

RICHMOND GATEWAY SCOPING STUDY

Local Concerns Meeting: April 10, 2023



What IS a Scoping Study?

TOWN PLAN

Public Engagement: High



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SCOPING STUDY

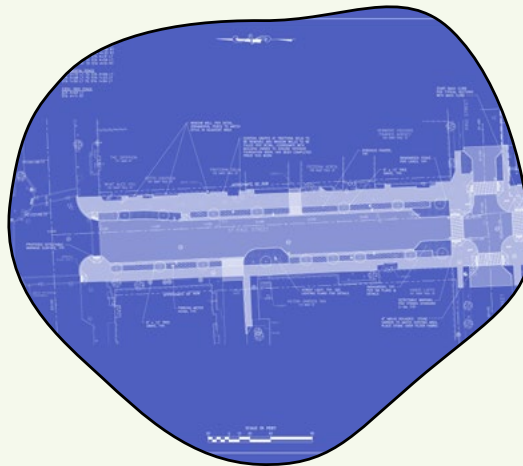
Public Engagement: Moderate



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CONSTRUCTION DOCUMENTS & PERMITS

Public Engagement: Low



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PHYSICAL CONSTRUCTION

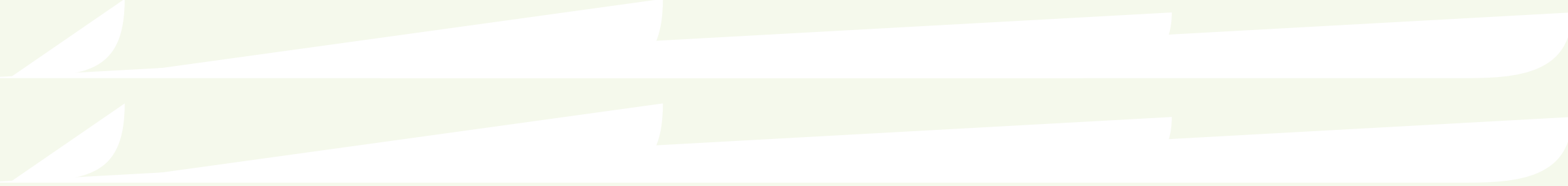
Public Engagement: Minimal



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Federal & State Funding

Local Funding



The Goal

Build on prior work to provide the Town of Richmond with a **path feasibility study** that illustrates a potential multi-use connection between the Village of Richmond, the Park & Ride, and the Riverview Commons neighborhood, including public opinion, analysis of technical feasibility, and estimated costs.

Why This Project?

1. **No** pathway currently
2. Connector to **Transportation Center** at the Park & Ride
3. **Residential** properties of Riverview Commons are disconnected from the Village amenities and services
4. Part of a broad initiative to have a **walkable/bikeable/safe/accessible Richmond** that includes other streets and paths

Context



Legend

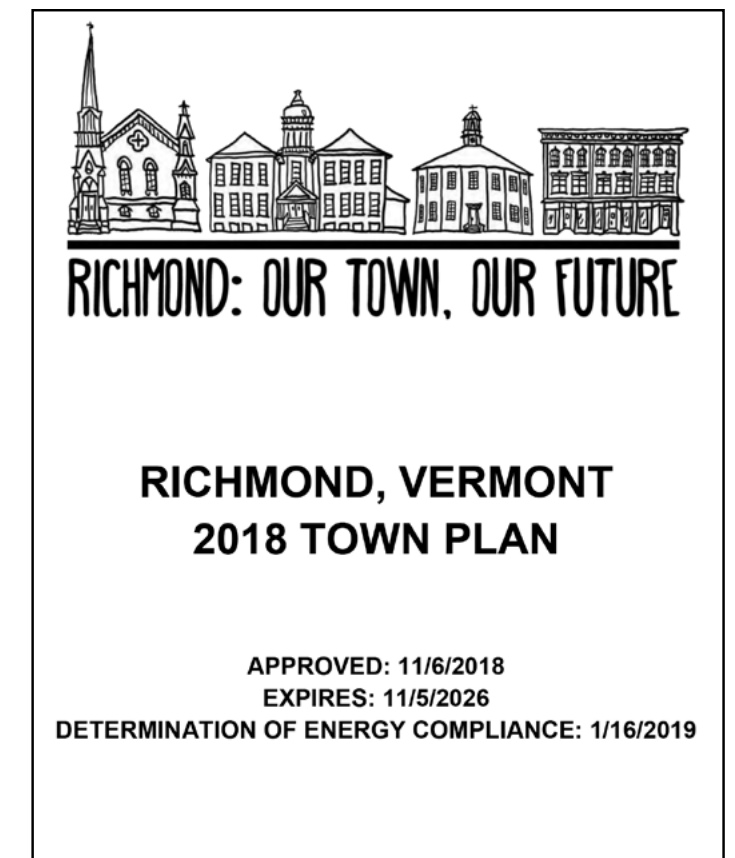
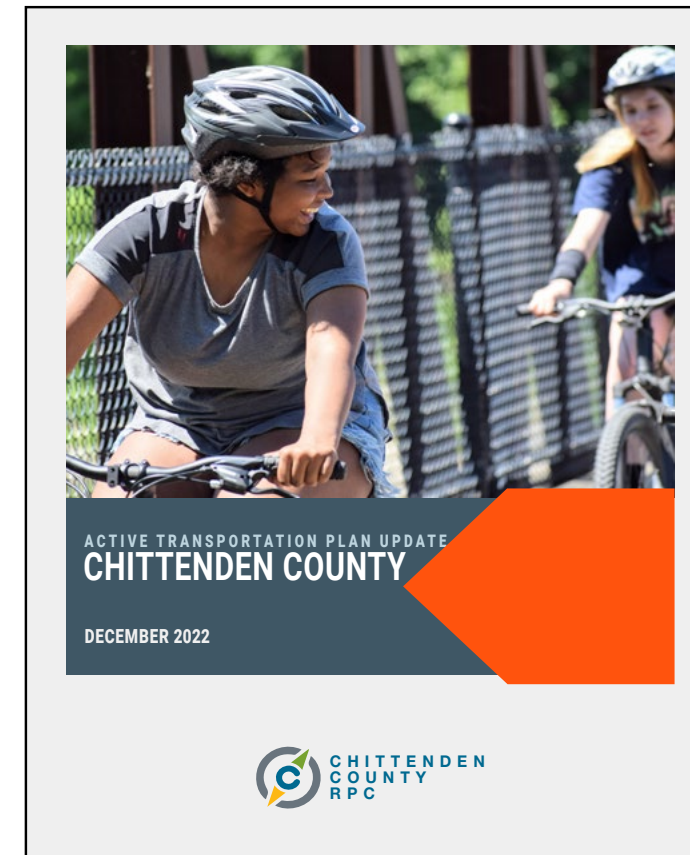
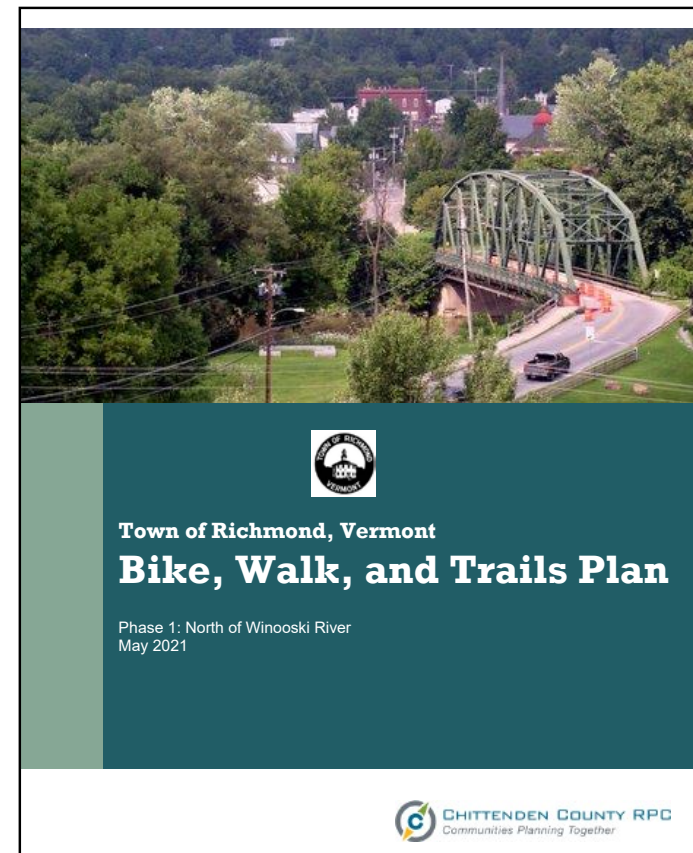
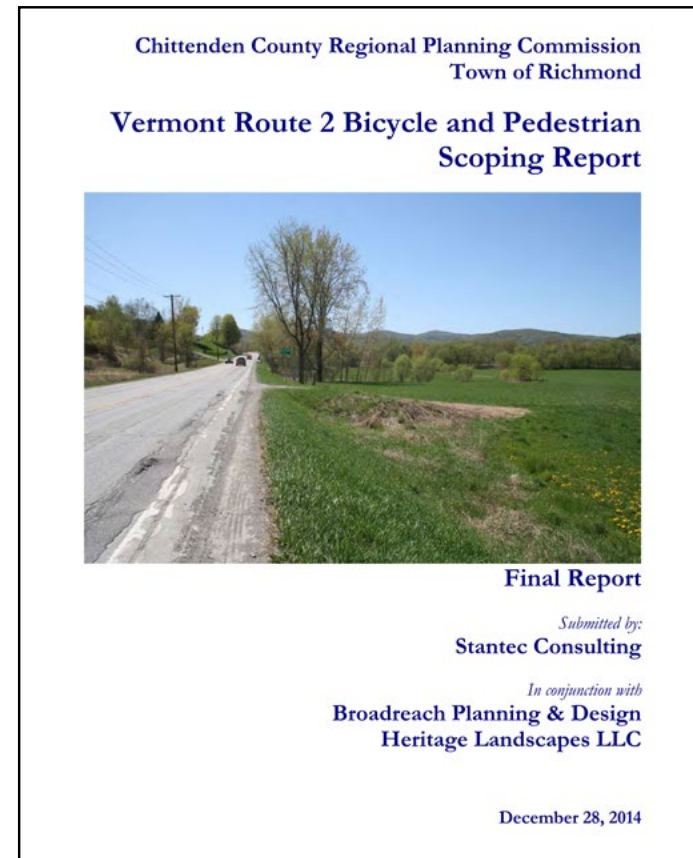
- Commercial
 - Institutional / Civic
 - Residential / Agricultural
- Route 2 / West Main Street



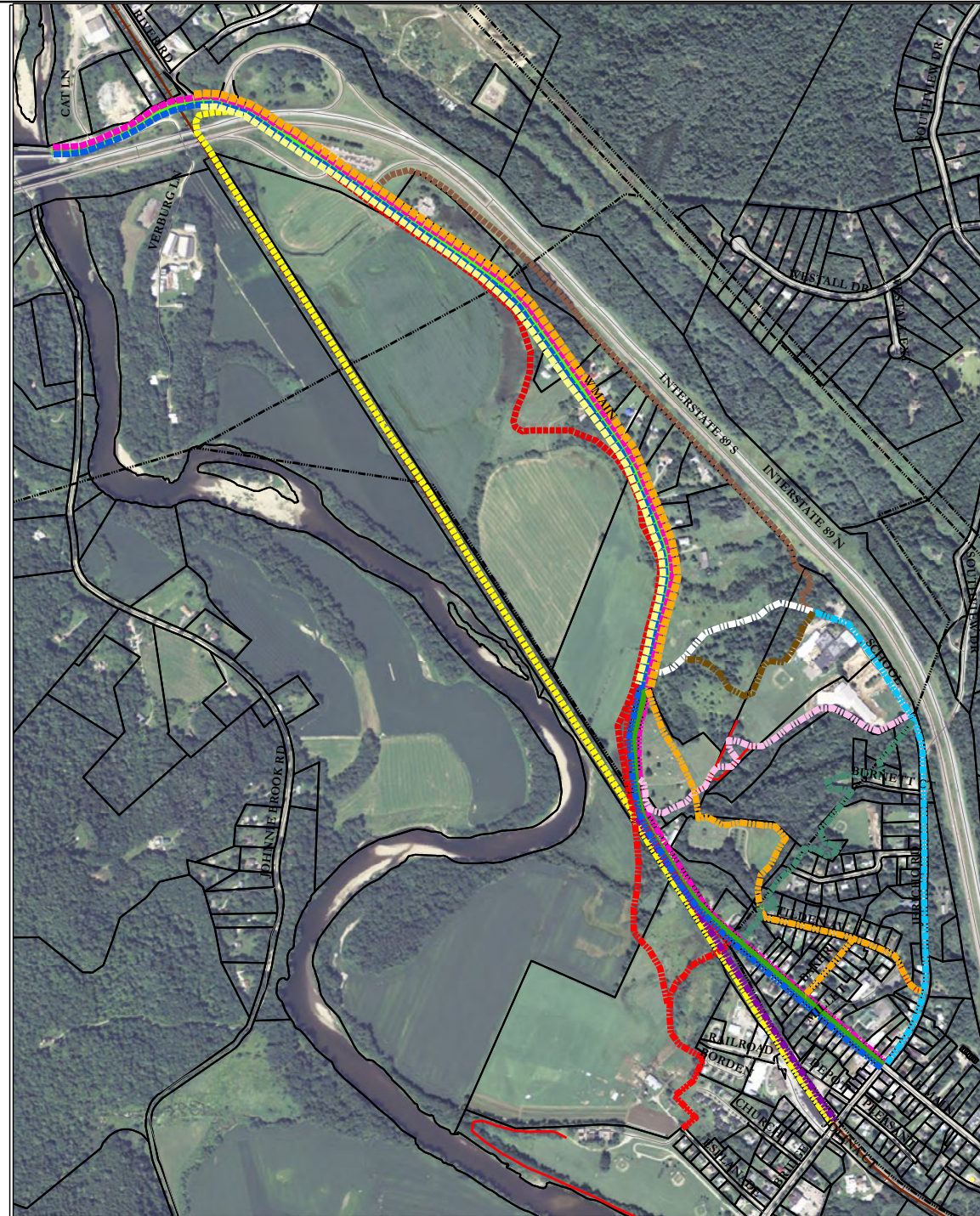
Building on Prior Work

This study builds on past projects, including:

- 2014 Route 2 Bicycle and Pedestrian Scoping Report (Stantec Consulting, Broadreach Planning & Design, Heritage Landscapes LLC)
- 2021 Town of Richmond Bike, Walk, and Trails Plan, Phase 1 (Toole Design)
- 2022 Town of Richmond Bike, Walk, and Trails Plan, Phase 2 (DuBois & King)
- 2022 Chittenden County Active Transportation Plan Update (CCRPC)
- 2018 Richmond Town Plan (Richmond)



2014 Scoping Report



Route 2 Non-Motorized Transportation Scoping Study

Chittenden County
Regional
Planning Commission
Town of Richmond, VT

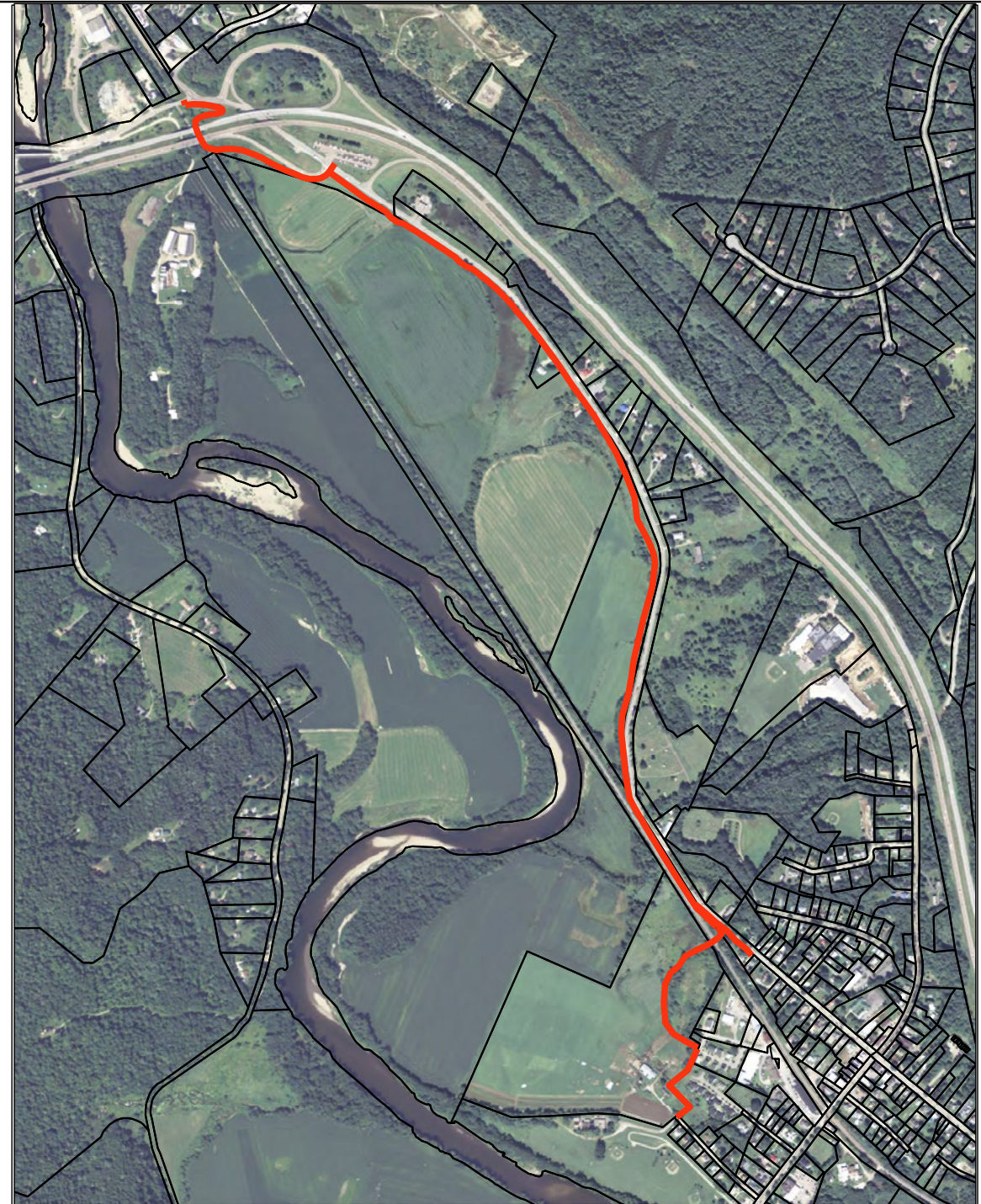
Initial Alternatives

June 3, 2013 Figure F

Legend			
Alt 1-A	Alt 7-A	Alt 1-B	Alt 7-B
Alt 2-A	Alt 8-A	Alt 2-B	Alt 8-B
Alt 3-A	Alt 9-A	Alt 3-B	Path
Alt 4-A	Alt 10-A	Alt 4-B	
Alt 5-A	Alt 11-A	Alt 5-B	
Alt 6-A	Alt 12-A	Alt 6-B	

Stantec
BROADREACH
Heritage Landscapes

0 250 500 1,000 1,500 2,000 Feet



Route 2 Non-Motorized Transportation Scoping Study

Chittenden County
Regional
Planning Commission
Town of Richmond, VT

Initial Preferred Alignment

March 22, 2014 Figure K

Legend	
Shared Use Path	Prop. Lines

BROADREACH
Stantec
Heritage Landscapes

0 250 500 1,000 1,500 2,000 Feet

EXISTING CONDITIONS



Slopes

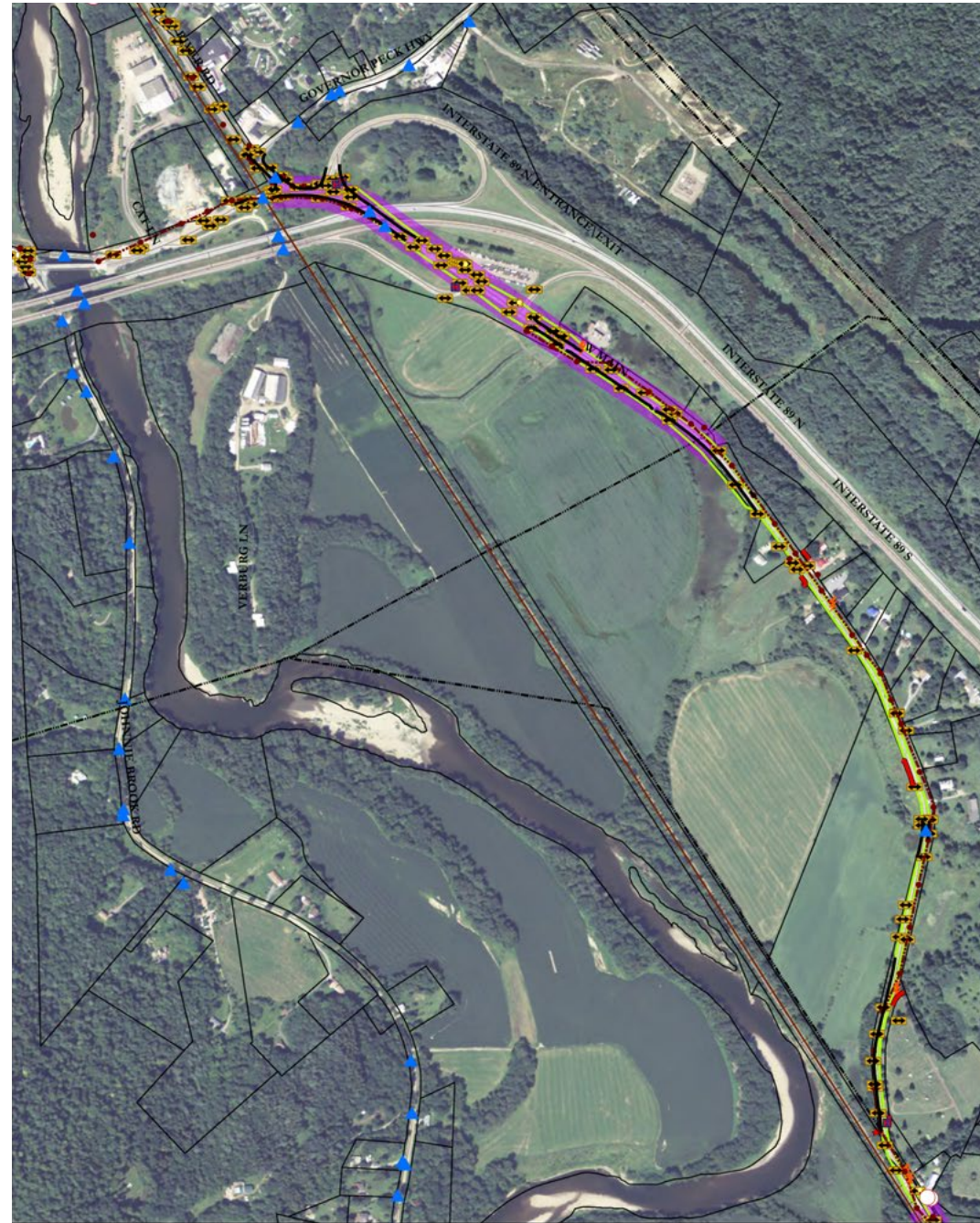


Why it Matters:

- Practicality of construction and maintenance, plus costs
- Structural stability of soils (cut and fill)
- Potential damage to roots systems
- Links with other natural features - streams, wetlands, rock



Utilities



Route 2 Non-Motorized Transportation Scoping Study

Chittenden County
Regional
Planning Commission
Town of Richmond, VT

Legend

— Guard Rails	▲ Fire Hydrant	— Fib Op/Tel Line
● Light	■ Catch Basin	■ High Crash Location
● Utility Pole	— Railroad	— Transmission Line
— Curb & Sidewalk	— Fence	— Roads
⚡ Valve	— Utility Line	□ Property Lines
○ Well	⚡ Road Sign	▲ Culverts

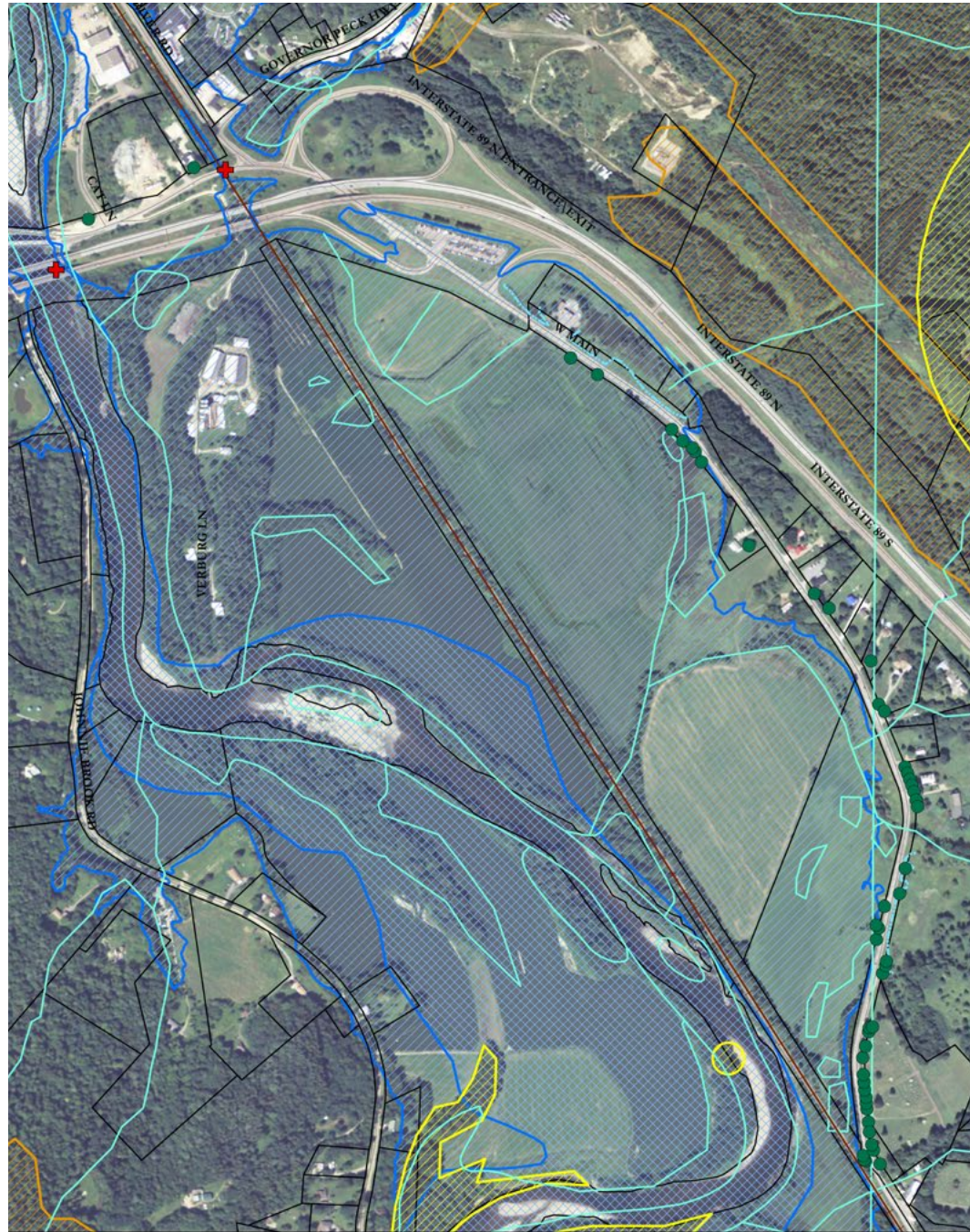
Source: Vermont Gas Survey, April 16, 2013 Figure C1

Why it Matters:

- Practicality of relocations, and costs
- If they need to be moved, where to?
- Timing/coordination of construction - an opportunity
- Potential short-term interruption of service



Natural Features: Streams, Wetlands, Soils, Vegetation



Route 2 Non-Motorized Transportation Scoping Study

Source: VCGI, CCRPC & Vermont Gas Survey

Legend

● Street Trees	⊕ High Roadkill	Flood Hazard FID_S_FLD_
— Delineated Wetland	▭ Property Line	100 Year Flood Plain
— GIS Wetland	— Railroad	105 - 923 Floodway
▨ Rare/Threat./Endanger.		105 - 923
▨ Deer Wintering		

Chittenden County Regional Planning Commission
Town of Richmond, VT

0 130 260 520 780 1,040 Feet

Existing Conditions
Natural Resources - North

Why it Matters:

- Decisions related to construction methods
- Minimizing adverse environmental impacts
- Maintaining or improving stormwater management
- Permitting and cost requirements
- Potential to increase public access to amenities



Roadway Characteristics

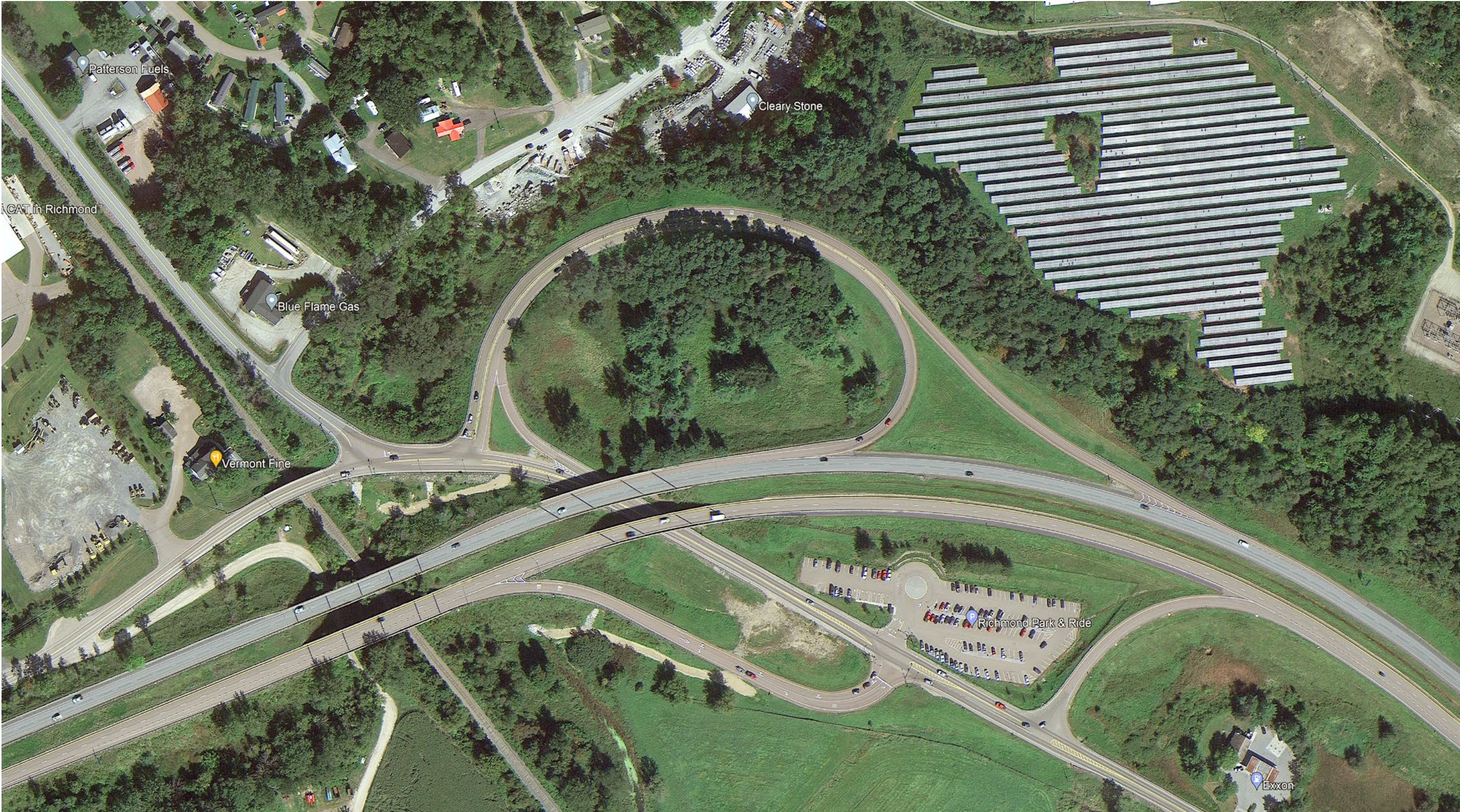


Why it Matters:

- Safety of users
- Location of right-of-way
- Coordination with multiple agencies and landowners
- Design complexity - what could work and be maintained?



I-89 Interchange and River Road



I-89 Interchange and River Road



Community Input

Survey

Please drop survey off in the boxes for surveys at Town Ctr or Library or mail to:
 Richmond Gateway Survey, Town of Richmond, PO Box 285, Richmond, VT 05477



Richmond Western Gateway Survey

Please let us know your thoughts on an active transportation connection between Richmond's Village Center, the Park and Ride, and the Riverview Commons neighborhood. There are many types of active transportation, such as biking, walking, using a wheelchair, using a scooter, skateboarding, etc. The goal of this project would be to provide a path that is safe and easy to use for all ages and abilities.

This survey is a part of Richmond's Western Gateway Scoping Study. For more information on this project, please visit the project website: www.richmondvt.gov/western-gateway

This survey will be "live" until April 30th, 2023, and is open to all Richmond residents, and any other people who travel between Richmond's Village Center, the Park and Ride, and Riverview Commons. Thank you-- please tell your friends, neighbors and co-workers!

- Do you currently walk, bike, use a wheelchair, etc. along any portion of the route between Richmond Village and Riverview Commons or the Park and Ride?
 - Yes
 - No
- If there were a safe and easy active transportation route (for walking, biking, wheelchair use, etc.) along any portion of the route between Richmond Village and Riverview Commons or the Park and Ride, would you use it?
 - Yes
 - No
- Where do you live?
 - Along Route 2 between the Village and the Park and Ride
 - Riverview Commons
 - In the Village Area
 - Elsewhere in Richmond
 - Outside Richmond
 - Other (please specify) _____

Thank you - continued on the other side

- Where do you work/volunteer/attend school or regularly travel? OK to choose more than one.
 - Along Route 2 between the Village and the Park and Ride
 - Richmond Elementary School and/or Camels Hump Middle School
 - In the Village Area
 - Elsewhere in Richmond
 - Outside Richmond
 - Other (please specify) _____

- Do you drive and have reliable access to a car?
 - I don't drive, but I do have reliable access to a ride when I need one
 - I don't drive, and sometimes have trouble getting a ride when I need one
 - Yes, I drive and I have reliable access to a car
 - I drive but I don't have reliable access to a car

Please rank how important each project goal is to you, by checking the boxes.

Goal	Not Important	Somewhat Important	Very Important
Convenience of walking, biking, etc.			
Safety of walking, biking, etc.			
No change to current car/truck traffic flow			
Minimizing project's environmental impact			
Keeping Town costs low			

- What is your age? (You don't have to answer, but this info helps us to better understand the survey responses, and could be useful in getting future project funding.)
 - I'd prefer not to answer
 - 21 to 40
 - 61 to 80
 - 20 and under
 - 41 to 60
 - Over 80
- Thank you for taking the time to fill out this survey. We appreciate your input! Do you have any additional ideas or suggestions about this active transportation project?

Forums led by CCRPC

+ Residents

- Explore all routes for town-wide connectivity and enjoyment.
- How to connect into Village sidewalks?
- Are we reaching everyone?

+ Schools

- Potential benefits to students, particularly those from Riverview Commons.
- Would another path access point impact safety?
- Accessibility for all students is vital.

+ Cemetery Commission

- Could adjacent path lead to damage or increased maintenance needs?
- Resolve legal basis for a public route through a cemetery.
- Construction challenges due to slopes and the locations of trees and burial plots along Route 2.

TYPES OF PATH DESIGNS

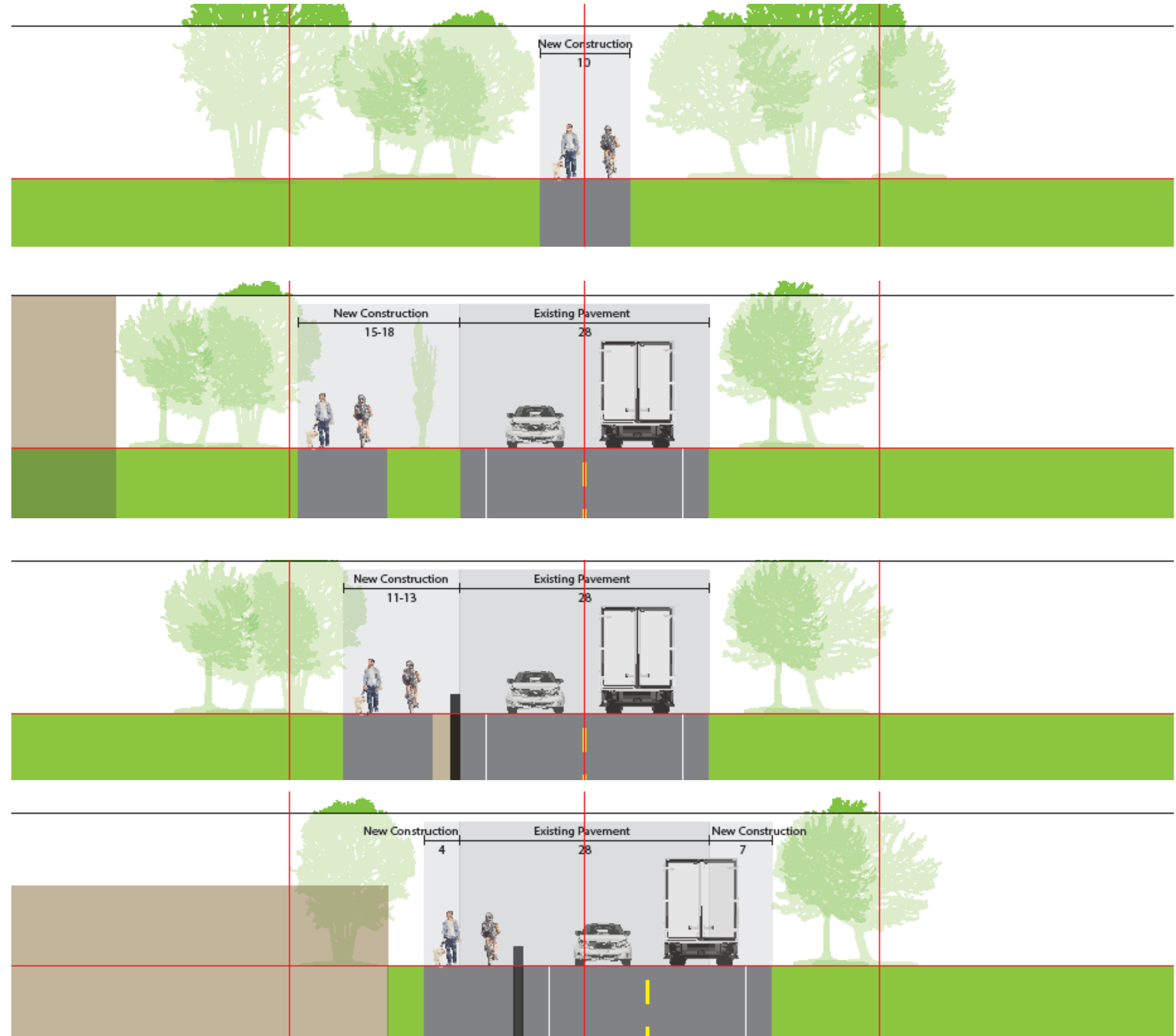


Least
Constrained

Design Concepts

1. Create off-road route
2. Buffer from traffic where possible
3. Reduce separation from traffic and add curb or barrier for comfort and safety
4. Shift centerline and add pavement to allow for path

Most
Constrained



Interchange Concept Precedent: Exit 11 on I-91, Hartford VT

Before



After

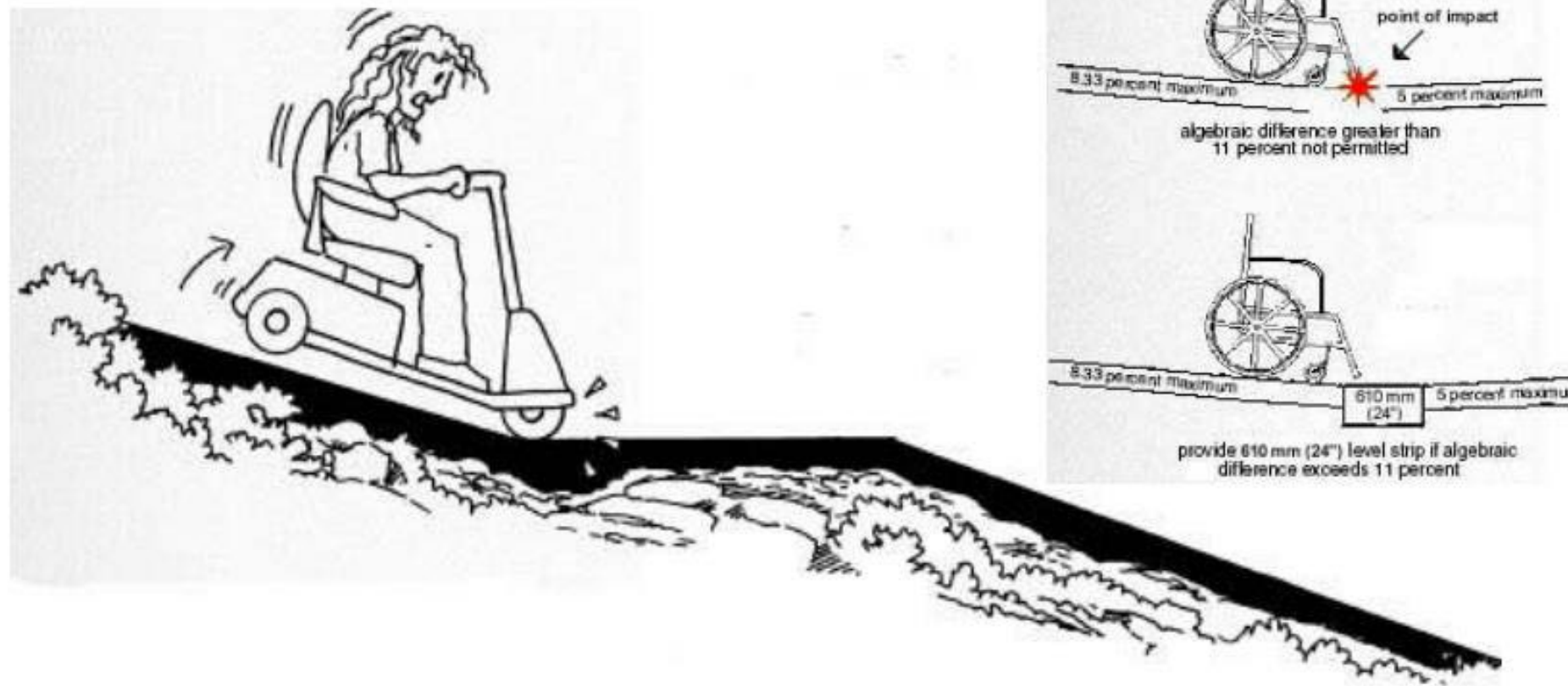


Interchange Concept Precedent: Exit 12 on I-89, Williston VT



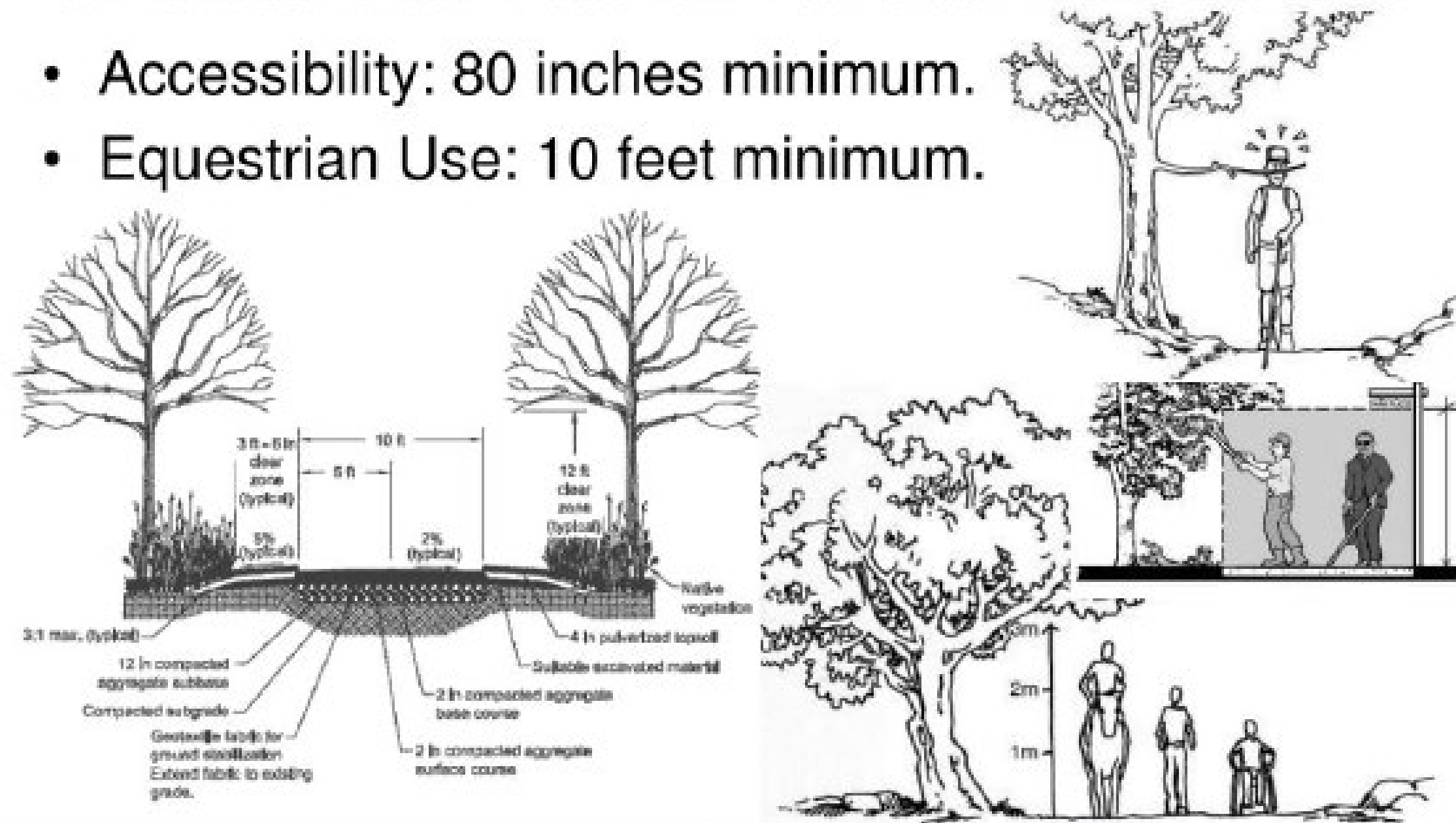
Shared Use Paths: Slope

- Avoid abrupt grade changes:
 - Not only annoying, they can be dangerous.



Shared Use Paths: Vertical Clearance

- Accessibility: 80 inches minimum.
- Equestrian Use: 10 feet minimum.

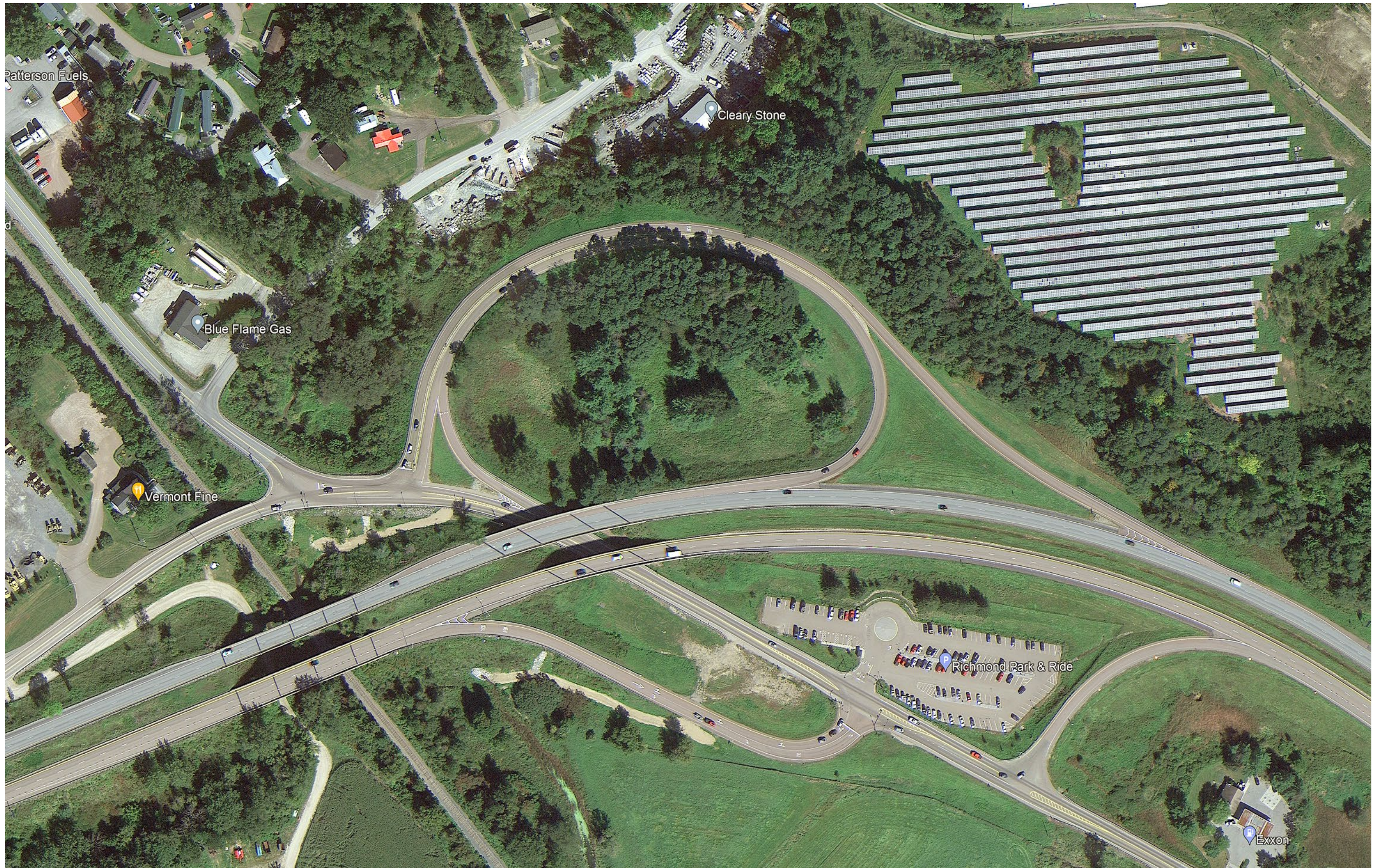


Shared Use Paths: Surface

Pavement

- Asphalt or Concrete?
- Asphalt often cheaper to construct, but may suffer water, frost, and tree root damage.
- Concrete may be cheaper in the long run: may better withstand flooding, frost, roots, etc.
- Concrete: use “saw cut” for joints.
- Check for accessibility and a smooth surface.





Patterson Fuels

Cleary Stone

Blue Flame Gas

Vermont Fine

Richmond Park & Ride

Exxon





Next Steps

- Public survey open through April 30th
- Evaluate input from tonight's meeting, the public survey, and forums
- Prepare viable path "Alternatives" based on public feedback and existing conditions
- Public review of path Alternatives - public meeting and survey #2 - summer 2023
- Preparation of final recommendations, with cost estimates - fall 2023

**Spread the word, take the survey!
Online, or paper at Library and Town Office**

Survey is “live” through April 30th



Thank you!