



LVRT 2020 AND BEYOND

WWW.LVRT.ORG



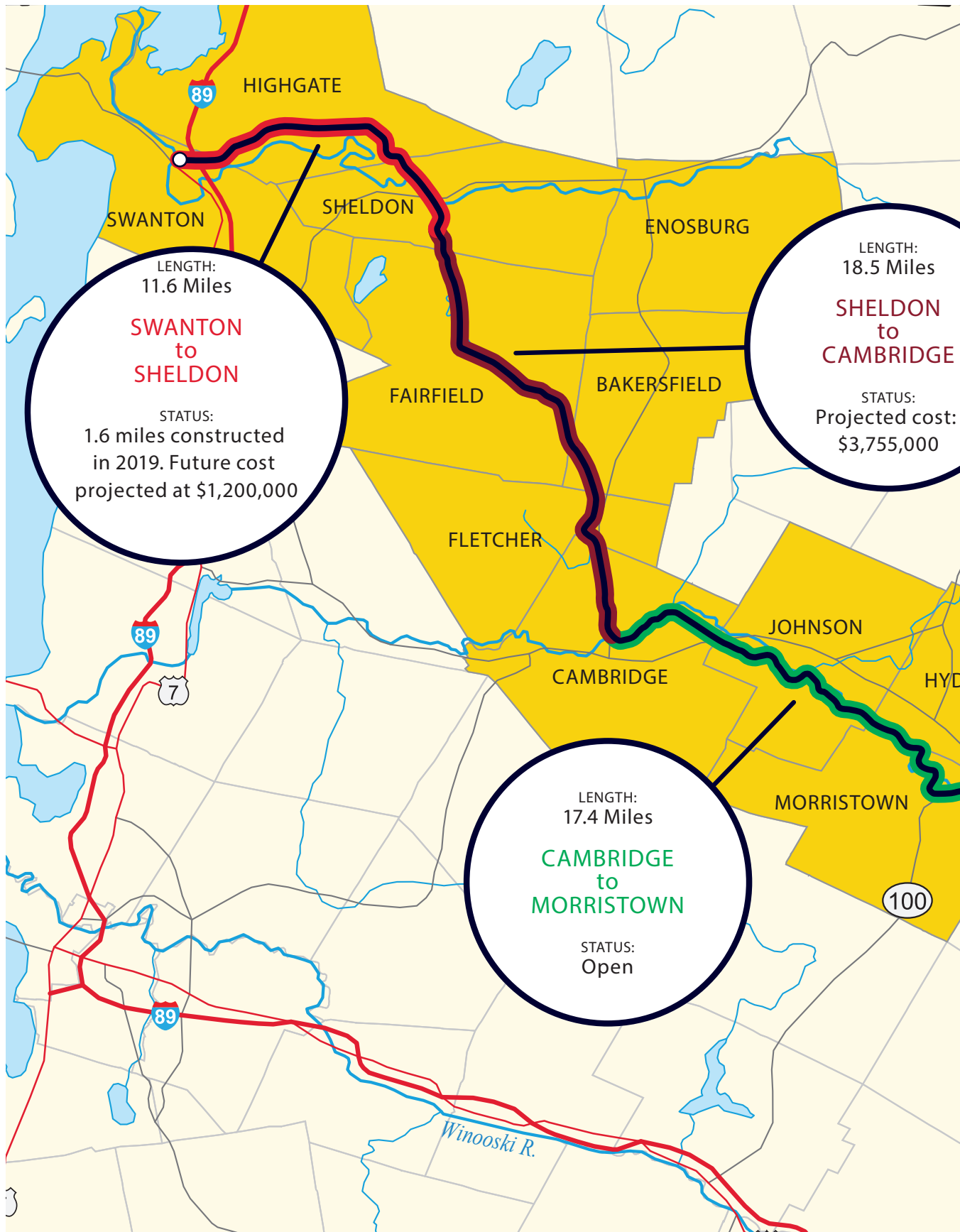


aboard!

Decades ago, a train line ran east to west across Vermont. It was an essential connection, linking communities, offering people mobility, and bringing economic vitality to businesses and towns along the way.

Today, the train engines, rail cars, and tracks are long gone, but the idea of providing a true connection for Vermonters and Vermont communities along the way is about to become real again – especially with your help.

The Lamoille Valley Rail Trail, where it is currently open, has proven to be a place for residents of Vermont and from afar to have a safe and healthy destination to see Vermont's beauty and enjoy a health lifestyle. When completed, the trail will not only be the longest in New England, but will connect to trails in New Hampshire and Canada. Once the LVRT is completed, it will bring millions of dollars into Vermont from tourists and be a true economic driver for the state by growing businesses and creating jobs.



LENGTH:
11.6 Miles

**SWANTON
to
SHELDON**

STATUS:
1.6 miles constructed
in 2019. Future cost
projected at \$1,200,000

LENGTH:
18.5 Miles

**SHELDON
to
CAMBRIDGE**

STATUS:
Projected cost:
\$3,755,000

LENGTH:
17.4 Miles

**CAMBRIDGE
to
MORRISTOWN**

STATUS:
Open

VERMONT'S NEW MAIN LINE

The trail offers something for everyone who enjoys being outside in Vermont, all year long. When complete, the Lamoille Valley Rail Trail will be the longest rail trail in New England and Vermont's top four-season recreation destination.

LENGTH:
19.5 Miles

MORRISTOWN
to
GREENSBORO

STATUS:
Projected cost:
\$5,400,000

LENGTH:
15.4 Miles

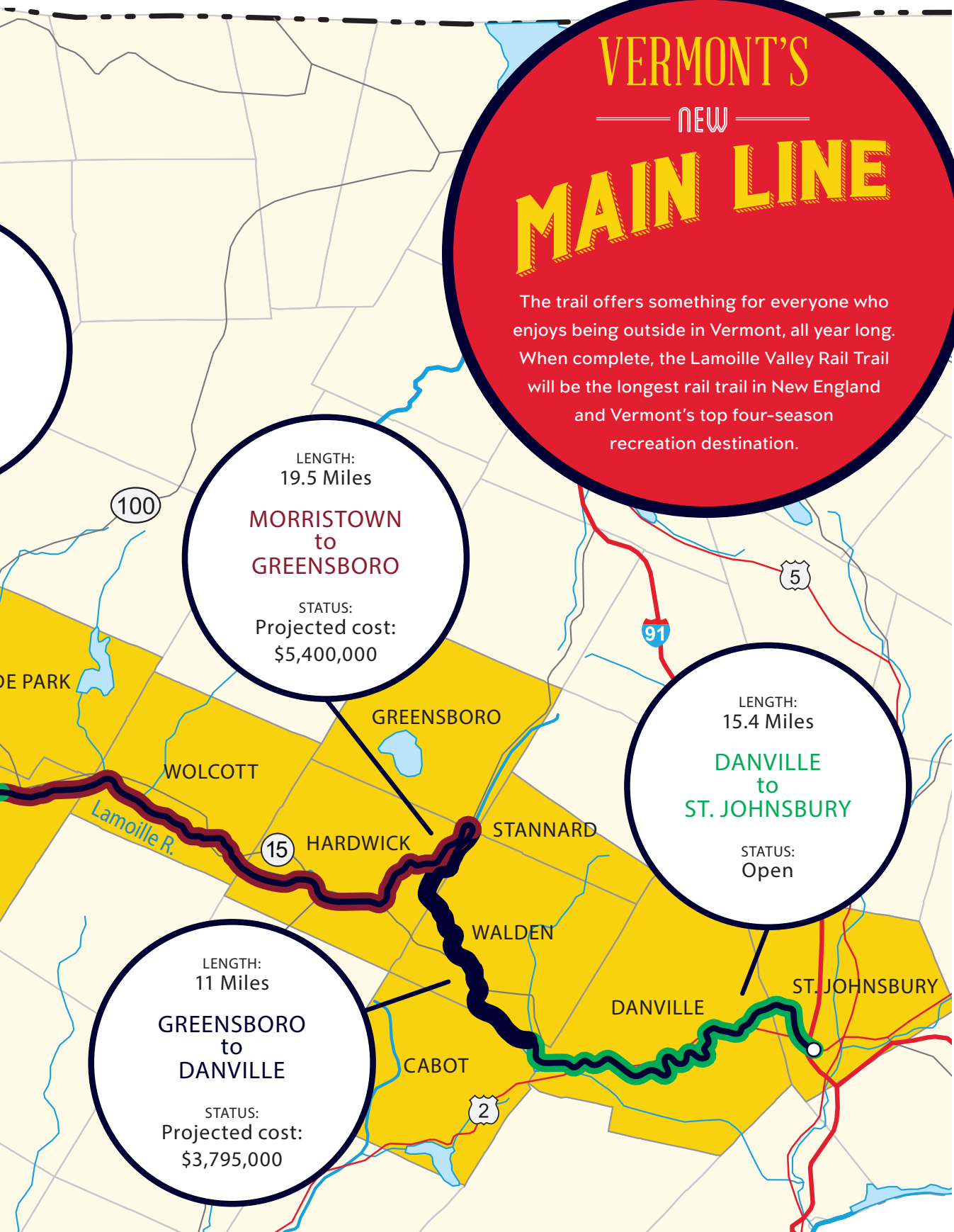
DANVILLE
to
ST. JOHNSBURY

STATUS:
Open

LENGTH:
11 Miles

GREENSBORO
to
DANVILLE

STATUS:
Projected cost:
\$3,795,000





WHEN PROSPERITY *pulls into* - TOWN -

The Lamoille Valley Rail Trail is a welcoming experience, filled with adventure for everyone, all year long. No matter your interests, the trail gives people of all ages and abilities an important way to get outside, engage their community, and really live.

Hikers, cyclists, horseback riders, snowmobilers, cross-country skiers – thousands of people will experience the trail every year. By supporting the trail, you're helping to connect Vermonters – to each other, to the outdoors, and to activities we all love.

The trail also offers a chance to peer back into history and experience a forgotten slice of Vermont. It winds past iconic covered bridges, historic archways where stagecoaches once crossed, and cattle passes from Vermont's agrarian roots.

BUT THE ADVENTURE CAN ONLY BE COMPLETED WITH YOUR HELP.



Have you thought about this?

Education

The LVRT as a Science Teaching Venue

While the recreational benefits of the LVRT are widely extolled, other users enjoy its value as a resource for appreciating Vermont's natural environment. Sheila Tymon, a high school teacher at Morrisville's People's Academy since 1990, is currently teaching Environmental Science and Environmental Chemistry classes and using portions of the LVRT near the school as a living laboratory. One of her teaching projects has been Lamoille River ecosystem health. Students assess the habitat parameters in and next to the river. They collect water and macroinvertebrate samples, analyze them, and record the results. Some reports have been archived by the Vermont Department of Environmental Conservation.

In 2017, student Alex Bickart studied erosion problems occurring in the Morrisville section. Wash-outs disturb the surface of the finished trail and, when they are large, may cause trail closures. Alex determined that the cause of erosion was not the natural flow of the river but run-off from impervious layers on the Park Street side of the pathway sending torrents of water rushing downhill. Alex suggested a remedy: installing a French drain system into the hillside to feed the stormwater into the culvert system constructed during the LVRT renovation.

Grace Safford and McKenna Black researched the threat of invasive species in the Lamoille River's riparian zone. They developed an ingenious environmental health signage system using scannable technology as an outreach tool to educate trail users about environmental assets and threats. Grace wrote, "The greater the sense of place, the more people will protect it."

Community Support

In addition to the help from St. Johnsbury Academy on the St. J section, on a beautiful Saturday morning in October, members of the Morrisville Troop 876 worked on cleaning a section of the trail, raking leaves and clearing other autumn debris. Their volunteer hours were counted toward earning Community Service Badges.

Staying Healthy

"We love the Lamoille Valley Rail Trail and have clocked 120 miles this year alone. We are in our 80s!"

- Elaine and Russell Snow of Waterbury Center, VT



People's Academy Students



St. J Academy Students



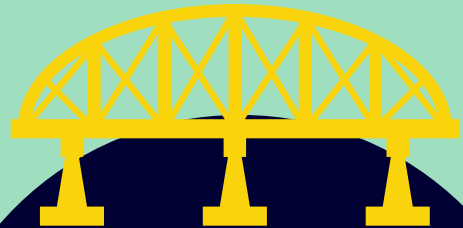
The Snows from Waterbury Center, Vermont





\$164,000

AVERAGE COST
TO BUILD ONE MILE
OF TRAIL



STATE INVESTMENT

\$2,830,000 (20%)

DRAWS IN FEDERAL DOLLARS

\$11,320,000 (80%)



\$2.5 BILLION

ANNUALLY IN DIRECT SPENDING

GROWING THE ECONOMY

Revitalizing County Economic Centers

Completion of the Lamoille Valley Rail Trail



- **WHAT:** The Lamoille Valley Rail Trail (LVRT) is a historic treasure extending across some of Northern Vermont's most beautiful landscapes. The 93-mile Trail spans the breadth of Northern Vermont from the Connecticut River to within two miles of Lake Champlain. The LVRT is a four-season, multi-purpose recreation and transportation corridor. After two decades of research, planning and construction, 33 miles are now open. This investment will complete the construction of the remaining 60 miles.
- **WHY:** A healthy outdoor recreation economy directly supports related businesses and organizations. It also contributes to numerous other aspects of the Vermont economy and culture, including the encouragement of healthy communities and individuals, enhancement of the Vermont lifestyle and the Vermont brand, increased connection to nature and the attraction of high-quality employers and sustainable workforce in all economic sectors. The open 33 miles have already become an economic engine for the 18 towns and villages on its route. Lamoille County describes the LVRT as a win-win, with the creation of new businesses and enhancing the bottom line of existing ones. The Town of Danville sees the LVTR as a critical tool in connecting its community assets such as Joe's Pond, Danville Village and local businesses.
- **WHO:** The economy in Vermont benefits from our shared love and use of the outdoors. Direct spending at outdoor retailers and service providers as well as per trip expenditures adds up to \$2.5 billion annually in consumer spending. By expanding and promoting our recreational infrastructure assets and businesses, we will be able to sustainably support this sector and help drive the overall growth of Vermont's economy. The 60 miles of additional trail will run through the towns of Walden, Hardwick, Wolcott, Morristown, Cambridge, Fletcher, Bakersfield, Fairfield, Sheldon, Highgate and Swanton.

The following is a resolution presented to the Town of Highgate Select Board for town meeting:

- Shall the Town make the following statement of support:
 - We, the citizens of Highgate, strongly support the completion of the Lamoille Valley Rail Trail. We urge the Governor and the Legislature to jointly develop a plan that will ensure the Lamoille Valley Rail Trail is completed by 2025.
- **HOW:** The 60-mile project will be divided into smaller sub projects. Approximately 4 miles from Highgate to Swanton, 19.5 miles from Greensboro Bend to Morristown, 18.5 miles from Cambridge to Sheldon Junction, 11 miles from Danville to Greensboro Bend and approximately 6 miles from Sheldon Junction to Highgate. This project will be managed through the Agency of Transportation.
- **FUNDING:** Total cost will be \$14,150,000. The state's 20% share will be \$2,830,000 with the \$11,320,000 balance coming from federal transportation funds. A request for the state's share of funds will be included in the Governor's FY21 Capital Budget Adjustment Request.

###



Early Morning Along the Trail

by Jenn Chittick



It's 6:30 am and the sun is barely peeking over the tree line. It's a bit chilly, but I know as soon as I start moving I'll warm up, so I dress in layers. I put coffee in my to-go mug, slide it into my water bottle holder, double check that I have my keys, sling my work bag over my shoulder, and set off. I wear bike shorts under my dress for work. This is my favorite kind of morning commute. This is my time...

I bought my home in Johnson last summer, and its proximity to the LVRT was a huge selling point for me. I had recently changed jobs and went from commuting 37 miles (one way) down to 9 miles along a rail trail that will pretty much take me from my front door to my desk. I've figured out the logistics of dressing for the day and can take my time while soaking in the freedom the trail gives me. I'm usually the only one on the path that early.

I recently purchased a 1971 Schwinn Collegiate from a lovely 83-year-old woman who stopped riding it about five years ago. After tuning it up and buffing off the rust, I've retired my road bike and now use this one to travel to my job in Morrisville. The 5 speeds seem to be all I need to tackle the slight grades of the trail and the laid-back look and feel of this bike match my attitude as I breathe in the morning air, soak in the sounds of the river, and watch the sun rise higher in the sky.

It's the ride in that I appreciate the most because I feel like I'm in on a secret that few know. There are parts of the ride where I can see Route 15, and even though the morning commuters are traveling the same way I am, I feel invisible to them, like I'm on the inside looking out. Oh, there are plenty of days when I'm an active participant in their world: driving to work, picking kids up from practice, planning a trip to the grocery store in the hiatus between work and home. But the days when I'm able to bike in on the LVRT...ah, those are the days my soul is recharged.

