Williston-Essex Network Transportation Study (WENTS)

Circ Alternatives Task Force

Presentation of 2035 Results & WENTS Steering Committee Recommendations

January 31, 2013
Presentation Overview

- Review of Final Strategy Packages for the WENTS area Evaluated for 2035 Future Year
  - Core Improvements and Two Hybrid Strategy Packages

- Strategy Package Performance (2035)
  - Network-Wide
  - Corridor Travel Times
  - Environmental (Resource Impacts), Transportation, Costs

- WENTS Steering Committee Recommendations
  - Preferred Strategy Package
  - Congestion Policy
  - Recommended Scoping Studies for CIRC Alternatives
  - Task Force’s Consideration
Core Improvements (included in all scenarios)

- Williston Grid Streets
- Essex Town Center Connections

**CIRC Alt Phase 1 Implementation Projects in WENTS Area:**
- Crescent Connector in Essex Junction
- VT2A/James Brown Drive Improvements
- Travel Demand Management Initiatives & Adaptive Signal Control

**CIRC Alt Phase 2 Implementation Projects in WENTS Area**
- VT15/Sand Hill Road Improvements
- VT15 Improvements, Post Office Square to 5 Corners
- VT15 Multiuse Path
- US 2/Trader Lane Intersection Capacity Improvements
- Travel Demand Management Initiatives & Adaptive Signal Control

- Address discontinuities and deficiencies to sidewalks, multiuse paths, shoulders

- Transit Service
  - Add weekday mid-day trip on the Williston Route
  - Weekday peak hour Jeffersonville to Burlington commuter route
HSP1 – New Bridge and Related Improvements

Capacity Improvements

Allen Martin Parkway Connect to VT289

New Bridge, Redmond Road Connector

Primary Study Area for Detailed Modeling

Capacity improvements

Capacity improvements

Capacity improvements

Optimize/coordinate signals

Estimated Cost: $47-66 million.
HSP2- Reconfigured Exit 12 and Related Improvements

- Optimize/coordinate signals
- Intersection capacity and VT2A mainline improvements
- New grid streets

Estimated Cost: $30-49 million.
New Streets in HSP2 (combined with Exit 12 reconfiguration)
Network-Wide Performance Measures

**Total Intersection Delay (vehicle hours)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2015 Base</th>
<th>2035 Base</th>
<th>HSP1</th>
<th>HSP2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delay</td>
<td>400</td>
<td>1,200</td>
<td>1,000</td>
<td>800</td>
</tr>
</tbody>
</table>

- Yellow: Total Intersection Delay (vehicle hours)

**CO2 Eq Emissions (metric tons)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2015 Base</th>
<th>2035 Base</th>
<th>HSP1</th>
<th>HSP2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emissions</td>
<td>55,000,000</td>
<td>80,000,000</td>
<td>75,000,000</td>
<td>70,000,000</td>
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</table>

- Black: CO2 Eq Emissions

**Vehicle Hours Traveled**

<table>
<thead>
<tr>
<th>Year</th>
<th>2015 Base</th>
<th>2035 Base</th>
<th>HSP1</th>
<th>HSP2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours</td>
<td>3,500</td>
<td>9,000</td>
<td>8,000</td>
<td>7,500</td>
</tr>
</tbody>
</table>

- Red: Vehicle Hours Traveled
2035 PM Peak Traffic Performance in the Study Area

VT2A/S.St/River St
- Base HSP1 HSP2
  - E E D

VT2A/Industrial/Mt View
- Base HSP1 HSP2
  - F E D

VT2A/US2
- Base HSP1 HSP2
  - B B B

Exit 12 - NB Ramps
- Base HSP1 HSP2
  - F C C

Exit 12 - SB Ramps
- Base HSP1 HSP2
  - F E E

US2/N Williston Oak Hill (EB)
- Base HSP1 HSP2
  - F F C

VT117/Sand Hill Rd
- Base HSP1 HSP2
  - F D D

VT117/N Williston (NB)
- Base HSP1 HSP2
  - F D D

Mt View/N Williston (EB)
- Base HSP1 HSP2
  - F F B
Summary Results for HSP1: Environmental-Transportation-Costs
Summary Results for HSP2a: Environmental-Transportation-Costs
Summary Results for HSP2b: Environmental-Transportation-Costs
HSP1 and HSP2 Results: Environmental-Transportation-Costs
Review of Cost Estimates

- WENTS Core Improvements: $17 million
- Hybrid Strategy Package 1: $47 to 66 million
- Hybrid Strategy Package 2: $30 to 49 million
The WENTS Steering Committee endorsed HSP2 as the preferred strategy package for the study area.

- Committee members from the Town of Williston did not take any position on the HSPs.

Adoption of a New Statewide Congestion Policy that redefines the allowable congestion and mitigation measures for Areas Targeted for Growth as identified in the Regional Plan.
Scoping Studies recommended for the CIRC Alternatives Task Force’s consideration:

- Exit 12/Grid Streets (HSP2) - *February 2013*
- VT2A/Mountain View/Industrial Ave & VT2A mainline north to James Brown Drive (HSP2) - *February 2013*
- VT 117/North Williston Road Intersection & Flooding Issues (HSP2) - *February 2013*
- US 2 - Taft Corners to Williston Village Multimodal Improvements (Core) - *February 2013*
Bike & Pedestrian Scoping Studies recommended for the CIRC Alternatives Task Force’s consideration:

- Industrial Avenue to Blair Park (inclusive of crossing over Allen Brook) - *FY 14*
- VT 15 - Old Stage Road to Essex Way - *FY 14*
- Mountain View Road from Old Stage Road to VT 2A - *FY 14*
WENTS Next Steps

- Public Meeting #2 (February 5, 2013)
- Development of Network Implementation Plan (Feb 2013)
  - Additional Investigations
    - Permit Requirements
    - Refinement of Cost Estimates and Timeline
    - Definition of Scoping Study Elements
- Draft Final Report & Final Report (Feb/March 2013)
Thank you

Questions and Comments