Richmond Walk, Bike, and Trails Plan

Community and Steering Committee Meeting

May 24, 2021

Chittenden County RPC
Communities Planning Together

Agenda

Tonight, we'll share the proposed facilities recommendations

- Provide background on how recommendations were developed
- Walk through recommendations and get your feedback
- Reflect on process + final thoughts
- Talk next steps and wrap-up

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Introductions

AGENCY TEAM		
Ravi Venkataraman, AICP Town Planner Town of Richmond	**Bryan Davis, AICP** Senior Transportation Planner CCRPC	**Marshall Distel** Transportation Planner CCRPC

CONSULTANT TEAM		
Kristen Lohse, ASLA Senior Urban Designer Toole Design	**Lily Ko** Planner II Toole Design	**Jake Berman** Planner II Toole Design

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Steering Committee Members

- Allen Knowles (Transportation Committee)
- Chase Rosenberg (Trails Committee)
- Colin Green
- Ian Stokes (Richmond Climate Action Committee)
- James Floyd (Transportation Committee)
- Jean Bressor (Trails Committee)
- Jonathon Weber (Local Motion)
- Justin Graham (RiseVT)
- Samantha Peikes

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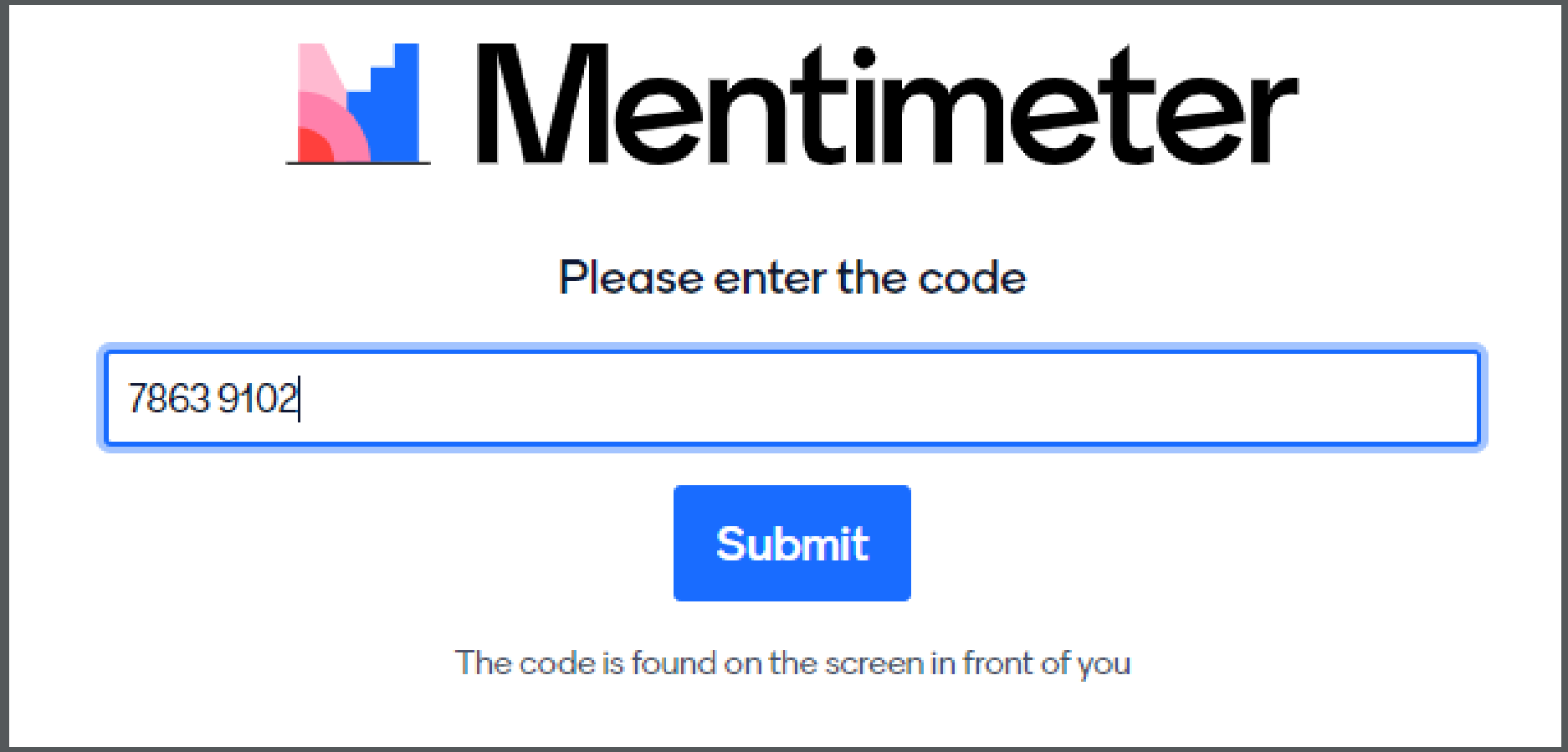
Mentimeter (www.menti.com)



www.menti.com (7235 7006)

- What gender do you identify as?
- What is your age?
- What race/ethnicity do you identify with?
- What neighborhood do you live in?

How Recommendations Were Developed

01

Plan’s Value

- Phase 1 of 2-part plan
- Provides a comprehensive roadmap for future, documentation of thinking & process
- Positions town/county to pursue grants and funding
- Increases institutional awareness – creating the potential to collaborate, piggyback on other projects

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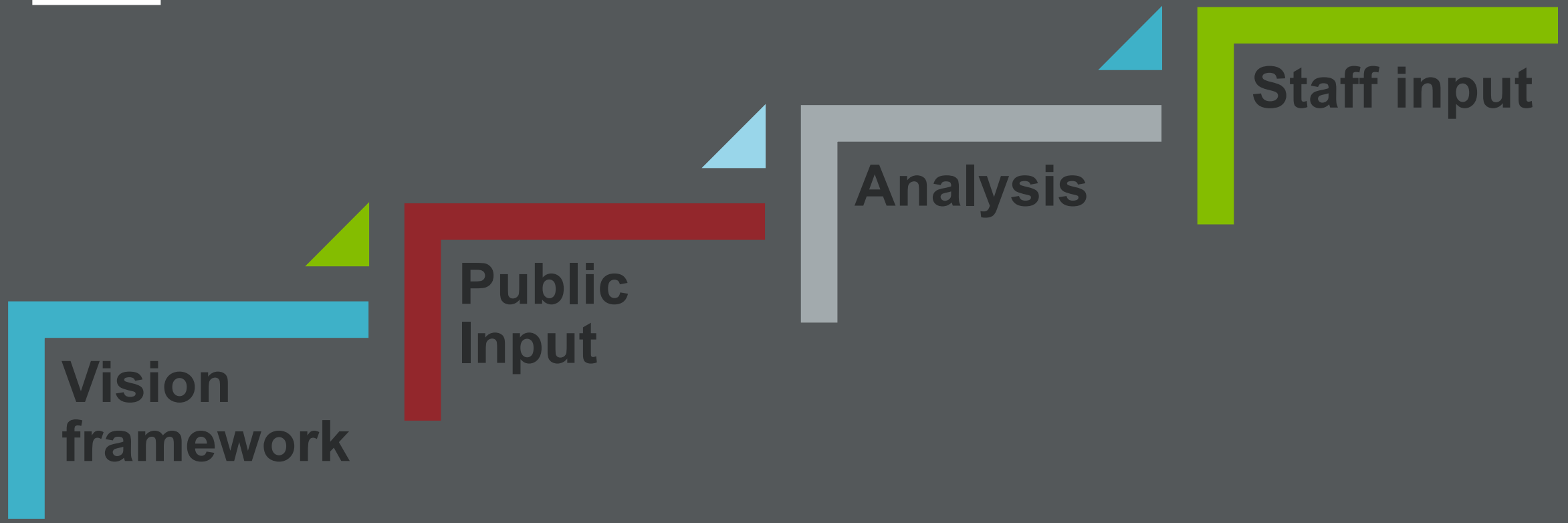
Plan Inputs



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Public Input

Online interactive map

3

Steering committee meetings

2

Community Meetings

Email Comments

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Opportunities and Constraints Analysis

Collisions, speed, historic, natural resources, circulation patterns/needs, VTrans design guidance

Other relevant projects (Bridge St Study, Rt 2 Repaving Scoping)

Best practices

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Network Design Approach and Facility Types

Safe Routes to School

Main St Spine

Safe travel through neighborhoods

Community connections

Off-road trails and connections

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Route 2/Main Street Recommendations

02

CONSTRAINTS

- Narrow, curving roadway
- Utility lines
- River/floodplain
- Topography
- Land use/development patterns
- VTrans requirements

OPPORTUNITIES

- Maintain rural character
- Consistent facility type/alignment
- Route 2 as spine from Bolton to Williston
- All trip types/ all ages and abilities (AAA) facility

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Segments

1. **East Main Street**: Town limits/ Cochran Rd Bridge to Lemroy Ct
2. **Village:** Lemroy Ct to 217 W Main St (where sidewalks end)
3. **West Main St Pt 1 (Cemetery):** Sidewalk end to past cemetery (1026-1034 W Main St)
4. **West Main St Pt 2**: Past cemetery to I-89 Interchange
5. **Hwy 89 Interchange to VT 117/Rogers Ln**

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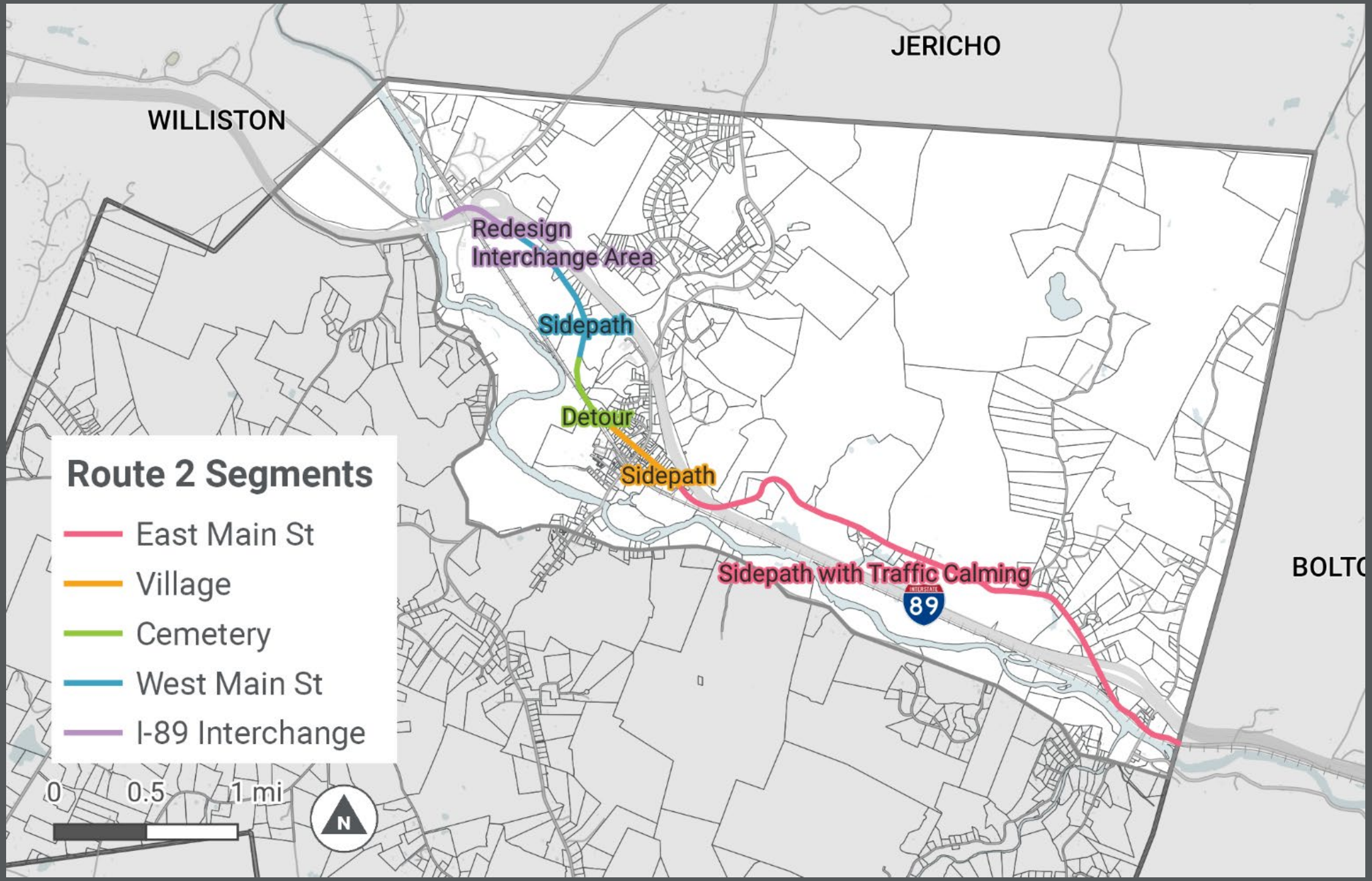
Long Term Proposal



Sidepath

- 8’-10’ wide depending on constraints
- Vegetated buffer, 5’ min. preferred

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Traffic Calming Tools

Signs to increase awareness

Pavement markings - visual and tactile cues

Active speed signs to highlight unsafe speeds

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Traffic Calming Tools

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SEGMENT 1
East Main Street:
Town limits/ Cochran Rd Bridge to Lemroy Ct

Long term: Sidepath
Interim: Traffic calming

Speed limit:
Existing: 40 mph, 50 mph
Proposed: 35 mph

SEGMENT 2
Village
Lemroy Ct to 217 W Main St
(where sidewalk ends)

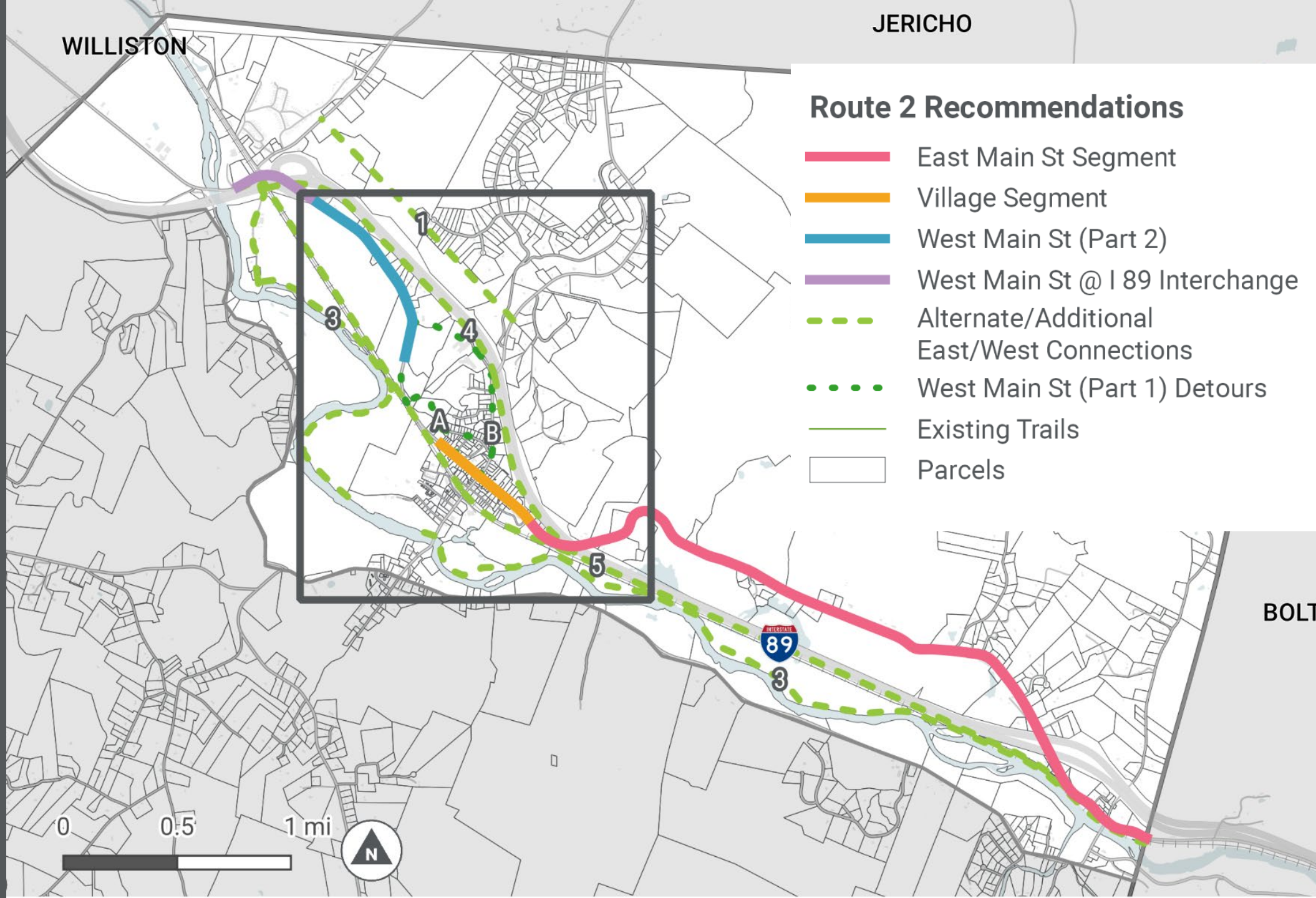
Long term: Sidepath
Interim: Traffic calming

Speed limit:
Existing: 30 mph
Proposed: 25 mph

SEGMENT 3
W Main St Pt 1 (Cemetery)
217 W Main St
(sidewalk end) to past cemetery
(1026-1034 W Main St)

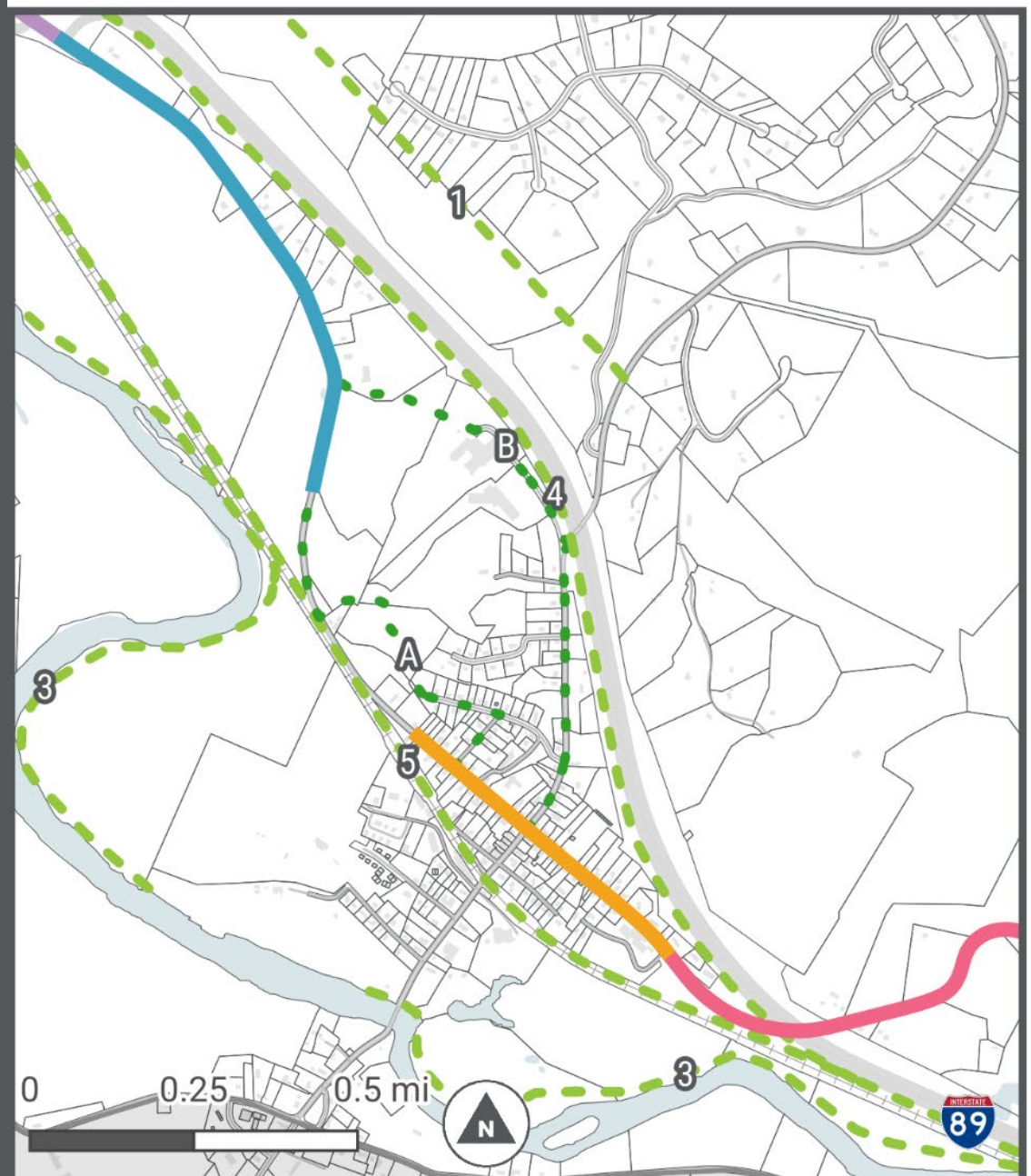
Long term: Sidepath ?
Interim: Traffic calming, Detour

Detours and Trails



Detours and Trails

Village Inset



Route 2 Recommendations

- East Main St Segment
- Village Segment
- West Main St (Part 2)
- West Main St @ I 89 Interchange
- Alternate/Additional East/West Connections
- West Main St (Part 1) Detours
- Existing Trails
- Parcels

POTENTIAL ROUTE 2 DETOUR ROUTES For discussion and input	ACCESS AND CONNECTIVITY	DIRECTNESS	PRIVATE PROPERTY IMPACTS	TOPOGRAPHY	ENVIRONMENTAL (STREAM CROSSINGS, WETLANDS)
A. Route 2 right of way	Good	Good	Challenging	Moderate	Moderate
A1. Baker > Tilden > stream south of Riverview Cemetery	Good	Good	Moderate	Moderate	Moderate
A2. Jericho Rd > School Rd > Willis Hill Sledding and Outdoor Nature Lab (Richmond Land Trust)	Good	Moderate	Moderate	Challenging	Challenging
A3. Cemetery*	Good	Good	Challenging	Moderate	Moderate
C. Highway 89 right of way	Moderate	Moderate	Good	Good	Good
D. Winooski River	Moderate	Moderate	Moderate	Moderate	Challenging
E. Railroad right of way*	Moderate	Moderate	Moderate	Moderate	Moderate

* Prior discussion with property owner has not resulted in permission to date

SEGMENT 4
West Main St/2
1026-1034 W Main St to Hwy 89 Interchange

Long term: Sidepath
Interim: Traffic calming

Speed limit:
Existing: 40 mph
Proposed: 35 mph

Hwy 89 Interchange

- Tighten corner radii at on/ off-ramps
- Stripe crosswalks
- Remove slip lanes
- Lower speed limit

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River Rd

Long term: Sidepath ?
Interim: Shared lane markings, traffic calming

Speed limit:
Existing: 45mph (up to Rogers Lane)
Proposed: 35mph

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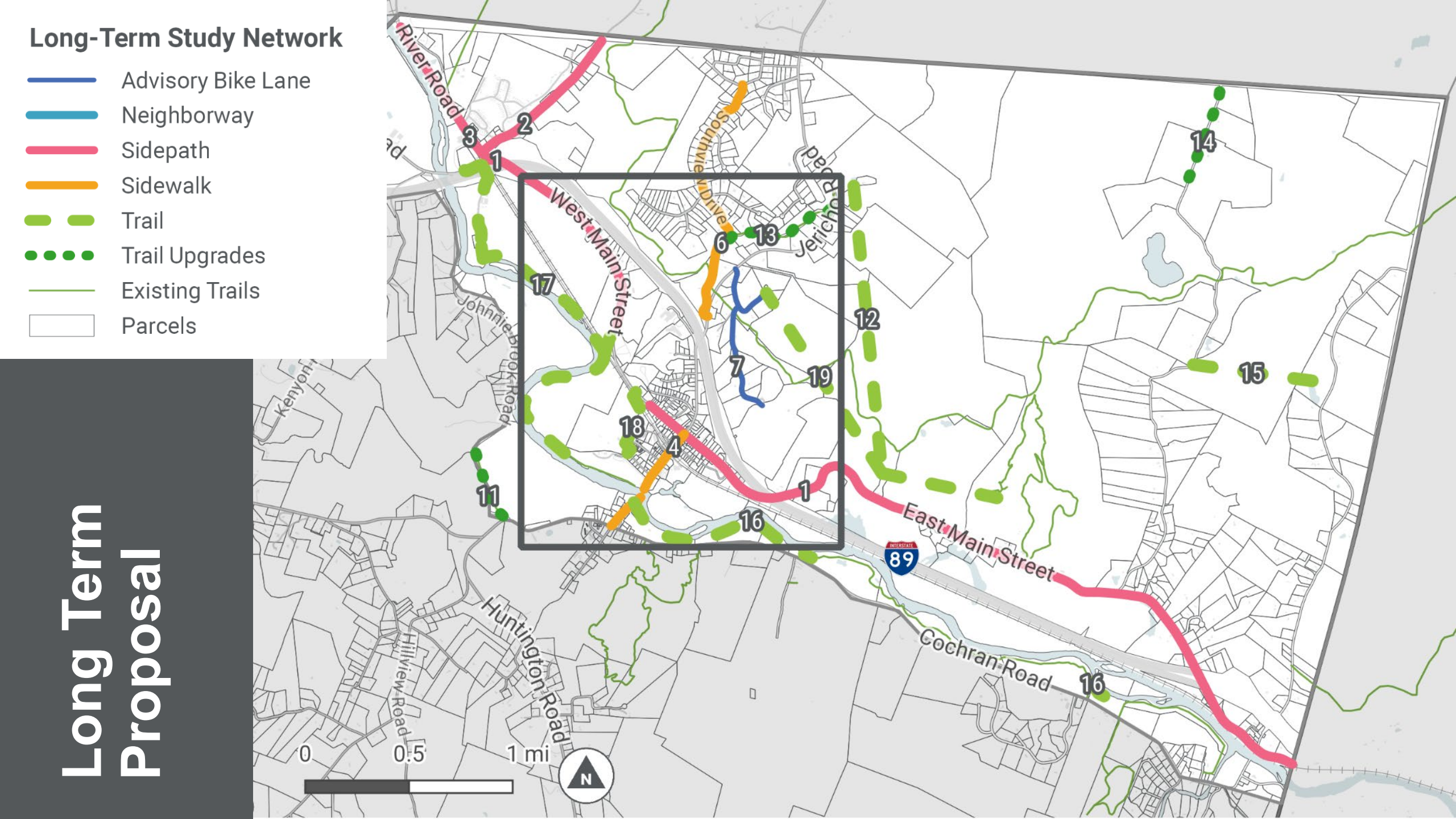
On- and Off-Street Recommendations

03


Long-Term Study Network
Advisory Bike Lane
Neighborway
Sidepath
Sidewalk
Trail
Trail Upgrades
Existing Trails
Parcels
Long Term Proposal
River Road
West Main Street
Southview Drive
Jericho Road
Johnnie Brook Road
Kenyon
Huntington Road
Hillview Road
East Main Street
Cochran Road
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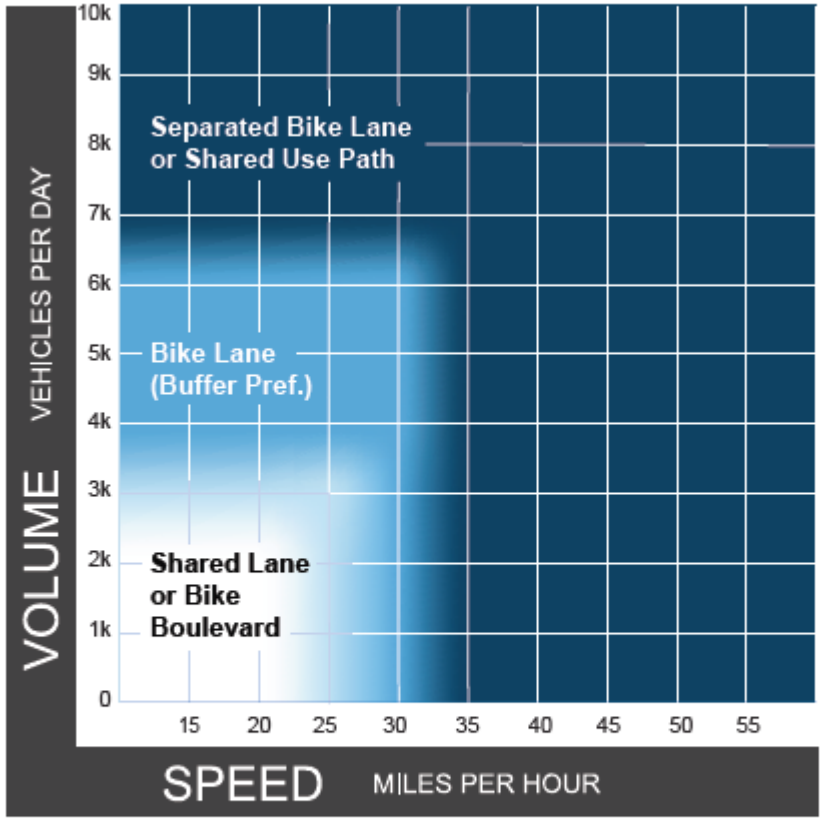
Advisory Shoulders (Bike/Ped Lanes)

- Tool to create usable shoulder space for bikes/ped on roadways that are too narrow to accommodate exclusive bike/ped facilities
- Continuously dashed bike lanes on narrow, low-volume streets without center lines, which allow motorists to temporarily enter the bike lane to provide oncoming traffic sufficient space to pass.
- Suitable for roadways that have 3,000 or fewer average daily traffic.
- See FHWA's *Small Town and Rural Multimodal Networks* guide : www.ruraldesignguide.com



Notes

1 *Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.*

2 *Advisory bike lanes may be an option where traffic volume is <3K ADT.*

3 *See Section 4.5.2 for a discussion of alternatives if the preferred bikeway type is not feasible.*

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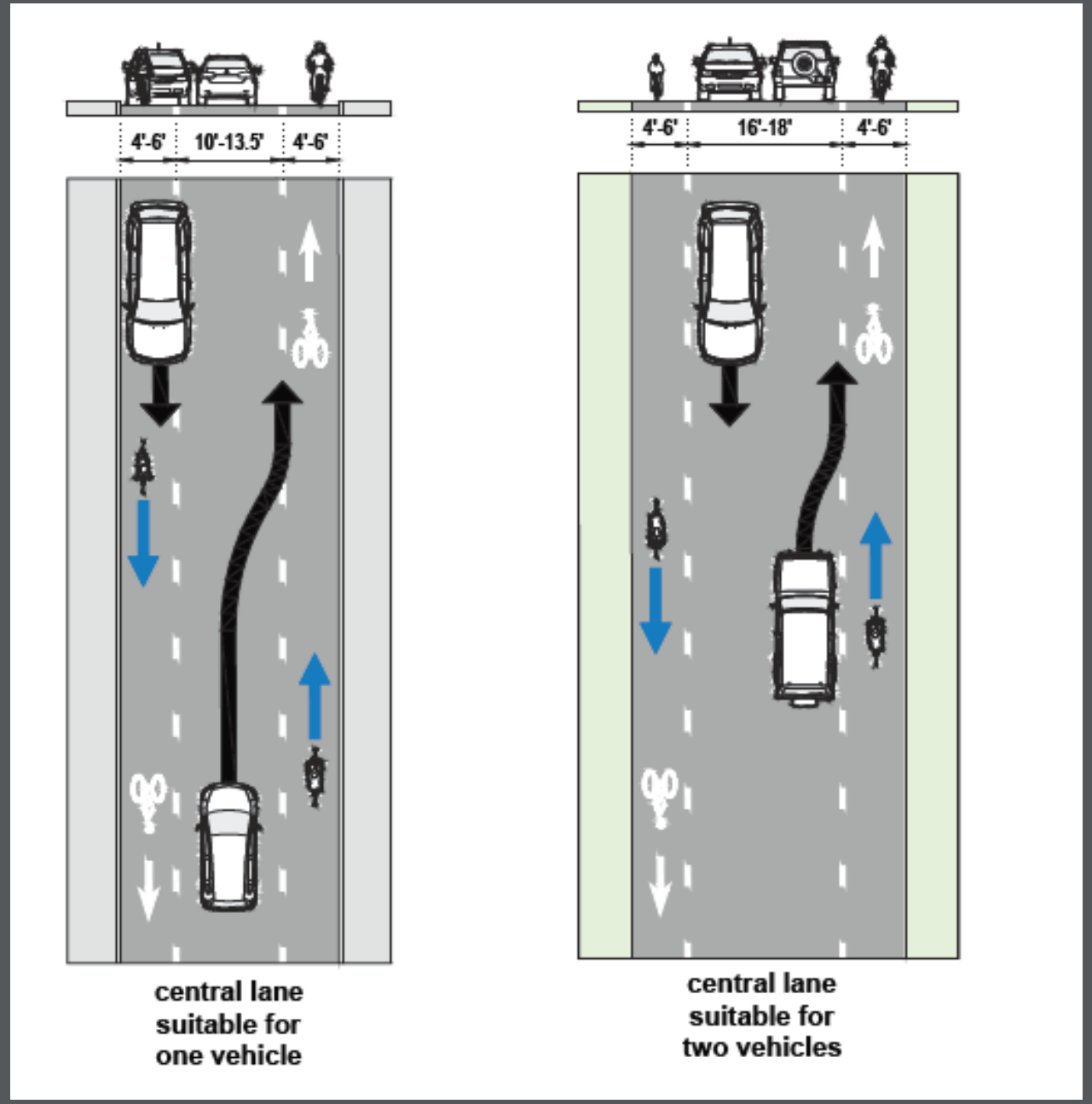
Advisory bike/ped lane

Hanover, NH

SOURCE: https://ruraldesignguide.com/mixed-traffic/advisory-shoulder



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Neighborways

(Bike boulevards)
(Neighborhood greenways)

▲ *Neighborhood Greenways are streets with low vehicle volumes and speeds, designed so that people of all ages and abilities feel safe walking, biking, and playing. (Photo by Seattle DOT.)*

▲ *Neighborhood Greenways feature traffic calming measures, like the diverter above, to keep speeds low. (Photo by Walk Eagle Rock.)*

▲ *In Seattle, a neighborhood traffic circle keeps speeds low along a Neighborhood Greenway (Photo by Seattle DOT.)*

▲ *Large shared lane markings help communicate bike/ped priority. (Photo by Payton Chung.)*

▲ *Neighborhood Greenway signage (Photo by Seattle DOT.)*

Source:
https://www.burlingtonvt.gov/DPW/NeighborhoodGreenways

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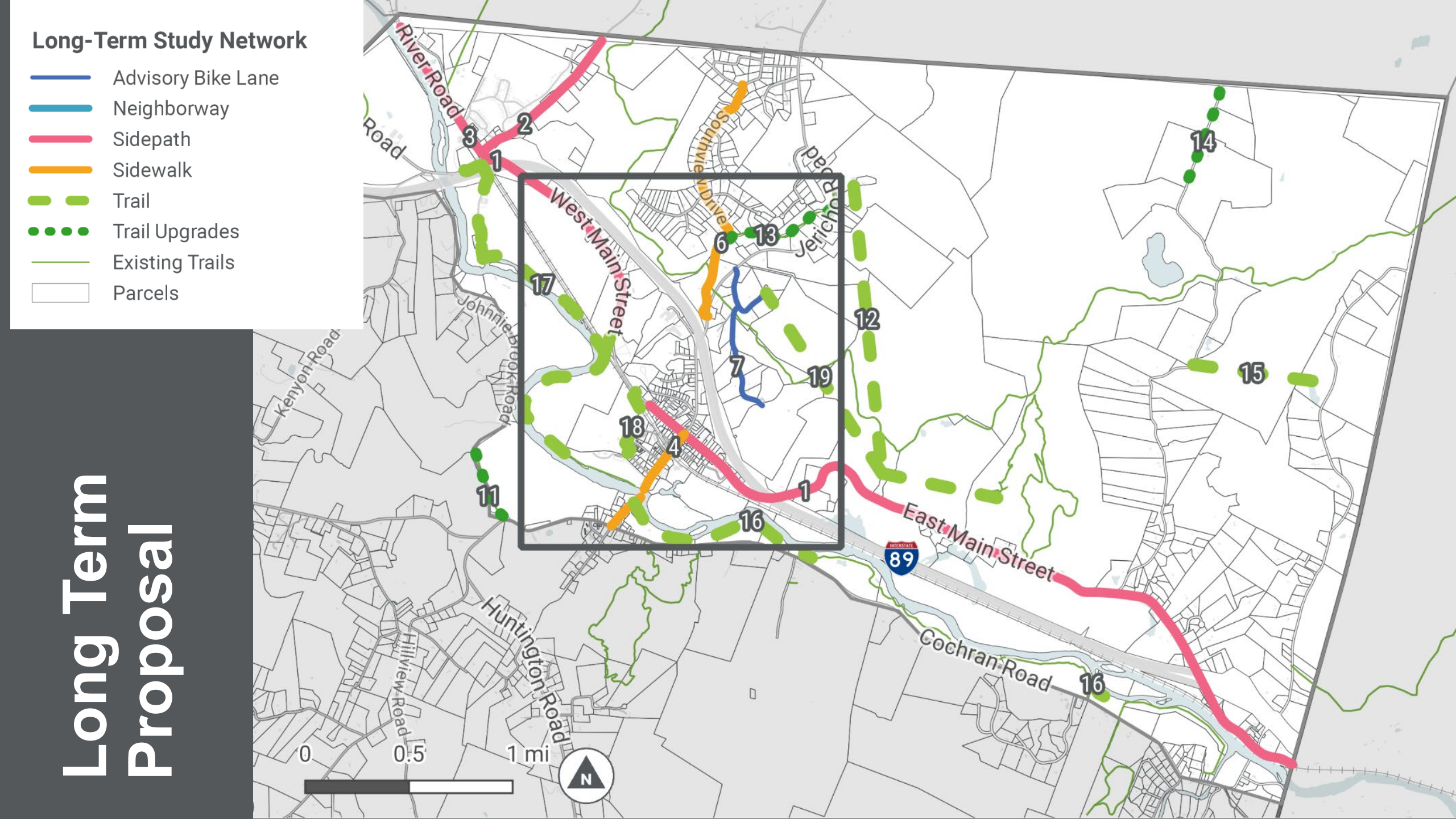
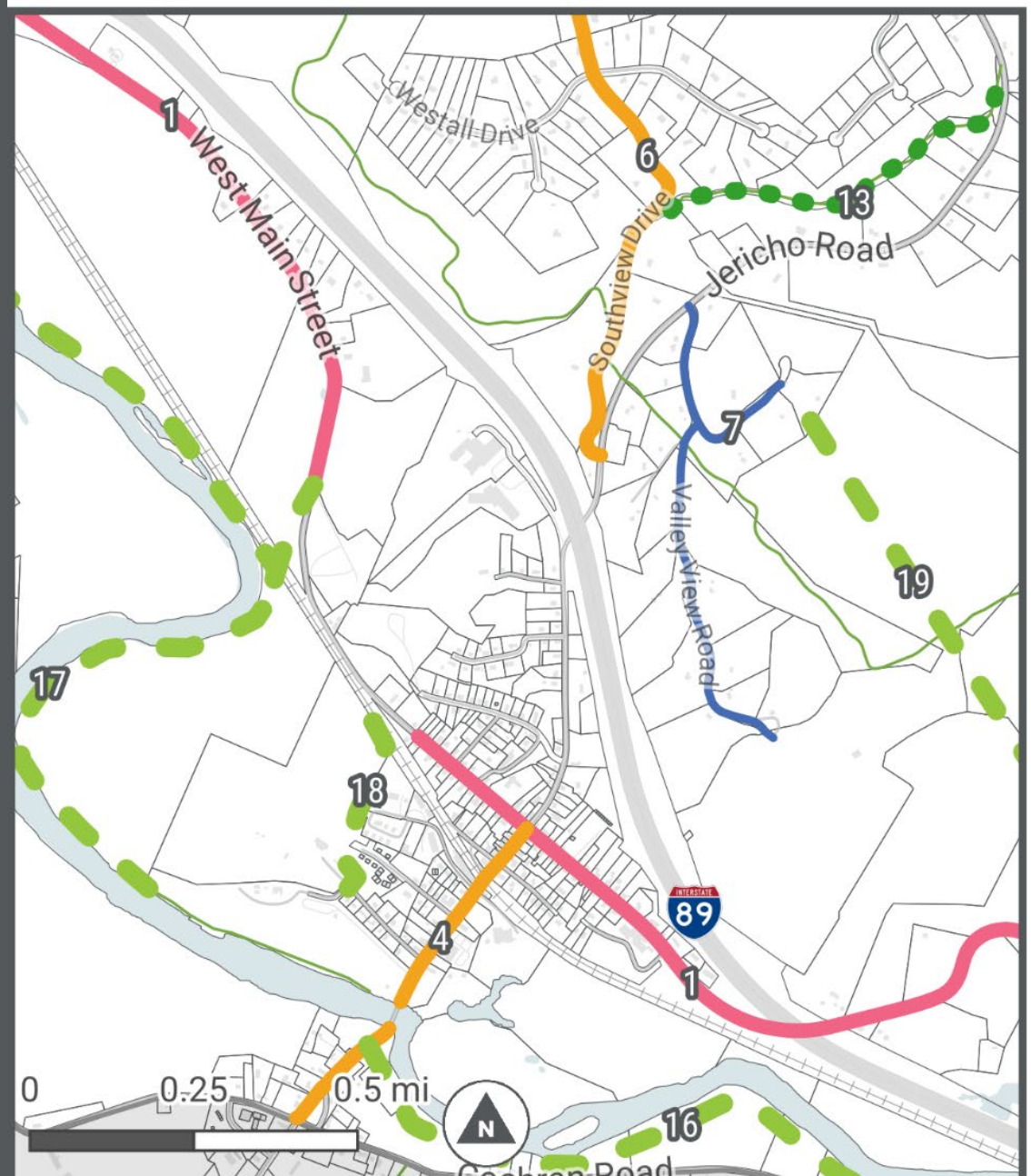
Long Term Proposal



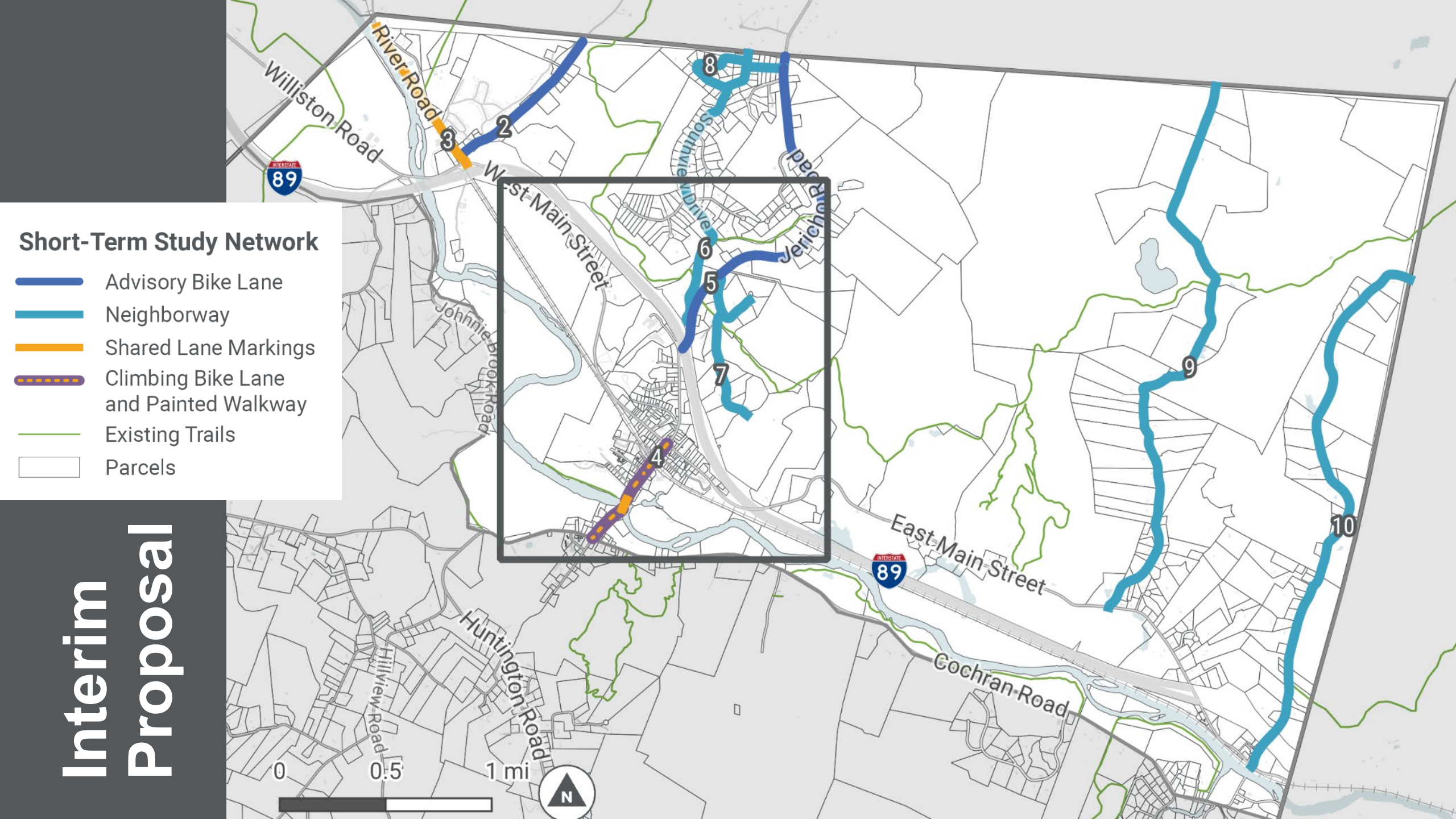
Long Term Proposal

Village Inset



Long-Term Study Network

- Advisory Bike Lane
- Neighborway
- Sidepath
- Sidewalk
- Trail
- Trail Upgrades
- Existing Trails
- Parcels


Short-Term Study Network
Advisory Bike Lane
Neighborway
Shared Lane Markings
Climbing Bike Lane and Painted Walkway
Existing Trails
Parcels
Interim Proposal
Williston Road
River Road
West Main Street
Southview Drive
Jericho Road
Johnnie Brook Road
East Main Street
Cochran Road
Huntington Road
Hillview Road
89
2
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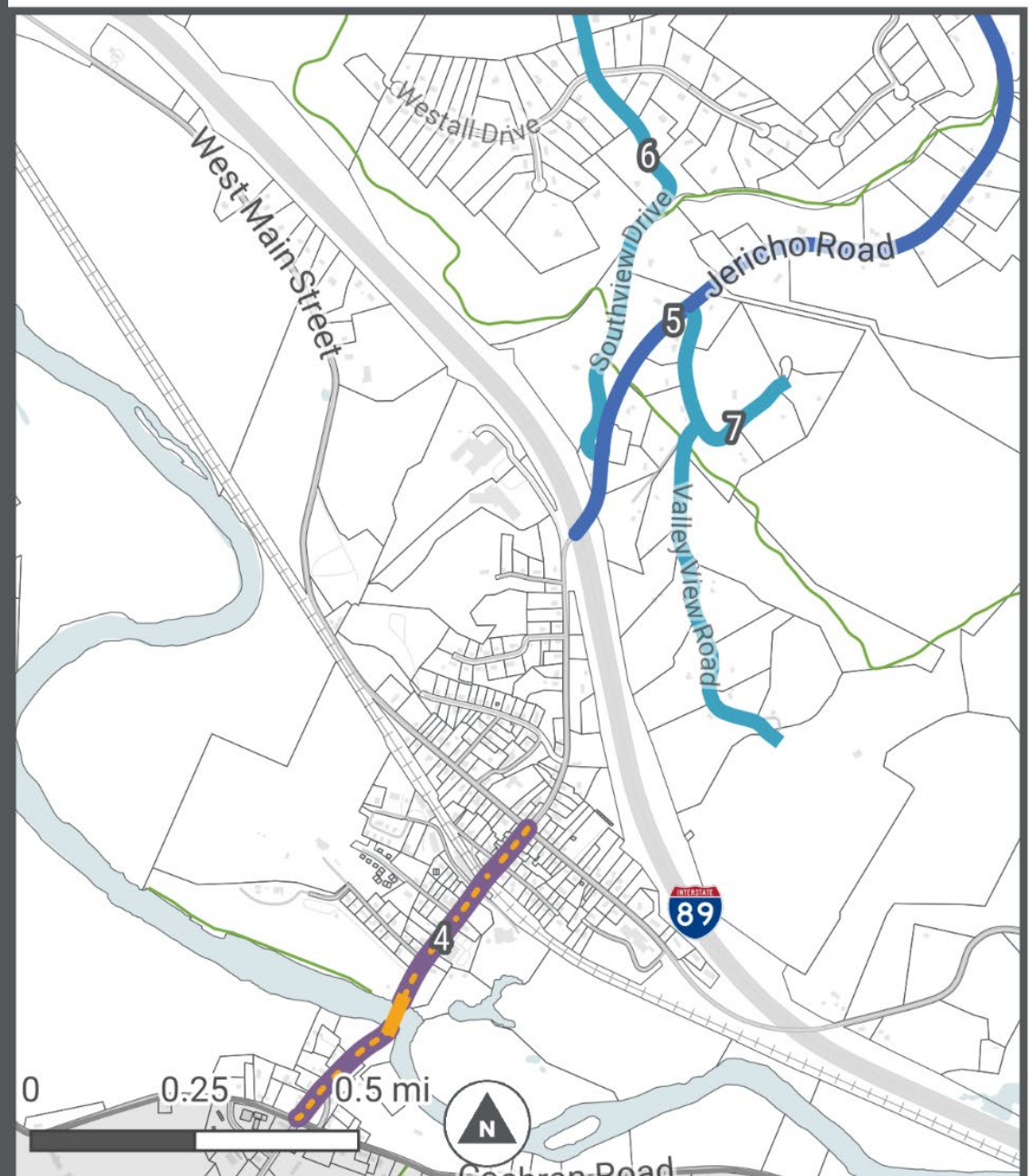
Interim Proposal

Village Inset



Short-Term Study Network

- Advisory Bike Lane
- Neighborway
- Shared Lane Markings
- Climbing Bike Lane and Painted Walkway
- Existing Trails
- Parcels

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Reflections on Process & Final Thoughts

04

Richmond will be a place where all residents and visitors have safe and welcoming connections to get where they need to and want to go, a place that is a healthy community with recreational and economic opportunities, and a place that is responsive to climate change.

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Vision Framework

Safe pedestrian and bicycle pathways

- » For all ages; within the Town center for youth to walk and bike
- » For all bike types/styles
- » To connect Richmond's trails and parking hubs (Park and Ride)
- » To commute to work
- » For recreation

- **Support for rideshare, bike parking infrastructure**
- **Prioritization of infrastructure for people**, not cars
- **Actionable steps and implementable options**
- **Measurable reduction** in the number of single occupancy vehicle trips in Richmond
- **Advancing equity** by providing more transportation options so people are not required to own a vehicle

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05

Next Steps

Plan Completion and Adoption

- Draft Plan
- Transportation Committee
- Select Board
- Final Plan

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THANK YOU!

Vision Framework

Safe and Welcoming

Provide a safe and welcoming on-street and off-street walking and biking environment to all residents -
offering equitable access to work, school, and recreation.

Set a precedent for neighboring communities by acting as a testbed for the use of trails as transportation.

Connected

Connect people both locally and regionally – between neighborhoods, from neighborhoods and the Village, and to neighboring towns.

Healthy

Build a healthy community and empower social connections.

Bring vibrance to the Village Center.

Create sustainable recreation opportunities for residents and visitors that are maintained year-round.

Climate Adaptive

Contribute to Vermont targets of reducing CO2 emissions by providing more opportunities to walk and bike for commuting and non-commute trips.

Encourage people to choose active transportation and multi-modal travel (over single-occupancy vehicle travel) by making them easier to use.