

**Town of Richmond
Special Selectboard Meeting
Minutes of June 8, 2026**

Members Present:

Caitlin Filkins, Bard Hill, Greg Rabideau, David Sander, Adam Wood

Absent: None

Staff Present: Josh Arneson, Town Manager; Duncan Wardwell, Deputy Town Manager; Susanne Parent, Town Clerk; Keith Osborne, Town Planner; Matthew Cohen, Police Chief; Peter Gosselin, Highway Foreman

Others Present: Recorded by MMCTV Erin Wagg, Amy Wardwell, Andrew Bessette, Bob Allen, Brian Youngberg, Cara LaBounty, David Thomas, Ed Neuert, Erin Farr, Fran Huntoon, Fran Thomas, Gerald Feenan, Hegg, Irwin, Irwin Langer, Jason Charest, Jason Murray, Jeff G, Jessica Arendt, John Linn, Jon Kart, Lisa Miller, Logan Hegg, Marcy Harding, Mary Houle, Michael Storrs, Morgan Wolaver, Rachel Gray, Rose's iPad, Ryan Gray, Sarah Volinsky, Sheri, Velma

MMCTV Video: <https://youtu.be/o43ynmK66PI?si=KIsDKQ-SuX1qboUT>

Call to Order: 7:05 PM

Welcome by: Wood

Public Comment:

LaBounty apologized for not understanding the Delaware standards for the speed humps. LaBounty requested speed tables like they have on Pine St that allow a vehicle to go the 25 MPH speed limit. Haskins observed that when she drives on Cochran Rd, the different speed bumps require different speeds so they must not all be the same size or height.

Additions, Deletions or Modifications to Agenda: None

Items for Presentation or Discussion with those present

Discussion of the intersection of Thompson Rd., Huntington Rd., Bridge St., and Cochran Rd.

3a1 RTC THBC Intersection Alternatives Presentation 4-2024

3a2 THBC Intersection Pros Cons Revised 3-26-2024

3a3 FINAL Richmond VHB BridgeStreetCorridorStudy TechnicalMemo 8-27-21-compressed 1

47 3a4 Crash and Speed Data
48 3a5 Richmond Accidents 2012 to 2024
49 3a6 Traffic Counts Huntington Rd.
50 3a7 Intersection Data May 28 2026

51

52 Wood introduced Charest (CPRC), Gosselin (Highway Foreman), Osborne (PZ Director),
53 and Cohen (Chief of Police). Arneson summarized the structure for general public
54 feedback.

55

56 Charest reviewed the Bridge St Corridor Study and public reactions. Charest stated that
57 they grade intersections based on the amount of delay someone is going to incur. This
58 intersection is a B level of service as during the peak hours it was going to have at most
59 5-6 vehicles stacked up. Charest stated that the main concern was for vulnerable users,
60 pedestrians trying to use that crosswalk and bicyclists that are interested in traveling
61 through that area. Charest stated that they did the Cochran Rd corridor study where the
62 Town installed speed humps. Hill stated that 5,400 vehicles go through that intersection
63 daily according to a Transportation Committee report. Charest stated that an all-way stop
64 could accommodate that fair amount of vehicles. Charest confirmed it is not a common
65 intersection as the 2-way stop is not a traditional one where opposing legs have stop
66 signs. Charest confirmed that the intersection could stay as it is. Charest reviewed that a
67 traffic count influences if there is a warrant for consideration of the installation of an all-
68 way traffic stop.

69

70 Houle observed that there is a lot of congestion as it relates to high housing density if
71 there is a 4-way stop intersection. Kart reviewed the work of the Transportation
72 Committee where many people identified problems at that intersection and why they
73 asked for funding from CCRPC. Haskins supported the idea of installing blinking
74 sidewalks. Gosselin stated that the most recent pedestrian illuminated crossing system on
75 Railroad St cost \$9,400 two years ago and that does not include installation. Rabideau
76 summarized how the voters of Richmond roundly rejected a 4-way stop and the
77 Selectboard heard a lot of anecdotal evidence from the most dangerous intersection to a
78 fine as-is intersection. Cohen summarized the Police Chief document that includes crash
79 and speed data for the intersection. Youngberg stated that he voted against the 4-way
80 stop and he is still not sure of a problem to solve as 90% of that traffic is Huntington Rd
81 to Bridge St. Wood observed that the reason this conservation is so tricky is because
82 there is no consensus on which problem they are trying to solve: pedestrian safety,
83 bicycle safety, traffic throughput, or traffic safety.

84

85 Farr observed people speeding on Huntington Rd but does not see Police patrolling that
86 intersection like she sees on Rt 2 by the Fire Station. Farr observed that vehicles and
87 bicycles do not stop coming off of Cochran Rd. Farr suggested making the Cochran-
88 Bridge right hand corner turn clearer. Charest confirmed that the center line could be
89 extended through the intersection with a single dashed line that would go around the

90 Bridge-Huntington corner. Charest stated that there are many ways to make a stop sign
91 more visible. Storrs observed that the radar sign on the west end of Cochran Rd should
92 be moved back around the corner to where the 25 MPH zone actually starts. Charest
93 stated that he did not think there was a site-distance issue at that intersection. Charest
94 confirmed that the next study would evaluate the 8-hour traffic volume. Filkins
95 summarized that the Town would not have to do anything even if there were specific
96 warrants at that intersection.

97

98 Feenan reviewed the complexities of the intersection. Feenan observed other people who
99 travel through Richmond but do not understand the complexities. They often stop at the
100 intersection when coming from the Village. Feenan suggested that they should make
101 informed decisions based on the traffic study data. Feenan observed that pedestrians
102 from Thompson Rd often go down Cochran Rd and use the Round Church Rd crosswalk
103 to cross Bridge St. Feenan suggested a flashing light at that crosswalk similar to the one
104 at the Library. Wood stated that there are two daycares on Thompson Rd.

105

106 Allen observed that there is a cost of delay with a lighted intersection. Allen estimated
107 that every minute a car idles costs between \$0.01-\$0.03/minute.

108

109 Linn observed that since the intersection is at 90-degrees, then it would require more than
110 1 pedestrian light. Gosselin listed the 3 pedestrian crossings on the south side of the
111 bridge: at Round Church Rd, at the Thompson Rd intersection, and one at Long Trail
112 Physical Therapy where the sidewalk ends. Charest confirmed that the traffic study
113 would count cars, pedestrians, and bicycles. Hill reviewed that Vermont Statute stated
114 that a car is supposed to stop for a pedestrian whether there is a crosswalk or not. Charest
115 confirmed that the traffic study is already paid for with dues.

116

117 LaBounty reviewed that 10-years' worth of accident activity had only 4 reported
118 accidents at that intersection. There are other intersections that are more dangerous
119 according to the data. LaBounty requested data on the number of tickets written for
120 speed or not stopping. LaBounty stated that the Selectboard is trying to fix a problem
121 that has not been defined.

122

123 Huntoon agreed that the intersection is complex but if the signs are not visible until about
124 5ft away in a car. The pedestrian sign is not visible so she would not step out unless she
125 knew a car from Huntington Rd would stop. Huntoon observed the funny left-hand turn
126 from Cochran Rd to Thompson Rd as it never enters Huntington Rd. Huntoon observed
127 that the blinking lights by the Library malfunction after a rain so people become
128 desensitized to the flashing lights.

129

130 Arendt reviewed her suggestion to remove the one crosswalk that is right at the
131 intersection. There are two other crosswalks that can be used with ~50 yards. Arendt
132 stated that Vermont Statute does not cite that there has to be a crosswalk there. The

133 crosswalk currently ends in Thompson Rd, which the Statute says is not a good idea.

134

135 Charest confirmed that the traffic study does not count if a driver is confused at the
136 intersection. Charest clarified that a “warrant” is terminology used for uniform traffic
137 control devices. The traffic study will determine if the intersection exceeds the volume
138 warrant.

139

140 Filkins summarized her interest in understanding the liability of the Town by having a
141 traffic study done and if there is a warrant by an engineering assessment. Houle stated
142 that it is the responsibility of the driver to stop for a pedestrian and the responsibility of
143 the Police Officer to enforce it. Not all drivers stop when they see the flashing lights.
144 Harding observed the problem of significant queues of traffic on Cochran Rd primarily in
145 the morning. Houle observed the traffic backed up on Bridge St. Cohen did not observe
146 a true backup on Cochran Rd but backs up along the line of the bridge for about 30-35
147 minutes from 7:30 – 8:00 AM. Cohen confirmed that it is 4 points and \$220 for not
148 yielding to a pedestrian. LaBounty expressed concern for getting rear ended on
149 Huntington Rd going into Bridge St as that is the most congested area. LaBounty
150 wondered about the liability if everyone ends up going to Fay’s Corner and down Kenyon
151 Rd.

152

153 Gosselin reviewed that there is not going to be a speed hump or a 4-way stop as those got
154 voted down. Gosselin stated nobody wants mountable islands or a wider intersection
155 either. Gosselin suggested five solutions:

156 -North of the intersection on Bridge St, mount a sign “Left Turn Yield to Oncoming
157 Traffic”

158 -Place an illuminated pedestrian crossing at that intersection as there is not a straight line
159 of site

160 -Cut back the tree limbs currently blocking signs

161 -Move the radar sign on the west side of Cochran Rd to past Farr Rd where the 25 MPH
162 zone starts

163 -Install single dashed yellow stripe around the Bridge St to Huntington Rd curve.

164

165 Charest stated that a simple yield sign would work for north of the intersection. Cohen
166 suggested putting the stop line on Cochran Rd closer to the intersection. Miller suggested
167 making the intersection look more like a 4-way intersection by removing some of the
168 curves. Wood summarized that they have a few solutions which would require money so
169 it would be warned as a future agenda item. Kart summarized that all the numbers will
170 not give answers for the policy role of deciding how much they want to make that
171 intersection safe. Arneson illustrated the confusion of using blinkers when going straight
172 from Huntington Rd to Cochran Rd.

173

174 Rabideau suggested taking Gosselin’s suggestions and putting into a Times Ink and Front
175 Porch Forum article to get feedback on the ideas. Rabideau summarized that the

176 Selectboard does not have a private agenda to do one thing in particular but is trying to
177 find a practical solution to this. Charest confirmed that figuring out how to measure
178 success is subjective as people have varying opinions and not everyone is going to be
179 happy. Transportation is a world of trade-offs.

180

181 Arneson confirmed that the Selectboard already approved the dashed line through that
182 intersection and through Fay's Corner. Wood illustrated the future Selectboard action
183 items as adding a yield sign, creating an illuminated crosswalk, and relocating the radar
184 feedback zone. Gosselin confirmed that they have two radar speed feedback signs so
185 they would not have to remove the one on north Cochran Rd.

186

187

188 **Adjourn**

189

190 *Filkins moved to adjourn. Hill seconded.*

191 *Roll Call Vote: Filkins, Hill, Rabideau, Sander, Wood in favor. Motion approved.*

192

193 **Meeting adjourned at: 9:14 PM**

194

195 **Chat file from Zoom:**

196 1:36:19 John Linn, AIA: These are the cost e...[Full message cannot be
197 displayed on this version]

198 01:38:45 Andrew Bessette: Has any town, any where been sued for a accident
199 on a road. I do not know of any. For the same reason we do not sue car makers.

200 01:42:13 Rachel Gray: thank you Pete! thats what we want to see

201 01:42:48 Rachel Gray: keep it simple and try it out

202 01:43:07 Andrew Bessette: Thanks pete, go for it!!!

203 01:43:34 Jessica Arendt: Thank you Pete, excellent approach

204 01:49:00 Andrew Bessette: 90% of the problem will go away soon as school
205 closes.

206 02:03:32 Andrew Bessette: You need to do the study before school closes. or
207 your date will be flawed

208 02:14:30 Andrew Bessette: I am signing off, good luck.

209 02:17:19 Rachel Gray: thank you everyone for being part of this.

210