



**VTTrans Fall 2023 Transportation Alternatives (TAP)
and
Municipal Highway and Stormwater Mitigation Program Grant (MHSMP)
Combined Application**

Thoroughly read the TAP and MHSMP application guidebooks 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 by e-mail by December 8, 2023.** Please e-mail the completed application to: Ross.gouin@vermont.gov and Scott.robertson@vermont.gov.

Rutland City School District Travel & Traffic
Control Plan

(Project Name/Title)

802-773-1800

(Phone)

Tyler Richardson

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

tylerr@rutlandcity.org

(e-mail address)

Rutland City

(Town)

\$40,000

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

05701

(Zip Code)

\$10,000

Amount of Local Match. Example:
Federal Award = \$600,000 (80% of total)

1 Strongs Avenue, Rutland

(Mailing Address)

Local Match = \$150,000 (20% of total)
Total Project Cost = \$750,000 (100% of the total)

County: Rutland

Town/Village/City: Rutland City

Specific location, street, or road: Rutland City School District

Regional Planning Commission: Rutland RPC

If a linear project, what is the length in feet? N/A

Is the project on or intersecting a State maintained highway? Yes No

- *Note: If yes, be sure to include documentation that you have notified the VTTrans 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 TAP or MHSMP Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TAP and MHSMP Application Guides)? 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 # LK6TH1XS98C9

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

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.

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

PLEASE NOTE: If this application is for salt or sand shed funding, the applicant must read and understand the ***Municipal Assistance Section Salt Shed Application Guide***. All of the following scoring questions below must thoroughly convey an understanding of the salt and sand guidance provided.

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.)**

Proposed planning study is a District-wide School Travel Plan for Rutland City Schools, which will look at examining infrastructure and travel condition leading to and on Rutland City School District campuses, which an emphasis on walking and biking. The plan will provide a variety of infrastructure and programmatic recommendations to improve safety, such as proven FHWA countermeasures as well as community driven ‘human infrastructure’ like walking school buses. The result of this plan will be to improve or enhance safe travel in and around schools, resolve neighborhood and campus traffic conflicts, and maximize the ability of students and parents to safely walk and bike to school, while minimizing negative traffic impacts to streets and neighborhoods surrounding the schools.

- 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 to date. (10 points max.)**

N/A

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

Yes, Rutland Regional Plan clearly sets as goals to “increase participation of schools in the Safe Routes to School Program”, “educate bicyclists, pedestrian and motorists about safe riding, walking and driving”, “Improve transportation options to help foster good public health and attract new residents” and “fund communities’ planning... of bike/pedestrian facilities”. This proposed plan clearly aligns with these goals and will support the development of safe bicycle/pedestrian travel to and from Rutland School campuses through hard infrastructure and programming.

This project also aligns with stated goals of The Rutland City Master Plan, which are “ [that] transportation improvements related to bicycle and pedestrian traffic... should continue to be considered” and “Particular attention needs to be paid to increasing access and accommodating persons with physical disabilities”. This plan will address these identified goals through considering and proposing transportation improvements for active transportation, with a special eye towards infrastructure which not only meets the requirements of ADA but is also considered safe and comfortable by users with disabilities.

4. Does this project:

- A. **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?)**

Not applicable for Environmental Mitigation Categories (5 points max.)

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

Yes. Rutland Intermediate School and Middle School campuses are located close to Rutland City's State Designated Downtown and within Rutland City's State Designated Neighborhood Development Area. The City of Rutland is a compact urban area that covers just around 7.5 sq miles of land, thus every school in the City is either a 15 minute walk or bike ride from the Designated Downtown which has the densest concentration of multi-family residential development in the City and is targeted in zoning/City Planning documents as the district slotted for the most intensive residential development. Even though none of the campuses are directly in the downtown district, improving the connections between downtown and school campuses will allow safer travel. For example, [the Tuttle Building](#) was recently remodeled, bringing 13 affordable units up to modern standards and creating an additional 3 affordable units.

- B. **Benefit mobility for disadvantaged populations to include elderly, disabled, minorities, and low-income residents. Please describe this impact (if applicable) in detail. Supporting documentation, including recent data must be included.**

Not applicable for Environmental Mitigation Categories (10 points max.)

Safe pedestrian facilities have been proven to enhance mobility among elderly, disabled, minority and low-income populations. Disabled residents are typically de facto excluded from driving thus making ADA compliant pedestrian infrastructure a key component of independent mobility. Similarly, though not all elderly residents are excluded from driving, aging and other health issues can prevent driving.

Schools are primarily accessed by students and school staff, but they are also multi-purpose community spaces where people of all ages gather for events like plays and sports games. Thus, while the primary users being focused on in this plan are school children, the same infrastructure which improves their access to school campuses will improve access for all groups in the community.

Low-income households would see a large benefit from greater active transportation infrastructure. Though cars are seen by some in Vermont as the default mode which everyone should have access to, this is not reflected in data. The 2020 census data revealed that 13% of Rutland City households have no private vehicles, and 42% have just one private vehicle. Rutland City is noted in the USDOT Equitable Transportation Community Explorer as being in the 95th percentile for communities with transportation cost burden. This puts cost burdened parents in a bind, where they are either increasing their transportation cost burden in order to drive their kids to school, or potentially putting their children at risk of traffic violence.

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>	\$ 45,000
Right-of-way / Acquisition (ROW) <i>(appraisals, land acquisition and legal fees)</i>	\$ 0
Construction <i>(construction costs with reasonable contingency)</i>	\$ 0
Construction Engineering <i>(cost to provide inspection during construction)</i>	\$ 0
Municipal Project Management Costs <i>(minimum of 10% of total PE, ROW and Construction Phases).</i>	\$ 5,000
Total Project Cost	\$ 50,000

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

Yes, absolutely. The plan will look primarily at safe routes for non-drivers and opportunities to improve existing infrastructure.

Rutland City already has a significant sidewalk network, but the usefulness of this network for safe pedestrian travel is hampered by pedestrian crossings which often

pass through wide auto-oriented streets. This plan will recommend both long-term upgrades which will be integrated into the City's long-term capital plan as well as short to medium term solutions (such as quick build and tactical urbanism) which can ameliorate safety issues.

Another issue with the existing pedestrian network is maintenance both in terms of surface maintenance and snow maintenance. This plan will identify non-motorized travel corridors to schools that should be prioritized by sidewalk plowing. Cracked and broken sidewalks are uncomfortable for children and impassable for those with a recognized disability, they also make fully clearing ice and snow away difficult in winter as ice and snow will often pool in cracks and holes. The plan would also suggest priority maintenance along key corridors to fix existing deficiencies and to ensure continued preventative maintenance.

Rutland City also has a growing but incomplete bike network. The Shared-Use Creek Path provides access to NW elementary School. Planned bike lanes for Woodstock Avenue (which will be implemented through a resurfacing project in spring/summer 2024) provide some level of access to the High School NE Elementary School. However, the current infrastructure is disconnected and not always low stress. The project will identify high priority connections between existing infrastructure and high-level recommendations for dangerous locations on certain corridors but put a greater focus on making the "last mile" to the school campus safe.

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

Yes. All schools located in built up areas are de facto major potential generators of pedestrian and bicycle traffic since (apart from older High Schoolers) students are legally excluded from driving. However, there are 3 schools in particular (Rutland Middle School, Rutland Intermediate School and Rutland Northwest Elementary School) which are located within dense pre-automobile neighborhoods which have small lot sizes, lots of multi-family housing, and sidewalk infrastructure which makes them inherently walkable. These walkable neighborhoods also feature a mix of residential, commercial and office uses (particularly on Grove Street) which are generators of pedestrian and bicycle activity.

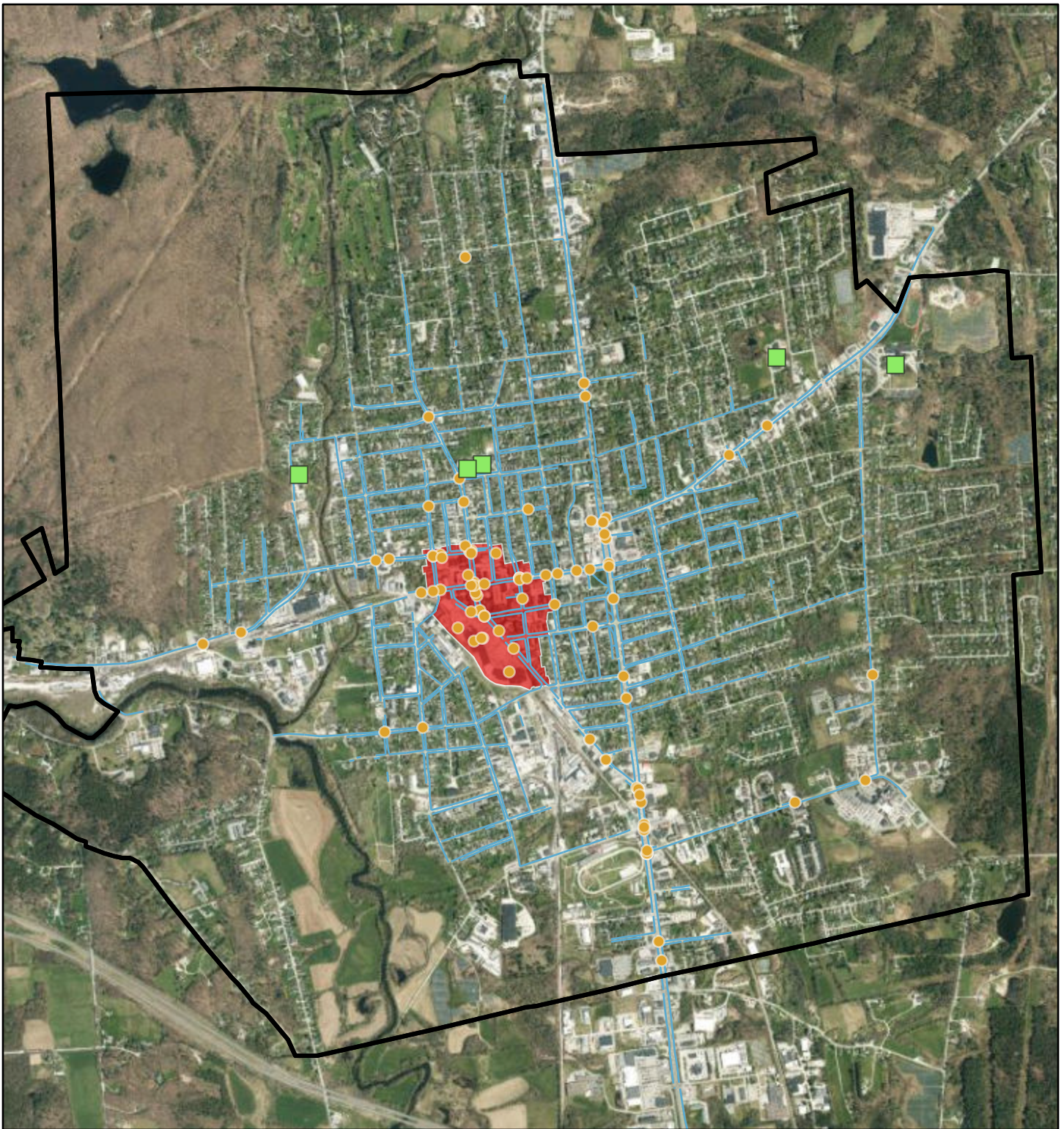
- (iii) Will the project address a known, documented safety concern? **(10 points max.)**

Yes, almost every main thoroughfare through Rutland City which was analyzed in the VTrans Bicycle and Pedestrian Plan and [received a Level of Comfort score of 4](#) (which indicates the facility is "Uncomfortable for most bicyclists." Only a few sections received a score of 3 (which indicates that the facility is "comfortable for experienced and confident bicyclists). No Section received a score below 3, indicating that the main thoroughfares are not safe for school children who do not typically fall into the category of "experienced and confident cyclist".

Rutland City also has a significant number of documented bicycle pedestrian collisions which quite justifiably are seen as a reason to drop a child off in a personal vehicle (see attached map). Concerns about traffic safety serving as a barrier to student travel is also documented in a [2008 survey conducted by the Rutland Regional Planning Commission](#) which found that “the amount of traffic, followed by distance, crime and traffic speeds” were the biggest barriers to parents allowing their children to walk or bike to school. Parents noted that “if the safety of intersections and crossings was improved their decision would be different”. Since then, some improvements have been made to key intersections, but there remain many barriers. One unsafe crossing in a journey can disincentive the whole trip.

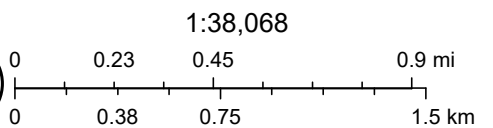
Another documented safety concern is the alarming rise of increasingly large vehicles. [A recent study documented that](#) “trucks and sport utility vehicles with hood heights greater than 40 inches are about 45% more likely to cause fatalities in pedestrian crashes”. According to [the most recent data](#) from the Vermont Auto Dealership Association, in 2022 Light Trucks made up a full 88.4% of new vehicle registrations in Vermont showing that these heavier vehicles are increasingly dominating the Vermont new vehicle market. The two primary variables effecting the severity of a pedestrian/bicyclist crash are the mass of the vehicle and the speed it is travelling ($F=ma$). While it is outside of the scope of this study to address the increasing weight of vehicles, what is in the scope of the study is identifying improvements to infrastructure which will calm traffic and thereby reduce the risk of serious injury of death in the case of a collision by reducing the speed at conflict points (crossings).

Safe Routes to School: Sidewalk Network & Pedestrian Crashes



12/8/2023

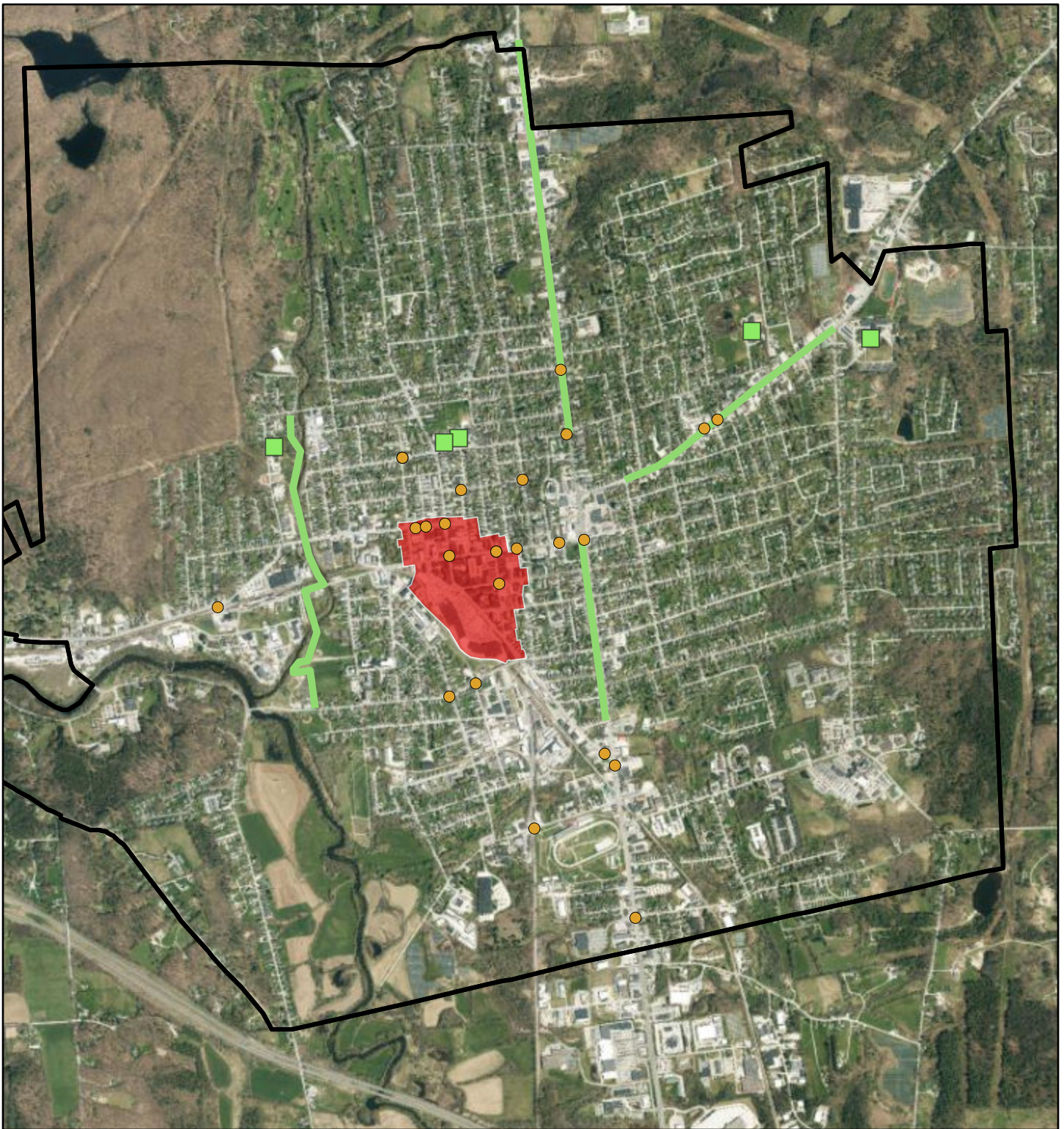
- Public Schools
- VT Data - Town Boundaries
- Sidewalks
- VT Designated Downtown Boundary - Downtown District Boundaries
- Pedestrian Crash



1:38,068

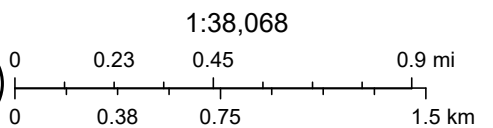
VCGI, Maxar

Safe Routes to School: Bike Network & Bike Crashes



12/8/2023

- Public Schools
- VT Data - Town Boundaries
- Bicycle Crash
- Dedicated Bike Infrastructure*
- VT Designated Downtown Boundary - Downtown District Boundaries



*NOTE: This includes existing built infrastructure and infrastructure which is planned, fully funded and going to construction within the next construction season.

CITY OF RUTLAND
VERMONT

RESOLUTION FOR
VT Transportation Alternatives Program

Whereas, the City of Rutland is applying for funding as provided for in the FY24 Transportation Alternatives Program and may receive an award of funds under said provisions; and

Whereas, the Vermont Department of Transportation may offer a Grant Agreement to this municipality for said funding; and

Now, Therefore, Be it Resolved

THAT the Rutland City Board of Aldermen supports an application to fund the develop of a plan which outlines improvements for safe travel to and from the network of schools across the City of Rutland; and

THAT the Rutland City Board of Aldermen authorize the Mayor to sign the application; and

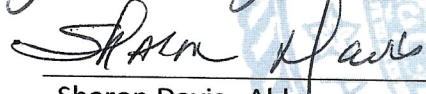
THAT the Rutland City Board of Aldermen hereby acknowledge there is a 20% local match and future maintenance responsibilities.

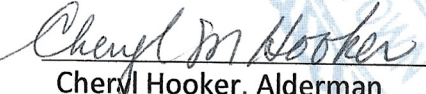
Passed this 4th day of December 2023.

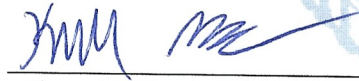
BOARD OF ALDERMEN



Michael Talbott, President


Joe Barbagallo, Alderman



Sharon Davis, Alderman


Cheryl Hooker, Alderman

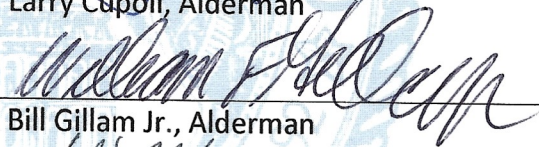

Kiana McClure, Alderman


Anna Tadio, Alderman

ABSENT


Alex Adams, Alderman


Larry Cupoli, Alderman


Bill Gillam Jr., Alderman


John McCann, Alderman


Carrie Savage, Alderman

The above resolution is a true and correct copy of the resolution as finally adopted at a meeting of the Rutland City Board of Alderman held on the 4th day of December 2023, and duly recorded in my office.

In witness whereof, I hereunto set my hand this 4th day of December, 2023.


Tracy Kapusta, City Clerk





Scott Robertson
Vermont Agency of Transportation
Barre City Place
219 North Main Street
Barre, VT 05641

December 1, 2023

Dear Mr. Robertson:

I write on behalf of the Rutland City School District to note our support of the City of Rutland's Transportation Alternatives Program grant application for the Rutland School District Travel and Traffic Control Plan.

We welcome the opportunity to study and develop travel improvements and practices that will make walking, biking, busing and driving to school safer and more efficient. We are interested in how we can garner input from our school community on areas of concern relating to travel to school. We look forward to the opportunity of collaborating with our municipal colleagues to consider how to improve corridors for school travel. And, we want to support shifting the culture of student travel toward healthy alternatives to automobile travel.

In developing a plan for improvements for safe travel to and from the schools within the City of Rutland, we want the outcomes to be safe travel; more efficient traffic patterns that have less negative impact on neighborhoods; and the increased opportunity and desirability for walking and biking to school.

We at the Rutland City Public Schools are eager to join this work as a means to improve the health and safety of our entire community.

Sincerely,

Bill Olsen
Superintendent



RUTLAND REGIONAL PLANNING COMMISSION

December 8, 2023

**Scott Robertson
Vermont Agency of Transportation
Barre City Place, 219 North Main St. Barre, VT 05641**

RE: Letter of Support for Rutland City School District Travel & Traffic Control Plan

Dear Mr. Robertson,

The Rutland Regional Planning Commission (RRPC) is pleased to offer its support for the City of Rutland's School District Travel & Traffic Control Plan funding application to the VTans Transportation Alternatives Program Grant.

The RRPC is excited to support the City of Rutland's efforts to examine the barriers to safe walking and biking to school. Improving participation in the Safe Routes to School Program and pursuing planning efforts to ensure that routes to school are safe are key goals of the Rutland Regional Plan. Using active transportation to get to school has been directly linked to better learning outcomes and help children become more confident and independent in their communities. Additionally, this study provides an opportunity to reexamine assumptions about who and what our infrastructure should prioritize, assumptions which directly affect the design of infrastructure and funding priorities.

The RRPC fully supports the City and strongly encourages VTans to provide funding for the Rutland City School District Traffic Control Plan. Thank you for the consideration and supporting our community partners.

Thank You,

A handwritten signature in black ink, appearing to read "Ethan Pepin". The signature is fluid and cursive, written over a horizontal line.

Ethan Pepin
Transportation Planner



Come Alive Outside, Inc.
PO Box 267
Rutland, VT 05702
802-779-1037

December 5, 2023

Subject: Letter of Support for Rutland School District Travel and Traffic Control Plan

I am writing on behalf of Come Alive Outside, a non-profit organization dedicated to connecting communities with nature for health, wellness, and joy. We have had the opportunity to review Rutland Regional Planning Commission's proposed Rutland School District Travel and Traffic Control Plan, and we are pleased to express our support for this initiative.

Come Alive Outside applauds the Safe Routes to School (SRTS) program, which centers around the belief that our children should have safe and accessible means to walk and bike to school. Safe and accessible walking and bike routes bring various benefits for kids' mental and physical health such as reducing stress, enhancing mood, boosting cognitive function, and contributing to an overall sense of well-being.

We believe that by implementing this plan, the Rutland community will take significant strides towards creating a safer, healthier, and more connected environment for its students. Should you require any further assistance or collaboration, please do not hesitate to reach out to us.

Thank you for your dedication to the well-being of Rutland's youth.

Sincerely,

Arwen Turner
Executive Director
Come Alive Outside