

5.0 RECOMMENDATIONS AND IMPLEMENTATION

Table 12 presents an implementation plan for the options discussed above. About half of the recommendations are geared towards improving the management and efficient use of existing parking spaces in the village. Excluding the Bridge Street Alley Lot, the potential exists to create 30-40 net new parking spaces in the village. Of these new spaces, 19-24 are located within or directly adjacent to village core.

Given the funding requirements and construction challenges associated with building new parking spaces, most of the short-term recommendations are focused on management and efficiency strategies. Construction of most new parking spaces is recommended for the mid and long term time frames.

Sources of funding include:

- **Municipal capital budget voted on annually at Town Meeting.** Projects could be funded as line items in the budget. Larger projects, such as reconstruction of the Depot Street lot, could be funded through municipal bonds approved by the voters. Bonds can be financed in a number of ways, but by far the most common approach is with a special property tax assessment dedicated to the bond payment.
- **Transportation Impact Fees.** The Town could establish impact fees on a per vehicle trip basis to fund improvements such as sidewalks, roadway and intersection improvements, and parking. Impact fees need to be based on a rational and defensible connection between anticipated development and the necessary improvements. Projects funded with impact fees must be identified in the municipal capital program. Impact fees could be used to cover the non-federal fund match requirements of competitive grant programs described below.
- **VTrans Transportation Enhancement and Bicycle and Pedestrian Competitive Grant Programs.** On-street parking could be funded through these programs as part of a sidewalk project. These programs require a 20% non-federal match which is typically provided by the municipality.
- **Vermont Downtown Program Grants.** Richmond village is an officially designated village center and is eligible for state funds through the State Downtown Program, administered by the Department of Housing and Community Affairs within the Agency of Commerce and Community Development. This program includes the Downtown Transportation Fund (DTF) and the Downtown Reinvestment Fund (DRF). DRF grants have been used to fund parking facilities, bicycle and pedestrian projects and streetscape improvements. Both programs are funded through legislative allocations from the state's transportation budget and require local matches (75% for the DTF and 25% for the DRF).



Table 12: Summary of Recommendations

Location	Description	Purpose	Implementation Time Frame			Cost Estimate	Project Lead and Partners	Notes/Comments/Next Steps
			Short Term (<2 years)	Mid Term (<5 years)	Long Term (> 5 years)			
Village	Create and distribute a Richmond Village Parking Brochure	Efficiency	X			\$1,000	Town	Post in local businesses and on town web site, distribute annually in Times Ink and Town Annual Report
Village	Lease parking for employees in lots near the core.	Efficiency	X			Varies	Business owners	
Village	Lot coverage bonus in exchange for public use of private parking	Efficiency	X			None	Planning Commission	Add appropriate language in zoning regulations.
Village	Focus economic development efforts on office, service, and residential uses	Efficiency	X				Economic development committee	
Village	Implement parking pricing using "Pay and Display" ticket dispensers	Efficiency			X	\$6,500-\$7,000 per meter	Town	Monitor effectiveness of other parking management strategies. Refine potential revenue generation. Seek input on pricing from business owners.
East Main Street (US 2)	Stripe parking spaces on each side of US 2. On US 2 westbound approach to Jericho Road -close office building driveway, construct bulbout at corner.	Efficiency	X			\$7,000	Town and VTrans	Review with VTrans District 5 Transportation Administrator. Discuss driveway closing with land owner.
East Main Street (US 2)	Sidewalks on each side of US 2. Include on-street parking in design.	Efficiency			X	\$520,000	Town	
Jericho Road - next to Laundromat	Stripe existing informal on-street parking spaces	Efficiency	X			\$1,000	Town	
US 2 at Richmond Corner Market and Bridge Street Commercial Block	Install bike racks	Efficiency	X			\$500		
Depot Street Off-Street Lot	Install parking directional signs and lighting	Efficiency	X			\$5,000	Town and Land Owner	Need formal agreement with landowner. Total cost, including mid-term recommendations is \$180,000.
	Delineate and expand lot with gravel base and surface, additional lights, granite curbing at strategic locations, and signs	10-16 New Spaces		X		\$60,000		
	Full build-out of lot with pavement, additional landscaping, and amenities				X	\$120,000		
Depot Street On-street	Stripe one on-street general use space and one loading zone space on the north side of the street	2 New Spaces	X			\$500	Town	Check w/ Richmond Home Supply about using a 15 minute time restriction rather than a loading zone.
Bridge Street - Pleasant St to railroad crossing	Build a sidewalk and on-street parking.	5 New Spaces			X	\$90,000	Town	Requires retaining wall.
Bridge Street - Railroad crossing to Town offices	Build a sidewalk and on-street parking.	13 New Spaces			X	\$120,000	Town	
Bridge Street Alley Lot	New off-street lot	18-24 New Spaces			X	\$175,000	Town and (2) Land Owners	Discuss possibility with both land owners.
Jericho Road - just north of Laundromat	Sidewalk and on-street parking	2 New Spaces		X		\$61,000	Town	Requires purchase of right-of-way.
Exit 11 Park and Ride Lot	Use as intercept lot for village	New spaces			X	TBD	Town, CCMPPO, VTrans	Ensure this purpose is considered in scoping process that is just starting
Huntington Road, Jericho Road, US 2 East	Locate and establish informal intercept parking facilities to serve special event parking needs	New spaces			X	TBD	Town	Stay aware of potential opportunities.

TBD = To Be Determined