

# 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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1. Project Title:

2. Applicant Name(s):

3. Project Contact Info:

a. Name:

b. Mailing Address:

c. Town:

d. Zip Code:

e. Email Address:

f. Phone Number:

4. Fiscal Information:

a. Accounting System                      Automated              Manual              Combination

b. Unique Entity Identifier #

c. Fiscal Year End Month

5. RPC(s)

6. Primary Facility Type:              Sidewalk              Bike Lane              Shared-use Path

Shoulder

Other (Please describe)

7. Approximate project length in feet :

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8. Project Description: Please give a brief description of the project (100 words or less.) Detailed information should be submitted as part of addressing the selection criteria. Be sure to include identifying streets or landmarks that the proposed project links at either end (e.g. New concrete sidewalk with granite curbing on Main St. from Elm St. to Maple St.).

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## 9. Estimated Project Costs:

**Engineering/Administration/Project Manager:** Costs associated with survey, design, plans development, permitting, development of bid documents, bid analysis and Municipal Project Manager - typically around 25% of construction.

Engineering/  
Admin/MPM Cost

**Right of Way:** Cost of appraisals, property owner compensation and associated legal fees (Minimum of \$5000 recommended).

ROW Cost

**Construction:** Cost of paying contractors to build projects, including a reasonable contingency. Please attach as much detail/ backup information as available to support the construction estimate.

Construction Cost

**Construction Inspection :** Cost to provide oversight of contractor during construction - typically around 15% of construction.

Const. Insp.Cost

**TOTAL DESIGN/CONSTRUCTION AMOUNT APPLIED FOR :**  
(including 20% local share)

10. **Have you received any other grant funding for this project? Please describe and include the source of funding:**

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11. Will you accept an award less than you applied for?                      YES                      NO

**IF YES**, please indicate below whether local funds will be used to make up the shortfall or if the project scope will be reduced:

Keep Scope of project the same and make up shortfall with other funds

Reduce project scope – Describe and provide cost breakdown (attach backup with supporting materials, if necessary)

Note: If the project scope is to be reduced, document what part of the project you would accept partial funding for and break out the costs associated with that part or segment. Attach additional pages if necessary. If adequate information is not provided, partial funding will not be considered. **Use Partial Funding Template provided by VTrans.**

## 2023 VTrans Bicycle/Pedestrian Program - Design/Construction Criteria Template

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**Applicant Name:** Village of Enosburg Falls

**Project Title--Design/Construction:** Enosburg Falls Vital Village Streetscape 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 project (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 Enosburg Vital Village Streetscape Project will directly enhance the existing bicycling and walking network in Enosburg Falls and implement the Vital Village Streetscape Scoping Study and the Vital Village Master Plan. The proposed enhancements include curb extensions and new and/or widened green strips separating existing sidewalk from the road. These are designed to improve pedestrian safety and mobility, calm traffic, while maintaining ease of commercial access to resources in the Enosburg Falls Designated Village Center. The Scoping Study can be accessed here: <https://villageofenosburgfalls.org/projects/streetscape-scoping-study/>.

Enosburg Falls was awarded a Vermont Better Connections Grant in 2018 to complete a master plan for the Village Center (Town/Village population: 2,758). The purpose of the effort was to promote economic development and community health with a focus on strengthening the tourism and recreation economy, complete streets improvements and developing a coordinated marketing identity for our Village Center. The master plan has been completed and there is broad community momentum to move into the implementation phase – starting with the top priorities identified in the plan. The project report is available for download here: [https://villageofenosburgfalls.org/wp-content/uploads/2021/06/EnosburghFalls\\_MasterPlan-compressed.pdf](https://villageofenosburgfalls.org/wp-content/uploads/2021/06/EnosburghFalls_MasterPlan-compressed.pdf)

Three of the top five Vital Village priorities for implementation selected by the community are streetscape enhancements within the core of the Village Center. The Village took steps to implement these priorities by completing a scoping study in 2020-2021. The scoping study provided a greater level of detailed research, design, and public review of the streetscape elements, now being proposed for Design and Construction within this application.

The project is located within the Enosburg Halls' Designated Village Center where there are residences, commercial businesses and civil services. The project area also contains the Missisquoi Valley Rail Trail intersection with Main Street. The project will aid in pedestrian access to these amenities. Additionally, there are many historic buildings on the State Register of Historic sites and the Village is committed to preserving historic landmarks. The new streetscape increases opportunity for

historic tourism which is central to maintaining the quaint Village experience. A wayfinding kiosk will be installed as part of this project, which supports historic and recreation tourism.

Curb bump outs will add traffic calming along Main Street, including at the MVRT/Main Street intersection. The project area is located along the Orchard Street Route of the Safe Route to School program for Enosburg Falls High School and Enosburg Falls Elementary School, both within 0.4 miles of the project area. The curb extension will extend the sidewalk or curb line out into the parking lane so that the effective street width is reduced for crossing at the MVRT. This is a measure identified in the FHWA STEP initiative. Additionally, this project will include high-visibility crosswalk markings, another crosswalk visibility enhancement identified in the FHWA STEP initiative.

**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 Vital Village Streetscape project is will help realize the goals identified in the Enosburg Unified Plan noting “investment in pedestrian infrastructure has made it possible for tourists to leave their cars and enjoy the Village safely on foot.” Supporting the businesses in the downtown area promotes a balanced, diverse economic base, with a focus on locally owned enterprises.

As identified in the Vital Village Master Plan, encouraging Canadian tourism is an important aspect to the local economy. Currently Canadian tourism in Enosburg Falls is focused on core shopping goods and purchases of ‘cheap’ U.S. gas. Streetscape improvements to the Designated Village Center will improve pedestrian accessibility and sense of place within the village, including wayfinding and access to the public parking lot on Depot Street. This may broaden the simple shopping/gas trips for Canadians to overnight excursions. Within the project area there are gift shops,

restaurants, coffee shops, market, and an inn for overnight stays. Improvements to the streetscape will add to a sense of arrive and entice tourists to stop in Enosburg and patron the businesses in the historic village center.

Improvements to the intersection of the MVRT and Main Street will also promote those on the trail to stop and enjoy the amenities offered within the Village. A recent economic impact survey completed as part of the MVRT Marketing and Wayfinding plan documented that the total economic impact of the MVRT includes \$1,991,000 in estimated annual spending, 31.9 full-time equivalent jobs and \$208,000 in federal, state, and local tax revenue. A pleasant, safe, and attractive streetscape will help realize these impacts for the local economy.

**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.

A project budget is included as an attachment. The budget was developed as part of the scoping study and updated for inflation by DuBois and King as part of this application. It includes all the required elements – administration, engineering, construction and inspection and an adequate contingency to account for inflation and other unknowns.

**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.

During the design and pre-construction phase, the project will involve the development and filing of detailed permits for environmental, cultural, and other project impacts. The project design engineer will coordinate all required permit applications and approval with the Village Manager and Public Works Director. Additional archeological assessment may be required but is not likely since the area is focused on the core of village where there are no front lawns. This is explained in the cultural resource inventory in the scoping study.

It is not anticipated that this project will require any right-of-way acquisition; it is entirely within the existing right-of-way.

The biggest complexity of this project is coordinating with the utility work that will be completed right before the streetscape project as described in the project coordination question below.

**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 Vital Village Streetscape project is on a Class 1 Town Highway and a Class 2 Town Highway. It will install a new streetscape in the core of the designated village center, with curb bump-outs, grass margins, on street parking, access to off street parking, better walking conditions, and sense of arrival. It will be the final component of a major streetscape project that will start with replacing old infrastructure underneath Main Street. Currently, the water line system on Main Street is nearing 100 years old and is in need replacement. The Village also needs to

extend and improve upon about ¾ of the Main Street wastewater line. This work will be conducted prior to the finishing touches of the streetscape.

Following fundraising for the streetscape project with this grant opportunity, the Village will seek approval of a local options tax (LOT) in the Spring of 2024. The Village plans to work with legislators to approve the LOT in the 2024 session, which will lead to the implementation in the summer of 2024. With some reserved funds, the Village will start the work with its current engineer for both the infrastructure project as well as Vital Village. The spring of 2025 will bring a bond vote for the financing of the infrastructure part of the project with payment plans used from the LOT tax, as well as continued engineering of both projects. In the spring/summer of 2026, work will start on the infrastructure with Vital Village to follow the completion of the infrastructure portion of the project. Please reference the enclosed project timeline.

**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 project will improve walkability in the downtown that will be safer for the population as a whole. Enosburg has a lower median income than the median income within Franklin County and statewide. Enosburg also has a slightly greater percentage of people with disabilities than Franklin County (Unified Plan, 2020). These more vulnerable populations will benefit from these streetscape improvements within the project area. Certain vulnerable populations will specifically benefit from the safety improvements including children and senior citizens, as Enosburgh has a higher population of people 65 or older compared to Franklin County and the State (Unified Plan, 2020).

The curb bump outs and increased green space will provide traffic calming features important to the MVRT intersection with Main Street. This helps to reach the goal to “promote and encourage the development of recreational opportunities for all ages and ensure safe, convenient access to all recreational facilities is provided” identified in the Enosburgh Unified Plan. This is also important as the project area is

within the Orchard Street Route of the Safe Route to School for the high school and elementary school.

Within the project area there is affordable housing through Falls Housing Inc. on Debate Block for 25 units available to households earning 60% of the median income. These residents will have access to safe sidewalks and crosswalks for the businesses within the Village as well as increased safe access to recreational opportunities at the MVRT.

The scoping study included two public meetings that were held via zoom. The public informational poster was posted in a vacant shopfront window in the center of the village to ensure that broad outreach was made to the community. The scoping study also include a survey which resulting in modifications to the preferred alternative.

Prior to the scoping study, this project was based on a master plan process that include a robust community engagement process, including a booth at the local Harvest Festival to listen and learn from residents and visitors about what is special to Enosburg Falls. An eating and walking tour was also conducted to engage with the community on the existing conditions and opportunities around the village. During this event 'pop-up' (temporary) crosswalk enhancements like the curb bump outs proposed at the MVRT for this project, were erected for community members to envision these features. A second pop-up of curb bump-outs was performed following completion of the Vital Village plan. It documented slower traffic speeds and the ability for trucks to make turns at the Depot/Main Street intersection. In general, the pop-ups were well received.

**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?

These planned streetscape improvements will improve walkability, adding additional crosswalks with curb bump outs to ease crossing. The bump outs and increased green space also act to calm traffic which is vital as the MVRT crosses Main Street at the northern end of the project location. These walkability improvements will also promote the use of the MVRT. Wayfinding elements at the intersection of the MVRT with Main Street will promote the Village area to those walking, running, biking, snowmobiling, cross country skiing, and horseback riding. Those accessing the MVRT can also utilize the realigned parking spaces within the project area, enticing those on the MVRT to then stay and dine or shop in the Village before or after their activities on the MVRT.

Streetscape improvements and wayfinding will better connect the MVRT and Main Street businesses with additional public parking. This will also aid in the historic tourism for visitors to park and explore the Opera House and then continue onto the MVRT and into the downtown area where the improved streetscape features will invite visitors to enjoy the amenities the Village has to offer.

**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?

This project is located in the Enosburg Falls 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.

*Designated centers can be confirmed on the state Planning Atlas -*

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

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)?

The Village Manager, Village Finance Director and the Village Public Works Director are the in-house team responsible for managing this project in coordination with the Village Trustees. They are skilled in federal grant management and project implementation. The Village will either hire the Regional Planning Commission or a qualified consultant to serve as Municipal Project Manager. The MPM will coordinate closely with the Public Works Director and the Village Manager and be familiar with managing projects, the Federal Aid process, and applicable state and federal regulations. The MPM will have experience with public participation and meeting coordination and ensure that the project will move forward keeping the financial records, requests for proposals and scopes of work organized and well executed.

The NRPC will be supportive of the project regardless of selection as MPM. NRPC has grant and project management experience from FEMA, EPA, and FHWA. As a result, NRPC staff members are familiar with federal procurement procedures, the Federal Aid process and regulations. The NRPC is also well-versed in public outreach and participation, preparing requests for proposals for hiring consultant services, consultant oversight and contract management.

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

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

**Preferred Alternative:**

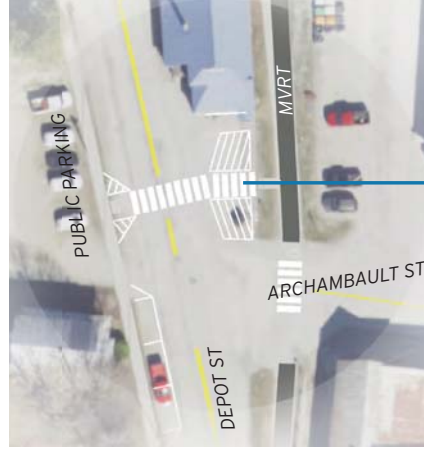
The Trustees selected the Access Minimal Alternative, with some design elements from the original Access Alternative as shown below.



# Preferred Alternative

At a Village Trustees meeting on Tuesday, September 28, 2021, the Board of Trustees voted to approve the "Access Alternative - Minimal" (refined alternative #3) as the preferred alternative. However, the Trustees noted that they may want to also consider additional elements from the "Access Alternative" (refined alternative #2) during the design phase of this project.

Depot Crossing @ Opera House



Establish pedestrian crossing connecting MVRT with Opera House parking.

Though the alternatives online survey did not show public support for this option, the documented history of public input in the Vital Village Master Plan supporting streetscape improvements and traffic calming was taken under consideration in making this decision.

The design phase of this project will need to continue to balance the needs on Main Street,

including the need for pedestrian safety and traffic calming, as well as deliveries and parking needs. The preferred alternative also includes installing a new crosswalk on Depot Street near the Opera House public parking lot to improve access to the MVRT and Main Street businesses.

Due to a lack of clear public preference for any one of the quick build alternatives proposed at the Main Street and Dickenson Ave intersections, no quick build recommendation is included as part of this preferred alternative.

This is not to say that the investigation of quick build projects to improve pedestrian safety at this intersection should be abandoned, but rather that additional public engagement and discussion is likely required before moving any alternative forward.

Access Alternative - Minimal  
 Main Street Only + Depot Crossing @ Opera House



**Delivery Access**

The graphic below shows conceptual turning movements of a WB-67 truck accessing the parking lane for delivery loading with the geometry proposed in the Preferred Alternative. Vehicle tracking coordination during the design phase should take these delivery patterns into account, and additional refining the geometry of the curb extensions can occur to maintain delivery access areas for Main Street businesses.

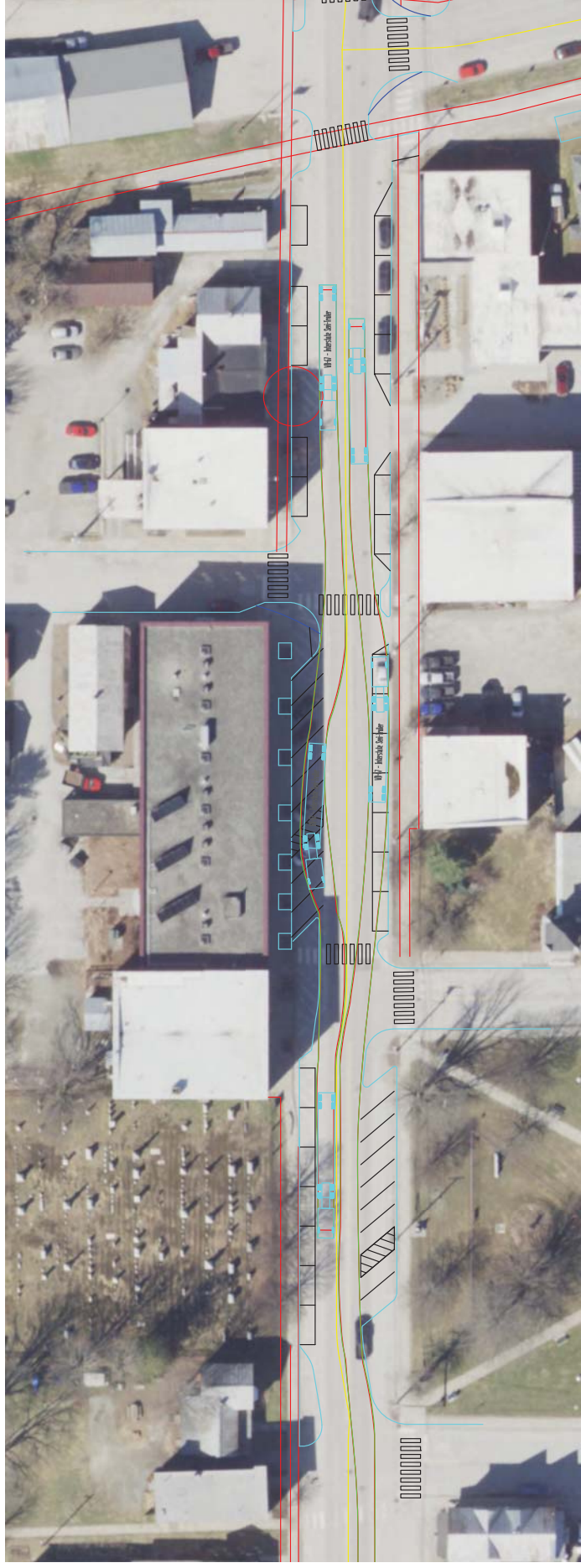
**Ease of Maintenance**

Dimensions of curb radii should be coordinated closely with the Village's plow vehicle turning radii during the design phase for ease of plowing maintenance. For example, the geometry of the curb extensions can match the street sweeper and plow vehicle tracking paths so that accessing those areas is easy for Village staff.

**Additional Studies**

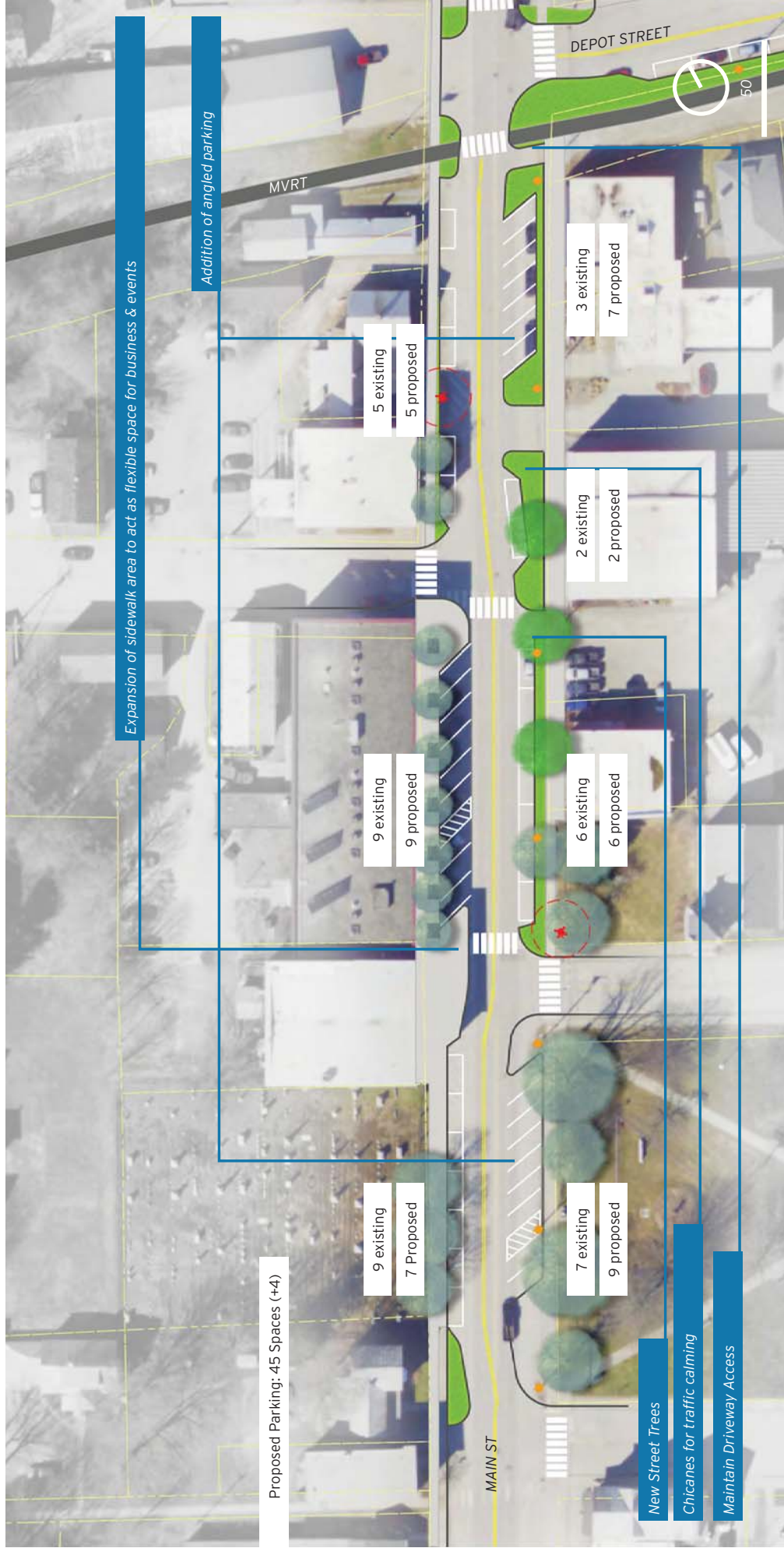
Prior to constructing the preferred alternative, two additional studies could benefit the Village.

1. A **Wayfinding Plan** based on the Enosburg Village Master Plan, existing kiosks along the MVRT, and locations identified in this scoping study. The wayfinding plan would develop clear and cohesive signage for the entire Village and leverage the design aesthetic already used for the MVRT kiosk.
2. A **Parking Utilization Study** that considers on street and off street public parking in Enosburg Falls, and recommendations for formalizing the dirt parking lot near the Opera House on Depot Street. This study would update the previous parking study to determine the current supply and demand for parking in Enosburg Falls.





**2. Access Alternative**  
 Main Street Only + Depot St. Crossing



**Budget Summary for Enosburg Falls Streetscape Design and Construction Application:**

|                                     |                    |
|-------------------------------------|--------------------|
| Access Minimal Construction:        | \$918,300.00       |
| Contingency (~25%):                 | \$229,700.00       |
| <b>Subtotal:</b>                    | <b>\$1,148,000</b> |
|                                     |                    |
| Municipal Project Management (15%): | \$173,000          |
| Design (inc. ROW) (20%):            | \$230,000          |
| Construction Inspection (15%):      | \$173,000          |
|                                     |                    |
| <b>Grand Total:</b>                 | <b>\$1,724,000</b> |
| Required Match (20%):               | \$345,000          |





June 9, 2023

Peter Pochop, MAS Project Manager  
VT Agency of Transportation  
219 North Main Street  
Barre, VT 05461

Dear Mr. Pochop,

The Northwest Regional Planning Commission (NRPC) is pleased to support the Village of Enosburg Falls' application to the Bicycle and Pedestrian Grant Program. The funding would be used to construct streetscape improvements to Main Street within the Designated Village Center. The project will include curb bump outs, safer crossings, wayfinding and realigned parking to promote a vibrant and accessible village center.

This project fits well with the goals and policies of the Regional Transportation Plan. Some of the goals and policies that support this project are:

- Ensure all of the region's residents have access to safe and affordable transportation options regardless of age, physical ability, economic status or other factors.
- Use creative approaches to maintain, improve, and expand the region's transportation network, and ensure it is resilient to the impacts of climate change.
- Ensure that the region's transportation network will accommodate all users including pedestrians, bicyclists, motorists, freight and public transit users.
- Ensure the transportation network enhances residents' overall quality of life, supports regional land use goals and expands economic opportunities.
- Incorporate healthy community design through land development patterns, transportation options and site design that enable residents to lead physically active lives.

The Village of Enosburg Falls is located in the NRPC's sub-regional growth center, as noted in the draft 2023 – 2031 Northwest Regional Plan and the current 2017 Northwest Regional Plan. Strong and vibrant villages are crucial to continued success of the Northwest Vermont region. The NRPC supports this project and will work with the Village to grow and maintain the vitality of this sub-regional center.

Thank you for your consideration.

Sincerely:

*Greta Brunswick*

Greta Brunswick  
Senior Planner

# *Village of Enosburg Falls*

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May 23, 2023

Peter Pochop  
Project Manager  
Project Delivery Bureau – Municipal Assistance  
219 North main Street, Barre VT 05641

Dear Mr. Pochop,

The Village of Enosburg Falls was approved as a designated Village Center in 2016, “the core of a traditional settlement typically comprised of a cohesive mix of residential, civic, religious, commercial, and mixed use buildings, arranged along a main street and intersections streets that are within walking distance for residents who live within the surrounding the core”. For over two hundred years this has been the characteristic of our Village, with the intention of maintaining this for the years to come.

Most recently the Village along with some grassroots efforts, has been working towards the goal of a Main Street Revitalization that will help calm traffic, increase the safety of the walkability of the Village and help drive economic growth. With the recent completion of the “Perley Block” and other new businesses calling our Main Street home, along with the staples such as the local full-service gas station, the Village would like to help support this renaissance by keeping Main Street and its beautiful Lincoln Park a focus for locals and travelers.

The Vermont Bicycle and Pedestrian Program complements the Villages efforts to repair aging infrastructure below Main Street, with aging water lines and no storm water. With a lot of funding opportunities, the Village will be inquiring about the VT Transportation Alternatives program as well as other grants to help support the improvements to the infrastructure.

The Village was provided with an updated scoping study estimate by Dubois and King, the original engineers for the project, with the “Access Alternative Design” plan selected by the trustees in 2022. The estimated increase in the project is \$225,000 to \$1,724,000 from the 2022 estimate putting the Village’s 20% match at \$345,000. The Village will be utilizing some secured funds as well as a short-term loan for the Village portion.

The Village has a fully staffed highway department that currently maintains the Village roads and sidewalk system. The department also consists of two plow trucks, backhoe, street sweeper, sidewalk plow, lawn mowers and other equipment needed to support changes or additions to roads, sidewalks and green space.



Chair  
Enosburg Falls Trustees

**From:** [gbrunswick](mailto:gbrunswick)  
**To:** [Steven.K.Stanley@vermont.gov](mailto:Steven.K.Stanley@vermont.gov)  
**Subject:** Application Notice and Request for Support  
**Date:** Friday, June 9, 2023 2:05:00 PM

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Hello,

Writing to provide notice and request support for the Village of Enosburg Falls' application to the Vermont Bicycle and Pedestrian Program for design and construction funding to implement streetscape improvements to Main Street, a Class 1 Town Highway. The project will implement the scoping study that was completed in 2021. Please let me know if you have any questions or concerns on the project application.

Best,

Greta

**Greta Brunswick (she/her/hers) / Senior Planner**

**Northwest Regional Planning Commission** | 75 Fairfield Street, St. Albans, VT 05478

**Phone:** 802.524.5958 | **Fax:** 802.527.2948 | **Website:** [www.nrpcvt.com](http://www.nrpcvt.com)

## ENOSBURG VITAL VILLAGE STREETScape PROJECT TIMELINE

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