



**HEART OF  
GLOVER  
VILLAGE PLAN**

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This Plan is for Glover.  
Project Goals and Strategies

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# Introduction

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GLOVER

Farmers  
market

every sun 11-2

June to Sept

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## This Plan is for Glover.

Developed during the summer and winter of 2021, and completed in 2022, this plan is a result of the Town of Glover's efforts to build a consensus plan for future improvements to the Village Center.

The Heart of Glover is the Village Center, with Currier's Market, Town Hall, and Historic Homes lining the main street between the Town Green and Red Sky Trading Company.

This plan provides conceptual, preliminary direction towards improvements that could make the Town Green and Main Street / Route 16 more inviting and safer for Village and Town residents, creating a more vibrant and thriving Village Center.

Supported by a Municipal Planning Grant funded by the Vermont Agency of Commerce and Community Development, this plan was led by the all-volunteer Glover Planning Commission and consultants at DuBois & King.

We hope you enjoy reading this plan as much as we enjoyed making it.

## Project Area and Background

Glover is a small community nestled in the Northeastern Kingdom of Vermont. With a small population of under 1000, Glover is nonetheless well known as a destination within the region.

Bread and Puppet Theatre, a nationally renowned art and theatre troupe is based in Glover, as is the Museum of Everyday Life and several notable culinary destinations including Red Sky Trading Company, Busy Bee Diner, and Parker Pie.

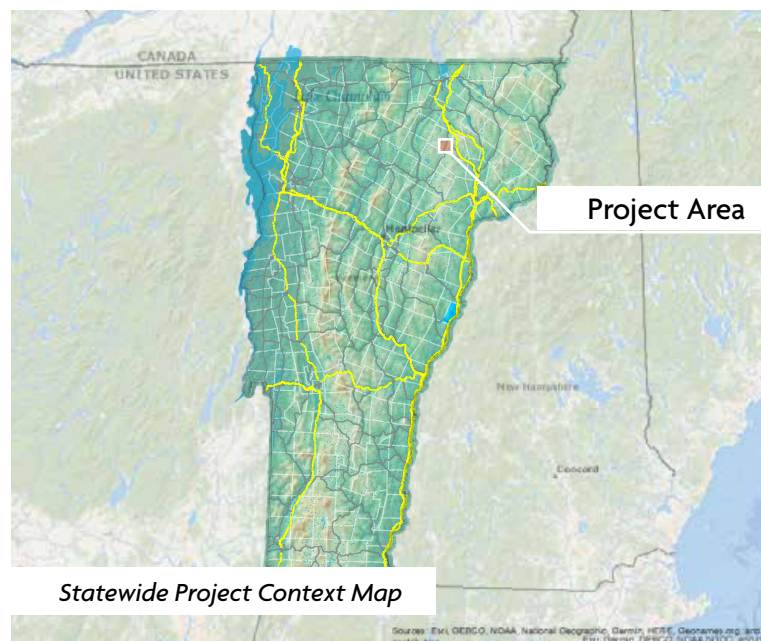
This plan came about as the Glover Planning Commission considered how future public investments can support the local economy

and community safety through investments in the Town Green and village main street / Route 16.

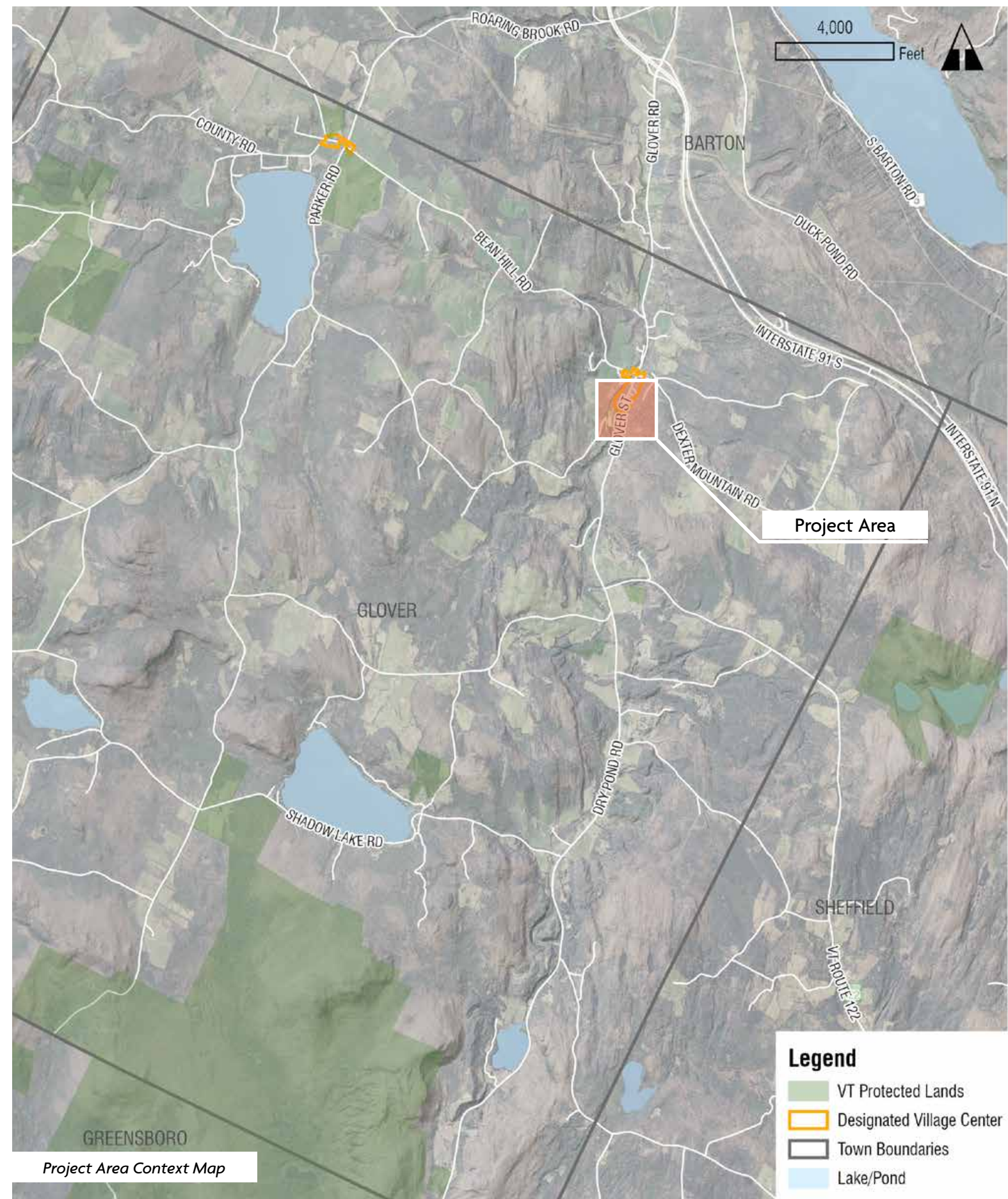
As both a Village Main Street and a Vermont State Highway, there can be competing goals of efficient automobile thorough put and designs which prioritize bicyclist and pedestrian safety. This plan process worked with Glover Community members, Planning Commission, and Elected officials, as well as VTrans Staff to develop recommendations which could be implemented and support the goals of an efficient highway transportation system and livable village alike.



Route 16 Corridor, facing North



Statewide Project Context Map



Project Area

### Legend

- VT Protected Lands
- Designated Village Center
- Town Boundaries
- Lake/Pond

## Project Goals and Strategies

This project is driven by three major goals developed at the onset of the project by the Planning Commission and consultant team, with input from a wide range of stakeholders, including Village residents, agency representatives, and elected officials.

These goals provide broad guiding principles to guide this planning study. These goals relate to strategies and actions identified through this plan.

- Goal: A high level, broad and visionary statement.
- Strategy: An implementable project, policy, or program that supports a specific goal
- Action: A clearly defined and concrete action that directly supports a given strategy.

### Goal 1: Think Big

Build a big framework of what could be possible to inspire the community towards bold improvements to make lasting and valuable impacts to the Glover Village Center.

#### Goal 1 Strategies:

- Invite public input and encourage big ideas.
- Leverage and engage the artist community in Glover in developing public input opportunities.
- Use the planning process to bring the community together through unique public input opportunities.



### Goal 2. Build Better

Design the Glover Village Center Streetscape and Town Green to support economic vibrancy, civic pride, and community gatherings.

#### Goal 2 Strategies:

- Provide concrete design recommendations.
- Design to standards and requirements in place by VTrans and other relevant agencies.
- Design a town green that can be implemented and tested through iterative, temporary, and phased design efforts.



### Goal 3. Plan for People

Build a plan that can be supported by volunteers and community driven agents of change.

#### Goal 3 Strategies:

- Balance plan elements which require professional guidance with those that can be led and implemented by part time volunteers.
- Use this planning opportunity to directly engage the public and build a plan from their passion and ideas.
- Develop plan recommendations to support programming on the green and temporary streetscape installations.



# The Heart of Glover



## Study Area

This study looks at two major elements within the Designated Glover Village - the Town Green and the Village Streetscape.

## Village Streetscape

The study area for the village street matches the boundaries of the State-designated Glover Village Center. Extending from the west side of Still Hill road, to the east side of Bean Hill Road along Route 16, this main town thoroughfare is operated by the Vermont State Agency of Transportation (VTrans).

## Land Use

This corridor is home to the Town Green, a single and multi-unit residential pattern, and core commercial businesses. The multi-unit housing on this street is primarily elderly housing as indicated at the Union House and Glover Housing labels on the map at right.

## Terrain

To the west of the Village Street is the Barton River, with terrain gently sloping down towards the river beyond the street. To the east of the Village Street, the terrain rises sharply, with many of the residential homes on this side of the street perched above the street below.

## Infrastructure

Electrical utility poles are placed on the Western side of the street, and run alongside a curbside sidewalk through much of the village.

Stormwater utilities on this portion of highway include 18 drainage inlets and several culverts. A highway bridge over the Barton River lies just north of the Village boundary.

## Parking

An informal network of on-street parking is available throughout the Village. However, the parking alignments are not regular or demarcated, and may pose safety and access



problems, particularly in winter. A redevelopment of Currier's Market in 2020 resulted in a more formal series of spaces being established in front of the store entry.

## Bicycle and Pedestrian Facilities

A partial sidewalk is in place on the western side of the roadway, which connects the northern edge of the Village at Bean Hill Road to the Church building prior to Union House. There is evidence of historic sidewalk connecting to the Green, but this has since been paved over and lost to adjacent developments. One existing Crosswalk crosses Route 16 at School Street adjacent to Currier's.

There are no dedicated bicycle facilities in the study area.

This segment of roadway is identified as moderate use priority bicycle corridor by VTrans.

## Traffic Patterns

VTrans MS2 data reveals a 2017 count of 1024 average annualized daily traffic (AADT) at Bean Hill Road and Route 16. 2020 data south of the Village Center on Route 16 shows an AADT of 2020. Though speed data is not available for this in-village datapoint, 85th percentile speeds immediately south of the village were measured at 55mph in 2020. These high speeds illustrate a need for a transition zone as motorists enter the village core at the heart of Glover, as well as substantial measures to calm traffic through the village. This quantifiable evidence underpins

the significant community call for traffic calming in the village center.

## Right of Way

VTrans survey from historic highway construction illustrates a varied right of way width throughout the village. Typical right of way widths in the village are as narrow as 49.5 feet (3 rods) and as wide as 66 feet. For planning purposes, this study assumes a 3 rod right of way width centered on the existing road centerline.

## The Green

The Town Green was once the site of the Glover Universalist Church. Now an open public Green, it is utilized for numerous events throughout the temperate months of the year, including regular Farmer's Markets, foot races, concerts, and theatre performances.

The Green is bounded by Still Hill Road to the south, Fire Department Riverfront Property to the West, a series of three private residences to the North, and Route 16 to the east. There has been some discussion between Glover planning commission and the Fire Department exploring the potential to utilize the riverside property in the flood plain for public river access.

### Access

The village Green is accessed by a roadway that connects Still Hill Road and Route 16. This access roadway also serves as a shared access for the surrounding properties. Parking access is informal and currently "at will" with parking occurring around the access road and on the open Green in equal parts.

### Utilities

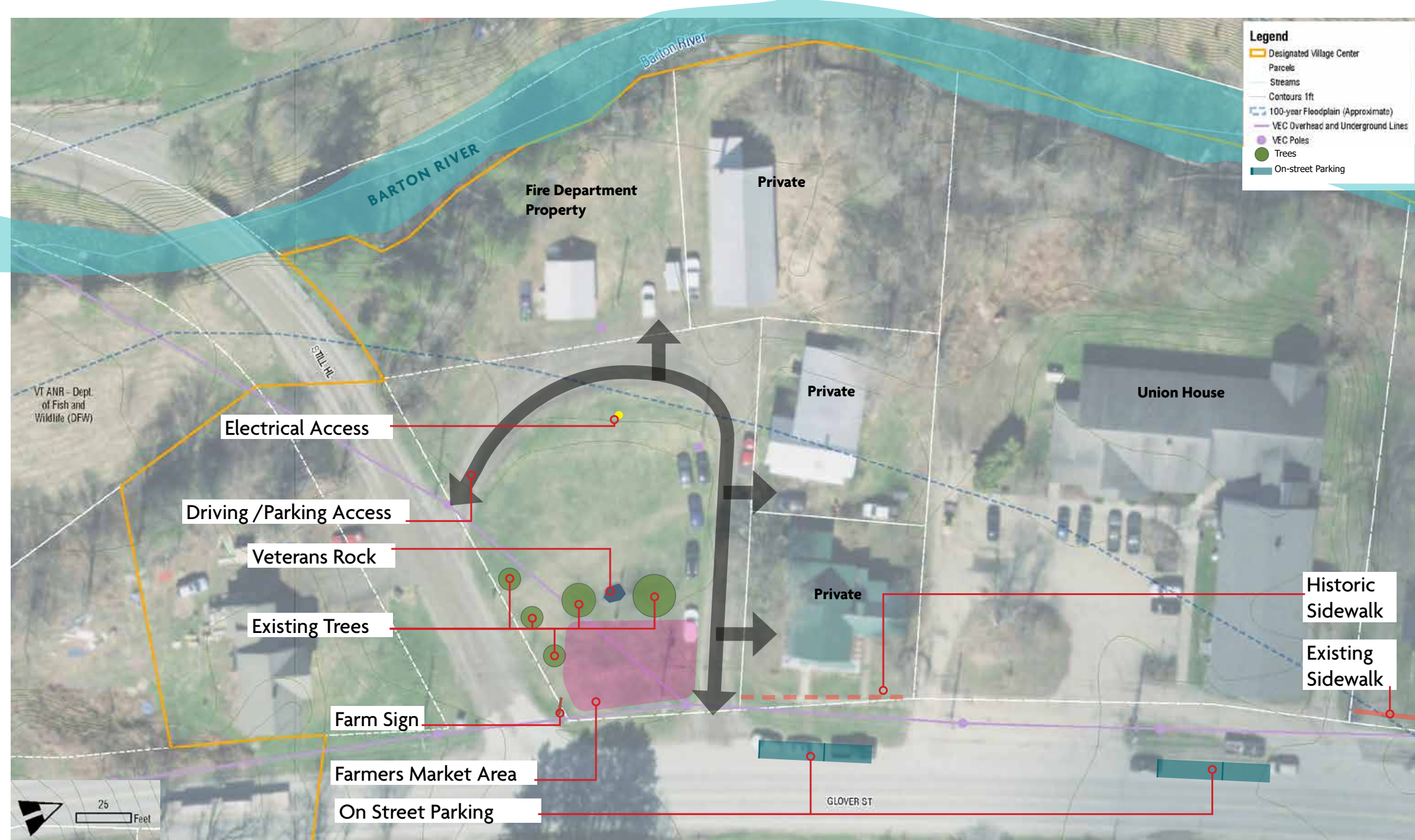
The Town Green has access to electricity from an electrical outlet located to the western edge of the Green. Two powerpoles are installed at the eastern edge of the Green along Route 16. An east-west waterline is buried below the center of the green that services Union House and adjacent properties.

### Landscaping

The Green is a flat site that is primarily grass covered. The exception to this rule being the five existing trees placed on site, and a boulder at the center of the green with a plaque commemorating Glover Veterans.

### Flood Plain

The 100 year flood plain of the Barton River extends into the northwestern corner of the Village Green, and encompasses the majority of the parcels between the Green and the Barton River itself.



### Current Use

The Glover Green is currently used for public events and gatherings. Its current ownership and precise boundaries are under quit claim consideration as of early 2022. Exact details are being established by the Town Planning Commission, and designs in this document are based on the best-current-knowledge of property boundaries and utility locations.





## Key Challenges

This page briefly summarizes some of the major challenges faced in this planning process effort, and points towards opportunities for positive change.

### Challenge: Traffic Calming

Measured high 85th percentile speeds south of the village, and consistent community input illustrate that the Route 16 corridor in Glover would benefit from traffic calming efforts. Physical designs in the village should seek to calm traffic and improve safety for pedestrians and cyclists.

For example, bump-outs, consistent on-street parking and roadway narrowing are opportunities to reduce speed and enhance the street environment for anyone outside of a vehicle.

### Challenge: Pedestrian Connectivity

All too often, transportation networks are thought of as consisting only of the roadway and the automobiles that travel along it. But transportation means all movement of goods and people, in car, on foot, in stroller or on bicycle.

While there are sidewalks along portions of the Route 16 corridor, it is largely automobile oriented. This poses a challenge to those without access to a vehicle or who choose not to drive, for reasons related to ability, income levels, or environmental concern.

With a defined and fully implemented pedestrian network, there is the opportunity to transform Glover village into a pedestrian centric village. Key to this step is building a continuous, safe and accessible sidewalk network and roadway crossings throughout the village.

### Challenge: Enhancing Glover Green

There are three interconnected Challenges related to the Green:

#### Increase inviting year-round use and overall flexibility

Inviting year-round use and flexibility can be enhanced by installing diverse amenities in the green, while leaving the central portion open for a variety of uses and events.

#### Provide greater accessibility to a variety of users

Accessibility can be addressed via the pedestrian network that accesses the Green, as well as via surfacing and seating within the Green that accomodates differing abilities and needs.

#### Enhance privacy for adjacent residences

Greater privacy for adjacent residences should be promoted with the sensitive arrangement of amenities, installing visual buffers in key locations, and limiting intrusive lights or excessive noise.



*How can the village encourage drivers to drive village, not highway speeds?*



*How can the village become truly walkable?*



*How can great uses of the Green Expand to more?*

# Public Engagement

HEART OF  
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VILLAGE PLAN



## Public Engagement Process

The public engagement effort for this plan was led by the volunteer Glover Planning Commission and key community stakeholders. This chapter documents those efforts and key results, including:

- Public Tabling and Visioning Phase (July - September 2021)
- Concept Review Phase (September - October 2021)
- Plan Review Phase: A draft of this plan was presented on March 1st, 2022 as part of Town Meeting Day. Public comment was solicited and incorporated into a final draft of the plan.

### Project Promotions

Throughout the Heart of Glover Plan process, a project website was developed and maintained by the Town of Glover. That website's url is

<https://townofglover.com/heart-of-glover/>

Online updates were supported by physical flyers posted at local storefronts and community gathering spaces, including: Currier's, Parker Pie, and Red Sky Bakery.

## Visioning and Tabling Phase

During the summer of 2021, the Planning Commission and their consultant team developed a plan for regular outreach at Farmer's Markets and outside of community gathering points, such as Currier's, Parker Pie, and the Recycling Center. This effort began in early July, and carried on through mid August.

Planning Commission Volunteers and consultants used these events to poll the

community on their vision for the future of the Town Street and Town Green in Glove Village. Discussions were facilitated by site maps, diagrams, and precedent imagery to facilitate public discussion. During this process, numerous residents and community members offered their input for the future of Glover's Green and Village core.

## Public Input Themes

During the visioning process, public comment was seen to boil down into some key themes of the Town Green and Route 16 streetscape.

### Town Green Themes

- Development of river access from the Village Green
- Development of a riverwalk trail
- Move the rock and electric poles to free up space
- Build a pavilion with solar panels
- Include a bicycle repair station
- Define the 'edges' of the Green
- Add benches, picnic tables, trash cans
- Ensure benches and picnic tables are handicapped accessible
- Add Kiosk for information and maps, historic plaques
- Build a trail to connect to the school from the Green
- Build a pavilion that supports lively events on the Green.
- Link the Green to use of the Riverside (State owned land) on the far side of Still Hill Road. Incorporate mowed paths and picnic tables and benches on this site.
- Ensure pathways in the Green are handicapped accessible
- Provide a community garden
- Provide river access for swimming and fishing

### Route 16 (Main Street) Themes

- Visually narrow Route 16 to slow traffic in the village center.
- Improve pedestrian walkways in the village center,
- Assess the lack of predictable, safe movements of parked and traveling cars in front of Currier's market.
- Add parallel parking on both sides of the road
- Build sidewalk on both sides of the road
- Add planters to beautify, but consider maintenance requirements
- Add flags and banners along roadway to calm traffic and beautify village
- Add gateway markers on each side of village boundary to let drivers know they've arrived in Glover Village.



## What Should Glover's Village Look Like in the future?



## What Should Glover's Green Look Like?



The Glover Planning Commission is leading a planning process to chart future improvements to the Village Street and Town Green. Like any good community plan, this process starts with your voice. Find plan representatives at this summer's Farmer's Market, throughout town, or visit the project website to learn more about the project and add your voice to the plan.

July/August 2021 - Community Tabling Events and Public Survey  
September - Community Visioning Meeting and Survey Results  
Early Winter 2021 - Heart of Glover - Village Plan Draft Presentation  
2022 - Heart of Glover Village Plan Presented to Selectboard

**take the survey @**

<https://townofglover.com/heart-of-glover/>

Project Announcement Flyer



## Public Survey

In addition to the in-person tabling, an online survey asked for public input regarding improvements to the Town Green and Route 16 corridor through the Village, and feedback on plan goals.

The survey was open to the public from June through August, 2021. During this two month period, 70 individual responses were recorded. A majority of responses (72%) came from residents in Glover or Glover Village itself.

Overall, there was strong support for improvements to both the Town Green and Village Street, although the Village Street improvements were slightly less popular.

Plan goals were strongly supported. There were slightly lower levels of support for “Think Big”, and some growth in the ‘neutral’ category for plan elements that have a volunteer-centric component. There was some criticism of these goals by approximately 15% of the survey respondents.

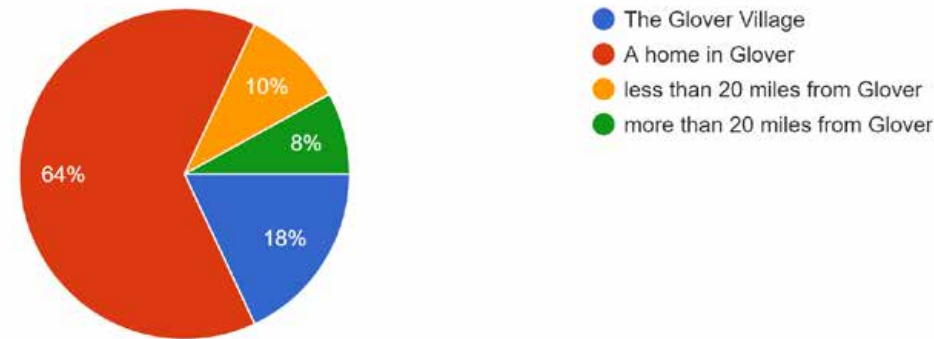
## Open Ended Responses

Many community members left thoughtful open-ended responses. Themes that emerged in the open-ended section include:

- Make sure the Village works for people who live here and that there is local buy in; don't just focus on visitors (n=9)
- Glover is special; keep its character. (n=5)
- This plan should be right-sized; start small. (n=4)
- Let's have more community events. (n=4)
- Improve walking/bicycling connectivity in the Village. (n=3)
- Don't depend too much on volunteer effort and don't center this plan around ideas from the same people who always volunteer for Town affairs. (n=3)

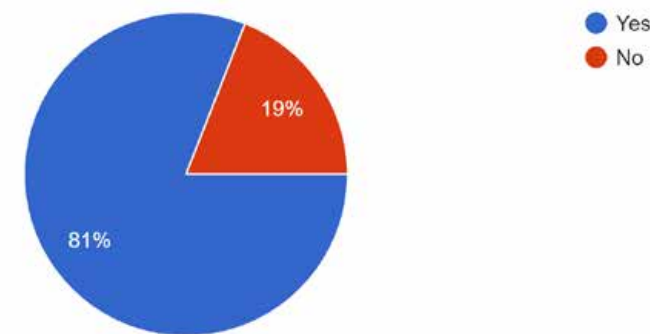
Where do you call home?

50 responses



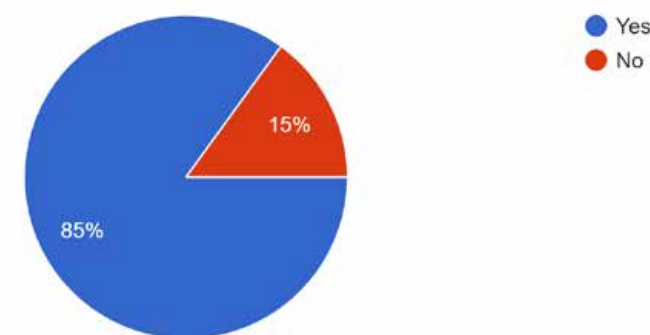
Do you think that the Glover Village Street, from Town Green to Red Sky Trading, should be improved?

63 responses



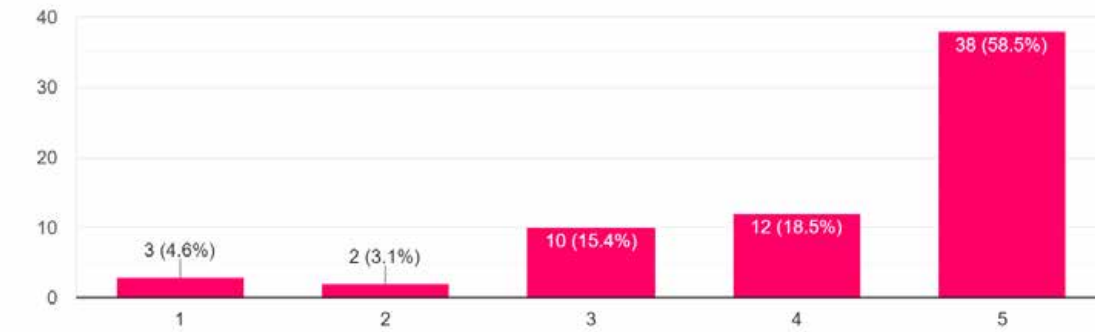
Do you think that the Glover Town Green should be improved?

60 responses



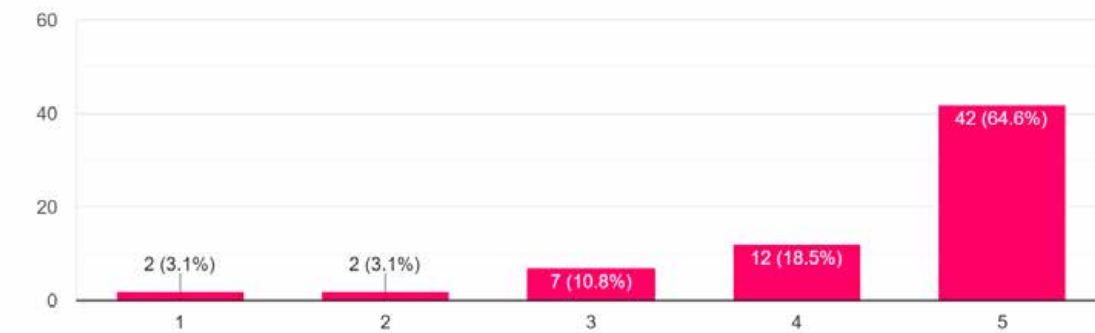
Goal 1: Think Big :: Build a plan which inspires the community to bold improvements and changes that will make real, lasting and valuable impacts to the Glover Village Center.

65 responses



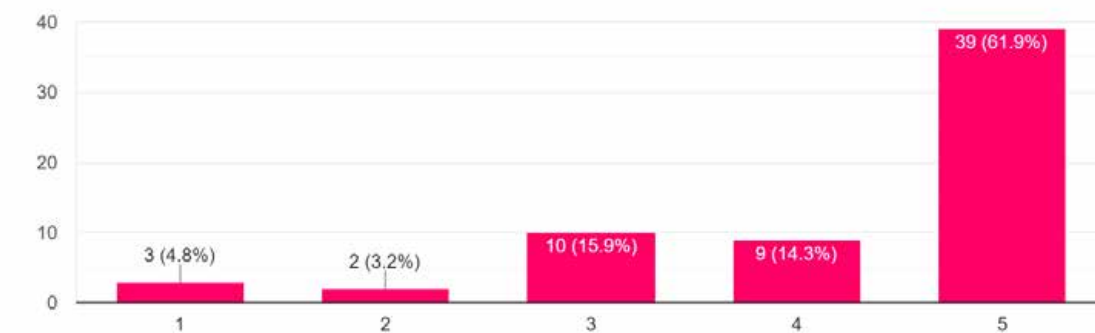
Goal 2: Build Better :: Develop a plan which contains the outlines of future designs for the Glover Village Center Streetscape and Town Green which w... vibrancy, civic pride, and community gathering.

65 responses



Goal 3: Plan for People :: Write a plan whose implementation can be supported by volunteers and community driven agents of change.

63 responses



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EDITOR'S PICKS

## Heart of Glover initial thoughts presented

Published 2 weeks ago - TRACY DAVIS PIERCE

### Village Green Concept 1



Local Press Coverage

Article info

TRACY DAVIS PIERCE

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## Concept Review Phase

On September 20th, 2021 a public meeting was held to discuss the concepts developed by the planning team for the Glover Green and Village Streetscape.

The meeting was held in a hybrid format with attendance both on Zoom and in person at the Glover Town Hall. Approximately 23 members of the public attended, including representation from the State Legislature, VTrans, Glover Selectboard and Planning Commission. The planning team presented two unique conceptual designs for both the Town Green and Village Street.

### Key Town Green Feedback

- Ensure waterline under Glover Green that services Union House is preserved and accessible.
- Plow access to any Green access road/parking is crucial
- Sidewalk link to town is important
- Handicapped accessible routes and facilities are important
- Green should facilitate activities for all ages, not just older population

### Key Village Streetscape Feedback

- All designs must meet VTrans clearance requirements
- Sidewalks need maintenance, current sidewalks are lost all winter - and the VTrans operated bridge is particularly problematic.
- Keep in mind drainage and safety concerns regarding private access drives on the eastern side.

- Parking and delivery access must be maintained at private properties adjacent to roadway.
- Sidewalk on only one side makes sense for cost concerns
- Gateways would be a good addition to streetscape

### Press and Online Review

This meeting generated greater awareness of the project, and design posters were publicly posted by the Glover Planning Commission in town. Through October, the public was invited to provide detailed feedback on each of the proposed concept designs to help refine and direct the final plan concepts.

The meeting content and results was covered in the Barton Chronicle and generated additional feedback from the Community to the Planning Commission.

The feedback was provided in both physical scorecards at the meeting and an online form with the same opportunities, and direct conversation with the Planning Commission. 10 scorecards were submitted, and key scorecard trends included:

- A preference for public parking on the green to come from Glover Street (Route 16)
- Strong support for river access, accessible walkways, and Ice Skating as part of future designs
- Slight preference for single sided sidewalk completion in the Village
- Preference for bike lanes and rain gardens over medians and bump outs in the Village Streetscape.

## Concept Design Scorecard



Based on your input from the Village Plan Survey, we have developed four design concepts: two for the Village Green and two for the Village Street. Numbers correspond to elements on the concept posters.

**How do you feel about each of these elements? Please score the elements of these concepts below on a scale from 1 to 5.**

1 = I don't like this at all; 5 = I absolutely love this!

### Village Green Concepts

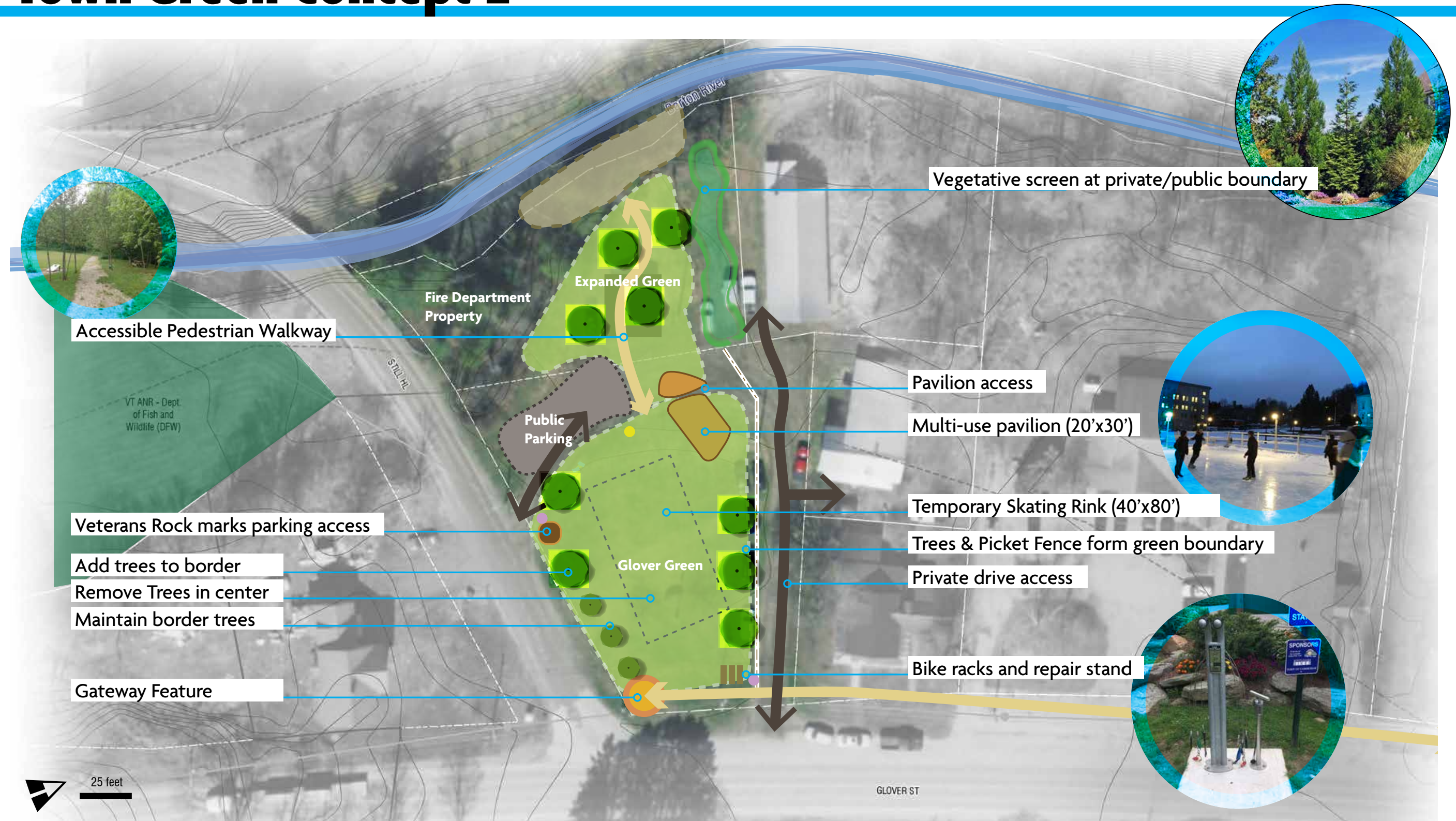
	Will these elements work in Glover? Rank them 1-5	Village Green Concept 1	Will these elements work in Glover? Rank them 1-5	Village Green Concept 2
1	River Access		1	River Access
2	Accessible Walkway from Glover St		2	Accessible Walkway from Still Hill
3	Public Parking access		3	Public Parking access from Still Hill
4	Multi Use Pavilion on the		4	Multi Use Pavilion on the

# Town Green Concept 1



Disclaimer: The Town does not own the Fire Department Property and any changes to this land would be made only with permission and consultation with the Fire Department.

# Town Green Concept 2



Disclaimer: The Town does not own the Fire Department Property and any changes to this land would be made only with permission and consultation with the Fire Department.

# Glover Village Street Concept 1

**Traffic Calming.** Adding medians on both ends of the Village acts as a gateway feature and calms traffic.

**Sidewalk Network.** The sidewalk network is expanded to include both sides of the street between Still Hill and Dexter Mtn roads.

**Beautification.** Bulb-outs and pole banners beautify the Village core while also calming traffic and formalizing the on street parking areas.

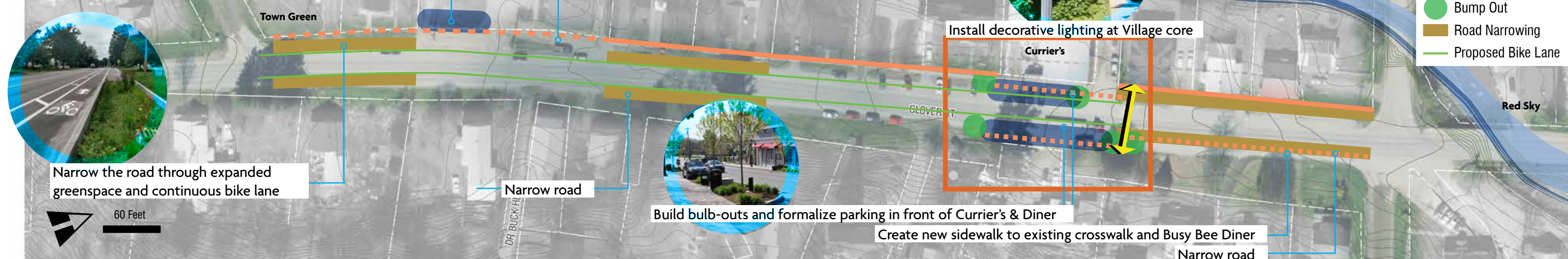


# Glover Village Street Concept 2

**Traffic Calming.** Narrowing sections of Route 16 by adding green buffers and bike lanes calms traffic in the Village.

**Sidewalk Network.** The sidewalk network is expanded to reach the Town Green on the west side of the street, and the Diner and Dexter Mtn Rd on the east side.

**Beautification.** Bulb-outs and lighting beautify the Village core while also calming traffic and formalizing the on street parking areas.





# Heart of Glover Plan Concepts



## Concept Plans

These concept plans are just that - concepts. Exact details of how a improvements to Route 16 or the Glover Green will require future scoping and design efforts. The graphics in this chapter represent general community interest and aspirations that were collected throughout this planning process.

These concepts present a starting point for further design work. Future designs should continue to test ideas, invite public discussion, and refine details, to arrive at more fully realized plans for improvement. The access and connections represented by these concepts should also be integrated with the planned regional trail network.

## Town Green Concept

The Town Green concept envisions how the Glover Green could be improved to become more accessible, host more varied events, and become a greater, more well utilized community resource. In addition to on-site improvements proposed on the following pages, four major improvements to the lands surrounding the Green could improve its overall value and function as a space for community gathering and recreation. These include:

### 1. River Access on Vermont Fish & Wildlife Property

Across from Still Hill Road is a parcel owned and operated by Vermont Fish and Wildlife. There is a community desire to see improved access to this parcel for fishing and river access. A mowed path through this grassy, floodplain area could create a resource adjacent to the Town Green. Further efforts should seek to involve state agency officials in discussions in how this property could be utilized to support key goals from the Vermont Fish and Wildlife 2022-26 Strategic Plan, which lists a goal of "Connecting All Vermonters to Fish, Wildlife, and Nature."

### 2. River Access on Fire Department Property

Immediately north of the Town Green is a parcel with access to the Barton River that contains a single storage shed, owned and operated by the Glover Fire Department. In conversations with the Planning Commission, the Fire Department expressed a willingness to work with the Town to explore possibilities of recreational access on their parcel as part of future Green improvements. The gentle slopes to the Barton River at this location could make for ideal community river access point.

### 3. Trail Corridor to Glover School

Pictured in the context map at right, and envisioned as a simple, narrow, natural surface walking path, a trail could link Still Hill Road, 200 feet from the Glover Green with The Glover Community School. This corridor not only links the School to the Green, but provides an alternative walking route to school that avoids the traffic conflicts inherent with school children walking along Route 16 to School Street. It also connects the largest parking lot in the Village directly to the Green, which could be used for overflow parking during community events on the Green when school is not in session. A temporary path has been utilized in the past for special events. No trail would be able to be established, however, without express permission from the affected Private Landowner.

### 4. ADA Access Between Green and Union House

Private property owners will need to be consulted, but a direct accessible route could be created between the Town Green and Union House. This link could also take form of improvements along the frontage of the Union house property.



Trail Connections: Arrows all indicate dual direction travel.



1. Vermont Fish and Wildlife Property



2. Fire Department River Access Property



3. Private School Trail Corridor Access

# Town Green Concept



1. Improvements to River Access



2. Parking Spaces for ±8 Vehicles; EV Charging

3. Overflow Parking Area



4. Trail to Glover Community School



5. Accessible Pathways and Picnic Tables



Fishing Access to River



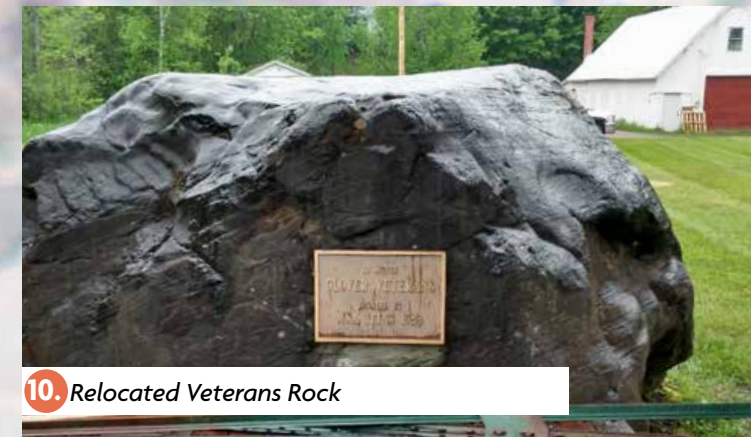
7. Seasonal Ice Skating Rink / Farmer's Market Location



8. Meeting and Welcome Spot



9. Improved Private Drive



10. Relocated Veterans Rock



6. Open Air Performance Pavilion

## Route 16 / Glover Street Improvements

Through the public engagement phase, there was a clear preference indicated for Concept 2 - the streetscape design that narrowed wide pavement areas through the inclusion of rain gardens, created a complete sidewalk corridor to the northern side of the roadway, and improved existing pedestrian crossings.

This plan takes the preferred conceptual design as a starting point, and illustrates how and where improvements could be made to slow traffic and improve pedestrian comfort in the village, while linking the commercial core of Glover with the resource of the Glover Green.

This plan does not provide a full design for this streetscape, as that level of detail is beyond the scope of a planning study. However, it identifies key constraints and issues that should be addressed in future efforts, and illustrates potential streetscape improvements in front of Currier's and Union House. The following are the refinements from the original concept:

### Removed Bike Lanes

Though generally supported, and included in the original concept, bike lanes were removed to allow for additional angled parking in front of Currier's and the Busy Bee Diner. Future design and planning efforts should investigate the possibility of maintaining on street parking and bike lanes.

### Added On-Street Parking

Additional on-street parking resources were added to accommodate overflow parking for the Town Green and events elsewhere in Glover.

### Pedestrian Crossings

This concept features one adjusted Pedestrian Crossing and one new Pedestrian Crossing. In combination with new (proposed) sidewalk at Currier's Market, the existing crosswalk located to the north of School Street should be moved closer to Currier's Market (i.e., to the south of School Street), so that it can cross directly to the Busy Bee Diner. Also, a new crosswalk should be installed at Dexter Mountain Road, to cross to the existing sidewalk on the west side of Route 16. This new crosswalk would be of particular benefit to the residents of Glover Housing.

### Union House Frontage

The current conditions at Union House pose a potential safety concern for pedestrians looking to connect the Town Green to the Village Center. A design is proposed as part of this project that could maintain emergency access and preserve parking for Union House employees and residents, while creating improved pedestrian and automotive circulation along Route 16. This redesign could improve conflicts between the Union House parking and Route 16 through traffic. This area is illustrated in further detail in the pages that follow.

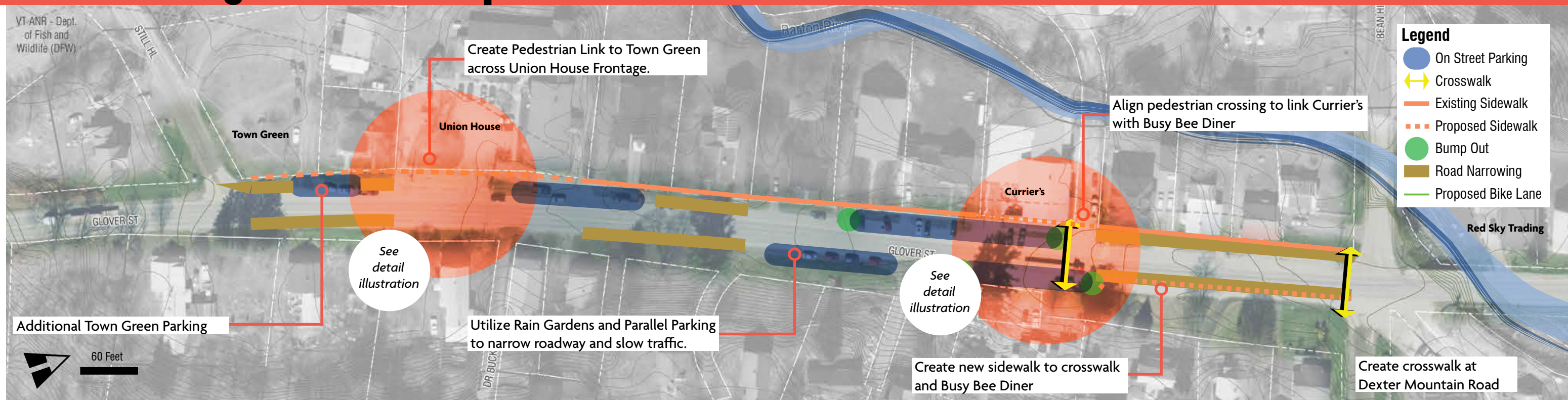
### Currier's Frontage

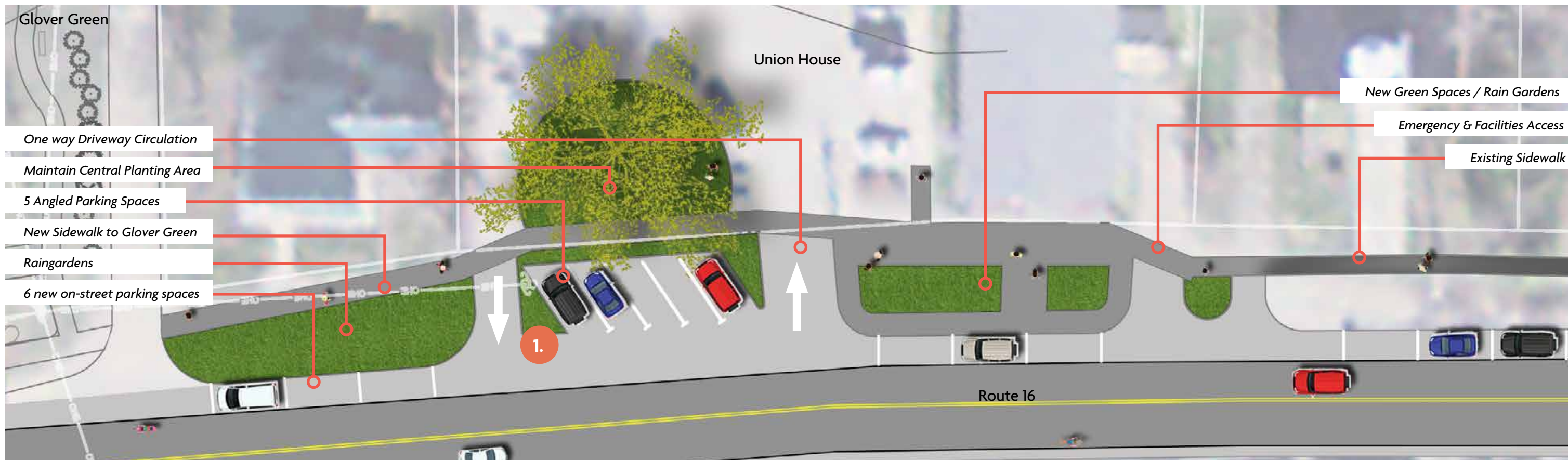
Recent frontage redevelopments at Currier's Market benefit access between the front door and parked cars, but not to a pedestrian walking up the street. This conceptual plan envisions a publicly funded change to the ramp, railing and stairs at this location to accommodate additional angled parking creating a direct and accessible sidewalk in front of this central business.

### Busy Bee Frontage

The original concept envisioned a frontage of sidewalk in front of the Busy Bee Diner as well as on-street parking. Based on the planning team's data, there is insufficient room in the right of way at this location to accommodate on street, angled parking on either side of the street, and a sidewalk in front of the Busy Bee Diner. This concept illustrates a possibility that parking would abut the cafe, and a sidewalk reach the pedestrian crossing immediately east of the cafe. This area is illustrated in further detail in the pages that follow.

# Glover Village Street Concept 2 Revised



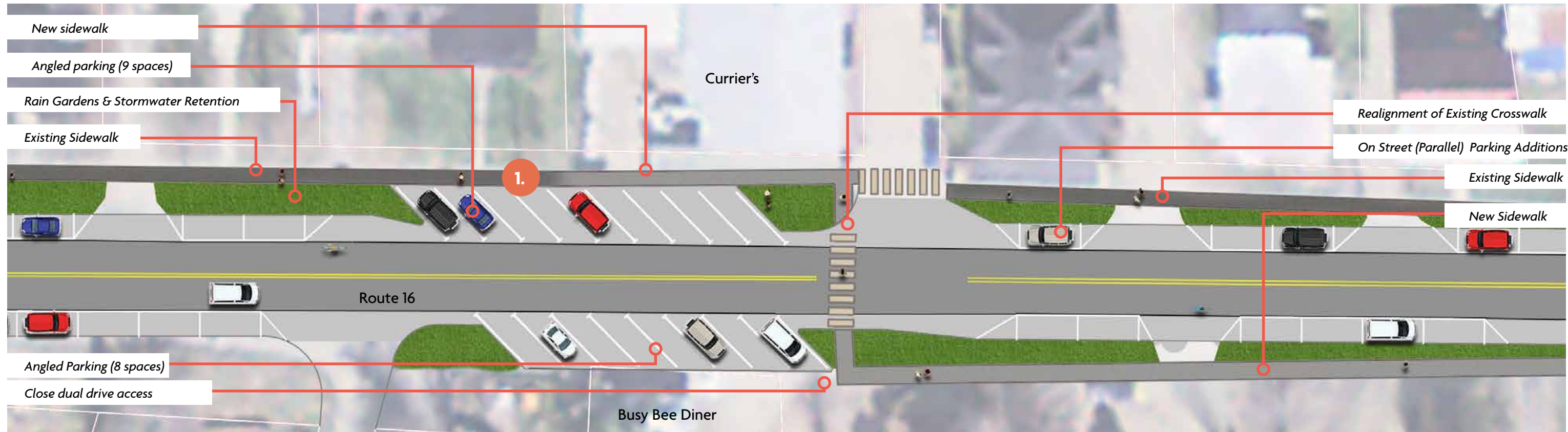


## Union House Frontage

A clear pedestrian pathway across the frontage of the Union House retirement home could improve safety and comfort for residents and visitors alike in the Glover Village. This area represents a key “last link” between the Village’s existing sidewalk and the Town Green.

As envisioned here, a sidewalk corridor replaces the turnaround space in front of the old church building, and preserves emergency access to the north of the building. By clearly demarcating access points for vehicles, traffic around this busy location could become more predictable and safer for drivers and pedestrians alike. In addition, the replacement of the turnaround offers opportunities for beautification and gathering space that could benefit the private landowner and village residents alike.





## Currier's Frontage

Current improvements at Currier's Market have improved access from parking to the Village's central market. However, they have done so at the expense of the historic sidewalk corridor that abuts this property on either side.

Ramps, stairs, and guardrails, undoubtedly needed to provide able and disabled access to this building have created barriers to constructing a seamless pedestrian corridor to this site.

Future study should investigate if a seamless sidewalk corridor can be constructed through this site, to link existing sidewalk segments, and preserve existing parking.

Alternatively, a sidewalk project could be developed that creates a different parking arrangement in front of this central market.

## Busy Bee Frontage

Establishing formalized on-street parking at this location, as well as a sidewalk that can provide pedestrian infrastructure between these Village Center destinations and the homes and neighborhoods to the north will require addressing the access requirements of private parcels behind the Busy Bee Diner. This concept envisions reduction of access to this site to a single drive in order to allow permanent parking and pedestrian routes in this area.



Placemaking Examples:  
Decorative Lighting, Banners,  
Bulb-out Planting Beds



# Implementation



## Implementation Guide

The following pages include guidance toward these specific Implementation efforts:

- Route 16 Short Term / Demonstration Projects
- Route 16 Long Term Improvements
- Glover Green - Short Term Improvements
- Glover Green Trail Access

For each of these efforts, the related implementation page includes a description of key next steps for Glover, funding resources, partnerships, and conceptual costs. Funding resources are described in tables which provide at-a-glance references to understand grant funding opportunities, funding amounts, timelines and relevant contact information.

### Overall Considerations

Successful project implementation requires setting a clear work sequence, focused project administration and timely permitting.

### Clear Priorities

This plan lists a suite of potential projects for implementation, and the key to any successful project will be committed engagement by the Glover Planning Commission, Town Staff, NVDA staff and others to top priority projects.

### Dedicated Resources

There is only so far a dedicated volunteer committee can go. This plan was managed primarily by volunteers from the Glover Planning Commission and Town Selectboard. But it could go much further with dedicated staff time from the Town, regional planning partners at NVDA, or affiliated non-profit sector professionals.

Glover Town Staff's time is already full with the ongoing needs of town administration and maintenance of the town highway system. It would be useful for Glover to consider opportunities for enhanced administrative capability, including additional paid part-time staff to shepherd this and other town plans toward implementation. It is also important to make use the available services of regional professionals who are experienced with this type of project work. For example:

- Work with [Northeastern Vermont Development Association \(NVDA\)](#) to explore avenues towards creative collaboration that could use this plan to apply for grants, develop refined designs and plans, and coordinate and budget for implementation.
- For projects in the VTrans Right of Way, consider reaching out to [Local Motion](#) for support and guidance. They have led demonstration projects across the state, including a 2021 installation in Craftsbury.

### Planning for Permitting

Recognizing that the improvements discussed in this plan impact the Barton River and associated floodplain, permitting will be critical in moving forward toward implementation.

It is always best to find out as early in the project as possible what permits might be required, the information necessary to apply for and obtain a permit, and the amount of time that any permits will remain valid.

An excellent resource in this process is the [Community Assistance Specialist](#) program of the VT Department of Environmental Conservation (DEC). The Community Assistance Specialist will identify the necessary environmental permits or approvals for the project.

The Community Assistance Specialist for the Town of Glover (District 7) is Jeff McMahon:

jeff.mcmahon@vermont.gov  
802-477-2241





## Route 16 Short Term / Demonstration Projects

Temporary, short term demonstration projects on Route 16 are ideal initial steps to ‘test’ ideas in this plan without the more significant cost and commitment of traditional facilities. They are also an opportunity to build community awareness and support of future changes.

As Route 16 is a State highway, the [VTrans Demonstration Projects in State Highway Right of Way Guide](#) (October 2020) is a resource to guide short term demonstration projects. This document outlines the permitting process, project types, materials and standards that are appropriate for demonstration projects in VTrans right-of-way.

Some ideas for demonstration projects on Route 16 based on the concept designs on pages 19 and 20 include:

- Temporary painted curb extensions with bollards in the vicinity of the School Street intersection and the existing crosswalk
- Parklet areas delineated with paint on the ground and bollards, with outdoor seating and planters in front of Currier’s or Busy Bee
- Temporary curb extensions painted on the ground and delineated with hay wattles or bollards that narrow the road at the Green

The Town can be creative, as long as they conform with the VTrans Demonstration Projects in State Right of Way guidance.

The time frame for the demonstration project is also up to the Town, but to collect public feedback, a good option would be to do a demonstration project in conjunction with a community event like the Farmers Market where people can see the physical change and provide feedback in real time.

Grant Title	What does it fund?	Maximum Grant Amount	Match Requirement	Who can apply?	Federal Funding	Recent Application Deadline	Grant Contact
<a href="#">VNRC - Small Grants for Smart Growth</a>	Quick build projects, natural resource inventories, public outreach campaigns, design and planning.	\$1,500.00	None Required	Municipalities, 501(c) Orgs, and those aligned with these groups.	No	Ongoing	Kate McCarthy kmccarthy@vnrc.org 802-223-2328 x114
<a href="#">AARP Community Placemaking Mini-Grants</a>	Quick build projects and placemaking efforts - often associated with events.	\$3,000.00	None Required	Municipalities and 501(c) Orgs	No		Kelly Stoddard Poor kstoddardpoor@aarp.org 802-951-1313
<a href="#">AARP Community Challenge Grants</a>	Infrastructure, programs, events, and organizations supporting livable communities and smart growth objectives	\$20,000.00+ (variable)	None Required	Municipalities and 501(c) Orgs	No	04.14.2021	Kelly Stoddard Poor kstoddardpoor@aarp.org 802-951-1313
<a href="#">Vermont Arts Council - Animating Infrastructure Grants</a>	Projects that integrate art with infrastructure improvements. Funds can be used to pay artist fees or fees related to fabrication and installation of artwork.	\$15,000.00	None Required	Municipalities and 501(c) Orgs	No	TBD	Michele Bailey mbailey@vermontartscouncil.org 802-828-3294
<a href="#">VTrans - Bicycle and Pedestrian Program Grants - Small Scale</a>	Distinguished from Bike/Ped program by smaller maximum funding amount and lack of federal requirements	\$100,000.00	50 percent	Municipalities and 501(c) Orgs	No	Fall 2019	Jon Kaplan jon.kaplan@vermont.gov 802-498-4742
<a href="#">Vermont Agency of Commerce and Community Development Better Places Grant</a>	Projects associated with COVID-19 Recovery, Community Revitalization, quick build projects, physical activity promotion.	\$40,000	2:1 (33 percent)	Municipalities, including those with a designated Village Center	No	Ongoing: grants awarded 2x a year	Richard Amore richard.amore@vermont.gov 802-585-0061

### Key Next Steps

- Decide on a demonstration project location and type based on the [VTrans Demonstration Projects in State Highway Right of Way](#) guidance in Chapter 4: Demonstration Project Types and Locations.
- Decide on the duration of the project. This could range from one day during a community event in Glover, to several weeks. Based on VTrans guidance, the specified time frame for a demonstration project installation can occur any time between April 15 and December 1.
- Work with NVDA to develop a plan to monitor traffic speeds and volumes both before and after the demonstration project installation.
- Develop a public engagement plan that elicits feedback on the physical changes that the demonstration project makes to the road.

- Apply for an access permit though VTrans using the two-step process outlined in Chapter 3: Access Permitting Process.
- Depending on the materials selected for the demonstration project, consider applying for grant funding to purchase materials. Also consider asking for donations from community members for more widely available materials, like hay, paint, and plants.
- Use the public feedback and data collected during the demonstration project to inform a scoping study that designs and evaluates different long term options for Route 16 in Glover.
- Consider reaching out to [Local Motion](#) for support and guidance. They have led multiple demonstration projects across the state, including a 2021 installation in Craftsbury.

### Conceptual Cost Range

“Free” with volunteer labor and donated materials; or \$1,000 - \$5,000 based on project and material types.

## Route 16 Improvements - Long Term

Long term improvements to Route 16, like a new sidewalk, streetscape improvements, rain gardens or curb extensions, and formalizing parking, will require the town to move through multiple levels of additional planning, design, and study.

This study sets the stage for the town to apply for scoping study funding that can further detail street design concepts, build additional public support, and identify approximate costs and permitting needs. Once a scoping study is finished, and a preferred design for Route 16 improvements identified, the Town will be in a competitive place to apply for larger grants that can fund final design and construction.

### Key Next Steps

- Leverage this plan to apply for VTrans funding for a sidewalk and streetscape scoping study on Route 16. The scoping study would design and evaluate various alternatives for a Route 16 redesign, and should incorporate the elements proposed in this plan.
- The scoping study is another opportunity to engage with stakeholders like VTrans, business-owners, and landowners to get feedback on changes.
- The scoping study will identify a “preferred alternative” that the Town can move forward with by applying for funding for design and construction.

Grant Title	What does it fund?	Maximum Grant Amount	Match Requirement	Who can apply?	Federal Funding	Recent Application Deadline	Grant Contact
<a href="#">AARP Community Challenge Grants</a>	Infrastructure, programs, events, and organizations supporting livable communities and smart growth objectives	\$20,000.00+ (variable)	None Required	Municipalities and 501(c) Orgs	No	April 2021	Kelly Stoddard Poor kstoddardpoor@aarp.org 802-951-1313
<a href="#">VTrans - Bicycle and Pedestrian Program Grants</a>	Construction, planning & design of on and off roadway facilities for active transportation facilities. Specific scoping study funding source.	\$1,000,000.00	20 percent	Municipalities	Yes	September 2020	Jon Kaplan jon.kaplan@vermont.gov 802-498-4742
<a href="#">VTrans - Bicycle and Pedestrian Program Grants - Small Scale</a>	Distinguished from Bike/Ped program by smaller maximum funding amount and lack of federal requirements	\$100,000.00	50 percent	Municipalities and 501(c) Orgs	No	Fall 2021	Jon Kaplan jon.kaplan@vermont.gov 802-498-4742
<a href="#">VTrans - Transportation Alternatives Program</a>	On- and off-road pedestrian and bicycle facilities, projects that enhance mobility, community improvement activities, trails that serve a transportation purpose, and safe routes to school projects.	\$300,000	20 percent	Municipalities, regional transportation authority, school district	Yes	November 2021	Scott Robertson, P.E. scott.robertson@vermont.gov 802-793-2395
<a href="#">CDBG - Implementation Grants</a>	Assist businesses to create or retain jobs, create or rehabilitate housing units, build infrastructure, create or assist childcare and senior centers etc.	\$1,000,000.00	10 percent	Funds must demonstrably benefit persons of low & moderate income as defined by census.	Yes	Ongoing: grants awarded 3x a year	Julia Connell julia.connell@vermont.gov

- Consultant support for a demonstration project on Route 16 could potentially be incorporated into the scoping study grant and fee.

### Conceptual Cost

The total grant amount could be anywhere from \$35,000 to \$60,000, with the higher end including targeted stakeholder engagement, a demonstration project, and topographic survey of the project area.

## Glover Green - Short Term Improvements

Short term changes to the Green center on lower-budget projects that can be completed with primarily volunteer time and labor. These changes could happen as soon as willing volunteers can be mobilized.

### Options for Short Term Improvements

- Use a pop-up tent to test temporary pavilion locations on the Green.
- Install plantings along the edge of the Green to provide separation from nearby roads and driveways.
- Move the Veterans Rock to an edge location with a team of volunteers.
- Finalize a survey of the existing utilities and property boundaries of the Green.
- Test a temporary ice skating rink as a central element to the Green in the winter.

## Glover Green - Long Term Improvements

Longer-term components to the green improvements, like final design and building a structure, should occur once the Town decides on the general layout of the Green that they prefer. The various elements included on the conceptual plan on page 17 can be adjusted to meet the desires of the community.

Grant Title	What does it fund?	Maximum Grant Amount	Match Requirement	Who can apply?	Federal Funding	Recent Application Deadline	Grant Contact
<a href="#">Northern Forest Recreation Grants</a>	Outdoor recreation facilities and programs	\$50,000.00	50 percent	Municipalities and 501(c) Orgs	No	Spring 2021	Mike Wilson mwilson@northernforest.org 207-767-9952
<a href="#">AARP Community Challenge Grants</a>	Infrastructure, programs, events, and organizations supporting livable communities and smart growth objectives	\$20,000.00+ (variable)	None Required	Municipalities and 501(c) Orgs	No	04.14.2021	Kelly Stoddard Poor kstoddardpoor@aarp.org 802-951-1313
<a href="#">VOREC Grants</a>	Construction of trails, trailheads, outdoor recreation facilities that support local economies	\$50,000 minimum. No Maximum		Municipalities and 501(c) Orgs	Yes	Winter 2021	Jackie Dagger jackie.dagger@vermont.gov 802-636-7410
<a href="#">Vermont Agency of Natural Resources Land and Water Conservation Fund</a>	Assists in acquiring land for parks and public outdoor recreation, as well as the development of new facilities and/or renovations of existing facilities or outdoor recreation.	No Maximum	50 Percent	Municipalities and State Agencies	Yes	Winter 2020	Jessica Savage jessica.savage@vermont.gov 802-249-1230
<a href="#">The Department of Forests, Parks and Recreation Enhancement of Recreation Stewardship and Access (ESRA) Trail Grants</a>	Projects focused on the stewardship and accessibility of trails	\$25,000 minimum, no maximum	None Required	Municipalities, 501(c) Orgs	No	8.27.2021	Sherry Smecker Winnie sherry.winnie@vermont.gov 802-760-8450
<a href="#">Vermont Agency of Commerce and Community Development Better Places Grant</a>	Projects associated with COVID-19 Recovery, Community Revitalization, quick build projects, physical activity promotion.	\$40,000	2:1 (33 percent)	Municipalities, including those with a designated Village Center	No	Ongoing - grants awarded 2x a year	Richard Amore richard.amore@vermont.gov 802-585-0061

### Key Next Steps for Long Term Improvements

- Use this plan to walk the Green with community members, in order to visualize placement of a pavilion, sidewalks, parking, seating, shade tree and buffer tree planting, garden beds, etc. Use wire flags, cones, or environmentally safer marker paint like Eco-Stripe. Let community members visit and offer comments on placement and priorities, such as during a few Farmer's Markets. Consider starting with a small number of items, to let the space "breathe" and remain flexible - don't "fill it and kill it!"
- Use this plan to apply for funding to hire a qualified design/build consultant to design and construct a pavilion on the green. Additional phases of design should continue the public engagement process to ensure the final design enjoys broad community support.
- Use this plan to facilitate dialog with state agencies regarding river access to identify needed permitting to improve public river access from the Town Green.
- With a completed pavilion, explore additional phases that establish new parking circulation, river access, and delineate of public/private access drives around the Green.

### Conceptual Costs

- Short Term improvements - \$1,000 - \$5,000
- Pavilion Design/Build - \$30,000 - \$60,000
- Future Phase Green Design/Permitting - \$40,000-\$60,000

## Glover Green Trail Access

There are three components to trail access on the Glover Green:

- A mowed path on the Vermont Fish and Wildlife property for river access
- A path and improved river access directly from the Green on Glover Fire Department Property
- A trail between the Green and the Glover Community School.

### Mowed Trail on the Vermont Fish and Wildlife Property

- Use this plan to coordinate with Vermont Fish and Wildlife. Contact information can be found at [vtfishandwildlife.com/contact](http://vtfishandwildlife.com/contact).
- Discuss and recognize shared goals between the Town and Fish and Wildlife. The Vermont Fish and Wildlife 2022-26 Strategic Plan includes a goal of “Connecting All Vermonters to Fish, Wildlife, and Nature.”
- If possible, consider offering expansion of the Town’s routine mowing of the Green to also mowing an improved river access trail.

### Path and River Access from the Green

- Work with the Fire Department to identify potential options for creative re-use of the existing structure on their property. A key consideration is making the Green’s river access visible and connected to the rest of the Green so that the two spaces are incorporated and welcoming, instead of the river access being behind an abandoned building.
- Seek grant funding to construct River Access improvements.

Grant Title	What does it fund?	Maximum Grant Amount	Match Requirement	Who can apply?	Federal Funding	Recent Application Deadline	Grant Contact
<a href="#">Vermont Department of Forests, Parks &amp; Recreation - Recreational Trails Program</a>	Construction & Maintenance of trails Easements for Trail Access Trailheads & wayfinding elements	\$50,000.00	20 percent	Municipalities and 501(c) Orgs	Yes	Spring 2022	Sherry Smecker Winnie - sherry.winnie@vermont.gov 802-760-8450
<a href="#">VOREC Grant</a>	Construction of trails, trailheads, outdoor recreation facilities that support local economies	\$50,000.00	None Required	Municipalities and 501(c) Orgs	No	Winter 2021	Jackie Dagger jackie.dagger@vermont.gov 802-636-7410
<a href="#">AARP Community Challenge Grants</a>	Infrastructure, programs, events, and organizations supporting livable communities and smart growth objectives	\$20,000.00+ (variable)	None Required	Municipalities and 501(c) Orgs	No	04.14.2021	Kelly Stoddard Poor kstoddardpoor@aarp.org 802-951-1313
<a href="#">VTrans - Bicycle and Pedestrian Program Grants - Small Scale</a>	Construction, planning and design of on and off roadway facilities for active transportation facilities.	\$75,000.00	50 percent	Municipalities	No	02.19.2021	Jon Kaplan jon.kaplan@vermont.gov 802-498-4742

### Trail from the Green to the Glover School

- Use this plan to reach out to the private landowners with property between Still Hill Road and the School to begin discussions about a trail connection.
- Surface options include a cleared and mowed path or a crushed gravel path.
- Landowner agreements could take the form of a handshake agreement (temporary), a 10 year agreement (long term) or an easement (permanent) that the Town purchases.
- Form a volunteer committee to construct the trail and form a long-term maintenance plan.