and prioritize important scenic viewsheds and visually sensitive lands. Criteria that should be considered in identifying these lands include at a minimum:

- Lands that depict the settlement pattern of early visitors to the villages, along with the homesteads on the outskirts that are important in maintaining the rural and historic character of the byway.
- Lands that provide a sense of openness or scenic beauty to travelers such as hillsides, meadows, ridges, river views and scenic vistas.

Strategy A.2. Appropriate preservation tools include:

- Locational criteria to guide the appropriate siting of development.
- Density criteria to guide development density that is consistent with the need to protect the scenic resources in the area.
- Identification of lands, which may need to be protected through the purchase of full or partial interest in the property.

Strategy A.3. The byway committee should work with local townspeople, Moretown and Middlesex officials, and the regional planning commission to advocate for open space, establish village design criteria, and promote further opportunities like those of the Municipal land behind the Moretown Elementary School.

Strategy A.4. The Byway committee should discuss and work with the Moretown and Middlesex Planning Commissions to ensure that their zoning ordinances and Town Plans reinforce or advance the goals of the byway. The Planning Commissions might reconsider a river corridor or 100B overlay district to accomplish this.

Goal B. Improve information, signs, and other wayfinding elements that direct visitors to the various public and private recreation activities and destinations along the entire byway.

Section IV. Implementation Goals and Strategies

Strategy B.1. Use kiosks or information centers at key locations to distribute maps and information about the opportunities available in the area.

Strategy B.2. Coordinate with Moretown, Middlesex, Mad River Valley Chamber of Commerce and event coordinators like The Mad River Valley Craft Fair to integrate and link information about recreational opportunities available in the area.

Strategy B.3. Create a byway map that illustrates recreation locations and provides important public and private information such as phone numbers, addresses and websites.

Strategy B.4. Consider providing appropriate signing to identify the Byway and its destinations.

Goal C. Improve parking, access, and safety at recreational areas and sites along the entire byway.

Strategy C.1. Improve signs at public swimming holes to alert drivers that hikers, bicyclists, horseback riders, runners, walkers and swimmers are present and may be crossing the road, especially at the village swimming holes.

Strategy C.2. Maintain, improve, and construct safe and accessible scenic pull-offs and parking areas by improving ground conditions at informally or formally designated areas, improving signs, and establishing appropriate parking layouts. Give special consideration to the demonstrated need for safe and adequate parking for swimmers that have to walk down the road to their favorite recreation spot along the Mad River.

Strategy C.3. Look for opportunities to provide handicap-accessible pull-off sites with access to the river along the corridor.

Goal D. Work to make the byway more attractive to bicycle tourists.

Strategy D.1. Improve bicyclist's perception of comfort level by addressing the following items, as identified in Vermont Agency of Transportation's *Bicycle Touring in Vermont & Vermont's Scenic Byway's Program: Final Draft*:

- volume
- excessive speed
- vehicle characteristics
- proximity of the bicyclist to the motor vehicle traffic
- pavement condition

Strategy D.2. Plan for bicycle improvements to specific sections and access points along the byway, using available and accepted methods such as the "Bicycle Levels of Service" and the "Roadway Condition Indexing" described in Vermont

Section IV. Implementation Goals and Strategies

Agency of Transportation's *Bicycle Touring in Vermont & Vermont's Scenic Byway's Program: Final Draft* with VTrans, commuting motorists and the Town.

Strategy D.3. Promote bicycling tours along the byway.

Goal E. Promote recreational linkages, within the byway to attract more guests, by linking byway events, attractions and amenities together as well to bolster the off-seasons.

Strategy E.1. Have festivals that highlight an intrinsic resource, and incorporate more than one form of recreation into it. An example of this would be an event based around the river where local artisans are out selling art work from or about the river, swimming is taking place and the finale would be a kayak or canoe race down the river.

Strategy E.2. Couple tours together so visitors can enjoy all the splendor that walking, swimming and the history of the village, for example have to offer.

Strategy E.3. Provide family discounts to family attractions, restaurants and bed and breakfasts along the byway.

Strategy E.4. Package hiking, biking, and other tours with bed and breakfast and restaurant discounts.

Goal F. Promote outdoor recreational uses such as fishing, hiking, canoeing, and swimming in appropriate settings along rivers and streams and include provisions for public access to these resources.

Strategy F.1. Support federal, state, regional and local acquisition of land facilities well suited for outdoor recreation, provided that adequate financial and management arrangements are made with the local governments.

Strategy F.2. Provide separate areas or facilities for conflicting uses such as boat launches and swimming holes.

Strategy F.3. Facilitate recreational opportunities for the elderly and disabled.

Strategy F.4. Work with private landowners to maintain and/or acquire public access points to recreation lands and waters by helping to minimize potential impacts like vandalism, personal injury liability and loss of privacy.

Goal G. Improve, enhance and promote the usability of the Byway as a means for establishing physical fitness within the communities.

Section IV. Implementation Goals and Strategies

Strategy G.1 Design and implement a fitness trail connected with the Moretown Municipal Land and the Byway that incorporates all the intrinsic resources into a fitness plan.

Strategy G.2 Promote physical fitness at key locations such as: Green Mountain Power Canoe Portage, Moretown Municipal Trails and Ward Memorial Access, with signage that displays proper exercises for all ages and abilities using the recreational resource associated with that location.

Strategy G.3 Include school administration and children in the development of fitness activities and initiatives along the Byway and promote community and family physical fitness through these activities and initiatives.

Strategy G.4 Design programs, events and fund raisers using the Byways resources that are based on promoting the physical health of the communities.

3. Preserving Historic, Scenic & Cultural Resources

The communities along the corridor are blessed with rich historic and cultural history and tremendous natural and scenic resources. Many of these resources are on, immediately adjacent to, or visible from the Byway. These include historic village centers, scenic ridgelines and river corridors, historic barns and homes, and numerous cultural activities. The destruction or loss of these resources would not only have a devastating impact on the economy of the region, but would also deteriorate the quality of life for the residents and visitors. In addition, many of these resources are critical to maintaining the history of early Vermont settlers, how they lived, what they built, and what they left behind for the future generations. Disruption of these resources will have many negative impacts, the implications of which remain uncertain. Thus, the Central Vermont Regional Commission, the Byway Steering Committee, and the byway communities have defined the following goals and strategies for the byway in regards to Preserving Historic, Scenic & Cultural Resources:

Goal A. Natural and human-built features such as scenic views, river corridors, wetlands, and meadows and cultural, historic and archaeological resources should be protected and preserved.

Strategy A.1. Important historic, cultural, archaeological, and natural features should be identified, mapped and protected to the greatest extent possible as part of local and regional planning processes.

Strategy A.2. The municipal land use plan and/or design guidelines should be developed consistently across the entire Byway, which clearly define important historic, cultural, archaeological, scenic and natural features and provide for their protection.

Section IV. Implementation Goals and Strategies

Strategy A.3. Work with the local Historical Societies, the Mad River Valley Rural Resource Commission, along with the Division for Historic Preservation and regional and state Historical Societies to maintain and update the inventory of structures and sites of local, state and national historical significance.

Strategy A.4. Develop an educational program that informs residents and visitors about the natural resources and historic and cultural heritage of the byway, and the importance of its preservation.

Strategy A.5. Access funding opportunities to implement the preservation strategies outlined in this plan.

Strategy A.6. Support local, regional, state, and private organizations' acquisition of land or conservation easements, which are intended to help protect and preserve open space, agricultural lands, and natural habitats.

Strategy A.9. Support local, regional and state programs and initiatives that encourage private and public landowners to recognize the economic importance of protecting, maintaining, and enhancing the corridor's natural resources.

Strategy A.10. Support landowner or industrial employer educational programs that teach or demonstrate Best Management Practices (BMP) for water quality or that provide educational opportunities to the general public to understand and appreciate the environmental, economic and recreational benefits offered through the region's forest, agricultural and open lands. (A BMP is defined as a practice or combination of practices that is determined to be the most effective, practicable (including technological, economical and institutional considerations) means of preventing or reducing the amount of pollution generated by non-point sources to a level compatible with water quality goals.)

Goal B. Create a stronger awareness among residents and visitors of points of historic interest along the Mad River Byway and deepen their appreciation of these resources.

Strategy B.1. Work with the Moretown and Middlesex Historical Societies to preserve the stories and memories of the people behind the historic landscape and buildings along the Byway.

Strategy B.2. Restore a historic building such as, the old schoolhouse at the Winooski Dam and make it an information center conveying the history of the area through personal stories, pictures, and changing exhibits.

Strategy B.3. Create interpretive materials and maps about the historic resources available along the Byway such as, the historic truss bridges, the old mill sites and the aviation tower on Cobb Hill.

Section IV. Implementation Goals and Strategies

4. Natural Resources

Natural resources abound along and help create the allure of the corridor. Spectacular vistas, pristine air and water quality, diverse wildlife and ecosystems, all combined heighten the byway experience for all users. The degradation or loss of these resources would strongly deteriorate the quality of life for the residents of and visitors to the Byway.

Goal A. Establish a permanent Byway Steering Committee that will work to implement and maintain the goals of the Corridor Management Plan, to act as a liaison between the communities and the state to create a partnership, to implement promotional activities and to continually update the plan as environmental, social and economic trends change over time.

Goal B. Wildlife habitats including, deer wintering zones, bear habitats and the rivers and streams should be monitored and protected to ensure healthy wildlife populations.

Strategy B.1. Work with agencies and groups such as: Friends of the Mad River and Keeping Track® on preservation tactics for the Byway.

Strategy B.2. Produce educational materials for byway users on how they can help protect habitats while still enjoying the many intrinsic resources available.

Strategy B.3. Include educational and preservation elements in bike, kayak, canoe walking or automobile tours.

Strategy B.4. Work with the school children to help educate the communities as to how everyday activities can help preserve the natural habitats.

Strategy B.5. Form interest groups such as: fisherman, kayakers, hunters, bird watchers that can help educate each other on Best Management Practices so one group does not impact or take away from another groups passion.

5. Village Enhancements

Two of the many important resources along the corridor that deserve special attention are the Moretown and Middlesex Villages. Both Moretown Village, sited next to a gorge among the meandering fields and rolling hills, and Middlesex Village sited on the larger Winooski River, offer a look into the history of early Vermont settlements and how life began for these early settlers. The villages have amenities in the form of Town Halls, libraries, the post offices, convenience stores, recreation fields and river accesses for the residents and visitors traveling route 100B. Thus, the Central Vermont Regional Commission, the Byway Steering Committee, and the byway communities have defined the following goals and strategies for the byway in regards to Village Enhancement.

Section IV. Implementation Goals and Strategies

Goal A. Develop a solid framework and strategic program for the byway that will market Moretown and Middlesex Village and 100B as destinations themselves to key audiences in Vermont and throughout the rest of the country. Through this framework assets and capital can be gained and used towards the enhancement of the villages. Activities and programs to implement this goal should include:

Strategy A.1. Establish and maintain synergistic partnerships with Chambers of Commerce, Regional marketing Organizations (RMO), State of Vermont Marketing and Tourism, Historical Societies, VT Cultural Heritage Coordinator and other private and public agencies.

Strategy A.2. Create and implement a Byway website and links to the site that will provide information about the byway, Village enhancement projects, fundraisers, committee meetings and other activities and destinations within the byway.

Strategy A.3. Develop signature Village events and invite sponsors to participate, raising awareness and funding for the byway.

Strategy A.4. Maintain and create public facilities that make visiting the Villages and byway convenient for the traveler, such as public restrooms.

Goal B. Enhance and beautify all characteristics of the village centers including historic structures and the natural and built landscape.

Strategy B.1. Establish a beautification program aimed at working with private home and landowners to provide support for property management and encourage them to enhance and maintain their property.

Strategy B.2. Establish a volunteer committee that will oversee the operational aspects of a beautification program including but not limited to, fundraising, fund allocation, community events and informational packets explaining the details of the project for the community.

Strategy B.3. Draft a design guideline manual for the Village Districts focusing on the preservation and restoration of the historic architecture and to enhance and maintain the desired landscape qualities present throughout the Districts.

Strategy B.4. Draft a street tree and street-planting manual for the Village Districts that utilizes non-evasive, native tree and plant species.

Goal C. Establish, define and develop the pedestrian environment in the historic village settings that encourage the safe movement of people from place to place.

Strategy C.1. Develop an information/sign system and identity for the byway that is predictable, trustworthy, easy to locate, and enhances the travel experience for both visitors to and residents of the byway.

Section IV. Implementation Goals and Strategies

Strategy C.2. Create an interconnected pedestrian path throughout each village, with defined sidewalks, crosswalks, lighting and other pedestrian amenities such as; garbage cans, and "pocket parks" for both residents and visitors to enjoy.

B. Regional and State Support and Coordination

This Corridor Management Plan was developed through the combined efforts of the Mad River Byway Steering Committee and the Central Vermont Regional Planning Commission (CVRPC). The committee consists of community members from the Mad River Valley representing the Towns of Moretown and Middlesex, Central Vermont Regional Planning Commission, Mad River Valley Planning District, Sugarbush Chamber of Commerce, Vermont Agency of Transportation as well as local residents and historians. The collaboration of the committee has been essential to ensure consistent participation across the Mad River Byway region. The next step in the coordination of the Byway will be to formalize the Steering Committee through the auspices of the CVRPC, which will take the lead as the base for the Byway Steering Committee. The formal Byway Steering Committee will be responsible for overseeing the implementation and planning of the Byway. Finally, ongoing communication between the Committee and the Vermont Agency of Transportation is essential for the implementation plan to correspond with VTrans requirements.

Section IV. Implementation Goals and Strategies

C. Byway Action Plan

The following Byway Action Plan recommends which organization(s) should be involved in the implementation of each of the Corridor Management Plan’s goals and strategies.

GOALS AND STRATEGIES:	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	Notes
TRANSPORATION									
GOAL A. Improve pedestrian, bicycle and motorist mobility, activity, circulation and safety within the byway communities, village centers, and at key destination points/areas along the corridor.									
A.1. Identify and implement the appropriate and state approved traffic calming techniques and transportation improvements for implementation at locations within the villages and along the corridor and per the RSG study recommendations.			■	■			■		
A.2. Provide signs, interpretive elements and related wayfinding initiatives that help visitors easily locate and visit attractions along the entire corridor.			■	■		■		■	
A.3. Implement streetscape improvements which improve the safety and foundation of the road networks in the villages.			■	■					
A.4. Support and integrate the proposal to develop traffic, bicycle and pedestrian safety improvements at the Moretown Common Road and Route 100B intersection, Route 100B and Route 100 intersection, Route 2 and 100B intersection in Middlesex Village as well as the bridge south of the village and the bridge just south of the General Store.		■	■	■			■		
A.5. Work with the Mad River Path Association and others to develop a path system that cooperates with 100B and the intrinsic resources that the byway offers.			■	■				■	
A.6. Define and limit curb cuts for driveways along the corridor and within the village centers to lessen additional conflict points with exiting and entering traffic.			■	■			■		
A.7. Delineate and narrow driveways along the corridor and throughout villages so as to not disrupt and obscure pedestrian use of the sidewalk.			■	■			■		
A.8. Create a recreational path/link from the Middlesex Park and Ride through the historic village to Route 100B			■	■			■		
Goal B. Improve access to adjacent land uses and attractions.									
B.1. Maintain, improve, keep, design and construct safe and accessible scenic pull-offs and parking areas with surface improvements to designated areas (to be determined), adding signs, and establishing appropriate layouts.			■	■			■		
B.2. Request that the Agency of Transportation retain the right-of-way for potential development of scenic pull-offs for the traveling public.			■	■			■		
B.3. Eliminate the southern access to the Green Mountain Canoe Portage which has inadequate sight distance.			■				■	■	
B.4. Provide a pull-off near the bridge located just south of the Moretown village to allow sightseers an opportunity to safely view the gorge and have access to the swimming holes.			■	■			■		

Section IV. Implementation Goals and Strategies

GOALS AND STRATEGIES:	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	Notes
Goal C. As Vermont continues to grow and develop, balance the State's need to upgrade the highway to meet federal requirements with the desire to maintain the character and quality of the roadway.									
C.1. Work with the Vermont Agency of Transportation to maintain and preserve the characteristics of the roadway that make it a desirable place to live and visit, such as: scenic curves, and vistas, natural rock formations, and vegetative buffers and tree stands and meadows.		■	■	■			■		
C.2. Propose alternative guardrails to W-Beam such as cor-ten guardrails to ease pedestrian movement to and from the road as well as for aesthetics.			■	■			■		
RECREATION									
Goal A. Vermont Agency of Transportation's Bicycle Touring in Vermont & Vermont's Scenic Byway's Program: Final Draft notes that "scenery is an important aspect of bicycle touring and traveler decisions." Because all tourists prefer to visit areas that have scenic beauty, it is important to preserve scenic viewsheds and visually sensitive lands along the Byway.									
A.1. The byway committee should work with the local communities and the regional planning commission to identify, map and prioritize important scenic viewsheds and visually sensitive lands. Criteria that should be considered in identifying these lands include at a minimum: <ul style="list-style-type: none"> • Lands that depict the settlement pattern of early visitors to the villages along with the homesteads on the outskirts that are important in maintaining the rural and historic character of the byway. • Lands that provide a sense of openness or scenic beauty to travelers such as hillsides, meadows, ridges, river views and scenic vistas. 		■	■	■	■		■		
A.2. Appropriate preservation tools include: <ul style="list-style-type: none"> • Locational criteria to guide the appropriate siting of development. • Density criteria to guide development density that is consistent with the need to protect the scenic resources in the area. • Identification of lands which may need to be protected through the purchase of full or partial interest in the property. 		■	■		■		■		
A.3. The byway committee should work with local towns people, Moretown and Middlesex officials and the regional planning commission to advocate for open space, establish village design criteria, and promote further opportunities like those of the Municipal land behind the Moretown Elementary School.		■	■	■				■	
A.4. The Byway Committee should discuss and work with the Moretown and Middlesex Planning Commissions to ensure that their zoning ordinances and town plans reinforce or advance the goals of the scenic byway. The Planning Commissions might reconsider a river corridor or 100B overlay district to accomplish this.			■	■					

Section IV. Implementation Goals and Strategies

GOALS AND STRATEGIES:	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	Notes
Goal B. Improve information, signs, and other wayfinding elements that direct visitors to the various public and private recreation activities and destinations along the entire byway.									
B.1. Use kiosks or information centers at key locations to distribute maps and information about the opportunities available in the area.			■	■		■			
B.2. Coordinate with Moretown, Middlesex, Mad River Valley Chamber of Commerce and event coordinators like The Mad River Valley Craft Fair to integrate and link information about recreational opportunities available in the area.		■	■	■				■	
B.3. Create a byway map that illustrates recreation locations and provides important public and private information such as phone numbers, addresses and websites.				■					
B.4. Consider providing appropriate signing to identify the byway and its destinations.				■					
Goal C. Improve parking, access, and safety at recreational areas and sites along the entire byway.									
C.1. Improve signs at public swimming holes to alert drivers that hikers, bicyclists, horseback riders, runners, walkers and swimmers are present and may be crossing the road, especially at the village swimming holes.			■	■					
C.2. Maintain, improve, and construct safe and accessible scenic pull-offs and parking areas by improving ground conditions at informally or formally designated areas, improving signs, and establishing appropriate parking layouts. Give special consideration to the demonstrated need for safe and adequate parking for swimmers that have to walk down the road to their favorite recreation spot along the Mad River.			■	■			■		
C.3. Look for opportunities to provide handicap-accessible pull-off sites with access to the river along the corridor.			■	■			■		
Goal D. Work to make the byway more attractive to bicycle tourists.									
D.1. Improve bicyclist's perception of comfort level by addressing the following items, as identified in Vermont Agency of Transportation's <i>Bicycle Touring in Vermont & Vermont's Scenic Byway's Program: Final Draft</i> : with Vtrans, commuting motorists and the Town. <ul style="list-style-type: none"> • Volume • Excessive speed • Vehicle characteristics • Proximity of the bicyclist to the motor vehicle traffic • Pavement condition 		■	■	■			■		
D.2. Plan for bicycle improvements to specific sections and access points along the byway, using available and accepted methods such as the "Bicycle Levels of Service" and the "Roadway Condition Indexing" described in Vermont Agency of Transportation's <i>Bicycle Touring in Vermont & Vermont's Scenic Byway's Program: Final Draft</i> .			■	■			■		
D.3. Promote bicycling tours along the byway.				■		■			

Section IV. Implementation Goals and Strategies

	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS							
GOALS AND STRATEGIES:	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	Notes
Goal E. Promote recreational linkages, within the byway to attract more guests, by linking byway events, attractions and amenities together as well to bolster the off-seasons.								
E.1. Have festivals that highlight an intrinsic resource, and incorporate more than one form of recreation into it. An example of this would be an event based around the river where local artisans are out selling art work from or about the river, swimming is taking place and the finale would be a kayak or canoe race down the river.		■	■		■		■	
E.2. Couple tours together so visitors can enjoy all the splendor that walking, swimming and the history that the villages have to offer.		■	■		■			
E.3. Provide Family Discounts to family attractions, restaurants and bed and breakfasts along the byway.			■		■			
E.4. Package hiking, biking, and other tours with bed and breakfast and restaurant discounts.			■		■		■	
Goal F. Promote outdoor recreational uses such as fishing, hiking, canoeing, and swimming in appropriate settings along rivers and streams and include provisions for public access to these resources.								
F.1. Support federal, state, regional and local acquisition of land facilities well-suited for outdoor recreation, provided that adequate financial and management arrangements are made with the local governments.	■	■	■					
F.2. Provide separate areas or facilities for conflicting uses such as boat launches and swimming holes.		■	■					
F.3. Facilitate recreational opportunities for the elderly and disabled.		■	■					
F.4. Work with private landowners to maintain and/or acquire public access points to recreation lands and waters by helping to minimize potential impacts like vandalism, personal injury liability and loss of privacy.	■	■	■					
Goal G. Improve, enhance and promote the usability of the Byway as a means for establishing physical fitness within the community.								
G.1 Design and implement a fitness trail connected with the Moretown Municipal Land and the Byway that incorporates all the intrinsic resources into a fitness plan.			■				■	This will need to be designed.
G.2 Promote physical fitness at key locations such as: Green Mountain Power Canoe Portage, Municipal Trails and Ward Memorial Access, with signage that displays proper exercises for all ages and abilities using the recreational resource associated with that location.			■					
G.3 Include school administration and children in the development of fitness activities and initiatives along the Byway and promote community and family physical fitness through these activities and initiatives.		■	■				■	
G.4 Design programs, events and fund raisers using the Byways resources that are based on promoting the physical health of the communities.			■					

Section IV. Implementation Goals and Strategies

	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS							
GOALS AND STRATEGIES:	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	Notes
PRESERVING, HISTORIC SCENIC & CULTURAL RESOURCES								
Goal A. Natural and human-built features such as scenic views, river corridors, wetlands, and meadows and cultural, historic and archaeological resources should be protected and preserved.								
A.1. Important historic, cultural, archaeological, and natural features should be identified, mapped and protected to the greatest extent possible as part of local and regional planning processes.	■	■	■	■				
A.2. The municipal land use plan and/or design guidelines should be developed consistently across the entire Byway which clearly define important historic, cultural, archaeological, scenic and natural features and provide for their protection.		■	■	■				Design guidelines will need to be developed. The L.W. plan can be amended to apply.
A.3. Work with the local Historical Societies, the Mad River Valley Rural Resource Commission, along with the Division for Historic Preservation and regional and state Historical Societies to maintain and update the inventory of structures and sites of local, state and national historical significance.			■				■	
A.4. Develop an educational program that informs residents and visitors about the natural resources and historic and cultural heritage of the byway, and the importance of its preservation.			■				■	Incorporate into map guides and kiosks.
A.5. Access funding opportunities to implement the preservation strategies outlined in this plan.	■	■	■					
A.6. Support local, regional, state, and private organizations' acquisition of land or conservation easements, which are intended to help protect and preserve open space, agricultural lands, and natural habitats.	■	■	■	■			■	
A.9. Support local, regional and state programs and initiatives that encourage private and public landowners to recognize the economic importance of protecting, maintaining, and enhancing the corridor's natural resources.	■	■	■	■				
A.10. Support landowner or industrial employer educational programs that teach or demonstrate Best Management Practices (BMP) or that provide educational opportunities to the general public to understand and appreciate the environmental, economic and recreational benefits offered through the region's forest, agricultural and open lands.	■	■	■					
Goal B. Create a stronger awareness among residents and visitors of points of historic interest along the 100B byway and deepen their appreciation of these resources.								
B.1. Work with the Moretown and Middlesex Historical Societies to preserve the stories and memories of the people behind the historic landscape and buildings along the Byway.			■				■	Develop a new guidebook.
B.2. Restore a historic building such as the old schoolhouse at the Winooski Dam and make it an information center conveying the history of the area through personal stories, pictures, and changing exhibits.		■	■				■	

Section IV. Implementation Goals and Strategies

GOALS AND STRATEGIES:	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS							Notes
	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	
B.3. Create interpretive materials and maps about the historic resources available along the Byway such as, the historic truss bridges, the old mill sites and the aviation tower on Cobb Hill.	■	■	■				■	
NATURAL RESOURCES								
Goal A. Establish a permanent Byway Steering Committee that will work to implement and maintain the goals of the Corridor Mangement Plan, to act as a liaison between the community and the state to create a partnership, to implement promotional activites and to continually update the plan as environmental, social and economic trends change over time.								Steering committee to represent broad interests of the community
Goal B. Wildlife habitats including, deer wintering zones, bear habitats and the rivers and streams should be monitored and protected to ensure healthy wildlife populations.								
B.1. Work with agencies and groups such as: Friends of the Mad River and Keeping Track® on preservation tactics for the Byway.	■	■	■	■			■	
B.2. Produce educational materials for byway users on how they can help protect habitats while still enjoying the many intrinsic resources available.	■	■	■	■	■			
B.3. Include educational and preservation elements in bike, kayak, canoe, walking or automobile tours.			■				■	
B.4. Work with the school children to help educate the community as to how everyday activities can help preserve the natural habitats.			■				■	
B.5. Form interest groups such as: fisherman, kayakers, hunters, bird watchers that can help educate each other on Best Management Practices so one group does not impact or take away from another groups passion.			■				■	
VILLAGE ENHANCEMENT								
Goal A. Develop a solid framework and strategic program for the byway that will market Moretown and Middlesex Villages and 100B as destinations themselves to key audiences in Vermont and throughout the rest of the country. Through this framework assets and capital can be gained and used towards the enhancement of the Villages. Activities and programs to implement this goal should include:								
A.1. Establish and maintain synergistic partnerships with the Chambers of Commerce, Regional marketing Organizations (RMO), State of Vermont Marketing and Tourism, Historical Societies, VT Cultural Heritage Coordinator and other private and public agencies.			■		■		■	
A.2. Create and implement a Byway website and links to the site that will provide information about the byway, Village enhancement projects, fundraisers, committee meetings and other activites and destinations within the byway.		■	■				■	
A.3. Develop signature Village events and invite sponsors to participate, raise awareness and funding for the byway.		■	■					

Section IV. Implementation Goals and Strategies

GOALS AND STRATEGIES:	INVOLVED ORGANIZATIONS, AGENCIES, AND PARTICIPANTS							Notes
	RPC	Moretown/Middlesex	Byway Steering Committee	ANR	VT. DHCA (Travel and Tourism)	VTRANS	Other	
A.4. Maintain and create public facilities that make visiting the Villages and byway convenient for the traveler, such as public restrooms.		■	■					
Goal B. Enhance and beautify all characteristics of the village centers including, historic structures and the natural and the built landscape.								
B.1. Establish a beautification program aimed at working with private home and landowners to provide support for property maintenance and encourage them to enhance and maintain their property.			■					
B.2. Establish a volunteer committee that will oversee the operational aspects of a beautification program including but not limited to, fundraising, fund allocation, community events and informational packets explaining the details of the project for the community.			■					
B.3. Draft a design guideline manual for the Village Districts focusing on the preservation and restoration of the historic architecture and to enhance and maintain the desired landscape qualities present throughout the District.		■	■				■	
B.4. Draft a street tree and street planting manual for the Village Districts that utilizes non-evasive, native tree and plant species.		■	■				■	
Goal C. Establish, define and develop the pedestrian environment in the historic village settings that encourage the safe movement of people from place to place.								
C.1. Develop an information/sign system and identity for the byway that is predictable, legible, easy to locate, and enhances the travel experience for both visitors to and residents of the byway.			■				■	
C.2. Create an interconnected pedestrian path throughout each village, with defined sidewalks, crosswalks, lighting and other pedestrian amenities such as; garbage cans, and "pocket parks" for both residents and visitors to enjoy.		■	■				■	

Section IV. Implementation Goals and Strategies

D. Project Priorities List and Phasing Options

The Byway Steering Committee has identified the following tasks as project priorities, in order of preference:

1. Village sidewalks, traffic calming, and streetscape improvements (57 pts);
2. Scenic viewshed planning and preservation (39 pts);
3. Maintain and develop pull offs and river access (27 pts);
4. Don's pilot program to educate mutual respect between users (13 pts);
5. Develop recreation paths (7 pts); and
6. Update the Byway Community's Town Plan and Zoning Regulations to support the Byway (7pts).

Section V. Design Concepts for the Byway

A. Overview

This section provides some initial design concepts for enhancements, which were identified as possible next steps for the development of the Mad River Byway. These projects were conceived by the Byway Steering Committee and the illustrations created provide an initial sense of what these projects might look like if realized. One of the concepts, for example, provides a representation of what 100B might look like in the heart of Moretown Village with the addition of aesthetic and pedestrian safety improvements. These designs are conceptual only and represent a point of departure for future planning and detailed study.



Existing Conditions Along Route 100B in Moretown Village



Proposed Enhancements Along Route 100B in Moretown Village to include lighting, crosswalks, rebuilt sidewalks and burial of utility lines.

Section V. Design Concepts for the Byway



Existing Conditions Along Route 100B in Springtime



Another View of Proposed Enhancements Along Route 100B

Section V. Design Concepts for the Byway



An illustrated view of the proposed Riverfront Park in place of the existing Sand Pile. An informational kiosk provides visitors with information.



A future easement for access to the river and other improvements will allow the addition of a network of wooded trails leading to an overlook, swimming access and the park green.

Section V. Design Concepts for the Byway



An historic schoolhouse along Route 100B.



Converted into an information center. A kiosk and small sign provide byway information and guide visitors. Benches and a bike rack are welcoming elements.

Section VI. Conclusion

A. Nomination Summary

The Mad River Byway is an example of a quintessential Vermont highway. It provides all the activities and characteristics that make this state such a wonderful place to live and visit: small historic villages, scenic views, recreational opportunities, clean air and water, wildlife, agricultural valleys, forested mountains, museums, artisans and much more. The corridor is also a link in the highway system, located in the central part of the state and connecting important tourist and community centers.

The proposal to designate the corridor as a Vermont Byway is in recognition of these values and seeks to establish a coordinated plan to enhance and promote the highway corridor and the many resources and attractions found along it. Designation will allow the route to become a safer highway and more user-friendly. If designated, it is anticipated that funds will be available to help facilitate planning activities that will support transportation, recreation, historic and natural resource preservation, as well as village enhancement initiatives. This designation recognizes the value and potential of the corridor.

Furthermore, formal designation of the corridor as a Vermont Byway will provide the Byway communities an identity and protect and promote the special qualities that characterize the highway corridor. Thus, it is anticipated that by pursuing the comprehensive “Vermont Byway” designation, community values will be reinforced and tourism will be supported; transportation systems and infrastructure, including pedestrian and bicycle needs, will be improved; important natural, cultural, and historic resources will be preserved; recreational opportunities will become more accessible and more widely used; and, Federal and State funds will become available to improve the corridor infrastructure, amenities and for community enhancement projects.

Also of note is the corridors relationship to Route 100 South and the Mad River Valley. An initiative is in the works to also designate Route 100 South as a Vermont Byway. Designation of the Mad River Byway will help the region and communities continue their planning process with the 100 South initiative, and to ultimately provide a distinct link between the highways, the byway communities and the variety of resources throughout the entire Mad River Valley.

The establishment of a Vermont Byway in the corridor will represent a significant resource management, cultural heritage, and economic development initiative for the Mad River Valley, and is a natural candidate for byway designation under the Vermont Byways Program.

Section VII. Bibliography

A. Sources

Agency of Transportation, State of Vermont. "Historic Metal Truss Bridge Plan For: Moretown Bridge No. 41 Town Highway 24 Over the Mad River Moretown, Vermont, April 1997.

Agency of Transportation, State of Vermont. "Historic Metal Truss Bridge Plan For: Moretown Bridge No. 40 Town Highway 24 Over the Mad River Moretown, Vermont, January 1997.

Agency of Transportation, State of Vermont. "Historic Metal Truss Bridge Plan For: Moretown Bridge No. 42 Town Highway 24 Over the Mad River Moretown, Vermont, April 1997.

Friends of the Mad River, The Best River Ever. Mad River Planning District, 1995.

Lichtenstein, Consulting Engineers. "Vermont Historic Metal Truss Bridge Study: Final Report and Preservation Plan. October 1997

Other Sources (conversations with and/or websites):

Central Vermont Regional Planning Commission

Cross Vermont Trail

Moretown Historical Society

Moretown Planning Commission

Moretown Town Plan

Vermont Agency of Transportation

Vermont association of snow Travelers

Vermont Center for Geographic Information

Vermont Division for Historic Preservation

Vermont Land Trust

<http://www.middlesex-vt.org>

<http://www.moretownvt.com>

Section VII. Bibliography

ROUTE 100B

VERMONT BYWAY CORRIDOR MANAGEMENT PLAN



Recreation along 100B

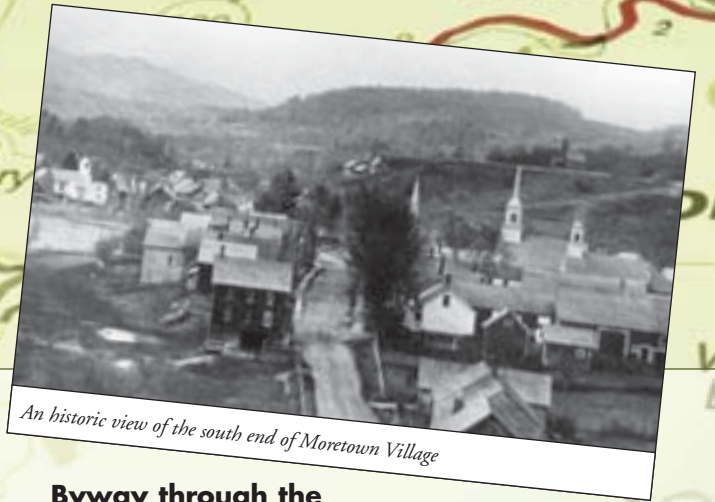
Proposal for Route 100B

Route 100B follows the Mad River into one of Vermont's most spectacular mountain valley landscapes, rich in history and with a strong agricultural tradition. Views of mountain ridges and summits, cobbled stream courses and waterfalls and expansive meadows characterize this

route, which also leads to the small historic village of Moretown. This highway links together history, recreation, culture, commerce, tourism, and the everyday lives of thousands of Vermonters. In recognition of these values, the Central Vermont Regional Planning Commission and the Town of Moretown are in the process of preparing a proposal to designate Route 100B a Vermont Byway. The byway proposal seeks to establish a coordinated plan to enhance and promote the highway corridor and the many resources and attractions found along it. Designation as a Vermont Byway provides a formal way for Vermont communities to identify, conserve, and promote roads that have special qualities, and to then make improvements along the corridor that will benefit and sustain the byway. If designated, funds may be available through the National Scenic Byway Program to facilitate planning activities that will support initiatives along the corridor, including transportation, preservation, and economic development. This designation proposal recognizes the value and potential of Route 100B, "The Mad River Route."

Origins of Scenic Byways

The origin of scenic byways can perhaps be traced to "The Ideal Tour", a concept developed in 1907 at the dawn of the automobile age. It was conceived by an ambitious hotel owner who saw that, in creating a regional auto tour in the hill country of New England, there was an opportunity to fill hotel rooms and promote tourism. With the guarantee of "A First Class Hotel at the End of Each Day's Run," a route was laid out through Central New England, which included stretches of the Deerfield Valley and Southern Vermont. The National Scenic Byway Program has been inspired and informed by the efforts of tourism pioneers and Americans' penchant for history, travel, and recreation. The establishment of a Vermont Byway along Route 100B will provide a resource management, cultural heritage, and community enhancement initiative for this portion of the Mad River Valley.



An historic view of the south end of Moretown Village

Byway through the Mad River Valley

The proposed byway route of 100B follows the winding corridor of the Mad River, providing alternating views of falls, riffles, gravel bars and beaches, meanders, impoundments, and gorges. This proximity to the river and its various qualities affords the traveler a unique opportunity to experience a scenic watercourse in its various forms and moods. The corridor itself also provides a visual experience that is quintessential Vermont: ledges and ridges, distant summits, plantations of pines, rolling meadows with clusters of farm buildings and homesteads and an historic, traditional Vermont village with classic architecture and a sense of the life and times of a working landscape.

Also prevalent along this route into Vermont's landscape and history are the rock ribs of the Green Mountains; to the west of the river, Duxbury serpentine and its associated minerals and talc laden schist (the Eastern Magnesia Talc Mine is nearby and operated until 1962); to the east, the Missisquoi Formation with its schists, phyllites and quartzites rises to the high ridge of the Northfield Range. Bedrock marks the roadside at many points, and in winter the "bony" base of Vermont's ancient foundation is exposed, offering glimpses of the ongoing forces of geologic time.

The byway is also home to a wealth of historic and cultural resources, which provide a view to the region's past and tell the story of development surrounding an historic river corridor. It is assumed that Native Americans ventured along the Mad River as far back as the Paleo-Indian period (10000-7500 BC). Settlement patterns, industry and commerce continued to concentrate along the river corridor, and are evidenced in the numerous dairy farms, historic homes, dams, and mills. The river is also the focus of recreation activities in the byway, providing opportunities for fishing, canoeing, kayaking, and swimming.

WE NEED YOUR HELP!

A **Public Meeting** will be held on **March 23, 2005** at **6:30pm** in the **Moretown Town Hall** to discuss the byway proposal and present inventory and analysis results.



A cyclist enjoys a summer day along Route 100B



View from the road - the old Wheelwright Shop in Moretown



Byway Objectives

Route 100B also serves as an important transportation corridor, considered the gateway to the Mad River Valley, including Fayston, Waitsfield and Warren.

The Vermont Byway Program establishes a process to identify, conserve, and promote roads that have special scenic, historic, cultural, natural and recreational qualities. Local and regional objectives for the byway include:

Transportation: Supporting mobility and safety improvements and facilitating multi-modal travel options.

Recreation: Providing improved access to recreational opportunities and facilitating collaborative approaches to recreational development and management.

Promotion: Encouraging local and regional partnerships for serving residents and visitors; developing effective and integrated marketing and information strategies and providing appropriate amenities for the public.

Preservation: Planning for the preservation of scenic, historic, cultural and agricultural values and the protection of environmental qualities that are unique to the corridor.

Considerations & the Benefits of a Byway

A number of considerations will guide development of the byway and distinct benefits will accrue to local communities and the region:

- The designation of Route 100B as a Vermont Byway will enable local municipalities, organizations, and regional entities to access **federal funding** for corridor initiatives, including eco-

nommic development efforts, village enhancements, tourism promotion, and transportation improvements. *The Federal Highway Administration is promoting the entire national scenic byway network to national and international audiences and supports local and statewide marketing efforts.*

- The Byway is a non-regulatory program that creates **no new permit processes**.
- The Byway program is designed to **promote local and regional collaboration** between the public and private sector to address common issues; for example, towns can work together to create management strategies to protect scenic resources and promote community development. *The Byway and associated elements are designed to respect landowner's rights and the needs of local residents and resource-based industries.*

- Participation in the Byway Program is voluntary.

- The Byway program is designed to be a **citizen based, community oriented** initiative.

- Byway programs can **facilitate regional initiatives** and coordination for transportation, environmental planning, information systems, and economic development

- The Byway will **promote the sharing of resources** to improve the efficiency of regional marketing and management.

What can you do?

The National Scenic Byways Program emphasizes the value of local leadership and the importance of voluntary participation and grassroots work in support of the byway. The participation of local business people and residents in the planning and promotion of the byway is essential. Local citizens, public officials, and property owners can attend byway planning meetings and work with local governments and organizations to support the byway project.

For more information, contact: **Steve Gladczuk, Transportation Planner**
Central Vermont Regional Planning Commission
 (802) 229-0389 / gladczuk@cvregion.com
 or **Don Wexler (802) 496-6777 / dwexler@madriver.com**

A SAMPLING OF THE INTRINSIC RESOURCES ALONG THE ROUTE



The Moretown Gorge



Moretown rests along the scenic Mad River



The historic GMP Hydro Power Station



View of the Old Upper Mill c. Mid-1900s



A canoe portage to the Winooski River



Ward Memorial Access Recreation Site



View of the Ward Lumber Mill c. 1926



A roadside view towards Mt. Scrog



Agriculture is an important part of the Valley



Cows at the Maynard Farm



Moretown Methodist Church

*"My tale is not one of the many,
But of one little village I love.
It lies deep in the valley,
My home on the hill above."*

Excerpt from "Moretown Village in the Flood," a poem by Erta Johnson, recalling the flood of 1927.