



CHITTENDEN COUNTY RPC Communities Planning Together

#### North Williston Road MULTIMODAL SCOPING STUDY

ALTERNATIVES PRESENTATION MEETING

Town Selectboard Meeting | December 19, 2017



### **Alternatives Presentation Agenda**

- Project Purpose and Schedule
- Takeaways From Previous Meeting
- Proposed Alternatives:
  - Traffic Calming Enhancements
  - Cross-Section Alternatives
- Impacts, Effectiveness, and Costs
- Feedback and Discussion
- Next Steps



### Study Area





#### **Project Goals & Schedule**

#### **GOALS**:

- **Evaluate** the existing traffic and safety operations
- Identify opportunities and constraints for improvement
- **Propose** preferred treatments for an improved transportation system



#### **Purpose and Need Statement**

#### Purpose

To ensure that North Williston Road is a **resilient** travel corridor and that **all travelers**, including vehicles, pedestrians, and bicyclists, can travel **safely and efficiently** along the corridor.

#### Need

- Traffic demands and termination of Circ. Highway
- Proposed reconstruction of River Road intersection
- Erosion and drainage issue
- Lack of bicycle facilities
- No holistic corridor plan
- Continued regional land use development



### Local Concerns Meeting – May 2, 2017

General discussion from the Public:

- Vehicle **speeds** are too **high**
- Aggressive drivers make risky decisions
- No place to **walk or bike** north of Mountain View Road
- Regional traffic / through traffic adds to concerns

Comment from the Selectboard:

Is it possible to maintain or enhance livability and accommodate traffic needs?



#### Results of Online Survey: Most Common Concerns





#### Results of Online Survey: Most Common Segments of Concern





#### Results of Online Survey: Most Desired Roadway Improvements











- Curbed Medians
- Edge Line Rumble Strips
- Centerline Rumble Strips
- Speed Humps / Speed Tables
- Radar Speed Feedback Sign
- Warning Sign with Beacon
- Placemaking Treatments
- RRFB



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- RRFB



Where: At Mountain View Road and along straightaway sections How they work: They deflect the path of vehicles and make lanes feel narrower



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Where: North of Mountain View Road, in curved and straight sections How they work: Milled sections of pavement would deter drivers from unsafe passing and protect bicyclists Negative: Noise; only can be placed where a full bike lane exists



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Where: North of Mountain View Road, in curved and straight sections How they work: Milled sections of pavement would deter drivers from unsafe passing and keep cars in their lanes Negative: Noise



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Where: Long, straight sections, regularly spaced

How they work: Raised areas of pavement with a long flat top. Can **slow vehicles** down to 30 mph.

**Negative:** Plowing, may slow emergency responders



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Where: Anywhere speeding is most common How they work: Displays an oncoming vehicle's speed to induce drivers to slow down to the speed limit. Most effective in urban and village contexts Negative: Already exists on corridor (southbound, south of Mountain View Road)



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Where: Ahead of curves into the hollow How they work: Enhanced indication of hazard and advisory speed

RRFB



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Where: Context sensitive; Villages How they work: Indicates to drivers they are traveling through a neighborhood and complex roadside activity may be present

• RRFB



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#### Where: Crosswalks where warranted How they work: Beacons enhance presence of pedestrian

**Negative:** Only noticeable when pedestrians are crossing, doesn't calm traffic otherwise



### **Possible Traffic Calming Feature Locations**







### **Cross Section Alternatives**



### Cross Section Alternatives: South of Mountain View

0. "Do Nothing"





### 0. Do Nothing

South of MVR Alternative **0 of 1** 



Does not meet project goals

# 1. Widen Sidewalk to Create Path

South of MVR Alternative **1 of 1** 



Improved pedestrian and bicyclist environment Impacts to ROW, landscaping, sensitive soils, and other features

#### **Example Impacts**

#### South of MVR Alternative **1 of 1**





### Cross Section Alternatives: North of Mountain View





### 0. Do Nothing

North of MVR Alternative **0 of 3** 



Does not meet project goals

#### **1. Widen Road for Bike Lanes**

#### North of MVR Alternative **1 of 3**



**Comfortable on-road bicycling** No pedestrian accommodations Impacts to roadside features and terrain

#### **Example Impacts**

#### North of MVR Alternative **1 of 3**





### 2. Shared Use Path

North of MVR Alternative **2 of 3** 



#### Minimal on-road bicycling

Pedestrian and beginner bicyclist accommodations Greater impacts to right of way, stream, slopes, landscaping

#### **Example Impacts**

#### North of MVR Alternative **2 of 3**



## 3. Bike Lanes + Shared Use Path Alternative 3 of 3



Comfortable for range of bicyclists Pedestrian accommodations Greatest impacts to right of way, stream, slopes, landscaping

#### **Example Impacts**

#### North of MVR Alternative **3 of 3**









#### **Alternative Comparison**

Cross Section Alternatives								
		South of Mountain View Road			North of Mountain View Road			
		0	1	0	1	2	3	
	Metric	No Build	Widen Path	No Build	Widen Road, No Path	New Path, Existing Road	New Path, Widen Road	
Cross-Section Elements								
Travel Lanes	Width, Number	Two 10-foot Lanes	Two 10-foot Lanes	Two 11-foot lanes	Two 10-foot lanes	Two 10-foot lanes	Two 10-foot lanes	
On-Road Bicycle Facilities	Yes/No	3-foot shoulders only	3-foot shoulders only	No; 1-foot shoulders	Yes	No, 2-foot shoulders	Yes	
Total Pavement Widening	Distance	0 ft	0 ft	0 ft	4 ft	0 ft	4 ft	
Shared Use Path	Yes/No	No; 6 ft walk only	Yes; 10 ft	No	No	Yes; 10 ft	Yes; 10 ft	
Total Cross-Section (typical)	Distance	37	41	24	30	39	45	
Impacts								
Right of Way	Each	0	16	0	0	16	23	
Large Specimen Trees <sup>1</sup>	Number	0	25	0	1	30	30	
Utility Poles	Number	0	2	0	9	3	13	
Stone walls and fences	Length (LF)	0	420	0	100	50	100	
Clearing / Slope Impacts	Area (1000 SF)	0	0	0	0	23	28	
Stream / Ditching Impacts	Length (LF)	0	0	0	6600	3300	6600	
Cost								
Order of Magnitude Cost Estimate <sup>2</sup>	(Range, \$)	\$0	\$450000 - 680000	\$0	\$1.5 - 2.4 million	\$3 - 4.9 million	\$3.9 - 6.3 million	

<sup>1</sup> - Does not include wholesale clearing of trees in wooded sections

<sup>2</sup> - Does not include costs associated with Right-of-Way



### **Next Steps**

- 1. Compile Feedback and Update Alternatives
- 2. Draft Final Scoping Report
- 3. Present Draft Final Report (Public Meeting: February 27)
- 4. Project Wrap Up

#### **Opportunities for Public Input:**

- One more public meeting
- Project website: www.ccrpcvt.org/north-williston-road-scoping-study
- Email us!



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More Information: www.ccrpcvt.org/north-williston-road-scoping-study