

# Hinesburg, VT 116 Corridor Study

## Steering Committee Meeting

11/6/13

### Introduction by Alex Weinhagen

- Welcome to our 4<sup>th</sup> meeting
- Purpose of tonight's meeting: review alternatives and to supplement them with local knowledge
- Modeling still in progress, should have results in a week or so
- Likely not ready for a public meeting in December, should push the meeting to January and have another steering committee meeting in December instead

### Presentation by Lucy Gibson

- Review of project goals: efficient vehicular movement, walkability, minimize stormwater, increase transit, provide a safe and efficient bicycle network

### *Silver Street*

- Peak hour traffic at this intersection is not as bad as it could be because people are letting each other go
- Hard to gauge the speeds of oncoming cars through intersection
- Dealing with unintended consequences of the current design
- A signal here would be useless – traffic already backed up from Charlotte/116 intersection
- Concerns over proposed crosswalk; crossing 2 lanes of traffic, 3 lanes of pavement
- Let's look at alternatives, should be flagged
- Silver Street would be an ideal location for a roundabout as a gateway to town – however, grade issues for roundabout strategy – been talked about for 20 years

### *116/Charlotte*

- L&D recommendations – supported by VTRANS
- Has already been pursued and urged by the town
- Current signals are not advanced enough to deal with the intersection
- Backups at Lantman's not always at peak hours
- Green phase extremely short
- There is an issue with the detector, new technology, identifies dark colored cars as shadows and does not trigger a change
- This is the worst intersection but it's not isolated in the transportation network
- Hannaford's proposal rejected left turn lanes, informal turning arrangement

- Room for up to 4 lanes, lanes would be narrow
- Lantman's will likely be leased as retail space if Hannaford's opens (80-90 spaces in lot)
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- Longer green phases will worsen backups on 116
- VTRANS: looking at models and finding ways to optimize signals at this intersection
- Right on red @ Lantman's: pedestrian sight issue
- Roundabouts need to be a solution for slow and efficient vehicle movement
- VTRANS: there are contaminated soils at the 116 and Charlotte Rd. intersection

#### *Mechanicsville/116*

- Possible one way strategy – not much support from steering committee
- More of an opportunity rather than solving a specific problem
- Mechanicsville Rd not a top priority of this study
- However, the issue with the intersection is its design – wide and allows for speeds up to 50 mph
- Pedestrian safety issue, maybe this alternative could focus on this instead
- No need for on-street parking or bike/pedestrian mobility on Mechanicsville
- Fix here should go forward only if it has positive impacts on other intersections
- Most people on this road are commuters or dropping their children off at school

#### *Commerce Street*

- Diagonal pedestrian crossings should be explored, scramble phase
- On street parking configuration – there is currently a bioswale that would need to be moved
- Also: on-street parking in this location would have no relation to surrounding development because the adjacent plaza has a large parking lot along 116
- There should be a sidewalk though that eventually extends to Mechanicsville
- State/Main in Montpelier example
- Textured crossings: problematic with traffic
- Expensive and needs to be installed on hot pavement; can last 10-12 years with the right conditions
- Stamped concrete could be a feasible option – Danville example
- Rendering of this for public meeting would be helpful
- VTRANS: consider town ownership – would allow much greater innovation and flexibility and would still be under state paving program and eligible for federal funding
- 116 in village area: about 9/10 of a mile, eligible for about \$10,000 class 1 funds
- CVU: still eligible as a high crash location
- If roadway is town owned, things like on street parking and narrower lane widths can be explored
- Biggest issue: snow removal, signal maintenance

### *CVU/116*

- ROW process is currently underway, but will take around 18 months
- Latest outlook: late 2016, early 2017
- Temporary fixes to help pedestrian crossings at this intersection should be explored

### *West Side Street*

- Si: modeling will be completed in phases
- Models should account for projected growth in the area
- Connection to Silver Street: off the table because of new development

### *Farmall Drive*

- Never planned for on-street parking
- With on-street parking, there isn't any room for bikes, even at 24 feet
- We would like to see sharrows over on street parking, or 9 ft. travel lanes and bike lane(s)
- Less a need for parking, more concerns about volume, speed, and safety
- Speed humps are a possible option for controlling speeds, but can be problematic for fire and emergency response vehicles
- Rumble strips will likely upset neighbors because of loud noise generated
- VTRANS: design of this road should depend on who is using it – locals wont speed, but if it's a through street expect higher speeds
- What about other additions to the street network, i.e. Central Road
- Phase "1b", Cheese Factory Rd. already exists
- Issues with wetlands, will be costly
- For West Side Street as a bicycle option – it would be great to maintain a consistent feel for cyclists
- Experimental striping on Charlotte – 12 to 9 ft. was a success, resulted in safer driving conditions

### *Traffic Calming*

- Can function as gateways to Hinesburg
- It may be a good strategy to start where there isn't a lot of development
- Could be potentially included in current CVU/116 intersection project
- Traffic calming may be effective, but as soon as people are familiar they may resume fast speeds

### *Roundabouts*

- Let's focus on intersections that need it most from a functional standpoint
- Balanced flows entering roundabouts a concern
- Riggs Road has potential for a roundabout; and cheaper than a light for a developer to build

- Drivers along 116 may think that they always have priority
- Alex: moving towards the public meeting, the 'general' roundabout discussion is of limited value, instead lets target a location with a solid recommendation, should be determined after obtaining relevant traffic data
- Barre/Montpelier roundabout may be a better example because it is a commuter roundabout

### **Moving Forward**

- All agree to push public meeting, next steering committee meeting to be determined
- Next steering committee meeting early December, before 12/16