

Appendix A: Public Input Summary

Summary of meeting comments during the Local Concerns Meeting 11/5/15:

- Consider a roundabout option for the Richmond Road, North Road and Texas Hill Road intersection.
- Explore design options to maintain the park-n-ride facility while also considering enhancing the facility through design treatments.
- The right-of-way has been confirmed 49.5 feet or 3 rods and is approximately measured from the centerline of the existing roadway.
- The Richmond Road corridor is not fully developed and is expected to see incremental growth.
- Observed very fast car speeds. Traffic calming measures should be considered for concept alternatives.
- Pedestrian safety is a priority concern for the Richmond Road corridor.
- Consider a roundabout option for the Richmond Road, CVU Road, Mechanicsville Road and Pond Road intersection.
- The ditches or swales are extremely important for proper drainage of the Richmond Road corridor.
- Drainage should be addressed for all concept alternatives. It was also noted, Birchwood Drive currently has drainage problems.
- Maintenance recommendations will be included in the final report.
- Corridor topography should be taken into account when selecting the preferred alternative.
- Town should consider reducing Richmond Road travel lanes to 9 feet to be able to provide for a wide shoulder. It was noted Charlotte Road and North Road currently have striped 9 foot travel lanes.
- It was estimated approximately 30 people walk the Richmond Road corridor per day.
- It was recommended that the pedestrian and bicycle concept alternatives should include a buffer or vertical treatment to provide separation from motor vehicles and pedestrians/cyclists.
- A comment was made regarding how much use a proposed pedestrian and bicycle facility will actually receive.
- The design team should factor in aesthetics for sidewalk or shared use path concept alternatives.
- Construction costs should include estimates for sidewalk, shared use path and or roadway widening to meet VT State Design Standards.
- The Town of Hinesburg process of narrowing travel lane widths was discussed. A Selectboard hearing would need to approve the narrowing of a roadway travel lane.
- Solar feedback machines can be effective to reduce motor vehicle speeds. The Hinesburg Police Department can also increase enforcement if this is a Town priority.
- The process of reducing the posted speed limit on Richmond Road was discussed. In order to reduce a posted speed limit, first a speed study must be conducted.

- A comment was made identifying Richmond Road as having a relatively high number of driveway and some hidden driveways. Consider warning signage to alert future users of these conditions.
- Consider traffic islands in or around the vicinity of Iroquois Manufacturing.
- Once a preferred concept alternative is selected and future development occurs, it may be possible for the developer to implement and finance the proposed pedestrian and bicycle improvements as part of their development process.
- A cost benefit analysis has not been conducted as part of this study and to date the Town has not performed such an analysis. The Hinesburg Town Plan identifies Richmond Road from CVU to Texas Hill Road as a way to guide improvements to the village transportation infrastructure to encourage pedestrian and business-friendly community development.
- Safety and liability is of concern if the proposed facility is placed on the south side the space in front of Iroquois Manufacturing is used intermittently throughout the day. Preference was given to a north side facility. Potential impacts for crossing Patrick Brook will be identified and evaluated.

Meeting comments received electronically:

- ‘Thank you for the meeting notice regarding Richmond Road. I am surprised by the timing however. It looks like this was written on the 28th, mailed on the 30th (postmarked), and delivered 4 days prior to the meeting. So you meant to give us a total of eight days, or 4 by the time it was delivered to notify and give us time to rearrange our schedules to attend!? I would like to attend, however due to the very short notice unable to do so. You see I live directly on the road, 13 feet to be *exact*, and this could or will effect our property. No other home sits as close to the road as this one does, albeit a few on Mill Road. But this is a major thorough fare. I am not only concerned about proximity, but by security. Please, tell me what time is good for you to meet with me in person.’
- ‘Thank you for the letter. Richmond Road from CVU to North road is very windy and steep. The road is often slippery in the winter and I am concerned about vehicles sliding into the pedestrian walkway area and injured or killing pedestrians. I recall a severe crash that took out a tree at the bottom of one hill a few years ago. While I live off of Richmond road, I would never walk with my kids on such a pathway because I fear we could be hit by a car. Vehicles travel fast on Richmond road and because of the curves it is so easy for someone to come around a corner and enter a walking path. Please include me on future communications regarding this matter.’
- ‘I am a student at CVU. I live on Richmond Road and often have to walk to and from school. I have some friends that are in a similar situation. I think that this path is a great idea, and am certain my friends would agree with me. Richmond Road is a very populated road, and there are lots of people that would love to be able to walk on it, but the absence of a pedestrian path makes it difficult and dangerous. There is almost no shoulder, and cars come flying down the hill and without slowing down careen around the turns without any thought of those that may be

walking. There are also a large number of bicyclists that love to travel on it, but because of the miniscule shoulder that can be a problem. The path that was made down by CVU has become very popular for bikers and pedestrians alike, but from there on it is very difficult for these citizens to continue. Having walked on it most days, I do understand that it would be quite the challenge to put in a similar walkway on Richmond Road's thin and twisting side, but I feel that it would be a worthwhile endeavor. I am unable to come to the meeting this Wednesday about it, but still want to make sure that the people that have to walk there are spoken for.'

- 'I'm very interested to hear about the feasibility findings. I continue to believe that this is an issue of safety, as well as moving us towards a walkable community, and should be one of the town's highest priorities. Thanks to you and the other townspeople involved. And again! Yesterday evening at 5:45, I was driving down the hill to that same CVU Rd/Pond Rd intersection and barely saw at the last minute a student that I know walks home from CVU. Given the early darkness, he was very hard to see on that very dangerous strip of road with no pedestrian access. That brings my total risk to 8-10 students in one day - one normal day. Horrifying to think about a driver harming one of these kids. P.S. Don't worry, I won't send you anymore examples. I just figure if other residents don't drive that way regularly, they might not be clear about the frequency and severity of the risks this road poses multiple times every day.'
- 'I am writing with a strong endorsement for the improvement of the bike/pedestrian access to the Richmond Rd. I feel this should be a top priority for the town. It is treacherous to walk, bike or run on this stretch of road, and I am surprised there has not been a major incident given the car/bike/pedestrian use of this stretch of road. With the increased congestion on 116 in the village during rush hour, more and more traffic is diverting to Richmond and North Roads making it even more dangerous at rush hour. It would be great for CVU students to be able to walk to and from the school safely. The improved safety would decrease the use of cars if people could safely walk to the village. Having a non-motorized connection between the two most densely populated parts of town would strengthen the Hinesburg community.'
- 'I am very supportive of initiatives to make the corridor more walkable and more cycle friendly (my particular interest). I look forward to learning more. P.S. Let me know if you want to discuss control of invasive plant along corridor as well. There's a stand of knotweed that is of particular concern.'
- 'I received your letter outlining the feasibility study and upcoming meeting. Although I will not be able to attend the meeting I would like to pass on some thoughts on the subject. As a Richmond Road resident I think it would be a wonderful thing to have the sidewalk continue from CVU up to North Road. I walk that road every day, as many others do, and even very early in the morning it can be very dangerous. The traffic is high speed and cars seldom pull over to give pedestrians or bikers space. This of course does not address the speed and amount of traffic at other times during the day.'

- 'I wanted to thank you for the notification about the meeting tomorrow night regarding a bike/pedestrian options along Richmond Rd. We can't make it with prior work and family commitments but wanted to lend our full support to this venture. We are a family of runners and bikers who live on Lomeadow Rd. Not only would this path make walking, running, and biking into town with our own children easier, but I've noticed an increasing number of pedestrians and bicyclists trying to remain safe in the busy morning and evening commutes. I've also witnessed CVU teams, out for a run, dangerously avoiding traffic as they workout on that fantastic Richmond Road hill. I worry these teens aren't always as safe as they assume running in packs, particularly amid the end of the day commuters.'
- 'As a Selectman, I conceived of and advocated for the side striping of roads at 9 ft width instead of 10 ft. This was first done on the Charlotte Rd. It immediately increased the usership of the road in terms of runners, walkers and bikers. Part of this was the clear, broader shoulder. Part was likely the fact that cars were going a little slower, to try to keep within the lines. Win-win. And the third win: with cars not driving on the shoulder, the paving has lasted longer. The downside: the side stripe needs to be repainted, and the old price was 6 cents a foot. So it wasn't something for nothing.

Cyclists need more space on a hill, but really only going up. On the Richmond Road, going downhill, one can move right along and generally not slow down traffic. If there is not enough space to expand the road, it would be potentially useful to slide the center line over to the north, and give a little more space on the southerly shoulder going uphill. This might improve the safety for cyclists.

If you are talking about an actual sidewalk, it looks like it might go best on the south side, where there is less of the hillside to cut away.

The narrow point where there is a large culvert at the bottom of the main hill above the Partridge Hill intersection, where a branch of Patrick Brook goes under the road, needs more than just the culvert. It should be expanded to allow for a better shoulder space. There's an opportunity there for a better stream crossing, and I hope that can also become a part of the plan.'

- 'I am very pro sidewalk! It definitely would make our city more walkable and offer safer running routes!'
- 'I'm unable to attend, but from a cycling standpoint, the road isn't too bad for biking, but wider shoulders with a white line are always very helpful. Wide shoulders keep cyclists out of the way of car drivers (so that car drivers don't get mad at cyclists) and also keep cyclists safe.

And in any situation where it's not possible to create a 3-foot shoulder, signs that say "cyclists may use the full lane" or some such thing is helpful. "share the road" signs are NOT helpful - car drivers think the signs are aimed at cyclists, telling them to get the heck out of their (the car drivers') way. I've actually had car drivers say this.'



- 'Thank you for organizing last night's meeting. It is so heartening to see that we're looking at the Richmond Rd corridor for bike and ped facilities as I live on Birchwood Dr. and look forward to having my future kids be able to ride and walk to school, a big part of what makes a town liveable. It's a big reason why I moved to Hinesburg.'

As I was thinking further about the possibilities for this bike/walk path and going back to someone's comment about usage in the winter, I thought that the recreational opportunities for sledding and skiing down in the winter could be considered as well, particularly if the path is off the road enough (or has a sort of barrier) to make those activities safe from cars.

I could see this bike path becoming a major draw for local kids and their families for winter activities as well (if the town does not have the funds to plow it), particularly during the weekend.

Another consideration in the design of the path, which I mentioned to one of the project consultants, are the locations of school bus pick up and drop off on Richmond Rd (Jourdan St being the only one I see consistently myself). It may bring potential for an area of the path that serves multiple purposes (such as maybe installing a bike rack or bench where the school bus picks up, giving kids the option to bike to the bus stop, lock their bike and get on the bus).'

- 'I could not come to the meeting, but I am definitely in favor of a path. I live on Richmond Road and would love a path. Right now I walk and have to stop and get off the road for cars sometimes. I am at 538 Richmond Road and would definitely let you go through my land as long as you keep the water draining correctly. If there are any other meetings that are going to take place, please put them on Front Porch forum.'
- 'What kind of volume (how many people and how often) are going to use a sidewalk / walking path in this area? I know 268 homes are in the area. But how many people will actually use it? Where will they walk to? Very few jobs in town. A quart of milk? You know kids won't use them to walk to school. A few dog walkers who will complain loudly about the one who doesn't pick up after their pup? In the twenty-one years I've driven that stretch, I've only seen a few people walking - usually with their back to traffic. I have seen bicyclists a number of times, but believe they are the same couple of fellows - judging by their clothing and helmet color. And bicyclists won't use sidewalks. Just can't see the volume.'

Given the curves, hills, lack of lighting (one spot is in shade 24/7), the road would have to be substantially widen to be safe from the crazy drivers who continue to use their phones while driving.'

- 'I missed the meeting, but I am in favor of having a bike path near Richmond Rd and North Rd as well. North Rd is such a beautiful road to bike on, but the cars go so fast on Richmond Rd and North Rd that it's quite scary as a bicyclist. I would love to have a safe place to ride bikes with my family. There are so many children and families from the trailer parks that could benefit from a safe place to ride bikes as well. Please let me know if there is anything I can do to help and support such a wonderful new project in our community. Not only would this benefit adults in our community, but a bike path will get children up and moving, and away from computers and video games. What a wonderful way to promote a healthy life style in our community!'
- 'I live off of Richmond road and love enjoying the morning walk before I officially start my day. I was on a routine where I was walking every morning starting at 5:30 am and even possibly enjoying an evening walk on a nice day. I have three children ranging in age Fromm 11-4. My children would argue to go on my evening walk I took them 1 time and after yelling at every car that pasted us to move over or slow down they have never joined me since. Too scary to think of losing one of them because we were following the rules and walking in the ditch it's just not worth it. I gave up my morning walk due to the same issues. I wore reflective wear plus a head lamp and walked with a bright flash light however after almost getting hit and numerous phone calls to chief koss I have given up. I strongly believe that we need safer ways to get out and enjoy the fresh air.'
- 'Thanks again for organizing and I think the number of people demonstrates the support this project has. I walked/drove up and down the street yesterday and came away with the following recommendations;
 - a) Make the sidewalk 5 feet. The amount of space on either side is limited in many areas making a 8 ft wide path out of dimension with the topography and amount of expected traffic (We are talking about 1 K people overall here).
 - b) Put the side walk on the north side of the road. I think this serves the side where more of the populations of orchard commons and further up. Having to have folks cross the road while not terrible could reduce usage. Also the two closest houses are on the south side so my guess is from a cost perspective this would make it higher.
 - c) In talking with Andrea she said this is like a 10 year plan given what it took to do the other side walks. How do we accelerate this? What does the process /people have to look like to accelerate this?

One thing she mentioned was having the town fund it. Well one recommendation would be to put this on the ballot and let the towns people decide? Could be a pricey items (similar to football fields) but at least it would let us make that decision).'

- 'I didn't make the Thursday meeting re: Richmond Rd. Bike/Ped path, but wanted to pass on a couple of thoughts to include with the rest of the perspective you're gathering. I lived on Texas Hill for 10 years and have been on Piette Meadow for 10 years, so have traveled, ran, etc. along that stretch of road tens of thousands of times. A couple of thoughts:

First and foremost, completely support this patricidal project and any/all town efforts to support alternative transportation, fitness, walkable communities, etc. Bravo!

The one caution I'll throw out is that most of the non-vehicle traffic I have observed on that stretch of Richmond Road are serious road bikers out for a workout. That population will not use a bike/ped path, so that portion of non-vehicle traffic will still be on the road. I think it's important to support the project keeping that in mind.'

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