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Williston Road Transportation Study

Phase 1 – Initial Technical Evaluation

CCRPC and City of South Burlington

Planning Commission Discussion

April 14, 2015

Study Purpose

Conduct an initial (Phase 1) technical evaluation to consider potential transportation improvement concepts for Williston Road (Dorset Street to Hinesburg Road) that can accommodate the potential build-out of the area while being consistent with the City's multi-modal Vision of a Walkable Community

Phase 2, expected to begin in the fall, will fully engage the public, the Planning Commission, and the City Council in the review, comment, and refinement of potential concepts



Phase 1 Study Process

- Established and evaluated existing conditions
- Developed traffic model to evaluate future year build-out scenarios
- Conducted a multi-modal evaluation (considers LOS from the perspective of the user – pedestrians, bicyclists, transit riders, and motorists)
- Considered a range of potential actions
- Met periodically with City staff to review study progress
 - Project kick-off
 - Land use assumptions
 - Alternatives brainstorming
 - Preliminary findings



Study Objective

Improve **Mobility** and **Connectivity** for **People** (all users – not just automobiles) by enhancing the efficiency of the transportation system without adding through lanes to Williston Road



Growth without Additional Through Lanes

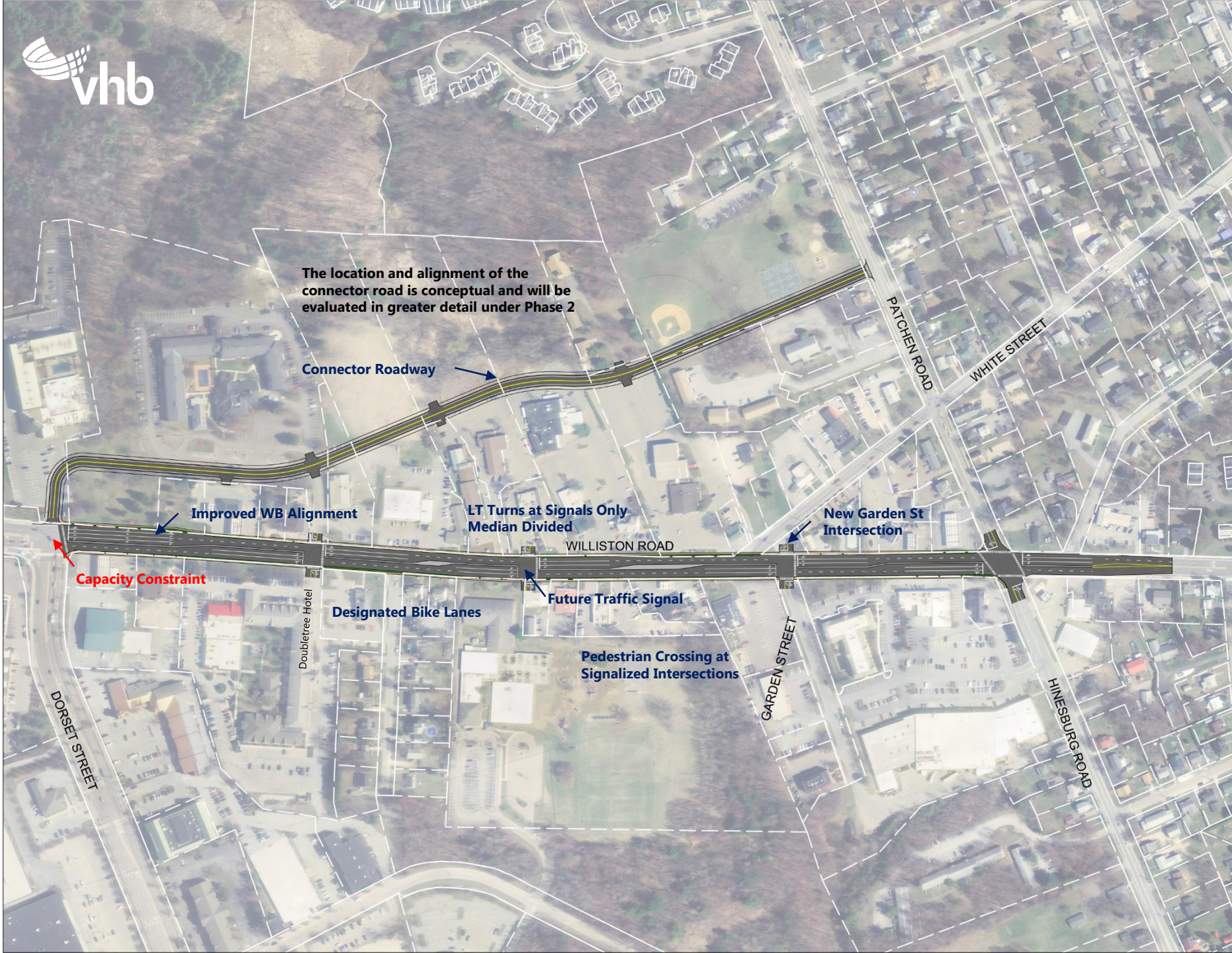
- Improve Efficiency
 - Connections
 - Access management
 - Signal coordination or roundabouts
 - Pedestrian mobility (sidewalks, crosswalks)
 - Bicycle Mobility (bike lanes, bike paths)
 - Transit service
- Manage Demand
 - Land use (mixed & shared use)
 - Alternative modes (transit, bicycle, pedestrian)
 - Accept increased traffic congestion
- Other regional considerations
 - Future Exit 12B?



Key Improvement Action Elements

- Connector roadway north of the corridor
- Improve connectivity south of the corridor
- Maintain two thru lanes per direction on Williston Road
- Plan for new future signalized intersection
- Raised median with exclusive left-turn lanes at signalized intersections
- Bike lanes along Williston Road
- Well-defined pedestrian crosswalks at signalized intersections
- Upgrade and widen sidewalks
- Consider Bus Signal Preemption





Preliminary Findings

- Consideration should be given to:
 - Access management, raised median with left-turn access/egress and pedestrian crossing at signalized intersections
 - Additional signalized intersection
 - Maintain two through lanes per direction, but provide left turn lanes at signals and provide bike lanes and widened sidewalk
 - Improve parcel connectivity
 - Still need to resolve Dorset St. intersection capacity constraint issue – What level of traffic congestion will be consistent with the City's multi-model vision?





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