

PROJECT APPLICATION FORM FY2024 Unified Planning Work Program

Applications should be no more than 6 pages (excluding any maps and letter of support from your governing body to document the availability of the local match and commitment of staff time). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. There are separate forms to request transportation counts and infrastructure inventories – please submit one form per request. Deadline for receipt of completed submissions is Friday, January 20, 2023. Please email completed forms in Word format to mdistel@ccrpcvt.org.** All forms are available on the CCRPC website: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

1. GENERAL INFORMATION

Submitted by (Name, Title): Josh Arneson, Town Manager
Municipality/Agency/Organization: Town of Richmond
Telephone: 802-434-5170
Email: jarneson@richmondvt.gov

2. PROJECT INFORMATION

a. Project Title: Cochran Road Corridor Study

b. Project Location (name of roadway, intersection, geographic area, etc.):
Attach map if needed

The project area for the Cochran Road Corridor Study encompasses the entirety of Cochran Road, from the Bridge Street/Cochran Road intersection to the intersection of Route 2 in Jonesville. A corridor study will focus on the 2.8-mile middle segment of Cochran Road. A more detailed scoping study will be performed on the western and eastern ends with higher village/population areas. The Cochran Road Corridor Study also will evaluate and recommend permanent traffic calming measures along the length of Cochran Road. *See map at end of document.*

c. Project Description (200 words max):

Please state whether this is a multi-year effort and identify each phase, and for which phase this application is requesting funding.

Cochran Road Corridor Study is part of a multi-year effort to revamp Cochran Road for the benefit of pedestrians, bicycles, and all traffic.

- 1) Corridor Study - Building on the recommendations and alternatives presented in the Town of Richmond Bike, Walk, and Trails Plan, identify specific on-road and off-road improvements and multi-modal strategies that address safety, capacity and connectivity for pedestrians and bicyclists in the 2.8-mile section of Cochran Road east of Richmond village and west of Dugway Road.
- 2) Scoping Study – for the Richmond village area (Bridge Street to the River Shore trail head) and the Jonesville segment (Dugway Road to Route 2) – identify new infrastructure such as sidewalks that can be incorporated into the future network, determine the potential for

Cochran Road to be upgraded to accommodate multimodal traffic, and drafting conceptual designs for sidewalk and other improvements.

- 3) Traffic calming priorities - Currently, as part of the FY23 UPWP program mid-year adjustment, temporary traffic calming measures are being explored and recommended by summer 2023. FY24 UPWP will evaluate those temporary traffic calming measures and recommend permanent traffic calming solutions. The evaluation will address vehicular speeds and volumes, safety for pedestrians and bicyclists, parking in the roadway, and other issues.

d. Expected Deliverables:

- If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.

The expected deliverables include: 1) a corridor study for the 2.8-mile section of Cochran Road, laying out multimodal improvement strategies that address safety, capacity and connectivity; 2) a technical scoping study report for Richmond village and Jonesville areas along the road, encompassing a summary of the scoping process, conceptual designs, conclusions on preferred alternatives, and cost estimates for all alternatives; 3) a report identifying permanent traffic calming strategies for Cochran Road.

- Please note that non-municipal partners are expected to submit a year-end report describing the impacts and outcomes of your program/efforts as a requirement of funding.

e. Other Project Partners (e.g., other municipalities, agencies, non-profits, consultants, community groups):

Richmond Transportation Committee, Richmond Selectboard, Richmond Trails Committee, Local Motion, Richmond Climate Action Committee, CCRPC, Cochran’s Ski Area, Richmond Land Trust, Mt. Mansfield Union Unified School District, Cathedral Square, Sterling House, Little Tots Academy

f. Project Cost & Match Requirement:

Please refer to the **FY24 UPWP PROGRAM SUMMARY** for a description of match requirements and check below which applies to your proposal. If matching funds are required, municipalities should attach a letter of support from your governing body to document the availability of the local match and commitment of staff time. Non-municipal partners should provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability and intent to provide matching funds, etc.

- **Transportation-Related Projects (PL Funding)**
 - ✓ Transportation and transportation-related land use/water quality projects – 20% non-federal cash match required.
 - The CCRPC may waive the local match requirement for municipal projects deemed to be regionally significant.
 - Transportation Technical Assistance – no local match required
 - Non-Municipal Partner – 20% match required
- **Land Use and Energy Implementation Assistance (ineligible for PL funding)**
 - Non-transportation projects – there is no fee for projects requiring less than 12 hours of CCRPC

staff time. Projects over 12 hours will be charged a rate of \$60 per hour.

- Energy Implementation Assistance – this program provides CCRPC staff assistance to the municipality which, depending upon state grant requirements, may have no local match requirement.
- Non-transportation projects (including plan and bylaws) – this is a fee-for-service program, cost TBD. We encourage municipalities to also seek [Municipal Planning Grants](#).

Is the Request for CCRPC Staff Assistance Only? (Yes/No)	No
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For Transportation and Transportation-related Land Use/Water Quality (PL Funding) Projects requiring consultants or for non-municipal partners:

Total Project Cost Estimate (100%)	\$50,000
Local Match Required (20% of Total Cost)	\$10,000

Examples:

	Example 1	Example 2	Example 3
Total Project (100%)	\$25,000	\$50,000	\$75,000
Local Match (20%)	\$5,000	\$10,000	\$15,000

Will you accept a partial award? (Yes/No)	No
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For Other Land Use (Non-PL Funding) Project Requests (this is a fee-for-service program, cost TBD):

CCRPC staff hours requested:	
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For Non-Transportation Land Use Project Requests, please contact Taylor Newton (TNewton@ccrpcvt.org, (802) 846-4490 ext. 115 to discuss project and budget needs.

For Non-Transportation Water Quality Project Requests, please contact Dan Albrecht (dalbrecht@ccrpcvt.org, (802) 861-0133 to discuss project and budget needs.

h. Public Meeting Requirement:

All municipal applications (local or regional), including match amounts, must be presented to and approved by the governing body at a warned public meeting by the end of March 2023. For non-municipal partners, a public meeting is not required but applications should be approved by a Board or similar governing body. If available, please provide documentation by the January 20, 2023 deadline. The public meeting requirement is not applicable for Minor Technical Assistance projects.

A letter from Richmond Town Manager Josh Arneson is enclosed, confirming that during the December 19, 2022 Richmond Selectboard meeting the Richmond Selectboard approved the application for this project and the allocation of \$10,000 to provide as a match.

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will primarily address (http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf).

The project addresses the following actions from CCRPC's ECOS plan:

- Support and inform municipalities on setting the stage for smart, multi-modal development in our areas planned for growth, and protection of our rural planning area, through plan and bylaw assistance, participation in the Act 250 Next 50 Years Committee, brownfields assessments, etc.
- Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways and investing in Intelligent Transportation Systems to facilitate traffic flows on our arterials and minimize the need for major roadway expansion projects; and supporting our areas planned for growth by expanding bike and pedestrian infrastructure, improving transit services, investing in and supporting Transportation Demand Management partners and programs such as Green Mountain Transit, Chittenden Area Transportation Management Association, CarShare, Local Motion and NeighborRides.
- Assist and inform municipalities on enhanced energy planning for the heating, electricity and transportation sectors including a shift away from gas/diesel vehicles to electric or other nonfossil fuel transportation options.

The project also addresses the following strategies from CCRPC's ECOS plan:

- Improve and strengthen the economic systems of our region to increase opportunities for Vermont employers and employees

b. Please describe how the project need is documented. Is the project identified in a local plan? Or, does this project address a newly identified need? Please elaborate.

The 2018 Richmond Town Plan includes the following goals and objectives:

- Maintain a "Complete Streets" policy that encourages multi-modal transportation options such as walking and biking in addition to vehicle traffic (Transportation, Goal 1)
 - Support the construction of sidewalks and bike paths or line striping for cyclists on State and Town road projects. Consider making wider shoulders on Town roads, especially Cochran, Huntington, and Hinesburg Roads. Work with VTrans to prioritize rebuilding Route 2 (Main Street) including sidewalks and bicycle/pedestrian accommodation (Transportation, Goal 1, Objective 2)
 - Support interconnectivity of trails and connectivity of trails with destinations such as the market or park and ride in order to provide non-motorized means of travel (Transportation, Goal 1, Objective 5)
- Improve safety and efficiency of public roads and bridges (Transportation, Goal 2)
 - Identify road segments where noise, speed, congestion or safety is/are a problem and work to develop strategies to reduce the negative impacts. (Transportation, Goal 2, Action 2)
- Encourage transportation policies and programs that reduce single-occupancy vehicle travel on town roads (Transportation, Goal 4)
- 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. (Energy, Goal 1)

- Plan upgrades to town roads to make them more bicycle and pedestrian friendly. (Energy, Goal 1, Action 12)
- Publicize and promote Richmond’s special features such as the Round Church and Cochran’s Ski Area, as well as our many recreational, lodging and dining opportunities that might attract visitors (Economic Development, Goal 4)

The town has identified multimodal traffic issues on Cochran Road in recent years. This has led to the development of recommendations for improvements to Cochran Road in the Town of Richmond Bike, Walk and Trails Plan.

c. Please describe how the project benefits the community.

The outcomes for this project are to give the town a long-term investment option for improving a narrow roadway corridor that is heavily used by multiple transportation modes for travel and connects people to key destinations in Richmond. The road is a popular major collector road, connecting people to Richmond Village, Jonesville, Cochran Ski Area, Overrocker Park, Preston Forest, Safford Preserve, Bombardier Meadow, Jonesville, and Bolton. It is heavily used by pedestrians, bicyclists and motorists. The road itself is relatively narrow, with little to no shoulders. Recently, the town has fielded concerns about traffic flow and speed on the roadway. The Town is currently looking into improving traffic flow for all users through Cochran Road Traffic Calming Study and examining temporary traffic calming measures through the FY23 UPWP mid-year adjustment. The Cochran Road Corridor Study will investigate long-term, permanent infrastructure solutions to improve traffic flow. This project will look into on- and off-alignment locations for bicycle and pedestrian infrastructure. It will also build off the work from the FY23 UPWP project which is identifying temporary traffic calming measures, specifically by integrating bicycle/pedestrian crossing location and traffic calming measures into the proposed bicycle/pedestrian infrastructure recommendations and designs. This project will also continue the work from the Richmond Bike, Walk, and Trails Plan by exploring cost-effective solutions for bicycle/pedestrian infrastructure that the town could implement in the long term.

d. If your proposed project includes public engagement, please answer the following questions:

(see the CCRPC’s 2014 Public Participation Plan for resources: <http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>)

- What historically excluded and/or underserved populations are in the project study area? Please be specific.

Near the project study area are Richmond Terrace, an affordable housing community for community members 55 and older managed by Cathedral Square (about 0.2 miles to the Cochran Road/Bridge Street intersection); Sterling House, a senior housing community (less than 0.1 miles to the Cochran Road/Bridge Street intersection); and Little Tots Academy, a day care center (less than 0.1 miles to the Cochran Road/Bridge Street intersection).

- What are the potential equity impacts of this project on historically excluded and/or underserved populations? Does this project have the potential to create, ignore or worsen existing equity gaps or produce other unintended consequences? If yes, how? Describe ways this project can lead to increased racial equity, economic equity and other forms of equity.

This project aims to improve the multimodal accessibility of Cochran Road for all ages and abilities, including children and older community members. The parks, trails and recreation areas along Cochran Road are popular gathering places for community members of all ages. Presently, the road is a high-

stress on-road bikeway (with no shoulders), and it does not have any pedestrian facilities. By providing bicycle and pedestrian facilities to connect the schools to Cochran Road (about 1 mile from the Cochran Road/Bridge Street intersection and about 2 miles from Cochran's Ski Area), Sterling House to Cochran Road, Little Tots Academy to Cochran Road, and Richmond Terrace to Cochran Road (about 1 mile to Cochran's Ski Area), the Town hopes to make access to community recreation areas along Cochran Road more equitable to community members of different ages, abilities, and transportation means.

- What public outreach and engagement tools will you use to ensure awareness of and participation by all population groups? What additional public outreach and engagement tools will you use to ensure awareness of and participation specifically by historically excluded and/or underserved populations?

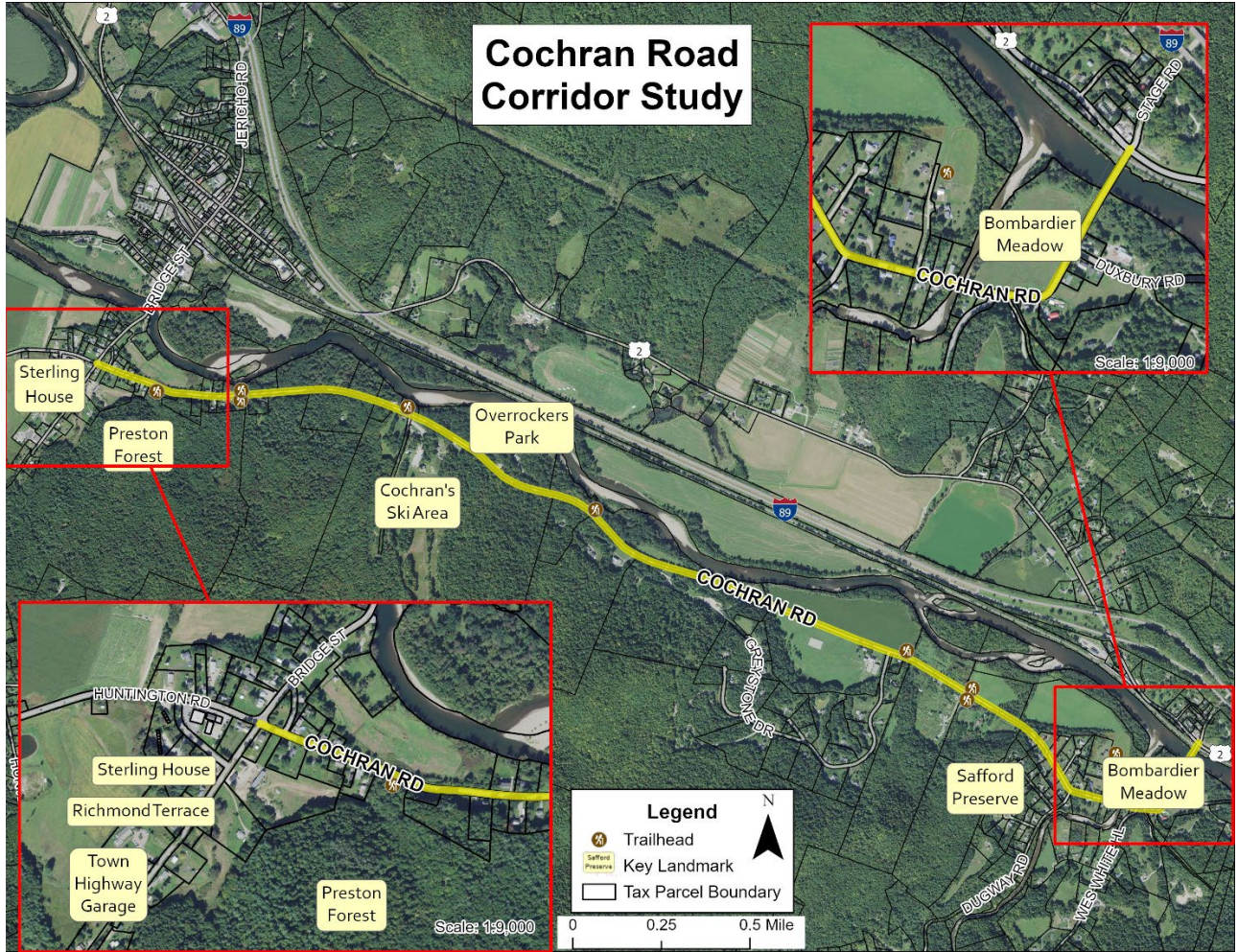
The Town will also reach out to community members at-large via various means. This includes advertising in community newspapers, posting fliers, surveying, sending mailers, emailing townspeople through community listservs, and directly reaching out to community members and affinity groups (i.e. the Richmond-Bolton-Huntington Community Senior Center, Mt. Mansfield Union Unified School District, Richmond Racial Equity Group). Through direct outreach, the Town will encourage participation by underserved populations in town.

- Describe ways your budget and timeline include the capacity to support a thorough public participation process.

The project timeline and budget will include up to two public meetings, and a townwide survey. The Town will also encourage feedback through direct messaging (email, or phone).

- Specify how the participation process will include the voices of BIPOC and other marginalized community members. Name the partners you will work with to ensure your project is informed by the voices of people who are most likely to be impacted.

The Town will work with Cochran's Ski Area, Cathedral Square, Sterling House, and the local schools to ensure that the project outcomes will meet the needs of vulnerable populations. The Town will hold direct conversations with older and younger residents to make sure the project recommendations serve the needs of the entire community.





TOWN OF RICHMOND

RICHMOND TOWN CENTER

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



December 22, 2022

Chittenden County RPC
110 West Canal St. Suite 202
Winooski, VT 05404-2109
802-864-4490

Re: Richmond's FY2024 Unified Planning Work Program Application

Dear CCRPC,

Please let this letter serve as the letter from the Selectboard that is required in the UPWP application. At their December 19, 2022 meeting the Richmond Selectboard voted in favor of a motion to file an application for a Cochran Road Scoping Study and to allocate \$10,000 from the Town's general fund to cover the required 20 percent match for this project. This motion can be found in the minutes from the December 19, 2022 meeting: [Selectboard 12/19/22 - Town of Richmond, VT \(richmondvt.gov\)](#).

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Arneson".

Josh Arneson
Richmond Town Manager
802-434-5170
jarneson@richmondvt.gov