



VTrans Fall 2022 Transportation Alternatives (TA) Grant Application

Thoroughly read the ***Vermont Transportation Alternatives Fall 2022 Application Guide*** before you begin your application. It includes important program information and step-by-step instructions. Pay particular attention to the application process requirements. **Applications are due in hand or by e-mail by December 14, 2022.** Please e-mail the completed application to: Scott.robertson@vermont.gov

Calahan Park Shared Use Path – Phase 1
(Project Name/Title)

(802) 865-7248

(Phone)

Sophie Sauvé
(Municipality contact person responsible for the management of this project)

ssauve@burlingtonvt.gov

(e-mail address)

Burlington
(Town)

\$ 286,400

Amount of **Federal Funds requested** (no more than 80% of the project cost estimate).

05401

(Zip Code)

\$71,600

Amount of Local Match. Example:

Federal Award = \$300,000 (80% of total)

Local Match = \$75,000 (20% of total)

Total Project Cost = \$375,000 (100% of the total)

645 Pine Street Suite B
(Mailing Address)

County: Chittenden

Town/Village/City: Burlington

Specific location, street, or road: Calahan Park, 2 Locust St

Regional Planning Commission: Chittenden County Regional Planning Commission

If a linear project, what is the length in feet? 700 ft

Is the project on or intersecting to a State maintained highway?

Yes No

- *Note: If yes, be sure to include documentation that you have notified the VTrans District Transportation Administrator of the intent to apply for TA funding and have provided them with a brief (one paragraph) description of the proposed project.*

Project type being applied for:

Scoping Design/Construction

The municipality understands that a typical construction project utilizing Transportation Alternatives Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TA Program Application Guide)? Yes No

Does this project have a previously completed scoping or feasibility study? Yes No

Note:

Attach a map(s) of the project area and clearly show the limits of the project as well as surrounding benefits from the proposed improvement. If the project is within or adjacent to a designated downtown, village or growth center, clearly indicate the relationship of the proposed project to the boundary of the designated area. Color photos of the area are also recommended.

Fiscal Information:

Accounting System Automated Manual Combination

SAM Unique Identifier # NLGQG6KK7791

Fiscal Year End Month June

Property Ownership:

If the proposed project is on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act", then the municipality is committed to exercising its right of **eminent domain** to acquire the rights to construct the project if necessary. Yes No

Funding:

Does this project already have existing funding? If so, please describe. Yes No

This project has up to \$60,000 of matching funds that have been committed through the City's Capital Committee, approved at the 12/1/22 Committee meeting and confirmed in the attached support letter.

Will you accept an award less than you applied for? Yes No

- If yes, please indicate whether local funds will be used to make up the shortfall, or if the project scope will be reduced. If the project scope is to be reduced, describe what part of the project (please be specific) you would accept partial funding for.
n/a

A support letter from the governing body of the applicant municipality or organization and an acknowledgement and source of the local match and commitment to future maintenance responsibility for construction projects is required (must be dated within 1 year of the application). Is a letter of support attached?

Yes No

Regional Planning Commission Letter of Support:

In order to apply, the project must have a letter of support from the regional planning commission. Is a letter of support attached?

Yes No

Application Scoring Criteria:

- 1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for and be concise). (10 points max.)**

We are applying to design and construct 700 ft of an 8- to 10-ft wide shared use path along the north side of Calahan Park along Locust Street, in the South End of Burlington, VT. This is the first phase of the shared use path, as described in the [Calahan Park Comprehensive Plan](#) (pg15). Phase 1 will run from Locust Terrace, connecting the existing crosswalk that leads into the park at Locust Street, continuing east to connect to crosswalks at Charlotte and Caroline Streets. The path will connect these crosswalks, the playground, and the Locust Street on-street parking area to the north-south connecting path that leads to the courts in the upper and eastern section of the park. The path will provide accessible entry into the upper section of this terraced park. It will be concrete for maximum accessibility and longevity. This work will also include expansion of the bioretention area in the park at the corner of Locust Street / Locust Terrace. Calahan Park is terraced from the high point at the eastern end and is prone to flooding and erosion. The bioretention expansion will allow infiltration from this new section of impermeable surface area in the park.

- 2. What is the feasibility of this project? Feasibility (or Scoping) study applications will not be scored on this criterion. Also, please describe the extent of project development completed to date. (10 points max.)**

The project area was evaluated in the *2022 Calahan Park Comprehensive Plan*. This included a soils investigation, drainage and soils assessment, ecology and vegetation inventory, and conceptual plan cost estimates. As part of the comprehensive plan, there was a thorough public engagement process and improving connectivity and accessibility throughout the park was a priority for the community. Phase 1 will be part of the primary west-east connection in this terraced park that currently only has one paved north-south route. The long-term vision is for a formalized primary circulation route, connected by secondary routes to offer passive recreation (walking loop) around the park.

- 3. Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)**

This project has been in the Department of Public Works Transportation Capital Plan since 2013 as a recommendation within the plan for *Safe Routes to Champlain Elementary School*. More recently, it has been identified as a high priority by Burlington Parks, Recreation, and Waterfront in the Calahan Park Comprehensive Plan. This project is supported by several sections of the Chittenden County Regional Planning Commission's [ECOS Plan](#) (see CCRPC letter of support attached).

- 4. Does this project benefit a State Designated Center per the link below (i.e., downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Economic, Housing and Community Development? (10 Points Max.)**

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

The project does not fall within a State Designated center but is just 1 mile from downtown Burlington and less than one-half mile from the downtown neighborhood development area. Calahan Park has two major user groups: neighborhood visitors who walk or bike to the park and athletic groups that come from all parts of the city and beyond to the park by vehicle. Survey results during the *2022 Calahan Park Comprehensive Plan* process indicate that 93% of park visitors live within 1 mile, the majority of visits are once a week or more, and improved connectivity/site circulation is the second highest priority (after

playground improvements). It is an important open space, athletic resource, and beloved neighborhood park in the south end of Burlington.

5. **Provide a project cost estimate below (project costs below include both federal dollars and local dollars). Projects will be scored based on whether the cost appears realistic for the size and scope of the project. For scoping studies, use PE and Local Project Management lines only.**

Note: If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows below. Also, be clear regarding total project cost and other funding amounts and sources in the additional funding comments box below. (10 points max.)

Preliminary Engineering (PE) <i>(Engineering, Surveying, Permitting)</i>	\$ 61,500
Right-of-way / Acquisition (ROW) <i>(appraisals, land acquisition and legal fees)</i>	\$ 0
Construction <i>(construction costs with reasonable contingency)</i>	\$ 233,700
Construction Engineering <i>(cost to provide inspection during construction)</i>	\$ 33,500
Municipal Project Management Costs <i>(minimum of 10% of total PE, ROW and Construction Phases).</i>	\$ 29,300
Total Project Cost	\$ 358,000

Addition Funding Comments: (ex. Total and additional funding for existing projects)

The itemized project budget is included as an Attachment. This budget was developed during the Calahan Park Comprehensive Plan and was refined based on bid results of recent local projects.

6. **Select the eligibility category below (A, B, C or D) that best fits your project and answer the corresponding questions for that category (choose only one category). 10 bonus points will be awarded to projects that are primarily Bicycle or Pedestrian facilities.**

A. Bicycle and Pedestrian Facilities (includes Safe Routes for Non-Drivers and Conversion of abandoned railroad corridors.

- (i) Will the project contribute to a system of pedestrian and/or bicycle facilities?
(10 points max.)

Burlington has an established goal for a sidewalk on both sides of every major street, but Locust Street only has a sidewalk on the north side of the street. Given the amount of people walking and biking to and from the park and its proximity to local schools, having a more complete path network around the perimeter of the park will greatly improve the active transportation network. This section of the Calahan Park path network was selected as Phase 1 for its ability to fill a gap in the existing network. Crosswalks lead from Caroline Street, from Charlotte Street, and from Locust Terrace

into the park and a parking lot is established for the park, but there are no walking facilities once someone has parked or crossed into the park.

- (ii) Will the project provide access to likely generators of pedestrian and/or bicyclist activity? **(10 points max.)**

As the largest athletic park in Burlington's south end, Calahan Park is a major destination for local and regional activities including team sports. An accessible path will allow universal access to the park and connections to adjacent streets. It is also a route to school for students walking or biking to/from the Five Sisters neighborhood, which is immediately north of Calahan Park, to Champlain Elementary School (564 students). A path on this side of Locust Street will allow students to avoid crossing Locust Street at Pine Street, which is a much busier intersection. This park is also a 2 minute walk from Christ the King school, located at the northeast corner of Locust Street and Shelburne Street. During the Calahan Park Comprehensive Plan process, Christ the King faculty noted that they enter the park with students by crossing at Locust Street / Caroline Street for some Physical Education, sport clinics, spring fitness challenge, and Ecological Labs. They also envisioned the path network providing a safe space for students learning to ride bicycles. Champlain Elementary School faculty also noted that they utilize Calahan Park for positive behavior incentives (a 3 minute bike, 9 minute walk, or 2 minute drive). They access the park from Pine Street, but the intersection of Pine Street / Locust Street is a difficult crossing. However, there is no path into the park from the southeast corner of Pine / Locust. This limits access to the park during winter months when sledding in Calahan Park is the incentive. The park is also used by Rice Memorial High School (a 10 minute bike ride, 26 minute walk, or 4 minute drive from the east) and Edmunds Middle School (a 9 minute bike ride, 25 minute walk, or 4 minute drive from the north). In addition, the Calahan Park community gardens at the easternmost edge of the park are the most popular community gardens in Burlington. The Phase 1 section of the path network will begin to improve walking and biking access to the community gardens.

- (iii) Will the project address a known, documented safety concern? **(10 points max.)**

Creating a new shared-use path around the park will create a safer experience for people walking and biking. The path will also include accessible ramps at each entrance point. The concrete walkway will be much safer than the existing grass surface for people with mobility challenges. This Phase 1 section of the path will also establish the alignment for a future connection to Pine Street along the south side of Locust Street. The *2013 Safe Routes to Champlain Elementary School* report recommendations were incorporated into the *2019 planBTV South End* and *2022 Calahan Park Comprehensive Plan*. This acknowledges, *"The sidewalk on the south side of Locust Street ends at the gravel driveway in Callahan Park, which is across from Caroline Street. Due to no sidewalk beyond this point on the south side of the street, pedestrians must walk on the north side of Locust Street and cross at the Pine Street intersection. The Locust Street / Pine Street intersection has limited sight distances due to grades and existing vegetation, which is problematic for pedestrians trying to cross the road. In addition, there are steep grades on Locust Street as it meets Pine Street, which is often difficult for young bicyclists to handle especially descending. When vehicles turn on and off of Pine Street onto Locust Street, they are often in a hurry and are not always aware of pedestrians and bicyclists wanting to cross."* For students traveling between the Five

Sisters Neighborhood and Champlain Elementary school, this path will provide a safer option for travel to and from school.

Attachments:

- 1. Letter of commitment of local match and maintenance**
- 2. CCRPC letter of support**
- 3. Project Budget / engineer's estimate**
- 4. Site Maps**
- 5. Area photos**



City of Burlington, Vermont
149 Church Street
Burlington VT 05401
www.burlingtonvt.gov

Scott Robertson
Vermont Agency of Transportation
Municipal Assistance Bureau

Re: 2022 VTrans Transportation Alternatives Grant Application

Dear Mr. Robertson,

The City of Burlington shares the Agency of Transportation's commitment to improving connections for people walking and biking. Funding through the Transportation Alternatives Grant will enable the city to begin construction of a shared-use path to fill a gap in the sidewalk network along Locust Street and provide accessible access to Calahan Park.

Burlington's Capital Committee includes interdepartmental representatives who are authorized to approve requests for capital expenses. On December 1, 2022, the Capital Committee approved the local match request for this project. Once constructed, this path will be maintained by Burlington's Parks, Recreation, and Waterfront Department (BPRW). The city utilizes an asset management program to inform maintenance needs and annual budgets, so BPRW will continue to use this approach for path maintenance after construction.

Thank you for the opportunity to apply and for the continued commitment to transportation improvements.

Sincerely,

Ashley Parker
Capital Program Director

Cindi Wight
Director, Burlington Parks Recreation, & Waterfront

December 7, 2022

Scott Robertson, P.E.
Municipal Assistance Bureau TA Coordinator
VT Agency of Transportation
219 North Main Street
Barre, VT 05641

Dear Scott:

This letter is in support of the City of Burlington's application to the VTrans Transportation Alternatives Grant Program to construct phase 1 of the shared use path in Calahan Park. This section will connect the crosswalk at Locust Terrace with the playground and the parking lot of this heavily used community park. This project is another step to fulfill the City's vision for a safe, connected walk/bike network.

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 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.”*

Thank you for your consideration of this project.

Sincerely,

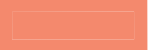


Bryan Davis
Senior Transportation Planner

Primary and Secondary Paths (estimate from 2022 Calahan Comprehensive Plan)		
Vtrans Item	Site Preparation and Mobilization	
635.11	Site Prep and Mob	\$18,300
656.85	Tree Protection	\$4,000
	Erosion Control	
653.476	Silt Fencing	\$2,300
653.01	EPSC Plan	\$4,200
	Site Demolition	
203.28	Remove and Reclaim Asphalt	\$800
	Site Clearing and Earthworks	
	Selective Clearing Allowance	\$10,000
	Bioretention expansion at Locust Street / Locust Terrace	\$25,000
	Site Elements	
618.1	Concrete Walkways	\$105,200
618.3	ADA Accessible Concrete Ramps and Landings	\$6,900
	Lawn Repair	
	Lawn Repair and Overseeding	\$3,000
	Construction	\$179,700
	Contingency	\$54,000
	Subtotal	\$233,700
	Permitting	\$3,000
	Design	\$58,500
	Admin	\$29,300
	Construction Engineering	\$33,500
	TOTAL	\$358,000



Lake Champlain

Project Location 

North .3 miles to Neighborhood Development Area
North .7 miles to Downtown District

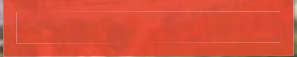
Five Sisters Neighborhood

Locust Terr

Charlotte St

Caroline St

Locust Street

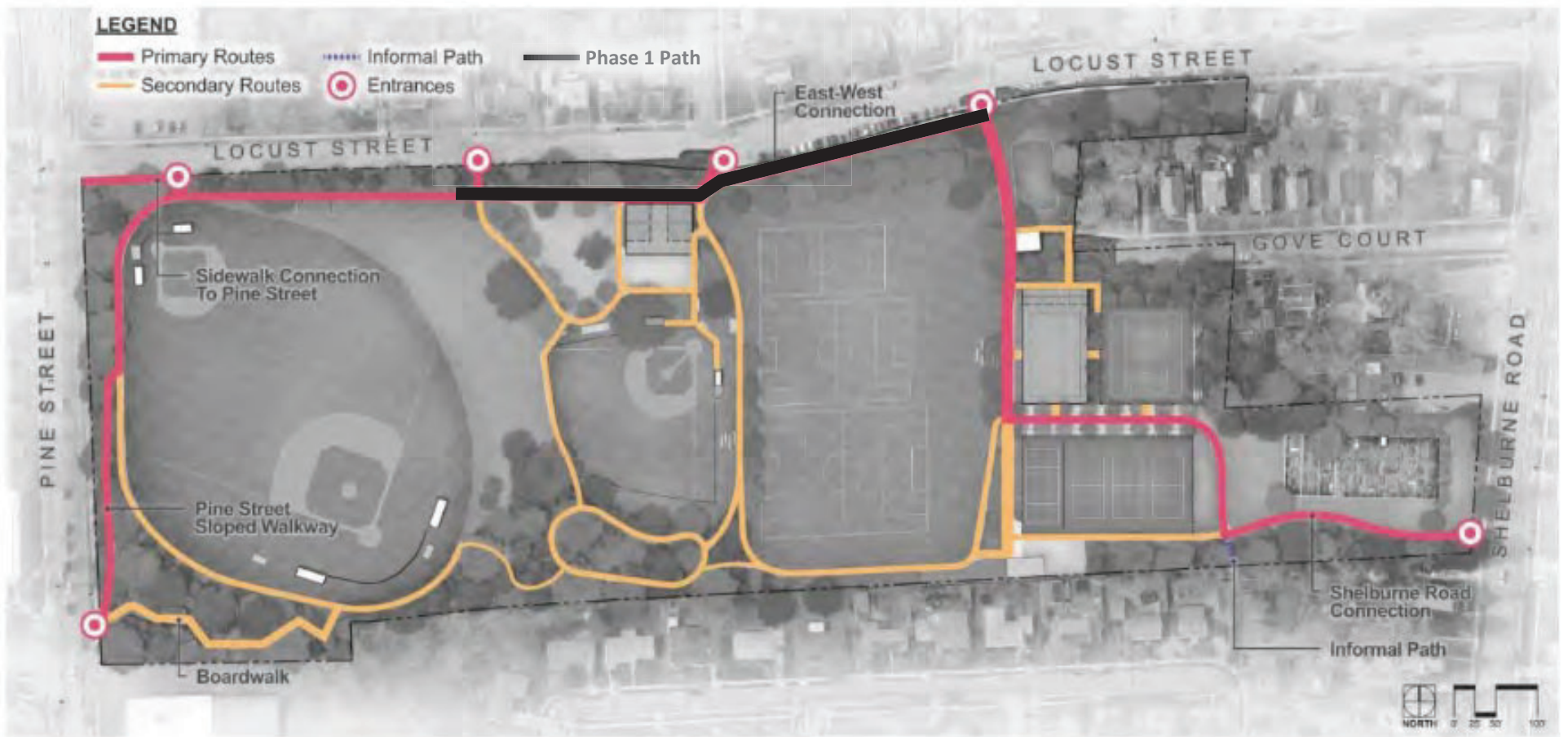


Calahan Park

Pine Street

Shelburne Street

South .34 miles to Champlain Elementary School



Calahan Park Site Circulation Plan



**Calahan Park at Locust Terrace,
looking northeast**



**Calahan Park at Charlotte Street,
looking north**



**Calahan Park at Caroline Street,
looking northwest**