

MONKTON RIDGE VILLAGE

COMPLETE STREETS

PLANNING & FEASIBILITY STUDY

Meeting with Town of Monkton/ June 3, 2014

Overview and Next Steps for the Monkton Complete Streets Project

1. Value and Purpose of Final Report and Associated Products

- 1.1 Report identifies the purpose of and need for the Complete Streets undertaking and documents public process and related activities
- 1.2 Report includes preliminary designs, narratives, estimates and overall rationale.
- 1.3 Report and documents public process and related activities
- 1.4 Project products include base map; existing conditions inventory and data (i.e. sign inventory) and as such serves as a record and point of departure for future efforts.
- 1.5 Traffic study is included as prepared by Resource Systems Group; this work provides basis for future design and engineering activities - identifying next steps for discrete projects
- 1.6 The work documents and may serve as an historical record of visual and physical conditions as 2013.
- 1.7 Work undertaken for the project has already supported one project being funded for 2014 (Park and Ride project)
- 1.8 Report will serve to guide future efforts and will be a necessary element for obtaining funding; can also be cited/adopted in a future town plan as a reference for traffic calming and long term community improvements for Monkton Ridge.

2. Key Elements of Study and Overall Recommendations

- 2.1 Town Hall site incorporating the proposed Park and Ride facility
- 2.2 State Prison Hollow Road and Monkton Road Option (revised for tractor trailer radii)
- 2.3 Village Green - park and parking options
- 2.4 Bristol/Monkton Road intersection options
- 2.5 Implementing a sidewalk versus a shoulder - cost/benefits; plus opportunity with road repaving - and the need to accommodate bicyclists and pedestrians
- 2.6 Traffic Calming options including 1) Lighting and Landscaping; 2) Gateways; 3) Splitter Island; Rumble Strips; Speed Readers; and Signage.
- 2.7 Review priorities and connect with cost and feasibility of implementation some elements (such as a Gateway or Splitter Island) are lower cost/easier to implement; others (a roundabout at Monkton/Bristol Road) are longer term, higher cost projects

3. Additional Information for Future Use

- 3.1 Funding Sources for street/sidewalk and village enhancements
 - 3.2 Cost estimate (revised from Final Report)
-

POTENTIAL FUNDING SOURCES FOR STREETScape IMPROVEMENTS

Efficiency Vermont's Municipal Street Lighting Program, Efficiency Vermont is partnering with Vermont's utilities to offer this program to Vermont's municipalities to help improve efficiency of street lighting. This program is designed to help reduce annual street lighting costs, improve energy efficiency, and improve the quality of lighting with minimal, if any, cost to the municipality – as long as the streetlights continue to be leased.

Efficiency Vermont has prepared the “Guide for Improving Efficiency in Municipal Street and Public Space Lighting” to help with the process. This Guide offers a comprehensive method toward maximizing the energy savings. The guide, along with other helpful documents (including a “Guide to Eliminating Street lighting”), can be found at the following link: www.encyvermont.com/street-lighting. It is a community's option to choose the appropriate approach toward improving the efficiency of street lighting that works in that specific community. In return, Efficiency Vermont will provide a municipality with technical and financial assistance to assist in developing the LED upgrade project. It is important to recognize that this agreement does not specifically require that the municipality implement the project -- rather only to fully develop the project so that it can then be considered for implementation. Efficiency Vermont has prepared a Memorandum of Agreement (MOA) (available from the website) with Vermont municipalities to participate in this program. Under this MOA, the Municipality will assume the responsibility to coordinate the overall process for implementation of the project.

Highway Safety Improvement Program (<http://ghsp.vermont.gov/>)

A core aid program of the FHWA, the overall intent of this program is to improve safety and reduce traffic fatalities and serious injuries on all public roads. Each year in Vermont, 50 locations are selected for review from identified high crash locations, and these federal funds are used to help remediate problems in those selected sites and sections.

Municipal General Funds or Bonding

These are funds allocated by the Town of Killington either directly from the Town's general fund, typically appropriated during through the municipal budget at Town Meeting, or through a long-term borrowing vehicle, such as a municipal loan or bond.

Municipal Planning Grant (MPG) (<http://accd.vermont.gov>)

This grant provides funding for community development planning activities and/or pre-development activities, in preparation for implementing a project in one or more of the program areas (housing, economic development, public facilities or public services). This grant program funded this current planning effort, and might be considered for a second round of funding to focus in on more detailed planning and design development for several components of the project set forth in this initial phase.

Planning grant funds allow communities access to the technical expertise and professional resources needed to test ideas, propose strategies, develop plans, establish policies and procedures, and conduct organizational activities. It is important to remember that the successful funding of a planning grant does NOT guarantee or imply that Vermont Community Development Program funding for the project at implementation will also be successful - the project must stand on its own merits and receiving VCDP planning dollars does not make the implementation proposal more competitive.

People for Bikes - Community Grants (<http://www.peopleforbikes.org/pages/community-grants>)

The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects

include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Transit Grants for Bus and Bus Facilities (http://www.fta.dot.gov/grants/13094_3557.html)

The U.S. Department of Transportation Federal Transit Administration, through its Transit Capital Investment Program (49 U.S.C. 5309) (which is a SAFETEA-LU discretionary grant program,) provides capital assistance for new and replacement buses and facilities, and will fund passenger shelters and bus stop signs. Any application for grants funds must be coordinated through/with Marble Valley Regional Transit District, the service provider for the Rutland region.

VT Bicycle & Pedestrian Grant (http://vtransengineering.vermont.gov/sections/ltf/bike_ped/policy_plan)

The VTrans Bicycle and Pedestrian Program provides funding for the scoping or design/construction of infrastructure projects that help improve access and safety for bicyclists and/or pedestrians. These may include sidewalks, bike lanes, crossing improvements, and facilities that assist ADA facilities.

VT Dept of Buildings & General Services - Recreational Facilities Grant Program (<http://bgs.vermont.gov/sites/bgs/files/pdfs/BGS-Grant-Rec-Facilities-Program.pdf>)

The program is open to municipalities and non-profit organizations that provide services to youth or adults in either an individual community or recognized community service area. The maximum available grant is \$25,000. Requests in any amount up to \$25,000 will be considered. It is the intent of this program to make as many awards as feasible with the money appropriated by the legislature. For each dollar requested, documentation must be provided to show that one dollar has been raised (on hand or pledged) from nonstate sources. Projects that are in the conceptual stage should not apply at this point. Preference will be given to those projects that have a demonstrated longevity of support within a community.

VT Department of Forests, Parks & Recreation - Recreational Trails Program (<http://www.vtfpr.org/recgrant/trgrant.cfm>)

The Recreation Trails Program (RTP) is an assistance program of the Department of Transportation's Federal Highway Administration providing funds to develop and maintain recreational trails and trail related facilities. Both motorized and non-motorized trail projects may qualify for assistance. RTP is administered at the state level through the Vermont Agency of Natural Resources, Department of Forests, Parks and Recreation, (FPR) in cooperation with the Vermont Agency of Transportation. Federal RTP funds benefit recreation including hiking, bicycling, walking/running, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicular riding, or using other off-road motorized recreational vehicles.

VTrans Historic Bridge Adaptive Use Program (<http://historicbridges.vermont.gov/programdocuments>)

This program provides design and construction assistance in rehabilitating historic bridges at either a new site or at their existing location for non-vehicular use. Bridges rehabilitated to date under this program have been metal truss bridges. Bridges must be owned by and open to the public year-round. Typical adaptive use locations might include bike paths, snowmobile trails, parks, recreation trails and scenic overlooks. Local and state governments and non-profit organizations are eligible.

VTrans Park & Ride Program (<http://www.aot.state.vt.us/parknride>)

The goal of this program is to help provide convenient and safe parking facilities that will help reduce the amount of single-occupancy drivers on the road and help reduce traffic and gas consumption of travelers. The grant helps fund preliminary engineering and construction of Park-and-Ride lots in any selected Vermont

municipality. (Killington has already tapped into this grant program for the proposed Park & Ride on Route 4, so unless an additional facility is required on Killington Road, this grant program may not be appropriate for the implementation elements of the project.)

VTrans Paving Program (<http://vtransengineering.vermont.gov/sections/highway/pavement>)

Each year, VTrans assess and budgets investments in leveling and resurfacing sections of existing pavement. The paving program not only extends the life of the current road network, they provide the ideal opportunity for adding new roadway amenities, such as medians, striping, and stamped and/or colored patterns.

VTrans Safe Routes to School (http://saferoutes.vermont.gov/getting_started/funding)

This program provides funding for projects that will improve access and safety for bicyclists and/or pedestrians through the planning, design and construction of infrastructure projects. The Bike/Ped Program provides funding for either scoping (feasibility) studies or for the design and construction of projects. Killington has already undertaken a Safe Routes to School project related to the elementary school).

VTrans Transportation Enhancement Grant (<http://vtrans.vermont.gov/>)

This program awards financial assistance to towns and communities to fund multi-modal transportation projects that help improve the traveling experience for people of all modes. This includes assistance for the creation of sidewalks, shared-use paths, shoulder paving, and landscaping.

Vermont Arts Council (<http://www.vermontartscouncil.org/Grants/tabid/65/Default.aspx>)

Project Grant: \$500-\$3,000 to support art activities that enhance the quality of life for Vermont's citizens, attract visitors, and help stimulate local economies. Any Vermont non-profit organization, school, or municipality can apply.

Vermont Community Foundation (<http://www.vermontcf.org/Nonprofits/AvailableGrants.aspx>)

Part of the Community Fund grants program, "Small and Inspiring Grants" help foster the spark and hope that keeps Vermonters healthy and happy. The group aims to find and support projects in every town in Vermont, and also to collect stories and share them widely to create even more "sparks" that will inspire greater philanthropy. (\$500-2,500)

This program will fund projects that:

- Connect people to each other through volunteer work or community-building efforts
- Connect people to the environment around them in new ways
- Bring people together and provide opportunities for positive social interaction and benefit

Vermont Youth Conservation Corps (<http://www.vycc.org/projects>)

The VYCC accomplishes its mission of teaching personal responsibility through the completion of important, educationally-rich conservation projects. The VYCC receives funding from federal, state, and local governments or organizations and through a variety of fundraising efforts. These grants and gifts help to cover some of the operating costs of the crews. Project Sponsors are asked to cover the balance of the costs in return for the work accomplished. Often, the VYCC will partner with project sponsors to apply for a variety of grants, which can cover the balance

Revised Cost Estimate

Estimate of Probable Costs: Monkton Complete Streets			
ITEM	SIZE / QUANTITY	UNIT PRICE (installed)	TOTAL PRICE
ROAD LAYOUT			
(Option 1 "Lane/Shoulder Realignment")			
11' Travel Lanes-striping	2,000	\$0.25 lf	\$500
			Subtotal Option 1
(Option 2 "5' Sidewalk")			
11' Travel Lanes-striping	2,000	\$0.25 lf	\$500
5' Sidewalk	1,075	\$8.00 ft	\$8,600
Granite Curbing	1,075	\$36.00 ft	\$38,700
			Subtotal Option 2
MID-BLOCK TRAFFIC CALMING			
(Option 1 "Planting/Lighting")			
Street Tree Planting-Deciduous spp. (2-2 1/2" cal.)	3	\$500.00 ea	\$1,500
Roadside Shrub Plantings-spp.	7	\$50.00 ea	\$350
LED Street Lighting	2	\$1,200.00 ea	\$2,400
			Subtotal Option 1
(Option 2 "At-Grade Median")			
Median	1		
Option A: Imprint Paving	18	\$7.00 sq ft	\$126
Option B: Granite Curbing	29	\$36.00 lf	\$1,044
& Cobblestones	18	\$15.00 sq ft	\$270
Removable Pedestrian Warning Sign	1	\$100.00 ea	\$100
LED Street Lighting	2	\$1,200.00 ea	\$2,400
Street Tree Planting-Deciduous spp.	3	\$500.00 ea	\$1,500
Roadside Shrub Plantings-spp.	7	\$50.00 ea	\$350
			Subtotal Option 2A
			Subtotal Option 2B
GATEWAYS [includes installations at north & south]			
(Option 1 "Road Alignment with Amenities")			
Travel Lane Restriping (neck-down and shoulder expansion)	252	\$0.25 lf	\$63.00
LED Street Lighting	4	\$1,200.00 ea	\$4,800
"Monkton Ridge" Welcome Sign	2	\$2,500.00 ea	\$5,000
Gateway Fencing-post & rail	96	\$18.00 lf	\$1,728
Gateway Planting Vegetation (deciduous trees & shrubs spp.)	Aprox. Allowance		\$1,850
			Subtotal Option 1
(Option 2 "Splitter Island")			
Travel Lane Restriping (neck-down and shoulder expansion)	252	\$0.25 lf	\$63
LED Street Lighting	4	\$1,200.00 ea	\$4,800
"Monkton Ridge" Welcome Sign	2	\$2,500.00 ea	\$5,000
Gateway Fencing-post & rail	96	\$18.00 lf	\$1,728
Gateway Vegetation (deciduous trees & shrubs spp.)	Aprox. Allowance		\$1,850
Splitter Island			
Granite Curbing	100	\$36.00 lf	\$3,600
Option A: Imprint Paving	18	\$7.00 sq ft	\$126
Option B: Cobblestones	18	\$15.00 sq ft	\$126
			Subtotal Option 2
SPHR / LIBRARY / GREEN			
(Option 1)			
Pavement (includes subsurface gravel & fabric)	8946	\$3.25 sf	\$29,075
Parking Lines (Paint)	130	\$0.25 lf	\$33
Crosswalk (Paint; includes 3 crosswalks)	95	\$0.75 lf	\$71
5' Sidewalk	505	\$8.00 ft	\$4,040
LED Street Lighting	4	\$1,200.00 ea	\$4,800
Shrubs	63	\$50.00 ea	\$3,150
Deciduous Trees spp. (2-2 1/2" cal.)	10	\$500.00 ea	\$5,000
Public Art/Sculpture	Aprox. Allowance		\$2,500
			Subtotal Option 1
(Option 2)			
Pavement (includes subsurface gravel & fabric)	10678	\$3.25 sq ft	\$34,704
Parking Lines (Paint)	150	\$0.25 lf	\$38
Crosswalk (Paint; includes 4 crosswalks)	150	\$0.75 lf	\$113
5' Sidewalk	718	\$8.00 ft	\$5,744
LED Street Lighting	4	\$1,200.00 ea	
Benches	7	\$500.00 ea	\$3,500
Deciduous Trees spp. (2-2 1/2" cal.)	10	\$500.00 ea	\$5,000
			Subtotal Option 2

	Low Subtotal	\$66,859
	10% Contingency*	\$6,686
	10% Engineering/Planning/Design*	\$6,686
LOW TOTAL		\$80,231
	High Subtotal	\$119,459
	10% Contingency*	\$11,946
	10% Engineering/Planning/Design*	\$11,946
HIGH TOTAL		\$143,350

Monkton "Complete Streets"
 Estimate of Probable Costs: Landscape Date: 11/5/13

DRAFT