

2019 VTrans Bicycle/Pedestrian Program - Design/Construction Criteria

Applicant Name: Town of Richmond

Project Title--Design/Construction: Richmond Route 2 Pedestrian/Bicycle Route

Application Checklist – If any elements are missing, application may not be considered.

Make sure everything is included and pages numbered.

(1) Project Application Form (separate PDF file)

All other materials noted below to be provided in the same order as below.

(2) Project Evaluation Criteria Documentation for the applicable project type (completed BELOW)

(3) Project Map(s)

(4) Budget support information (e.g. detailed cost estimate)

(5) RPC review confirmation letter

(6) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match and future maintenance responsibility

(7) Documentation of contact with VTrans District office, if project is on the state system

(8) Supporting Documentation (scoping study or equivalent report, maps, and drawings) Note: If the scoping study is in a publicly accessible location online, applicants may provide a link with reference to relevant pages as appropriate.

DESIGN/CONSTRUCTION PROJECTS

1. **Community Need—25 Points:** How does the proposed project contribute to an existing or planned bicycle and/or pedestrian network? If the proposed project is a sidewalk along a street that already has a sidewalk, explain why the redundant facility is needed. What destinations or populations are served? What walking and/or bicycling access or safety problem are you trying to solve?

The Town of Richmond's 2018 Town Plan includes a "Complete Streets" policy encouraging multi-modal transportation options such as walking and biking in addition to vehicle traffic. There is no safe route for pedestrians and bicyclists to travel between Richmond village and the State of Vermont park and ride at Exit 11 on I-89 or the Riverview Commons, a mobile home park where the Town wants to improve bicycling and walking conditions for people of all ages and abilities.

In 2014, the Town of Richmond and Chittenden County Regional Planning Commission conducted a scoping project to create a new path for improved walking and bicycling conditions between Richmond Village and the Richmond Park & Ride, especially for commuters, and to Riverview Commons. The project also considered better bicycling and walking access and connections to the other destinations, including the Richmond Elementary School and Camels Hump Middle School. The project is in compliance with Vermont's "Complete Streets" legislation because the project included a range of alternatives that would improve conditions for walkers and bicyclists alike.

The scoping project identified the following problems along Route 2:

- The minimal shoulders and poor pavement conditions on Route 2 in the Study Area;
- The poor existing conditions for bicycle commuters which make the trip between the Village and the Park & Ride to reach the transit service there; and
- The lack of comfortable, convenient walking facilities along Route 2.

VTrans' 2008 Pedestrian and Bicycle Policy Plan includes goals and objectives that directly support the upgrading of bicycling and walking facilities along the Route 2 corridor including:

"Objective 12. Provide a seamless transportation network for pedestrians and bicyclists by improving linkages between walking, bicycling and other modes of transportation."

The **Chittenden County Regional Pedestrian-Bicycle Plan** recommends a series of interconnected on-road bicycle facilities and off-road shared use paths throughout the

county. The on-road network includes an existing on-road bicycle facility designation on Route 2 in the study area from Richmond Village west.

This project is supported by several sections of the CCRPC's ECOS Plan. One of the four broad goals established at the beginning of the document states:

"Make public and private investments in the built environment to minimize environmental impact, maximize financial efficiency, optimize social equity and benefits, and improve public health." ECOS Plan page 8

In the transportation discussion of key issues there's this finding:

"More robust investment in transportation options – transit, walking/biking, carsharing and ridesharing – could reduce congestion, vehicle miles traveled, use of single occupancy vehicles, social exclusion, and could improve public health, and enhance the economic well-being of our residents, businesses and visitors." ECOS Plan page 63

Under future transportation investments, one of the identified focal areas is to:

"Expand walking and biking infrastructure to support active transportation and to provide interconnection with the region's transit system." ECOS Plan page 93

The Public Health section also includes this as a priority strategy:

"Obesity -- Create policies and environmental supports that increase access to active transportation, active recreation, and healthy foods." ECOS Plan Page 103

The financial section of the transportation element of ECOS also notes a recommended shift in new transportation funding away from roadway investments and more into transportation alternatives like walking and cycling projects (see ECOS Plan page 180).

The Plan section on implementing transportation corridor improvements identifies this priority:

"Expanding the bicycle and pedestrian networks with on- and off-road facilities and more sidewalks." ECOS Plan page 181

This spring, the town worked with Local Motion to do a survey regarding bike-ped desires in the town. Overwhelmingly, the results showed that there was still support for better connections to the park and ride and mobile home park parts of town. This corridor remains unsafe for multi-modal uses and hinders our ability to maximize use of the bus system and park and ride for non-vehicle users. Richmond also has transportation energy reduction goals that would be supported by this project.

Higher scores are given for quantifiable evidence of safety issues, demonstration of facility as high need via planning documents or connecting segments of an existing network, and increasing access to destinations and/or areas of denser land use

- 2. Economic Development—10 Points:** How does the project contribute to broad local community and economic development goals?

The Route 2 corridor heading west out of Richmond village is the main travel artery to the Gateway, the Northwest Industrial-Commercial zoning districts as well as the Riverview Commons mobile home park. The 2018 Richmond Town Plan specifies that the corridor be served by the construction of walkable or bikeable transportation systems that link all those areas to Richmond Village.

A new bicycle/pedestrian path in that area will meet state standards for transportation choice by enhancing “pedestrian and bicycle transportation options in Vermont so that citizens, regardless of location socioeconomic status, or health can choose a seamless, convenient and comfortable mode that meets their needs.” (from the Vermont Route 2 Bicycle and Pedestrian Scoping Report).

Higher scores are given for specific references to community planning or economic development documents that support the project.

- 3. Well-supported budget —20 points:** How were the project costs developed? Are all required project elements (admin, engineering, construction, inspection) adequately budgeted for? Be sure to include backup documentation for project costs. Include reasonable contingency for inflation over the life of the project.

Our Vermont Route 2 Bicycle and Pedestrian Scoping Report included a budget for all phases of the project. This grant application is for the Green Phase, a 2,800-foot section connecting Richmond Village to the School Link Trail. The budget included in this application includes the original engineering cost estimates (at 13% of the budget) and the construction costs (with 40% contingencies included). That budget did not include construction inspection (15% of construction cost) or administrative/local project management cost (10% of construction cost). The budget included in this application includes all those components.

The total project cost for the Green Phase presented in this application is \$693,750. The Town of Richmond is prepared to cover the 20% local match through local taxes or other funding mechanisms.

Higher scores for well documented costs that include adequate funding for all project phases.

- 4. Leverage of local funding —5 points:** Does the project leverage more than the required local match? Are other grant funds or higher than required local funds being used for the

project? Be sure to clearly document the total budget including source and amount of all funds contributing to the project.

No other grant funds are being provided for this project at this time.

Higher scores for projects that provide additional local match or leverage other grant funds.

5. **Complexity—10 points**: What complexities does your proposed project have and how do you plan to address them? Response must address need for right of way, anticipated permitting, natural resource constraints or identified cultural resource (historic or archaeological) impacts anticipated for the project.

The Green Phase includes the easternmost portions of the path, from the center of the Village to the Richmond Land Trust parcel and School Link Trail, as long as some acceptable method of crossing Route 2 could be developed with VTrans.

Town of Richmond officials have had preliminary discussions with VTrans, but further discussions and agreement are needed. Given that the project would be covered through this grant resource and local funds, VTrans will not be required to contribute any state money for the project.

Work within the VTrans Route 2 right-of-way will require a permit from the utility section and a stormwater discharge permit from the Vermont Department of Environmental Conservation.

Several utilities have infrastructure along this portion of Route 2, including Green Mountain Power, Fairpoint Communications, Waitsfield Telecom and Vermont Gas, but none are in direct proximity to the proposed Green Phase project.

The town also faces a challenge with working within the railroad right of way. It is well known that working with the railroad is a longer and more complex process.

Higher scores for fewer complexities, or for thorough identification of multiple complexities and specific efforts taken to address them. Complexities include ROW acquisition, significant permitting challenges, design constraints, significant structural components such as bridges or retaining walls, etc.

6. **Project coordination – 5 points**: To your knowledge, are there other state or local projects in the same area that might impact the project timeline and schedule for completion? Is the

project on a state-maintained route? Is the funding being used for elements of a larger project funded through other sources?

VTrans has long-term plans to reclaim and repair Route 2 in the Richmond area. Richmond leaders will work closely with VTrans to coordinate efforts if the VTrans project is implemented during the period that this shared-use path is under construction.

Higher score for no conflicting projects, lower score for several coordination needs.

- 7. Equity—5 Points:** How does your project directly address the needs of more vulnerable populations, specifically the needs of children, older persons, people with mobility challenges and low or moderate income households?

The Vermont Route 2 Bicycle and Pedestrian Scoping Report states that, with the exception of five-foot-wide bicycle lanes on Route 2, the revised alternatives are all shared use paths. These bicycling and walking facilities are at least eight feet wide but more typically ten feet wide with two-foot gravel shoulders on either side. They meet the Americans with Disabilities Act (ADA) regulations in terms of grade and surface material. Shared use paths are usable by walkers and bicyclists of all ages and disabilities.

This path will eventually connect the Riverview Commons mobile home park with the I-89 Park & Ride at exit 11 and with the Richmond Village.

Projects that provide direct access to a vulnerable population e.g. a sidewalk from a senior center to a downtown will receive the full 5 points. Lower scores where equity is only addressed in broad terms.

- 8. Multi-modal potential —5 points:** How does your proposed project coordinate with other modes of transportation? Will it improve walking or bicycling access to transit, rail service or park and ride facilities?

This project will ultimately provide direct access to the Exit 11 park from Richmond village and from the Riverview Commons mobile home park.

Projects that provide direct access to another transportation mode e.g. a sidewalk that connects directly to a transit stop or park and ride will receive the full 5 points.

9. State designated centers —5 points: Is the proposed project within a state designated center?

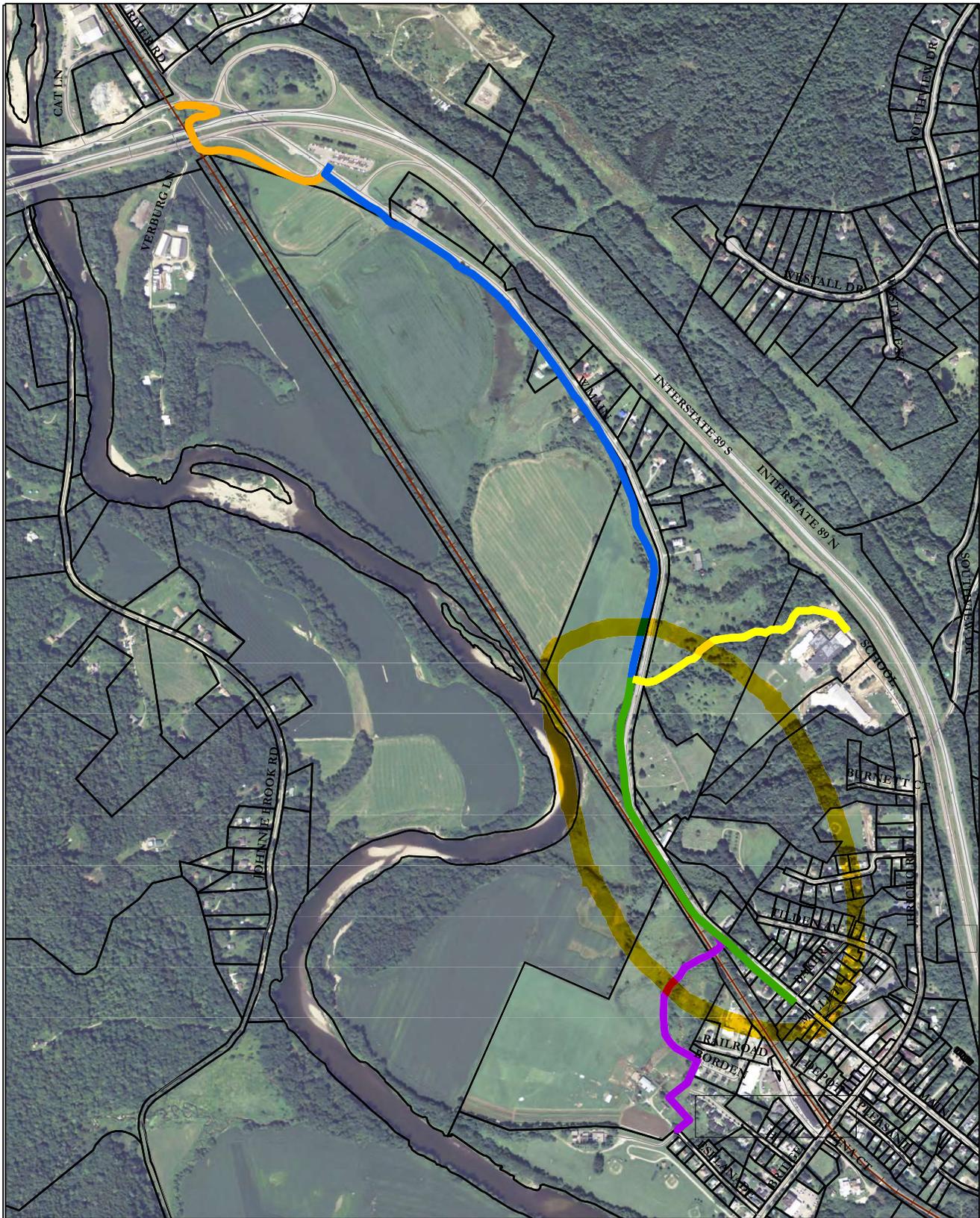
The project begins within the Richmond Designated Village Center and extends into an area where growth is expected to occur in the town. The project will eventually connect Richmond's Designated Village Center with a park and ride/ride share hub.

Higher scores for projects contained primarily within state designated centers (such as downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Housing and Community Development). Lower scores for projects that lead to, but are not mostly contained within, a designated center. Designated centers can be confirmed on the state Planning Atlas - <http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>.

10. Project Commitment—10 Points: Describe your plan for keeping this project moving forward. How does this project rank as a priority within the community?

The 2018 Richmond Town Plan includes numerous references to the need for the Route 2 pedestrian and bicycle path. In addition, the results from a town-wide survey conducted by Local Motion and the Richmond Trails Committee in 2019 showed that the Route 2 pedestrian and bicycle path is the number one priority for expanding Richmond's pedestrian/bicycle network.

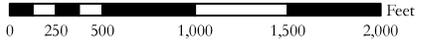
Higher scores for identification of a plan for managing the project and clear indication of priority. Lower score for vague or ill-defined management plan.



Route 2 Non-Motorized Transportation Scoping Study

Chittenden County
Regional
Planning Commission
Town of Richmond, VT

- Legend**
- Green Phase
 - Blue Phase
 - Orange Phase
 - Yellow Phase
 - Purple Phase
 - Prop. Lines



Phases

Budget for Green Phase of Shared-Use Path Richmond Village to Park & Ride to Riverview Commons¹

Item Description	Unit	Unit Price	Quantity	Costs
Construction				
Common Excavation	CY	\$28.00	2800	\$78,400
Subbase- Dense Graded Crushed Stone	CY	\$56.00	1700	\$95,200
Bituminous Concrete	TON	\$280.00	400	\$112,000
Mobilization/ Demobilization	LS		10%	\$43,116
Retaining Wall	SY	\$700.00	70	\$49,000
Traffic Control	LS	-	5%	\$20,531
Special Provision (Paint)	LS	-	1	\$1,400
Special Provision (Signs)	LS	-	1%	\$3,360
Special Provision (Drainage)	LS	-	10%	\$33,936
Special Provision (Landscaping)	LS	-	10%	\$38,057
Construction Total¹				\$475,000
Engineering Total (20% of construction)				\$95,000
Right-of-Way Total				\$5,000
Construction Inspection Total (15%)				\$71,250
Administration/Local Project Management Total (10%)				\$47,500
Total Project Budget				\$693,750

Construction costs are from the 2014 report "Vermont Route 2 Bicycle and Pedestrian Scoping Report" by the Chittenden County Regional Planning Commission and Town of Richmond. Construction items include the 40% contingency fee from this report.
Construction Inspection: 15% of construction recommended by VTrans

June 25, 2019

Jon Kaplan, P.E.
Bicycle and Pedestrian Program Manager
Local Transportation Facilities
VT Agency of Transportation
1 National Life Drive
Montpelier, VT 05633-5001

Dear Jon:

This letter is in support of the Town of Richmond's application to the VTrans Bike/Pedestrian Large-scale Grant Program to construct a shared use path on US 2, connecting the Village Center to parcels owned by the Richmond Land Trust and the local schools. The CCRPC and Town completed the scoping study for this project in 2014, and this route is identified as a priority in the CCRPC's Regional Active Transportation Plan. There are currently no designated walk/bike facilities on this roadway. Following completion of the scoping study, the Town Selectboard lowered the speed limit on this road as a way to begin improvements for people walking and biking; this demonstrates their strong desire to make this roadway safer for all users between the Village Center, Exit 11 Park and Ride, and Riverview Commons mobile home park, and this grant request is another critical step in creating a safe, connected facility between key local and regional destinations.

This project is supported by several sections of the CCRPC's ECOS Plan. One of the four broad goals established at the beginning of the document states:

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In the transportation discussion of key issues there's this finding:

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transportation, active recreation, and healthy foods.” ECOS Plan Page 103

The financial section of the transportation element of ECOS also notes a recommended shift in new transportation funding away from roadway investments and more into transportation alternatives like walking and cycling projects (see ECOS Plan page 180).

The Plan section on implementing transportation corridor improvements identifies this priority: *“Expanding the bicycle and pedestrian networks with on- and off-road facilities and more sidewalks.” ECOS Plan page 181*

This project is also supported by the following goals from our 2017 Active Transportation Plan:

- *“Provide accessible, safe, efficient, interconnected, secure, equitable and sustainable mobility choices for our region’s businesses, residents and visitors.”*
- *“Encourage walking and biking in local communities through work with towns, schools, businesses and community walk-bike groups.”*
- *“Expand walking and biking infrastructure to provide interconnection with the region’s transit system.”*

Also, per the application instructions, I have reviewed the project application content prior to its submission to VTrans.

Thank you for your consideration of this project.

Sincerely,



Bryan Davis
Senior Transportation Planner

cc: Bard Hill, CCRPC Richmond representative



TOWN OF RICHMOND

RICHMOND TOWN CENTER
203 Bridge Street, P.O. Box 285
Richmond, Vermont 05477



Jon Kaplan
Bicycle and Pedestrian Program Manager
VT Agency of Transportation
Municipal Assistance Bureau
1 National Life Drive
Montpelier, VT 05633

June 28, 2019

Re: 2019 VTrans Large-scale Bicycle and Pedestrian Grant Application

Dear Mr. Kaplan,

Please consider this as a letter of support on behalf of the Richmond Selectboard regarding Richmond's application for the 2019 VTrans Large-scale Bicycle and Pedestrian Grant. The timing on the deadline for the application and the most recent Selectboard meeting did not allow for a letter of support to be signed by the Selectboard, thus I as Town Manager am sending the letter.

At their June 17, 2019 meeting the Selectboard unanimously voted to support this project. The Board is excited about the possibility of securing funding to partially pay for this phase of a multi-phase project which will ultimately connect the village to the park and ride and the Riverview Commons mobile home park.

Sincerely,

Josh Arneson
Richmond Town Manager
203 Bridge St.
P.O. Box 285 (mailing)
Richmond, VT 05477
802-434-5170
jarneson@richmondvt.gov



Josh Arneson <jarneson@richmondvt.gov>

Richmond Rt. 2 Bike and Pedestrian Path

1 message

Josh Arneson <jarneson@richmondvt.gov>

Thu, Jun 27, 2019 at 1:19 PM

To: "Blackmore, David" <David.Blackmore@vermont.gov>

Mr. Blackmore,

This email is to inform you that the Town of Richmond is applying for a 2019 VTrans Large-scale Bicycle and Pedestrian Grant to partially fund a phase of the Richmond Rt. 2 Bike and Pedestrian Path.

Josh Arneson

Town Manager
Town of Richmond
P.O. Box 285
Richmond, VT 05477
(802) 434-5170



June 27, 2019

Mr. Jon Kaplan
VTrans Bike and Pedestrian Program Manager
Vermont Agency of Transportation
One National Life Drive – 5th Floor
Montpelier, VT 05633

Dear Jon,

Local Motion enthusiastically supports the Town of Richmond's application to the 2019 Bicycle and Pedestrian Grant Program for funds to improve access and safety between Richmond village and the park and ride. Increasing transportation options and enhancing this connection in particular is a major priority for our organization.

Over the past several months, Local Motion has partnered with the Town of Richmond and Richmond Trails Committee to survey residents about their priorities for improving bike and pedestrian access between various destinations in town. Of the 131 survey respondents, 70% cited the construction of a multi-use path between the village and park and ride as their highest priority for improving multi-modal connections within Richmond. Given these survey results, and building upon Richmond's growing interest in walking and biking generally, Local Motion is eager to help advance the town's efforts to improve infrastructure along this critical corridor. This grant is key to moving this project forward.

As an organization that works tirelessly to increase the ability to walk and bike safely in all Vermont communities, and to create better active transportation connections for our 10,000+ members in the region, we would be thrilled to see this project come to fruition.

Please don't hesitate to contact me at your convenience at 802-578-9334 if you have further questions.

Sincerely,

Karen Yacos
Executive Director, Local Motion

June 26, 2019

To Whom It May Concern,

On behalf of the Richmond Trails Committee, I would like to extend our support for the Town of Richmond's application to the 2019 VTrans Bicycle/Pedestrian Program. The application is to construct a new path for improved walking and bicycling between the Richmond Village and the Richmond Park & Ride located adjacent to I-89's exit 11.

The mission of the Trails Committee is to establish paths for non-motorized transportation and recreation in Richmond, to maintain these paths, to link with other towns when feasible, and to promote safe citizen use of these paths. The proposed new path dovetails well with our intended mission and has been an initiative on the Committee's Agenda for the last few years.

Besides providing the citizens of Richmond with safe recreational opportunities, the proposed path also provides a safe way to commute without utilizing a vehicle. The Richmond Park & Ride is home to a Green Mountain Transit bus stop, which is currently Richmond's only public transportation link. The proposed path will connect our village with the Park & Ride, so that residents can safely access the bus system either on foot or by bicycle.

A survey was conducted by Local Motion and completed by the residents of Richmond this spring. The results clearly stated that this proposed path is the number one priority for our town. The Richmond Trails Committee fully supports any effort to make this idea a reality.

Respectfully submitted,



Jean Bressor

Richmond Trails Committee Co-Chair

Photos looking west on Rt. 2 showing narrow shoulders creating dangerous situations for bikes and pedestrians





LINKS TO SUPPORTING DOCUMENTS:

Chittenden County Regional Planning Commission & Town of Richmond Vermont Route 2 Bicycle and Pedestrian Scoping Report: https://studiesandreports.ccrpcvt.org/wp-content/uploads/2017/01/Richmond_Rt_2_Path_FINAL_ALL_DOCS_12-28-14.pdf

Local Motion Survey Report on Bike & Pedestrian Needs (May 2019): <http://www.richmondvt.gov/wp-content/uploads/2019/04/Richmond-Survey-Report-.pdf>