

Bethel For All

Livable Communities for All Generations



Bethel Walk Audits

Survey Results: April – May 2022

Introduction

The 50-plus population is the fastest growing age group in the nation and is projected to increase by 23 million, or 21 percent, by the year 2030. Given the aging baby boomers, older adults will continue to be a significantly large proportion of the population for years to come. In Vermont, adults aged 65-plus make up 15 percent of the total state population—and rising. The continued growth in the older adult population must be considered as these adults strive to maintain their independence and quality of life as they age.

The Town of Bethel, Vermont has identified village accessibility as a top priority to ensure the town is a welcoming, vibrant, thriving, and inclusive place for older adults as well as children, people with disabilities, and everyone in the community. Bethel hosted Vermont’s first Better Block project in 2016, with support from AARP Vermont and Team Better Block. The 2-day demonstration tested a range of ideas to slow and calm traffic, increase transportation options, and make the village a safer and more appealing place to walk and bike.

In 2021, the Town of Bethel launched the Bethel for All village accessibility planning process, funded by a Vermont Better Connections grant. The project is identifying priority recommendations (including design and infrastructure projects, programs, and policy changes) to make the village more accessible, welcoming and connected. The planning process includes an accessibility audit of buildings, streets and public spaces; parks audits to identify missing amenities and features; and a study of street and sidewalk design alternatives. Bethel for All partnered with AARP Vermont to conduct a set of community walk audits in the spring of 2022, to gather community data and input on walking and biking conditions and ideas.

Complete Streets

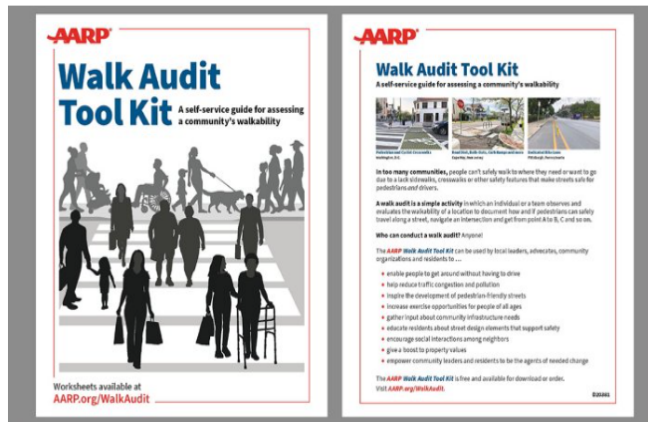
Vermont adopted a Complete Streets law in 2011, which has changed the approach to our state’s roadways. It requires town and city officials to consider all users when planning, designing, constructing and maintaining our roadways—to include pedestrians, bicyclists and transit riders. AARP Vermont places the implementation of this law as a high priority as we work to further our mission to champion more livable, age-friendly communities. By utilizing planning language such as “complete streets” that considers access and mobility—communities can ensure residents have a healthy, more livable community.

Building vibrant, walkable, and healthy communities is a complex and many-layered



process. There are many different factors to take into account including safety and enjoyment of all methods of travel, infrastructure quality, and ease of access to different modes. Mixed-use development within town centers can increase housing affordability, economic diversity, and accessible amenities. When coupled with an interconnected system of sidewalks, and bicyclist and pedestrian infrastructure it supports a vibrant livable community. Adopting planning language in your Town Plan, Zoning and Bylaws to promote mixed-use development, bike and pedestrian facilities will support healthy, active living for people of all ages and ability.

Methodology



AARP LIVABLE COMMUNITIES

AARP's Walk Audit Tool Kit was used to conduct a series of audits on three routes in Bethel on the following dates: April 2, 2022 from 2-3:30 pm; April 7, 2022 from 6-7 pm; April 12, 2022 from 6 – 7 pm; and April 27, 2022 from 9:30 – 11:30 am. A White River Valley Middle School class also completed an audit, and community members could pick up self-guided walk audit toolkits from the Bethel Public Library and go on their own, submitting

their findings afterwards using the AARP Walk Audit Tool Kit Survey Forms.

Participants on the walk audits included:

- Bethel residents of all ages, business owners, and volunteers from neighboring towns
- Bethel community leaders (including Town Manager and members of the Energy Committee, Conservation Commission, Recreation Committee, and Bethel for All Steering Committee)
- White River Valley Middle School students and teachers
- AARP Vermont and VT Council on Independent Living (VCIL) Staff Members

Walk Routes Include:

- Downtown (Main Street, from Town Hall to the Wall)
- Town Hall to the School (Church and Pleasant Streets)
- Peavine Boulevard Loop (Main and Church Streets, Sand Hill Road, Peavine Boulevard)

During the walk audits, participants examined and photographed the condition of walk and bike routes with emphasis on the following:

- Crosswalks and Crossing Signals
- Pedestrian Safety and Accessibility

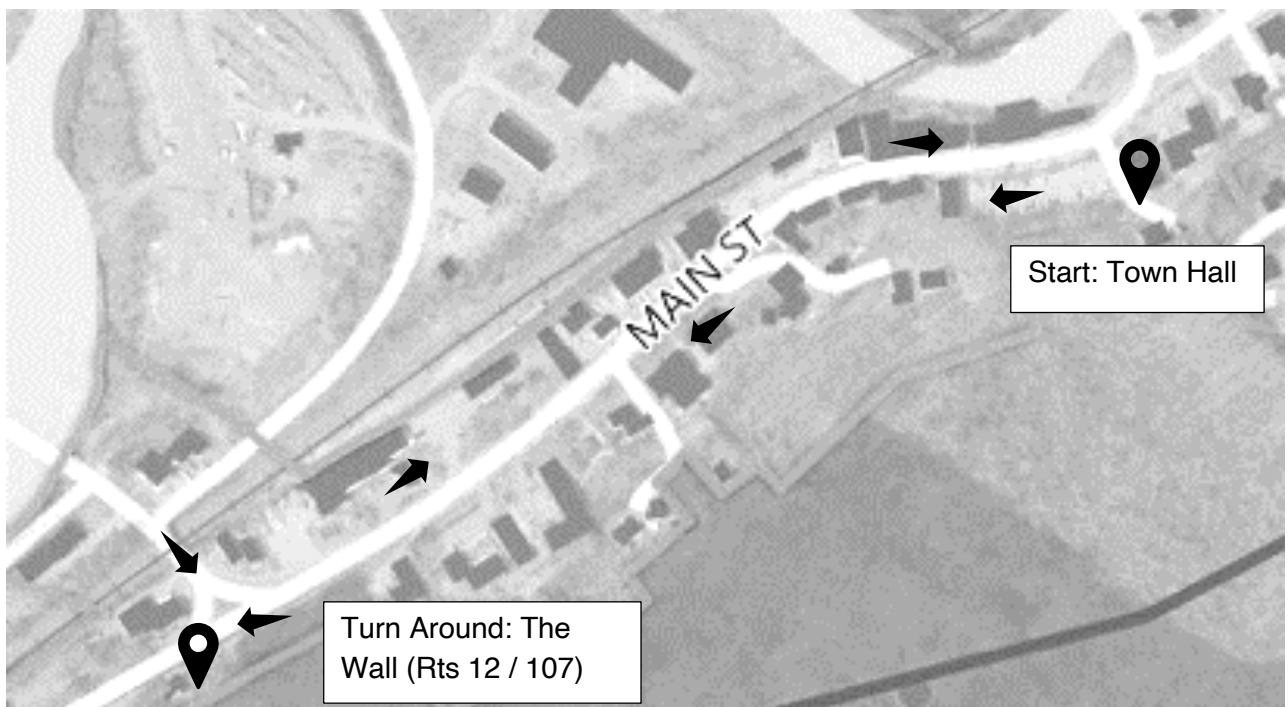
- Sidewalks
- Important signage
- Driver behavior and speed
- Experience and amenities for walkers and bikers

Participants used the following scores to rate conditions:

- Great: the area is very pedestrian-friendly and safe
- Acceptable: The area is mostly pedestrian-friendly and safe
- Mixed: the area is somewhat pedestrian-friendly and safe
- Poor: the area is absolutely not pedestrian-friendly or safe

Walk Audit Results

Audit #1: Downtown, from Town Hall to the Retaining Wall



Overall Findings: The participants found the conditions along this walk to be mixed. There are a number of amenities and services located downtown and places that make walking downtown very appealing and inviting, but the infrastructure conditions for walking (such as the sidewalks, crosswalks, and curbcuts) are a mixed condition. The sidewalk is in good condition in some places, but infrastructure is worn or inadequate in other places, making it feel unsafe in areas to walk or cross the street.

Location Has:	Yes	No	Other	Note
Places to sit	x			broken benches
Shade Trees		x		
Grass, flowers, landscaping			x	Some in the summer
Awnings, outdoor umbrellas				
Drinking fountains		x		
Public Restrooms		x		
Bus Shelter		x		
Trash receptacles		x		
Building/homes well maintained		x	x	
Informative signage		x	x	
Well-placed signage		x	x	
Streetscape features		x		
Ped-scaled lighting	x	x		
Posted speed-limit	x			

Driver Behavior and Parking: Speed and noise from trucks and cars was a concern at times, but the majority of motorists yielded to pedestrians and traveled at or close to the speed limit (25 mph). The road is narrow in places, however, and many pedestrians felt unsafe given the proximity to moving vehicles. Some participants commented that vehicle speeds felt too fast, despite drivers obeying the limit. Driver speeds were fastest near the two ends of Main Street (by the Church Street bridge and Route 107/12 intersection). Bikers also feel unsafe traveling on Main Street, with parking on both sides of the street and no shoulder or separation between parked cars and the travel lane.

There is a stretch along Main Street without a sidewalk (near the gas station and auto parts store), where vehicles frequently pull in and out and turn around throughout the parking lots. The section has many points of conflict for pedestrians and motorists, creating a very unfriendly environment for people walking and a dangerous area for motorists looking for pedestrians in their blind spots.

There are no accessible parking spaces on Main Street itself. Drivers frequently park in areas blocking the walking path or sidewalk on the river side of the street.

Comfort & Appeal: Overall, this route passes through a welcoming downtown with shops and inviting places to sit at key locations. Several amenities were identified by participants as missing from the downtown, which included trash and recycling receptacles, bike racks, an EV charging station, and additional seating where benches are cracked or broken. Many shop fronts in historic buildings are inaccessible due to high steps and no ramps.

Intersections & Crossings: We observed a few tricky crossings for pedestrians, specifically in front of the stores where parked cars and narrow travel lanes reduce visibility, and in front of the Depot Apartments, where there is no crosswalk. Crosswalk lines were mostly faded and

hard to see in early spring. Truncated domes were worn down and/or filled with debris, making them slippery. Participants noted that people tend to cross wherever they like downtown regardless of crosswalk location, but especially in the core block between Bethel Central Market and the Bethel Village Sandwich Shop.

Sidewalks: Many participants noted that the basic sidewalk network is strong along Main Street, but there are key gaps, areas needing repair, and a general need for better maintenance and upkeep. Some sidewalk sections are broken or crumbling, while other sections are too narrow for comfortable walking or have utility poles obstructing them. Most sections of the sidewalks have built up debris (sand and dirt) that make it difficult for people with a disability to safely pass. Participants also noted that the sidewalks and crosswalk access points need faster and more complete snow and ice removal in winter. There is no sidewalk along the Main Street at the gas station and auto parts store, making it very unsafe for pedestrians. There are several tactile strips that are broken or missing that should be replaced.

Sidewalk	Yes	No	Other	Street	Yes	No	Other
Buffer		x		Lights, signs at intersections	x		x
Smooth surface	x	x	some	Lights, signs visible	x	x	
Good condition	x	x	some	Crosswalks	x		x
Free of obstacles	x		some	Crosswalks well marked		x	
Free of interruptions		x		Ped Signage		x	
Continuous		x		Bike Lane		x	
Wide enough 5'	x	x		Ped - RFB		x	
Tactile surface	x	x	broken	TOTAL		3	4
Curb cut	x						
TOTAL		6	7				

Photos capturing sidewalk & crosswalk conditions along Main Street



Left: sidewalk is discontinued before the auto repair store; haphazard parking, street light and snow piles obstruct the walking route.



Middle: utility poles obstruct an already-narrow sidewalk on the south/east side of Main Street, making it hard for wheelchairs or strollers to pass.

Right: truncated domes are frequently filled with debris, sand, or snow piles, creating hazards for people with disabilities.

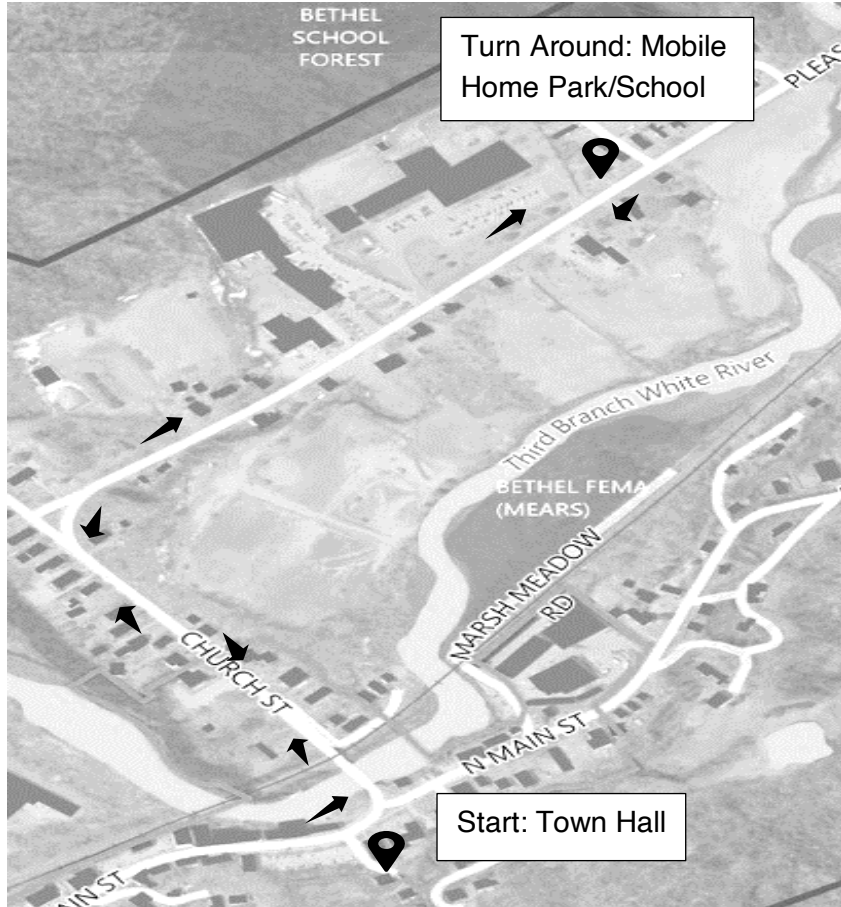


Left: minor cracks in the sidewalk need repair and could be opportunities for integrating art (such as mosaic) into infrastructure. Middle and right: breaks in the sidewalk route and errant snow piles make walking hard on the north/west side of Main Street between the Wall and Bethel Central Market.

Recommendations:

1. Install crosswalks:
 - at Depot Apartments, with Rapid Flashing Beacon to increase safety given the high speed at this location
 - at popular store locations (such as Mills Hardware and Central Market) where people regularly cross the street without a crosswalk
2. Install a temporary walking path along Main Street where there is no sidewalk using paint and large planters to create a space marked specifically for pedestrians with consideration of installing a permanent sidewalk eventually.
3. Create a schedule, budget and plan for more regular cleanup, line painting, and removal of debris along sidewalk and crosswalks throughout the village.
 - Educate road crews about accessibility and the importance of fully removing snow and debris from areas that can create hazards.
4. Create a regular inspection and repair schedule and checklist for sidewalk and crosswalk infrastructure.
5. Repair minor sidewalk cracks and holes and broken elements.
 - Consider using artistic and community-driven techniques, such as mosaic art.
6. Create more pocket parks and places to sit downtown.
 - Consider redesigning Fort Fortitude with input from Depot Apartments residents, to make it a more functional outdoor space for them. Amenities might include play features or a community garden.
7. Consider adding or brightening streetlights downtown to increase visibility.
8. Install parking signs clearly indicating public parking locations.
 - Add and mark ADA accessible parking locations on Main Street.
9. Consider installing bike sharrows (bike symbols) and signage reading “bikes may use full lane” along the route.

Audit #2: Town Hall to the School



Overall Findings: The participants found the conditions along this walk to be mixed. Driver behavior was noted as a concern and the lack of amenities the further you walked from the downtown core made walking less comfortable and safe. The Church Street section felt appealing and comfortable, but Pleasant Street was much less safe and comfortable. Pedestrian infrastructure is completely lacking after Pleasant Street becomes state highway, although there are many people using this section (including mobile home park residents and the school community).

Location Has:	Yes	No	Other
Places to sit	x		only at bandshell
Shade Trees	x		in some places
Grass, flowers, landscaping	x	x	
Awnings, outdoor umbrellas		x	
Drinking fountains		x	
Public Restrooms			june-oct bandshell
Bus Shelter		x	
Trash receptacles		x	litter, cig butts
Building/homes well maintained	x		
Informative signage		x	
Well-placed signage		x	
Streetscape features		x	
Ped-scaled lighting	x		
Posted speed-limit	x		
TOTAL	6	8	

Driver Behavior: Speed was noted as a major concern along Church Street and Pleasant Street (particularly outside the school), where motorists often exceeded the 25 MPH posted speed limit. The increase in speed limit between the school driveways creates further problems, encouraging faster speeds in an area that is still heavily used by pedestrians and has no sidewalks or crosswalks. Drivers often pull up onto the Church Street sidewalks during events, partially or completely blocking access to the sidewalk for pedestrians.

Comfort & Appeal: The overall comfort and appeal was mixed along this route. Church Street is a comfortable and attractive neighborhood with shade trees and some seating. Pleasant Street is far less comfortable and lacks good walking infrastructure. Amenities that could make walking more inviting are: pedestrian signage, wayfinding signs highlighting community assets, pedestrian-scale lighting, and benches.

Intersections & Crossings: Additional crosswalks (or adjusted locations) are needed to support natural crossing patterns from the school to downtown (at Sand Hill intersection), and between the School, Recreation Center, and Athletic Fields. Participants expressed great interest in walking paths or staircases directly connecting the Athletic Fields to the Recreation Center and to Church Street (behind the Brick Church) in order to reduce the walking distance and encourage use of existing and planned trails and recreation facilities.

Sidewalks: The Church Street sidewalk is generally in good condition, but debris and stormwater routinely build up at driveway entrances. Many participants noted that the Pleasant Street sidewalks were narrow and broken in several places; the sidewalk is interrupted by driveways, an encroaching retaining wall, and large parking lots. Pleasant Street and Church

Street both have a sidewalk on only one side of the road and the Pleasant Street sidewalk ends just north of the Recreation Center. Participants noted that adequate snow and ice removal and debris removal are often lacking on this route.

Sidewalk	Yes	No	Other	Street	Yes	No	Other
Buffer		x		Lights, signs at intersections		x	
Smooth surface		x		Lights, signs visible		x	need ped sign
Good condition				Crosswalks	x		
Free of obstacles		x	leaning wall	Crosswalks well marked		x	
Free of interruptions		x		Ped Signage		x	
Continuous		x		Bike Lane		x	
Wide enough 5'		x	narrow	Ped - RFB		x	
Tactile surface	x			TOTAL	1	6	
Curb cut	x						
TOTAL	2	5					

Photos capturing sidewalk & crosswalk conditions along Church & Pleasant Streets



Left: Driveways create breaks in the sidewalk network and collect rainwater and snowmelt on Church Street, leading to hazardous ice and silt buildup.

Right: A retaining wall on Pleasant Street is obstructing and narrowing the sidewalk and leading to buildup of stormwater and debris.



Left: Students only have one crosswalk connecting the school and athletic fields. It's typically blocked by a large snow pile in winter and has no sidewalk on the east side.

Right: The sidewalk ends south of the White River Valley School, so the school community and mobile home park residents have no safe walking route into town. High vehicle speeds and unsafe driving (evidenced by tire tracks on the lawn), stormwater ditch and snow banking leave the shoulder unsafe. An off-street walking path could be installed across the school lawn.

Recommendations:

1. Install or reroute crosswalks at the Athletic Fields entrance, Sand Hill Road, and across the School / Nolato GW entrance.
2. Consider installing Rapid Flashing Beacons at the Brick Church crosswalk, and the Athletic Fields crossing to increase safety and visibility for pedestrians crossing the street.
3. Install pedestrian signage and pedestrian-scale lighting along Church Street and Pleasant Street.
4. Complete minor repairs to sidewalks and address drainage/stormwater management issues from the Town Hall to Sand Hill Road
5. Replace and widen the sidewalk from Sand Hill Rd. to the School in sections that are very narrow; repair the retaining wall.
6. Delineate a temporary sidewalk along the old Valley Motors lot (now vacant) with paint and/or large planters or barriers. Install a full sidewalk eventually. Consider the placement of a crosswalk in front of Valley Motors.

7. Consider creating staircases and foot trails from the Athletic Fields to Church Street and to the Recreation Center (Pleasant Street), to increase access to downtown businesses and rec facilities.
8. Consider public art, gateway signage, or other placemaking elements at the north end of the village to slow traffic and signal the village entrance.
9. Explore extending the sidewalk to the mobile home park.
 - Consider creating a temporary path across the School lawn to provide a safe, accessible route to the north end of the school and mobile home park.
10. Install wayfinding signage highlighting community assets.

Audit #3: Peavine Boulevard Loop



Overall Findings: The participants found the walking conditions acceptable along most of the route. Participants identified lack of infrastructure, high speeds and driver behavior as problems on Peavine Boulevard itself and at the Rt. 12/107 intersection, and suggested investments in amenities to make the loop more inviting to bikers and pedestrians.

Location Has:	Yes	No	Other	Note
Places to sit	x			
Shade Trees	x			park
Grass, flowers, landscaping				
Shelter	x			park
Drinking fountains				is there water
Public Restrooms		x		
Bus Shelter		x		
Trash receptacles		x		littering
Building/homes well maintained		x		
Informative signage		x		
Well-placed signage		x		
Streetscape features		x		
Ped-scaled lighting		x		
Posted speed-limit	x			
TOTAL	4	8		

Street	Yes	No	Other
Lights, signs at intersections		x	signage would be helpful
Lights, signs visible		x	
Crosswalks		x	
Crosswalks well marked		x	
Ped Signage		x	
Bike Lane		x	
Ped - RFB		x	
TOTAL	0	7	

Driver Behavior: The majority of drivers gave space to pedestrians when passing them, however the speed was quite high (often exceeding the 40 MPH posted speed limit). There is no ADA parking at Peavine Park, and the fence opening is not wide enough for a wheelchair. Congested traffic and confusing patterns at “the Wall” – and debris falling off the Wall – make the Rt. 107/12 intersection particularly hazardous for bikes.

Comfort & Appeal: The overall comfort and appeal of much of the route was good (see Main Street and Church Street route details), with some notable exceptions. The Rt. 107/12 junction and underpass were highlighted as frightening and unsafe places to walk, with no or minimal sidewalk or shoulder, and no pedestrian signage. There are no walk/bike amenities once past Main Street and Church Street; participants noted a need for benches along the way, signage and maps, and bathroom and trash receptacle at Peavine Park.

Sidewalks: Peavine Boulevard and Sand Hill Roads have no sidewalk but the shoulder provided space for people walking. Parts of both roads have blind corners and no safe shoulders, with poison ivy in summer and high snowbanks in winter. The Route 107 & 12 intersection (near the Wall) has no crosswalks and the only “sidewalk” for safe crossing is a poorly-maintained dirt path above the Wall. Signage would be helpful to identify people walking and biking for motorists to be aware of when driving this route.

Recommendations:

1. Create an ADA parking spot at Peavine Park, and widen the fence in order to allow for wheelchair users to pass through the fence and access the park.
2. Consider installing a crosswalk across Rt. 107 near the railroad underpass, and eventually redesigning the intersection to allow safe passage from downtown to South Main Street.
3. Install signage along the loop making motorists aware of pedestrians and bikes along the route, especially on blind curves.
4. Install maps and a few benches along the loop. Install signage marking the route itself, to let people know that it’s there and promote it as an exercise destination.
5. Consider removing the median line on Peavine Boulevard to create an advisory shoulder in order to slow down vehicles speeding.
6. Consider installing bike sharrows (bike symbols) and signage reading “bikes may use full lane” along the route.
7. Maintain and clean debris and litter under the underpass. Consider mowing the road shoulder on sections of Peavine Boulevard to help pedestrians safely avoid passing cars.
8. Consider installing key park amenities at Peavine Park, such as a bathroom/latrine, maps, bike rack, and trash receptacle.

Photos capturing sidewalk & crosswalk conditions along the Peavine Boulevard Loop



Top Left: Peavine Park is a great “launch point” for use of the Loop, but lacks accessible parking, bathroom access, and amenities.

Top Right: The road shoulder on Peavine Boulevard is adequate for walking in some sections, but is unsafe in places with blind corners, poison ivy and weeds, or snow bankings.

Bottom: The Rt. 107 underpass feels unsafe to walkers, with a narrow and broken sidewalk and no crosswalk.

Next Steps & Priority Recommendations:

1. Install or reroute crosswalks:
 - at Depot Apartments
 - at popular store locations (such as Mills Hardware and Central Market) where people regularly cross the street without a crosswalk
 - at the Athletic Fields entrance, Sand Hill Road, and across the School / Nolato GW entrance
2. Install a temporary walking path along Main Street where there is no sidewalk using paint and large planters to create a space marked specifically for pedestrians. Explore installation of a permanent sidewalk and access management improvements.
3. Create a schedule, budget and plan for more regular and complete cleanup, line painting, debris removal and snow removal along sidewalk and crosswalks throughout the village.
4. Repair minor sidewalk cracks and holes; consider utilizing mosaic art.
5. Consider installing Rapid Flashing Beacons and/or in-road pedestrian signs at crosswalks with high pedestrian use and/or safety concerns: the Library/Depot Apartments (Main Street), Brick Church (Church Street), and the Athletic Fields crossing (Pleasant Street).
6. Install pedestrian signage and pedestrian-scale lighting along Church Street and Pleasant Street.
7. Complete minor repairs to sidewalks and driveway entrances from the Town Hall to Sand Hill Road to manage stormwater and reduce ice/debris hazards.
8. Create an ADA parking spot at Peavine Park, and widen the fence in order to allow for a wheelchair users to pass through the fence and access the park.
9. Work with VTrans to consider pedestrian safety at Rt. 107 near the railroad underpass, a crosswalk is needed to allow safe passage from downtown to South Main Street.
10. Install pedestrian and bike signage along the Peavine Boulevard Loop to improve safety and awareness, including share the road lane markings (sharrows) and “bikes may use full lane” signage
11. Install maps and a few benches along the Peavine Boulevard Loop. Install signage marking the route itself, to let people know that it’s there. Add bike racks at entrance points.

Action	Location(s) / Specific Needs	Short-Term Step	Long-Term Action
Install or considering rerouting crosswalks at priority pedestrian locations	<ul style="list-style-type: none"> • Depot Apartments (Main Street) • Athletic Fields entrance (Pleasant Street) • Nolato GW / School entrance • Sand Hill Road at Church Street • Main Street core business block 	<ul style="list-style-type: none"> • Pilot or demo project • Feasibility study 	<ul style="list-style-type: none"> • Permanent installation • Adopt town ordinance or guidance to support complete

			streets design standards.
Install or fix sidewalk to fill gaps and improve access management	<ul style="list-style-type: none"> • Main Street (downtown) near gas station and auto parts store • Main Street (near Rt. 107 intersection and Green Mountain Feeds) • Pleasant Street (from old Valley Motors site to mobile home park) • Pleasant Street (widening and retaining wall repair) • Main Street (near old Richardson’s store) utility pole removal or sidewalk widening 	<ul style="list-style-type: none"> • Temporary sidewalk (paint and barriers) • Off-street walking path (school campus) • Feasibility studies (as needed) 	<ul style="list-style-type: none"> • Permanent installation • Complete Streets redesign
Create formal guidelines/schedule, checklist, and budget for more frequent basic maintenance	<ul style="list-style-type: none"> • Sidewalk sweeping and debris cleanup and winter snow/ice removal • Crosswalk line painting • Truncated dome cleanout and painting/repair • Regular inspection and hazard removal 	<ul style="list-style-type: none"> • Maintenance checklist and guide • Accessibility training for road crew and staff • Review of staff, equipment, or volunteer needs 	<ul style="list-style-type: none"> • Town policy on maintenance standards • Increased budget, staffing, and/or equipment purchases as needed
Repair broken sidewalk and pedestrian infrastructure problems	<ul style="list-style-type: none"> • Repair or replacement of broken sidewalk panels (Main & Church); consider mosaic art repair • Replacement of worn truncated domes • Repair of granite curb separation (Main Street) • Repair or installation of stormwater management solutions (Church Street) 	<ul style="list-style-type: none"> • Mosaic art repair pilot test • Inventory and mapping of repair needs • Minor repairs 	<ul style="list-style-type: none"> • Budget or fundraising or larger repairs
Install bike and pedestrian signage and signals	<ul style="list-style-type: none"> • Sharrows and “bikes may use full lane” signage on Church and Main Streets and Peavine Boulevard 	<ul style="list-style-type: none"> • Pilot / pop-up signage • Demonstration or short-term sharrow painting 	<ul style="list-style-type: none"> • Permanent installation

	<ul style="list-style-type: none"> • Pedestrian and bike signage on Pleasant, Church, Main, and Peavine • Rapid flashing beacons and/or in-road crosswalk signs at Brick Church, Library/Depot Apartments, Athletic Fields 		
Add bike and pedestrian amenities to improve experience	<ul style="list-style-type: none"> • Bike racks in key hubs (Main Street, Bandshell, Athletic Fields, Peavine Park) • Benches and seating for pedestrian rest areas (spaced out along Boulevard Loop and through village) • Year-round porta potty or latrine (Bandshell, Athletic Fields, Peavine Park) • Trash cans (downtown, Bandshell, Peavine Park) • Pedestrian-scale lighting (Church & Pleasant Streets) • Wayfinding and parks signage to promote destinations and amenities 	<ul style="list-style-type: none"> • Short-term tests and pilots to assess locations and address any problems • Inspection/stewardship plans 	<ul style="list-style-type: none"> • Permanent installation • Complete Streets design
Improve ADA parking and access to parks and downtown	<ul style="list-style-type: none"> • ADA accessible parking spaces (Main Street, Peavine Park) • Widen Peavine Park fence opening • Accessible paths or sidewalks from street to key facility entrances (Town Hall, Rec Center, Athletic Fields, School) 	<ul style="list-style-type: none"> • Feasibility study or site selection 	<ul style="list-style-type: none"> • Permanent installation
Mark, promote and improve Peavine Boulevard Loop	<ul style="list-style-type: none"> • Route markings along entire Loop • Maps and signage at key “portals” (Peavine Park, Bandshell, downtown) • Benches and seating • Shoulder mowing to reduce weeds and hazards (Peavine Boulevard) • Winter plowing (Peavine Park parking lot, Peavine Boulevard shoulders) 	<ul style="list-style-type: none"> • Demonstration or temporary pilot of signage and amenities 	<ul style="list-style-type: none"> • Permanent installation • Maintenance plan

<p>Rt. 107/12 intersection improvements and Complete Streets redesign (VTrans management)</p>	<ul style="list-style-type: none"> • Improvement and maintenance of the pathway across top of Wall • Repair of Wall and small retaining wall to remove rock and debris hazards • Crosswalk across Rt. 107 • Gateway beautification and signage • Underpass lighting and sidewalk widening • Sidewalk extension and connections to South Main Street 	<ul style="list-style-type: none"> • Maintenance plan for more frequent debris removal, mowing, and repairs • Crosswalk pilot • Feasibility study 	<ul style="list-style-type: none"> • Complete Streets redesign
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