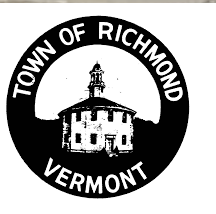
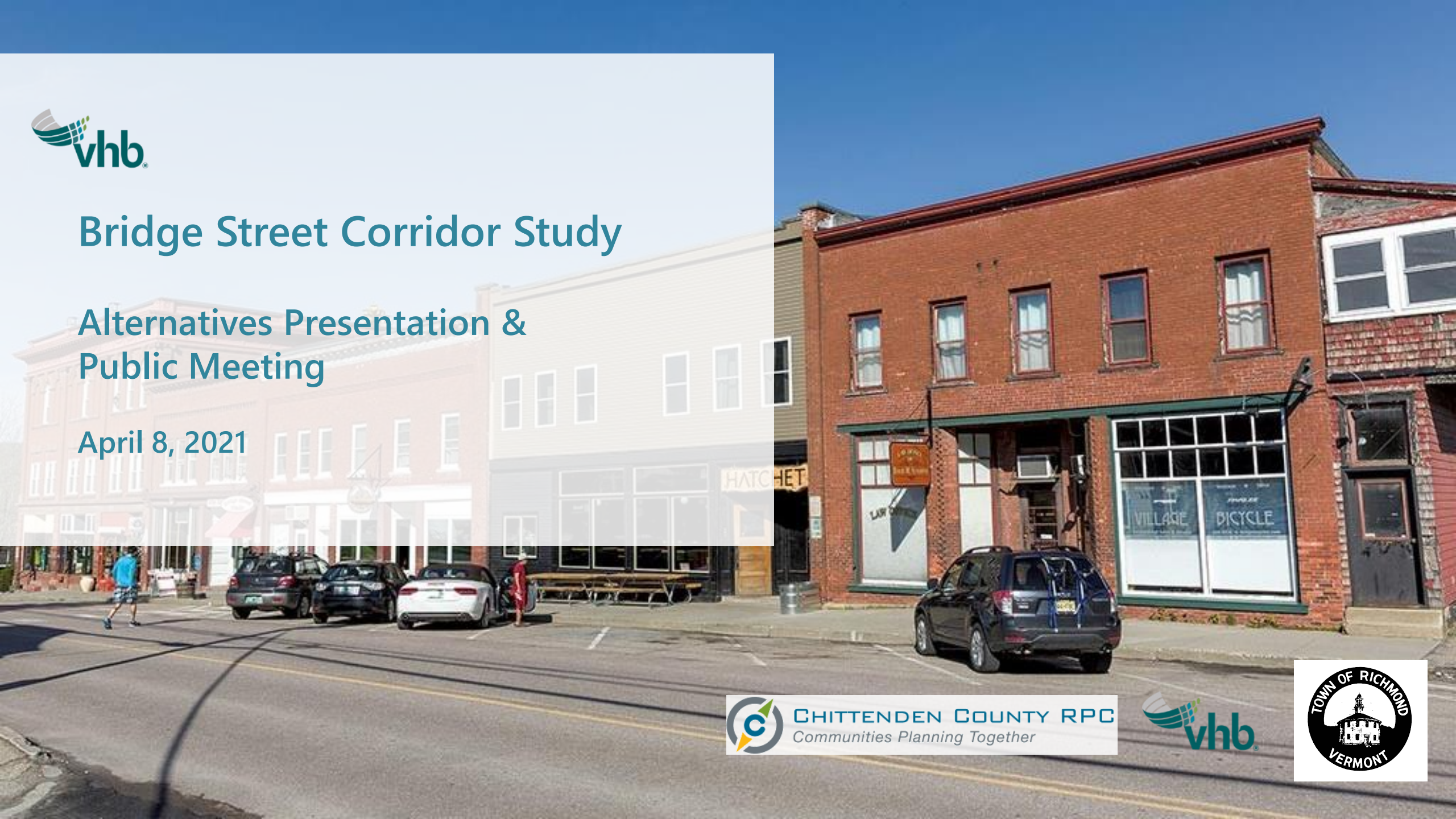




Bridge Street Corridor Study

Alternatives Presentation & Public Meeting

April 8, 2021



Agenda



(Re)Introductions



Review Study Area



Purpose & Need Statement



Bridge Street Alternatives Main Street to Railroad Street

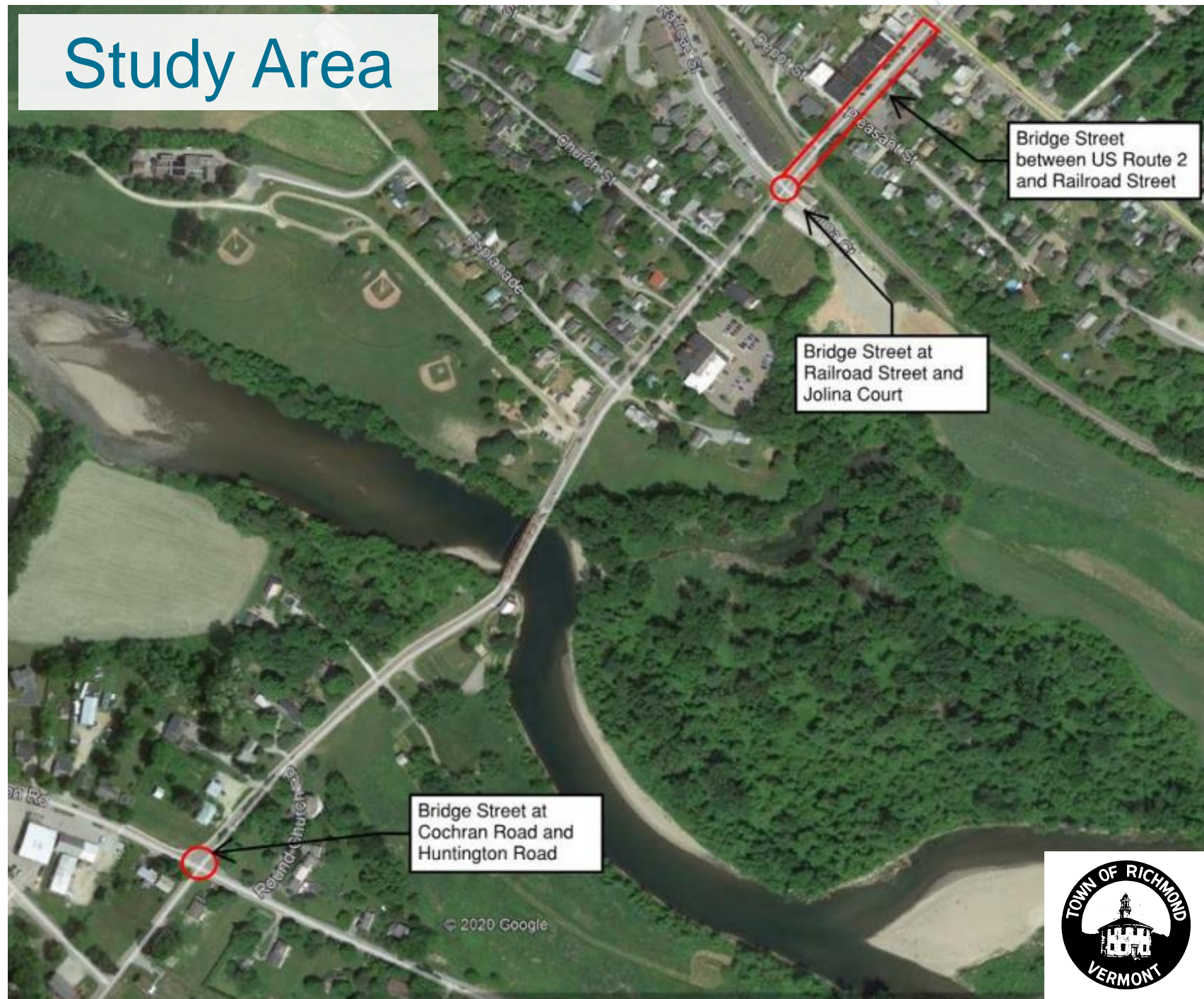


Bridge Street / Huntington Road Intersection Alternatives



Discussion & Next Steps

Study Area



Project Purpose and Need Statement

Excerpt from Project Purpose

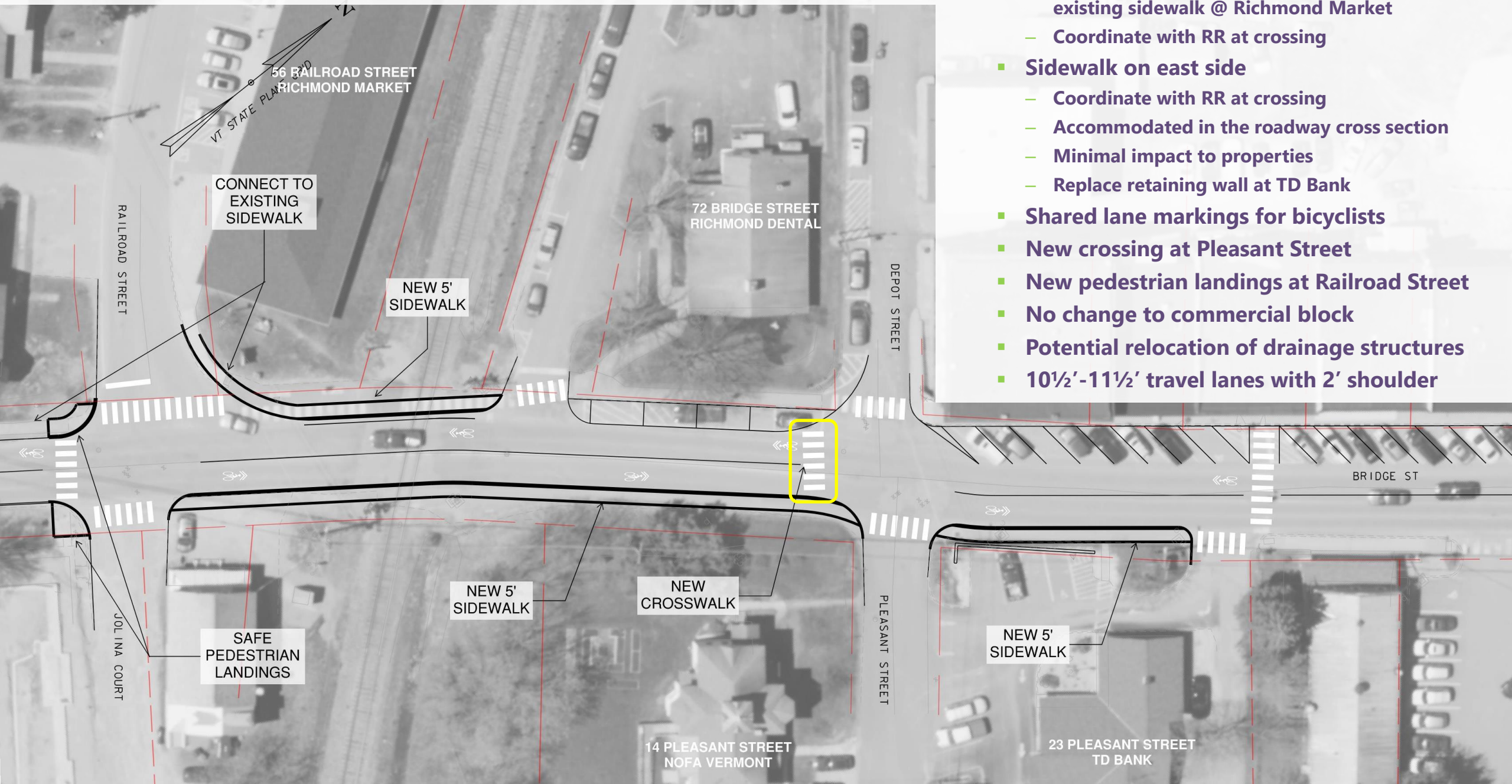
- To **identify** and **prioritize improvements** to create a **multimodal corridor** through the Richmond Village Center that **better accommodates pedestrians and bicyclists where critical infrastructure gaps exist**.

Project Needs

- **Enhance mobility for pedestrians and bicyclists**
 - Critical gaps in existing infrastructure
- **Improve safety for pedestrians and bicyclists**
 - Lack of delineated space for pedestrians and bicyclists requiring shared space with vehicle traffic
- **Maintain parking in support of businesses**
 - Convenient, on-street parking linked to vitality of businesses

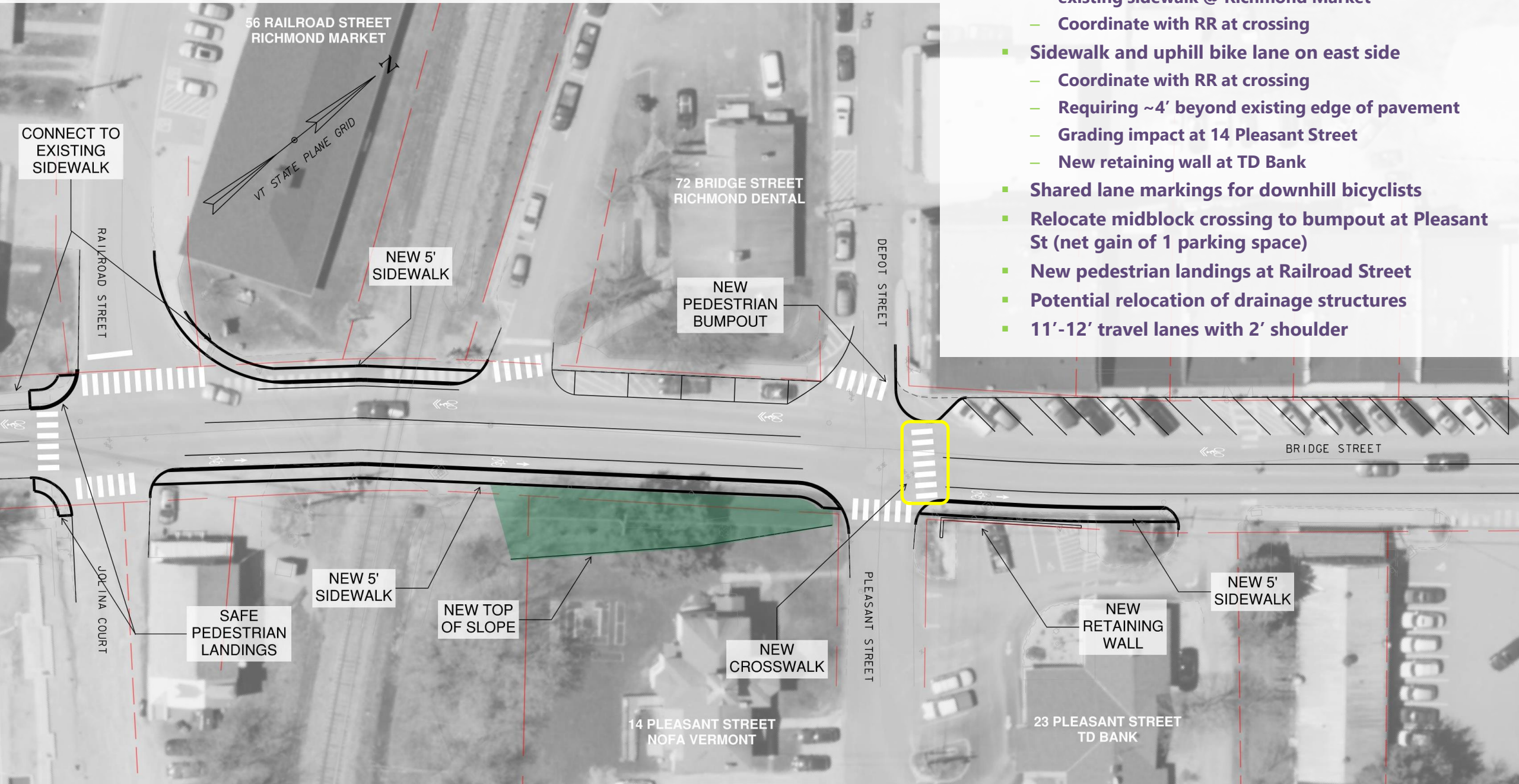


Alternative 1 | Sidewalks & Shared Lanes



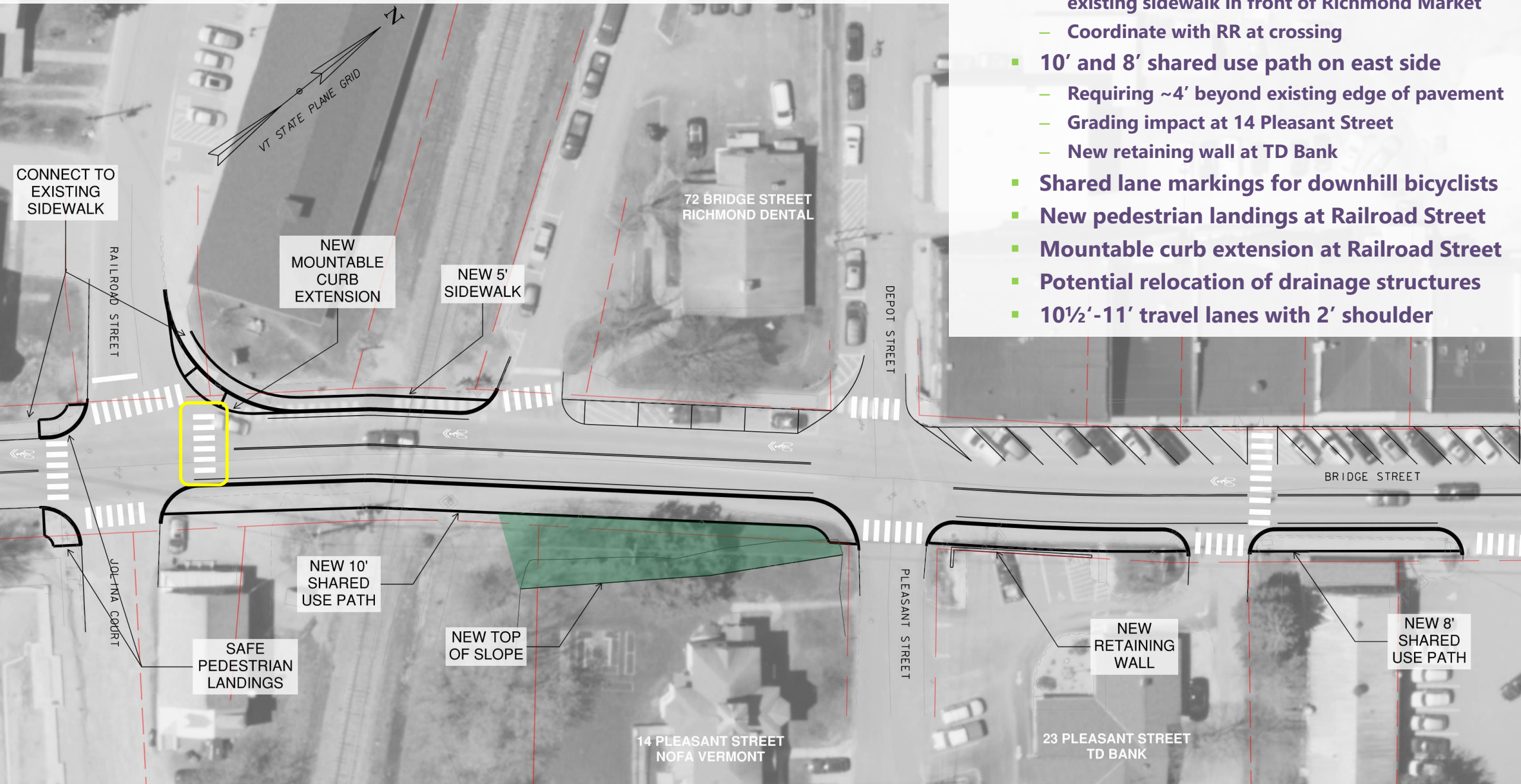
- **Sidewalk on west side**
 - Primarily within ROW – impact at connection to existing sidewalk @ Richmond Market
 - Coordinate with RR at crossing
- **Sidewalk on east side**
 - Coordinate with RR at crossing
 - Accommodated in the roadway cross section
 - Minimal impact to properties
 - Replace retaining wall at TD Bank
- **Shared lane markings for bicyclists**
- **New crossing at Pleasant Street**
- **New pedestrian landings at Railroad Street**
- **No change to commercial block**
- **Potential relocation of drainage structures**
- **10½'-11½' travel lanes with 2' shoulder**

Alternative 2 | Sidewalks & Uphill Bike Lane

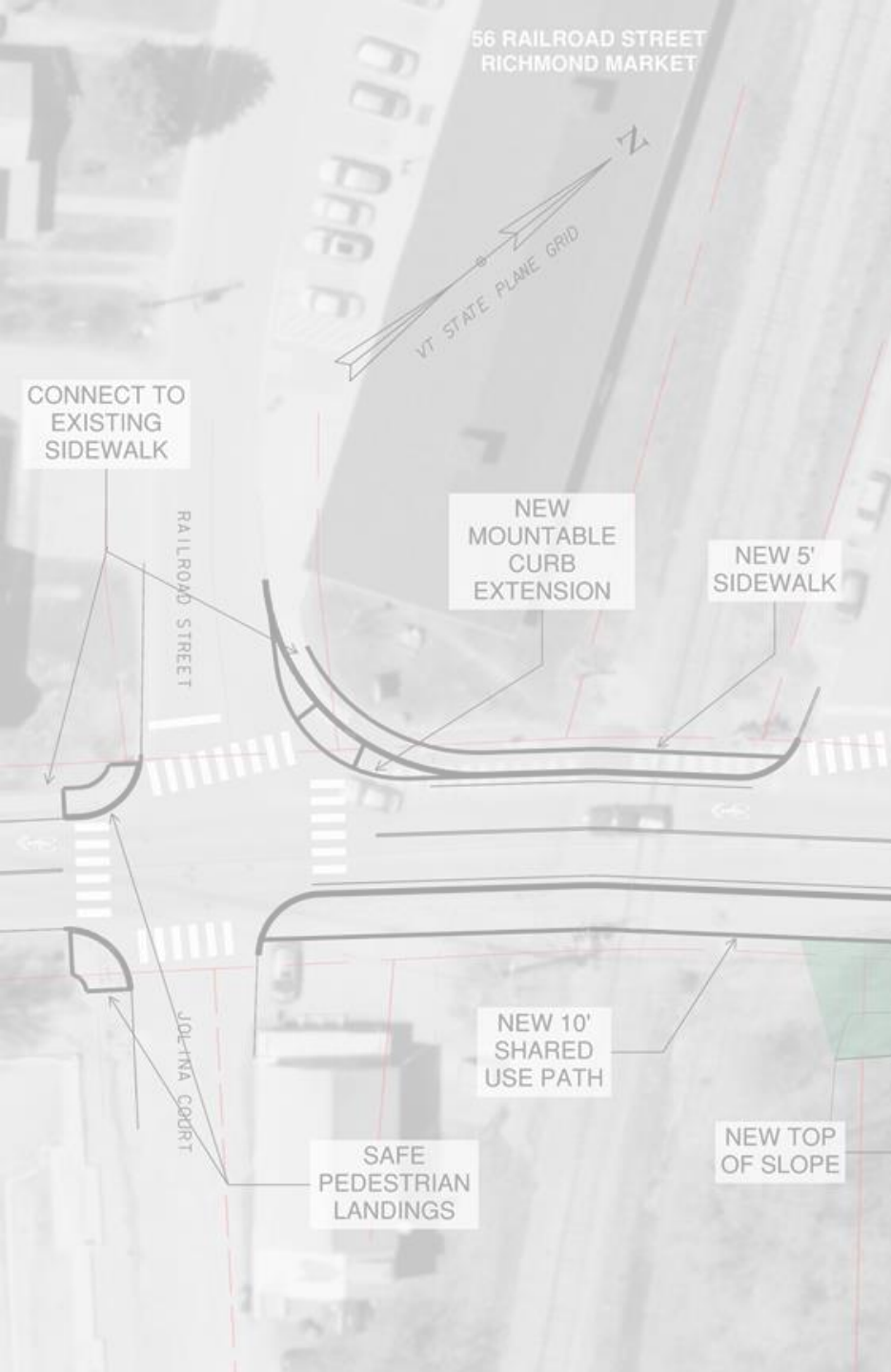


- **Sidewalk on west side**
 - Primarily within ROW – impact at connection to existing sidewalk @ Richmond Market
 - Coordinate with RR at crossing
- **Sidewalk and uphill bike lane on east side**
 - Coordinate with RR at crossing
 - Requiring ~4' beyond existing edge of pavement
 - Grading impact at 14 Pleasant Street
 - New retaining wall at TD Bank
- **Shared lane markings for downhill bicyclists**
- **Relocate midblock crossing to bumpout at Pleasant St (net gain of 1 parking space)**
- **New pedestrian landings at Railroad Street**
- **Potential relocation of drainage structures**
- **11'-12' travel lanes with 2' shoulder**

Alternative 3 | Shared Use Path



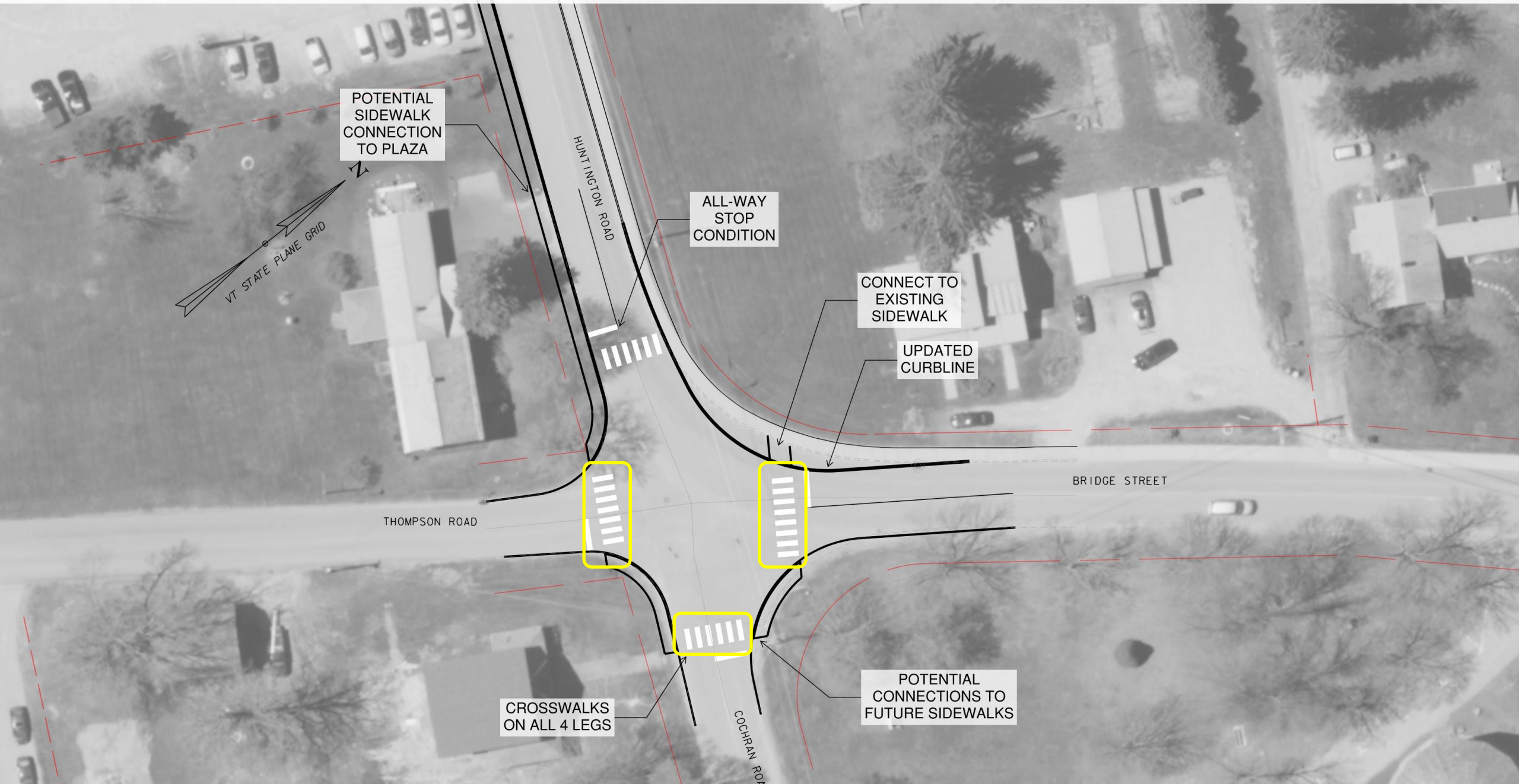
- **Sidewalk on west side**
 - Primarily within ROW – impact at connection to existing sidewalk in front of Richmond Market
 - Coordinate with RR at crossing
- **10' and 8' shared use path on east side**
 - Requiring ~4' beyond existing edge of pavement
 - Grading impact at 14 Pleasant Street
 - New retaining wall at TD Bank
- **Shared lane markings for downhill bicyclists**
- **New pedestrian landings at Railroad Street**
- **Mountable curb extension at Railroad Street**
- **Potential relocation of drainage structures**
- **10½'-11' travel lanes with 2' shoulder**



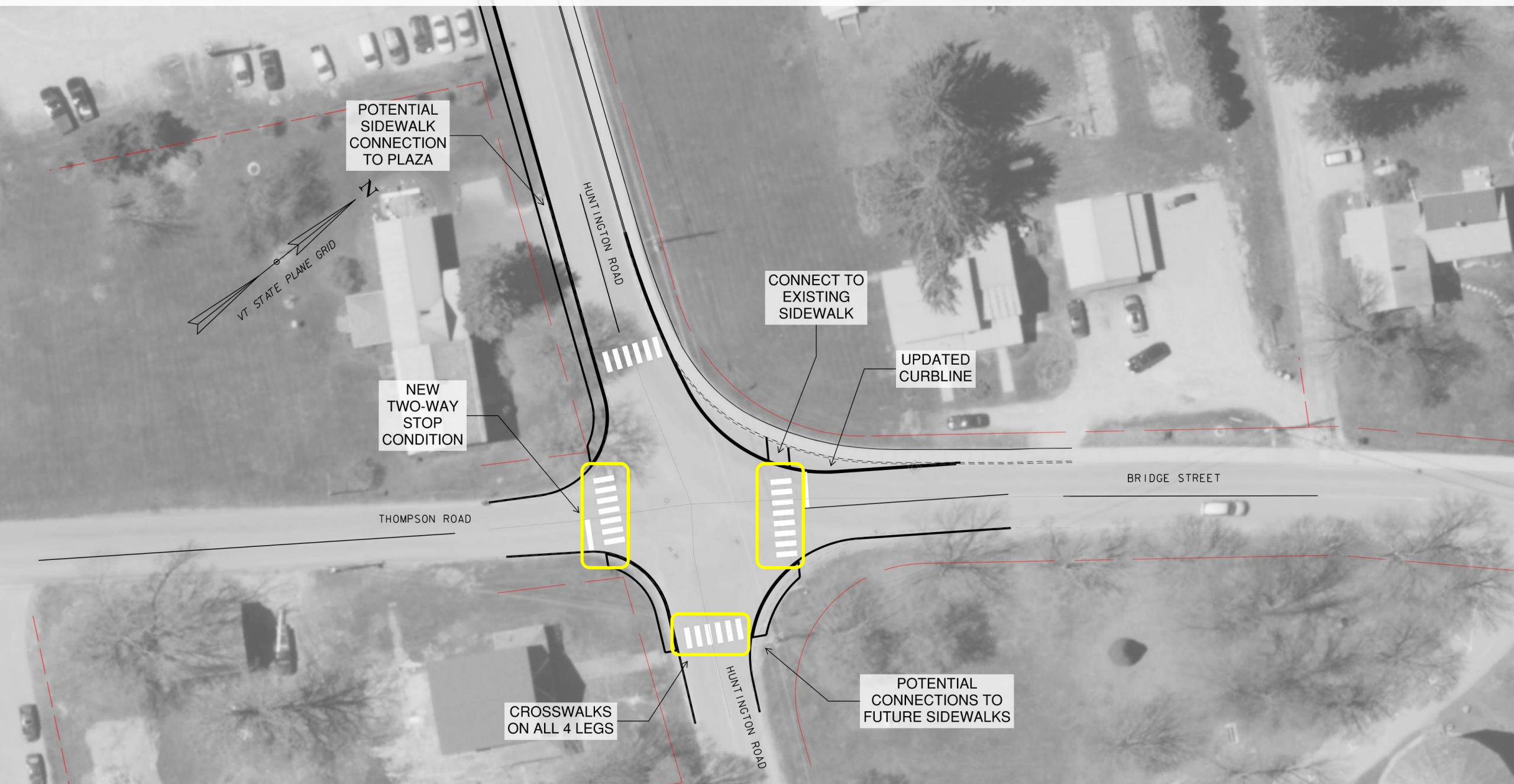
Bridge Street Alternatives Comparison

Alternative	Alternative 1 Sidewalks and Shared Lanes	Alternative 2 Sidewalks and Uphill Bike Lane	Alternative 3 Shared Use Path
Cost	\$170,000	\$200,000	\$210,000
Pedestrian Mobility	Improved Sidewalk Network	Improved Sidewalk Network	Improved Network Connections
Pedestrian Safety	Designated Pedestrian Sidewalk	Designated Pedestrian Sidewalk	Separated from Vehicles Mixed with Bikes
Bike Mobility	No Change	Uphill Bike Lane	Choice of Shared Path or Shared Street Connections
Bike Safety	Shared Lane Markings and Signage	Designated Uphill Bike Lane for Slower Operation; Shared Lane Markings Downhill	Separated from Vehicles; Mixed with Pedestrians; Shared Lane Markings
ROW Impact	Minimal	More significant; Sidewalk within ROW with Slope Impacts	More significant; Path within ROW with Slope Impacts
Utilities Impact	Minimal	Moderate; Gas Line and Overhead Electric on Slope	Moderate; Gas Line and Overhead Electric on Slope
Drainage	More significant	Moderate	More significant
Satisfies Purpose & Need	No	Yes	Yes

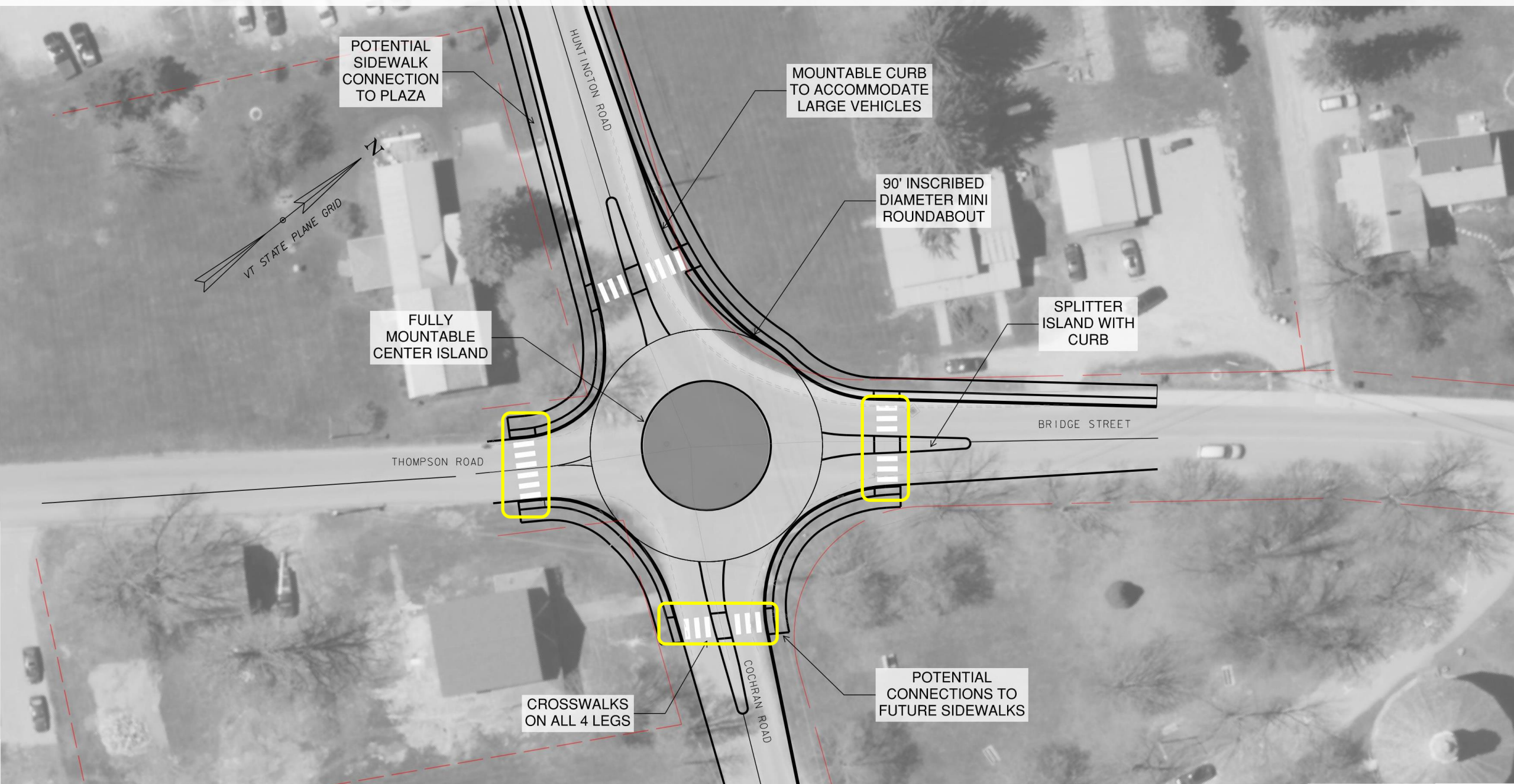
Intersection Alternative 1 | All-Way Stop



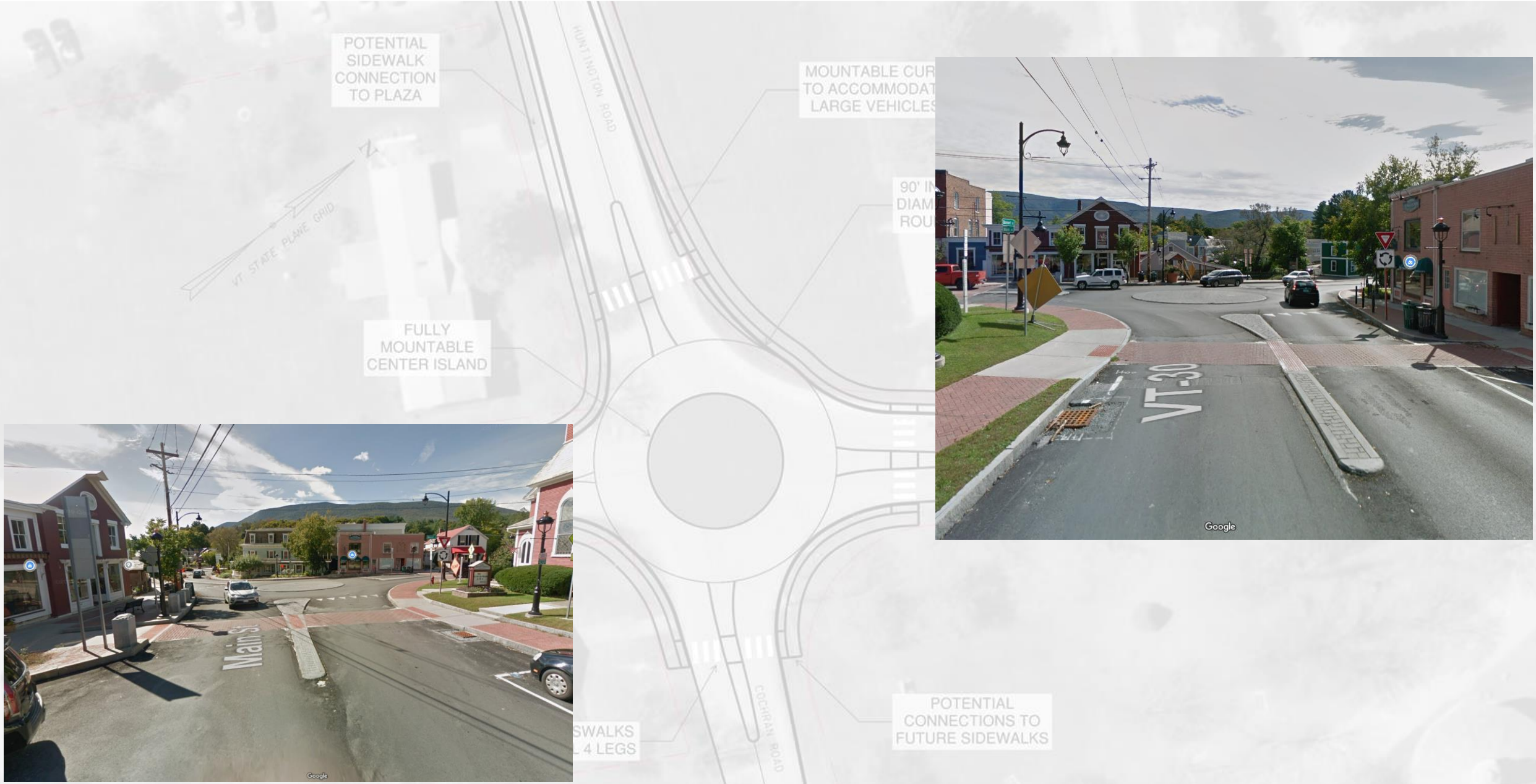
Intersection Alternative 2 | Two-Way Stop



Intersection Alternative 3 | Mini Roundabout



Intersection Alternative 3 | Mini Roundabout



Intersection Alternatives Comparison

Alternative	Alternative 1 All-Way Stop	Alternative 2 Two-way Stop	Alternative 3 Mini Roundabout
Cost	\$100,000	\$100,000	\$850,000
Pedestrian Mobility	Improved Connections to Crossings of Low Volume Roadways	Improved Connections to Crossings of Low Volume Roadways	Improved Connections to Crossings of Low Volume Roadways
Pedestrian Safety	Stop Condition for All Crossings	Stop Condition for 2 Crossings	Median Refuge on 3 Crossings
Bike Mobility	Potential for bike lanes or shared lane markings	Potential for bike lanes or shared lane markings	Potential for shared lane markings
Bike Safety	All vehicles stop. lower traffic speeds for better bike travel with vehicles thru intersection	Some lower traffic speeds for better bike travel with vehicles thru intersection	Slower vehicle speeds thru roundabout better bike travel with vehicles
ROW Impact	Minimal	Minimal	Moderate
Utilities Impact	Minimal	Minimal	Moderate
Drainage	Minimal	Minimal	Moderate
Satisfies Purpose & Need	Yes	Yes	Yes

Please Share Your Thoughts with Us



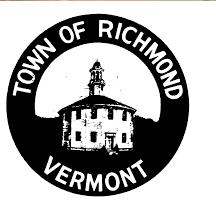
Jason Charest
Senior Transportation Planning Engineer

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Town Planner

802-434-2430
rvenkataraman@richmondvt.gov



Supplemental Materials

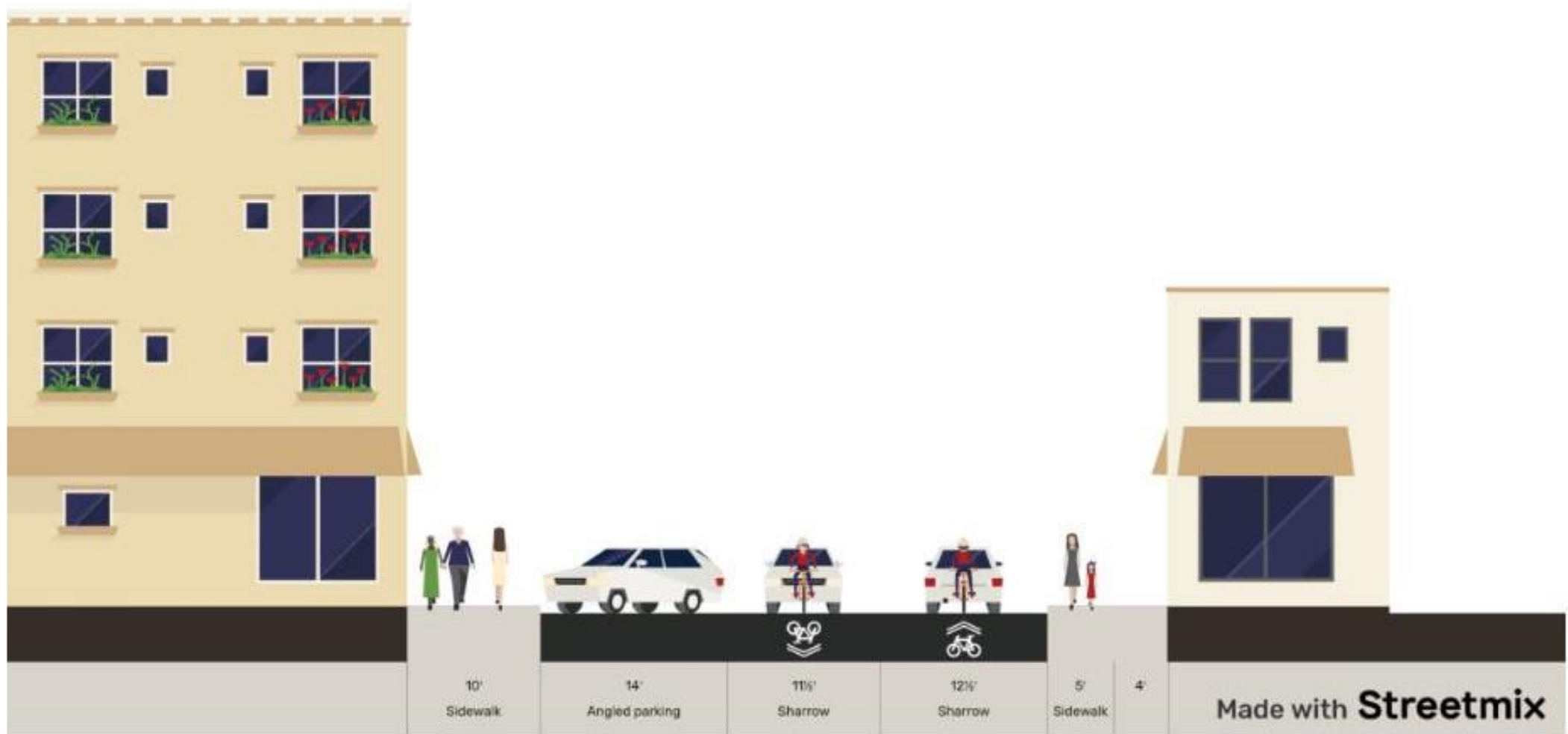
Alternative 1 | Jolina Court to RR Crossing



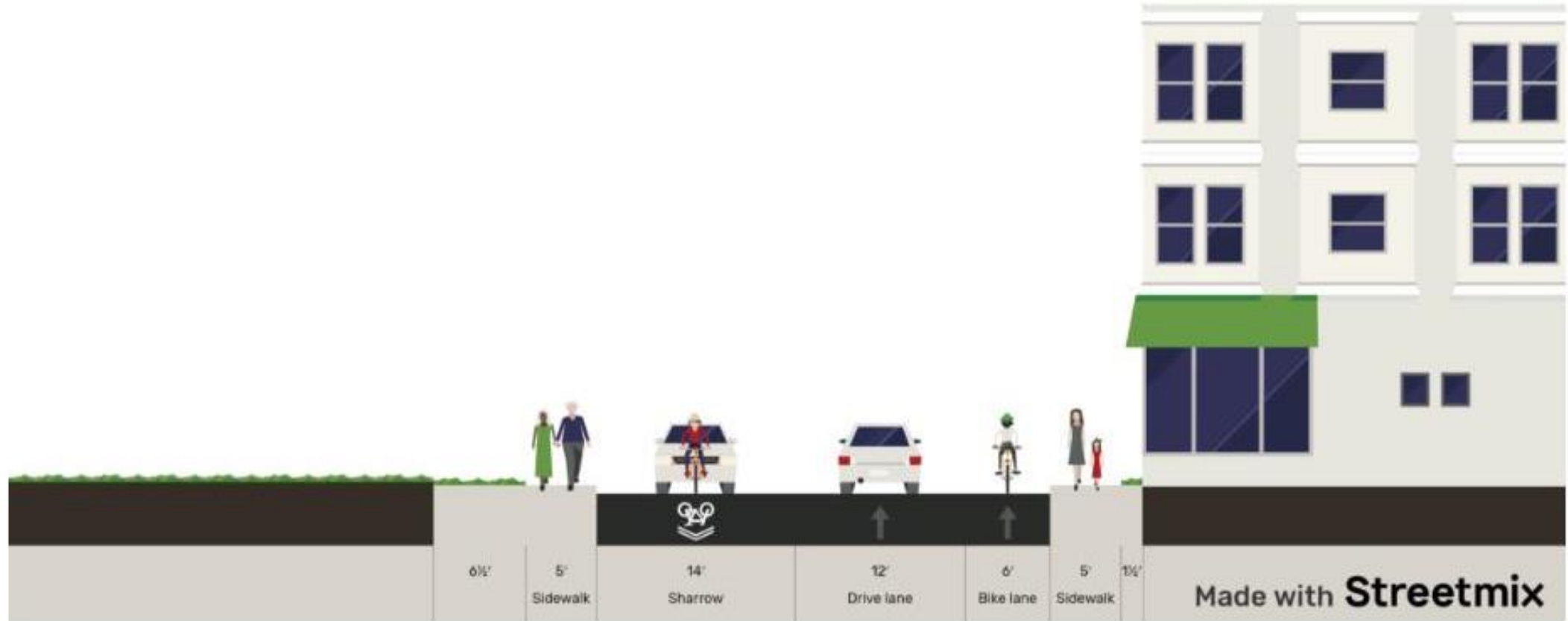
Alternative 1 | RR Crossing to Pleasant Street



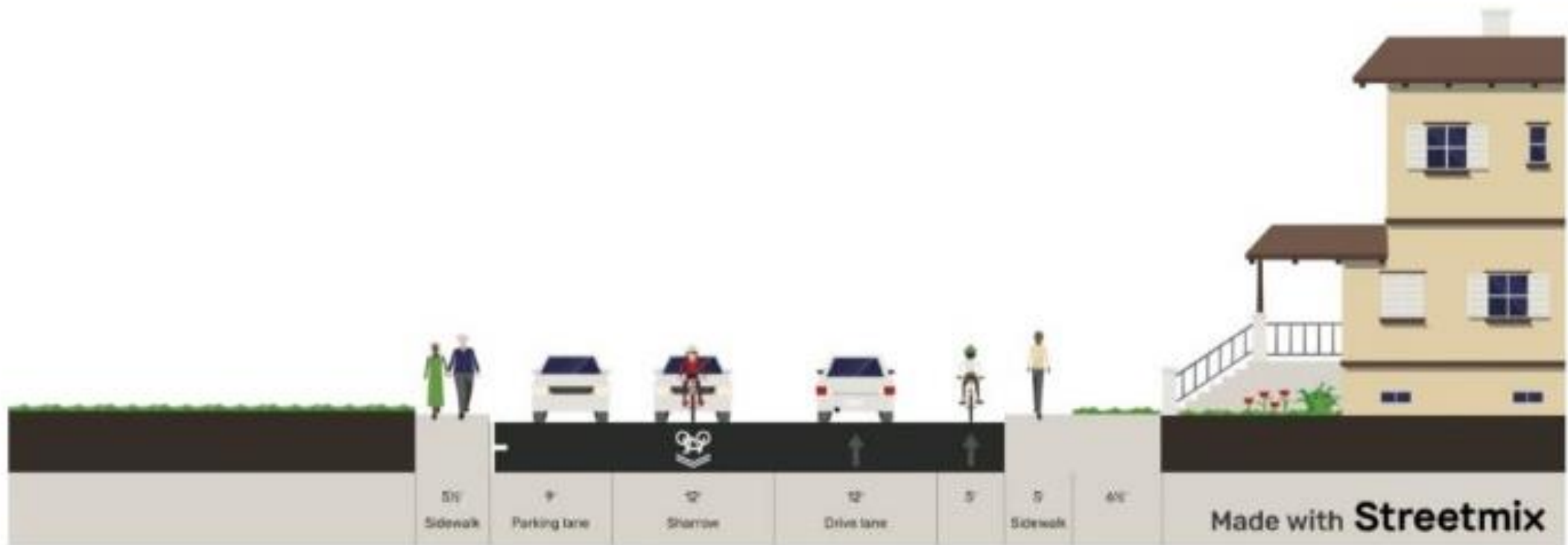
Alternative 1 | Pleasant Street to Main Street



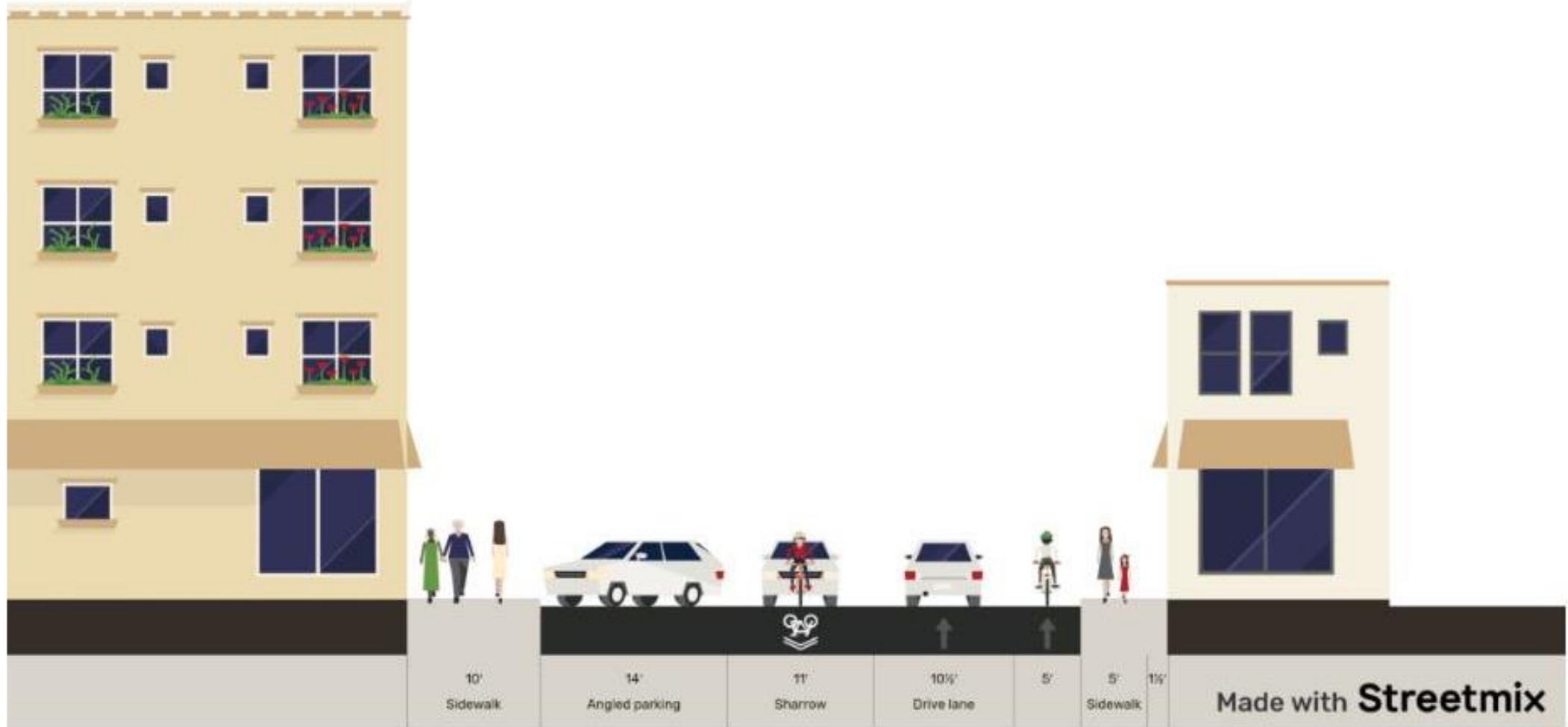
Alternative 2 | Jolina Court to RR Crossing



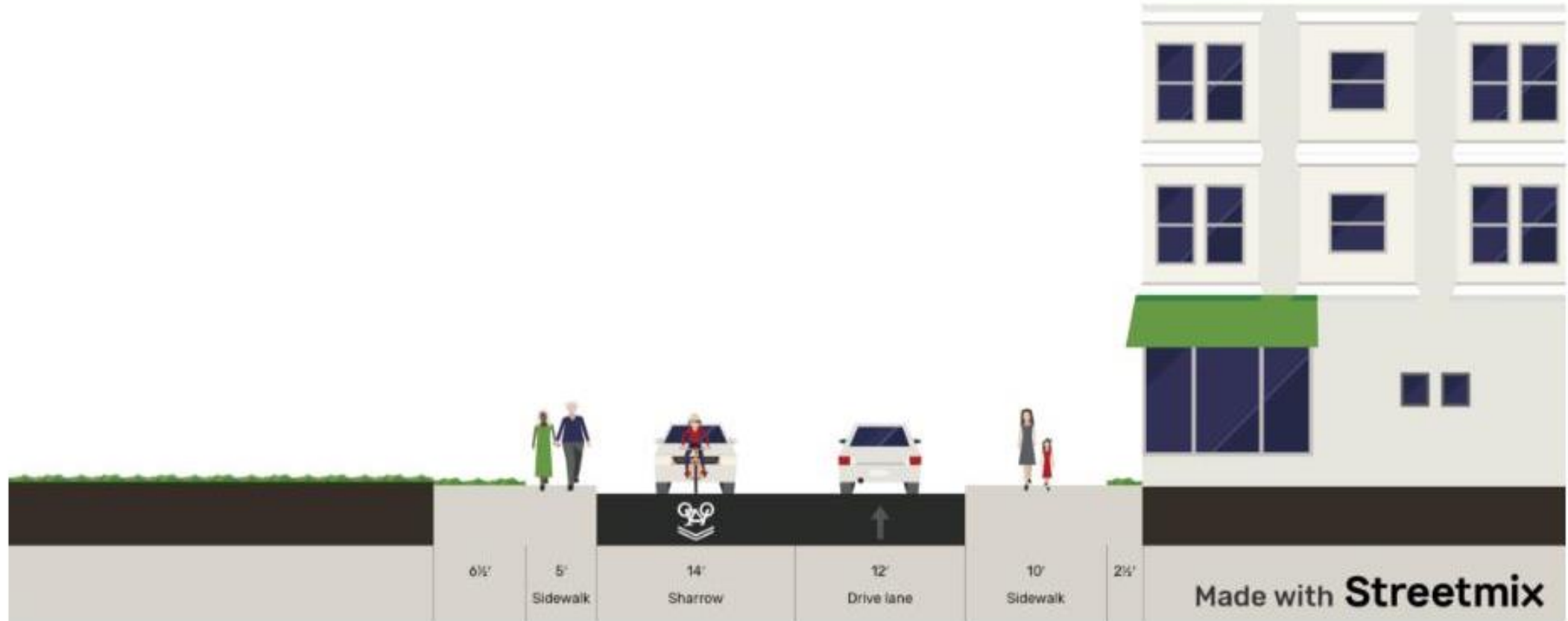
Alternative 2 | RR Crossing to Pleasant Street



Alternative 2 | Pleasant Street to Main Street



Alternative 3 | Jolina Court to RR Crossing



Alternative 3 | RR Crossing to Pleasant Street



Alternative 3 | Pleasant Street to Main Street

