



History of North Williston Road & Mountain View Road Intersection

July 2012 - Resource Systems Group Inc. (RSG) via Chittenden County Regional Planning Commission (CCRPC) finalized the North Williston Road and Mountain View Road Intersection Study. Information obtained from VTrans Traffic Highway Research unit determined that the intersection is considered a High Crash Location (HCL).

The study investigated six proposed alternatives:

1. No build
2. Switch Stop Sign Orientation
3. All-Way Stop
4. Second Lane on Mountain View Road approach
5. Single Lane Roundabout
6. Traffic Calming and Safety Measures
 - a. Transverse rumble strips
 - b. Pavement marking and sign upgrades
 - c. Speed table/Raised intersection
 - d. Radar Speed feedback signs
 - e. Raised Median Islands
7. Flashing Warning Beacons

The preferred alternative chosen by the Selectboard in July 2012 was a combination of alternatives reviewed. A 4-way stop intersection was ruled out then because the studied traffic volumes did not meet the warrant required by the Manual on Uniform Traffic Control Devices (MUTCD) at the time. In 2013 updated MUTCD compliant signage was installed leading up to the intersection.

In 2017 the Selectboard approved a scoping study for all of North Williston Road. The study did not include the North Williston/Mountain View intersection since it had been previously studied. Many citizens requested the 4-way stop be reevaluated based on updated traffic volumes and the Selectboard tasked staff with having that analysis undertaken.

As an amendment to the contract, the CCRPC agreed and was able to fund the additional analysis. The analysis has determined that the traffic volumes and delays now warrant a 4-way stop installation at the Mountain View/North Williston Road Intersection.

Table 1 from the Traffic Study:

Major Street Approaches

Northbound: North Williston Road
 Total Approach Volume: 2,277
 85% Speed < 40 MPH.

Southbound: North Williston Road
 Total Approach Volume: 3,035
 85% Speed < 40 MPH.

Minor Street Approaches

Eastbound: Mountain View Road
 Total Approach Volume: 2,263

Westbound: Governor Chittenden Road
 Total Approach Volume: 134

Warrant Summary

Criteria A - Interim Measure	Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.	
Criteria B - Crash Experience	Not Satisfied
Number of crashes (0) is less than the minimum required (5).	
Criteria C - Minimum Volumes and Delays	Satisfied
Average Delay Per Vehicle (57) is more than minimum required (30). Average of 8 highest hours exceeds volume criteria.	
Criteria D - 80% of Volumes, Delays, and Crashes	Not Satisfied
Average Delay Per Vehicle (57) is more than minimum required (30). Number of crashes (0) is less than the minimum required (4). Average of 8 highest hours exceeds volume criteria.	