

Johnson Pathways Plan

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Commission
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I. INTRODUCTION & BACKGROUND 5

II. EXISTING STUDIES, PLANS, AND PREVIOUS EFFORTS RELATED TO THIS PLAN..... 7

 DIAGRAM OF RELATED EFFORTS..... 8

 JOHNSON VILLAGE PLAN 9

 JOHNSON TOWN PLAN..... 10

 MAIN STREET TRAFFIC CALMING PLAN..... 10

 RIVER PARK PATHWAYS SURVEY 10

 GEORGIA BALCH FOOTBRIDGE 11

 JOHNSON PEOPLE’S PATH 12

 OLD MILL RECREATION FIELD BRIDGE (NORWICH UNIVERSITY DESIGN STUDY)..... 12

 LAMOILLE COUNTY REGIONAL PLAN 12

 LAMOILLE COUNTY TRANSPORTATION PLAN 13

 LAMOILLE COUNTY ALTERNATIVE TRANSPORTATION PLAN..... 13

 STATE BICYCLE & PEDESTRIAN PLAN 13

III. RELATED CAPITAL PROJECTS..... 14

 RAILROAD STREET BRIDGE..... 14

 PEARL STREET BRIDGE 14

 MAIN STREET “GRAND UNION” BRIDGE..... 14

IV. PUBLIC PARTICIPATION..... 16

 NEWSLETTER 16

 NEWSPRINT 16

 PUBLIC WORKSHOPS..... 16

 JULY 25TH PUBLIC WORKSHOP 17

 WORKSHOP CONCLUSIONS 17

 ADDITIONAL OUTREACH..... 20

V. PLACES OF IMPORTANCE..... 21

 MAIN STREET..... 21

 JOHNSON STATE COLLEGE 21

 VERMONT STUDIO CENTER..... 21

 ELEMENTARY SCHOOL..... 22

 COLLEGE/LEGION FIELD 22

 LARAWAY SCHOOL 23

 DUBA RECREATION FIELD 23

 POWERHOUSE BRIDGE AREA 23

 THE PUBLIC LIBRARY 23

 THE OLD MILL PARK 23

 LAMOILLE & GIHON RIVERS..... 24

 SKATE PARK AREA 24

VI. PATHWAY LOOPS..... 25

PEARL STREET, SCHOOL STREET, VT100C, MAIN STREET LOOP 25

CLAY HILL ROAD, GOULD HILL ROAD, COLONY HILL ROAD LOOP 25

COLLEGE LOOP 25

CONGERS WOODS LOOP 25

OLD MILL PARK LOOP 26

RIVERWALK GREENWAY 26

VII. LEVELS OF IMPROVEMENT 27

 LANDOWNER LIABILITY 27

 SIGNAGE 27

 LOW IMPACT TREATMENTS 27

 STONE DUST SURFACING 27

 PAVING 28

 TYPICAL CROSS SECTIONS 28

VIII. PROPOSED IMPROVEMENTS 29

 MAIN STREET 29

 PEARL STREET / LOWER CLAY HILL ROAD 29

 UPPER CLAY HILL ROAD 31

 SCHOOL STREET 32

 LOWER COLLEGE HILL ROAD 33

 LOWER VT100C (STEARNS STREET) 34

 RAILROAD STREET NORTH 35

 RAILROAD STREET SOUTH 35

 MAIN STREET EAST OF VILLAGE 36

 UPPER VT100C –EAST JOHNSON VILLAGE 37

 RIVERWALK GREENWAY 38

 COLLEGE/LEGION FIELD (SCHOOL STREET BASEBALL FIELD) 39

 JOHNSON PUBLIC LIBRARY 40

 ELEMENTARY SCHOOL & LARAWAY SCHOOL 40

 BRIDGE AT OLD MILL RECREATION FIELDS 40

 LAMOILLE VALLEY RAIL CORRIDOR 41

 CONGERS WOODS 42

 JOHNSON STATE COLLEGE 42

IX. NEXT STEPS 44

 IMPLEMENTATION VERSUS FURTHER STUDY 44

 ESTABLISHMENT OF A SIDEWALK CAPITAL PROGRAM 44

 ESTABLISHMENT OF A TREE REPLACEMENT PROGRAM 44

 CONSIDER DRAFTING A RECREATION FACILITIES PLAN 44

 BICYCLE & PEDESTRIAN GUIDANCE 44

 FUNDING ASSISTANCE 45

Transportation Enhancements 45

State Bicycle & Pedestrian Program 45

Recreation Trails Program 45

Rivers, Trails and Conservation Assistance Program 45

Land and Water Conservation Fund 46

Vermont Youth Conservation Corps 46
Vermont Agency of Natural Resources Watershed Grant Program..... 46
Vermont Urban and Community Forestry Program..... 46

APPENDIX **48**

PHOTO INVENTORY 48
JULY 25, 2002 WORKSHOP NOTES 48
WORKSHOP ATTENDANCE SHEETS..... 48
NEWSPAPER ARTICLES 48
NH DOT COST -ESTIMATE SHEETS 48

MAPS **48**

GENERAL PROJECT AREA..... 48
VILLAGE INSET ONE 48
VILLAGE INSET TWO 48

I. INTRODUCTION & BACKGROUND

By virtue of Johnson's compact layout, relatively high population density in the Village and adjacent areas, and the strategic location of essential shopping and municipal facilities, Johnson is uniquely "walkable". Johnson is an old-style town center in the most positive sense. Johnson should strive to enhance this civic quality, as it is one that begets more business, more visitors, and strong community fabric. Recognizing these characteristics of Johnson, the objective of this planning effort was to identify opportunities for improvement in the present sidewalk and pathway network and to solicit citizen input to establish priorities.

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Johnson Planning Commission identified the study area as the Village and adjacent areas. The focus of this study was defined early on by the Johnson Planning Commission as being primarily concerned with pedestrian travel and focused on improvement of existing infrastructure and extension outward from Main Street. While that is of primary concern, this study also investigates some of the other off-road areas and path areas that lend themselves to multiple uses. All areas should be considered as opportunities for increased transportation and recreation options as Johnson moves ahead with plans and improvement of facilities.

This planning effort was funded through the Vermont Department of Housing and

Community Affairs' Municipal Planning Grant program and came about largely as a result of language in the Johnson Village Plan and Town Plan. Specific language and recommendations of these plans direct Johnson to plan for and establish improved pedestrian and bicycle connections between Main Street and such important places as Johnson State College, the Town offices, and various residential boroughs. These plans also suggest overall improvements in non-automotive transportation facilities of all types including pedestrian and bicycle amenities. For specific language from these plans, refer to the section of this document entitled "Existing Studies, Plans, Projects, and Previous Efforts related to this Plan".

This plan is also the result of follow up to the Main Street Traffic Calming Plan completed in 2001. This Pathways Plan essentially extends out from the core Main Street area studied in the aforementioned effort. Main Street itself has a fair amount of pedestrian pathways in place, primarily sidewalks, though many of these facilities extend only a short distance beyond Main Street if at all. This was of prime concern to Johnson Planning commission and many of the citizens that attended the Public Workshops for the Main Street Traffic Calming Plan. This effort sought to investigate extension of these facilities further out from Main Street to the many other places of importance located throughout the Village and adjacent areas.

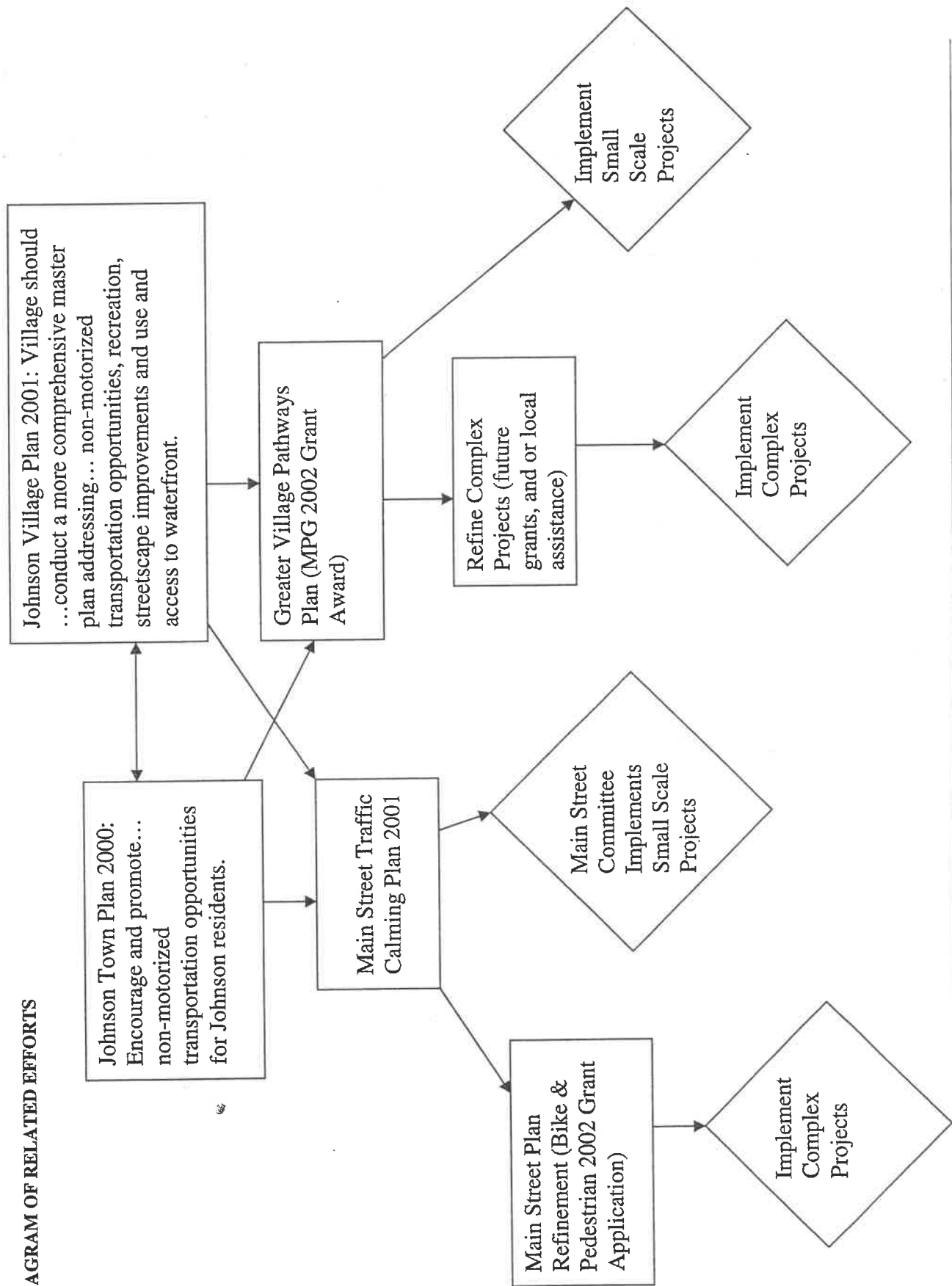
The plan begins with historical perspective on how this planning effort came about as well as related efforts that should be considered as any of the recommendations in this plan are moved forward. Specific facilities and areas of importance around Johnson are also outlined as well as popular pedestrian walking routes, all of which should be considered when discussing

specific improvements. Recommended improvements and cost estimates, along with ideas of who must be involved in the implementation of these recommendations follows. Finally, technical and funding assistance resources are outlined later in the plan.

II. EXISTING STUDIES, PLANS, AND PREVIOUS EFFORTS RELATED TO THIS PLAN

The diagram on the following page outlines the relationship of the Pathways Planning effort to the Village and Town Plans as well as the recently completed Main Street Traffic Calming Plan and the 2002 Bicycle & Pedestrian Program grant recently awarded to Johnson. The Bicycle & Pedestrian Grant will enable Johnson to refine the Main Street Plan further toward engineered designs that can be used for construction of the Main Street improvements outlined in the Main Street Traffic Calming Plan.

DIAGRAM OF RELATED EFFORTS



JOHNSON VILLAGE PLAN

The Village of Johnson Municipal Development plan supports the Pathways Project by way of some specific planning goals, objectives, and policies. The overall objectives of the Village's planning efforts are directed to the following:

- Downtown corridor planning efforts including traffic calming; more pedestrian friendly; more attractive streetscape etc.
- Recreation committee efforts to develop more parkland and recreation opportunities.

The Scenic and Historic Resources Chapter's Policies indicate that:

- The plan supports options that promote historic structures, particularly covered bridges and the Johnson Village Historic District, should be investigated.
- Certain streetscapes and scenic vistas are important in defining Johnson Village as a place to live and work.
- The Plan recognizes the importance of the Gihon and Lamoille Rivers in the Village's history and their continued contribution to the scenic, economic, and recreational opportunities in the community.
- The Plan encourages efforts that improve the vitality of the downtown business district by supporting efforts of community groups to upgrade pedestrian access and creating attractive streetscapes.

The Economic Development Chapter of the Village Plan also is supportive of the Pathways Project by stating that:

- Existing infrastructure including pedestrian walkways and paths/sidewalks (should) continue to be improved, and may be expanded beyond the Village limits into the Town so as to

provide the Town with a revitalized commercial and residential center.

- The Village should undertake a "master plan" for the central business area...the master plan is proposed to be the first phase of a broader master plan that is expected to examine, among other things:
- Lack of connectivity between Johnson State College and other areas of the Village;
- Lack of efficient and effective connections to the riverfront;
- Possible need for improved recreational opportunities;
- Possible need for a more extensive series of sidewalks, bike paths and recreational paths;
- Need for better connections between the residential neighborhoods and other areas of the Village.

The Transportation Chapter of the Village Plan includes language significant to the Johnson Pathways Project stating goals such as:

- To provide an efficient, safe and diverse transportation network throughout Johnson.
- To provide for safe alternative forms of transportation such as public transit and pedestrian and bicycle travel.
- To encourage and promote public transportation, ride sharing, and non-motorized transportation opportunities for Johnson residents.
- To maintain the existing infrastructure of town road and bridges while conserving their aesthetic and recreational qualities.

The Transportation Chapter also mentions the "master plan" and directs Johnson to:

- Improve pedestrian facilities throughout the Village: Identify and enhance important pedestrian links between municipal and recreational facilities, the

waterfront, elementary school, JSC, VSC and the village commercial center. Provide a safe, efficient and attractive network that links these facilities. Extend pedestrian infrastructure to unserved areas.

Enhance village recreation opportunities: Enhance or create pedestrian/recreation links between recreation facilities at athletic fields, Duba field, elementary school, and JSC.

The Land Use and Development Chapter also includes relevant goals including the promotion and development of a pedestrian/bicycle path in the Village and Town and the development of a rail-trail along the Lamoille Valley Railway corridor.

JOHNSON TOWN PLAN

The Town of Johnson Municipal Development Plan supports the Pathways Project by way of its goals and objectives. Some of the highlights are:

- To provide an efficient, safe and diverse transportation network throughout Johnson.
- To provide for safe alternative forms of transportation such as public transit and pedestrian and bicycle travel.
- To encourage and promote public transportation, ride sharing, and non-motorized transportation opportunities for Johnson residents.
- To maintain the existing infrastructure of town road and bridges while conserving their aesthetic and recreational qualities.
- Existing railroad right-of-ways should be used as multipurpose recreational corridors, as they have ceased to be used by rail traffic.
- Other possible routes for recreational corridors should be sought out and developed.

MAIN STREET TRAFFIC CALMING PLAN

Following concern for escalating automobile speeds on Main Street, Johnson Village and Town funded their own study of Main Street within the village limits. The study, performed by LandWorks of Middlebury, Vermont and with assistance from LCPC, included a public process that helped identify concerns for pedestrian safety and comfort along Main Street. The project area extended from Collins Hill Road, west to Park Street. Recommendations of the study included construction of missing sections of sidewalk along Main Street connecting important civic facilities, and residential boroughs. New crosswalks were recommended in various locations, pedestrian amenities such as benches and trashcans, new tree plantings, and traffic-calming features such as curb bulb-outs were also recommended. The concepts put forth in the resultant Main Street Traffic Calming Plan are the subject of a more detailed Conceptual Alignment Analysis funded through a 2002 State Bicycle & Pedestrian Technical Assistance program grant. That study is due for completion in fall 2003 with the intention of funding construction of some portion of the recommendations soon after.

RIVER PARK PATHWAYS SURVEY

During Summer 2001, the Town of Johnson became owner of approximately 7 acres of land in the lower portion of the Trailer Park on Route 15 West. The Town was granted the money from the Federal Emergency Management Agency (FEMA) to buy the land because it flooded so often. The owner of the land removed the trailers and pads and the question of what to do with land was put to the town. As part of the agreement with FEMA residential and commercial uses were not allowed. Recreational use was allowed on the land and several citizens realized that it could offer benefits to the

Village and Town. Preempting the transfer of the land, several citizens proposed the idea of a Bridge spanning the Lamoille River, and pathways to the Selectmen, Village Trustees, Planning Commission and Recreation Committee. All groups liked the proposal and the Selectmen appointed a task force to develop the idea and get the public's opinion. During the winter of 2001, the River Park & Pathways Task Force headed by Ellis O'Hear, Mike Patch, Brad Reed, Casey and Howard Romero, Joe Salerno, Louise Von Weise, and Daryl West, developed and distributed 3,463 citizen surveys to households including citizens, students at Johnson Elementary School (5th and 6th grades only), Johnson State College, Lamoille Union High School (both resident and non-residents of the Town of Johnson), and Adult educators (not Johnson residents but teachers/staff at JSC, Johnson Elementary School, LUHS and the Lamoille Supervisory Union). The intent of the survey was to gather the opinions and ideas from the public and use them as a basis when discussing planning grants and using town funds to plan for and build recreational resources. About 23% of the surveys distributed were returned and the results supported the idea of the town needing more public recreation areas and opportunities. The results showed that a bike-trail, walking paths, picnic area, playground, and skateboard area were the most preferred uses for the land. A compilation of written responses for two questions regarding where new bike/pedestrian paths and bridges were needed was also included in the final survey results. Many responses are consistent with those ideas identified at the Pathways Plan Public Workshop.

GEORGIA BALCH FOOTBRIDGE

In 1998 a group of residents led by Doug Molde, Howard Romero, and Kate Peatman, researched the possibility of constructing a

footbridge that would cross the Gihon river and connect a piece of land behind the Vermont Electric Coop on School St. to the Stearn's property behind the gas station on Main St. The group submitted an application for funding through the Vermont Agency of Transportation Enhancement Activities Program. The application was for funding for the scoping, design, and construction of a sidewalk, and bike/pedestrian bridge across the Gihon River in Johnson Village.

The bridge would have connected School Street and Main St. and would be accessed on both sides by scenic pathways and designed to meet the requirements for use by non-motorized traffic. The sidewalk, at the bottom of College Hill Rd, would run along two edges of the playground area for the Johnson Elementary School, connecting to, and extending, existing sidewalks on School St. and College Hill. Crosswalks would lead from the sidewalk to the entrance pathways for the new bridge. The Bridge would have provided a safe and scenic alternative to the current river crossings on Pearl St. Bridge, and the Power House covered bridge, which has no sidewalks. Matching funds were to be provided in the form of professional legal services, surveying, donations, and the use of town equipment. The landowners had been contacted and would have donated easements for the access pathways over the properties on both sides of the bridge. The application requested Federal Participation in the amount of \$140,000 out of the total project cost of \$175,000. Sponsored by the Town of Johnson, the project had the support of the Town Selectboard, the Village Trustees, and the Planning Commissions of Johnson and Lamoille County. As part of a system of Bike/pedestrian Pathways planned for the Town the community broadly supported it. Unfortunately the application was not

approved and therefore no funding was available for the projects.

JOHNSON PEOPLE'S PATH

In 1994 the town of Johnson proposed the creation of a separated bicycle path that would be approximately one mile long, extending from the Village offices on the north side of Route 15 to the new Town Recreation Park on the south side of Route 15. The path would follow the northern and western banks of the Gihon River for most of its way crossing the Gihon to the eastern banks in the vicinity of the River's junction with the Lamoille River. The Lamoille River would be crossed along the existing Railroad Street Bridge.

In July of 1994 the Town of Johnson was awarded a \$10,000 Technical Assistance Grant from VAOT to complete a scoping study of a proposed route for a ten-foot wide, paved path through Johnson Village. Under the grant the People's Path Support Team worked with engineers from the firm of Lamoureux, Stone and O'Leary, Inc. to identify one or more feasible routes.

In February of 1995 the People's Path Support Team, coordinated mainly by Kate Peatman and Alice Kirk, organized a public meeting to give the public a chance to weigh in on the project. The public requested that the Engineering firm use the grant to study the feasibility of the route that was originally proposed.

The path was intended to be a 10-foot wide asphalt surface with two feet of gravel shoulder on each side. The proposed path would connect a number of public lands within the Village, including the Town Offices, the Duba Recreation Field, the Town sewage treatment plant, the Town Library and the new Town Recreation Park. The Johnson Elementary School and

Johnson State College would also be located near one end of the path. The People's Path would be a safe and scenic alternative transportation route for non-motorized traffic such as pedestrians, bicycles, roller-skates, wheel-chairs, baby carriages and cross country skis. Weaving through Johnson Village along the Gihon River, away from the main roads and traffic it would link key locations within the village and create opportunities to link other areas around and outside the Village. In November of 1995 the engineering firm of Lamoureux, Stone and O'Leary, Inc. submitted a Conceptual Alignment Analysis to the VAOT. The analysis recommended against any further funding for the path citing the lack of local support. No estimate of probable construction cost was included.

OLD MILL RECREATION FIELD BRIDGE (NORWICH UNIVERSITY DESIGN STUDY)

In 2001, Norwich University senior engineering students investigated potential designs for a bridge spanning the Lamoille River from the Old Mill Recreation fields to the mobile home park area and the skatepark. Some preliminary design work was completed and a report was produced. The study could serve as a starting point for designs if this bridge project is pursued. Floodplain and floodway considerations should be paramount in further investigation of establishment of this bridge. A copy of this study and drawings are on file at Lamoille County Planning Commission.

LAMOILLE COUNTY REGIONAL PLAN

The Lamoille County Regional Plan declares there is a lack of sidewalks in areas like Johnson and that it is difficult for pedestrians to safely cross wide, heavily traveled roads, such as Route 15. According to the plan's policies, efforts should be made in the planning and development of local networks of bicycle, pedestrian, and

recreational paths, and work to connect these into a regional network. The Plan also encourages participation of all communities in Vermont's Bicycle & Pedestrian Grant Program. This program offers competitive grants to communities to construct transportation paths, to serve bicycles, pedestrians, wheelchairs, and other non-motorized uses. See the section of this report entitled "Funding Opportunities" to learn more about this program and others. In addition the plan also identifies the Lamoille Valley Railroad line as a potential greenway site. Pursuant to a successful railbanking effort, a multiuse path along this route would provide a very unique and scenic recreation experience.

LAMOILLE COUNTY TRANSPORTATION PLAN

The Lamoille County Transportation Plan Cites the Village of Johnson as having a higher degree of pedestrian activity due to the thriving Main Street business and the many college students in walking distance. It goes on to cite some sidewalk locations and conditions and then to mention, "Route 15 is difficult for pedestrians to cross throughout, particularly during peak traffic hours."

LAMOILLE COUNTY ALTERNATIVE TRANSPORTATION PLAN

In 1997, LCPC completed and Alternative Transportation Plan that described desired improvements for non-automobile transportation options at the regional and local level. On a regional level, the plan recognizes the need to address the lack of continuity in many of the village sidewalk systems throughout the county. The workshop in Johnson revealed a desire for enhancement of the downtown area by adding lighting and connecting existing sidewalks, in particular on Main Street and School Street. It was also suggested that the

Old Mill Park could be enhanced through various plantings of shrubs and trees. The status of the Lamoille Valley Railroad Corridor was also discussed. The group was supportive of redeveloping the corridor for recreation path use.

STATE BICYCLE & PEDESTRIAN PLAN

Some of the main objectives in the Agency of Transportation Bicycle and Pedestrian Plan include the development of on-road facilities (traffic calming) and pedestrian facilities (sidewalks, cross walks, paths, pedestrian amenities). The plan also states that well-planned and designed shared use paths can provide excellent access and mobility when they complement a network of sidewalks and on-road bicycle facilities. They make connections, can go where roads do not and present a pleasant environment away from traffic. The agency adds that sidewalks and paths are needed in many Vermont towns and villages and it encourages such areas to offer safe linkages between community destinations and to promote walking as a mode of transportation.



III. RELATED CAPITAL PROJECTS

Johnson has three significant bridges in the State Transportation Capital Program and Project Development Plan. Each of them is at a different stage in the project development process and all are in unique funding programs.

RAILROAD STREET BRIDGE



Railroad Street Bridge has final plans and holds all the required permits and right of way necessary to construct the project. The project is for a full rehabilitation of the truss portion of the bridge and is part of the Town Highway Bridge Program run by Vermont Agency of Transportation. The total cost of the project is estimated at \$1,295,500 with Johnson responsible for a 5% share of the costs. It was included in the 2003 State Transportation Capital Program but has been delayed due to lack of funding. The town should pursue reinstatement of this bridge vigorously as it is ready to construct. LCPC will also work with Johnson to ensure it is listed appropriately as a regional priority of the Lamoille County Transportation Advisory Committee.

PEARL STREET BRIDGE

Pearl Street is due to have final designs completed in June 2003. This project is also a rehabilitation project and part of the Town Highway Bridge Program. Modified plans will correct the current curvature of the bridge and provide sidewalks on both sides

of the structure. Total cost of construction is estimated at \$1,000,000 with Johnson responsible for a 10% share. This project is listed in the development and evaluation section of the 2003 State Transportation Capital Program and Project Development Plan with no funding identified for construction and no programmed construction year as a result. Johnson will need to stay on top of the progress of this project and be aggressive to ensure it is



acted upon as quickly as possible.

MAIN STREET "GRAND UNION" BRIDGE

Final designs are expected to be complete for this bridge and permits and right of way needs taken care of by the end of 2002. This



bridge is State-owned and Johnson is not responsible for any contribution to the cost of construction. It is part of the State Bridge Program administered by VTrans. The project is listed in the development and evaluation section of the 2003 State Transportation Capital Program and Project

Development Plan with no funding identified for its \$2,240,000 price tag and no programmed construction year. It is likely the state will not move forward quickly on reconstruction of this bridge.

IV. PUBLIC PARTICIPATION

Public participation for this planning effort was carried out through various means. Each component of this effort is described in this section.

NEWSLETTER

The Johnson Main Street MESSAGE

VOLUME THREE SUMMER 2002

PATHWAYS PLAN PUBLIC MEETING SET FOR JULY 25TH!

GRANT AWARDED!
The Town of Johnson was recently awarded a \$50,000 grant from the Vermont State Planning Grant Program to initiate the long-planned phase in the development of a pedestrian-friendly gateway through Johnson to the historic Lamoille Valley Planning Commission (LVPC) to lead the planning effort based on LVPC's knowledge of Johnson through participation in the Main Street Community Planning process as well as other planning services provided to the town and village over the past years.

WHAT IS IT?
The goal is to create a pedestrian-friendly gateway through Johnson to the historic Lamoille Valley Planning Commission (LVPC) to lead the planning effort based on LVPC's knowledge of Johnson through participation in the Main Street Community Planning process as well as other planning services provided to the town and village over the past years.

HOW WILL IT BENEFIT JOHNSON?
The plan and the process by which it will be developed will enable residents to identify the needs of the greater village area and, just as important, the priority of the identified improvement projects, enabling the town to plan effectively and coordinate the development of the project. The plan will also serve as a "blueprint" when seeking funding for improvement and any necessary additional regulatory or design. For more about this project or information on how to get involved, contact Doug Pelletier at 847-201-4344 or Johnson Planning Commission website at www.johnsonvt.com.

Public Meeting
Johnson Pathways Plan
July 25th, 7pm
Town Offices
Agenda:
Introduction
Project History & Background
Objectives
Presentation and Discussion of Connections
Identification of Additional Connections
Project Timeline / Contacts
Adjourn

FOR MORE INFORMATION ON THE PATHWAYS PLANNING PROJECT OR UPCOMING MEETINGS, CONTACT:

- David Pelletier, Transportation Planner, Lamoille County Planning Commission, Phone: 802 838 4548
- Greg Stokanski, Chairman, Johnson Planning Commission, Phone: 802 635 2823
- Joe Salomon, Johnson Planning Commission, Phone: 802 635 9196

A newsletter was produced to publicize the beginning of this planning effort and to update the citizens of Johnson on the progress of related planning and improvement efforts around the Village and Town. This was the third volume of the publication titled the Johnson Main Street Message. Volumes one and two were published as part of the Main Street Traffic Calming Project. The Johnson Planning Commission saw an opportunity to carry on this means of communication on a periodic basis and included Volume Three as part of the public participation process for the development of the Pathways Plan. This

newsletter was mailed to all Johnson Village and Town residents with postal addresses and posted at various public places, businesses, and other locations around the community. Volume four was published to announce the public meeting to review the draft of this study and to solicit public feedback for the drafting of the final document.

NEWSPRINT

Press releases were published in advance of the initial public workshop and final public meeting to solicit citizen participation and publicize the planning effort throughout the region. A copy of the News & Citizen article is included in the appendices of this report. This same tact was taken when announcing the public meeting to review the draft plan in early 2003.

PUBLIC WORKSHOPS



A public workshop was held on July 25th, 2002 to initiate this planning effort. The purpose of the workshop was to introduce the Pathway Planning Project to the citizens of Johnson and to identify and discuss potential pathways in the greater Johnson Village area. The attendees, facilitated by Lamoille County Planning Commission staff and Johnson Planning Commission members, worked in small groups of 4-5 people to identify areas within and adjacent to the greater village area that are of interest to consider for pathway connections. The

results below represent a summary of all concepts discussed by the group. An attendance sheet for the meeting is also provided as part of this report. Another public meeting was held early in 2003 to present the draft report to the public and solicit comments and feedback to incorporate into the final report. An attendance list for this public meeting is also included in the appendices.

JULY 25TH PUBLIC WORKSHOP



NOTE: It is important to understand that all of the concepts presented are for discussion purposes only at this time. Progress on any of the concepts mentioned will require considerable public process and coordination, and in the case of those concepts that would require use of private property full cooperation of the property owner. Private landowners have the right to decide if they would be willing to participate and if so, to what degree. Also, as footnoted, the Rail Corridor is state property, and although it appears the corridor is on its way toward establishment as a recreational trail, considerable communication and coordination will need to take place between all interested parties including the state, Johnson, other towns in the region, and other users groups including VAST and other trail users groups. Notes from the workshop are provided in the appendices to this report. A summary of

themes generated at the workshop is provided in the following section.

WORKSHOP CONCLUSIONS

The group activity worked very well and each group of 4-5 people generated a valuable input adding to the identification and discussion of potential pathways or key destinations within the greater village area. Participants acknowledge the Johnson State College campus as being an integral part of the community and a key village destination.

All four groups independently stated that:

- A more pedestrian friendly path facility of some type should be established from the village up Clay Hill Road to the JSC entrance. JSC campus is important part of community and being that there is no sidewalk up Clay Hill and poor connections up College Hill Rd there is a need for a sidewalk or a path running up Clay Hill. Possible connections to lower pond on the JSC campus or other pathways leading up to campus east from Clay Hill Rd. either through existing trails through the woods, the old President's House Rd, power lines, and so forth exist and a pathway loop could be established using these areas.
- A continuous sidewalk should be established on Main St. (VT15) beginning at the Katy Win mobile home development at the "gulf" and travel west along VT15 to Bradley's store connecting the key destinations mentioned before. The sidewalk on Main St. in the village begins around the corner of VT100C and ends at the Grand Union Bridge. The sidewalk is incomplete and does not connect many key destinations within the village (i.e. the town offices, Collins Hill Rd., Katy Win Rd. development, Bradley's store,

trailer park development behind Bradley's)

Three of the four groups independently concluded that:

- A "Village Loop" consisting of School Street, VT100C, Main Street, and Pearl Street should be formalized. Acceptable bicycle and pedestrian facilities should be established and maintained on all portions of this route. The group identified this loop as needing much improvement for bicyclists and pedestrians. The loop is very popular though dangerous as there is no sidewalk on portions of School Street or the VT100C stretch from the Powerhouse Bridge to the village. This state route also carries substantial truck traffic and a sidewalk should be constructed down both sides of 100C or a parallel path or dedicated lane for pedestrian movement.
- A path connection between School Street, crossing the Gihon River at the COOP building and extending to the south side of the Gihon at the rear of the Stearns convenience store property should be re-investigated. This is the same concept as the footbridge from Johnson Elementary School South to Main Street pursued a number of years ago known as the "Georgia Balch Bridge".
- A rail trail should be established on the Lamoille Valley Rail Corridor in both directions from the Village. Southeasterly toward Dog's Head and onward toward the wetland area further up the river has been unofficially identified as a conservation area/bird sanctuary that could be connected to the pathway. This area was focused on as being a valuable scenic area to the village and widely used by pedestrians and bikes. The rail corridor should be a pathway connection from the crossing

with Railroad Street to the Old Mill Recreation Fields and onward in a westerly direction. Destinations to the west include the Long Trail, the Forget Me Not Shop, and the Long Trail Tavern, the Cambridge Greenways rail trail, and the new Ithiel Falls Bridge.

- The "Conger's Woods" wooded area above Clark Avenue and West of Katy Win Road is privately owned but publicly used footpaths and logging roads already exist. The area should be investigated for inventory of existing paths and/or the possibility of pathway establishment connecting to the path network.

Two of the four groups independently concluded that:

- The Johnson Elementary School should have sidewalks around it. Currently, they exist on School Street, but they should also continue up College Hill to Mack Mudgett Drive, and on the west side of the school property between the ball field and the school parking area. Sidewalks should also extend from College Hill Road on School Street to the Powerhouse Covered Bridge. The areas to, from and around the Elementary School need to be made more pedestrian friendly, which could mean completing sidewalks that end in odd places. So that pedestrians don't have to compete with cars and buses.
- The Old Mill Recreation Park was identified as a key village destination and the area would be ideal to connect to and from the village via a rail corridor path or Railroad St. A sidewalk is needed on both sides of Rail Road St. from Main Street all the way to the Old Mill Recreation Fields connecting the library and making it safer for the many residents of the street.

- A “Riverwalk” could potentially be established on the north side of the Gihon River, beginning at approximately the Powerhouse Bridge, following the river to the Studio Center on Pearl Street. The Path should cross Pearl Street and continue onward along the river connecting to the Duba baseball field, continue around the Oxbow, to the bank property, up to Main Street. From there, it should cross Main Street, down along the river and back up to the Town Offices/Fire Station/Sewer Plant property to the connection to the Lamoille River. The path should then continue up the Lamoille River, connected at Main Street again by a sidewalk at the section where VT15 and the river touch. The path should then continue adjacent to the Lamoille River, terminating at the fields where the skatepark is currently located. A big long all-encompassing trail scheme was devised to include travel on down to Dog’s head falls via the rail bed, cross the river and loop back to town thru Congers Woods and come out on route 15 across from Katy-Win road.
- There was a discussion of “greenways” versus paved or crushed stone pathways. Greenways tend to be more aesthetically pleasing and possibly more agreeable to potential landowners.
- Bicycle and walking facilities should be established on VT100C and should extend further out to East Johnson. **Johnson State College trails and other potential pathways should be examined** in order to connect VAST trails that run near and through some northern parts of JSC lands to create a more cohesive trail network, Scribner Covered Bridge, contiguous land North of Marvin’s and East to 100C (Butternut Farm area / Lenel property), the power line corridor from VT100C west all the way out of the

village, College trails that connect with Hoag Road and paths that continue on to Ben Ober Hill Road.

General Comments from the workshop included the following:

- There was a discussion of “greenways” versus paved or crushed stone pathways. Greenways tend to be more aesthetically pleasing and possibly more agreeable to potential landowners.
- There was a comment that the existing sidewalks end in awkward places. They should terminate at a significant place.
- Village use of COOP as a teen center/health center/community building
- Johnson should publish a directory or maps of trails/paths/loops measured on roads, etc. that already exist. Town map of these things would be beneficial, as people have no idea of what’s already there.
- Investigate old roads that could be used as pathways
- Trees should be planted on School St. to make it more of a town green and help calm traffic
- **Easier access to parking at Duba Field should be provided and could be connected to the park by the school ball fields.**
- Potential pathways exist on contiguous land North of Marvin’s and East to 100C (Butternut Farm area/Lenel property), College trails connect with Hoag Road. And Paths continue on to Ben Ober Hill Rd.
- There is a need for a bike lane or parallel path separated from VT15 from the far West edge of town near Bradley’s Store to far East edge of town by the Katy Win trailer park.
- Johnson should have a plan in place to implement these proposed improvements when other projects occur such as re-paving, bridge construction, and so forth.

- There is concern about snowmobiles currently cruising up and down Rail Road Street and potential for snowmobiles to dominate the rail corridor in winter railroad is converted to trail.
- Johnson is home to two beautiful rivers and being such an attractive asset to the community the group felt that all riverbanks along waterways should be identified to see if there is potential for trail construction and access.

ADDITIONAL OUTREACH

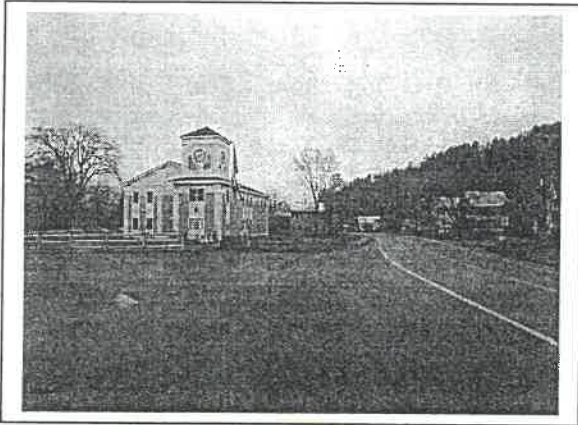
In addition to those efforts described above, Johnson Planning Commission members informed the general citizenry of this planning effort and the July public workshop in particular by posting notices around the village and visiting door to door. Special efforts were made to include business owners as well as the Main Street Committee, Johnson State College representatives, and other local officials and board members.



V. PLACES OF IMPORTANCE

The Johnson Planning Commission, LCPC, and the participants of the public workshops, identified the following facilities, fields, institutions, and parks as locations of particular importance to the community. As a result, many of the connections described later in this plan are oriented toward providing better facilities connecting each of these areas to the Village Main Street area and to each other where applicable.

MAIN STREET



Main Street and its many places of importance are included in the Main Street Traffic Calming Plan. The scope of the Main Street Traffic Calming Plan was from Collins Hill Road, west to Park Street. Many places of importance within that area such as the Post Office, Town Offices, Grand Union and so forth were omitted here simply for the purpose of avoiding repetition.

JOHNSON STATE COLLEGE

Johnson State College houses approximately 500 on-campus students and around 400 students live in rental housing in the Village and Town. A 1992 report by the College President stated that the college employed 200 people, and students spend upwards of \$4-5 million per year in rent, food, clothing, gas, entertainment, services, and commodities. In addition to its core mission



to its students, the college provides many services to the greater community. The college operates the Child Development Center in McClelland Hall which is a pre-school daycare facility which serves many families in the area and one often sees a teacher with a line of young children traveling between the college and downtown. The Library, Shape Facility and Dibden Center provide cultural and recreational opportunities for residents of Johnson that could not be otherwise found in a community of this size. Village residents often visit the lower pond area or use the extensive hiking and cross country ski trails in the College Woods. Given this information it is hard to dispute that the college and its population is an integral part of the Johnson community and better pedestrian facilities connecting to this social and cultural center would be invaluable. The College has been an active partner in recent planning efforts and all efforts should be made by the Village and Town to maintain a positive relationship with Johnson State College as it benefits everyone to nurture this relationship.

VERMONT STUDIO CENTER

The Vermont Studio Center is spread throughout the Village of Johnson, having acquired many historic buildings in the downtown and renovated them into art studios, lecture halls, and resident housing. Most notably the Red Mill, a former

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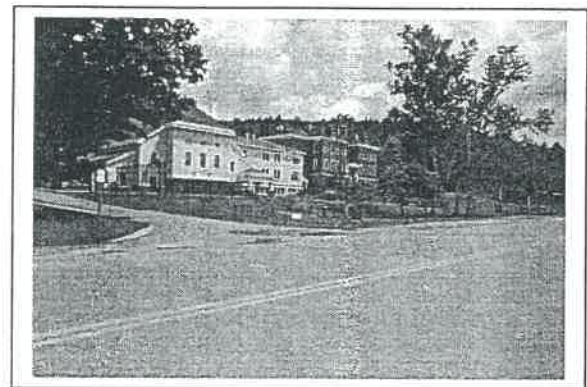


gristmill, houses the main offices and dining hall. The core of campus is primarily located on both sides of Pearl Street with several important facilities on Main Street and School Street. It is often necessary for residents to travel back and forth across Pearl Street.

The Studio Center has been a great partner to Johnson in preserving historic village structures and adding to the village community. The Studio Center is host to approximately 50 visiting artists and writers (in addition to 20 long term staff) from around the world for month-long periods of time, year round. These visitors are housed and fed by the Studio Center primarily but undoubtedly make a significant contribution to the local economy. They also add significantly to the pedestrian population in the Village, as most residents have no other means of transportation further justifying the need for improved pedestrian and bicycling facilities discussed in this plan.

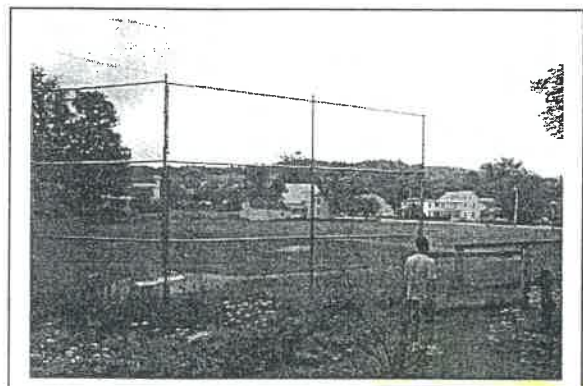
ELEMENTARY SCHOOL

The Elementary school sits along side School Street and provides education for K-6th grade students. The school provides playground equipment of various sorts and a basketball court along with a good amount of grass area in which to play. The entire recreation area is housed in by chain link fence. The gymnasium serves the town as a public multipurpose space for school or



community related events such as sports, concerts, dances, or other social gatherings, most important of which is the annual Town Meeting in the spring.

COLLEGE/LEGION FIELD



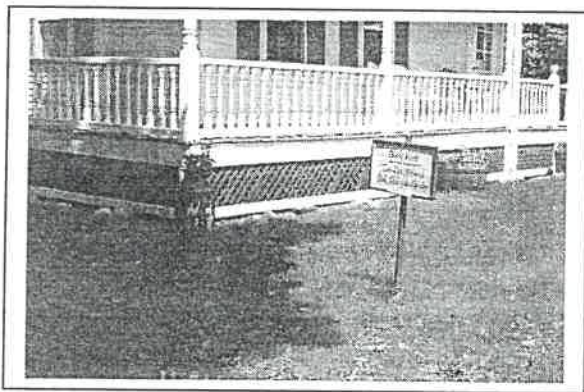
This is an extremely important town facility, often serving as a town common for special events. In recent years it hosted the Johnson Millennium Celebration, Powerhouse Bridge Reopening and this year the rebirth of the annual Winter Carnival. This sites central location is adjacent to Johnson Elementary School and the Art House with ample parking available on School St. and in the school parking lot on College Hill. It is fairly equal distance to village neighborhoods and in close proximity to JSC and VSC residents, and Main Street merchants. Other than special events, this site also serves as a physical education field for JES and Laraway, an ice skating rink in the winter, a baseball field in warm months

and a general park space for local residents when not in use otherwise

LARAWAY SCHOOL

The Laraway School is located just above and behind the Elementary School and is accessed by a street between the Elementary School and the adjacent public baseball fields. It houses numerous students that are without vehicles as well as employees that walk to Main Street regularly

DUBA RECREATION FIELD



The Duba Field area is located along the Northern Bank of the Gihon River below the Pearl Street Bridge. The access to the field is tucked in behind the Perkins Property on the west side of Clay Hill Road. There is limited parking availability at this area and only a small sign identifies the Duba Recreation Field. The area consists of one baseball field adjacent to the river. The Duba Field is owned by the Town & School district and has eight adjacent property owners. The right of way into the field sits on the land of David Perkins with which an agreement has been worked out between Mr. Perkins and the Town of Johnson to allow parking for two vehicles and public access.

POWERHOUSE BRIDGE AREA

This covered bridge was reconstructed in 2002 as part of a strong grassroots effort. It is a source of pride for the village and a



symbol of the region's history. A favorite local swimming hole is located nearby just downstream from the bridge. Accessed via private property this special place exists through the generosity of the Beard Family and their willingness to allow the public to make use of it. Fishing is also popular on the banks just above the bridge. This area sees significant pedestrian activity by people seeking the bridge and river as a destination and also by those walking the "loop" described later in this study.

THE PUBLIC LIBRARY

The Johnson Public Library is located on the west side of Railroad Street approximately 1/8th of a mile down from the intersection with Main Street. The library is a valuable community resource providing access to books and magazines for the public. It has recently undergone some changes including the addition of a handicap ramp, first floor lavatory and four computer terminals that provide high speed cable internet access, word processing and children's educational programs. Various groups use the library for classes, discussions and other educational programs.

THE OLD MILL PARK

The Old Mill Park located at the end of Railroad Street on the right was once a Talc Mill and with the cooperation of the former mill company, the field that was once covered with tailings, now boasts grass,



three ball fields, three soccer fields, and the beginnings of a playground. Current construction has begun on a black top basketball court and the finishing touches are being completed on a gravel path that circles the outskirts of the entire park.

SKATE PARK AREA

Over the past couple of years, a skate park has been established on Wescom Road on the West end of the Village. Improvements have included a newly paved asphalt pad to provide a smooth hard surface, and various ramps and other stunts. The skate park users and supporters have shown interest in linking the Old Mill Park to the field and skate park area through construction of a bridge spanning the Lamoille River. The land on which the skate park resides will be acquired by Johnson as part of a relocation effort for the nearby mobile homes.

LAMOILLE & GIHON RIVERS



These two rivers are an integral part of Johnson's history and the character of the Town and Village. They were a direct input to the economy of previous generations, providing hydropower for milling purposes, and they continue to provide many opportunities, mainly recreational at this point. Fishing, boating, swimming, and simple relaxation along the banks of these wonderful resources are favorite pastimes of Johnson residents and visitors alike. This appreciation for the rivers was apparent at the Public Workshop for this plan, as well as in conversations with local officials and residents during the writing of the plan.

VI. PATHWAY LOOPS

During the Public Workshop, it became apparent that informal, preferred walking pathways already exist in the minds of residents and visitors of the village area. These “loops”, radiating from Main Street are already enjoyed by walkers taking a stroll at lunch or after work in the evening as recreation or as part of running errands in the Village. They pass by many of the identified places of importance in Johnson, many of which are the more scenic ones such as the Powerhouse Bridge and the Gihon River. These pathway loops were further detailed during the public workshop as well as through consultation with Johnson Planning Commission members. While most of the discrete segments of each loop are included in the Proposed Improvements section of this plan, these loops are also identified here to acknowledge their significance in the eyes of Johnson pedestrians and bicyclists. While many recommendations have been made with regard to these loops, not all segments of require significant improvement and some require none at all. As Johnson prioritizes the various suggested improvements, it may wish to consider placing additional weight on those segments that not only function on their own, but also as part of a bigger system such as these loops, though all of the segments and areas identified in this plan function as part of the overall Johnson Pathway network. **These pedestrian loops in the Village could also be the subject of a nice informational brochure for distribution in the village shops.**

PEARL STREET, SCHOOL STREET, VT100C, MAIN STREET LOOP

This loop was identified and discussed repeatedly at the public workshop for this plan. This is a very popular pedestrian walking loop and passes by many important places such as the Powerhouse Covered

Bridge, the School Street swimming hole, Johnson Elementary School, Johnson State College access via College Hill Road, the School Street Baseball Field, shopping on Main Street and, numerous residences. Many Johnson residents have commented they walk this loop as exercise and for enjoyment. The specific segments of this loop are all discussed in the “Proposed Improvements” segment of this plan.

CLAY HILL ROAD, GOULD HILL ROAD, COLONY HILL ROAD LOOP

This loop has also been identified as a popular one among pedestrians and specifically those looking for an enjoyable recreational loop. Specific recommendations are made for the Clay Hill Road Upper & Lower sections in the corresponding sections of this plan. Gould Hill and Old Colony are dirt. Signs and basic trail maintenance are the suggested treatment on these sections.

COLLEGE LOOP

This popular walking loop consists of Clay Hill Road, Johnson State College Campus, College Hill Road and School Street. All of these roads with the exception of the college campus have specific recommended improvements in the corresponding section of this plan.

CONGERS WOODS LOOP

Congers Woods was identified in the public workshop as an informal area of trails connected to trails along the Lamoille River southeast of the village. It was acknowledged that this area is privately owned and would require working with the landowner if any improvements were to take place on site. If this area is ever more formally established, it may serve as a trail loop connected by Railroad Street, the cemetery at the top of Clark Avenue, and Main Street via the top of the “Gulf”.

OLD MILL PARK LOOP

As parcels of land are redeveloped into recreational parkland on either side of the Lamoille River in the southwest quadrant of the Village, efforts to connect the two fields via a bridge are inevitable. Efforts are already underway to investigate the feasibility and cost of constructing such a structure. This structure would create a loop consisting roughly of Main Street, the current skatepark area, the Old Mill Park, and Railroad Street. There is much interest in making this full-circle connection, however, the feasibility of constructing the connecting bridge is likely to be the determining factor in the success of establishment of this loop.

RIVERWALK GREENWAY

Portions of paths currently exist along the banks of the Gihon. Many anglers, swimmers, paddlers and others simply enjoy being along the river and appreciating its beauty. Many times in the public workshop for this plan and in conversations afterward the concept of Johnson celebrating its rivers was discussed. The people of Johnson have a strong connection to these natural features dating back to the mills that helped establish the local economy. It was strong sentiment of the participants of this planning exercise that every effort should be made to enhance the ability to appreciate the rivers of Johnson. Part of this vision is a more formal pathway along the Gihon and portions of the Lamoille River. In the grandest scheme, workshop participants envisioned a green-path along the Gihon River beginning at the Powerhouse Bridge, through the Village to Main Street, and on to the Old Mill Park and the Lamoille Rail Corridor, adjacent and in either direction on the Rail Corridor out to other trails and the neighboring towns. This concept could be extended further on the Powerhouse Bridge end to connect to the JSC trail network and beyond.

VII. LEVELS OF IMPROVEMENT

The level of improvement Johnson may chose to implement for various sections identified in this plan may vary based on a number of factors. These factors include context and setting of the project, impacts of the project on natural resources, desired user group, level of interest of adjacent landowners (or landowners of the subject parcels of land – which, of course, have complete authority over whether they wish to allow use of their property), and of course, costs. Implementation of some simple form of improvement may be a good way to test for future interest in more substantial improvements on the same site or other sites around town. Based on all of these factors and probably a few unforeseen issues, Johnson may wish to take one or more of the following approaches for improvement of the sections identified in this plan. The Vermont Pedestrian and Bicycle Facility Planning and Design Manual specifically addresses the benefits and drawbacks of the various surface types described here as well as more specific design issues. A simplified description is provided here to begin the discussion.

LANDOWNER LIABILITY

Landowner liability must be addressed up front when discussing paths that would require crossing of private property. Landowners are often concerned that should a trail user become injured on their property, the owner would be liable for damages. However, the statute 10 VSA 448 exempts the landowner from liability as long as the private landowner did not intentionally inflict the damage or injury.

SIGNAGE

This simple feature can lend credibility to facilities, keep people headed in the right direction, inform users about rules of use of a facility and much more. Although we

don't want to live a world completely cluttered by signs, an appropriate placard can often go a long way. Some already exist in Johnson, such as the sign at the entrance of the Old Mill Parks, the sign indicating parking for Duba Recreation field, and others. These may be used independent of any particular improvement, for instance to direct a pedestrian on a particular tour or loop of the village, or in coordination with a particular facility such as in the examples listed above.

LOW IMPACT TREATMENTS

In some instances, Johnson may wish to simply leave a pathway the way it is or implement a very low impact treatment to enhance a pathway. In particular, the concept of mowing a grass path as a low impact alternative to a stone dust or paved path may have applications in Johnson along the river. This technique could allow for better definition of a path and keep walkers on track. It is a very low cost alternative and can be easily reversed by ceasing to maintain the mowed walkway. This, in combination with appropriate signage have been combined to create many nice path networks such as the "quiet path" in Stowe and many other nature-oriented walks around Vermont. The Vermont Pedestrian and Bicycle Facility Planning and Design Manual suggests that, "possible surface treatments for pedestrian-only paths in sensitive habitats may include wood chips, stone dust, or natural (earth) surfaces to be determined on a site-specific basis."¹

STONE DUST SURFACING

A less expensive alternative to paving, this surface can provide enough stability and wear resistance to serve walkers, wheel chairs, and most bicycles. It does not generally provide the needed smoothness

¹ Vermont Pedestrian and Bicycle Facility Planning and Design Manual, April 2002

and hardness required for skateboards and roller-blades however. This material is often considered preferable in rural or natural settings for aesthetic and environmental reasons as well.

PAVING

The most expensive to implement, pavement can provide durability, and surface hardness needed in settings such as village sidewalks and multiuse paths intended for the widest variety of users. Concrete and asphalt (bituminous) pavement are both included in this category with the former being the longest wearing and hardest surface treatment but also the most expensive.

TYPICAL CROSS SECTIONS

Design standards for many of the types of facilities exist in the Vermont Pedestrian and Bicycle Facility Planning and Design Manual. Rather than reproduce that information in this report, a copy of the Manual has been submitted along with the Johnson Pathways Plan. It has extensive information on planning and designing projects such as the ones proposed in this plan, as well as engineering specifications that are suggested by the Vermont Agency of Transportation.

VIII. PROPOSED IMPROVEMENTS

The following segments are listed in order of the following general priority based on input received at the public workshop. The sentiment of the workshop participants was that improvements should be pursued in the following order:

- 1) **Village sidewalk needs**
- 2) **Recreational paths**
- 3) **Loops consisting of a combination of sidewalks & recreational paths**

Once the Planning Commission helps set the priorities for all of these projects under consideration in this plan, the prioritized list

The sentiment of workshop participants and the Johnson Planning Commission is that Village sidewalk needs are of the highest priority...

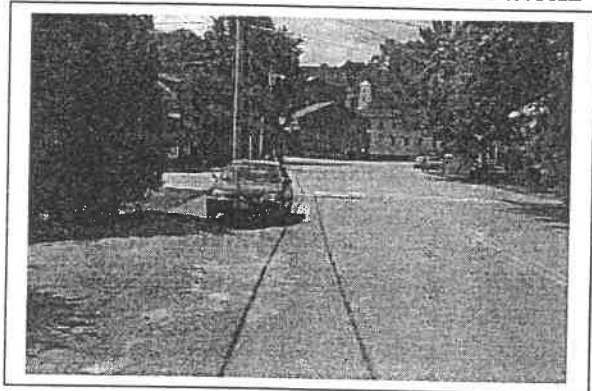
should be reviewed with the Town Administrator and the Town Selectboard and Village Trustees in an effort to secure funding to plan, design, and fund construction of the facility. Cost estimates are for general planning purposes and are subject to significant revision once a full investigation of each site is conducted.

MAIN STREET

A planning study specifically addressing Main Street pedestrian needs and general enhancements was conducted in 2000-2001(see Main Street Traffic Calming Plan in section outlining previous studies). Completing this stretch of sidewalk for the length of the village was also a top priority in the public meeting for this Pathways Plan showing that interest and sense of priority regarding Main Street has not waned. In spring of 2002, Johnson received a State Bicycle & Pedestrian Program Technical

Assistance grant to refine the Main Street Traffic Calming Plan completed in 2001. Johnson has hired Lamoureux & Dickinson Consulting Engineers, Inc. to conduct the analysis. The report will include specific cost estimates for segments of Main Street and a phased implementation plan, as well as identification of any limitations and impacts associated with the project.

PEARL STREET / LOWER CLAY HILL ROAD



Existing Conditions

The cross section in this area is variable. A section of sidewalk exists on the west side of Clay Hill Road (Pearl Street segment) from Main Street across the Pearl Street Bridge, to School Street. A portion of this will be improved in the approaches to the Pearl Street Bridge currently under design for rehabilitation. This bridge design includes sidewalks on both sides versus the existing one side only. For more on this project, see the section of this plan entitled, "Related Capital Projects". Above School Street, as Pearl Street becomes Clay Hill Road, a 250-foot section of flush bituminous sidewalk exists on the east side.

Proposed Improvements & Estimated Costs

Although there is no certain date for the reconstruction of the bridge at the moment, Johnson should plan ahead to coordinate any sidewalk construction adjacent to the bridge approaches. There will be a need to continue the sidewalk on the east side of

Pearl Street between Main Street and the bridge to tie in with the new sidewalks on the bridge once constructed. This 175-foot section is well traveled partly due to the location of the Studio Center "Red Mill" building which includes the Studio Center dining hall. This segment will cost approximately \$21,000 and should be completed as part of the Bridge reconstruction.

Approaches to the immediate north side of the bridge (approximately to the present crosswalk at the Kahn Studio Building) are being redesigned as part of the bridge project. Continuations to and improvements at the intersection of Pearl Street and School Street should be further investigated. The intersection is poorly defined and dangerous for pedestrians due to its size and sight lines. Improvements here might include reducing the overall size of the intersection through bump outs or perhaps a channeling island for automobiles to keep them within reasonable travel lanes and under appropriate speeds when traversing the intersection from Pearl Street to School Street and vice versa. More investigation into this concept will reveal approximate costs and specific design guidelines.

The lower section of Clay Hill immediately north of School Street, could be improved and made safer for pedestrians by restoring the portion of green strip that has been paved and providing curbs along the green space. This would better define the streetscape, help to alleviate washouts that frequently occur and prevent parking on the sidewalk which is a common problem.

Traffic speeds are a chronic problem for pedestrians throughout this section of the village, partly due to the width of the road and lack of green space or other clear definition of road edges. The slight curve

that is currently being designed into the Pearl Street Bridge will most likely exacerbate these problems. It would be helpful in this area to have some landscape architect renderings of potential designs for this area including traffic calming options at intersection, sidewalk locations, crosswalk locations, green space, and appropriate street tree and vegetative plantings. It would be advisable to pursue this option soon in order to coordinate with bridge plans.

Key Parties

Johnson Selectboard Chairperson Eric Osgood has been instrumental in monitoring the progress of the bridge design process and should be consulted on specific approach design and how best to coordinate construction of these minor gaps in the sidewalk. Village Trustees should also be involved as these issues are investigated further. Discussions should also include the Vermont Studio Center, as this is the core of their campus facility. They own extensive property in this area and are very interested in pedestrian improvements. Town Highway Officials should be consulted in the design process to ensure their ability to maintain town facilities is not hampered. Johnson's Town Administrator should also be involved as these concepts are pursued.

Next Steps

Monitor the progress of the Pearl Street Bridge project and prepare to locally fund minor sidewalk improvements to tie in with the bridge designs. If avoidable, it is not suggested that grants such as Transportation Enhancements or Bicycle & Pedestrian funds be pursued for the small sections of sidewalk discussed in this area. The complexity and difficulty in timing of these programs would likely not be worth the small amount of money granted. Discuss suggested improvements for the intersection of Pearl and School Streets and determine if

it is a locally fundable project. Some basic design assistance may be available through the VTrans District Transportation Administrator office. See the "Next Steps" section of this plan for contact information. As mentioned above, a good first step for this area it would to have a landscape architect render a possible redesign of the intersection of Pearl and School Streets including some approach design from the three legs of the intersection. This may help people visualize the possibilities for this important pedestrian area.

UPPER CLAY HILL ROAD



Existing Conditions

A sidewalk on the east side of Clay Hill exists from School Street up Clay Hill approximately 250 feet. It is bituminous asphalt and in fair condition. From this existing portion of sidewalk to the entrance of Johnson State College is approximately 2800 feet. Roadway conditions for this remaining length consist of a well-maintained facility with dirt and grass shoulders and in many sections have a fairly steep embankment. These steep embankments may prove difficult to work with when designing shoulders and/or sidewalks for this section. Some residences on Clay Hill Road sit very close to the edge of the road itself.

Proposed Improvements & Estimated Costs

This project area will require additional investigation for feasibility of various improvements. Because of the high demand for a pedestrian facility in this area, and the significant added safety of a curbed sidewalk, a 5-foot wide bituminous, curbed sidewalk is recommended. Based on unit cost of \$120 per linear foot, a raised, granite curbed sidewalk, 5 feet wide, on one side, would cost approximately \$336,000². It should be noted that this was one the most consistently identified needs identified in the workshop for this plan. It is a need that has also been identified previously in various workshops and planning efforts as well. The concept is supported directly and indirectly in the Village and Town Plans.

Issues with this option might include a need for a better drainage system along this area so water isn't held on the roadway by the curbing. There may also be a significant amount of fill to place before there is enough base material on which to construct the sidewalk. Recovery area grades adjacent to the sidewalk must also be considered for safety. In areas of steep grade, some sort of railing may be necessary to provide for a safe facility. This may increase the cost of the project significantly. Another issue that will require further investigation is that of the existing residences that sit very close to the edge of the roadway. Roadway right-of-way and property parcel lines will have to be clearly identified as part of the feasibility analysis of this project.

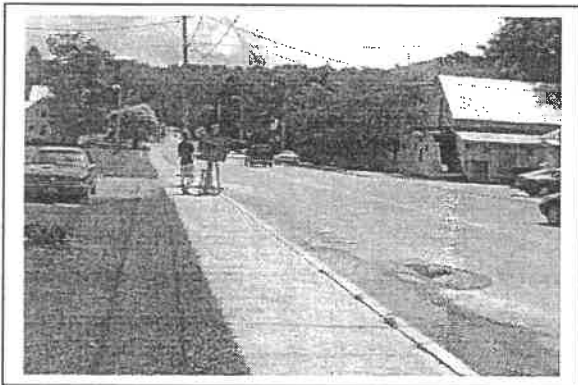
² Cost estimates are based on New Hampshire Department Of Transportation (NHDOT) Transportation Enhancement & Congestion Mitigation Air Quality Manual - Appendix A, May 2001. These linear foot unit costs represent a conservative estimate including allowance for preliminary engineering and minor right of way expense. Sidewalk is 5-foot wide bituminous material. Curbing is assumed to be granite. A full copy of this resource is available on the NHDOT website.

Key Parties

Town Selectboard, Village Trustees,
Planning Commission, Johnson Town
Administrator, Johnson Highway Officials,
Johnson State College, Property Owners

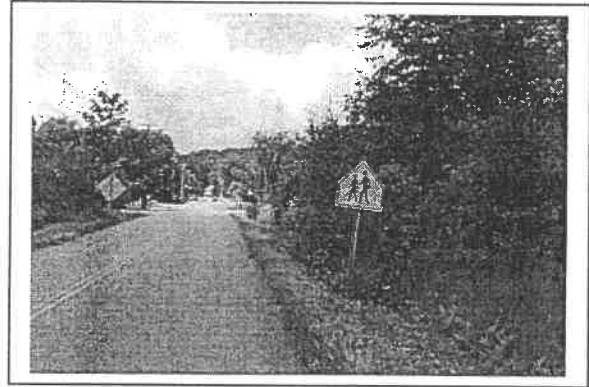
Next Steps

This project is an excellent candidate for the State Bicycle & Pedestrian Technical Assistance program. A thorough Conceptual Alignment Analysis will determine detailed costs, as well as better identify what challenges may arise such as environmental issues, right of way impacts, and so forth.

SCHOOL STREET*Existing Conditions*

The street itself is relatively wide open. Parallel parking is available on both sides at various locations. Curbed concrete sidewalk exists on the north side of School Street from Pearl Street to approximately the Elementary School south porch entrance. Portions of curbed bituminous pavement sidewalk exist on the south side of the street in the same area. The portion on the south side of the street is in poor condition and the north-side segment is new & in relatively good condition. However, water pools at driveway cuts and the telephone pole are in awkward locations including one at the corner of School and Pearl Streets that is in

the center of the sidewalk. There are no existing sidewalks beyond the intersection with College Hill Road.



School Street is the home of many important community facilities including the Elementary and Laraway Schools, local professional offices, a public recreation field that is home to many civic events, a winter ice skating rink, the Power House Bridge, a local swimming and fishing hole and more. It is also a pedestrian pathway between Main Street and Johnson State College. Furthermore, it is part of an identified, popular walking loop.

Suggested Improvements & Estimated Costs

A 5-foot wide, curbed bituminous sidewalk should be established on the south side of the street from the existing COOP building where sidewalk currently terminates, extending to the Power House Bridge. This is approximately 925 feet and would cost approximately \$111,000. Improvements to existing facilities should include tree plantings along edge of the baseball field section of sidewalk in order to more clearly define the separation of the street and the field and also to provide shade to pedestrians. A small portion of sidewalk is also needed in front of the Elementary School. This 200-foot segment would cost approximately \$24,000. This should be

connected and coordinated with the College Hill Road section. See the College Hill Road section for more details. The existing portion of sidewalk on the south side of School Street from Pearl Street to the COOP could also use rebuilding but is less critical than the aforementioned segments. Still reconstruction should be programmed as part of a sidewalk capital program.

Other improvements in this area could include better definition of parking spaces through the use of curbed bumpouts, and crosswalks oriented toward providing direction toward the south porch of the Elementary School. Much like the intersection of Pearl Street and School Street, this area too could benefit greatly from landscape architect renderings of potential improvements. This would provide Johnson with enough design detail to determine how and where to locate improvements and also provide a vision to work toward. Design efforts on School Street could be coordinated with similar efforts for Pearl Street.

Key Parties

Town Selectboard, Village Trustees, Planning Commission, Elementary School / School Administrative Unit Officials, Johnson Town Administrator, Johnson Highway Officials

Next Steps

The segment between the COOP and the Power House Bridge recommended for new sidewalk would be a good candidate for the Transportation Enhancements Program or the Bicycle & Pedestrian Grant Program. The smaller portion in front of the school is of the scale that would be more akin to local funding. The street tree plantings should be pursued as soon as possible. A description of a grant program to implement such projects is listed in the "Funding Assistance"

section of this plan. Prior to implementing any of these improvements, it would be of great benefit to work with a landscape architect to visually layout the improvements. This area is very important to the village and the town and could be enhanced nicely through implementation of any or all of the above recommendations.

LOWER COLLEGE HILL ROAD



Existing Conditions

Curbed sidewalk exists on the west side of College Hill Road from the Johnson Elementary School rear driveway onto JSC campus. There is a lack of any pedestrian facility on College Hill Road from School Street to Johnson Elementary School rear driveway. This is a main access to Johnson State College for many pedestrians walking to and from Main Street.

Proposed Improvements & Estimated Costs

A 5' wide curbed bituminous sidewalk should be constructed on the west side of College Hill Road from School Street to the start point of the existing sidewalk. This segment is approximately 375 feet long and would cost approximately \$45,000.

Key Parties

Town Selectboard, Village Trustees, Planning Commission, Johnson Elementary School Board, Johnson Town Administrator,

Johnson Highway Officials, Johnson State College Officials

Next Steps

This project should be discussed among all key parties to determine if sufficient local funding can be produced among all the interested parties or if it would be more feasible to pursue grants. If the grant route were pursued, the Transportation Enhancements and/or Bicycle & Pedestrian Program would be appropriate. Improvements to this area should also be coordinated to connect with adjacent School Street improvements.

LOWER VT100C (STEARNS STREET)



Existing Conditions

This segment of VT100C, also known as “Stearns Street”, is quite heavily traveled and speeds can be relatively high for a road so close to the center of a village. However, this is a common place to find pedestrians walking as it is part of a very popular loop connecting to Main Street and School Street. Pavement is in good condition but shoulders are very limited. The southeast side shoulder is slightly wider than the northwest side, which is very narrow due to guardrail and a precipitous drop to the river in some sections. Approximately 875’ of separated non-curbed bituminous sidewalk exists on the southeast side of the street from Main

Street. It is in particularly bad condition at its northeast terminus point.

Proposed Improvements & Estimated Costs

Ideally a 5’ wide curbed bituminous sidewalk would be established on the northwest side from Powerhouse Bridge to Main Street. As previously mentioned, this may prove to be difficult or impossible due to the lack of space to work with behind the guardrail. This side would still be the preferred location in an effort to avoid pedestrian crossings of the state highway. This is especially crucial in the area around Power House Bridge where auto speeds are generally high. Furthermore, this side would likely serve the most users as this segment is part of a popular walking loop including Main Street and School Street and provides fabulous views of the river and Powerhouse Bridge.

This segment from the Power House Bridge to Main Street is 1,175’, leading to a cost estimate of roughly \$141,000. This is likely to be on the low side however with the challenges that exist in placing a sidewalk on this side of the highway along the river. These improvements would also have the benefit of reclaiming the village feel of this residential area, potentially leading to decreased automobile speeds, and certainly making it safer for pedestrians.

Key Parties

Since this is a state highway, VTrans will need to be at the center of efforts to implement any improvements to this section of highway. The VTrans District office (see the section on Guidance later in this plan for contact information) should be contacted and the central VTrans office will also need to be involved. Other parties will be the Johnson Planning Commission, Johnson Town Administrator, Johnson Village

Trustees and Selectboard, and the Lamoille County Planning Commission.

Next Steps

A meeting of all key parties should be called at the onset of this project to determine the best course of action. Further study will be needed to identify a feasible solution.

Construction funding may be a combination of federal, state, and local. Funding for the feasibility study would be appropriately funded through the Bicycle & Pedestrian program as part of their technical assistance program.

RAILROAD STREET NORTH



Existing Conditions

Approximately 522' of asphalt sidewalk in poor condition exists on the east side of Railroad Street from Main Street to the Railroad Street Bridge, and across to River Road. The bridge crossing is concrete as well. This area has many pedestrians due to the many residences and the public library, as well as a physician's office.

Proposed Improvements & Estimated Costs

The suggested treatment is a raised granite-curbed sidewalk on both sides of the street. The sidewalk should extend the full 1350' from Main Street to the Railroad Street Bridge in this configuration. Cost per side will be approximately \$162,000.

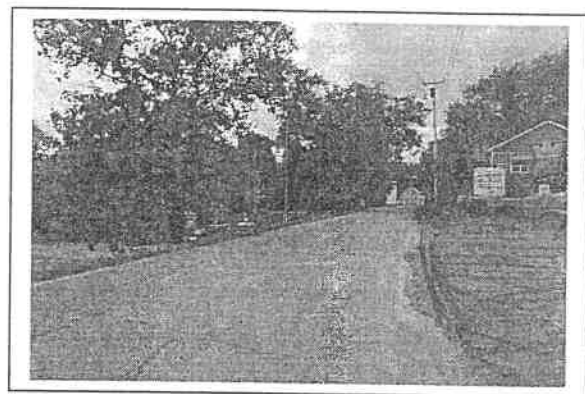
Key Parties

This project will require the coordination of the Johnson Planning Commission, Johnson Village Trustees & Selectboard, Johnson Town Administrator and the local utility companies.

Next Steps

The need for this project is certainly documented with it being one of the top priorities of this planning effort as well as the Main Street Traffic Calming Planning effort. This is also one of the few core village streets that is densely populated enough to warrant sidewalks on both sides. Factors to consider in planning for this project will be cost, priority, right of way width of Railroad Street, and adjacent landowners sentiment. Timing should also be coordinated if possible with the rehabilitation of the Railroad Street Bridge. This bridge is ready to go to construction and depending on how it fares in the development of the 2004 State Transportation Capital Improvement Program, work could begin as soon as fall 2004. See the section of this report titled "Related Capital Projects" for more information on this project.

RAILROAD STREET SOUTH



Existing Conditions

Existing Conditions from Railroad Street Bridge to rail corridor including River Road-

West neighborhood consists of 300 feet of sidewalk between River Road to Parker & Stearns Inc. on the east side. This section is 4 foot wide concrete and in average to poor condition. The remaining 1425-foot distance from Parker & Stearns Inc. to the main entrance to the Old Mill Park is without sidewalk. The road is somewhat narrow with poor shoulders in this area. A sidewalk could be established the length of the street to the entrance of the park.

An alternative raised at the public workshop for this plan is to use the railroad bed from its intersection with Railroad Street to connect with the Old Mill Recreation Fields. See the Lamoille Valley Rail Corridor for detailed discussion of this facility. With regard to connecting to the Old Mill Park, this option is attractive for a number of reasons. There would be no need for additional right of way since the corridor is already established. Additionally, the cost of constructing such a length of sidewalk would almost certainly be far greater than that of improving the rail corridor trail. However, the rail corridor is more secluded than a sidewalk on Railroad Street would be and would also need lighting for nighttime safety. Still, it has promise of being a very attractive facility.

Other connections in this area include the River Road Access to Old Mill Park, as well as the Creamery Road and Still Road points of access. These adjacent points of access provide direct connections between residential areas and Old Mill Park.

Proposed Improvements & Estimated Costs
Suggested improvement for the rail-bed is for multiuse pathway, bituminous asphalt pavement (packed stone dust as an alternative), 8-foot cross-section. Appropriate lighting and amenities such as benches and trash receptacles should also be

considered. For the more subtle connections between the River Road-West neighborhoods, lower impact improvements would be appropriate such as signage and trail maintenance.

An improved segment of 5' wide granite curbed bituminous sidewalk for the 300' south-side length between the Railroad Street Bridge and the rail corridor would cost approximately \$36,000. This treatment could be flush at the parking lot of Parker & Stearns so as to not impede their customers and deliveries.

Key Parties

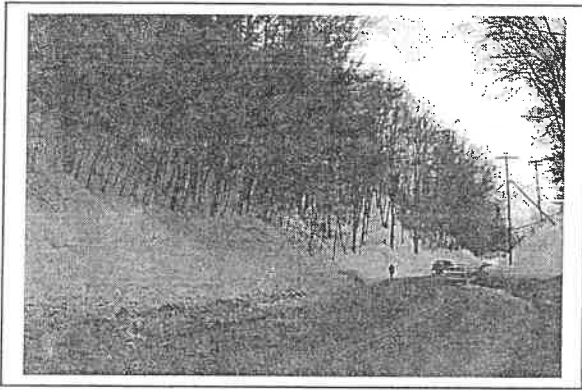
This project will require the coordination of the Johnson Planning Commission, Johnson Village Trustees & Selectboard, Johnson Town Administrator, Lamoille County Planning Commission, VTrans and Vermont Association of Snow Travelers.

Next Steps

This project has two components. The local officials can pursue the sidewalk improvement without the guidance of VTrans but the rail corridor improvements will require the cooperation of VTrans as they are the manager of this state-owned facility. VAST is also involved as they are in the process of coordinating with VTrans on the establishment of a multiuse path for the length of the corridor. See the section on the Lamoille Valley Rail Corridor in this plan for more information on the status of the corridor.

MAIN STREET EAST OF VILLAGE

This segment is from Collins Hill Road to the top of the Gulf where an access to Congers Woods is located. From the end of existing sidewalk on Main Street to the main entrance to the Katy Winn mobile home park is 537'. Many pedestrians can be seen walking in the shoulders on the side of the



highway in this section, likely due to the location of the Katy Winn mobile home park. This is dangerous due to poor light conditions and snow in the winter.

Proposed Improvements & Estimated Costs

Although it may be of slightly less priority than core-village sidewalk improvements, Johnson should consider investigating some pedestrian improvements in this area. A 5' wide granite curbed bituminous sidewalk for this distance may cost approximately \$64,440, although this cost is most likely on the low end due to variable shoulder conditions throughout this area.

Key Parties

Since this is a state highway, VTrans will need to be at the center of efforts to implement any improvements to this section of highway. The VTrans District office (see the section on Guidance later in this plan for contact information) should be contacted and the central VTrans office will also need to be involved. Other parties will be the Johnson Planning Commission, Johnson Village Trustees and Selectboard, and the Lamoille County Planning Commission.

Next Steps

Further study will be needed to identify a feasible solution. Construction funding may be a combination of federal, state, and local. Funding for the feasibility study would be appropriately funded through the Bicycle &

Pedestrian program as part of their technical assistance program.

UPPER VT100C –EAST JOHNSON VILLAGE *Existing Conditions*

VT100C in this area is a two lane state highway with variable shoulder widths. Traffic is often heavy, fast, and includes many large trucks. However, there are still many residences and businesses located through this section.

Proposed Improvements & Estimated Costs

A desire has been expressed to establish more of a connection with the East Johnson Village section of Johnson. Based on the relative distance and the relatively sparse development in this area, it is not advisable that a sidewalk be pursued for the distance out to East Johnson. An alternative improvement could be enhanced bicycle shoulders. This would provide a safety benefit for both bicyclists and pedestrians. Based on a range of \$20 - \$95 per linear foot cost and an average cost of \$45 per linear foot, 4' wide paved bicycle shoulders for this 2900' segment of highway would cost approximately \$130,000. This may be able to be coordinated with State resurfacing projects in the future although none are scheduled for this area at the moment. Short of any major capital improvements, Johnson may wish to work with VTrans to locate proper signage indicting the need for traffic to be conscious of bicyclists and pedestrians. Johnson may find it helpful to conduct a specific corridor study in this area to determine future land-use scenarios and consider long-term development potential and transportation need as well.

Key Parties

Since this is a state highway, VTrans will need to be at the center of efforts to implement any improvements to this section of highway. The VTrans District office (see

the section on Guidance later in this plan for contact information) should be contacted and the central VTrans office will also need to be involved. Other parties will be the Johnson Planning Commission, Johnson Village Trustees and Selectboard, Johnson Town Administrator, and the Lamoille County Planning Commission.

Next Steps

The concept of conducting a corridor study of this segment could be done through Lamoille County Planning Commission via the Transportation Planning Initiative with VTrans. It may also be a potential application for the Municipal Planning Grant program through which Johnson has received grants previously including for this planning project.

The shoulder project, if pursued, in both its planning and construction phases is a likely candidate for the Transportation Enhancement and/or Bicycle & Pedestrian Programs. See the "Funding Assistance" section of this plan for more detail and contact information.

RIVERWALK GREENWAY

Existing Conditions

Informal pathways exist in various locations along and around the Gihon and Lamoille Rivers. Many of these spurs simply access a portion of the river from an adjacent roadway. Most of them are naturally formed dirt footpaths simply worn from consistent visits by pedestrians. Others like the School Street swimming hole are maintained with an eye towards safety by the landowner. Most of these pathways provide only localized access to specific points along the rivers.

Proposed Improvements & Estimated Costs

This concept was raised in various levels of complexity and overall length at the public workshop for the development of this plan.

It is also a concept that has been pursued in the past. A description of previous Riverwalk pursuits can be found in the section of this plan documenting related plans, studies, and other projects related to this planning effort. Although most of the effected properties were amenable to the establishment of such a pathway in the most recent effort, some were not comfortable with the proposal. This may have been in part due to the type of facility proposed at the time, which in comparison to the following recommendation was quite impacting and out of character for the setting.

Johnson should work with a few landowners amenable to enhancement of access points or pathways along the rivers. Working with public land or commercially or institutionally owned land may be another starting point. A small investment in signage and a "green-path" style facility may be a suitable alternative to pursue in enhancing existing sections or extending new pathways around and along the river. For more detail on low-impact, low-cost improvements, see the section of this plan entitled; "Levels of Improvement". Signs could be very simple homemade wooden, directional signs, carved with a router to indicate trail name and/or direction.

Any mowing and monitoring as paths become more formalized could be on a volunteer basis by interested civic groups in town or by an "adoption" program such as often used for litter pick up on sections of highway. Capital costs could be essentially eliminated if this project is pursued carefully. Paths of this style have proven quite successful elsewhere in the county with Stowe's "Quiet Path" serving as one example.

Due to the nature of the river and a pattern of flooding of the outfield, most bridges projects along the banks of the Gihon may not be feasible. The unpredictability of the river presents a problem for any future construction in this area. Due to environmental laws related to floodplains and floodways, potential for construction along the banks for the river is limited from a regulatory standpoint as well as a practical one.

Key Parties

Key parties here are of course the many private landowners along the banks of the river. Nothing can be done without their approval. However, if approached with a low-impact proposal for improvement of a walkway along the river, perhaps beginning with attractive signage, periodic mowing, and regular patrol and monitoring of the facility by recreation groups, landowners may find it more acceptable. It would be advisable to involve interested Selectmen and Village Trustees as ambassadors of this concept if it is pursued. Although the project may not require extensive capital investment, the political and social roles of these elected officials are very important and could mean the difference between success and failure.

Next Steps

Identify a group of interested proponents. Identify landowners for an initial section of trail to try a "pilot" project on. Meet with the landowners and explain the intent of the effort. Present it as a trial case for such a pathway and make them understand it will be abandoned if there are any problems. Also be prepared to explain liability issues with such a trail. 10 VSA 448 exempts the landowner from liability as long as the private landowner did not intentionally inflict the damage or injury. A copy of this

statute is available online at the Vermont Legislative website.

COLLEGE/LEGION FIELD (SCHOOL STREET BASEBALL FIELD)

Existing Conditions

This extremely important area serves as a town green for many civic events. Sidewalks exist on the School Street edge of this field. Informal parking exists along the eastern edge of the field, along the access to the Laraway School.

Proposed Improvements & Estimated Costs

As described in the School Street section, this area could benefit greatly from tree plantings. This would help further delineate the field and eventually provide shade for pedestrians and spectators at the baseball field. Other improvements might include benches, picnic tables, trash receptacles, and so forth.

Key Parties

This project will require the coordination of the Johnson Planning Commission, Johnson Village Trustees & Selectboard, Johnson Town Administrator, Johnson Elementary School Board, and Laraway School officials, and potentially Johnson State College officials.

Next Steps

Convene a meeting of the above representatives and determine the level of interest in the effort.

JOHNSON PUBLIC LIBRARY

Existing Conditions

The library has recently added a handicap accessible ramp, extending out from the front doorway towards the road and curving back toward the parking area adjacent to the building. Parking at the Library is limited and enhanced pedestrian facilities to the library would be very beneficial to the

village community. One solution would be to discuss a pathway connecting the back of the library with the parking for Grand Union. If an agreement could be reached among all affected parties, the back of the grocery store parking lot may be able to serve as overflow parking for the library.

Proposed Improvements & Estimated Costs
Pursue formal path connection and parking arrangement with Grand Union and adjacent landowners. Costs would likely be minimal as little physical improvement would be necessary.

Key Parties

Library Trustees, Town Selectboard, Village Trustees, Planning Commission, Johnson Town Administrator, Landowners

Next Steps

Convene a meeting of the above parties to determine interest in pursuing the project concept, possibly in coordination with proposed improvements to the Grand Union plaza – see the Main Street Traffic Calming Plan.

ELEMENTARY SCHOOL & LARAWAY SCHOOL

Existing Conditions

Existing facilities consist of a sidewalk in the front of the Elementary School along School Street but no sidewalk exists along the College Hill side. The Elementary School is accessed at the south porch during restricted hours in the morning and afternoon. There is a sidewalk that connects from the Main Entrance (rear) to College Hill Road, although this section is hazardous in the winter due to falling ice. As a result, pedestrians are forced to share the driveway with school buses and cars. This is particularly dangerous in the winter months. There are currently no sidewalks connecting

the Laraway School to the nearest sidewalks on School Street.

Proposed Improvements & Estimated Costs

A sidewalk should also be established on the east side of the field to clarify the line between the field and the parking along the street accessing Laraway School. This would also provide a safe facility to access the back of the Elementary School which functions as the main entrance at various times of the day. A 5' wide granite curbed bituminous sidewalk for this 375' section would cost approximately \$45,000.

Key Parties

This project will require the coordination of the Johnson Planning Commission, Johnson Village Trustees & Selectboard, Johnson Town Administrator, Johnson Elementary School Board, and Laraway School officials.

Next Steps

Convene a meeting of the above representatives and determine the level of interest in the effort.

BRIDGE AT OLD MILL RECREATION FIELDS

Existing Conditions

This project has been identified locally as an important connection among town recreation facilities. This area is of particular significance due to the location of the Old Mill Recreation Fields, and of course the Lamoille River, one of Johnson's great natural assets. More description of these places of importance can be found in the so-named section of this plan. Previously, a group of Norwich University engineering students conducted preliminary investigation of the type of structure that might span the gap over the river. See the section of this plan describing previous studies for more details on this effort.

Proposed Improvements & Estimated Costs
 This will be determined with more detailed investigation of the issue.

Key Parties

Johnson Selectboard & Village Trustees,
 Johnson Planning Commission, Lamoille
 County Planning Commission, Vermont
 Agency of Natural Resources

Next Steps

Johnson will have to determine the overall priority of this project among all of those proposed in this plan. Regardless of what level of priority is assigned to this project, Johnson should continue investigation of the feasibility of establishing such a bridge. The next steps should involve communication with VTrans and Agency of Natural Resources contacts that may be able to judge the likelihood of such a project obtaining the necessary permits required. The VTrans Bicycle & Pedestrian Program is a good source to start with in determining feasibility. This project may also benefit from a proper Conceptual Alignment Analysis as funded through the VTrans Bicycle & Pedestrian Program. This would serve to identify challenges and potential solutions to implementation.

LAMOILLE VALLEY RAIL CORRIDOR



Existing Conditions

This is a State-owned property managed by the Vermont Agency of Transportation (VTrans). VAST is annual winter leaseholder for snowmobile use. VTrans is in the process of railbanking the length of the corridor from St Johnsbury to Swanton. However, the 2001/02 Legislature directed VTrans to leave the rail infrastructure in place. This will be an impediment to trail development. Removal of infrastructure on this western portion of the rail corridor is likely to be a discussion in the 2002/03 Legislature.

VAST

Proposed Improvements & Estimated Costs

Pursue removal of rail infrastructure and establishment of multiuse trail along length of corridor in Johnson. Within Village section of the corridor, the objective should be a paved multiuse path surface built to VTrans Bicycle & Pedestrian Design Manual standards. See VTrans manual for specific recommended typical cross sections. Cost will be mostly dependent upon the length of segment since existing conditions are relatively consistent along the corridor. An 8' to 10' wide, bituminous pavement multiuse path can range from \$20 to \$95 per linear foot, with an average of \$45 per foot³.

Key Parties

VTrans, Johnson Selectboard & Village Trustees, Johnson Town Administrator, Johnson Planning Commission, Lamoille County Planning Commission, Lamoille County Legislators

Next Steps

Follow and support VTrans' railbanking procedure making sure this occurs for the length of the corridor. This should be done in coordination with the Lamoille County Planning Commission. Town Officials

³ NHDOT TE & CMAQ Typical Unit Costs, May 2001

should also work with the LCPC and State Legislators, encouraging submittal of a Bill to Legislature advising VTrans to remove the remaining infrastructure, i.e. rails and ties, on this western section of the corridor. This will allow pursuit of multi use pathway to begin in earnest. Design and construction of this type of project is very appropriate for the Transportation Enhancements, Bicycle & Pedestrian, and Recreational Trails Programs all managed by VTrans. See the section of this plan devoted to funding sources for more information.

CONGERS WOODS

Existing Conditions

According to workshop participants, informal trails exist on this piece of land and connect to the banks of the adjacent Lamoille River. Very little is known about this property at the time of this writing. Suffice to say, contact with the landowner should be made soon and certainly before anything is considered in terms of trail connections and/or improvements to existing trails. Any activity will be pursuant to interest and approval on the part of the landowner.

Proposed Improvements & Estimated Costs

None currently. To be determined through further investigation and conversation with landowner.

Key Parties

Landowner, Town and Village residents that might be able to facilitate discussion with the landowner, Johnson Planning Commission, Johnson Village Trustees and Selectboard

Next Steps

Identify an appropriate "ambassador" to contact the landowner. Discuss existing trails and determine their interest in any future improvements and/or connections.

JOHNSON STATE COLLEGE

Existing Conditions

Some pathways have been established over the years between the village and the college. A footpath extends from Clay Hill Road about a quarter of a mile up from the corner of School Street meandering through the woods to the lower pond on campus. There is also a roadway bed running parallel to School Street that was at one time the main entrance to the college. The status of this parcel is unknown but if it exists as a current right of way, it could be used to design a path that starts near the McClelland Hall and works it's way across the hill towards Clay Hill Rd. On the College Hill side there is potential for trail design on an existing footpath beginning towards the back of the parking lot from Martinetti Hall, traveling down through the woods and ending near the Moore property adjacent to College Hill Rd. College Road has existing sidewalks extending up from the Elementary School to Martinetti Hall and a separated path from there on up to campus. There is also potential to utilize the hill near the tennis courts on campus. A trail traveling down to the college rugby & soccer fields off of route 100C already exists in this location. There are also numerous hiking and Nordic ski trails in the woods around campus, adjacent to town and private lands. Other campus destinations include Lower Pond, the library, and the SHAPE (fitness center) facility.

Proposed Improvements & Estimated Costs

To be determined based on Johnson State College interest. See "Next Steps" below.

Key Parties

Town Selectboard, Village Trustees, Planning Commission, Johnson Elementary School Board, Johnson Town Administrator,

Johnson Highway Officials, Johnson State
College Officials

Next Steps

Johnson should coordinate its pathways planning and implementation efforts with Johnson State College. Discussions should take place between the Johnson Planning Commission and the College to determine level of interest on the College's part in pursuing enhancement of any or all of these potential connections.

@

IX. NEXT STEPS

IMPLEMENTATION VERSUS FURTHER STUDY

Some of the projects identified in this plan are of a scope and complexity such that further investigation and/or engineering design is warranted. Many will require extensive coordination with state agencies and may require various permits to be implemented. Others however may simply require a little local coordination and labor to make them a reality.

ESTABLISHMENT OF A SIDEWALK CAPITAL PROGRAM

Johnson should establish a sidewalk capital program subsequent to the preparation of this initial planning document. Such a program would serve as a central location to keep a schedule of proposed village sidewalk projects and as a budgeting tool from which the village and town budgets could take information.

ESTABLISHMENT OF A TREE REPLACEMENT PROGRAM

Johnson should establish a tree replacement program to ensure continued and regular maintenance and replacement of street trees in the village. Such a program would serve as an organized method by which projects can be programmed and as a budgeting tool from which the village and town budgets could take information.

CONSIDER DRAFTING A RECREATION FACILITIES PLAN

In the writing of this plan it became apparent that the development of recreation facilities around the village and town has been in a widely dispersed and somewhat unplanned manner. While this isn't always a problem, it would be beneficial for Johnson to produce a master plan of present and potential future recreation facilities to ensure good connectivity between facilities and

citizens, to determine priority of various improvements and to identify any problems that may exist with various facilities and locations such as parking issues, natural resource issues, access issues, neighborhood impacts, and so forth. This could be a good candidate for a Municipal Planning Grant.

BICYCLE & PEDESTRIAN GUIDANCE

After two years of development, The Vermont Agency of Transportation has adopted the Vermont Pedestrian and Bicycle Facility Planning and Design Manual. This manual is an invaluable resource in itself and is also a great directory to other information. It should be consulted regularly in the process of planning and designing for such facilities and any consultants assisting Johnson should be directed to refer to this manual as well. This resource will also lead the reader to the Bicycle & Pedestrian Coordinator & Assistant Coordinator at the Vermont Agency of Transportation. This department, part of the Local Transportation Facilities Program, is also a great resource to direct questions to in the quest for information about pedestrian and bicycle planning, design, and construction projects.

The Vermont Agency of Transportation also has maintenance districts established throughout the state. Under the leadership of a District Administrator, these offices are comprised of skilled transportation professionals, generally including technicians and maintenance personnel. These offices are a great resource for technical assistance and may be able to provide helpful assistance or information as Johnson pursues the recommendations in this plan. Johnson is part of District 8. District Administrator Gilbert Newbury and District Technician Randy Reed can be reached at 802-524-5926.

FUNDING ASSISTANCE

There are many grant programs and other resources available through which the cost of further study and/or implementation of the concepts discussed in this plan may take place. The following descriptions are of resources that may be of particular utility for the types of projects outlined in this plan.

Transportation Enhancements

This program funded through the Federal TEA21 transportation bill legislation provides federal grant funds for up to 80% of the total project cost. An activity is eligible for enhancement funds if it is related to any active or completed transportation project involving federal transportation funds, and if it is included in one or more of the following categories: provision of facilities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation, buildings, structures or facilities (including historic railroads and canals); preservation of abandoned railway corridors and conversion to bicycle trails; control and removal of outdoor advertising; archeological planning and research; and mitigation or water pollution due to highway runoff. Letters of intent for the annual program are typically due the first week of September and applications are typically due the first week of November. It is important to note this application requires review by the regional planning commission, and therefore draft applications should be submitted to the regional planning commission by the last week of September. Contact the Vermont Agency of Transportation Enhancements Program Coordinator, Administration Building, 133 State St., Montpelier, VT 05633-5001, phone (802) 828-2670.

State Bicycle & Pedestrian Program

This program and its predecessor, the Transportation Path Program, have provided federal and state transportation funding for the design, construction, and pre-scoping of bicycle and pedestrian pathways. The Program offers technical assistance to Vermont communities for an environmental study, conceptual alignment analysis, and feasibility determination of a proposed alternative transportation project. Contact the Vermont Agency of Transportation Bicycle and Pedestrian Coordinator, 133 State St., Administration Building, Montpelier, VT 05633-5001, phone (802) 828-5799.

Recreation Trails Program

This fund is part of the Vermont Recreational Trails System Act passed by the 1994 legislature. An amount is appropriated into the fund each year based on the portion of gas tax revenues paid by off-highway vehicles such as snowmobiles, ATVs and off-road motorcycles, in Vermont. Of this amount, 20% or approximately \$74,000 is made available for grants to municipalities and non-profit organizations for trail design, construction and maintenance. It is a reimbursable program with a 20% cash or in-kind match required. Grants are typically due the first week of February. Contact the Recreation Section, Department of Forests, Parks and Recreation, 10 South, 103 S. Main St., Waterbury, VT 05671-0604, phone (802) 241-3689.

Rivers, Trails and Conservation Assistance Program

RTCA is administrated by the National Park Service and provides technical assistance to states, communities and conservation organizations for a wide variety of trail, river and greenway projects. NPS staff

work cooperatively with local trail groups, conservation organizations, and state agencies on developing new trails and creating rail-trails, conserving open spaces and creating greenways, protecting and restoring river resources, publications and workshops. Eligible applicants include private, non-profit organizations and Federal, State and local government agencies. Project applications are due July 1 of each year and are competitively evaluated according to criteria of resource significance, tangible conservation goals, public support, and broad cooperation. Contact the National Park Service, Vermont/New Hampshire Field Office, The King Farm, 5 Thomas Hill, Woodstock, VT 05091, phone (802) 457-4323.

Land and Water Conservation Fund

This is a federal matching project grants program whereby municipalities and certain state agencies can apply for and receive funding for acquisition and/or development of outdoor recreation facilities. Eligible projects include trail and recreation path development, and acquisition of trail rights-of-way. LWCF can provide up to 50% of the total costs of a project. Supplemental state matching funds may also be available for municipal projects. Contact the Recreation Section, Department of Forests, Parks and Recreation, 10 South, 103 S. Main St., Waterbury, VT 05671-0604, phone (802) 241-3689.

Vermont Youth Conservation Corps

Since 1985, VYCC has completed thousands of hours of conservation work to enhance Vermont's natural resources. VYCC provides employment for Vermont youths in a variety of conservation projects across the state. VYCC can provide expertise and help in planning, designing and layout of trails, particularly backcountry trails (even if VYCC will not be constructing the trail).

Communities can either hire a crew through the Fee-for-Service program or apply for a 60/40 match through the Local Greenway Projects Community Grants. Contact VYCC, 103 S. Main St., Waterbury, VT 05671-0606, phone (802) 241-3699.

Vermont Agency of Natural Resources Watershed Grant Program

Through a program funded by Vermont's motor vehicle Conservation License Plates, eligible projects include a wide variety of water-related initiatives that promote fish and wildlife habitats, water quality, shorelines, stream-banks, recreational access and trails, and historic and cultural resources. Application guidance and forms is available beginning in August, completed applications are due in November, and funding decisions are made in January. Mini-grants for projects costing \$200 to \$1,000 and grants for projects over \$1,000 are available. Contact the Vermont Department of Environmental Conservation, Water Quality Division, 103 S. Main St., Waterbury, VT 05671-0408, phone (802) 241-3770.

Vermont Urban and Community Forestry Program

Through the Trees for Local Communities (TLC) Grant for community forestry activities, \$65,000 will be available as grants awarded to municipalities, community tree boards, local volunteer organizations, educational institutions, civic groups, and approved non-profit organizations. Eligible projects should stimulate and increase public awareness of the critical role trees play in maintaining a healthy environment; promote the formation of, and provide support to Tree Wardens, local tree boards, planning and conservation commissions, and local volunteer groups; encourage communities to consider the multiple values and uses of trees in municipal planning; and promote the planning, planting and maintenance of

vegetation in urban and rural landscapes. One such transportation related value is traffic calming. This program requires a 50% match in the form of cash, services or in-kind contributions. Four different grant options are available: Community Planning/Educational Grants from \$500 to \$4000, with eligible projects including street and park inventory programs, streetscape designs, forest resource planning, management and educational programs; Planting Grants from \$500 to \$4000 for communities with on-going urban and community forestry programs or who are attempting to follow-up on a previous planning grant, purchase and planting of trees, and all trees will require a three year maintenance guarantee on survival; Maintenance Grants from \$500 to \$4000 for maintenance activities such as pruning, cabling, and fertilizing of either cultural, historic or other significant trees for communities with on-going urban and community forestry programs and a designated Town Tree Warden; and Mini Grants from \$25 to \$200 as seed money for communities and organizations for training, reference material, single tree purchase and Arbor Day activities. Project filing deadline is February, with grant approval in March and funds available in early spring. Projects must be completed in one year. Contact the Vermont Department of Forests, Parks and Recreation, Urban and Community Forestry Program, 103 S. Main St., Building 10 South, Waterbury, VT 05671-0601, phone (802) 241-3678.

APPENDIX

PHOTO INVENTORY

JULY 25, 2002 WORKSHOP NOTES

WORKSHOP ATTENDANCE SHEETS

NEWSPAPER ARTICLES

NHDOT COST -ESTIMATE SHEETS

MAPS

GENERAL PROJECT AREA

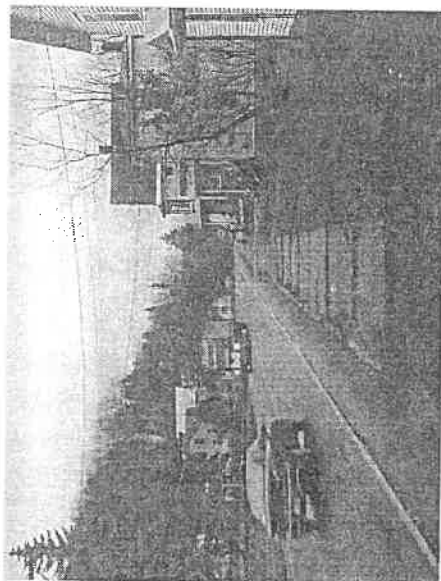
VILLAGE INSET ONE

VILLAGE INSET TWO

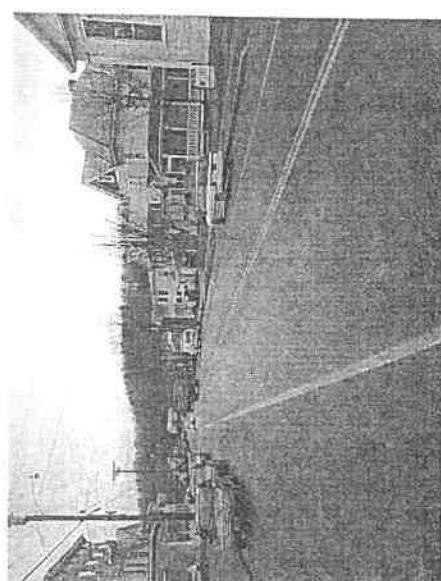




Western most section of VT 15 Johnson



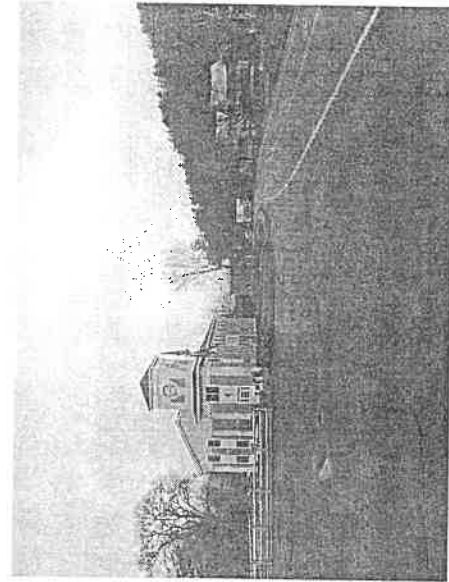
Western most beginning of sidewalk on VT 15



Westbound VT 15 Main St. Johnson



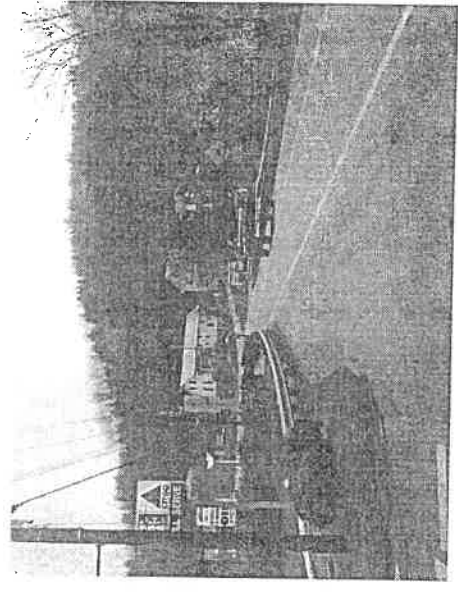
Western Gateway Johnson



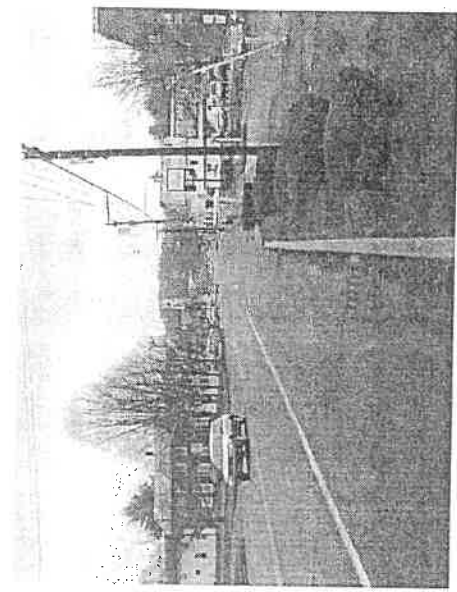
Johnson Town offices Westbound



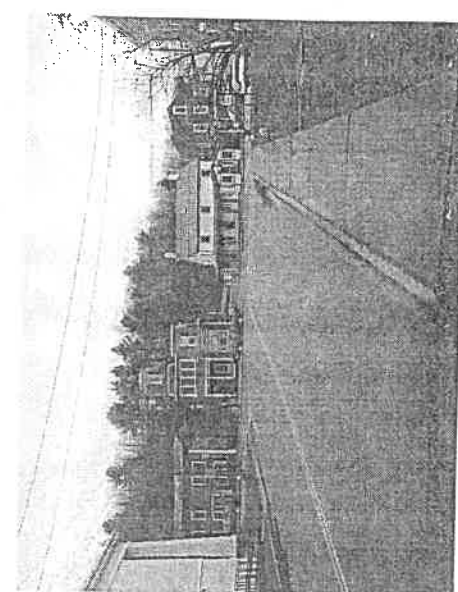
West end VT 15 Main St. Pedestrian Crossing.



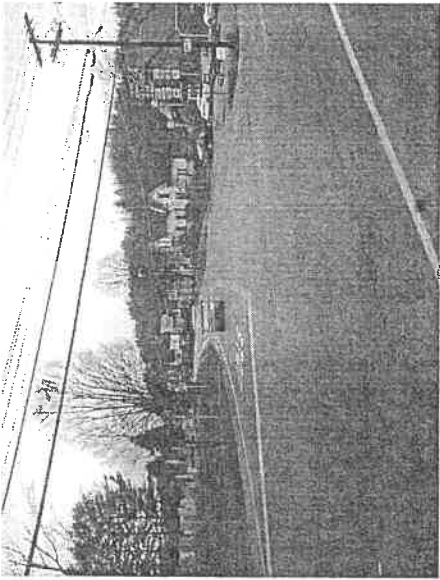
Grand Union Bridge



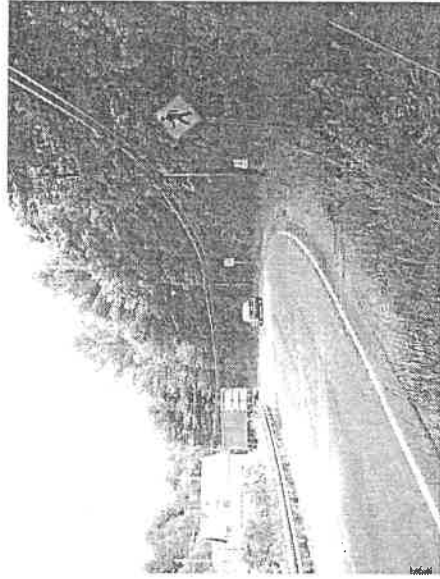
Front of Grand Union Eastbound VT 15



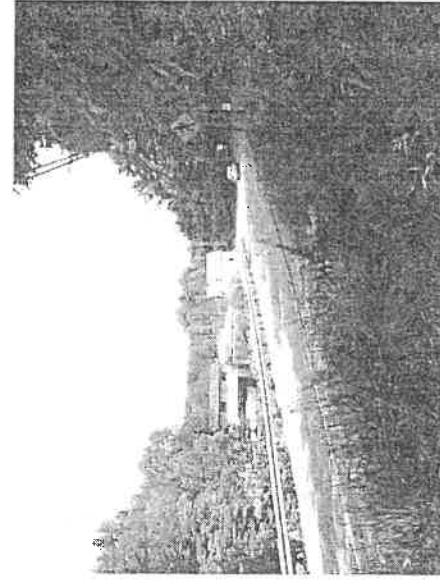
View of Scholl St. and VT 15 intersection.



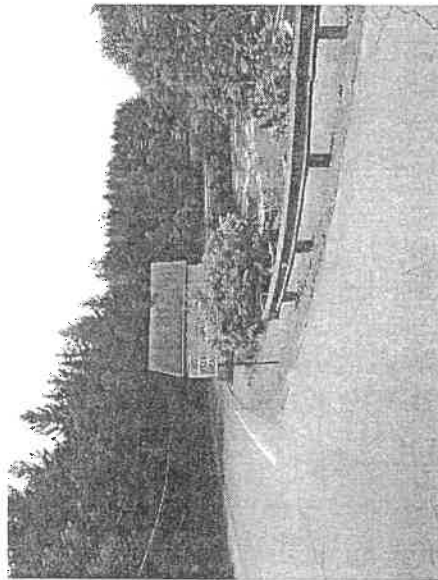
Intersection of Routes 100C and 15,



Route 100C North



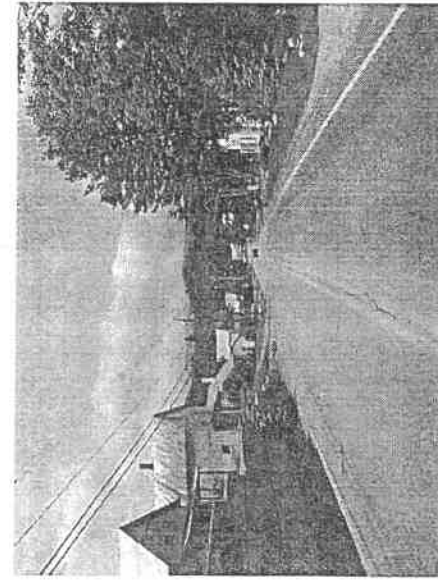
Route 100C North



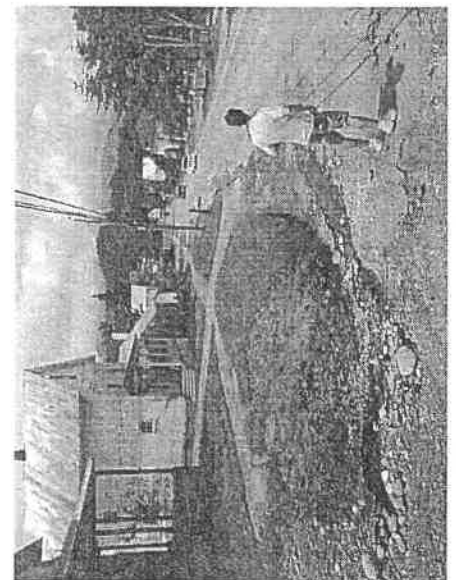
Route 100C South from Power House Bridge



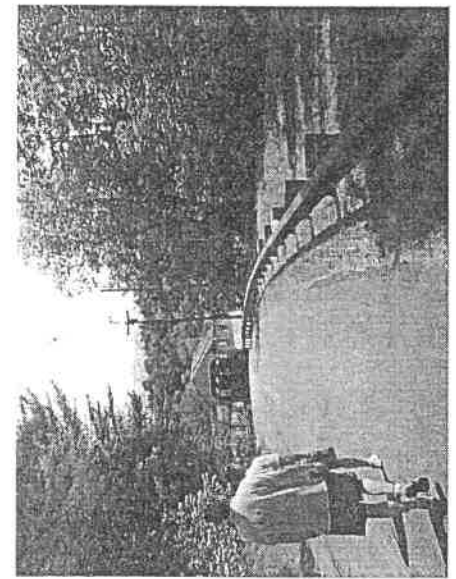
Route 100C South



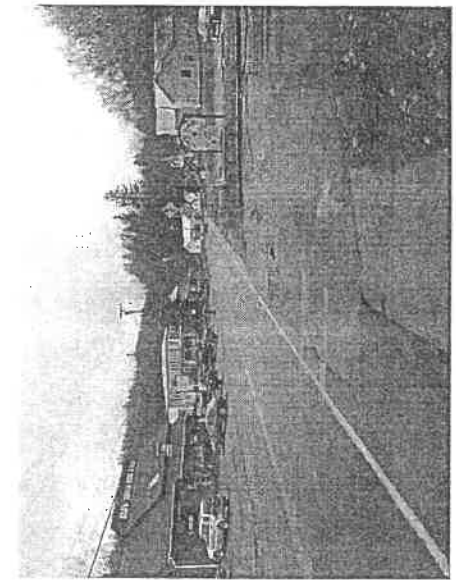
Route 100C South entering Village



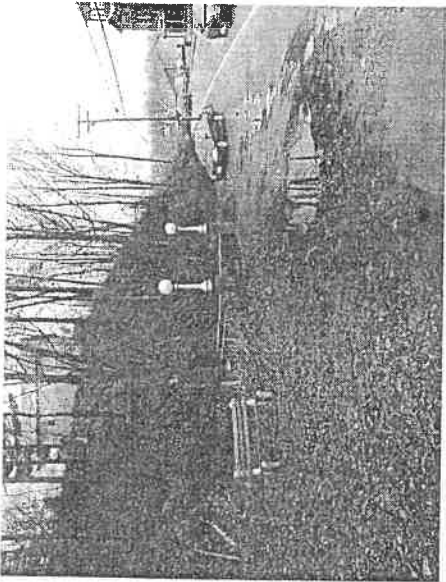
Route 100C Northbound lane looking South



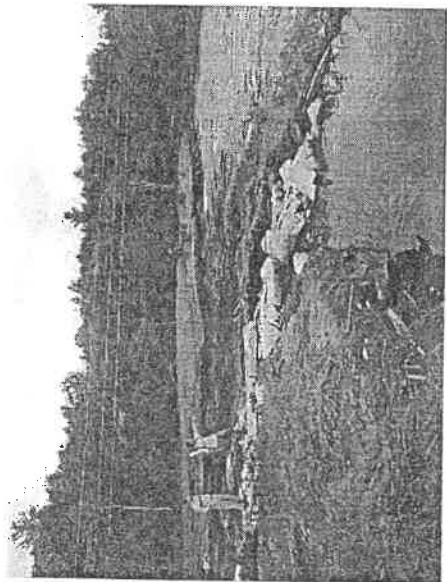
School St. to Powerhouse Bridge



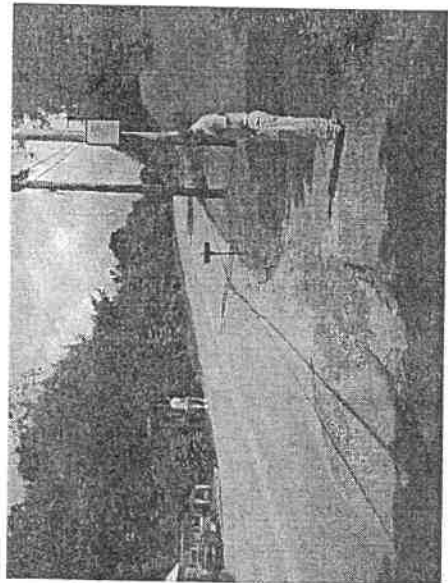
Route 15 looking East



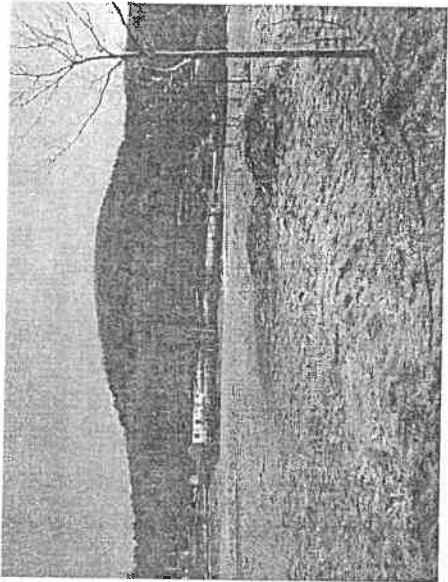
VT 15 eat end Spring Park



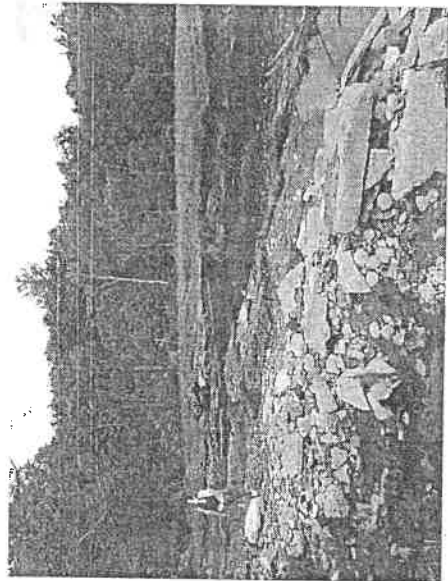
Behind United Church 2



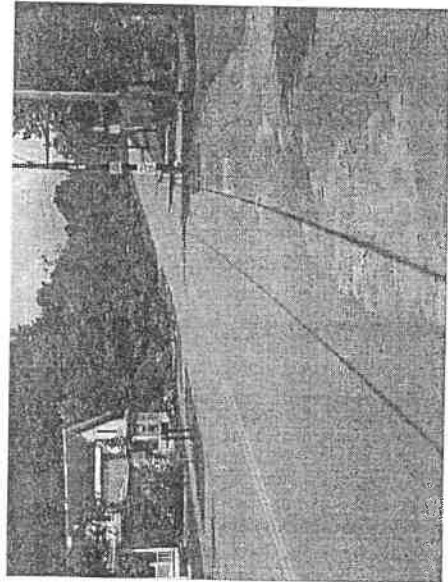
End of Sidewalk North bound Clay Hill Rd.



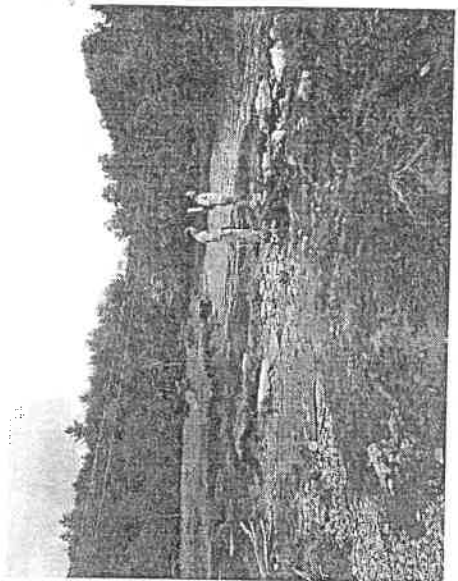
Old Mill Park Basketball court site



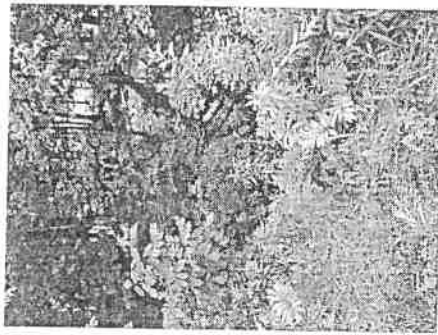
Behind United Church 3



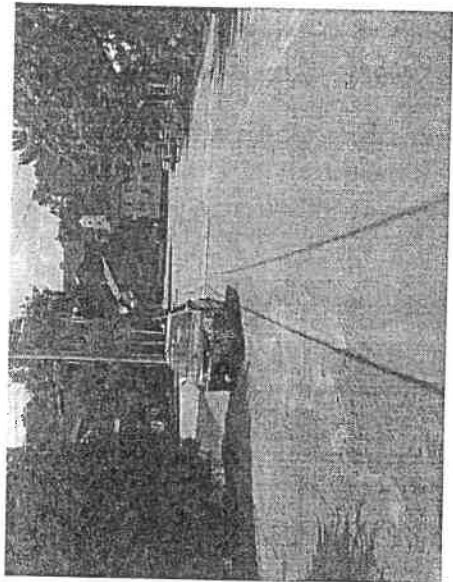
Clay Hill Rd. North bound



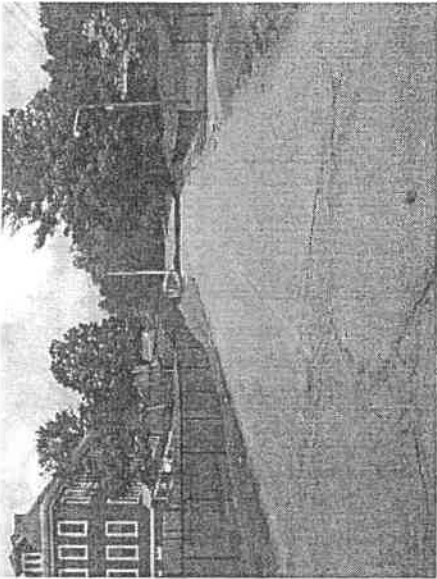
Behind United Church



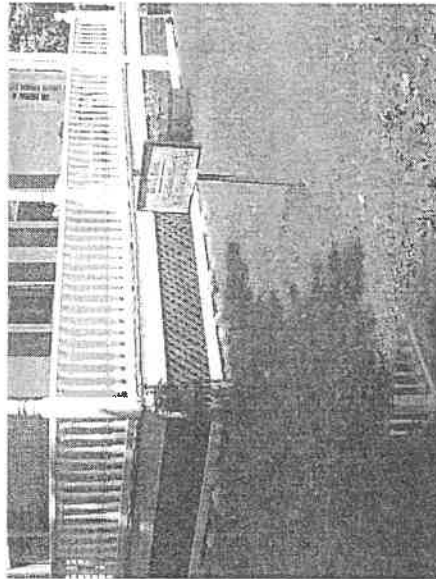
Clay Hill Path to Johnson State College



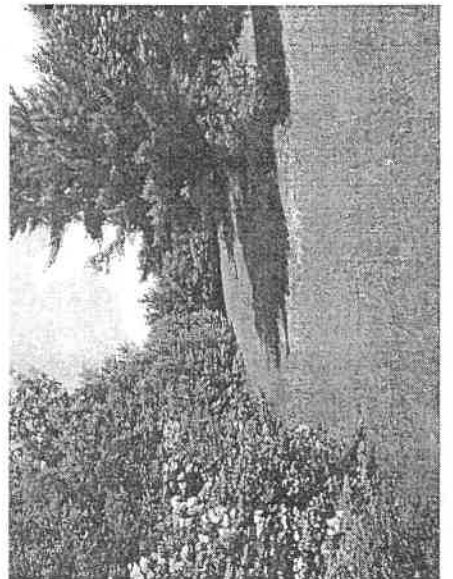
Clay Hill Rd. looking South



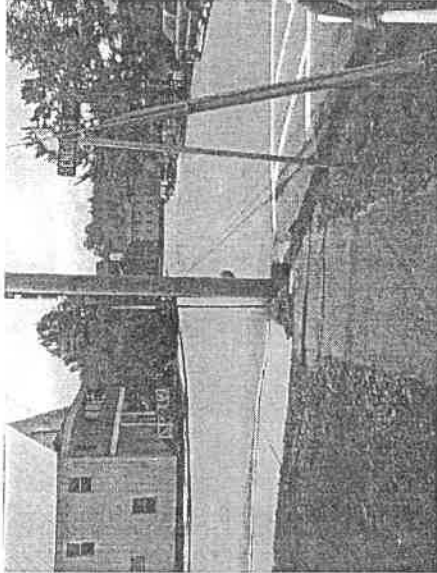
View up College Hill Rd.



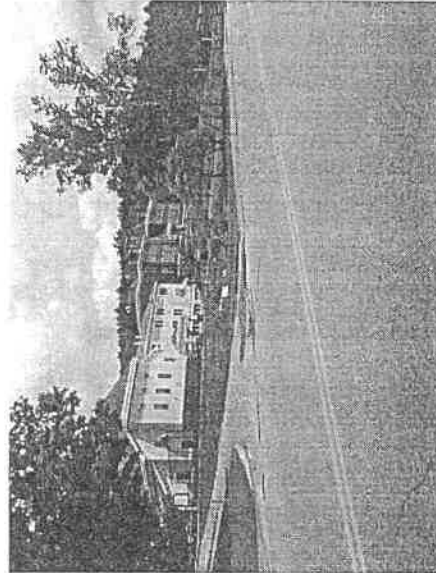
Duba Recreational field access and sigange



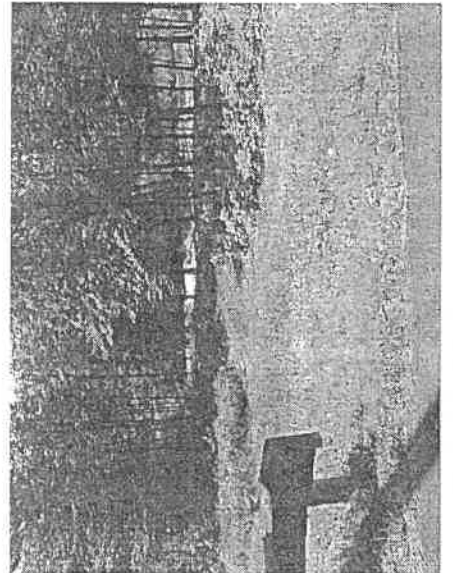
Hill on Beard Property



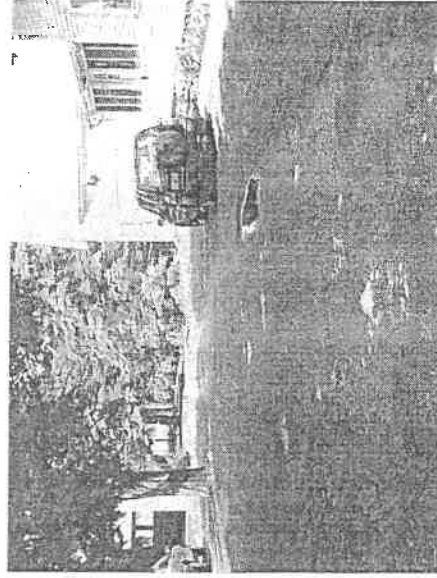
Corner of School St. and Clay Hill Rd.



Johnson Elementary School



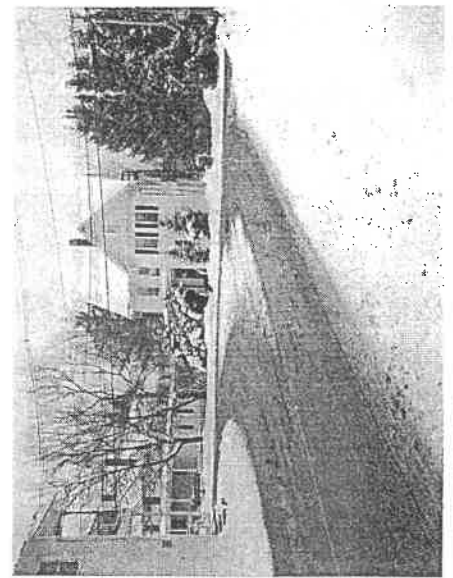
School St. trail to Gihon River



Duba Recreational Field access



Gihon River view South



Johnson house corner of Clay Hill and School St.



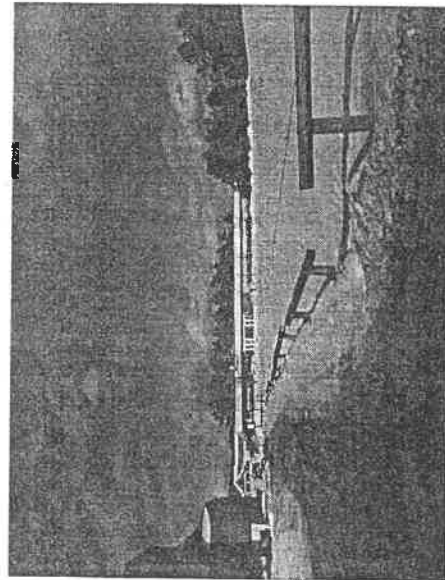
Johnson Pathways Plan Public Meeting



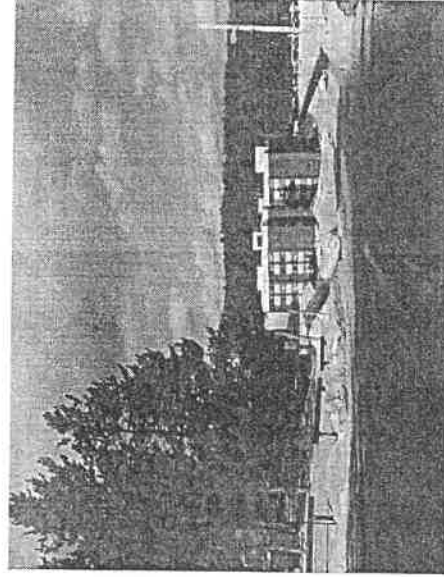
Johnson Pathways Public Meeting



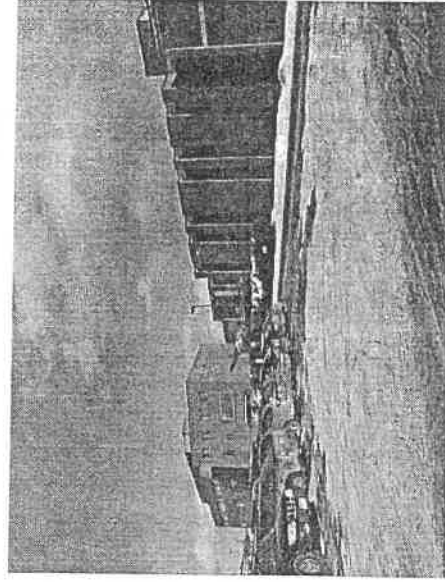
Johnson Pathways Public Meeting



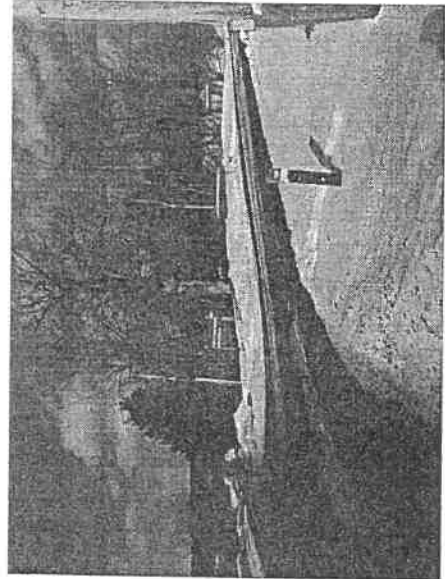
JSC Dibden Center Access



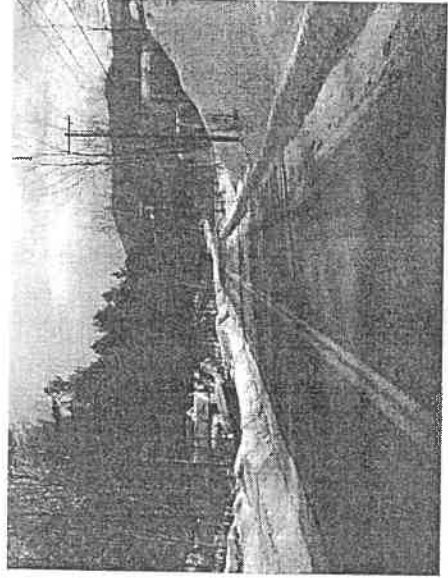
JSC Dormitories



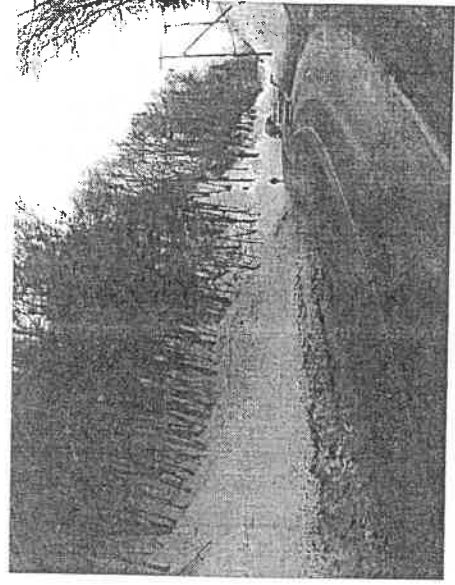
JSC Parking lot



JSC Main Entrance



Clay Hill Rd. looking south



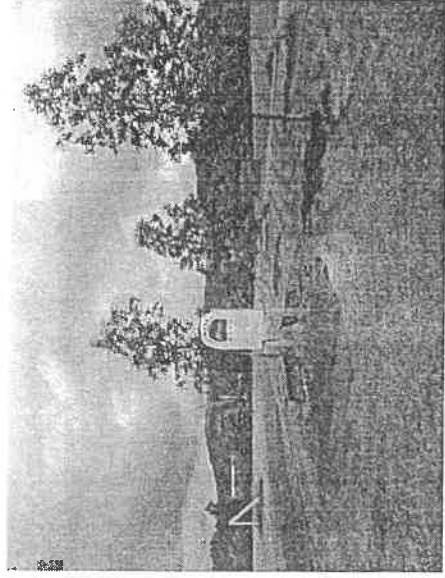
VT 15 Eastern Gateway



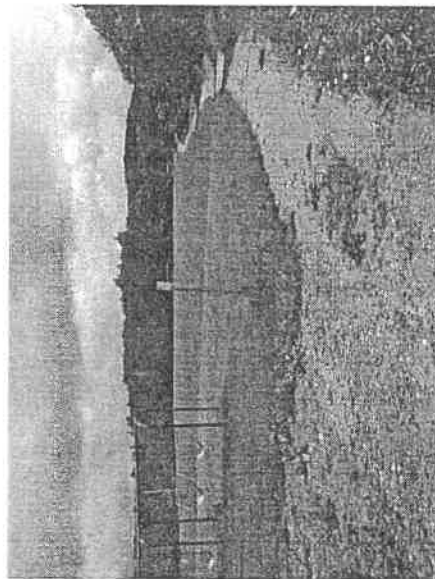
VT 15 Eastern Gateway to Village looking West



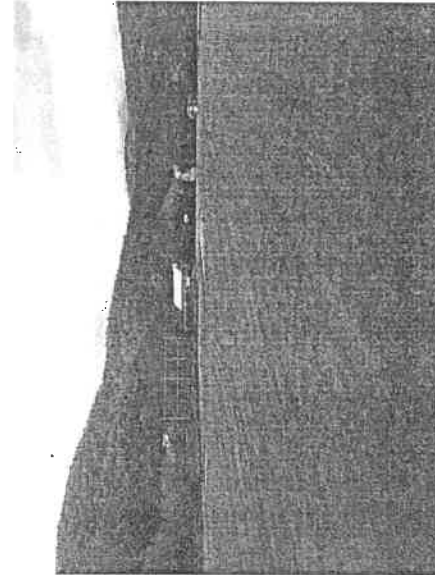
Old JSC access road off of Clay Hill



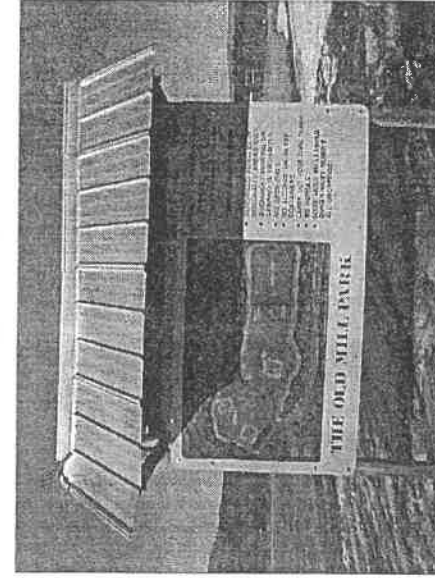
Old Mill Park



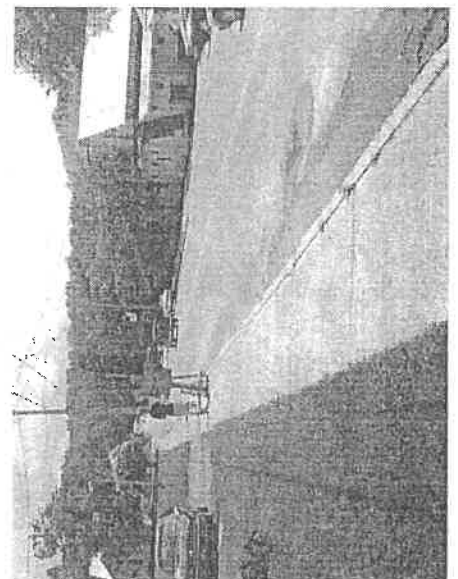
Old Mill Park Access



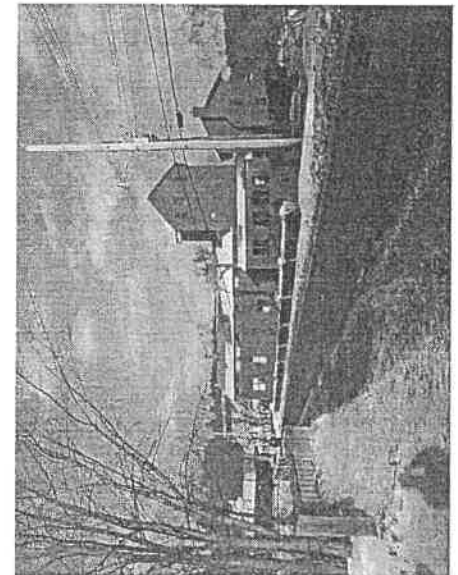
Old Mill Park fields



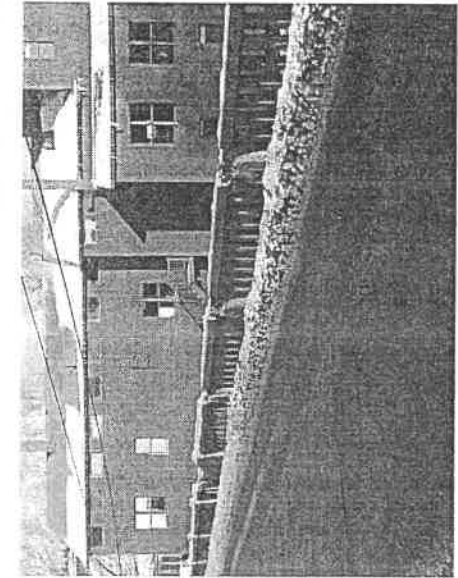
Old Mill Park sign



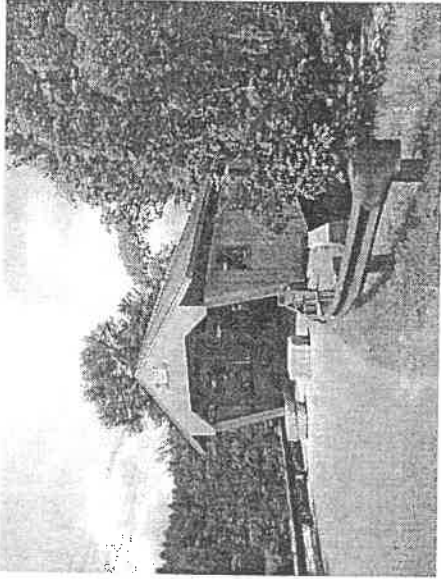
Painter on School St.



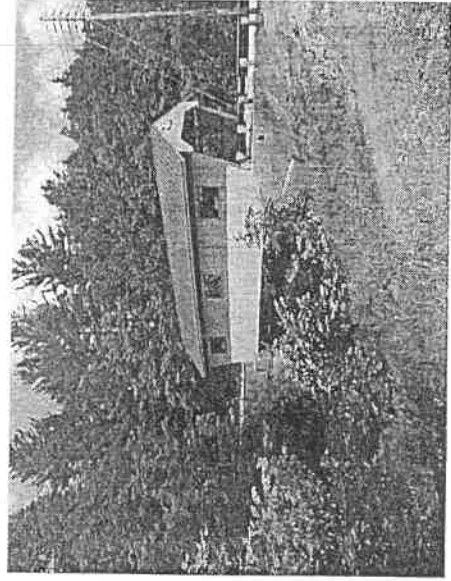
Pearl St. And Vermont Studio Center



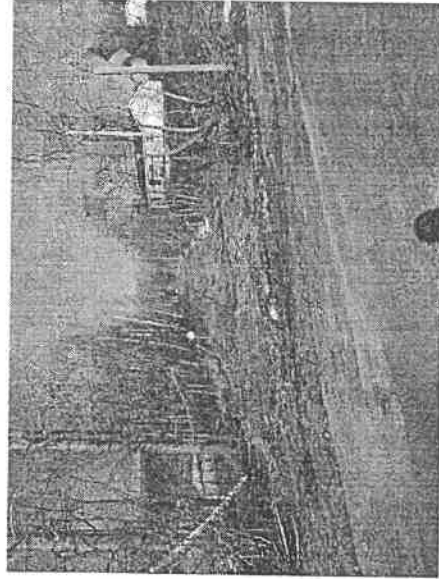
Pearl St. Bridge



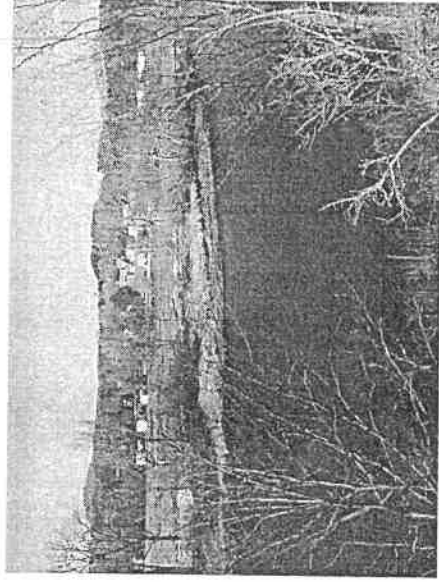
Powerhouse Bridge



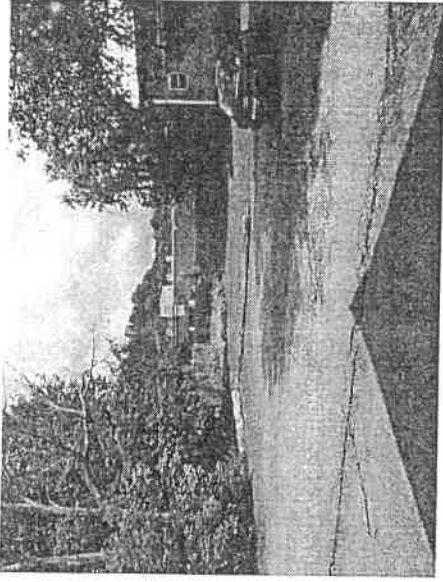
Powerhouse Bridge



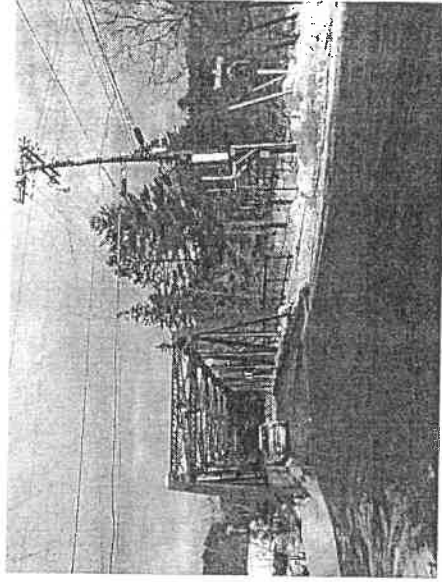
Rail line at Old Mill Park



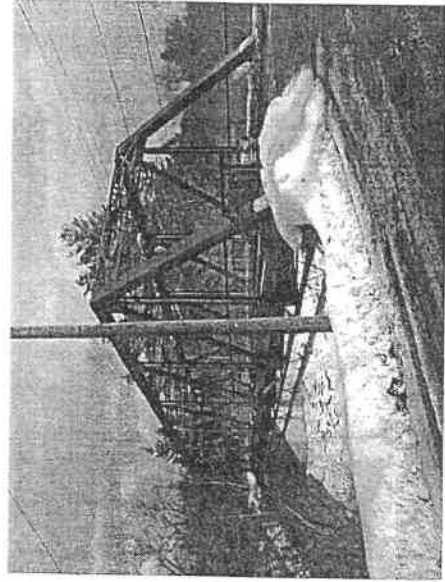
River banks at Old Mill Park



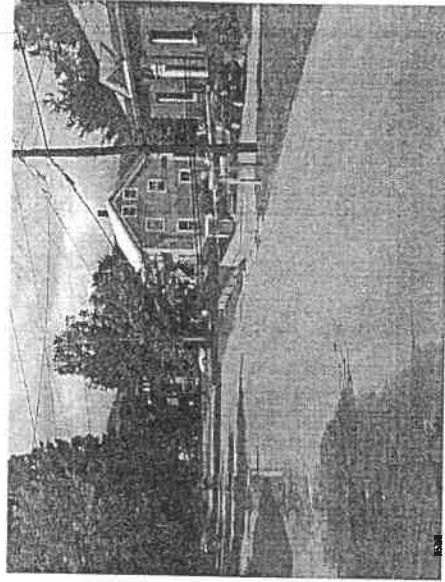
Parking lot behind library



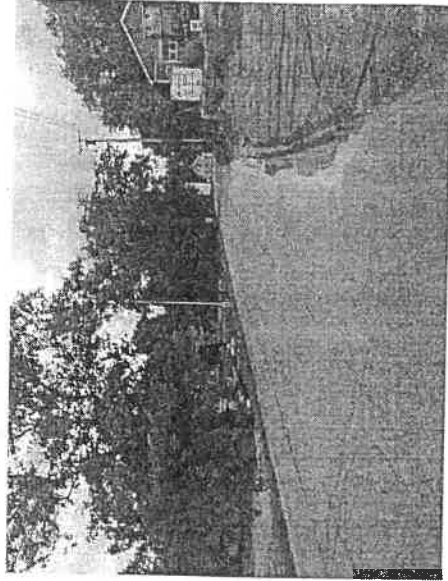
Railroad St. Bridge



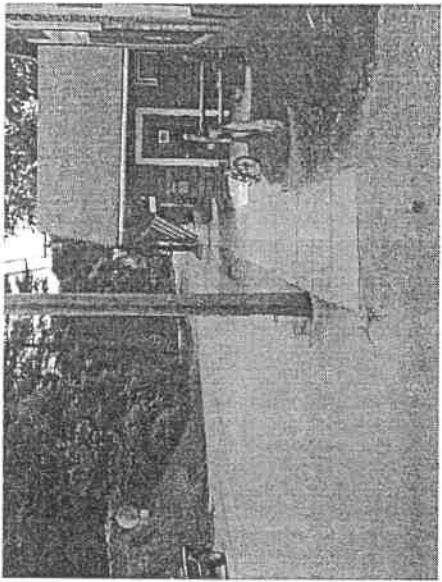
Railroad St. Bridge



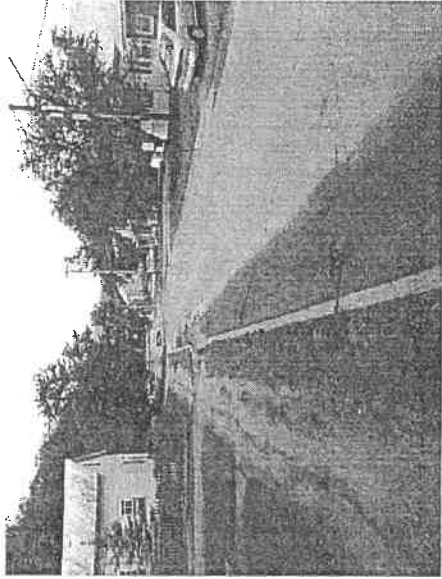
Railroad St. library



Railroad St. North of Bridge



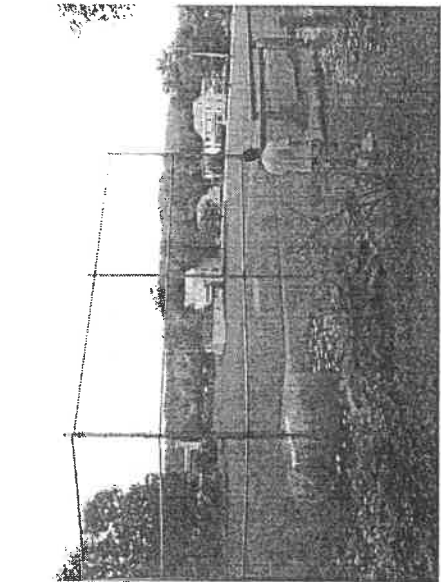
Railroad St. North sidewalk



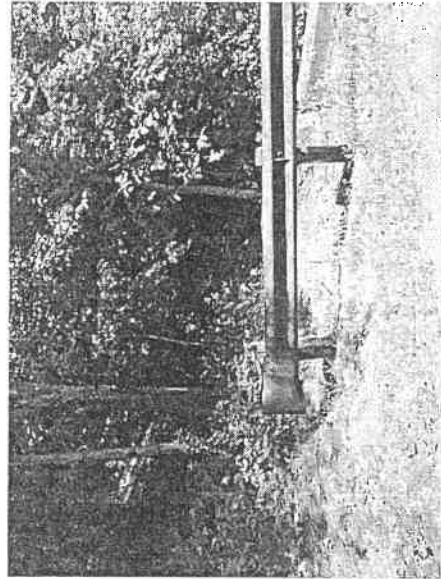
Railroad St. sidewalk



School St. West



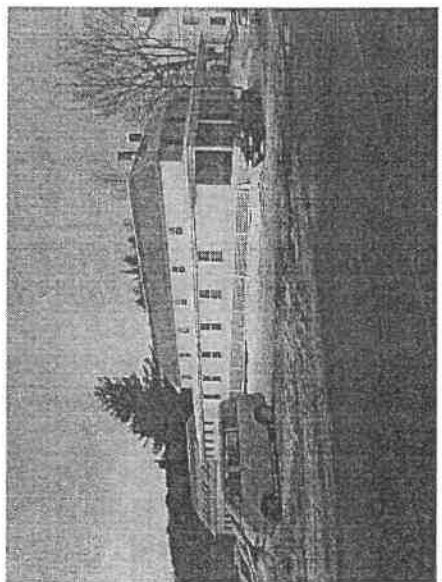
School St. ballfield



School St. trail access near Powerhouse Bridge



Vermont Studio Center



Vermont Studio Center



Vermont Studio Center



Vermont Studio Center view from School St.

Johnson Pathways Plan Public Workshop
July 25, 2002

The purpose of this workshop was to introduce the Pathway Planning Project to the citizens of Johnson and to identify and discuss potential pathways in the greater Johnson Village area. The attendees, facilitated by Lamoille County Planning Commission staff and Johnson Planning Commission members, worked in small groups of 4-5 people to identify areas within and adjacent to the greater village area that are of interest to consider for pathway connections. The results below represent a summary of all concepts discussed by the group. An attendance sheet for the meeting is also provided as part of this report.

It is important to note that all of the concepts identified are for discussion purposes only at this time. Progress on any of the concepts mentioned will require considerable public process and coordination, and in the case of those concepts that would require use of private property full cooperation of the property owner. Private landowners fully reserve the right to decide if they would be willing to participate and if so, to what degree. Also, as footnoted, the Rail Corridor is state property, and although it appears the corridor is on its way toward establishment as a recreational trail, considerable communication and coordination will need to take place between all interested parties including the state, Johnson, other towns in the region, and other users groups including VAST and other trail users groups.

Johnson residents generated the following concepts at the workshop:

Red Group

- A rail trail should link Old Mill Recreation Fields to Green Mountain Club proposed bridge over Lamoille River currently under consideration.
- The rail corridor¹ should be a pathway connection from the crossing with Railroad Street to the Old Mill Recreation Fields and onward in a westerly direction. Destinations to the west include the Long Trail, the Forget Me Not Shop, and the Long Trail Tavern. There is a possibility of connecting a rail trail to the Long Trail at the new Ithiel Falls Bridge if that project is successfully implemented. It was also noted that there is remnants of a path from Kullman's/Lehoullier's that parallels railway.
- Railroad Street should have sidewalks on both sides from Main Street all the way to the Old Mill Recreation Fields. A sidewalk is needed on both sides of Rail Road St. connecting the library and making it safer for the residents on the street.
- The Old Mill Recreation fields should be linked to the skatepark via a bridge over the Lamoille River.
- Sidewalk that ends at Parker & Stearns should continue on to the Old Mill Recreation Fields. This connection could either follow Railroad Street all the way to the existing entrance to the Old Mill Fields or it could also follow the rail bed from Parker & Stearns.
- River Road, north of Railroad Street should be a connection to the north end of the Old Mill Recreation Fields. A connection to the Old Mill fields from the Riverview apartments on River Street should also be investigated.
- A "Riverwalk" should be established beginning at Pearl Street at the Studio Center building. This path should follow the north side of the Gihon, up to the Duba baseball field, around the perimeter of the baseball field, back along the contour of the river to the bank property, up to Main Street. From there, it should cross Main Street, down along the river and back up to the

¹ All rail corridor recommendations are made under the assumption the corridor will be successfully railbanked and developed as a multi-use four-season pathway. This process has commenced in the summer of 2002 with VTrans having hired an attorney to file for railbanked status with the Federal Surface Transportation Board in Washington, D.C.

firehouse and town office parking facility. Bridge crossings should be considered connecting the northeast side of the Gihon with the southwest side in the oxbow area. "Gihon River Walk" to connect Duba field to the power house swimming hole via a green space trail running along the Gihon River and possibly extending past Duba field to the peninsula behind the United church.

- Clay Hill Road should have better facilities for bicyclists and pedestrians at least up to the college entrance. JSC campus needs to have a sidewalk up Clay Hill and possible pathways leading up to campus east from Clay Hill Rd. either through existing trails through the woods, the old President's house Rd, power lines, and so forth.
- The Johnson Elementary School should have sidewalks around it. Currently, they exist on School Street, but they should also continue up College Hill to Mack Mudgett Drive, and on the west side of the school property between the ball field and the school parking area. The areas to, from and around the Elementary School need to be made more pedestrian friendly, which could mean completing sidewalks that end in odd places and do not connect well with other sidewalks. So that pedestrians don't have to compete with cars and buses.
- A path connection between School Street, crossing the Gihon River at the COOP building and extending to the south side of the Gihon at the rear of the Stearns convenience store property should be re-investigated. This is the footbridge from Johnson Elementary School South to Main Street pursued a number of years ago.
- A "Village Loop" consisting of School Street, VT100C, Main Street, and Pearl Street should be formalized. Acceptable bicycle and pedestrian facilities should be established and maintained on all portions of this route. The group identified this loop as needing much improvement for bicyclists and pedestrians. The loop includes School St., Pearl St., Route 15, and 100C, is very popular though dangerous as there is no sidewalk down the VT100C stretch from the Powerhouse Bridge to the village. This route also carries substantial truck traffic. It was suggested a sidewalk be constructed down both sides of 100C or construct a parallel path or dedicated lane for pedestrian movement.
- Bicycle and walking facilities should be established on VT100C out to the vicinity of Johnson State College trails and connected to this network. The VT100C facilities should also extend further out to East Johnson.
- Town office sidewalk currently ends at the Grand Union Bridge and should continue westward to Bradley's and East to Katy Win Road.
- Connect wooded area above Clark Avenue and West of Katy Win Road. "Congers Woods" is privately owned but publicly used footpaths and logging roads already exist.
- College ski trails north of the tennis courts could be a possible connection to VT100C from the College

Other general comments

- There was a discussion of "greenways" versus paved or crushed stone pathways. Greenways tend to be more aesthetically pleasing and possibly more agreeable to potential landowners.
- There was also discussion of what types of uses the path would have motorized vehicles vs. bike/ped use.
- Sidewalks end in weird places- should continue to somewhere
- Village use of CO-OP as a teen center/health center/community building
- Publish a directory or maps of trails/paths/loops measured on roads, etc. that already exist. Town map of these things would be beneficial, as people have no idea of what's already there.
- Investigate old roads that could be used as pathways
- There are 3 tiers of trail use
 1. Non-motorized travel
 2. Bikes added
 3. ATV snowmobile
- Trees should be planted on School St. to make it more of a town green and help calm traffic

- Easier access to parking at Duba field should be provided and could be connected to the park by the school ball fields.
- Potential pathways exist on contiguous land North of Marvin's and East to 100C (Butternut Farm area/Lenel property), College trails connect with Hoag Road. And Paths continue on to Ben Ober Hill Rd.
- There is a need for a bike lane or parallel path separated from VT15 (safer!) from the far West edge of town (at river crossing by Hogback) to far East edge (Katy Win)
- Overall priority for improvements should be:
 1. sidewalks
 2. recreational paths off roads
 3. loops combining sidewalks/paths
- Johnson should have a plan in place to implement these proposed improvements when other projects occur such as re-paving, bridge construction, and so forth.
- There is concern about snowmobiles currently cruising up and down Rail Road Street and potential for snowmobiles to dominate the rail corridor in winter railroad is converted to trail.
- Johnson is home to two beautiful rivers and being such an attractive asset to the community the group felt that all riverbanks along waterways should be identified to see if there is potential for trail construction and access.

Blue Group

- There is a lack of adequate parking at the Library
- There is a need for a sidewalk up Clay Hill Rd. or a path running up Clay Hill and connecting to lower pond on the JSC campus. This requires communications with college.
- The Old Mill Recreation Park area would be ideal to connect to and from via a rail corridor path.
- VT100C needs a sidewalk to utilize The "Loop"
- Sidewalks on VT15 to trailer parks north and south of the village are needed.
- A footbridge from COOP to Stearns across Gihon River was looked into a few years ago. Landowner's gave permission for use and a grant application submitted by Doug Molde was not funded. This effort should be reinvestigated.

Black Group

- A path facility of some type, either adjacent to road or part of Clay Hill Road, should be established from the village up to the JSC entrance. JSC campus is important part of community and being that there is no sidewalk up Clay Hill and poor connections up College Hill Rd. Need a sidewalk up Clay Hill and a sidewalk connecting College Hill to School St. or possibly constructing a path through the woods off the East side of Clay hill up to campus.
- A sidewalk should be established on Main Street from Gould Hill Road to the Town Offices. Also on the south side of Main Street from the end of the existing sidewalk west of the Town Offices, extending out to Center Street.
- The "Conger's Woods" area should be investigated for inventory of existing paths and/or the possibility of pathway establishment. "Congers woods" is a very nice wooded area with trails that should be connected to the path network.
- A sidewalk should be established on the west side of VT15 up the gulch on the east end of the village. It should begin at the end of the existing sidewalk and end at the entrance for the Katy Win Mobile Home Park.
- A rail trail should be established southeasterly from the village extending to the Dog's Head area as a destination. This wetland area has a (should have a) designated existing bird/animal sanctuary. It also offers the confluence of the Lamoille River and... The River Rd. area of off Rail Road St. was focused on as being a valuable scenic area to the village and widely used by pedestrians and bikes. Suggestions regarding the use of the rail bed as a pathway were made as it

travels parallel to the river and would be a nice way to connect scenic areas such as Dog's Head Falls and the wetland area further up the river has been unofficially identified as a conservation area/bird sanctuary that could be connected to the pathway. Rail, Rail, Rail, would like to see it used for alternative travel (bike/ped) instead of having to walk on the road.

- A sidewalk should extend up College Hill Road from School Street to the existing section of sidewalk on College Hill Road.
- A sidewalk should be established on School Street from College Hill Road to the Powerhouse Covered Bridge.
- Bike/walk loop down School St, over Powerhouse Bridge and down 100C to village needs a sidewalk. It is a well liked and traveled route by many people and is not safe for bike/pedestrian travel.
- Currently there is no sidewalk between the Laundromat and the town offices. In the winter pedestrians are forced to walk on the side route 15. Need a sidewalk connecting town offices to the rest of the village.
- Katy-win trailer park has no sidewalk to village only way to get to village is by walking on the side of route 15 need a sidewalk for residents.
- There was a discussion of "greenways" versus paved or crushed stone pathways. Greenways tend to be more aesthetically pleasing and possibly more agreeable to potential landowners.
- There was also discussion of what types of uses the path would have motorized vehicles vs. bike/ped use.

Green Group

- A rail trail should be established in both directions from the Village. Southeasterly toward Dog's Head and onward and westerly to connect with the Cambridge Greenways rail trail as well as a connection to the Long Trail west of Johnson. Use of the rail bed as a path to access Dog's Head falls and creating a loop path back to town through Congers woods or other routes.
- Establish a Riverwalk path on the north side of the Gihon River, beginning at approximately the Powerhouse Bridge, following the river to the Studio Center on Pearl Street. Path should cross Pearl Street and continue onward along the river connecting to the existing baseball field, continue around the Oxbow, ending with a connection to Main Street just west of the Main Street Bridge. The path should then cross Main Street, following the river, passing through the Town Offices/Fire Station/Sewer Plant property to the connection to the Lamoille River. The path should then continue up the Lamoille River, connected at Main Street again by a sidewalk at the section where VT15 and the river touch. The path should then continue adjacent to the Lamoille River, terminating at the fields where the skatepark is currently located. A big long all-encompassing trail scheme was devised to include various village areas. The trail would begin at the Power House Bridge and run along the river all the way thru town down to the skate park. The loop could also travel on down to Dog's head falls via the rail bed, cross the river and loop back to town thru Congers Woods and come out on route 15 across from Katy-Win road.
- The "Conger's Woods" area should be investigated for inventory of existing paths and/or the possibility of pathway establishment.
- A pathway loop should be established using Clay Hill Road, the power line right of way and Gould Hill Road. Village residents currently used this as a walking loop. Another possible loop trail could be made to encompass Gould Hill Road, Clay Hill Road, the power line alignment, and possibly connecting to JSC campus.
- A path connection between School Street, crossing the Gihon River at the Electric COOP building and extending to the south side of the Gihon at the rear of the Stearns convenience store property should be investigated. (See previous Doug Molde enhancement application)
- Establish sidewalk on Main Street between VT100C and Collins Hill Road. Investigate a connection up Collins Hill Road, into the woods to connect to the Katy Win Mobile Home Park.

- Investigate a connection to Scribner Covered Bridge, presumably via VT100C.
- Establish sidewalks in the St Johns Street neighborhood.
- Work with JSC to investigate trails emanating from the VAST trail crossing the northern portion of the State College property.
- Investigate the use of the power line corridor from VT100C west all the way out of the village.
- Other path ideas include constructing a path that runs from Pearl St. to the town offices following the Gihon River. Other River routes should be identified
- A potential loop trail covering Clay Hill Rd., power lines, and VT 15, was identified.
- VAST trails that run near and through some northern parts of JSC lands could be connected to create a more cohesive trail network.
- The group also identified a need to have a path that leads to the long trail going west out of town.

Meeting: Johnson Pathways Plan
 Date: March 27, 2003
 Location: Johnson Town Offices

Lamoille County Planning Commission
 43 Portland Street, Morrisville, VT 05661
 (802) 888-4548 - ph (802) 888-6938 - fax

PLEASE SIGN-IN

	Name:	Address:	Phone #
1	Tim Page	LPC 43 Rutland St. Morrisville, VT 05661	888-4548
2	Joe Salerno	P.O. Box 259	635-9596
3	Dave Pelletier	L.C.P.C.	888-4548
4	Cory Stumpf	290 Lower Main West	635-7568
5	ERIC OSGOOD	51 Clay Hill	635-2138
6	Walt Herald	249 School St.	635-7748
7	NAT GOODHUE	P.O. Box 235, STOWE	253-2121
8	DAWN KENOGG	JOHNSON STATE 337 College Hill	635-1416
9	SHARON BURNS		
10	Douglas Mills	Johnson	
11	Walter Pomroy	"	
12	Ned Shepard	"	635-7021
13	Steve Reber	"	
14	Robert Schultz	"	
15	Bob Elby	1019 Waterman, Johnson	635-7214
16	FRANK FAVIER	128 MARVIN RD JOHNSON VT	635-7557
17	Laune Wells	PO Box 266/Johnson Vt	635 2784
18	Red Vieux	P.O. 371 Johnson	
19	Scott Meyer	372 Clayhill Johnson.	

	Name:	Address:	Phone #
20	Catherine Harris	PO Box 252 Johnson VT 05656	
21	Doris Farrington	PO Box 172 Johnson, VT	635-7828
22	Casey Romero	990 VT Rte 100C 05656	635-7215
23	Jessica Cullity	337 College Hill #610	05656
24	Dwice Butler		
25	Jan Gearhart	138 Marvln Rd	635.7557
26	Barbara Molloy	492 Railroad St	
27			
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Meeting: Johnson Pathways Public Workshop Sign In Sheet

Date: Thursday July 25th

Location: Johnson Town offices

Name	Affiliation	Address	Phone	Email
Bob Selby		1019 Waterman Rd. Johnson	635-7214	bobselby@VTUSA.NET
Neil Shepard		2051 Clay Hill Johnson	635-7021	shepard@badger.jsc.vtc.edu
Sharon Burns		3694-100C	635-7464	burns@pshift
Dee W. D.		195 Hilltop Dr.	635-7431	
Stuart Jones		Jamill View Dr	635-2663	
Kathy Clark		50 Clay Hill Rd Johnson	635-9596	Blacke.vermontstudios.org
NO School		885 Chenevix Rd	635-51	sekulz@pshift.com
Cinda Nolde	ser. Planning Comm	Johnson		
Danah Mohr		Johnson		
Scott Meyer		Johnson	635-2418	
Jackie Stanton		124 Railroad St.	635-9278	Stantonja@badger.jsc.vtc.edu
Diana Osborn		PO Box 355 Johnson 05656	635-2911	
JOANN BENFORD		233 Railroad St.	635-7157	J.BENFORD@PWSHIFT.COM
Kate Reckman				
Wal Lee Jones				
Gary Stetson				
				2752-550

Pathways Meeting

by Ben Hogwood

JOHNSON – The first public meeting to discuss the Johnson Pathways plan will be held on Thursday, July 25, at the Johnson Municipal Building.

Dave Pelletier, senior transportation planner for the Lamoille County Planning Commission, which is leading the planning effort, said the meeting will introduce the objective of the study, identify the areas people want to connect and state where the connections should be made. The public will also give input on the priorities of the ar-

reas that will be linked.

The goal of the pathways plan is to link important civic and recreational locations in the town, such as the Skateboard Park, the mobile home park, St. John's Knoll, Johnson State College, the Vermont Studio Center and the Old Mill Park Recreation Fields. The town received a \$10,000 grant from the Vermont Agency of Transportation's Bicycle and Pedestrian Program for this project.

The pathways program is another step to upgrading the Town of Johnson to a more pe-

See **PATHWAYS**, Page 10

The Elmore Selectboard has prevailed in an Environmental Court case in which the town legally challenged a ruling of its own Development Review Board. In an order dated Friday, July 5, Lamoille County Superior Court Judge Howard VanBenthuyzen granted the town's Motion for Summary Judgment and denied a Summary Judgment Motion filed by the attorney representing landowner William Noyes. The ruling effectively reversed the DRB's conditional use approval of a small woodworking shop in a village outbuilding owned by Noyes. The shop was to be operated by cabinetmaker Steven Mayer, of Elmore.

A year ago this month, Noyes applied to the Elmore DRB for a conditional use permit. When Noyes took ownership of the

building in... used to stor... according to t... by the DRB... building was... ety of comme... ing painting... maintenance... age. Most rec... was rented to... for commerci...

The DRB t... hearing on Sc... and granted... permit, with c... lowing mont... was amended... ing the build... "preexisting... ture," and defi... woodshop as a... conforming us...

In its Moti... Judgment, the... DRB was in th... the requested

Opera House Safety Overl...

by Ben Hogwood

HYDE PARK – The Lamoille County Players will be starting a new fundraising mission to bring the Hyde Park Opera House up to fire safety codes, said LCP Board of Directors member John Dunn.

The problems came to the board's attention when an electrical and fire marshal inspector came to the Opera House to okay some electrical projects LCP planned on doing. While there, he uncovered a number of deficiencies, including some big items that could total up to \$50,000.

The highest priced item the opera house needs is a sprinkler system, which is necessary at least for the stage. Dunn estimated the price to be between \$15,000 and \$20,000. If they do not put a sprinkler system in the whole building, they would have to drop the floor seating from 315 to under 300 seats and reduce the balcony seating from 90 to 46. Dunn said they would most likely put sprinklers in the entire building, putting the price

tag at approxi... The group wou... an additional... pump for eithe... tem.

The opera h... crash bars insta... ways and upgr... and emergency... must also be in... costume room... moved, as the... spector said th... a fire, the ceilin... The costumes v... moved to an off... sight. Three-q... work has alread... by its comple... would have d... \$8,000 buildin... fund.

LCP has to r... spector with a p... Friday, August... having a good... completed and... plete the rest by... be sufficient.

LCP has done... the Hyde Park... recent years. Th... See **OVERL...**



A young woman who fell asleep at the wheel while driving to work crashed into a telephone pole on Route 15 in Johnson on Monday morning, July 15. Hogwood photo

Driver Falls Asleep

by Ben Hogwood

JOHNSON – A young woman crashed her car into a telephone pole after falling asleep at the wheel in Johnson, on Monday, July 15.

Teiah Longtine, 18, of Lowell, was on her way to work when the accident occurred at approximately 10 a.m., police said.

Skid marks, 20 feet in length, led up to the crash site indicating Longtine awoke shortly before crashing. Her Toyota GT had heavy front end damage.

Longtine was transported to Copley Hospital with minor injuries to her chest and wrist. She was wearing a seatbelt, police said.

News & Citizen July 18, 2002

★ Pathways

Continued from Page 1

pedestrian-friendly environment. The town wants to link areas to which pedestrians often walk but perhaps via inadequate or partial facilities.

In 2001, the town raised money to look at Main Street pedestrian safety. As a result, the Main Street Committee was formed and has since repainted road crossings and added pedestrian crossing signs. The committee also plans on adding gateway signs at both ends of the village, introducing drivers to the village and warning them of walkers and bicyclists.

LCPC will hold another meeting in September, said Pelletier, to show the public the plans they have made for the village. This plan will serve as a blueprint when securing funding for construction and any additional engineering or design.

★ Overhaul

Continued from Page 1

new chairs and windows, renovated the basement, insulated the attic and repaired and preserved the Opera House's original hand-painted curtain. However, more work has to be done, said Dunn.

"Although the building looks really good now...it is by no means finished," he said.

★ 4-H Honor

Continued from Page 1

nominate the Lamoille County Field Days for the 4-H Citation of Service plaque."

State 4-H Foundation President Cindy Catto and UVM Extension Director Douglas Lantagne will be there on Friday, July 26 to present the award. A red award is expected



Cupid was watched over by Judy Clark and her assistant, as one of the many attractions at the Tailwag on Saturday, July 13.

C-Philbrick photo

Regulators Reach Settlement with Local Investment Adviser Rep

The Securities Division of the Vermont Department of Banking, Insurance, Securities and Health Care Administration has fined a Chittenden County securities broker for selling unapproved financial products to his investment clients, Commissioner Elizabeth R. Costle announced recently.

The Division alleged that during December 2000 Robert J. Hudson, of Underhill, sold charitable gift annuities totaling one million dollars to two investment clients. At the time of the transaction, Hudson was a broker-dealer sales representative affiliated with the firm of H.D. Vest Securities. Although both Vermont law and industry regulations prohibit securities

amount of restitution paid to the clients. In addition, Hudson was unable to apply for licensing for three months, will be required to retake licensing examinations, and will be subject to heightened supervision requirements.

"Investors have to contend with a complicated array of financial products on the market," Commissioner Costle said. "Prohibiting the sale of unapproved products is a crucial safeguard, and this department will act aggressively to protect investors from the sale of risky and unauthorized securities."

Hudson, who is no longer affiliated with H.D. Vest, is the sole owner of Alpha Omega Financial Services, Inc. in Essex Junction. Hudson neither admitted nor

Coming Ever

Beginning May 1, 2002, the *News & Citizen* and *The Transcript* Coming Events section will accept event listings by "for profit" groups and businesses who wish to advertise their event — for a \$5.00 per insertion fee, payable in advance of publication.

Non-profit groups, churches, schools, charitable organizations, and public organizations may continue to advertise their events at no charge. These free listings will appear one time each, or on a space available basis, in the *News & Citizen* and *The Transcript*.

The guidelines for any coming event remain the same: the basic who, what, where and when, limited to 25 words or less. No fees will be published. All coming events are subject to editing.

Thursdays June 27 - August 29
Morrisville Military Band Concerts: 7 p.m., Copley Bandshell at Peoples Academy. Weather permitting. Free. Call 888-3257
July 1 - 30

Tiles from River Clay: Clay workshop. Dig local clay, create a tile. Fee. Mon. and Wed. 10:30 - 12:30 a.m. Call 644-2991 or 635-2727
Tuesday - Saturday July 2 - 18
Pulitzer Play Dinner with Friends: St. Michael's Playhouse, Burlington. 8 p.m. July 6 matinee 2 p.m. Call 654-2281 for tickets and reservations.

July 5, 19, 26

Nature Walks at Trapp Family Lodge: Walk in the woods with a Lamoille County Naturalist. Call 888-9211 to register.

July 10 - August 7

Diabetes and You: Five week program, Johnson Health Clinic. 6 - 8 p.m. Meets AD requirements. Call 635-6689 to register.

Movies

had a discussion following the film. This movie is for the whole family and is limited. Please call Stowe Land Trust at 253-7221 for admission. Children are free. Admission. Children are free. Please pay at the door.



Jan Reynolds on her record setting trip over Mount Everest in a hot air balloon.

Jasper Feature

Camel's Hum...
 mont Public Radio...
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 three stories from...
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 April 27, at 7 p...
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Johnson Pathways Plan Nears Completion!

A public meeting will be held March 27, at 7 p.m., at the Johnson Town Offices to discuss the Draft Johnson Pathways Plan, including specific recommendations of the study. Join the Johnson Planning Commission to hear a presentation on the findings and recommendations of this study conducted by Lamoille County Planning Commission.

The study area includes the

village and adjacent areas. The objective of this planning effort is to identify opportunities for improvement in the present sidewalk and pathway network and to solicit citizen input to establish priorities.

For more information, call Dave Pelletier at Lamoille County Planning Commission, 888-4548 or Joe Salerno of the Johnson Planning Commission, 635-9596.

CREW Site Work Begins

CREW, Inc., is one step closer to realizing its final goal of a regional multi-use, multi-generational recreation facility. This week volunteers operating donated equipment began moving earth and clearing the way for ground breaking, projected for late spring.

"It's like Christmas!" comments Barb Farr, past board president of CREW. "It's really so exciting to know that we're that much closer to seeing this effort come to fruition." Farr pulled the first stump from the ground at March 19, with help

the land, located on a 35-acre peninsula of land on Lake Lamoille, in Morrisville.

They will also be pulling and burying stumps, creating parking lots and preparing the facility site. The effort could take about 10 days to complete.

"We owe a tremendous dept of gratitude to all who helped with this important stage of the project," says Millie Merrill, newly elected president to the CREW board of directors. "The last few weeks we've made significant progress and know that we're very close to seeing the CREW facility come to life."

"This is a true community effort," says Barb Farr.

The raffle for the Christian Society has had a third prize added. First prize is a \$75 grocery certificate from Tallman's Store, second prize is a two-man tent and fishing pole. A third prize has been donated by Alena Wood, a surprise \$15 to \$20 value. Raffle tickets are available at Tallman's Store and from members.

The Northern Vermont Championship Cribbage Tournament will be held by the American Legion Post #35 in the Jeffersonville Elementary School cafeteria, Sunday, March 30. Registration is 11:30 a.m. - 12:50 p.m. Singles play seven games at 1 p.m., doubles play six games at approximately 3:30 p.m. Trophies will be awarded. Bring your own cards and boards. Refreshments will be available. Call Don Sisco at 644-5527 for more information.

The Belvidere children are back in their own school today. I heard a rumor that a small part of the Vermont Symphony was coming today.

Happy Birthday to: March 27: Dale Tallman (2 yrs.!), March 29: Jessica Laflin (12 yrs.) April 1: Jessica Laflin (80?) April 2: Gordon Th...

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STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

THE
Transportation
Enhancement
&
Congestion
Mitigation and
Air Quality
PROGRAMS



Manual
for the
Development
of Projects

Typical Unit Costs and Typical Sections

Included within:

- **Typical Unit Costs for Pedestrian & Bicycle Facilities**
- **Engineering Typical Section for Sidewalk and Sidewalks with Grass Strips**
- **Engineering Typical Section for Shared Roadway Bikeway Shoulder**
- **Engineering Typical Section for Bike Path**
- **Typical Unit Costs for Reconstruction and Rehabilitation of Historic Bridges**
- **Typical Unit Costs for Landscaping Applications**
- **Railroad Real Estate Sales Transactions**



Exceter 12684

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Typical Unit Costs and Typical Sections

Transportation Enhancement Projects

The attached typical sections and typical unit costs are provided to assist potential applicants for projects in estimating costs. These typical unit costs reflect the average costs of Transportation Enhancement projects constructed to date. The actual cost of a project, especially projects for bicycle and pedestrian facilities is a very individual thing.

Project costs vary widely, depending on the specific conditions for the projects.

Some variables to consider as you estimate the cost are:

- How well defined is the project scope? (This has an impact on the design costs)
- Is the right of way already owned by the sponsor?
- Are there environmental impacts by the project that will need to be quantified, minimized, documented, and perhaps avoided and/or mitigated? (This included wetlands, but also historic and archaeological, among others)
- Is there drainage that needs to be constructed and or improved, and treated?
- Will there be landscaping or other amenities included such as special lighting, or furniture?
- Will there be any roadway work necessary?
- Do any utilities need special accommodation or relocation?
- There can be cost savings in large quantities. You may want to consider increasing the estimated costs for projects requiring small quantities.

Lincoln 12131 10-00

