



Williston Road Transportation Study

Public Meeting

March 3, 2016



Introduction to the Project Team

Chittenden County Regional Planning Commission

Christine Forde | *Senior Transportation Planner*

City of South Burlington

Justin Rabidoux | *Director of Public Works*

Paul Conner | *Director of Planning & Zoning*

Ilona Blanchard | *Project Director*

VHB – Transportation Consultant

David Saladino | *Project Manager*

Geoffrey Morrison-Logan | *Director of Urban Planning & Design*

Erin Parizo | *Transportation Engineer*

Evan Miller | *Landscape Architect*

Third Sector Associates – Public Outreach Consultant

Diane Meyerhoff

A New Vision for Williston Road

*Exploring ways to
build a complete
corridor for South
Burlington's future*



Project Overview



GOALS

- Identify opportunities to make Williston Road *complementary* to a new downtown
- Strike a balance between serving “to” and “through” trips
- Integrate design elements to facilitate safe movements at a reasonable pace
- Ensure safe and comfortable accommodations for all travel modes

Project Timeline

PHASE 1

- **Preliminary Traffic Analysis** 2015

PHASE 2

- **Public Outreach**
 - Williston Road Land Owner & Business Owner Meetings January/
February
 - Public Meeting Tonight
- **Alternatives Evaluation** March - May
- **Select Preferred Alternative**
 - Public Meeting June
 - City Council Meeting June
- **Scoping Report** July
- **Implementation** Phased



South Burlington City Center



South Burlington City Center



CREATE **place**
citycenter

Legend

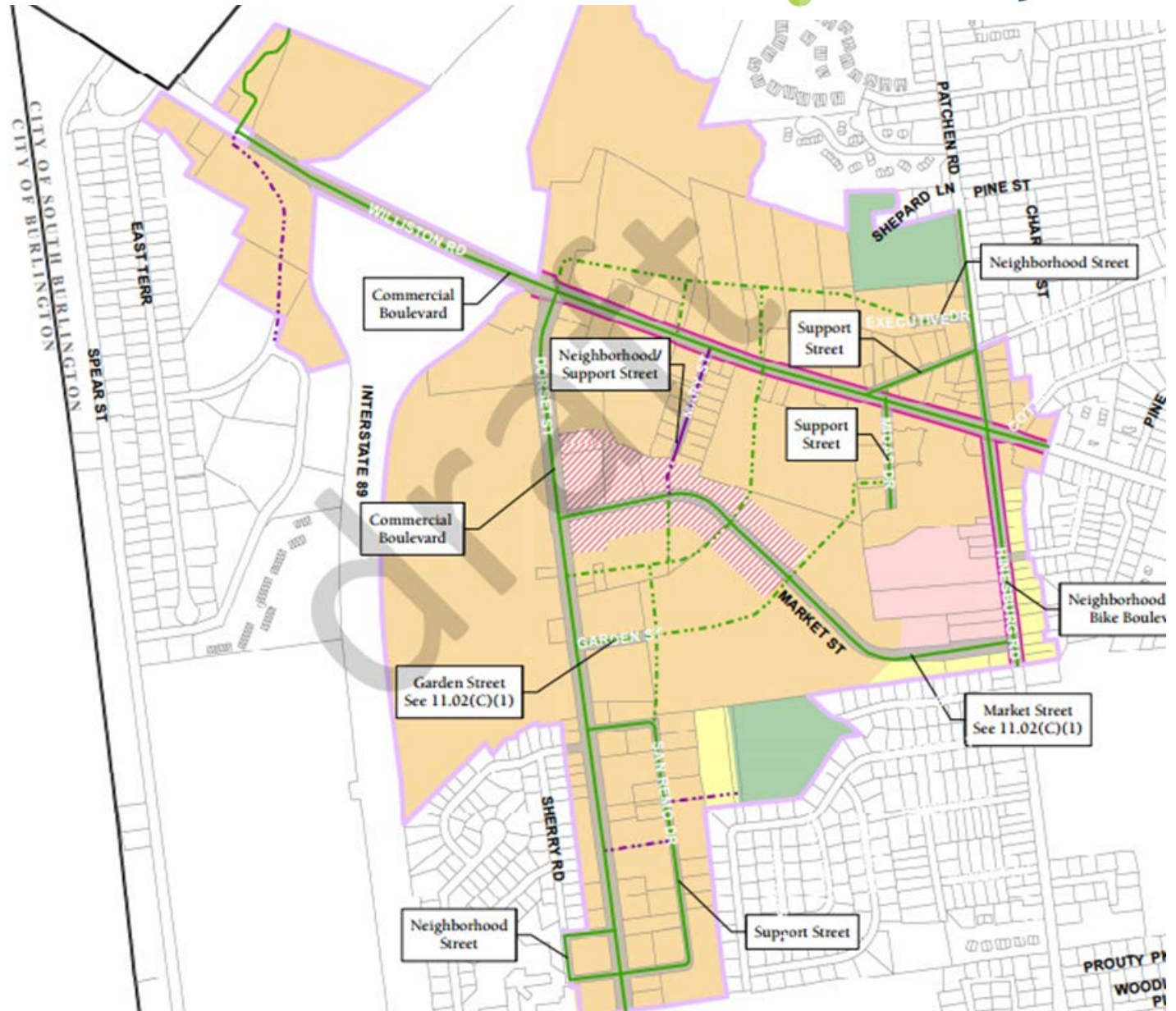
- Existing Road Parcels
- Primary Existing Streets
- Primary Planned Streets
- Secondary Existing Streets
- Secondary Planned Streets
- Planned Street Right of Way

Proposed City Center Zoning

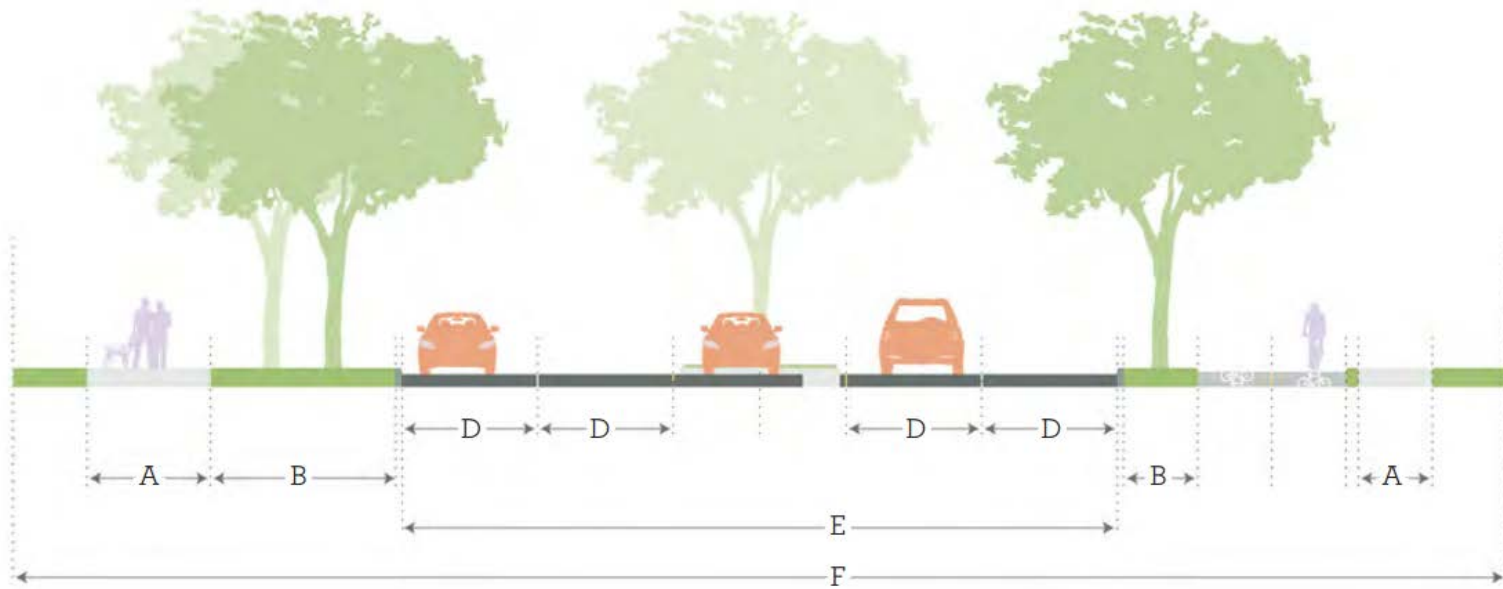
Transect Zones

- T-1
- T-3
- T-3+
- T-4
- T-5
- Park/Civic

Street Designation Label



Commercial Boulevard



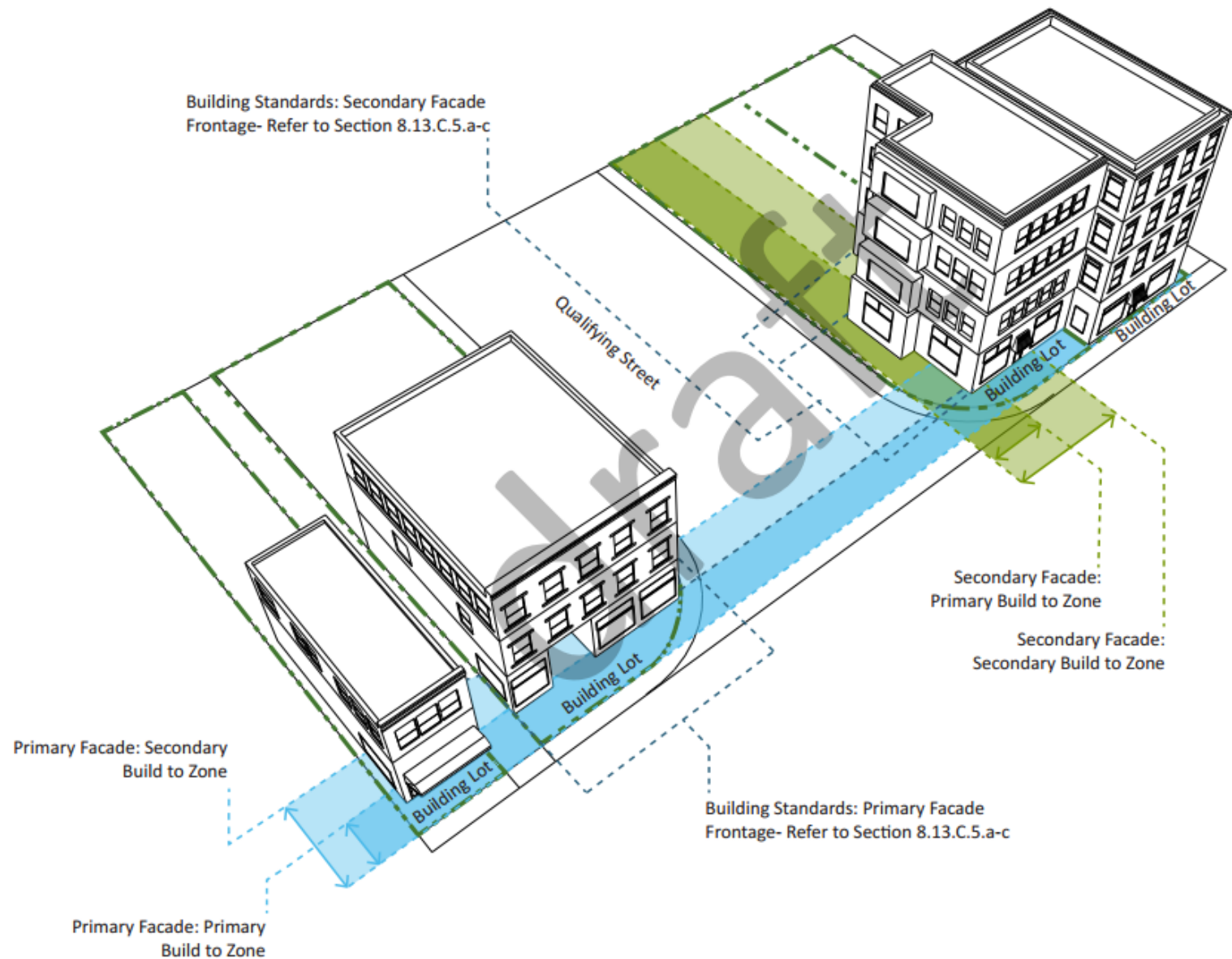
Role in Community: A commercial boulevard is a **major thoroughfare** meant to provide access to **principal commercial concentrations** and other predominantly automobile orientated land uses. While Commercial Boulevards serve as conduits for through traffic and as the origin and destination of many motor vehicle trips, they also provide safe and enjoyable accommodations for **pedestrian, bicycle, and transit** trips.

Congestion Tolerance: **Moderate delay** is acceptable at peak periods

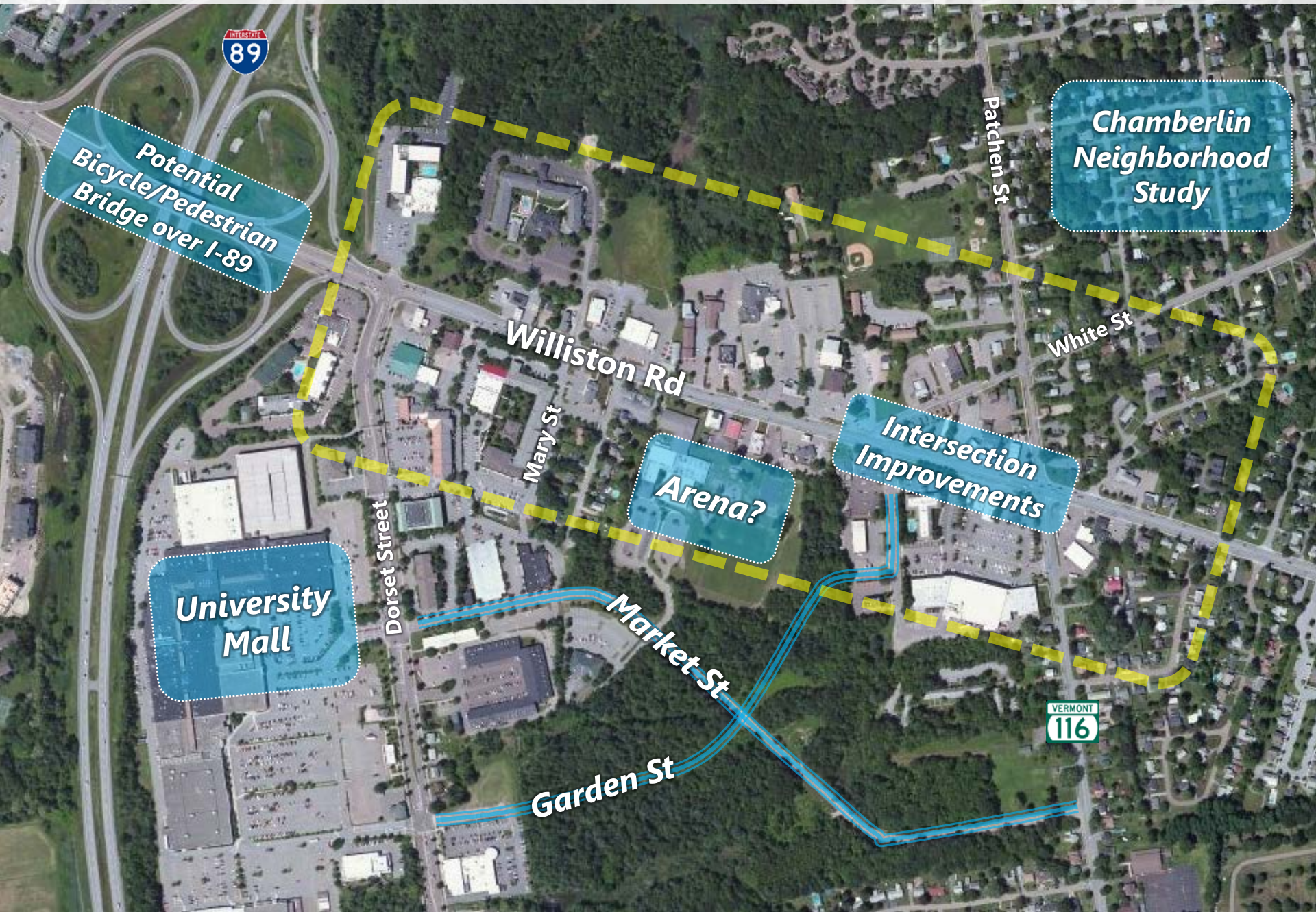
Medians: **Required.** Left turns only permitted within medians. Medians measuring 9' or more in width shall be **planted with street trees** at an average spacing of no more than 50' on center.

T4 URBAN MULTI USE

LOT FRONTAGE STANDARDS



Coordination with Other Projects



Short-term Improvements for Midas Drive & Hinesburg Road



Williston Road - Today



Williston Road - Today

1-story buildings
set back from road

35
mph

Sidewalks with narrow grass buffers

4-lane cross-section
(no turn lanes)

+/-2' shoulder



Williston Road - Today

**Busiest
intersection
in VT**

**Uneven lane
use**

**28,000 cars
per day**



Williston Road - Today

Span wire
signals

Utility poles in buffer

Limited transit
accommodations

Lack of left
turn lanes



Williston Road - Today

Multiple
driveways

Multiple
driveways

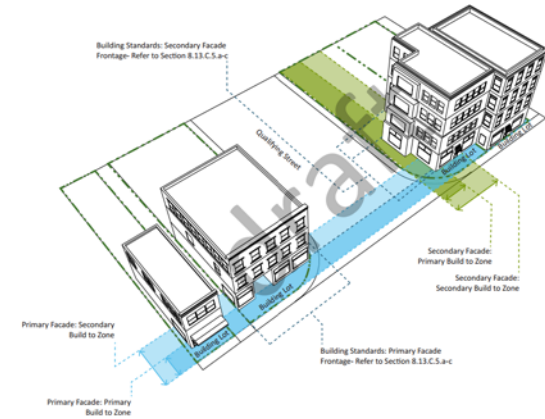
Limited
Street
Trees

Multiple driveways



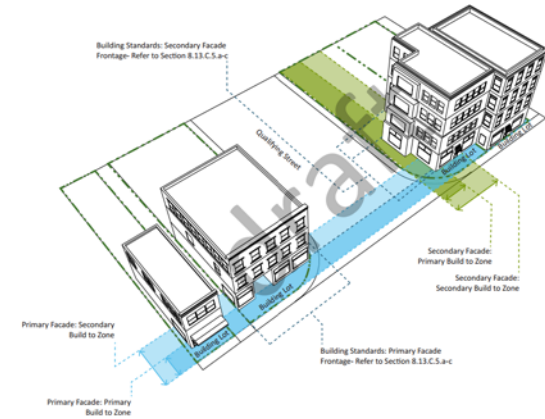
Williston Road – Tomorrow?

T4 URBAN MULTI USE
LOT FRONTAGE STANDARDS



Williston Road – Tomorrow?

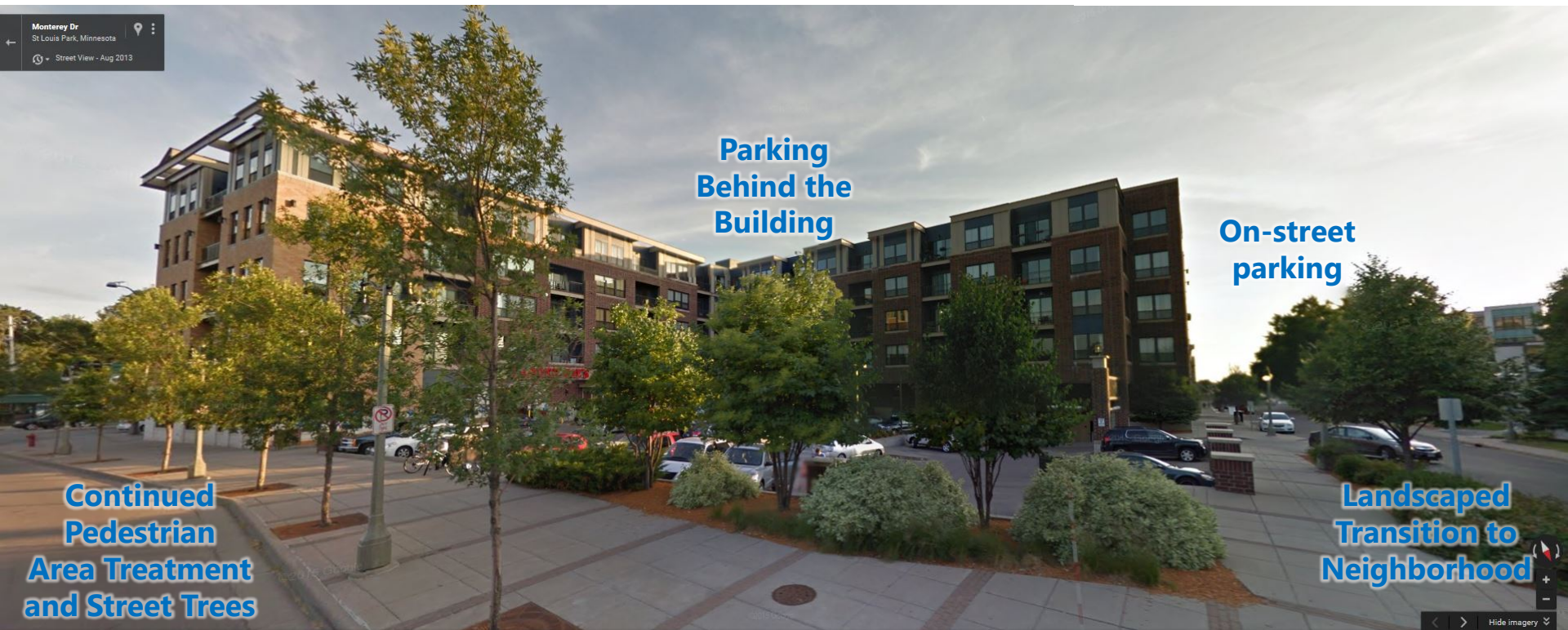
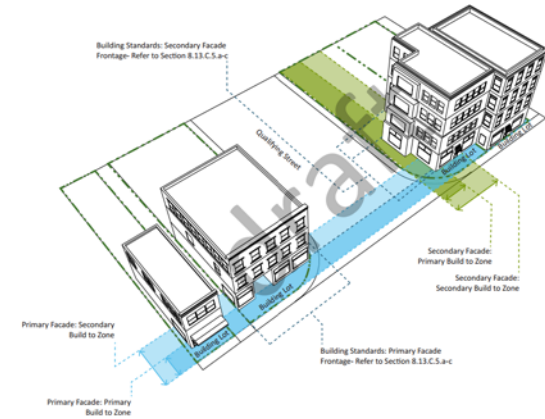
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Excelsior and Grand – Minneapolis, MN

Williston Road – Tomorrow?

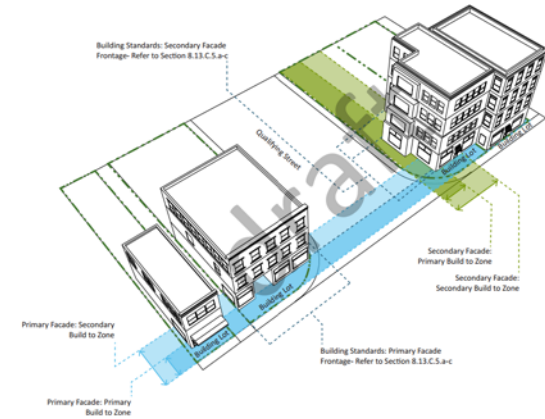
T4 URBAN MULTI USE
LOT FRONTAGE STANDARDS



Excelsior and Grand – Minneapolis, MN

Williston Road – Tomorrow?

T4 URBAN MULTI USE
LOT FRONTAGE STANDARDS



Broad Street – Richmond, VA

Breakout Groups

Williston Road Transportation Study *Break-out Group Discussion Points*

1. What is the top issue or concern you have for the Williston Road corridor?

2. What is most important to you on the corridor? [Pick 3]
 - ☐ Improved traffic flow
 - ☐ Safer and more accommodating for cyclists
 - ☐ Safer and more accommodating for pedestrians
 - ☐ Safer and more accommodating for transit users
 - ☐ Raised median
 - ☐ More trees and landscaping
 - ☐ More development
 - ☐ Less development
 - ☐ More parks and open space
 - ☐ Fewer curb cuts
 - ☐ Additional parallel streets; extended grid network



Williston Road Transportation Study *Break-out Group Discussion Points*

3. How can cyclists be better accommodated in this section of Williston Road?

4. How can pedestrians be better accommodated in this section of Williston Road?

5. How can transit riders be better accommodated in this section of Williston Road?

6. Do you support the idea of an expanded street network (grid) to the north and south of Williston Road.



Next Steps

- **Alternatives Evaluation**

March – May

- **Selection of Preferred Alternative**

June

- *Public Meeting*

- *City Council Meeting*

- **Scoping Report**

July

