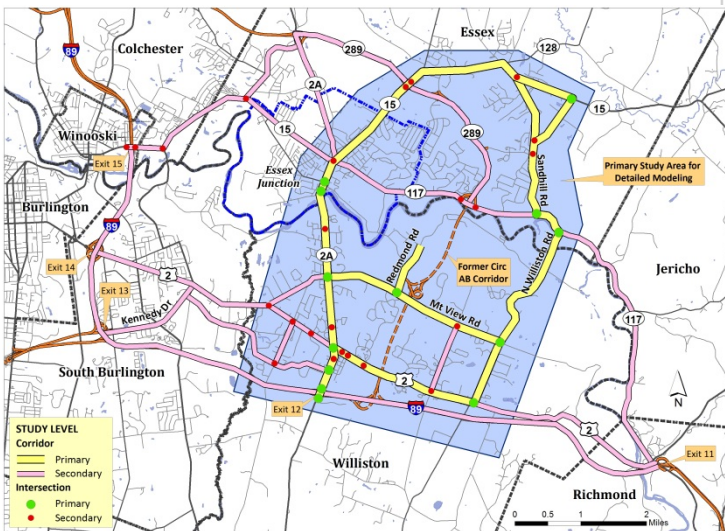# Williston-Essex Network Transportation Study

Steering Committee Meeting #5

Presentation and Discussion of Goals, Objectives, and Strategy Packages

October 25, 2012

Presentation Overview

- Project Status

- Network-wide Goals & Objectives

- Comments on Strategy Packages

- Recommended Hybrid Strategy Packages

- Next Steps

Review Project Status

- **Phase 1: Evaluation of two major network strategies**
  - 3 Selectboard Meetings, 1 Public Meeting
- **Phase 2: Analysis of Existing and Future Conditions; Development of Transportation Network Goals & Objectives**
  - Task 1: Analysis of existing conditions; development of performance measures
  - Task 2: *Establish goals and objectives*
  - Task 3: Future year performance
- **Phase 3: *Develop and evaluate strategies***
- **Phase 4: Develop Implementation Plan for Transportation Corridors**
- **Phase 5: Develop Transportation Management Plan**

- Create a safe, clean and efficient transportation network that minimizes congestion, improves safety, enhances intermodal connections and expands travel options to, from, and within selected corridors (VT 2A, VT 15, VT 117 and US 2)

  – Efficiency
  – Safety
  – Connectivity
  – Regional bicycle travel
  – Public transit
  – Transportation Demand Management (TDM)

- Create a comprehensive multimodal transportation system in Village areas and Growth Centers that emphasizes safe and convenient access to local businesses, services and neighborhoods
    - Connectivity
    - Local walk-bike facilities
    - Local roads
    - Neighborhoods
    - Transit

Goals and Objectives – Economic Vitality

- **Support economic development in Chittenden County by enhancing travel reliability for freight, providing safe and efficient multimodal access to employment centers and retail facilities in the Study Area**
  - Efficiency
  - Access
  - Connectivity
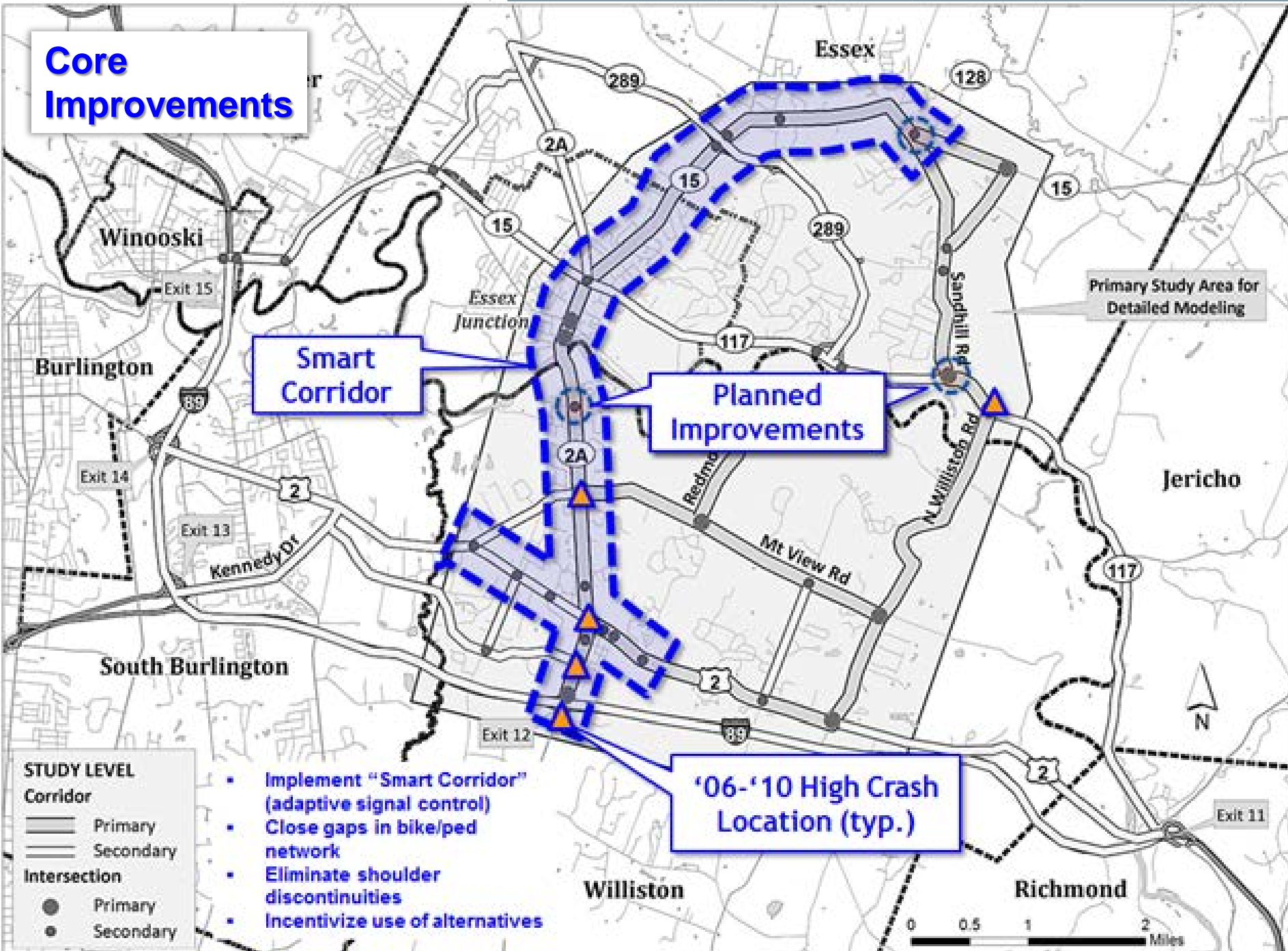 - Transportation Demand Management (TDM)

Goals and Objectives - Sustainability

- Emphasize policies and investments that build a sustainable transportation system. These objectives apply to all proposed investments across the study area as a whole

  - Transportation choices
  - Land use compatibility
  - Development patterns
  - Environmental impact
  - Existing roadway system
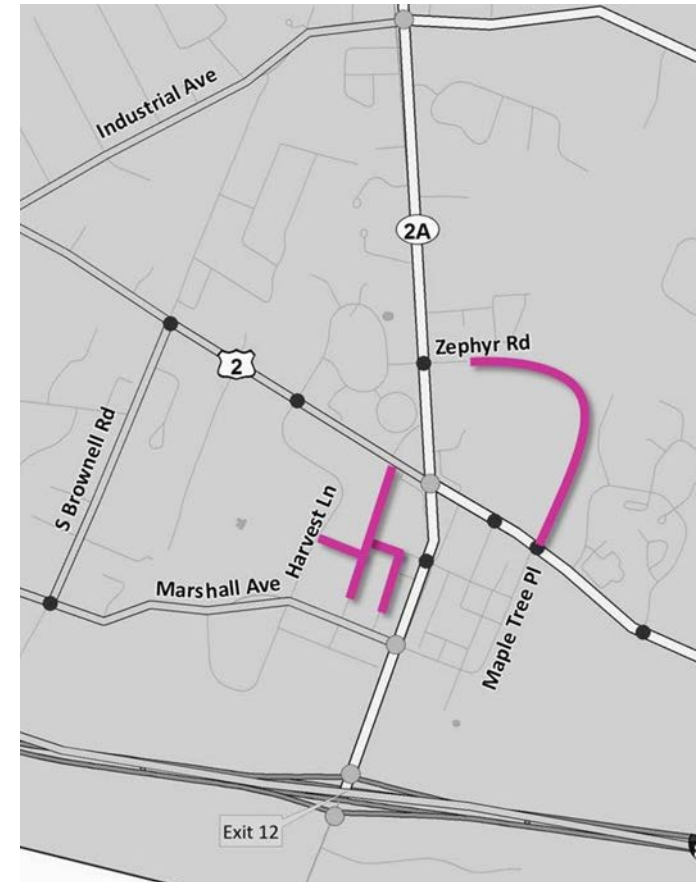
- ## Received Comments from:
  - ➢ VTrans
  - ➢ Town of Williston
  - ➢ Town of Essex
  - ➢ Village of Essex Junction
  - ➢ IBM
  - ➢ CLF/VNRC
  - ➢ CCTA
  - ➢ CSWD
  - ➢ Local Motion

Core Improvements

Essex

Winooski

Burlington

Essex Junction

Smart Corridor

Planned Improvements

Primary Study Area for Detailed Modeling

Jericho

Mt View Rd

South Burlington

'06-'10 High Crash Location (typ.)

Williston

Richmond

STUDY LEVEL

Corridor
- Primary
- Secondary

Intersection
- Primary
- Secondary

- Implement "Smart Corridor" (adaptive signal control)
- Close gaps in bike/ped network
- Eliminate shoulder discontinuities
- Incentivize use of alternatives
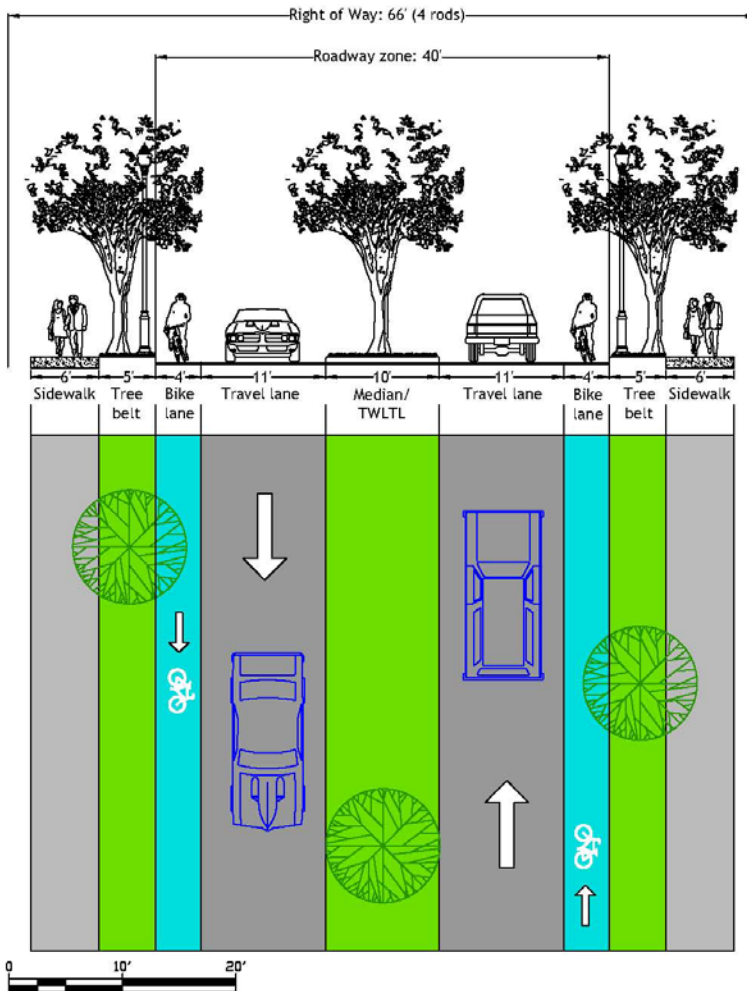
N

0   0.5   1   2
Miles

More Details on Core Improvements

- **Smart Corridor Signal Operations**

- **Transit**
  - **Add a mid-day trip on the Williston Route weekdays** (Burlington-to-Williston)
  - Implement a weekday peak hour Jeffersonville-Burlington commuter route (VT15 and 289)

- **Land Use/Travel Demand Management**
  - Trip Reduction Ordinances
  - Investigate Transportation Management Association for VT2A

- **Bicycle/Pedestrian Improvements**
  - Bicycle/pedestrian connections from adjacent neighborhoods to existing CCTA routes

- **Williston Grid Streets**
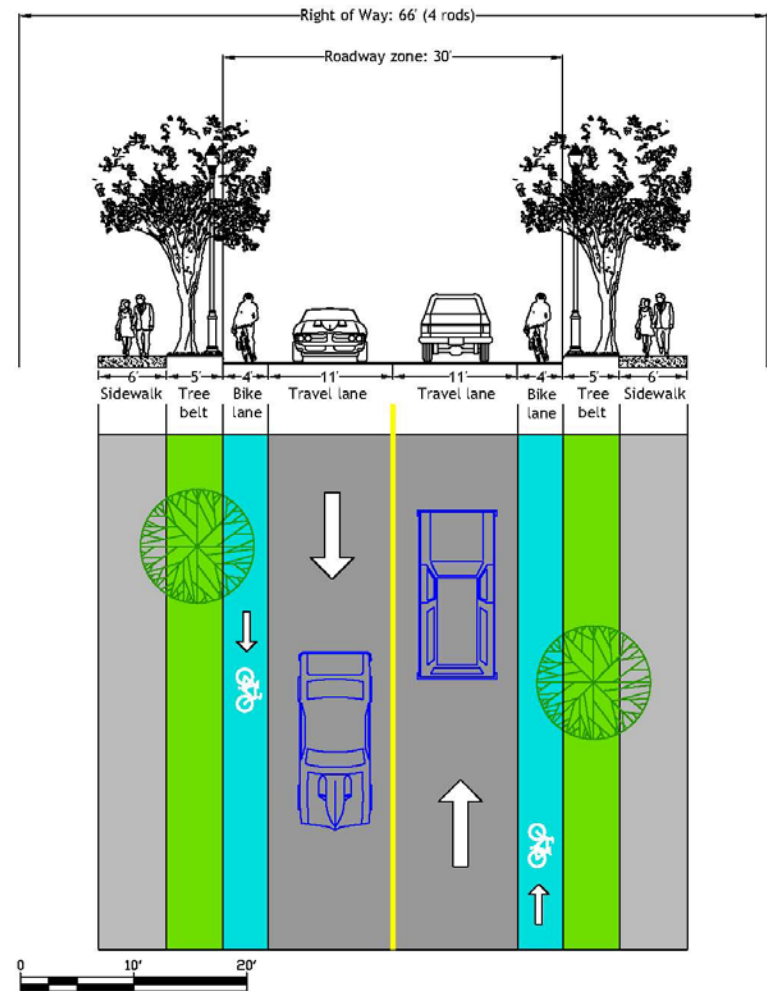 - Subject to Williston Street design guidelines
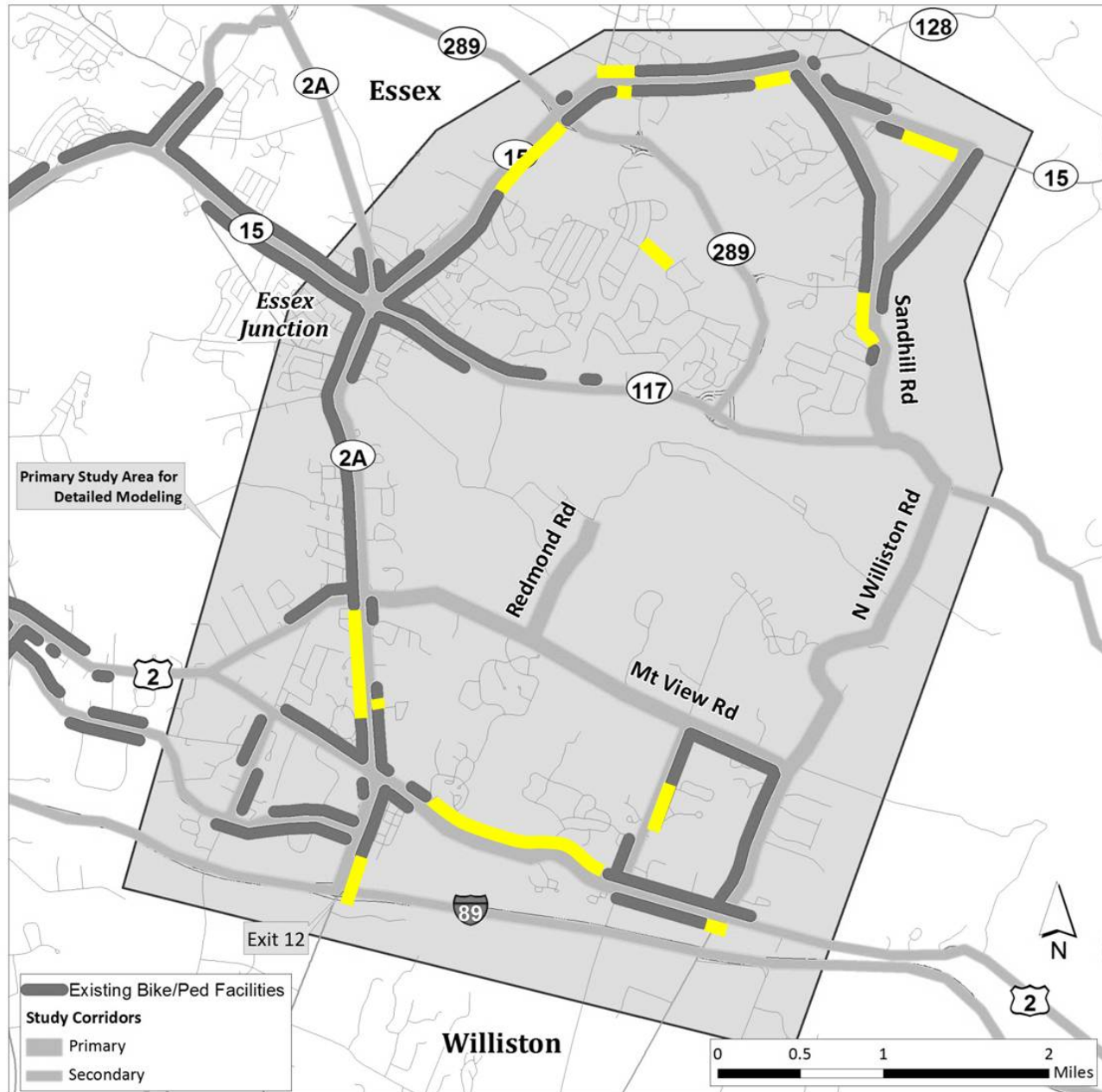
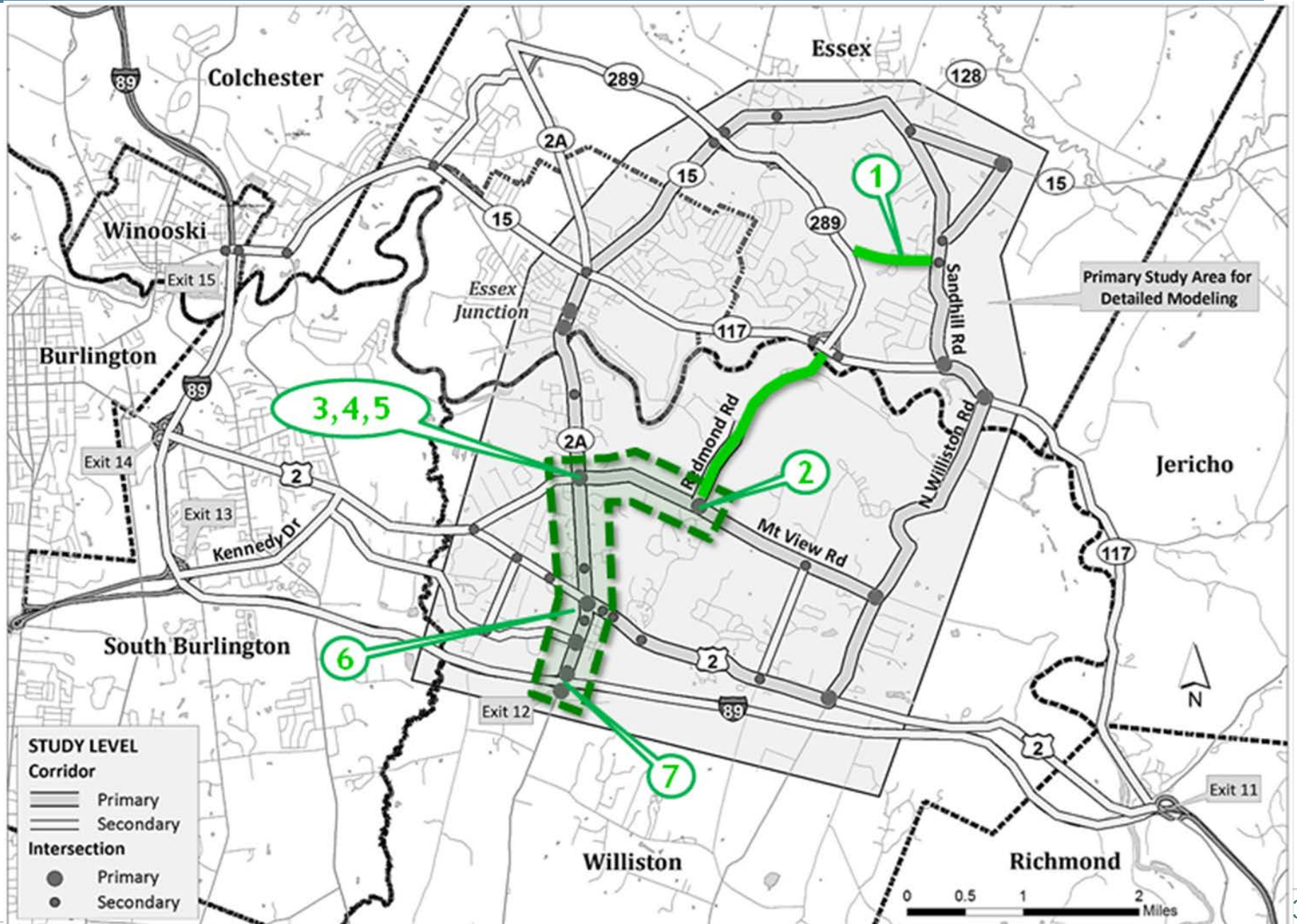# Core Improvements – Complete Streets Concept

Complete Streets

Right of Way: 66' (4 rods)

Roadway zone: 40'

| 6' | 5' | 4' | 11' | 10' | 11' | 4' | 5' | 6' |
| Sidewalk | Tree belt | Bike lane | Travel lane | Median/ TWLTL | Travel lane | Bike lane | Tree belt | Sidewalk |

0   10'   20'

Complete Street without Median

Right of Way: 66' (4 rods)

Roadway zone: 30'

| 6' | 5' | 4' | 11' | 11' | 4' | 5' | 6' |
| Sidewalk | Tree belt | Bike lane | Travel lane | Travel lane | Bike lane | Tree belt | Sidewalk |

0   10'   20'
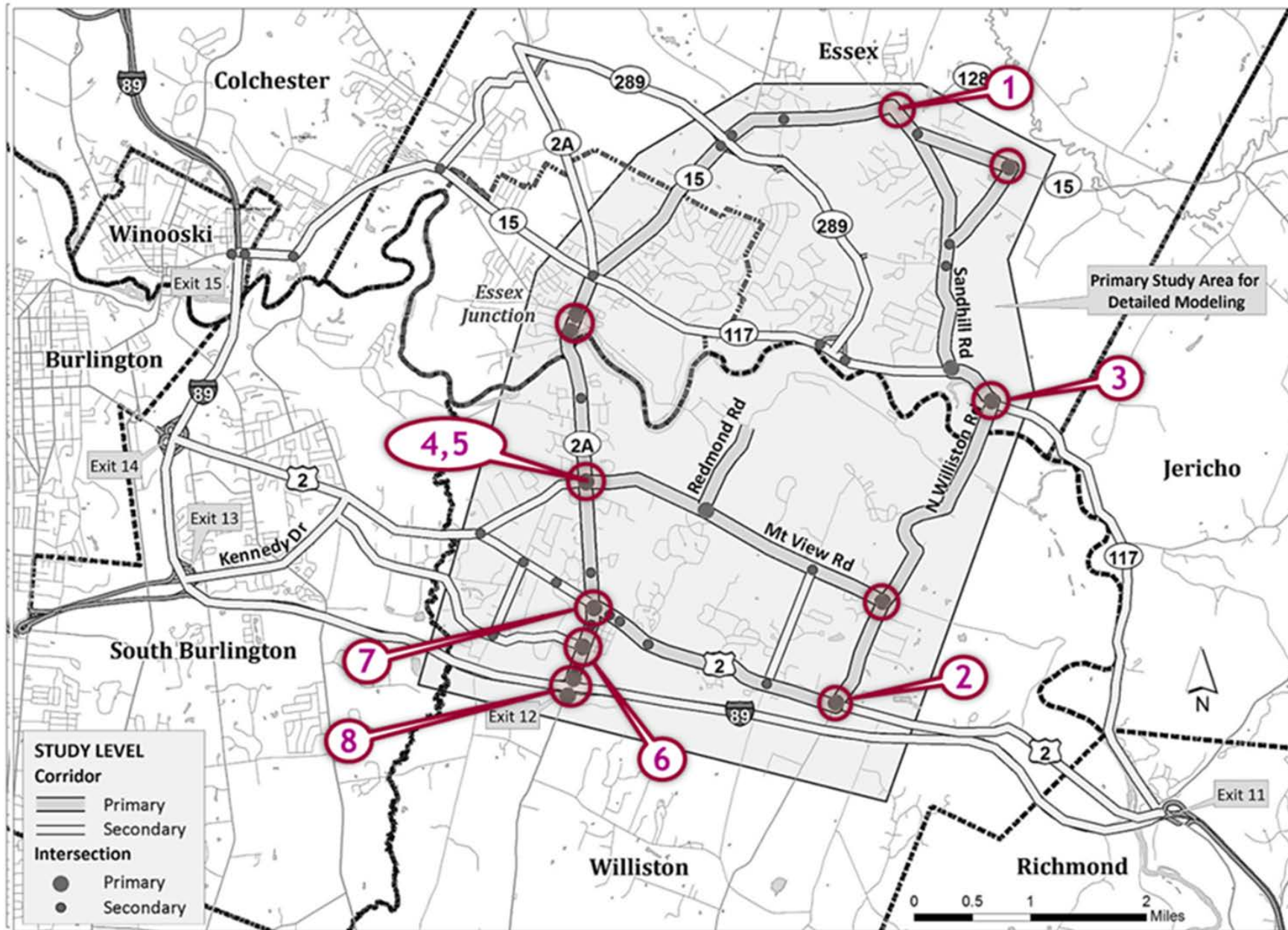
Steering Committee Comments on SP1

- Elements of SP1 (intersection, grid streets and Exit 12 improvements) should be included in any package that is ultimately developed—Town of Williston and IBM

- "LOW PRIORITY. It is our assessment that this strategy package is not needed as a stand-alone item. The bridge should be incorporated into SP3 (grid streets) and the improvements to Route 2A should be incorporated into SP4 (VT2A upgrades)." Local Motion

- "CCTA does not envision any of our existing transit services utilizing the Redmond Road Connector..."

- "Fix it first: Strategies that utilize the existing infrastructure and existing alignments...are going to be the most cost effective. SP1, with the new bride, is inconsistent with this goal." VNRC/CLF
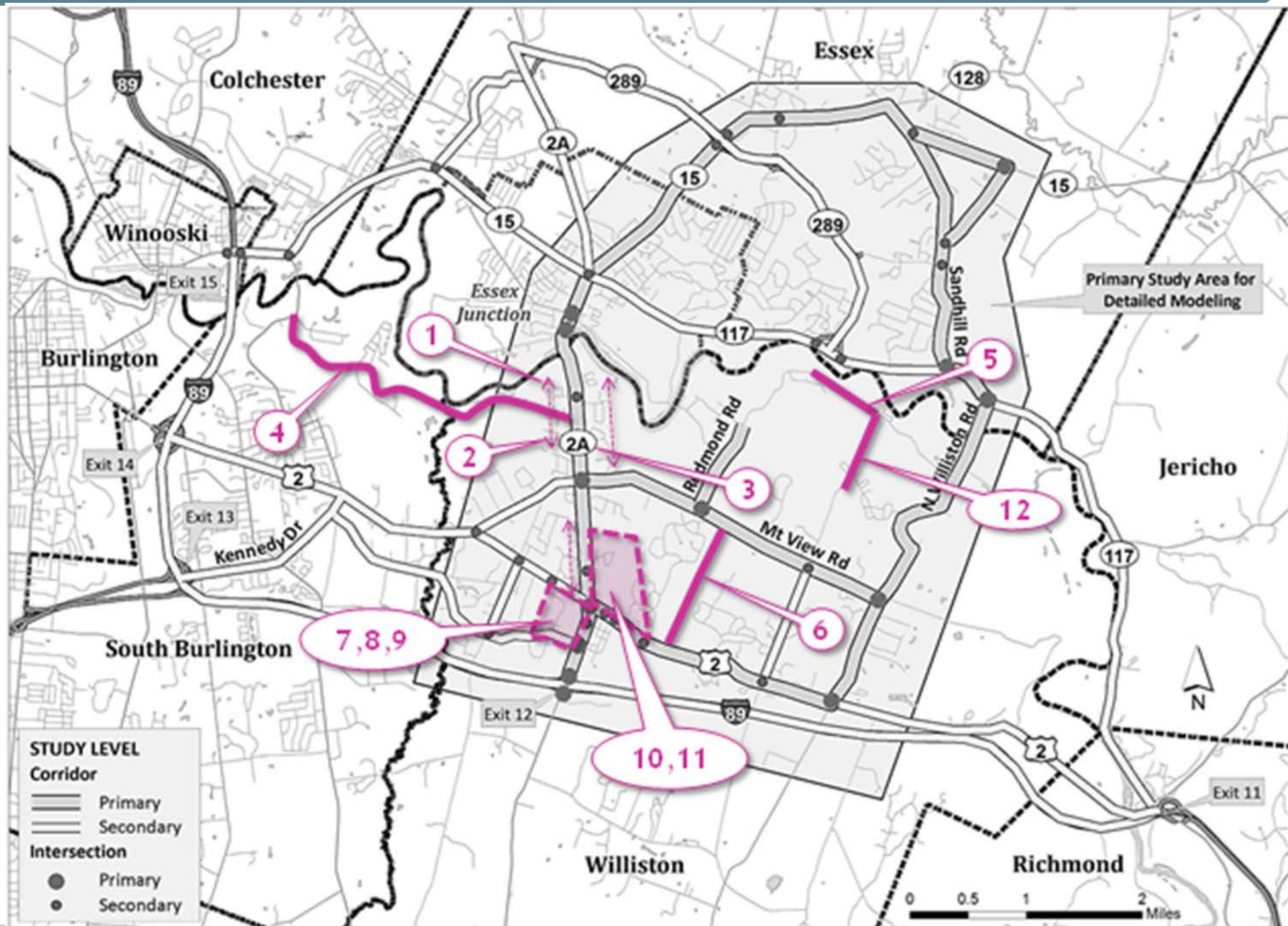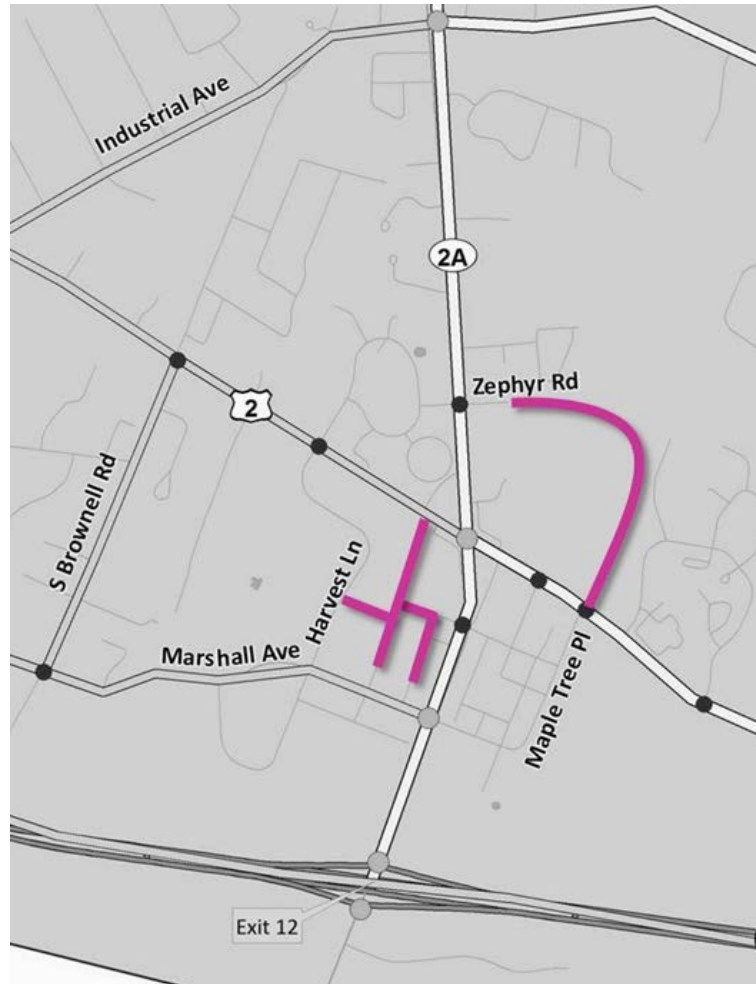
Steering Committee Comments on SP2

- "(many elements of SP2) are also part of SP1. Other intersections should be modeled to see what improvements...should be included." Town of Williston

- "LOW PRIORITY. We have deep reservations about this package, as the benefits it provides accrue almost exclusively to car traffic to the detriment of all other modes." Local Motion

- "...CCTA supports targeted improvements that will make increased densities along the existing transit corridors possible in the future."

- "Many of these intersections are key to improving traffic in the corridor and should be addressed in any strategy package that is advanced." IBM

- Combine elements of SP2 (the VT2A intersection improvements) with SP4 to create a Hybrid Package. CSWD

- Town of Essex: No roundabout for the Towers Road intersection—this area is historic and falls under a special design control district and also there is insufficient room to accommodate a roundabout at this location. Address issues at the Mountain View/ North Williston Road intersection.
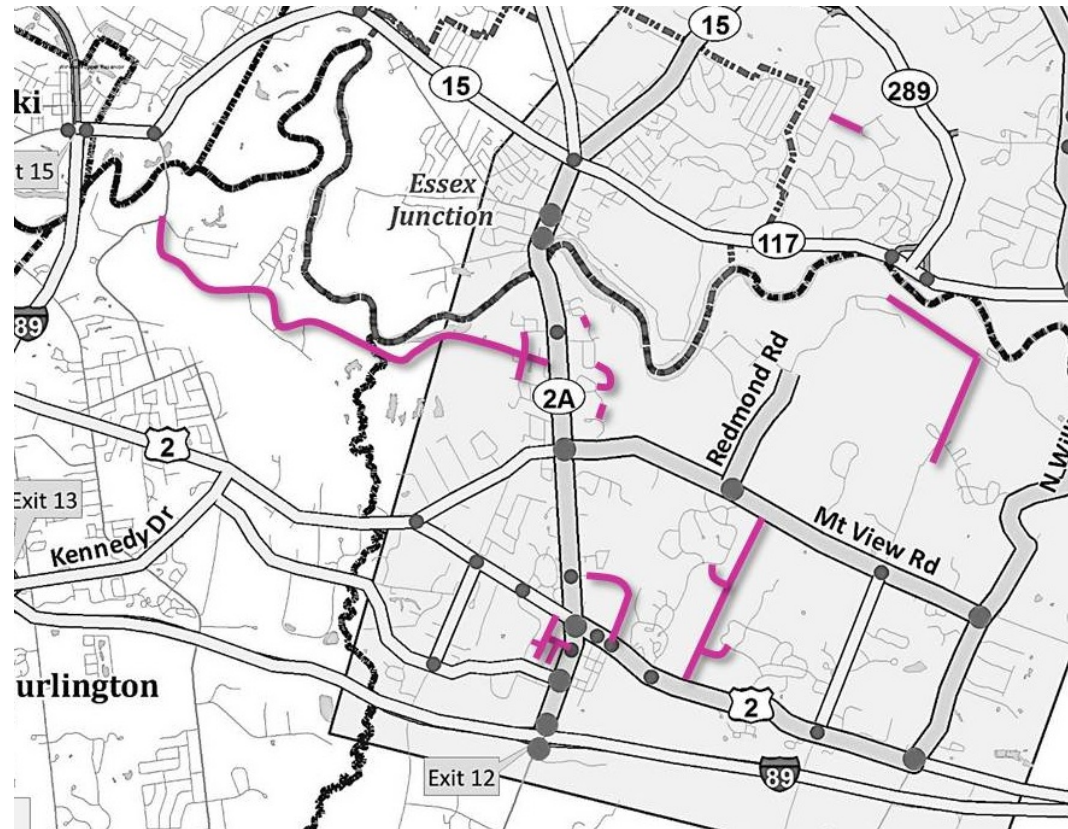
# More Details on Grid Streets

Local Grid Streets

Other Street Connections

Steering Committee Comments on SP3

- Town of Williston: Grid Streets #1, 2 & 3 create parallel routes to VT 2A which has potential to take traffic off the arterial with the undesirable consequence of putting traffic through residential neighborhoods. Also, some of these connections are private roads—*who pays?*

- "HIGH PRIORITY. We strongly support this package in its entirety." Local Motion

- "CCTA feels that SP3 offers many benefits." Add pedestrian connections from local roads to existing transit corridors (Industrial Avenue from US2 to VT2A; Harvest Lane from US2 to Marshall).

- "Innovation Ave and improvements to the configuration at Exit 12 would be key elements to improving access to the interstate." IBM

- "I do not see value in a Fay lane connection to Redmond Road or to a the Williston Woods connector to Fay lane…these are sleepy rural and residential roads, and the property that they give access to is fraught with wetlands (see Circ EIS)." CSWD
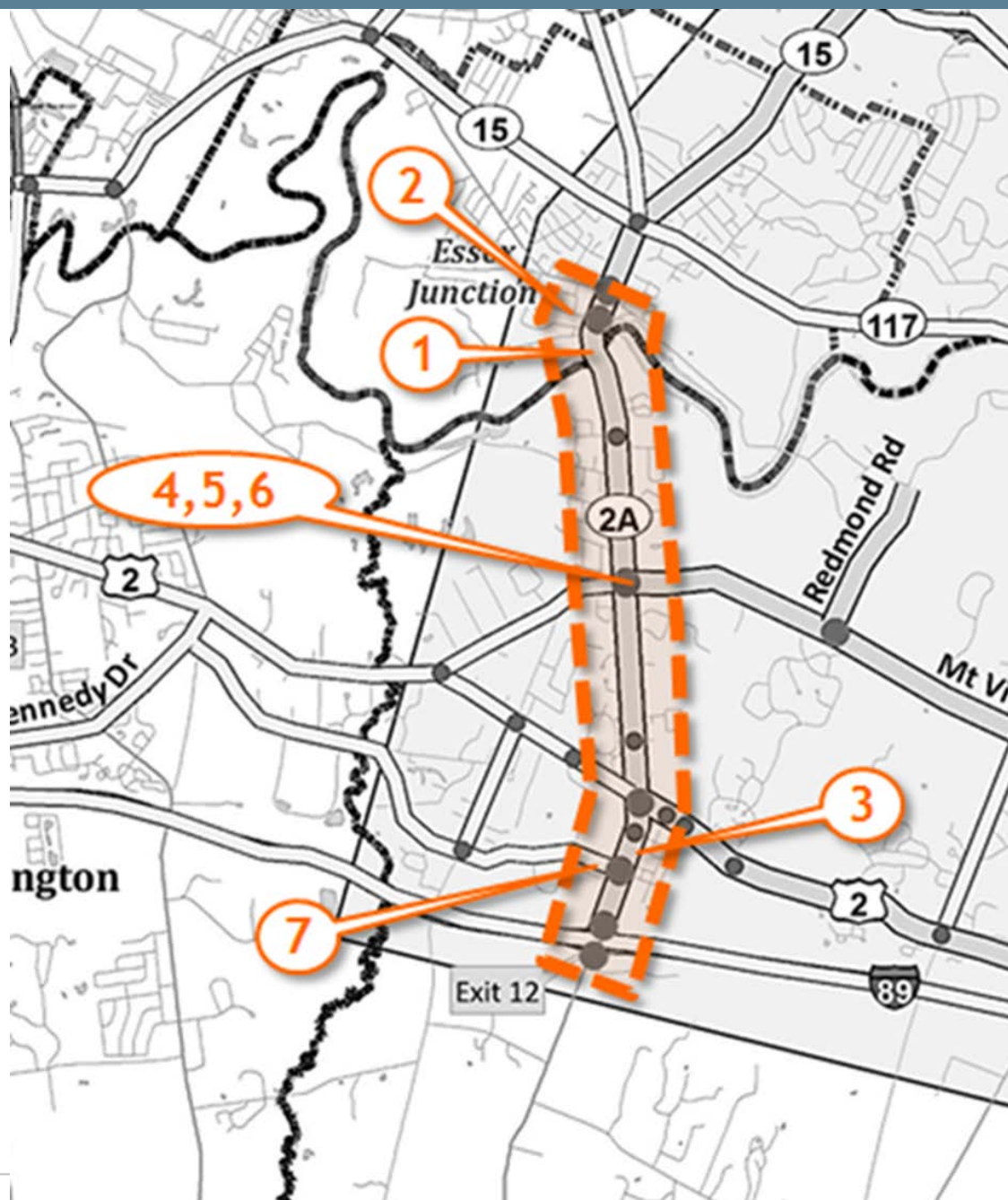
Steering Committee Comments on SP4

- Town of Williston supports most elements of SP4. Some elements have already advanced under the CIRC Alternatives Phase 1 Implementation.

- "MEDIUM PRIORITY. We support improvements to Route 2A that improve safety and promote steady, predictable flow of traffic, so long as improvements do not result in a cross-section that exceeds three lanes...outside of Tafts Corner." Local Motion

- "CCTA supports targeted roadway and intersection improvements that will allow for increased development to the extent that current conditions might hamper it...."

- IBM supports improvements to VT2A at Industrial/Mountain View, US2, and Marshall Avenue.

- CSWD supports combining SP4 with elements of SP2 to make a hybrid package.

- VTrans: SP4 is very similar to an alternative studied under the Circ EIS.

Steering Committee Comments on SP5

- Williston: The Town is not interested in making North Williston Road an arterial. Improve alignment only...

- Acknowledge congestion at multiple intersections along North Williston Road:
  - US 2
  - Mountain View
  - VT 117

Recommended Strategies for Modeling
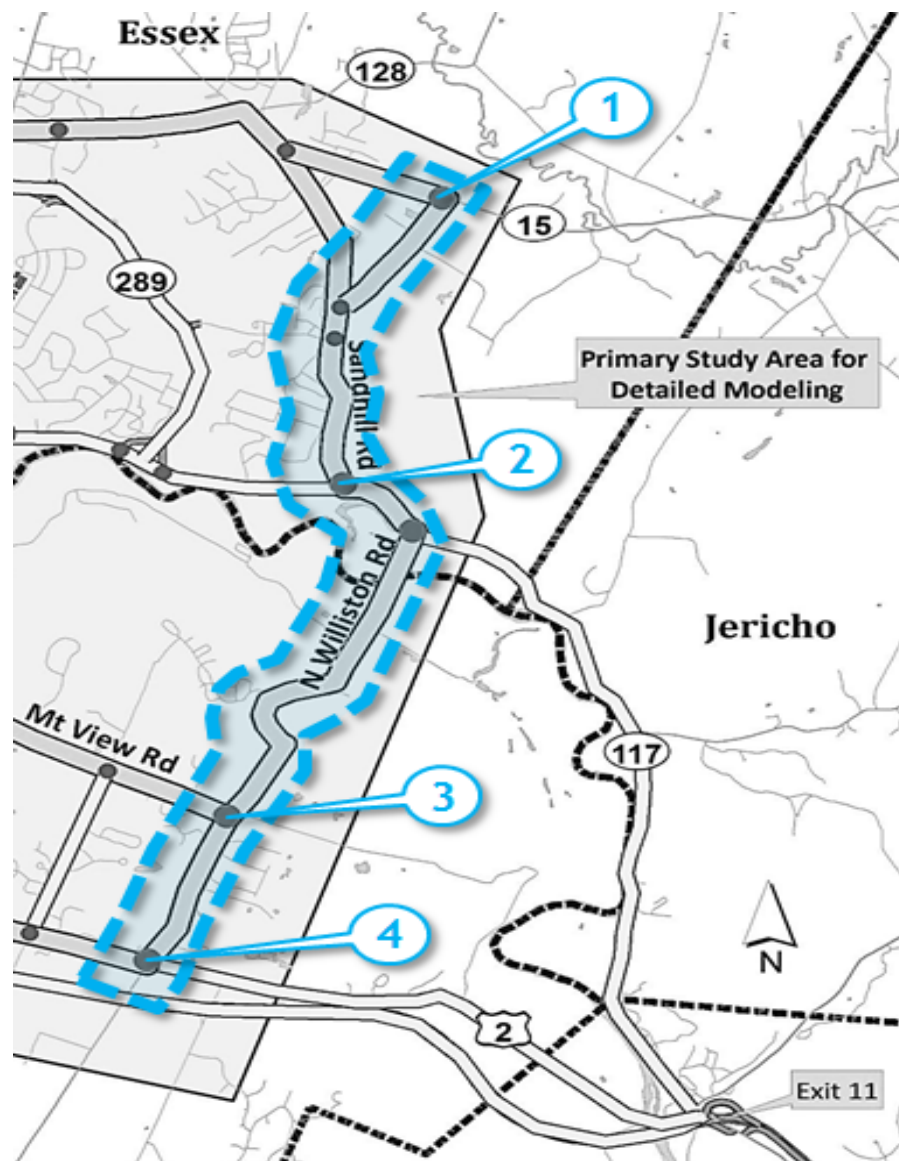
- Future "No Build" with Core Improvements

- Hybrid Strategy Package 1: Combination of Strategy Package 1 and Elements of Strategy Package 2

- Hybrid Strategy Package 2: Combination of Strategy Package 3 (Grid Streets) with Elements of Strategy Package 2

- Strategy Package 4: VT 2A Upgrades

Next Steps

- **Quantitative Evaluation of Three Hybrid Strategy Packages**
  - Model Process: Model each hybrid strategy package as specified, then iterate after observing system performance (i.e., address specific bottlenecks or remove capacity as possible)
  - Steering Committee Meeting (Nov 28)

- **Development of Network Implementation Plan**
  - Development of the preferred strategy package which will include a comprehensive list of multimodal recommendations that support the Goals and Objectives
  - Steering Committee Meeting (January 2013)
  - Two Selectboard Presentations (January 2013)
  - Public Meeting #2 (February 2013)