

Route 116 Corridor Study Steering Committee Meeting 1/29/14

Attendees

Lucy Gibson
Alex Weinhagen
Sai Sarepalli
Frank Koss
Christine Forde
Rolf Kielman
Dennis Place
Andrea Morgante

Not Present

Cathy Ryan
Robert Bast
Schuylar Jackson

Introduction

- Presentation by Lucy Gibson (Dubois and King)
- Review of draft recommendations and solicit feedback from committee
- Upcoming public meeting

Review of Goals and Objections

- Safety: slow speeds, 25 mile per hour target speed
- Efficiency: right-sized streets, target Level of Service: D
- Livability
- Environment
- Frank: we need to be careful about how we use level of service in the public meeting, don't want to "downgrade" level of service
- Group: Focus on efficiency, not slow traffic or worsen congestion

Strategies

- Street network
- Reduce speeds
- Pedestrian network
- Right size
- Integrate stormwater
- Town takeover
- New development standards

“Pipeline Projects” – change wording, may be confusing to some residents

- CVU rd. lane addition
 - Lantman’s signal
 - Charlotte Road to School
 - Commerce to Riggs sidewalk
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- \$30,000 estimate for engineering costs to move sidewalk, not in town budget, will likely occur in 2015, town would like to move project forward
 - Some data collection was completed as part of Hannaford project
 - CCRPC may be interested in providing funding
 - Utilities may complicate sidewalk relocation
 - Possible underground contamination
 - Can’t move sidewalk into State Right of Way, but if the town takes over 116 it may not be necessary

Building out Street Network

- 2 key connections – developers will likely address the rest
- 2015 modeling results
- Sai: model crashing for 2035 – will have results in a few days
- 2015 models with signal projects – 16-17 minutes Southbound
- 2015 with signal and Cheese Factory driveway – less than 15 minutes Southbound
- Andrea: In order for people to trust models, you must validate their underlying assumptions
- Models are not necessarily accurate and need to be calibrated
- Build street network there’s little change, we also need to decide how much trust to put into the models

Conclusion: completing street network is not a silver bullet to traffic congestion, but, there are a host of reasons to complete the network i.e. walkability, accessibility

- 2015 to 2035 marginal growth expected, mostly local
- Frank: People will utilize the alternate route if it saves them time

Recommendation: continue developing street network via Official Map, update guidelines, and implement traffic calming measures

- Bridge Costs: rough estimate of \$2.75 million
- Look into cost sharing strategies considering their joint public and private benefit, impact fees possible

Route 116 Corridor Plan

- Traffic calming
- Gateways
- Crosswalks
- Roundabouts
- Pedestrian/bicycle connections
- Stormwater

Riggs Rd Roundabout

- Potential developer funding
- Christine: have you discussed shared use path from Riggs Rd to CVU
- Rolf: not much direct frontage on 116 with future development plan
- Linear greenspace idea starting to take shape, should be formalized
- NRG contributions
- Act 250 changes imminent, fare share costing
- Shared use path should transition seamlessly into Commerce
- New imagery should be used for public meeting

Sidewalk in place of right turn lane from 116 to Commerce

- Well received by committee, especially with existing gap
- Would not change level of service (C) even with Hannaford

Streetscape Improvements

- Can't necessarily be done on state owned highway, but is essentially a community decision, will require more tax dollars for maintenance i.e. plowing
- Goals of town and VTrans are not synonymous

Silver Street Roundabout

- Grade issues? – will involve some fill, but no immediate environmental issues
- Can be made smaller, but center green area will also be made smaller as a result of trucks needing to turn
- Frank: Silver Street is unique, southbound traffic on 116 will be congested; roundabout will not work, people will not be courteous and traffic will worsen
- Sai: Yield time will allow northbound 116 traffic to enter
- Andrea: both are right, and illustrate the importance of a well-designed roundabout

Mini roundabout at Buck Hill

- May be too early for a gateway, but will improve as time goes on

116 Reclassification

- Cost is roughly equal to current ownership
- CVU light project will still be covered
- Still eligible for federal funding for intersection projects

Strategies for Public Meeting on 2/11/14 and increasing turnout – idea well received by committee

- Alex: There may be too much information on each slide, maybe we should prioritize
- Identify short, medium, and long term goals
- Get feedback from public meeting – sticky dot idea
- Show park and rides to emphasize transit
- Other possible venues – public house, school
- Open house concept where people can interact more and we can solicit more feedback
- Possibly start meeting after school to get parents comments (3-6)
- 15 minute presentation every half hour or hour
- Display informational poster
- Possibly add agenda to existing meeting
- Coincide with town meeting or on voting day
- Video of presentation at final meeting, VCAM
- Final presentation after town meeting
- Be mindful that some Hinesburg residents are reluctant to invest taxpayer money to improve commute times for those living outside of the town
- Improved commute times should be monetized to better illustrate the benefits to the broader community