

MEMORANDUM

From: AZ Larsen, MPM – West Street Scoping Study

To: Bristol Selectboard

Date: 2/20/2026

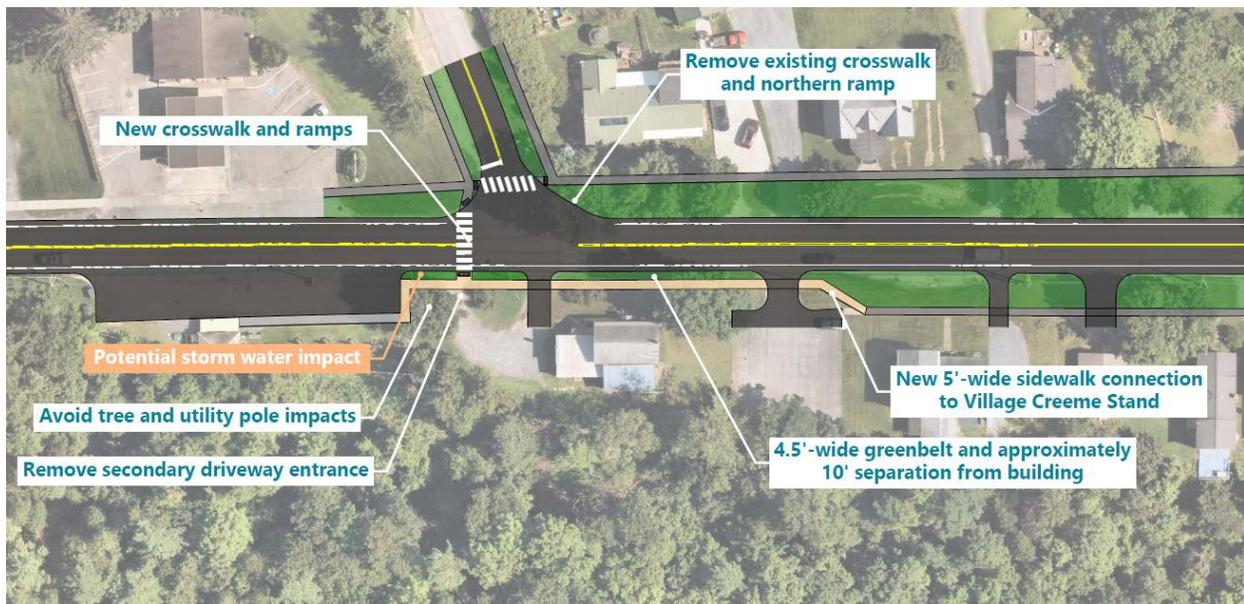
CC: Madison Combs, Evan Haugh, Grant Administrator, Bristol Town Administrator

RE: West Street Sidewalk Draft Preferred Alternative – Comments and Concerns

The West Street Sidewalk Scoping Study is approaching the final stages of the project. VHB has been working on finalizing the preferred alternative for this project. A draft version of this alternative has been prepared by VHB and is presented to the Selectboard for their review. This version is the culmination of discussions from the Alternatives Presentation and direct feedback from town staff and landowners in the project area.

In December a letter by mail and email to the owners of the Champlain Farms property to ask for feedback on the proposed alternatives. The owners provided no feedback in response to the letter. This week I contacted the owner of 31, 35, and 39 West Street to request his comments on the preferred alternative.

Preferred Alternative (Western Section):



Below are the comments received from Mr. Waterman for the consideration of the Selectboard. My comments are provided in blue text.

Comments and Concerns

Waterman Realty Holdings LLC (Ben Waterman)

Parcel #225028, #225027, #225026

Received 2/20/2026

- 1) 39 West St Curb Cut removal (I will dig in my heels over this): Parking is tight for this building and the 2nd curb cut allows the parking area to be much more flexible. Eliminating a curb cut would pigeon hole the parking options and require turning cars around (and more space). There is no more space - between property lines, the building and the bank down to river. Losing the curb cut would require backing onto 116, into a busy intersection which is not ideal (or safe). I am not sure why the existing crosswalk location can not remain on the East side of Maple?

The sidewalk in that location was discussed at the Alternatives Meeting. The tree located on the north side of the existing crosswalk is an impact to vehicular and pedestrian safety as it prevents clear visuals.

- 2) There is a utility pole near the location of proposed sidewalk at the East curb cut driveway entrance of 39 West street that does not appear to be called out as being relocated but may be in the way.

This utility pole has been noted on previous alternatives, given its location there are likely no impacts.

- 3) What trees will need to be removed as part of the project? I am not attached to any trees, but wondering if they get removed will they be replaced? Also, if they are not removed but the root system of an existing tree gets dug through, which seems inevitable, and the tree is on my land - and it ends up dying in 2 years or significantly impacting its viability - who is on the hook for removal?

It is the intention to prevent tree removal when possible. Replacement plantings would be part of the Tree Warden's management plan.

- 4) Most of the sidewalk in front of 35 and 31 West streets is in poor condition, or at a minimum the plow berms should be removed to allow water to shed off the sidewalks and either replacements or regrading the edges of these sidewalks seems like this should happen during this project for efficiencies and cost. Are these sidewalks scheduled for replacement as part of this project?

A goal of this project is to provide an accessible connection from downtown to the creemee stand. With this alternative, section with existing sidewalk infrastructure are planned to remain. However, any sections of existing sidewalk that have poor conditions will be replaced.

- 5) What is the town ROW distance from CL through this section of town?

ROW distance varies throughout section, is at a minimum a 4 rod (66') ROW.

- 6) I appreciate the sidewalk is as far away from 39 West Street building as possible - Is a green belt the only option for the +/- 4.5' section in front of this property? It seems that these small strips of green belts, especially that close to the road, heat island effects and salt application quickly turns the area unsightly and difficult to maintain. Not much grows successfully - even grass. How about either a raised paved or paver strip? Or something that is a little more durable to the high impact area. Will there be a curb installed here?

Alternatives to a green strip were not considered in the development of this alternative. Still in conceptual design, have not finalized designs.

- 7) It seems to be the case based on the sketch, but I am assuming entire curb cut sections within the town ROW will be re-paved in their entirety to 116 and back to to my property line - and the plan is not just to 'patch pave' driveway crossings at saw cuts required for sidewalk install?