



Richmond Walk Bike Trails Plan Public Review Notes

Tuesday, June 28th 5:30pm

In Attendance

- Dayton Crites D&K
- Emily Lewis, D&K
- Ravi Venkataraman, Richmond Town Planner
- Christopher Cole, Chair Richmond Trans Com
- Jon Kart, citizen, trail user, Trans Com member
- Jonathon Weber, Local Motion
- Jeff Forward, Selectboard Member
- Ian Stokes, citizen, rep of Climate Action Com
- John Hemmerslaw, citizen, walker/biker, former Trails Com member/chair
- Lauck Parke,
- Mary Houle, citizen, long-term landowner (in person)
- Wright Preston, Richmond Land Trust Board
- Marshall Distel, CCRPC
- Bryan Davis, CCRPC
- Lisa Kory, citizen
- Jean Bressor, Steering Committee Member
- Allen Knowles
- Ann N

Presentation Outline:

- Plan History / Plan Goals
 - 4 goals: Safe/Welcoming, Climate Adaptive, Healthy, Connected
 - Safer streets for everyone, not just walk/bike
- Phase 1/Phase 2 Process
 - Pulling together recommendations from Phase 1 done last year to create full report
 - Project website link to review more information
 - Community-driven planning; mapping community concerns - helps determine recommendations
- The Recommendations
 - Walk Through Plan Pages
- Public Feedback
 - A 2 Question Survey
 - What is the most important recommendation in this plan?
 - What is this plan missing?
 - Other Comments?
 - Tell your friends - survey and plan materials available for public review until 7/28



- What's Next?
 - Public Feedback Phase - 6/28 - 7/28(?)
 - Plan Refinement through August
 - Final Plan, Including Implementation guidance, conceptual costs and funding guidance - estimated September 2022

Public Comments

- Jeff - Thinks the River trail once bumped out to Cochrans - is the trail shown on this map? If the Greystone proposed section occurs, would want landowner conversation.
 - Jean - there's never been a path, but thinks there is a trail ROW
 - D&K - Dashed lines would be on road to avoid property conflicts
- John H - mini bus could shuttle people/cars; Trails Committee has looked at all the west alternatives before.
- Jeff - Route 2 is being upgraded from Bolton to Williston; Bridge on east side over interstate due to be upgraded now - should include recommendations for bridge improvements while the project is underway. Town has had extensive convos with Vtrans for 10 years about Route 2 upgrades, and a recent SB meeting with Sec of Trans suggested a shuttle in lieu of bike lanes. Connect Riverview Commons to the Village (high density res area with no ability to walk, dangerous to bike) - should be high priority.
 - Christopher - Transportation Committee is pursuing convos with GMC regarding shuttle
- Christopher - Riverview Commons has been a constant location for additional pedestrian, transit and bicycle connections for both the RPC and the Richmond Transportation Committee. It's being looked at in several planning processes.
- Jeff - Lives on Hinesburg Road with difficult uphill stretch - thinks the option of narrower lanes and bike lane is "insane"; it's hard to stay within the lanes as is. Town should maintain the shoulders better; particularly after heavy rain the shoulders become very dangerous. Have seen cars break axles going off road. More practical solution would be to add fog lines.
 - D&K clarification that there's a middle ground options that maintains centerline - not all roads are appropriate for these alternatives
- Jonathon - Agreed it can be hard to see where pavement ends on rural roads - recommends fog lines and potentially center line. Narrowing lanes leads to lower operating speeds by cars/drivers.
- Ian - ROW on town highways is generally much wider than the currently paved section. If there is \$ to increase paved, could be done. Town of Hinesburg made effort to mark town roads with 11' lanes with fog lines. An issue with fog lines is they are susceptible to getting worn by traffic - must budget for restriping regularly
- Lisa - how does 4' lanes work for pedestrians? Where do the bikes/peds fit in the lane?
 - D&K - this is not ideal, but what is immediately accessible without spending \$ to add pavement
 - Lisa - is it safe to have this 10-10-4 configuration?



- D&K - yes, its a safety improvement than 12-12; causes traffic to slow, gives real space for bike/ped
- Christopher - Do you foresee the speed limit being reduced along with lane narrowing?
 - D&K - would go hand in hand, but limits are generally set by measuring speeds and set at 85th percentile. People will drive the way they feel, not necessarily following speed limits. Once people change driving habits then it's easier to formally change speed limits.
- Jeff - We now have a formal Traffic Calming Committee in Richmond comprised of the TownPlanner, Town Manager, Road Commissioner and Police Chief. Any town resident can approach any of these committee members with concerns about traffic concerns on Town roads. There is then a formal 4 step process for the Committee to attempt to resolve issues brought to their attention from low-cost/no-cost approaches like speed limit enforcement to building structures like speed bumps or speed tables.
- John - pleased with accomplishments of 2021, looks like good stuff for the plan. Was nearly in an accident involving a bike and car on Hinesburg Rd today. Encourages fog lines and reduced speed limit. Thanks for all the work
- Jeff - Thanks for the work, there's a lot to think about, lots of detail. We have been making progress in town, it's becoming a higher profile to be concerned about bike/ped. Need to continue the momentum.
- Ann: I like the passive ways to decrease speed and signage to not pass on the corner. What is the place for enforcement of ex speeds?
 - D&K - should be a recommendation in the plan (short term vs long term solutions)
- Lisa - Any activities to change the culture of driving? What can be done to encourage less driving. Regular shuttles could help with this. Lots of people drive to Richmond to ride bikes for recreation.
- Jonathan - building that walk/bike culture is something to keep an eye on. EV demo in Richmond later this month. Local Motion intends to be there with E Bikes. Can offer biking workshops.
 - Thinks the town does have a good culture, but the infrastructure is the missing piece. Have a lot of active people, need to get them comfortable doing it for transportation.
- Mary - often come across people riding 3-4 across the road and don't make actions to go single file. Seems to be non-locals. This is a destination. Don't like being "used" - town is being "used" and doesn't see benefit to the town by this many bikers. Day of coin drop - 3 of 100 cars with bikes contributed to coin drop.
- Christopher - yes, lots of people who like to recreate, but don't have town infrastructure. Town will need to determine what to prioritize. This MP really came about by committee seeing lack of safe places and conflicts between bike/ped/auto. After public comment committee will start digging into particular ideas at a deeper level. This is the first step!
- Allen - anyone driving a motor vehicle (even with a bike) is a motorist. Most road projects are funded by property taxes and we are paying our fair share.



- Jeff - There is tension between cyclists and motorists. Worth acknowledging. Appreciate that we have a trans com that is focusing on these issues.

- Mary - when we come to the final plan, what interaction will there be with landowners? Will this occur before the final plan?

- D&K - that's the role of town staff/committees. Can't draw a plan and approach every issue. Once recommendations are selected then the town gets together with the landowners before any additional steps.
- Jon - this plan will be presented to SB, but will not be getting into specifics. Once Town starts looking to evaluate specific projects then Town will start talking to landowners. Trans projects are very slow starting from very broad to eventually breaking ground.
- Chris - we don't have meetings that involve people's properties without having those people present.