

**Vermont Agency of Transportation
2012 Bicycle and Pedestrian Program**

Town of East Montpelier Application

August 24, 2012



**Town of East Montpelier
40 Kelton Road
PO Box 157
East Montpelier, VT 05651**

TOWN OF
EAST MONTPELIER, VERMONT
SELECTBOARD

Seth Gardner (2012 – 2015)
Steve Sparrow (2012 – 2014)

Casey Northrup (2011 – 2014)
Carl Etnier (2011 – 2013)
Chair, C. Bruce Johnson (2010 – 2013)

August 24, 2012

Jon Kaplan, Bicycle and Pedestrian Program Manager
VT Agency of Transportation
Local Transportation Facilities
1 National Life Drive
Montpelier, VT 05633

Re: 2012 VTrans Bicycle and Pedestrian Grant Program
Project Name: Safety Improvements Including Sidewalks and Shoulder Widening in
East Montpelier Village along the US Route 2 & VT Route 14 Corridor between the
Route 14 Bridge #68 (south end) and the Routes 2 & 14 Intersection (north end)

Dear Mr. Kaplan:

Enclosed please find the Town of East Montpelier's application for a 2012 VTrans Bicycle and Pedestrian Program grant to fund a sidewalk and shoulder widening project along the Routes 2 & 14 corridor in East Montpelier Village.

The application is for the design/construction of a scoping study-supported pedestrian and bicyclist safety improvement project to install shoulders, sidewalks, pedestrian crossing improvements, pedestrian signals, and improvements that address requirements of the Americans with Disabilities Act within the Rtes. 2 & 14 corridor in East Montpelier Village.

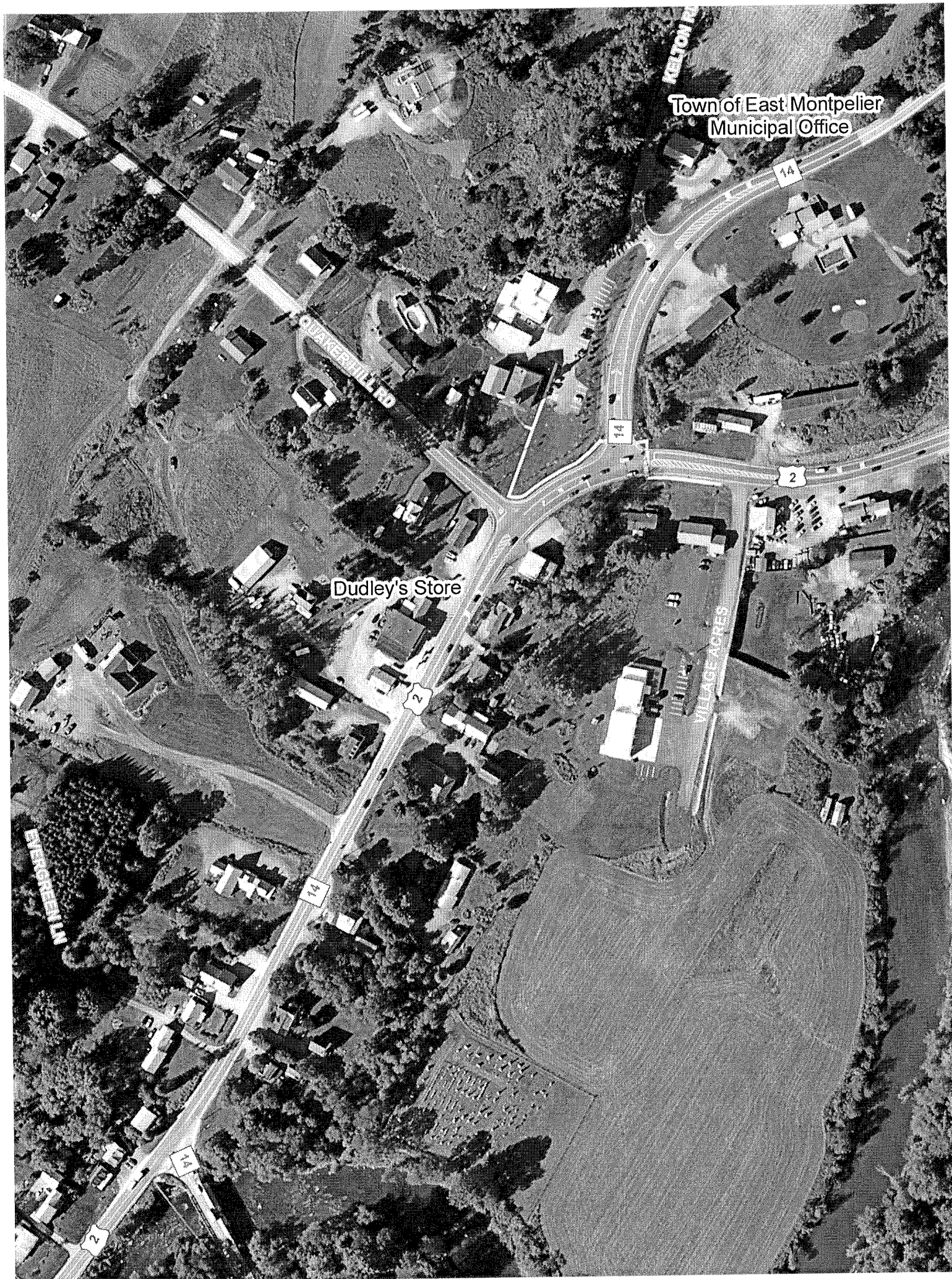
I attended the July 17, 2012 training session webinar and would like to thank you personally for your kind assistance in guiding the development of this application.

We appreciate your consideration of this grant application. If you need any further information, please feel free to contact me.

Sincerely,



C. Bruce Johnson
East Montpelier Town Administrator



**Town of East Montpelier
2012 VTrans Bicycle and Pedestrian Program Application**

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Cover Letter

Project Area Map

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**Town of East Montpelier
2012 VTrans Bicycle and Pedestrian Program Application**

1. **Project Title:** Safety Improvements Including Sidewalks and Shoulder Widening in East Montpelier Village along the US Route 2 & VT Route 14 Corridor between the Route 14 Bridge #68 (south end) and the Routes 2 & 14 Intersection (north end)
2. **Town Name:** Town of East Montpelier
3. **Project Contact:**
- | | |
|------------------|------------------------------|
| Name: | C. Bruce Johnson |
| Mailing Address: | 40 Kelton Road
PO Box 157 |
| Town & Zip Code: | East Montpelier, VT 05651 |
| E-mail Address: | eastmontadmin@comcast.net |
| Phone #: | (802) 223-3313 x 204 |
| Fax #: | (802) 223-4467 |

Approximate project length in feet: 1,200 ft

4. **RPC:** Central VT Regional Planning Commission (CVRPC)
5. **Project Description:** On one side of an 8½ x 11 piece of paper, please give a brief description of the project. Present your project in a clear and concise fashion and include information relevant to project need and purpose. Explain the level of effort already completed on the project, and the anticipated benefits and public use of the project, people impacted and maintenance responsibility. **Be sure to indicate the primary facility type being applied for (e.g. sidewalk, shoulder, shared-use path). If application is for a scoping study, provide as much relevant information as possible.**
6. **Project Location:** On a separate sheet, include a map(s) of the project area. Color photos are useful but not required.

7. **Estimated Project Costs (for scoping, use PE and Admin lines only):**

<i>Preliminary Engineering (PE)</i>	<u>\$ 51,900</u>
(Costs associated with scoping, engineering/design, survey, permitting, public input and coordination)	
<i>Right-of-Way (ROW)</i>	<u>\$ 10,000</u>
(Includes cost of appraisal, land acquisition and associated legal fees)	
<i>Construction</i>	<u>\$346,000</u>
(Construction costs including reasonable contingency)	
<i>Construction Inspection</i>	<u>\$ 34,600</u>
(Cost to provide oversight during construction)	
<i>Administration/Local Project Manager Costs</i>	<u>\$ 44,250</u>
(Cost associated with municipal oversight of the project, estimated to be a Minimum of 10% of total PE, ROW and Construction phases)	

TOTAL COST (including 10% local share)

\$486,750

8. List anticipated sources of local funding:

General Fund (possible use of fund balance for FY2013 as this is not a budgeted FY2013 item; line item for FY2014 and beyond); Capital Reserve Fund if necessary in FY2013.

9. What other state or federal money have you applied for regarding this project?

The town applied for and received a 2011 VTrans Transportation Enhancement Program grant (East Montpelier STP EH11(3)) for the scoping study supporting this project. The town expected to apply for a 2013 VTrans Transportation Enhancement Program grant (a letter of intent was submitted) and, depending on the result of this grant application and program timing, anticipates applying for a 2013 VTrans Transportation Alternatives Program grant once that program's guidelines and application schedule become available.

10. Will you accept an award less than you applied for? XXX Yes ___ No

The scoping study anticipated the potential need for a multi-phase approach and included the option of a mix-and-match four-phase project with the expectation that the town would apply for the then-current VTrans Transportation Enhancement Program for design/construction funding. Since that program's maximum was significantly less than the anticipated project cost, the scoping study was crafted to allow for at least two program funding cycles. Due to inherent loss of economies of scale in a phased project the multi-phase option is estimated at \$551,375, a 13% overall increase. Further, if this program awards the town less than the requested amount or if this program's decision schedule overlaps the 2013 VTrans Transportation Alternatives Program application deadline, the town will apply for a 2013 VTrans Transportation Alternatives Program grant.

11. Letters of Support: Please include letters of support from the legislative body of all municipalities and Regional Planning Commissions impacted by this project. If the municipality is the applicant, the letter(s) from the legislative body must acknowledge requirement for 10% local match and maintenance responsibility for facility after construction.

XXX Yes ___ No

12. Did you hold a public meeting about this project with the last year?

(Please enclose documentation of meeting warning and a meeting summary.)

XXX Yes ___ No

13. Feasibility Study of Equivalent Effort: Please attach copies of the applicable report(s) and all supporting materials.

**Town of East Montpelier
2012 VTrans Bicycle and Pedestrian Program Application**

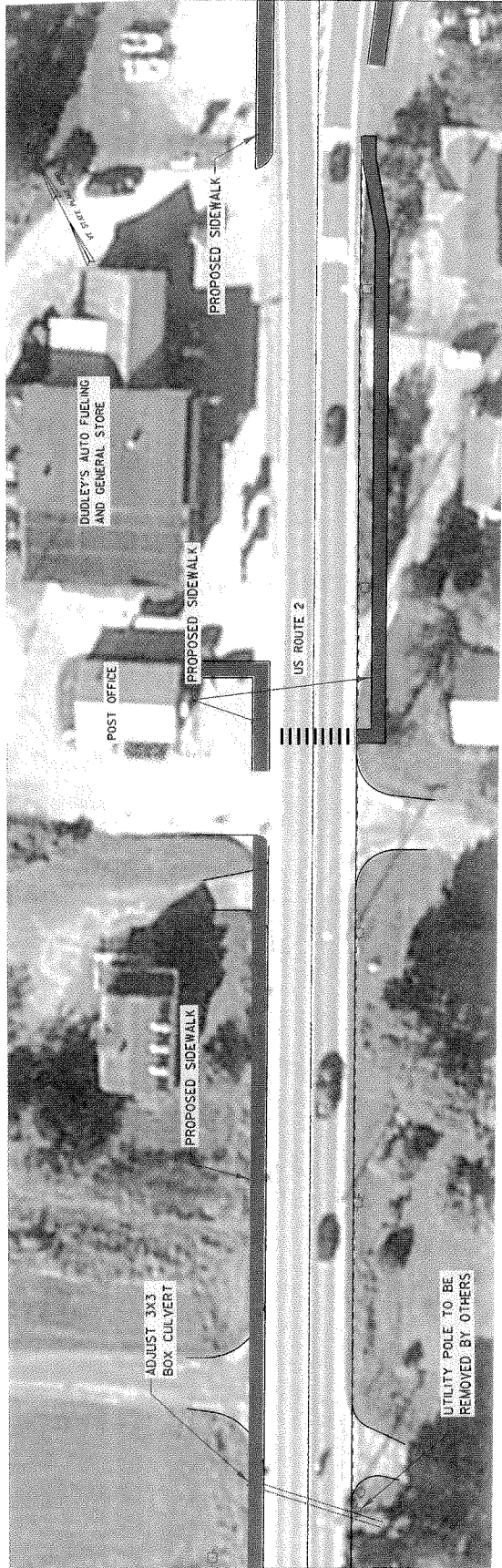
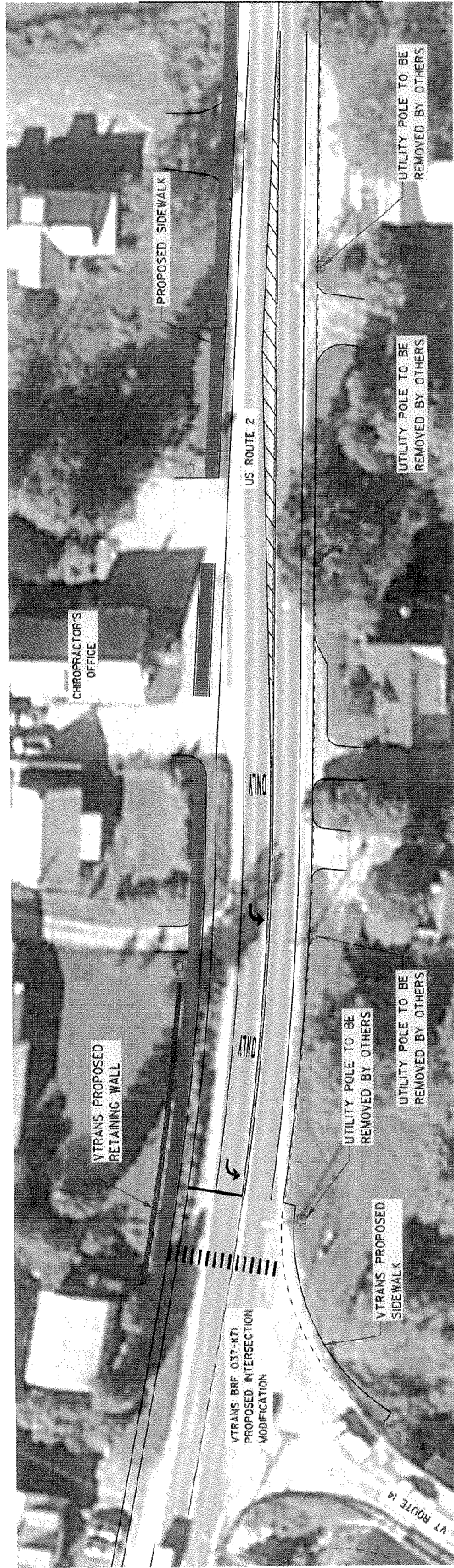
Project Description

This Bicycle & Pedestrian Program grant project will be to design and construct crosswalks, sidewalks, shoulders, and other pedestrian and bicycle safety features as well as landscaping and other amenities within the East Montpelier Village center. The project will be focused along the short joint stretch of U.S. Route 2 and VT Route 14 between the northern and southern junctions of the two roads. This area currently has no sidewalks yet residents within the Village frequently walk along the edge of the road to access the general store, post office, town offices, church and other businesses and institutions in the Village.

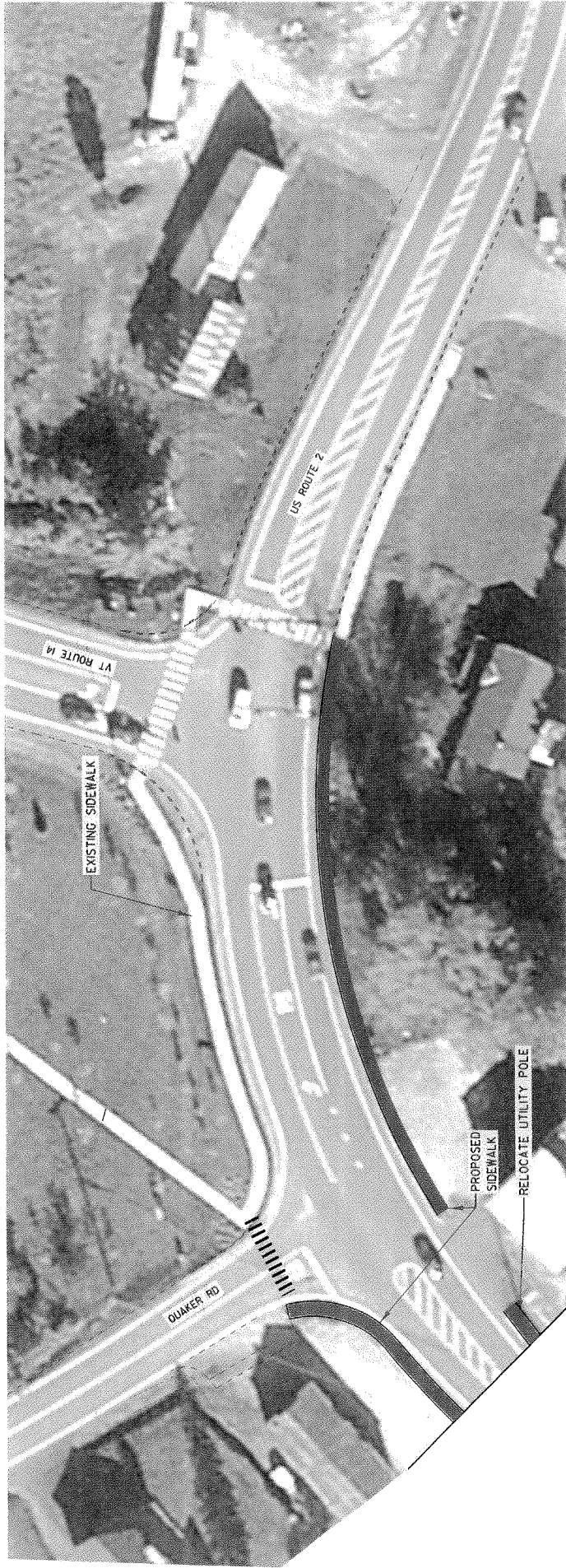
The recently-completed VT Agency of Transportation Rtes. 2 & 14 intersection project at the north end of the Village had some pedestrian and bicycle safety features incorporated into its design, including sidewalks, crosswalks, light poles and landscaping. This project provided the town with a new park and a 30-slot public parking area. Unfortunately, although the new sidewalks provide access to amenities at the north end of the Village, the sidewalks dead end into grass and a crosswalk does not extend across Quaker Road, which would connect the northern portions of the Village to the general store (an important local destination). The southern Rtes. 2 & 14 intersection project, due to start construction in 2014, includes a sidewalk across the Village Bridge on the bridge's north side and a short sidewalk with a crosswalk to a landing across the intersection to the west side, but stops at that point. The area between these projects was the subject of the recently completed Village Safety Improvements Scoping Study by DuBois & King, which evaluated the area in terms of providing safe and more attractive choices for pedestrians and bicycles, as well as creating a better functioning roadway for motorists. Currently, the pedestrians and bicyclists move along both sides of the highways(s), just inches from the cars and trucks, walking on an uneven surface of varying composition, next to the road (no significant shoulders). Turning vehicles, electric poles, culverts, other hazards and weeds result in additional challenges.

The DuBois & King "Preferred Alternative" anticipates a 5-foot wide sidewalk with curb running along the west side of the Rtes. 2 & 14 corridor to a new crosswalk across Quaker Road to connect with the existing sidewalk in front of the Old Brick Church. At the Post Office there is a landing coupled with a mid-block crosswalk and east side sidewalk with curb to connect with the existing east side sidewalk at the northern Rtes. 2 & 14 intersection. All along the corridor the road shoulders will be widened to provide a 5-foot bike lane/shoulder. The town acknowledges that it will be responsible for the maintenance of all improvements.

Our goal for this Bicycle & Pedestrian Program grant project is to create a safer, more attractive Village with the implementation of a continuous walkway and widened shoulders between the soon-to-be-constructed Rtes. 2 & 14 south intersection (the VTrans Bridge 68 replacement project) to the now-completed Rtes. 2 & 14 intersection at the north end of the Village. The result will be a project that encourages non-motorized travel and enhances the appearance of East Montpelier's historic Village area.



STATUS VERTICAL _____ HORIZONTAL _____		NAVD 88 NAD 83	SCALE 1" = 20'-0" 20' 0' 20'	PREFERRED ALTERNATIVE	PROJECT NAME: EAST MONTEPELIER SIDEWALK PROJECT NUMBER: STP EH III(3) FILE NAME: 62360.dgn PROJECT LEADER: COL DESIGNED BY: S.J.L. CHECKED BY: EPD PLOT FILE: 62360.i	PLOT DATE: 8/20/12 DRAWN BY: S.J.L. CHECKED BY: EPD SHEET 1 OF 2
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PROJECT NAME:	EAST MONTPELIER SIDEWALK
PROJECT NUMBER:	STP EH 11(3)
FILE NAME:	62360.dgn
PROJECT LEADER:	CD
DESIGNED BY:	SJL
PLOT FILE:	62360.J
PLOT DATE:	8/20/12
DRAWN BY:	SJL
CHECKED BY:	EPD
SHEET	2 OF 2

**PREFERRED
ALTERNATIVE**

SCALE 1" = 20'-0"
20 0 20

DATUM	NAVD 88
VERTICAL	NAD 83
HORIZONTAL	

**Town of East Montpelier
2012 VTrans Bicycle and Pedestrian Program Application**

Evaluation Criteria

1. Will the project address a community identified pedestrian or bicyclist priority?

Early this century it became clear that greater East Montpelier Village area would be the site of numerous capital improvement projects constructed by the Vermont Agency of Transportation. In particular, the quarter-mile stretch of the Village where US Route 2 and VT Route 14 run together would be the location of two major road projects that could lead to a revitalization of the Village. The 2003 East Montpelier Town Plan, which was basically readopted as the now-current 2008 Town Plan, envisioned “orderly growth in existing village areas that is consistent with the historic settlement pattern and supported by public infrastructure.” [2008 Town Plan p. 41] 2004 saw the creation of the East Montpelier Village Committee to provide a focal point for the town’s effort to modernize the Village area. The town has moved to create a fire district to provide potable water to the Village and has extensively studied the Village options for wastewater improvements. In recent years the town has invested significant resources in the Village area by upgrading the town office building, constructing the emergency services facility, developing the soon-to-be-constructed park ‘n ride/bus facility, and working with the VT Agency of Transportation to maximize the community benefits from the two Rtes. 2 & 14 intersection projects. The Central VT Regional Planning Commission has supported the town in these activities by providing GIS support, technical advice, planning analyses as well as ensuring that the town’s plans fit within the guidelines of CVRPC’s regional plan.

A Municipal Planning Grant funded both a Village build-out analysis and an in-depth effort to draw Village residents and businesses into the planning process. The numerous public forums drew out a series of concerns centered on the difficulty in traversing the central Village area for any reason – whether by driving, walking, or biking. [2011 Town of East Montpelier Village Study Report p. 5] The information produced through this very public process provided the basis for the Transportation Enhancement Grant-funded Village safety improvements scoping study [report included with this application] and the recently developed 2013 Draft Town Plan [Villages and Growth Areas section appended]. Pervasive throughout this draft plan’s vastly increased section on East Montpelier Village is a desire to create a vibrant community with safe means of traveling within the Village.

The entire effort to develop safety improvements in the Village has received consistent public support. Many residents along the Rtes. 2 & 14 corridor have written letters of support, both for the original scoping study grant and this application [see Section D of this application], and other residents have expressed their interest to the Selectboard and the Village Committee. Our community has been working towards this project for several years, by applying for and receiving the Village Center Designation, the Municipal Planning Grant, the Transportation Enhancement Grant, as well as addressing other issues related to the safety, livability and viability of the East Montpelier Village.

2. Will the project contribute to an integrated system linking community activity centers, residential neighborhoods, schools, employment sites and other bicycle and/or pedestrian facilities, to encourage pedestrian travel?

Currently the East Montpelier Village center is an island of transportation insanity bordered by a modern intersection to the north, with traffic signals, sidewalks, crosswalks, and wide shoulders, and by a soon-to-be-constructed modern intersection to the south, also with traffic signals, a sidewalk, a crosswalk, and widened road shoulders. Just to the north are the town office building, Washington Electric Co-operative's office building, the Old Brick Church, the new town park, a public parking lot, and a soon-to-be-constructed transportation facility with a park 'n ride and bus stop. To the northeast are numerous businesses and the new state-of-the-art emergency services facility serving the East Montpelier Fire Department, a volunteer organization serving Calais, East Montpelier, and Plainfield. To the south and southeast is a mix of residential and business properties including the East Montpelier Home Center and Mekkelsen's RVs. Up the hill to the west are the East Montpelier Elementary School and the town's recreation fields.

Between the two intersection projects, however, is approximately two-tenths of a mile of multi-modal wasteland serving the East Montpelier Post Office, Dudley's Store (the town's major general store), the Village Cemetery, and numerous other single-family, multi-family, and business properties. The Rtes. 2 & 14 corridor puts the traffic of both major roads onto a stretch of highway that has minimal shoulders, no bike lanes, no pedestrian pathway other than the road, and no way to cross from one side to the other.

This project will promote the quality, linkage and variety of Vermont's transportation system by enhancing the pedestrian's, bicyclist's and motorist's safety and aesthetics as they travel through East Montpelier Village on US Route 2 and VT Route 14. The sidewalks, crosswalks, wider shoulders, and other safety features will provide safe links between the south and north ends of the Village, thus creating a continuous system of walkways (once the southern Rtes. 2 & 14 intersection project is finished) from the east side of the Winooski River, through the Village, and ending at the north end by the town office building. Pedestrians and bicyclists will be able to travel safely toward the existing village facilities such as the post office, the general store, the cemetery, the fire station with its public meeting room, the electric company, the village park, and the public parking lot. Access will be vastly improved to the soon-to-be-constructed bus stop and park 'n ride facility, currently the site of our rudimentary bus stop, to use the commuter bus service.

Essentially this project is the last major necessary transportation infrastructure improvement for the Village. It provides the link that ties all the other improvements together, creating a unified multi-modal transportation system that enables full access to all the amenities of the greater Village area.

3. Will the project address a safety concern and provide a secure, bicycle or pedestrian friendly environment?

As stated in the DuBois & King scoping study report (see page 2):

[Safety improvements] are needed because:

- There are a significant number of pedestrians who do not have access to a safe sidewalk between their homes and the Post Office, the General Store, the church, town offices, and other destinations.
- School students that are getting picked up or dropped off by the bus do not have [a] safe place to walk or bike to/from school, or to wait.
- Pedestrians and bicyclists must walk or ride on the narrow roadway shoulders and cross wide driveways to move around the Village area.
- Traffic travels through the Study area at speeds greater than the posted speed limit which aggravates the problems associated with inadequate facilities.

East Montpelier residents as well as the thousands of Vermonters and out-of-state visitors who travel through East Montpelier Village will benefit from safety improvements produced by this project. Currently, dozens of village residents walk from the southernmost end of the Village, over a mile away, from the east side of the river, including the Sandy Pines mobile home park, and from within the Village itself, toward the businesses, bus service, and governmental entities clustered at the north end of the Village. The US Postal Service does not provide home delivery in the central Village area. Several of the residents who walk to the post office to retrieve their mail are elderly, including one person in a wheelchair. Business employees walk to the post office multiple times a day. Children also walk along this busy road, towards the general store in the mornings and afternoons for the school bus, and to the general store for groceries. U-32 Jr/Sr High School uses the general store as the sole Village area late bus drop-off point, leaving numerous adolescents little option but to walk home along the road shoulders in often semi-dark conditions.

The project will also increase the safety of the motorists as bicyclists will have additional room to maneuver and the pedestrians will have clearly designated sidewalks and crosswalks in which to traverse the Village.

Completion of this project signifies the completion of the entire circuit of transportation safety improvements in the Village. From one end of the central Village to the other it would finally be possible to walk, bike, and drive without the constant fear of a devastating error in judgment.

4. Will the project leverage funding from a variety of sources?

Taken in isolation this project won't leverage significant funding. There will likely be minor donations of easements and similar local contributions to move the project along. The town needs this type of grant to ensure this infrastructure improvement has a chance of completion.

The true measure of this project is as a piece in the puzzle for the drive to revitalize the Village. The town, with significant assistance from the state, has managed to leverage taxpayer resources to bring in grant funding that led to sizeable private donations and business investment that, taken all together, produce results that excite the residents, leading to a renewed push forward. The sidewalk project is one more element in a modernization push that will produce a vibrant 2018 East Montpelier Village that is remarkably different in look, tone, and feel compared to the tired 2008 Village.

5. Will the project provide enhanced connectivity to public transit and multi-modal facilities?

Currently the Village is the site of two public meeting spaces (the town office building and the fire station), a bus stop with limited parking, and three public parking areas (the Church Street lot, the town office lot, and the fire station lot). In addition, construction on a town-owned 35-space park 'n ride facility with bicycle parking, bus shelter, and permanent location for the commuter bus stop, will commence in 2013. All of these Village amenities are on the north side and are served by the completed northern Rtes. 2 & 14 intersection project with its integrated network of sidewalks, crosswalks, and enhanced road shoulders.

None of these amenities and the multi-modal transportation improvements are safely accessible by the vast majority of Village residents nor can users of the north end parking and bus services safely access the business and governmental entities located within the center and southern parts of the Village. As described above, this project is the link that allows full multi-modal access to services throughout the Village.



The picture is oriented south to north from left to right. The new park 'n ride facility will be constructed on the Washington Electric Co-operative's utility garage property just to the right (north) of the new north-side Rtes. 2 & 14 intersection along the east side of VT Rte. 1, across the street from the town office building. The fire station is located to the left (south) of the new intersection off US Rte. 2 on Village Acres.

6. Is the application complete and clearly written?

Yes, the application is complete and clearly written.

Essential elements in sequence:

- Cover letter with village map
- Program application with summary, project map, and supporting study report
- Evaluation criteria documentation with supporting materials
- Municipal letter of support
- Additional information including: CVRPC letter of support, public hearing documentation, DTA communications, and letters of public support

7. Is the project budget reasonable? Is there a likelihood the project will be constructed based on the readiness demonstrated?

The project budget is based on the estimates contained in the VTrans Transportation Enhancement Grant-funded final report, dated August 15, 2012, entitled “Town of East Montpelier US Route 2 Village Safety Enhancement Scoping Study” prepared by DuBois & King, Inc. (copy included with this application in Section A). The right-of-way budget is relatively low due to the widespread support for the project in the Village and the fact that the entire project is within the state US Route 2 right-of-way.

The project design is at a scoping study level, so it is certainly possible that some elements of the preferred alternative identified by the study may need to be altered during the design & engineering phase of this project. However, the basic structure of the design, including the links to the two northern and one southern sidewalk segments, appears to fit the known site limitations and should provide the necessary starting point to move this project forward in good order.

The only known timing issue with the project is the necessity for the completion of the Rtes. 2 & 14 intersection element of the Village Bridge replacement project. Mark Sargent, VTrans project manager for the bridge job, has assured the town that construction is on track for 2014. The intersection project includes a westerly retaining wall with a six-foot wide zone for sidewalk placement. Until the wall is installed the planned location for the sidewalk simply doesn't exist.

8. Is the project located within a Designated Downtown recognized by the VT Department of Economic, Housing and Community Development?

The project is not located within a Designated Downtown. It is, however, fully within the borders of a community granted Village Center Designation by the VT Department of Economic, Housing and Community Development.

Public Input, Goals & Timeline

The Village Committee organized and hosted two public forums to solicit community input about the future of the East Village. CVRPC presented information and provided facilitation assistance. The chart below organizes the public input into over-arching goals.

GOALS		Creating Safe Streets	Developing a Sense of Place	Cultivating a Vibrant Local Economy	Fostering a Healthy Community
Current Conditions	Likes +	<ul style="list-style-type: none"> • Accessible to Montpelier and Barre • Public Transit 	<ul style="list-style-type: none"> • History/historic buildings (Capitol Grounds, Brick Church) • Compact Village • At crossroads (RT2 & RT14) • Rural/access to nature • EM Trails • Winooski River • Buildings are not too tall 	<ul style="list-style-type: none"> • Store and services (store, PO, fire station, Town Offices, bank) • Mix of houses and commercial 	<ul style="list-style-type: none"> • Trails (EM Trails, Cross VT, VAST) • Bus service • Potential for Senior Housing
	Dislikes -	<ul style="list-style-type: none"> • Dangerous to walk • Traffic too fast and heavy • No bike lanes • Poor access / difficult to turn in and out of store, PO and Quaker Hill • Lack of public parking 	<ul style="list-style-type: none"> • Inaccessible river • Sprawl at end of Village • Lack of Identity • Unattractive entrance to store, PO • Linear village/no depth • No village core • No character 	<ul style="list-style-type: none"> • No other stores • Taxes • No wastewater • Services are scattered • No fire hydrants • Poor soils for on site septic 	<ul style="list-style-type: none"> • No street trees • Services are scattered • No place to meet friends/ social gathering place • Inaccessible river
Opportunities	Built Environment / Infrastructure Improvements	<ul style="list-style-type: none"> • Bike lanes • Sidewalks • Park & Ride • Crosswalks • Multimodal transport (bike, park, ride) • Speed bumps • RT 14 Bridge replacement • Benches 	<ul style="list-style-type: none"> • River walk & river access • Attractive streetscape (trees, lighting) • Compact village scale new development • Underground facilities • Connect Upper and Lower Village • Add another bridge to connect Upper and Lower Village • New town hall/offices • Gateway signs 	<ul style="list-style-type: none"> • Compact, village-scale, new development • Community meeting place and green space (town green) • Mixed use (live/work) • Plan trail access and parking within the Village • Ensure adequate potable water • Future fire hydrants and water connections 	<ul style="list-style-type: none"> • Community green space (town green) • Mixed uses (live/work) • River walk & river access • Renewable energy • Connect EM Trails with Cross VT Trail in the Village • Multi modal trail behind Store • Multi family and elderly housing
	Programming/ Activities	<ul style="list-style-type: none"> • Decrease speed limit 	<ul style="list-style-type: none"> • Develop history walk/ historic markers • Plan parade / Rally Day in the Village • Co-locate historical society with Town Offices • Host concerts & picnics • Create Village specific Zoning Regulations • Research developable land (where and intensity) 	<ul style="list-style-type: none"> • Bakery, Pizza, Tapas, Ice Cream, Restaurant, Garage/car repair • Farmers Market • Partnerships with Colleges (NECI, VCFA, Goddard) 	<ul style="list-style-type: none"> • Partnerships with Colleges (NECI, VCFA, Goddard) • Kids playground • Farmers Market • Dances
May 2011					CVRPC

VILLAGES AND RESIDENTIAL AREAS

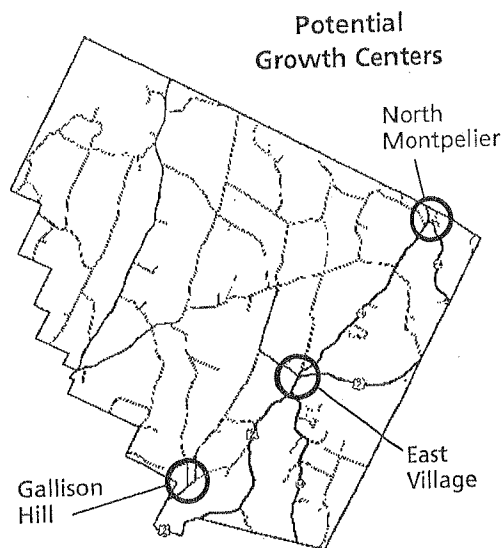
HISTORY

Early development in the town occurred along the waterways, where Native Americans had probably cleared small areas to grow corn and new settlers found access to water power. Settlement in the outlying areas was largely for mixed agricultural uses. A cluster of settlements arose at East Montpelier Center, where the meeting house was built in 1823, and a tavern and starch factory existed in the early 1800s. At the same time mills operating on the Kingsbury Branch and at the bend in the Winooski had spawned clustered settlements at North Montpelier and East Village. They hosted several stores, churches, and community gathering centers that flourished throughout the nineteenth century. During the course of the twentieth century, most mills closed, jobs decreased, and the prominence of the villages declined.

CURRENT STATUS

Residential areas of East Montpelier now cover nearly the entire town, while the villages of East Montpelier and North Montpelier have not experienced growth. With the improvement of roads and widespread use of cars, development is occurring in more rural areas. This development pattern (often as large lots in excess of 10 acres) tends to fragment remaining agricultural land and to create suburban sprawl.

Meanwhile, development in the village areas is hindered by their proximity to waterways and their lack of public sewage systems. Most soil conditions in both villages are poor for on-site septic systems, further limiting new housing. A town-appointed Wastewater Study Committee explored a variety of options for municipal sewage systems; its 1992 report provides infor-



mation about the possibilities of developing public sewage disposal. Further discussion of this issue and its relation to village growth can be found in the Wastewater section of this plan.

The state's Planning and Development Act requires that towns consider the designation of certain areas as "growth centers." Historic settlement patterns in the village are models for this kind of growth: compact areas with minimal setbacks where density of housing mixed with commercial uses is encouraged. The Planning Commission has designated three areas as potential growth centers: East Village, North Montpelier, and Gallison Hill near U-32 High School. Lacking commercial development and public infrastructure, East Montpelier Center is not considered a growth area, but it has been identified as a village with regional significance. If growth can not be accommodated in the existing villages, they may be designated as "Village Centers" as provided for in 24 V.S.A. chapter 76A, making them eligible for tax credits and grants for revitalization efforts.

The East Village is scheduled for significant road work in the near future, with the relocation of the intersection of Routes 2 and 14, as well as replacement and realignment of the Route 14 bridge over the Winooski River. Designation as a proposed growth center, as well as comments on the Town Plan Survey, indicate these road

projects should be tailored to provide village-centered, pedestrian-friendly features like sidewalks, trees, streetlights, bike lanes, crosswalks, parks, and traffic-calming.

North Montpelier and the area near U-32 High School may have the potential to connect to the municipal water and sewage treatment facilities operated by Plainfield and Montpelier respectively. Any exploration of the feasibility of growth in these areas will necessarily involve consultation with neighboring towns, including Calais on the northern border which shares North Montpelier pond.

GOALS

- Provide for orderly growth in existing village areas that is consistent with the historic settlement pattern and supported by public infrastructure.
- Explore development of designated growth centers in East Montpelier.

ACTIONS

It is recommended that:

- The Planning Commission
 - Draft zoning and subdivision bylaws that promote and provide incentives to preserve historic village settlement patterns and to facilitate development of identified growth centers where more intensive residential and mixed development can occur.
 - Encourage pedestrian-friendly design in village areas.
 - Create a subcommittee to research the feasibility of proposed growth centers and to consult with abutting towns and CVRPC about infrastructure and compatibility issues.
 - Explore Village Center Designation where growth center development is not feasible, as in East Montpelier Center.

AGRICULTURE

HISTORY

East Montpelier has been a farming community from its earliest days. Its fertile soils led nineteenth-century settlers to make great efforts to clear land for farming. In the early years of agriculture, the primary industry was sheep raising. In fact, in 1850 sheep in East Montpelier outnumbered cows by more than three to one. However, the collapse of the wool market after the Civil War shifted the town's agricultural base to dairy farming. By 1880 East Montpelier had 185 farms and 1,748 milk cows. By 1890 over 70 percent of the land in town was cleared and used for farming.

Before the invention of modern milking machinery and refrigeration, cows were milked by hand and the main farm products were butter and cheese, rather than fluid milk. In the early part of the twentieth century, two creameries served farmers in East Montpelier, and cream and butter were still the major commodities produced by the dairy industry.

During the twentieth century, improved transportation and the mechanization of agriculture opened new markets for fluid milk and fostered specialization in dairy farming. Substantial increases in per-cow production and in the average number of cows per farm accompanied dramatic declines in the number of farms. In 1901, there were 112 dairy herds in town with an average size of 16; in 2001, there were five herds, one with more than 500 milking cows. Due to this consolidation and to changes in pasturing practices, much of the town's former grazing land is no longer in agricultural use.

As an outgrowth of a town-wide forum held in 1988, which identified agriculture and open-space protection as important to the future of the town, the Planning Commission invited a

VILLAGES AND GROWTH AREAS

BACKGROUND

East Montpelier has three villages. East Montpelier Village is the largest village and is located at the intersection of two state highways, Route 2 and Route 14. It is also located on the Winooski River which historically powered several mills in town. North Montpelier on Route 14 is smaller and on the boundary with Calais. There is a small general store on the south shore of North Montpelier Pond is within the village and the Kingsbury Branch flows through the village. East Montpelier Center is a small hamlet consisting primarily of residential uses and farms. East village and North Montpelier are identified as growth areas. In addition the area around U-32 is a designated growth center for the town. U-32 serves as a regional educational focal point and is on the border of Montpelier. No plans have been developed for the future growth of the three growth areas.

CURRENT STATUS

Each of these villages and growth areas is individually described below:

East Montpelier Village

East Montpelier village (also known as East Village) is the largest town center and is the focus of business in town. It is located at the junction of Routes 2 and 14 and along the Winooski River. The Town Offices are located there, the Fire Department's primary facility serving East Montpelier and Calais, the Old Brick Church and the Post Office. Numerous businesses are located in the village including Dudley's Store, a focal point of activity in the village. Recently the Agency of Transportation completed a major reconstruction of the Route 2 and 14 intersection in this section of Town. The intersection is now a signalized intersection with two crosswalks as well as sidewalks. The intersection redesign also created a new green space in front of the Old Brick Church.

In 2009 East Montpelier received Village Center Designation from the Vermont Downtown Program. Enabling legislation (24 V.S.A. chapter 76A) was created to recognize and encourage local efforts to revitalize

Vermont's traditional village centers. The designation allows owners of historic buildings to apply for a 10% tax credit for substantial building rehabilitation, a 25% tax credit for façade improvements, and a 50% tax credit for code improvements (such as bringing a building into compliance with state codes). A village that has been designated a "village center" also receives priority for a planning grant through Vermont's Municipal Planning Grant program and also for Community Development Block Grant funding. Grant money is not "paid back;" it is one-time financial assistance.

MAP OF VILLAGE DESIGNATION

The Village Center designation includes only the historic center of the village extending along Route 2/14 from the Mekkelsen's homestead on the south to the antique store on Route 2, and along Route 14 north to the Town Office Building. The village east of the Winooski River was not included due to the predominance of newer homes and businesses in this area. Notable in this part of town is the old airport hanger which now houses rb Technologies, a computer services business and Shaline Bridal. North Country Credit Union recently constructed a new bank building while the former building is being used by North Star Fireworks. Also located in what some refer to as the "upper village" are a car dealership, propane company, flower nursery and many homes including the dense residential neighborhood of Sandy Pines mobile home park.

The bridge over the Winooski River connecting the two parts of the village is deteriorating badly. A new bridge is scheduled to be built in the next several years. The new bridge will contain sidewalks which will connect to a future crosswalk over Route 2/14. There has been ongoing discussion about the potential for a sleeve to be included along the side or underside of this bridge for carrying water pipes and possibly other cables. The Village Committee and the Select Board have been working with the Agency of Transportation as plans for the bridge move forward.

Around 2004 Village Committee formed with the goal of creating a more vibrant and attractive village where people would want to live, work and do business. The Committee's first project was to work with the Agency of Transportation to ensure the Route 2/14 intersection project included sidewalks, crosswalks, maximum green space and plantings. A number of local residents and business owners as well as people from outside the village were actively involved. While the Committee was unable

to get as many sidewalks built as part of the project, AOT provided most of the Committee's requests. Since then the Committee has worked on a number of projects including obtaining Village Designation for East Village (described above).

In 2011 the Committee received a Municipal Planning Grant to engage village residents and businesses owner in discussions of the future development and enhancement of the Village. Two forums were very well attended and specific goals and actions were documented in a report prepared with the assistance of the Central Vermont Regional Planning Commission entitled *Town of East Montpelier, Village Study Report*. High priorities identified were to provide sidewalks to improve safety, reduce traffic speeds, develop a river walk, construct gateway signs, create businesses that can serve as community gathering places such as a restaurant or café, provide housing and facilities for seniors, and develop a wastewater system that can accommodate future growth. Development concepts such as creating small secondary streets with compact development reflecting historic patterns were of great interest as well as providing greater connections between the east and west sides of the village.

As part of the forum several subcommittees were formed to follow through on the recommendations. A wastewater committee was formed to move forward on a previous wastewater study commissioned by the select board and a committee looked into options and locations for gateway signs. In response to suggestions made the Rally Day Committee held its morning events in the village. Events included a river walk, a history walk, a farmer's market on the new green, and a barbeque and numerous events for children at the Fire Station. The Village Committee successfully won a grant from the Agency of Transportation to study the feasibility of sidewalks along Route 2 and 14 connecting the proposed Route 14 bridge and the existing sidewalks at the northeast end of the village. An engineer has been hired and this study is underway.

For a number of years a very active group calling themselves the East Montpelier Senior Living Initiative (EMSLI) worked with the Central Vermont Community Land Trust to build an affordable housing facility. The project began with a search for a suitable site. In 2010 with a Vermont Community Loan Fund grant more detailed building plans were developed on a site at the northeast end of the village. Unfortunately at the last minute the group was unable to negotiate a purchase price

with the landowner that would make the project feasible. There continues to be a strong desire to develop a senior housing project in the village. At one point there was hope that the project might also serve as a senior center.

Bus service is now provided by the Green Mountain Transit Authority between Montpelier and St. Johnsbury, and Barre and St. Johnsbury with a stop in East Montpelier. The site of the former fire station (currently owned by Washington Electric Coop) serves as the bus stop. The select board is negotiating to purchase that site to use as a Park and Ride site and to serve as a permanent bus stop location.

Much of East Montpelier village depends on a private company Crystal Springs Water Company, for its potable water supply. The system is in poor repair and the current owner is considering retiring. There are 115 connections in East Montpelier and a moratorium has been imposed by the state on any new connections. A Fire District has been formed with approval by the Select Board which is negotiating to take over the water system. In January of 2011 the fire district received a planning loan from the State of Vermont and to be used for an evaluation of the water system. Information about the fire district is available at <http://www.emfiredistrict.org/>.

A fire district is a legal entity that is a self-governing municipal corporation located within a town and charged with providing specified public services. Fire districts are often established to address public needs in a part of town that the town itself has declined to assume. They are most often formed to address needs of public drinking water or wastewater treatment. In fact, fire districts have often played a leading role in Vermont's modern environmental conservation movement by providing quality drinking water and effective wastewater treatment often via the same water source. A fire district has its own bylaws and are charged with collecting fees and maintaining and possibly extending the system. These services may be handled by a specified contractor. See: http://www.cfd1.org/about_fire_districts.html

Wastewater treatment continues to be a significant handicap to development within East Montpelier Village. Along with potable water, the limitations on individual wastewater systems have been a deterrent to businesses that would like to expand, especially businesses that require public rest rooms such as such as a restaurant or café. Wastewater options proposed in a study commissioned by the Select Board in 2007 were very costly. The study addressed two problems: an unidentified

number of potentially failing existing systems which may be contributing to pollution of the Winooski River or nearby groundwater; and the issue of developing new systems to address existing and future needs. Four options were studied: developing a village-wide wastewater system, developing a series of smaller dispersed systems on better soils in or near the village, connecting to the Montpelier sewage treatment facility (which has excess capacity) and connecting to the Plainfield wastewater facility. Plainfield declined to participate in such an endeavor. At least two larger landowners within the village have expressed possibly interest in providing wastewater treatment if excess capacity is available beyond the needs of possible development within those parcels. Additional study is needed to examine this potential and to develop realistic options. Moving forward may require the Select Board to designate a study committee charged with this task.

North Montpelier

North Montpelier is located along Route 14 at the southern end of North Montpelier Pond. Once there were mills along the Kingsbury Branch which flows through the village but today there is a small hydroelectric project that profits from the dam on the east side of the Route 14.

The much loved “singing bridge” that crossed the Kingsbury Branch was replaced in 2011 by a less musical structure. Local residents organized to try to retain the historic bridge, but later focused efforts on ensuring that a sidewalk was included on the bridge. The local Riverbend Store is a destination for local residents as is the pond that sits just to the north of the store. The Calais town line is just north of the Route 14/214 intersection. Some Calais citizens nearby feel as connected to the village as those on the East Montpelier side. The local efforts to provide sidewalks on the bridge galvanized residents to work to ensure that the village retains some of its valued resources. In particular the store has struggled with the economic downturn as well as the closure of Route 14 in the North Montpelier during construction of the new bridge. An application was submitted through the Municipal Grant Program to study potential revitalization of the Riverbend Store and providing energy efficiency measures for buildings within the village. The grant application was not successful.

The Wastewater Study that addressed East Montpelier Village also addressed options for North Montpelier. These options were also prohibitively expensive and no further action has been taken.

East Montpelier Center

East Montpelier Center is not located on any state highways and has no commercial uses. A small section of paved roadway (Center Road) changes to gravel at the entrance to the west end of the village. The village is at the intersection of Center Road, Bliss Road, Barnes Road, Brazier Road and Dodge Road. Several large farms are located within or surrounding the village. The Old Meetinghouse Church is the historic focal point of the village and once served as the Meeting House for the Town of East Montpelier when the City of Montpelier was part of the Town. Today the village is primarily residential. There are no commercial uses other than the Center Farm which sells organic chicken and lamb, a small plant nursery, and a few other home businesses.

Center and Dodge Roads serve as a common route to travel across town for many local residents and some Center residents have become concerned about traffic, especially farm vehicles. In 2011 some local expressed concerned particularly about the traffic generated by the Vermont Compost Company trucks transporting material between the Company’s production area off Vincent Flat’s Road and their sales facility on County Road on the Montpelier town line. The Select Board and Planning Commission submitted testimony in the Act 250 hearings concerning this issue.

VILLAGES AND GROWTH AREAS: GOALS AND ACTIONS FOR THE FUTURE

All three villages were identified as important to community residents in the 2011 Citizen Survey. Each one has a distinct character and provides different opportunities. All three villages have historic patterns in common. Like nearly all historic Vermont villages buildings tend to be located close to the street and close to each other. This pattern is an efficient use of land and has a number of benefits. The proximity of homes and/or businesses makes it easy to walk to visit neighbors or go to the store. Concentrations of people make public transportation feasible. With homes located close to the road, the house itself provides separation from the road for a private back yard use area. Often back yards are contiguous with open space or agricultural fields. Historic buildings also tend to be at least two stories in height, an efficient use of land. Architectural styles vary but they are usually oriented parallel or perpendicular to the road, often with a barn or outbuilding at right angles creating an

entry court. This pattern gives Vermont villages a harmony despite the numerous types of architectural styles and colors. Retaining historic patterns was noted as desirable in the Town Survey and in the forums held in East Village. These forums provided a clearer idea of how residents would like to see East Village grow and develop. Similar processes could be helpful for determining the future of East Montpelier's other villages. In order to encourage future development and residential use within the villages, it will be critical that these location provide a desirable setting for both living and doing business.

General Goals for East Montpelier's Villages and Growth Areas

- East Montpelier's three villages should continue to be the focus for growth in town so that the town's rural countryside retains its open and scenic character.
- Future growth within each village should be reflective of the distinct character of each and consistent with the desires of those who live and work within each area.
- Each village should be an attractive and desirable place to live.

East Montpelier Village

The Village Study Report (July 2011) prepared by the Central Vermont Regional Planning Commission and the Village Committee provides recommendations for future growth and development of the village. Both the Citizen Survey and the Forums demonstrated a strong interest in the enhancement of the village. Participants felt that the village currently lacks character, that it is unsafe to walk and that community gathering places are lacking. On the other hand there is great enthusiasm for the future potential of the village. Several landowners within the village have worked with the Village Committee and seem interested in developing in a manner that would benefit the village and town as a whole. Development will be challenging and is likely to be limited by a number of factors including septic capacity, floodplains and steep slopes. The current economic situation adds additional challenges. Advance planning can help ensure that that growth occurs in such a way as to provide a vibrant and attractive town center.

Goals for East Montpelier Village

- Foster a vibrant and attractive town center that is a desirable place to live, work and do business.
- Encourage commercial growth within East Montpelier village.

- Provide housing and amenities that encourage people of all ages to live in East Montpelier village.
- Direct growth in a manner that is compact, efficient and reflects the historic settlement patterns of the village core.
- Ensure adequate water supply for the future growth.
- Ensuring that the Post office, town offices, and general store remain in the village as critical community services. Encouraging similar services within the village such as banks, a car repair services, restaurants, hardware store, and drug store (some of these already exist).

Actions for East Montpelier Village

- Provide for the participation of local citizens and business owners in discussions of the future of the Village
- Ensure pedestrian safety through the construction of sidewalks and managing traffic speeds.
- Develop solutions to wastewater disposal either through a larger village-wide system or a series of smaller possibly private systems.
- Review and revise as necessary the zoning regulations to encourage compact settlement and efficient and historic settlement patterns. Consider allowing higher densities.
- Work with landowners, especially larger landowners to provide assistance in planning for future development.
- Provide amenities to make the village attractive such as a river walk, trail connections to East Montpelier's larger trail system, safe bicycle routes, facilities for children such as playgrounds.
- Provide facilities for the elderly including housing, a senior center, safe pedestrian connections to stores, the Post Office and town offices,
- Expand bus service from the village to other destinations.
- Provide a convenient and attractive Park and Ride facility within the village.
- Support owners of historic properties to undertake repairs, energy efficiency improvements while retaining the historic architectural character. Many of these properties are currently eligible for low interest loans as a result of the Village Designation.
- Highlight the history of East Village with historic plaques, a walking tour brochure and on-going walks and talks featuring the history of the village.
- Develop a river walk to take advantage of the lovely views over the Winooski River and to provide a place for local residents to walk away from the busy roads.
- Install gateway signs at the entrances to the village.

North Montpelier

There is increasing interest in the potential for North Montpelier to be a more vibrant and attractive village center. The village has several resources that could be enhanced as focal points. North Montpelier Pond, the waterfall and riverway of the Kingsbury Branch, and the Riverbend Store. Planning should be coordinated with Calais which occupies the northern portions of North Montpelier. Future goals should include the following:

Goals for North Montpelier

- Foster a strong sense of community within the village
- Encourage commercial growth that supports the local community and enhances the community.
- Retain the Riverbend Store as a community focal point.
- Encourage pedestrian and bicycle transportation within the village.

Actions for North Montpelier

- Work with owners of the Riverbend Store to develop a more vibrant community oriented facility.
- Enhance connections to, use of, and views of North Montpelier Pond.
- Apply for Village Designation as provided for in 24 V.S.A. chapter 76A which provides tax credits and grants for revitalization efforts.
- Enhance connections with, use of and views of the Kingsbury Branch and the waterfall,
- Assist building owners in repairing and improving the energy efficiency of historic buildings.
- Improve pedestrian connections throughout the village.
- Engage residents and business owners in planning for the future of North Montpelier.

East Montpelier Center

East Montpelier Center is distinct from the other villages in that it is not on a major state highway. This gives it a quieter and more rural feel. It is also entirely residential and agricultural with no commercial uses. In general this character should be retained.

Goals for East Montpelier Center

- Retain the rural residential and agricultural character of East Montpelier Center.

Actions for East Montpelier Center

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Gallison Hill Growth Area

This area was designated as a growth center in the 2008 Town Plan but no planning has been done to determine what form this growth area should take or if it makes sense at all. The school is a significant regional activity center and provides potential for future development of similar or related and supporting uses in the future including residential uses and institutional used related to education. The area is connected to the Montpelier Wastewater system and is near commercial uses on the Route 2. In addition trails at U-32 connect with the Cross Vermont Trail as well as other trail systems in East Montpelier. For these reasons the area makes sense as a potential growth center. Future goals would be as follows:

Goals for the Gallison Hill Growth Area

- Take advantage of a major community and regional focal point by planning for a potential growth area in a manner that is consistent with existing uses and compatible with surrounding residential neighborhoods.

Actions for the Gallison Hill Growth Area

- The Planning Commission should discuss whether or not there is potential for future growth within this part of town.
- If the potential exists for this area to evolve, the planning commission should hold public meetings to consider planning options. Planning should be coordinated with U-32 and the City of Montpelier.
- Considerations should be giving to increasing housing density in the surrounding area.

MAP:

VILLAGES & POTENTIAL GROWTH AREAS

State of Vermont
Department of Housing and Community Affairs

National Life Building, Drawer 20
Montpelier, VT 05620-0501
www.dhca.state.vt.us

[phone] 802-828-3211
[Department fax] 802-828-2928
[Historic Preservation fax] 802-828-3206

Agency of Commerce &
Community Development

November 20, 2008

Robyn Hall, Town Administrator
40 Kelton Road
East Montpelier, VT 05651

RE: Village Center Designation for East Montpelier

Dear Ms. Hall,

I am pleased to provide you with formal notification that, at its meeting on October 27, 2008 the Downtown Development Board found that East Montpelier Village Center, as submitted in your application of October 6, 2008, met the statutory requirements for Village Center Designation (24 VSA Chapter 76A). On behalf of the Vermont Downtown Board, I congratulate you and hope this new program can help bring renewed vitality to your village center. We look forward to hearing of future successes there.

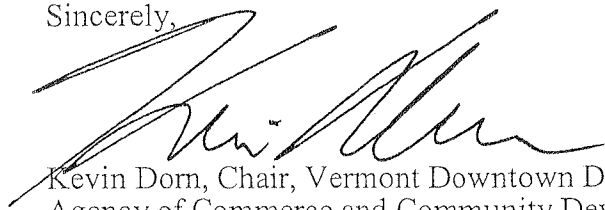
However, as a reminder, please note that in accordance with the board's decision at its October meeting a revised village center map for **East Montpelier** needs to be submitted to our staff to reflect the change made to the village boundary.

Please feel free to contact Joss Besse at 828-5212 or joss.besse@state.vt.us if you have questions about this revision.

Enclosed with this letter is a summary of the benefits for Designated Villages, designed to be handed out to various business and property owners in the designated village district. The designated area will be eligible for all benefits available to a designated village center for the next 5 years. At the end of that 5-year period, in 2013, the Village of East Montpelier will need to request renewal of designation. A reminder will be sent to you well before that date.

Again, it is a pleasure to have East Montpelier recognized as a designated village center.

Sincerely,



Kevin Dorn, Chair, Vermont Downtown Development Board
Agency of Commerce and Community Development

cc: TO RPC CONTACT



TOWN OF
EAST MONTPELIER, VERMONT
SELECTBOARD

Seth Gardner (2012 – 2015)
Steve Sparrow (2012 – 2014)

Casey Northrup (2011 – 2014)
Carl Etnier (2011 – 2013)

Chair, C. Bruce Johnson (2010 – 2013)

August 24, 2012

Jon Kaplan, Bicycle and Pedestrian Program Manager
VT Agency of Transportation
Local Transportation Facilities
1 National Life Drive
Montpelier, VT 05633

Re: East Montpelier Application to the 2012 VTrans Bicycle and Pedestrian Grant Program

Dear Mr. Kaplan:

The East Montpelier Selectboard fully supports this application to fund a sidewalk and shoulder widening project along the Routes 2 & 14 corridor in East Montpelier Village to improve bicyclist and pedestrian safety as they travel through and within the village. The proposed project is part of a long term effort spearheaded by the East Montpelier Village Committee to revitalize the village. In 2008 the village was given official Village Center Designation by the state. The Town has moved the East Montpelier Fire Department into a modern facility within the village area. Other actions include holding a significant part of the Town's annual Rally Day celebration in the village, completing a wastewater options study, creation of a fire district to provide potable water to the village area, a village build-out analysis, the imminent installation of signs along Routes 2 & 14 welcoming travelers to the village, and an on-going drive to bring senior housing to the community.

The Agency of Transportation has furthered the effort with a timely reconstruction of the northern Routes 2 & 14 intersection coupled with the creation of a village park, grant funding for a town-owned park and ride facility to be constructed next to the rebuilt intersection, and a soon-to-be-constructed intersection and bridge project at the southern Routes 2 & 14 intersection. The major missing element is a safety enhancement project to provide sidewalk and shoulder improvements to connect the two intersection projects, both of which include sidewalks, crosswalks, and wider shoulders.

The Town of East Montpelier understands that this is a 90/10 grant program with a required 10% local match. East Montpelier will provide the necessary funds to cover the requisite match. The Town acknowledges that the municipality will be responsible for the maintenance of any sidewalk and shoulder improvements constructed with VTrans Bicycle and Pedestrian Program funding.

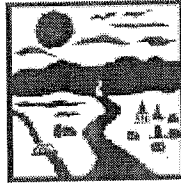
Thank you for your consideration of this application.

Sincerely,



C. Bruce Johnson
Chair, East Montpelier Selectboard

CENTRAL VERMONT REGIONAL PLANNING COMMISSION



8/10/12

Bruce Johnson
East Montpelier Town Administrator
P.O. Box 157
East Montpelier, VT 05651

Dear Bruce,

The Central Vermont Regional Planning Commission finds your application to the VTrans Bicycle & Pedestrian Program consistent with the Regional Plan. The implementing the feasibility study to extend in the sidewalk network along US 2 in East Montpelier Village, and improving pedestrian facilities are recommendations of the Regional Transportation Plan.

The proposed application is also consistent with the following regional goals and policies:

Promote a transportation system that encourages concentrated development, allows greater access to residences, employment, and services, and facilitates carpooling, bus and rail service, and non-motorized travel.

Promote projects that limit the conflicts between the motor vehicle traffic stream, and pedestrians.

Encourage traffic calming efforts to minimize conflicts between traffic and surrounding neighborhoods.

Promote a transportation system design that strives for aesthetic and functional characteristics that improve the quality of life.

Support the design of visually attractive and durable infrastructure such as roadways, pathways, and bridges.

To promote a regional transportation system that preserves and enhances residential and economic development potential in growth areas.

Encourage transportation system improvements that renew and improve downtowns, growth areas, and neighborhoods.

Please call me if I can be of further assistance in the preparation of your grant application.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Steve Gladcuk'.

Steve Gladcuk
Transportation Planner

Town of East Montpelier Notice of Public Hearing

The East Montpelier Selectboard will convene a public hearing Monday, August 20, 2012 at 6:30 p.m. at the new fire station located at 54 Village Acres in East Montpelier. The purpose of the hearing is to inform the community about the town's application to the VTrans Bicycle & Pedestrian grant program. The application is for a design & construction grant for a sidewalk and shoulder widening project along US Rte. 2 in East Montpelier Village between the VT Rte. 14 south and north intersections. Please contact Bruce Johnson, Town Administrator, at 223-3313x204 or eastmontadmin@comcast.net, with any questions or concerns.

[This notice appeared in the August 20, 2012 Times Argus and was posted at the East Montpelier Post Office, the North Montpelier Post Office, and at the Town Office Building; the notice was also put on the East Montpelier Front Porch Forum and distributed by email to the East Montpelier citizens group (citizens who have signed up for direct notice of meetings, agenda, hearings, etc.)]

Why are some stocks sinking despite profits?

By BERNARD CONDON
THE ASSOCIATED PRESS
NEW YORK — For investors, this restaurant chain is as hot as the red chili salsa on its menus. Maybe hotter. Maybe too hot.

The stock of Chipotle Mexican Grill has climbed fourfold in five years, and for good reason. Most quarters, the company would report surprisingly high earnings and investors would clamor to buy. But last month, the Chipotle posted blockbuster earnings, but investors sold.

The company's sin? It missed its target for revenues. The stock fell 21 percent, from \$404 to \$317, in a day. Chipotle is not alone. Six in 10 big companies reporting second-quarter results have missed revenue targets, according to FactSet, a financial data provider. That is the worst showing since the recession.

Companies meeting expecta-

tations aren't doing so well, either. Overall, companies in the Standard & Poor's 500 are expected to have increased revenue 2 percent in the second quarter, according to S&P Capital IQ. That is the lowest growth, outside of a recession, in more than nine years.

"Demand is drying up," says Michael Thompson, managing director of S&P Capital IQ. "I'm worried. I'm very worried."

So are investors. On Wednesday, Priceline.com fell \$117 to \$562 after reporting revenue that was lower than analysts had expected. The story has been the same for dozens of companies across industries, from Coach, a luxury goods retailer, to Boston Scientific, which sells medical devices, to glass-container maker Owens-Illinois.

Revenue matters because it's a good path, though not the only one, to higher profits. If you sell more, you will

often earn more. Companies in the S&P 500 index increased revenue 11 percent last year. That helped lift earnings 16 percent to a record high.

But now companies are having trouble getting people to buy more. The U.S. economy grew at an annual pace of just 1.5 percent in the April-June period. And growth abroad is faltering, too. Many of the 17 countries that use the euro are in recession. Brazil and China are slowing. On Friday, China reported that export growth slumped to 1 percent in July, down from 11 percent a month earlier.

For all the ominous news, most investors are still buying stocks. The S&P 500 is up 11 percent so far this year. That is because in the end, all that matters is earnings, not revenue. And earnings, after barely rising in the second and third quarters, are supposed to explode.

Wall Street analysts who ad-

vised investors on stocks expect earnings to rise 10 percent in the fourth quarter and 12 percent for all of 2013, according to S&P Capital IQ. But their expectations for revenues don't seem to jive with the optimistic profit picture. Revenues are expected to rise only 3 percent in the fourth quarter, then drop nearly 2 percent for all of 2013.

Economist Ed Yardeni, head of Yardeni Research, says he's hoping companies will post higher revenue, but he doesn't think that's likely. "If anything, they will surprise on earnings," he says, meaning earnings will come in lower than expected.

Previously when revenue has faltered, companies were able to cut costs to compensate. They laid off workers, squeezed remaining staff and used technology to run more efficiently. And U.S. companies have been pros at doing this as the millions of unemployed and all those people who do the work of two employees can attest.

The problem is, there's a limit to how much you can squeeze your workers and use technology to produce more. And U.S. companies are just about as lean as any time in history.

U.S. companies are pulling nearly 9 cents of net income out of every dollar of revenue versus a three-decade average of 7 cents or so. Yet the consensus among analysts is that this profit margin will jump to a record 9.6 cents per dollar next year, according to Goldman Sachs.

Dig

Continued from Page B6

outside the work zones will be from the north end of North Main Street. Be patient and help us help you.

Pay close attention to message boards, traffic detour signs, advanced warning signs, and flaggers who will

be posted at the appropriate locations for temporary traffic control. Expect minor delays at times and plan your commute accordingly.

If you have any questions or concerns regarding the Barre "Big Dig" project, contact me by cell at (518) 578-9629 or by email at beth@luckbros.com. The office number is 479-5775. Be sure to check out

the We Dig Barre website at www.wedigbarre.com for project updates and a computerized look at North Main Street after reconstruction, and for referencing the week's traffic detour plan.

Downtown Barre is open for business and your continued patronage is greatly appreciated.

—Beth LaCelle
Luck Bros. Inc.

Village

Continued from Page B6

1 Environmental Commission

Schreibman said the regional commissions are essentially following the precedent set in 1990.

She said at the time Killington Resort signed on to a memorandum of agreement to minimize the traffic impacts created by the village development.

"In other words, we're trying to come up with conditions, if traffic reaches a certain level or levels of concern are reached, there are mitigation measures in place as part

of their permit for the development," Schreibman said.

In 1990, Killington Resort, as owner of the ski area, authored its own master plan. Since then, SP Land has acquired the land at the base of the resort designated for development of the ski village.

Although the first phase of the ski village doesn't warrant traffic mitigation measures, Schreibman said there is concern about the impact as the village plan is built out over time.

"However, we want to make sure with future phases of the development that traffic impacts are looked at cumulatively rather than individually," she said.

Schreibman also said the

MOA should not have an expiration date.

In its memorandum to the commission, the Mountain Green Condominium Owners Association expressed concern about future wastewater allocation at the Killington sewage treatment plant.

According to the memo, at least one other condominium association has been asked "to sign documents to reduce the amount of wastewater allocated to them under their land use permits and have done so in good faith to allow Killington (Resort) additional capacity."

The memo went on to say that the request was based on the fact that there would be

no further build-out of the condominium complexes.

However, Michael Moriarty, Mountain Green's general manager, wrote that additional capacity may be needed by the condominium association in the future because of suspected radon in the water at Mountain Green.

In his memo, Moriarty said if that capacity is used up the condo owners should be given guarantees they will not be required to pay to have sewage transported to Rutland over the Alpine pipeline.

The cost of hooking up a sewer line and running it into Killington's system for transport to Rutland could

raise the cost in excess of \$10,000 per unit," Moriarty wrote.

In its response, SP Land noted that the condominium associations have agreements in place with Killington Resort and that the resort "will provide wastewater services in the future to the Condo Associations and other condominium associations within the Killington basin ..."

SP Land indicated that more specific concerns raised in the Mountain Green letter should be addressed to Killington Resort and its related entities.

Mountain Green also asked for assurances that the project will not result in

fewer parking spaces at a distant location for its visitors.

Moriarty also asked the commission to require SP Land to monitor the parking area and provide either a security guard or pass cards and gates.

In its response, SP Land said it has included Mountain Green in its parking contract and "intends on honoring the existing parking easement agreement."

SP Land also said it would "contest any proposed conditions requiring it to monitor third party parking lots; nor is this issue relevant under Act 250 criteria (traffic)."

bruce.edwards@rutlandherald.com



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Town of East Montpelier
Notice of Public Hearing

The East Montpelier Selectboard will convene a public hearing Monday, August 20, 2012 at 6:30 p.m. at the new fire station located at 34 Village Acres in East Montpelier. The purpose of the hearing is to inform the community about the town's application to the VT Trans Bicycle & Pedestrian grant program. The application is for a design & construction grant for a sidewalk and shoulder widening project along US Rte. 2 in East Montpelier Village between the VT Rte. 14 south and north intersections. Please contact Bruce Johnson, Town Administrator, at 223-3313x204 or eastmontelma@comcast.net, with any questions or concerns.

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DRAFT**Minutes of the East Montpelier Selectboard****August 20, 2012****Public Hearing on Town Application for the 2012 VTrans Bicycle & Pedestrian Grant Program****SB Attendance:** Chair Bruce Johnson, Carl Etnier, Steve Sparrow, Seth Gardner**Public Attendance:** Jean Vissering, Elizabeth Killian, Alice Smith, Bob Smith, Bob Morey, Gene Troia, Will Walters (Hardwick Gazette), Mike Garand (Road Foreman), Don Welch

The Chair opened the hearing at 6:40 pm and read the hearing notice:

The East Montpelier Selectboard will convene a public hearing Monday, August 20, 2012 at 6:30 p.m. at the new fire station located at 54 Village Acres in East Montpelier. The purpose of the hearing is to inform the community about the town's application to the VTrans Bicycle & Pedestrian grant program. The application is for a design & construction grant for a sidewalk and shoulder widening project along US Rte. 2 in East Montpelier Village between the VT Rte. 14 south and north intersections. Please contact Bruce Johnson, Town Administrator, at 223-3313x204 or eastmontadmin@comcast.net, with any questions or concerns.

The Chair provided background information: The town received a 2011 VTrans Transportation Enhancement grant for a Rtes. 2 & 14 corridor bicycle & pedestrian safety improvements scoping study. The town hired DuBois & King to conduct the study and produce a report with recommendations. The final version of the report was issued just prior to the hearing and was made available to the participants at the hearing. This report will serve as the substantive backbone of the town's application to the VTrans Bicycle & Pedestrian grant program.

Discussion centered on the grant program specifics, how it differs from the Transportation Enhancement program, and how the timing of the grant would work with the expected 2014 Village Bridge replacement by the state. This is a 90/10 grant as opposed to the TE program's 80/20 split. The town is responsible for a 10% cash match and, as this is a reimbursement-style grant, will need the resources to pay all expenses as the project moves along. Any in-kind contributions will be determined as the project proceeds. It is possible for the town to receive a Bike & Ped grant and still apply for and receive a Transportation Alternatives program grant (the TE replacement program that has not yet been activated). Any grant received would be good for 5 years which should provide sufficient time to work with the Village Bridge project. Since the bridge project includes a sidewalk along VT Rte. 14, traffic signals with pedestrian-crossing wiring available, and a crosswalk with landing across Rte. 2.

Discussion moved to an examination of the scoping study report's recommended alternative design. Concerns were expressed that the town was locked into the chosen design. If the town receives the grant, the design element of the project will reevaluate the recommended design and determine if all the elements are even possible. It may be that certain aspects will need to be redesigned to match the terrain, drainage, right-of-way issues, etc. The consensus was that the

recommended design is the best option at this point – any necessary changes will be dealt with when discovered.

Property owners on Rte. 2 expressed concern with the scoping study report comment that the town could require adjacent property owners to maintain the sidewalk in the winter. Mr. Garand explained how Montpelier handles sidewalk plowing, both on residential streets and in the business district. He also explained how neighboring towns hired contractors to maintain the sidewalks. Bottom line is that the town will be responsible for winter maintenance, but whether the town will contract out the work or handle it in-house still needs to be determined. Since this is Route 2, the state will plow the extended shoulder element (up to the curb), but not the sidewalk.

Questions were raised about the aspect of the scoping study report that anticipates a phased project under multiple Transportation Enhancement grants, with the northern elements being constructed first. As discussed earlier, the Village Bridge project needs to be basically complete before the southern elements of the sidewalk project could be constructed. Since the TE program funding limit necessitated at least two grant cycles to fully construct the sidewalk and shoulder improvements, the bridge timetable could be easily accommodated. If the town receives a Bike & Ped grant that fully funds the improvements, construction could still be phased to fit the bridge project or simply delayed to fit the bridge project schedule.

Everyone in attendance agreed that the application should go forward.

The Chair closed the hearing at 7:25 pm.

Bruce Johnson

From: Anderson, Tom <Tom.Anderson@state.vt.us>
Sent: Tuesday, August 14, 2012 5:47 PM
To: 'Bruce Johnson'
Subject: RE: East Montpelier Sidewalk Grant App

Bruce,
 I have reviewed the scoping study and the comments made in 2010 remain accurate. We would like to reserve an option to make additional comments, if necessary, prior to the town deciding on the final design option.

Thank you!
 Tom

Tom Anderson
 District 6
 Project Manager
tom.anderson@state.vt.us

From: Bruce Johnson [<mailto:eastmontadmin@comcast.net>]
Sent: Tuesday, August 14, 2012 3:16 PM
To: Anderson, Tom
Subject: East Montpelier Sidewalk Grant App

Hi Tom:

East Montpelier intends to apply for a design/construction grant from the VTrans Bike & Ped program (as well as the TEG program, once that gets back in gear) as the follow-up to a TEG-funded scoping study done this past year. Attached is a scan of the 2010 letter to Wayne Gammell and your email response (as cut and pasted into the 2011 TEG application).

The project site is the "between the VTrans projects" area of the Rtes 2 & 14 confluence in EM Village. The Village Bridge (Bridge 68) project will have a sidewalk & Rte 2 ped crossing to a landing on the west side of Rte 2. The plan is to run a sidewalk up the west side, skipping the Dudley's Store area, and connecting to the sidewalk in front of the Old Brick Church put in as part of the intersection project. At the post office we will try to get permission for a mid-block crosswalk to the east side and run a sidewalk north & east along Rte 2 to connect with the intersection's sidewalk in front of the insurance company. Shoulder work is also contemplated to improve bicycle flow and the sidewalk safety factor.

The scoping study can be seen online at: <https://www.box.com/s/d77d5bf723173ded2ad1>

Essentially we need to know if your comments from 2010 remain accurate and if you want to add something to those comments.

Thanks for your help with this,

Bruce

C. Bruce Johnson
 Chair, East Montpelier Selectboard

Town of East Montpelier—Transportation Enhancement Grant Application
Project Name: Village Safety Enhancement Project

July 15, 2010

Mr. Wayne Gammell, District Transportation Administrator
 VTrans – District 6
 186 Industrial Lane
 Barre, VT 05641

RE East Montpelier Transportation Enhancement Project: Pedestrian Improvements along Rtes 2 and 14 between the 14 (South) Bridge and the US Rte 2 and VT Rte 14 Intersection Realignment in East Montpelier Village

Dear Mr. Gammell,

The Selectboard for the Town of East Montpelier is writing to notify you of our intention to apply for a Transportation Enhancement grant and we are requesting your comments on the project which is adjacent to US Rte 2 and VT Rte 14 in *East Montpelier Village*. This grant qualifies for Transportation Enhancement (TE) Activities under (1) Provision of Facilities for Pedestrians and Bicycles, and (5) Landscaping and Other Scenic Beautification. This TE grant will be for a scoping study to hire an engineering firm to examine the feasibility and location of sidewalks, crosswalks and other safety features for pedestrians and bicyclists between the two large Vermont Agency of Transportation projects in the village, the *VT Rte. 14 (South) Bridge Replacement* and the *US Rte 2 & 14 Intersection Realignment*.

By applying for this grant money, our town will be able to study how to make our village a safer place to walk and bike between the VT Rte 14 Bridge at the south end of our village and the intersection realignment project at the north end. Currently, many village residents, who reside within the scoping study project area as well as to the east of the VT Rte 14 (South) bridge and to the south of the village, walk daily towards the post office and general store at the north end of East Montpelier village. Children ride their bikes to this same area, and tragically, one lost his life near the bridge 8 years ago. There are many complicating issues in locating sidewalks, crosswalks and other safety features, such as existing electric poles and underground water mains, narrow shoulders and steep grades next to them, right-of-ways and a high traffic count, so we believe this engineering study is necessary to find the best solution for everyone.

The anticipated public benefits of the project are: 1) enhancing public safety of pedestrians, bicyclists and the motoring public while traveling through the East Montpelier village; 2) development of a continuous system of walkways, pathways and crosswalks throughout the Village area; and 3) the connectivity of pedestrians and bicyclists to existing Village facilities.

We have included a labeled map with the TE grant area, the AOT projects and other village landmarks for your reference.

We look forward to hearing from you. Please contact Craig Kleman, Town Administrator, at 223-3313, ext. 204 if you require any further information.

8/19/2010

Town of East Montpelier—Transportation Enhancement Grant Application
Project Name: Village Safety Enhancement Project

Sincerely,

Rob Chickering, Chair
 Town of East Montpelier Selectboard

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Comments received via email from Tom Anderson, District 6:

Also, in response to the letter you wrote to DTA Wayne Gammell dated July 15, 2010 Re: the enhancement project for pedestrian projects thru the village, we offer the following comments:

1. Any part of a new sidewalk or path that will need to be in the State right-of-way will need a Title 19 § 1111 permit issued by the AOT Utilities and Permits section and approved by District 6
2. If a curb sidewalk is installed the distance from the highway centerline to the curb must be 16 feet.
3. Every effort should be made to have a 3'-4' green space between the sidewalk and the curb.
4. No trees will be allowed between the sidewalk and the edge of road.
5. Cross walk locations will have to be approved by the AOT Traffic Operations section.
6. The Town will be responsible for all maintenance requirements of the sidewalk.

I hope these comments help for now. If you have other questions please let me know.
 Tom Anderson

Bruce Johnson

From: Mark Stephen <Mlstephen@aol.com>
Sent: Monday, August 20, 2012 7:43 AM
To: eastmontadmin@comcast.net
Cc: Susan Cell
Subject: Village Sidewalks

Good morning -

I am writing to applaud the Board's action of last week to move forward with the sidewalk project grant application, and to thank you for it. As property owners in the village (2875 US Rte. 2), Susan and I strongly support this move. It has the potential to make the village much more of a community, improve the appearance of the village and most importantly, we believe, increase the safety for walkers, road crossers and bikers.

There is a surprising amount of foot traffic. The presence of sidewalks will offer both drivers and pedestrians/bikers, etc., a much better understanding of where folks are and are not likely to be. With both the high through traffic on 2/14 and the hustle and bustle of Dudley's and Post Office, our village is sometimes congested and risky to folks. The sidewalks will certainly help with this..

Thanks again for moving this process forward.

Mark & Susan Stephen=

Bruce Johnson

From: Elizabeth Killian <ekillian2@localnet.com>
Sent: Thursday, August 09, 2012 8:24 PM
To: Bruce Johnson
Subject: Sidewalk Scoping Study

Bruce,

After reviewing the D and K documents, I strongly object to the concept of the sidewalk frontage property owners being responsible for maintenance of State and Town funded sidewalks, which same property owners have agreed to for the sake of community circulation. This is CLEARLY a Town responsibility. I specifically object to, and will not agree with the phrase, (on page 23, Section 7 - Maintenance) ..." or to be maintained by frontage property owners...". I require the entire phrase to be stricken from any agreement that I will be subject to.

As you should be aware, I am an advocate of sidewalks through the Village. Pedestrian access to Village amenities was a factor in my choice of the historic little home and garden which I enjoy. To attempt to make the road frontage property owners responsible for maintenance, and consequently, legally responsible for the lack thereof, is unacceptable.

Sincerely,
Elizabeth Killian

Bruce Johnson

From: Alice Smith <alicesmith51@comcast.net>
Sent: Wednesday, August 08, 2012 3:45 PM
To: eastmontadmin@comcast.net
Subject: Sidewalk scoping study

Hi Bruce,

Bob and I thought Evan's report was well-written and complete. As you mentioned Monday night, the only error we found was "Jeff Dudley". We did not know until Monday night about the opportunity to apply for a grant for the entire project. Fabulous! We favor the west side curbed sidewalk with the east side connector along with widened shoulders on both sides of Route 2. Our thanks and congratulations to the Selectboard for seeing this as perhaps a one-time opportunity and being willing to vote in favor of applying for the grant. Thanks to all of you.

Alice Smith

Town of East Montpelier—Transportation Enhancement Grant Application
Project Name: Village Safety Enhancement Project

ATTACHMENT “B” – Letters of Support

15 July 10

Rob Chickering, Chair
East Montpelier Selectboard
East Montpelier, VT 05651

re: Pedestrian Improvements in East Montpelier Village

Dear Rob,

I am writing to state the strong support that Susan and I have for commencing a process as soon as possible that may end in the construction a safe sidewalk and crosswalk in the Village. We have jointly owned the property at 2875 US Route 2, in the heart of the Village, for 17 years. We understand that this process would begin by applying for a grant to conduct an engineering feasibility study, which is obviously the right first step given that some potentially complex issues may be presented.

As a lawyer whose practice is focused on clients who have suffered injuries and with a wife who treats people who have been injured, it undoubtedly stands to reason that we would support a step to make a situation safer. For the entire time I have owned our property, I have been aware of the very unsafe nature of the Village, to all types of uses, especially including the numerous people who walk and bike along the heavily traveled roadway, with virtually no protected shoulder, let alone sidewalk. This situation is of course made worse by the heavy vehicle traffic in and out of Dudley's and the Post Office, and worse still by the huge volume of truck traffic, as Routes 2 and 14 are major east/west truck routes.

Should you have questions or wish to discuss this further, feel free to contact me. Otherwise, we thank you and the Board for your consideration.

Sincerely yours,

Mark L. Stephen

MLS/cs

8/19/2010

Town of East Montpelier—Transportation Enhancement Grant Application
Project Name: Village Safety Enhancement Project

July 17, 2010

East Montpelier Selectboard
East Montpelier, VT 05651

Re: Pedestrian Improvements in East Montpelier Village

Dear Selectboard Members:

My husband and I have lived in East Montpelier village for 43 years, many of those years as “bedroom” residents, since we both worked out of town. Now that we are both retired we spend much more time here and better realize the needs of the village. In particular, we are writing to express our strong support for sidewalks and crosswalks in the village. We know first-hand the difficulty of getting across this busy section of Routes 2 and 14 combined. At certain times of the day it is almost a matter of “taking your life in your hands.” Several years ago one of our elderly neighbors was successful in having “Pedestrian” signs put up, but the reality is most drivers ignore them.

During the good weather months I walk to the store and post office on the east side of the road (on the grass, because the shoulder of the road is extremely narrow) and around the utility poles, then stand and wait to cross at the “Pedestrian” sign, sometimes a several minute wait. In the winter it is often safer to drive then to walk.

As you know the AOT intersection project is soon to begin at one end of the village and the AOT Route 14 bridge replacement is scheduled for a few years from now at the other end. Both projects have planned to include sidewalks and crosswalks, we’ve been told, but only for a short distance. Wouldn’t it make sense (and more importantly, provide safety) to have connecting sidewalks as well as crosswalks in the village? Our thanks to the Selectboard for your consideration.

Sincerely,

Bob and Alice Smith

8/19/2010

Town of East Montpelier—Transportation Enhancement Grant Application
Project Name: Village Safety Enhancement Project

East Montpelier Selectboard
East Montpelier, VT 05651
July 16, 2010

Re: Transportation Enhancement Grant for Pedestrian Improvements Along Rtes 2 and 14 between the 14 (South) Bridge and the Us Rte 2 and VT Rte 14 Intersection in E. Montpelier Village.

Dear Sirs:

I am writing this letter to support the need for Sidewalks and Crosswalks in East Montpelier Village. My husband Richard and I feel strongly about our family's safety and that of our tenants, when it comes to crossing the street to the Post Office and Store. We moved to 2878 US Route 2 in 2001 and then purchased 2892 US Route 2 in 2005. Each house has two apartments, where at present, resides around 14 people.

During the time we have lived in the village we have witnessed many car accidents in the street, including one where the car drove into the front of our house. With the high amount of traffic and the speed that the vehicles travel, combined with the in and out at the busy store and post office, we have always been concerned with getting safely out of the driveway and walking across the street. Without a crosswalk most vehicles will not stop. Richard was outside and witnessed our 10 year old neighbor try to cross to the store, and while the one car stop to let him go the other lane came inches from hitting him.

We like to go out for a walk and it would be nice to have a sidewalk to get us out of the village area safely. If you would like to speak to us further, please give us a call.

Sincerely,

Nancy K Rowell
802-229-9255

Elizabeth Killian
P.O. Box 33
East Montpelier, VT 05651
802-229-1943

July 20, 2010

Members of the Selectboard
Town of East Montpelier
East Montpelier, VT 05651

Re: Transportation Enhancement Grant for Pedestrian Improvements along Rtes 2 and 14 between the Rte. 14 (South) Bridge and the US Rte 2 and VT Rte 14 Intersection in East Montpelier Village

Dear Sirs,

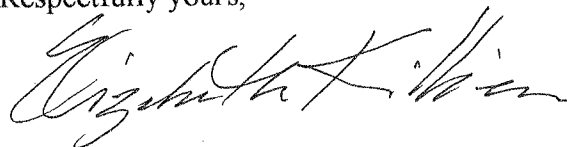
I have been a resident of the village of East Montpelier, at 2777 US Rte. 2, for the past four years. One of the reasons I purchased my house is that it is within walking distance of our Village Center, namely C. P. Dudley's General Store and the Post Office.

Unfortunately, I have only walked along US Rte. 2 to the Post Office once during that time, because it was a frightening experience. The volume of traffic, very narrow shoulders, and now, drivers using cell phones, make US Rte. 2 extremely dangerous to use as a walkway.

As we now have Village designation, I support and strongly encourage the Selectboard and Village Center Committee to obtain the above mentioned grant necessary for a scoping study of the Village Center.

I believe that sidewalks and crosswalks between the Rte. 14 S Bridge and the intersection of US Rte. 2 and VT Rte. 14 **are a necessary addition** that would significantly improve the quality of life and enhance the sense of community in our village.

Respectfully yours,



July 22, 2010

To: East Montpelier Town Selectboard
From: Barbara/Maurice Brown
2641 US Rte 2

Re: Grant to Study Sidewalks in the Community
adjacent U.S. Rte 2

This letter is in response to a request for written support of a grant to investigate the safety of a sidewalk in this village. We live south of Dudley's Store and Post Office. We DO NOT dare walk to the store for safety reasons so instead drive to get our needs/mail etc.

My husband and I have lived in this house since 1964 and before that my husband has since he was a young man.

We do walk just about every day, but either go on the trails or to the Elementary School (Vincent Flats), or in bad weather head out to the Mall.

Please consider this letter of support.

Barbara J. Brown
Maurice F. Brown
E. Montpelier VT 05651

Barbara J. Brown
Maurice F. Brown