

# Town of Hinesburg Planning Commission

January 27, 2015

*Approved 2/11/2015*

Members Present: Joe Iadanza, Aaron Kimball, Kyle Bostwick, Maggie Gordon, Rolf Kielman, Dennis Place.

Members Absent: Russell Fox, Tim Clancy, Neal Leitner.

Also present: Alex Weinhagen (Director of Planning & Zoning), Joe Segale (VTrans), Richard Watts (UVM), James Donegan, Frank Babbott, Carrie & David Fenn, Gill Coates, Frank Koss, Jon Trefry.

## **Community Forum on Traffic Congestion:**

The Planning Commission held a community forum to discuss traffic congestion issues in relation to the Commission's work to update the Town Plan. The Planning Commission plans to deliver a revised Town Plan to the Selectboard for review and action in May/June 2015.

Alex Weinhagen introduced the topic, and then gave a short presentation to outline some observations and recommendations from the Route 116 Corridor Study that was completed in June 2014. He then introduced two guest speakers – Joe Segale, Director of the Policy, Planning, Research Bureau, VT Agency of Transportation (VTrans); Richard Watts, Director of the Center for Research on Vermont, University of Vermont Assistant Professor - Community Development & Applied Economics; Transportation Research Center; Environmental Program. Joe Segale gave a presentation on the causes of traffic congestion as well as some strategies for managing it. Richard Watts spoke about the need for innovative solutions, particularly bolstering use of Hinesburg's public transportation service provided by CCTA (Chittenden County Transit Authority) and ACTR (Addison County Transit Resources). After the speakers, there was question and answer, and discussion with the audience. Discussion was free form and driven by attendees (i.e., unscripted). Some discussion topics included:

- Including in the Town Plan the community's policies or desire lines about the acceptable range of delay at various intersections (i.e., defining desired "level of service").
- Addressing existing congestion issues via planned intersection improvements before allowing new village-area development.
- Balancing traffic congestion in a village setting – e.g., what level of traffic congestion is acceptable.
- Noting that 7-8 minutes of delay during peak traffic times is minor relative to other areas (especially urban areas) with far longer delays and congestion.
- Ways to shave off 10% of traffic volume in order to get intersections to operate better – i.e., within their capacity.

The forum adjourned at 9:30pm.

Respectfully submitted,  
Alex Weinhagen, Director of Planning & Zoning