

**Applicant Name: Town of Richmond**

**Project Title--Design/Construction: The Bridge Street East Sidewalk Project**

**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?**

Bridge Street is by far Richmond's most heavily used and appreciated pedestrian thoroughfare. Residents of all ages and visitors alike walk Bridge Street for recreation, to access town services, the town park and playground, to commute to/from work, kids trek to the library after school, for entertainment and to reach shopping, dining and business services. Bridge Street's pedestrian infrastructure, however, is woefully out of date.

**The Bridge Street East Sidewalk project** will enhance the existing bicycle and pedestrian network by connecting a gap between Richmond's main commercial block and Volunteers' Green, our largest park and social event space. The project will provide safer access to several of the most visited public destinations in Richmond: the Town offices, library, police station and the non-profit Senior Center, Radiate Art Space and community TV station.

While Bridge Street already has a sidewalk on the west side, pedestrian needs, the number of pedestrians and the number of cars have all grown significantly since installation of that lone sidewalk decades ago. For example:

- The Town center/library facilities noted above are on the east side of the street while the sidewalk is on the west side, necessitating multiple crossings.
- The number of motor vehicles on Bridge Street now exceeds 5,700/day.
- The Creamery, the biggest, most significant new housing and business development in the Village in 30 years is adding 45 new residences and businesses on the east side without a sidewalk connection.

**The Bridge Street East Sidewalk project** will provide all pedestrians with an alternative to the sidewalk on the west side of Bridge St. The west sidewalk has a long crossings of a busy, uncontrolled intersection, goes behind parked cars forcing pedestrians into the traffic lane, and traverses outdoor food seating.

This project will install FHWA STEP enhanced crossings providing residents on the east side of Bridge Street improved access to Richmond's main food market, hardware store, park facilities, dental and medical offices, the Thrift Shop and Food Shelf, and multiple small businesses. In addition, this proposed facility improves pedestrian safety by reducing the number of crossings across Bridge Street needed to reach the Town Offices, the Post Office, the Police Department, and the Library.

The populations served by this project include the Richmond Village Housing development—a 16-unit affordable housing development—The Creamery—currently a 14-unit housing development with most of its units priced affordably for 80 percent of the median income for Chittenden County with anticipated buildout to 45 units in the coming years—as well as renters—who, on average, would be considered low-income per HUD guidance.

Our proposed East Sidewalk project will more safely connect neighborhoods on the east of Bridge Street to the local services and activities noted above.

**16-25 Points** – Project is an important part of a pedestrian or bicycling network and serves obvious bike/ped generators and/or the project includes measures identified in the [FHWA STEP](#) initiative.

**6-15 Points** – Project is in an area of low land use density or not clearly contributing to a local network.

**0-5 Points** – Unclear how proposed facility contributes to a network or solves a safety problem

## **2. Economic Development—10 Points: How does the project contribute to broad local community and economic development goals? How does the project contribute to ongoing local placemaking or economic development initiatives?**

The Richmond Town Plan (2018) lists the following goals:

- Community Development Goal 1: “Ensure that Richmond residents can meet basic needs and access affordable goods and services, including in times of emergency, as well as support or provide further services for residents when possible.”
- Economic Development Goal 3: “Direct growth and investment to Richmond’s downtown and village centers”
- Education Goal 2: “Partner with the school district to seek a more efficient transportation system to benefit students, parents, drivers, and commuters”
- Energy Goal 1: “Decrease the amount of fossil fuels used for transportation by the town government, residents and businesses in Richmond through conservation and improved efficiency. Encourage walking and the use of bicycles and facilitating the substitution of electricity and renewable fuels for fossil fuels

The Richmond Town Plan (2018) also emphasizes the importance of the library and the Town Offices as gathering spaces for community meetings and events, as well as a hub for the Regional Community Senior Center, Radiate community Art Space and the community TV station.

Furthermore, Richmond will be rehabilitating the Town Center and Library to improve its accessibility and functionality as a community gathering space. We expect to complete this project in the coming years.

To achieve these town goals, Richmond completed two planning projects—the Bridge Street Complete Streets Corridor Study (2021) and the Richmond Village Sidewalks Scoping Study (2022). Both of these efforts identified a sidewalk on the east side of Bridge Street as crucial to improving accessibility in Richmond’s village center.

Richmond is also in the process of completing a town-wide bicycle and pedestrian master plan, known as the Richmond Bike, Walk and Trails Plan (2022). The Richmond Bike, Walk, and Trails Plan identifies Bridge Street as a key corridor and recommends the installation of a painted sidewalk and bike lane markings on the east side of Bridge Street, among other streetscape elements.

**6-10 Points** – Specific references to community planning or economic development documents that support the project.

**0-5 Points** – Vague or non-existent 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.**

The project budget was created for Richmond by Stantec, as part of the Richmond Village Sidewalks Scoping Study Report, and VHB, as part of the Bridge Street Complete Streets Scoping Study Technical Memo (2021). Both of their cost estimates are enclosed. The cost estimate developed by Stantec covers the development of a five-foot sidewalk with a green strip from the Bridge Street/Jolina Court intersection to the Bridge Street/Esplanade intersection. The cost estimate developed by VHB covers the development of a five-foot sidewalk from the Bridge Street/Jolina Court intersection to the end of the existing sidewalk; a bump out at the Bridge Street/Depot Street intersection; and crosswalks across Bridge Street, Pleasant Street and the railroad. VHB has provided updated cost estimates, dated May 25, 2022, since their initial cost estimates from August 4, 2021 as part of their corridor study. The entire project budget accounts for the current cost of materials and contingencies.

**11-20 Points** – Cost is well documented/detailed and consistent with bid history on similar projects.

**0-10 Points** – Cost is significantly less than similar projects, no detail provided or missing costs.

**4. 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. If a scoping or planning report is attached, please highlight or reference the applicable sections.**

The Richmond Village Sidewalk Scoping Study (2022) and the Richmond Bridge Street Complete Streets Scoping Study Technical Memorandum (2021) are enclosed. Section 5.4.1 of the Richmond Village Sidewalk Scoping Study (2022) describes the impacts of our proposed Bridge Street East Sidewalk design alternative between Jolina Court and Esplanade. Page 8 of the Richmond Bridge Street Complete Streets Scoping Study Technical Memorandum (2021) reviews the impacts of our proposed Bridge Street East Sidewalk design alternative between Jolina Court and the existing endpoint of the sidewalk.

Per this scoping study, the impacts of this project are limited. One major complexity is the need to cut back a sloped area along Bridge Street north and south of Pleasant Street, and place a 100-foot retaining wall along the sidewalk between Pleasant Street and the railroad. VHB has adequately scoped this section of the project in their Richmond Bridge Street Complete Streets Scoping Study Technical Memorandum. Richmond anticipates temporary right-of-way impacts, impacts to the cemetery construction, and the possible need to remove one or two mature trees. Richmond leaders will work with stakeholders, including the Town's Cemetery Commission and Conservation Commission, to mitigate or offset possible cultural and natural resource impacts.

**6-10 Points** – Fewer complexities, or thorough identification of multiple complexities and specific efforts taken to address them.

**0-5 Points** – Complexities include ROW acquisition, significant permitting challenges, design constraints, significant structural components such as bridges or retaining walls, etc.

**5. 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?**

**The Bridge Street East Sidewalk project** is not on a state-maintained route. The project is in proximity to VTrans' Route 2 repaving project (Richmond-Bolton STP 2924(1)).

Richmond is working with the VTrans Asset Management Team to coordinate the two projects. We do not anticipate any impacts to the Bridge Street East Sidewalk project schedule due to the nearby VTrans project. Funding will not be used for elements of a larger project funded through other sources.

**3-5 Points** – No conflicting projects.

**0-2 Points** – Several conflicts or coordination needs.

**6. Equity—10 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? What outreach was performed to include disadvantaged communities, especially low income, BIPOC, people with disabilities and others, in the planning of this project.**

**The Bridge Street East Sidewalk project** will address needs of our children, older residents, and people with mobility challenges by providing improved walkability and safety in the designated village center. Within the vicinity of the Bridge Street East Sidewalk Project, 11.4 percent of the population is 65 and older, and 4.1 percent of the population are persons with a disability. The median household income within the vicinity of the project area is almost half the median household income for the entire town. Within half a mile from the project area are an elementary school, a middle school, and an affordable housing development specifically for low-income households.

The town government offices, the post office, the town library, the local food shelf, a grocery store, affordable housing options, and a number of businesses directly front the project area. The Bridge Street East Sidewalk Project will substantially improve access to local businesses and local services, as it would include an accessible sidewalk directly to local businesses and services, and improved crossings across Bridge Street.

**Outreach:** We received input from members of disadvantaged communities during the scoping study for the project. As part of the Richmond Village Sidewalks Scoping Study, we held two public meetings, and also received comments directly via email and phone. We advertised the public meetings and solicited comments through mailers, direct emails and phone calls, fliers at local businesses and public meeting points, and Front Porch Forum posts.

**6-10 Points** – Project that provides direct access to a vulnerable population e.g. a sidewalk from an underserved community, a senior center, or community center to a downtown or clear documentation of outreach to disadvantaged populations.

**1-5 Points** – Equity is only addressed in broad terms.

**0 Points** – Equity not addressed.

**7. 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?**

**The Bridge Street East Sidewalk project** is part of a larger plan to connect the village with the Richmond Park and Ride and future transit options. The currently ongoing work for the Richmond Walk, Bike, and Trails Plan (2022) will identify deficiencies in Richmond’s multimodal network, and provide short-term and long-term recommendations to bolster its multimodal network. Richmond is committed to acting upon the recommendations in the Richmond Walk, Bike, and Trails Plan. As part of the FY2023 Unified Planning Work Program (UPWP), the Town will investigate expanding public transit to Richmond Village and establishing bicycle/pedestrian facilities between Richmond Village and the Richmond Park and Ride.

Chittenden County Regional Planning Commission (CCRPC) is also in the process of updating its Regional Park and Ride Plan. The latest Regional Park and Ride Plan in 2011 identified improving the Richmond Park and Ride as a high priority, and identified a number of high priority locations for potential park and rides in Richmond. Richmond will work with CCRPC to

update the Regional Park and Ride Plan and to encourage usage of different modes of transportation.

**5 Points** – Project provides direct access to another transportation mode e.g. a sidewalk that connects directly to a transit stop or park and ride

**0-4 Points** – Project is part of a larger plan to connect to another transportation mode in the near future

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

**The Bridge Street East Sidewalk project** is located entirely within a Designated Village Center.

**5 Points** – Project is contained primarily within a state designated center (such as downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Housing and Community Development).

**0-4 Points** – Project leads to, but is not primarily within, a state designated center.

**9. Project Management—10 Points: Describe your plan for keeping this project moving forward. What management practices do you now have, or plan to put in place, to successfully administer the project from design through construction? Who will manage the project (municipal staff, RPC, consultant, or other)?**

Richmond has a set of prequalified engineers who were selected through a competitive sealed-bid process per the Town's [Purchasing Policy](#). These engineers have served as project managers in the past for town projects. Richmond will work with VTrans to select a Municipal Project Manager from the list of prequalified engineers. The Municipal Project Manager will oversee and manage the project from design through construction.

**6-10 Points** – Plan outlined for managing the project, including adequate or additional staffing.

**0-5 Points** – Vague or ill-defined management plan.