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Agency of Transportation

DATE: July 15, 2026
TO: Land Use Review Board
FROM: Vermont Agency of Transportation
RE: Windham Regional Commission Regional Plan and Future Land Use Maps

Section 2 – Part A – 11. Goal 4: To provide for safe, convenient, economic, and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers. (A) Highways, air, rail, and other means of transportation should be mutually supportive, balanced, and integrated. 24 V.S.A. § 4302(c)(4)

The Windham Regional Plan considers all required elements in a reasonably balanced manner. The plan identifies policies for how WRC will support its member municipalities in upgrading their transportation networks to achieve the priorities in the unique context of the region. The plan identifies barriers and possible solutions to achieve the priorities outlined in statute. Two barriers of note are the increasing price of gravel and sand and the underdevelopment of local multi-modal transportation networks that support denser development patterns.

Section 4 – Part C – 27. A transportation element consisting of a statement of present and prospective transportation and circulation facilities, and a map showing existing and proposed highways, including limited access highways, and streets by type and character of improvement, and where pertinent, anticipated points of congestion, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads and port facilities, and other similar facilities or uses, and recommendations to meet future needs for such facilities, with indications of priorities of need, costs, and method of financing.

The transportation elements of the WRC regional plan reasonably detail parts of the present and prospective transportation facilities and services. The agency requests that the maps provided of the existing regional transportation network be amended to use federal classification standards and AADT standards for uniformity across the state. The agency further requests that municipal level maps of existing transportation facilities be included. The agency also requests more detailed maps be included of pedestrian paths and trails; especially considering the plan makes clear how important upgrading existing pedestrian/bike network is. The plan has recommendations for upgrades to facilities and services based on facility type and context to meet emerging and future needs. While desired facility upgrades and service expansions are identified to a reasonable degree the priority of needs would benefit from further detail. The plan identifies possible grants and formula funding streams for proposed improvements. The plan would benefit from a more detailed analysis of municipal finances along with exploration of other possible funding mechanisms such as municipal bonds.