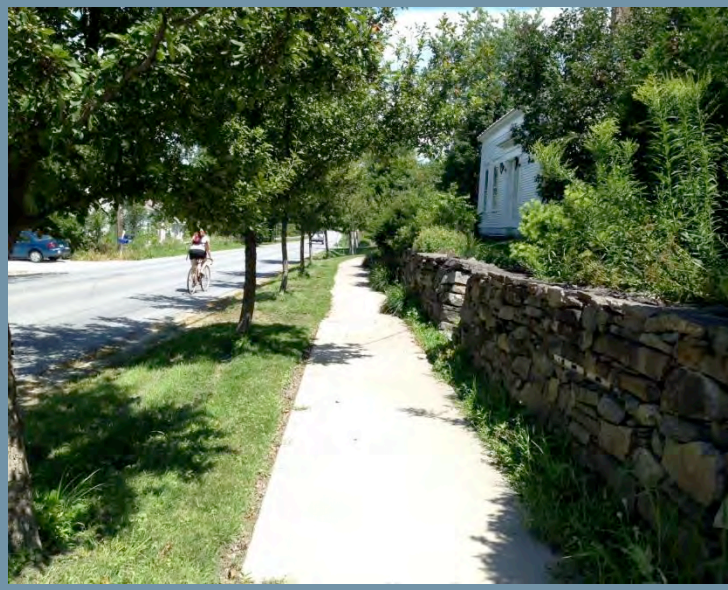
Route 116 Corridor Study Hinesburg



Community Forum

February 11, 2014

Hinesburg
VERMONT
chartered
1762

DuBois & King inc.

What is a corridor study?

- Comprehensive -- not just the highway right of way.
  - Land use/Zoning
  - Economic Development
  - Safety
  - Traffic
  - Bicycles
  - Pedestrians
  - Community Character
  - Environmental Resources
- Proactive –avoid future problems through planning.
- Visionary – responds to what the community wants to see in the future.
- Collaborative – involves a variety of stakeholders and interests.

Project Team

- CCRPC
  - Christine Forde
  - Sai Sarapelli
- Town of Hinesburg
  - Alex Weinhagen
- DuBois & King
  - Lucy Gibson
  - Paul Greilich

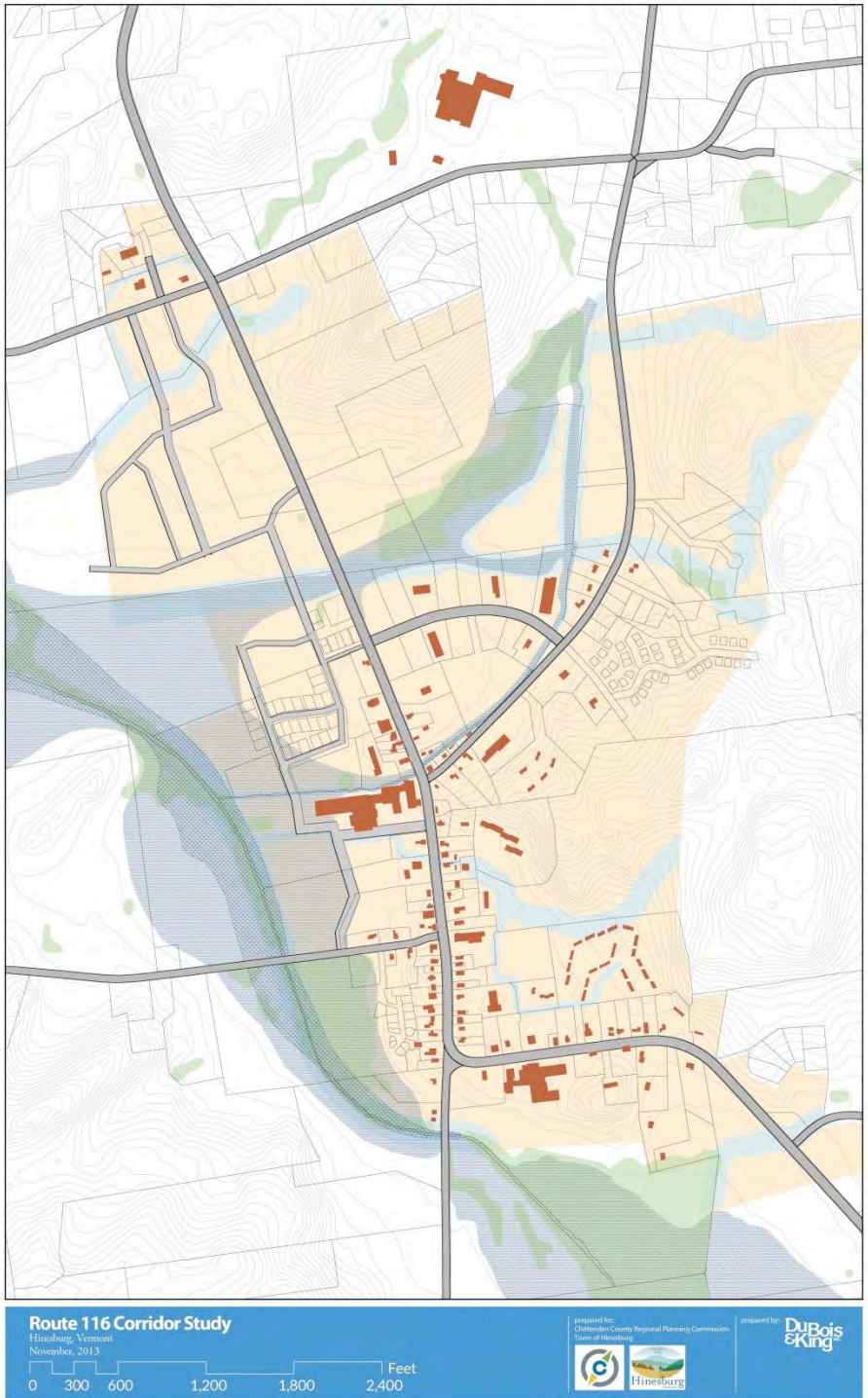
- Advisory Committee
  - Rob Bast
  - Tyler Billingsley
  - Schuyler Jackson
  - Rolf Kiehlman
  - Frank Koss
  - Andrea Morgante
  - Dennis Place
  - John Roos
  - Cathy Ryan

Project Schedule

Month	Activities
July-August	Steering Committee Meeting, Data Collection
September	Public Meeting to gauge concerns and gather ideas
October-December	Develop Strategies to consider
January	Public Meeting to Review strategies and gather input
February	Refine strategies and develop recommendations
March	Present final recommendations and report

Process

- Define existing conditions and goals
- Explore Strategies
- Evaluate and Select Strategies
  - Infrastructure
  - Street Network
  - Planning and Management
- Prioritize and Implementation Plan



Goals and Objectives

- Safety
  - Slow steady flow with no surprises, avoid conflicts
- Efficiency
  - Maximize efficient use of existing infrastructure before expanding
- Livability
  - Streetscape designs for an attractive walkable village
  - Support compact, mixed use development for a vibrant village
- Environment
  - Minimize stormwater runoff with right-sized, efficient designs
  - Integrate stormwater management into public and private projects

Tonight's Meeting

- Current Issues and Plans
- Project Goals
- Corridor Strategies
  - Infrastructure Projects
  - Non-Infrastructure
- Hands-on Input

Big Issues

- Peak Hour Traffic Congestion (both directions)
- Incomplete Pedestrian and Bicycle Network
- Lack of Alternate Routes through Town
- Tension between Route 116's role as a Main Street and Commuter Route

Planned Projects

- CVU Road intersection project (2015 or later)
- Lantman's/Charlotte Road signal phasing changes
- Sidewalks
  - Charlotte Road to School, west side of Route 116
  - Commerce Road to Riggs Road, east side of Route 116

Route 116/CVU Road Project

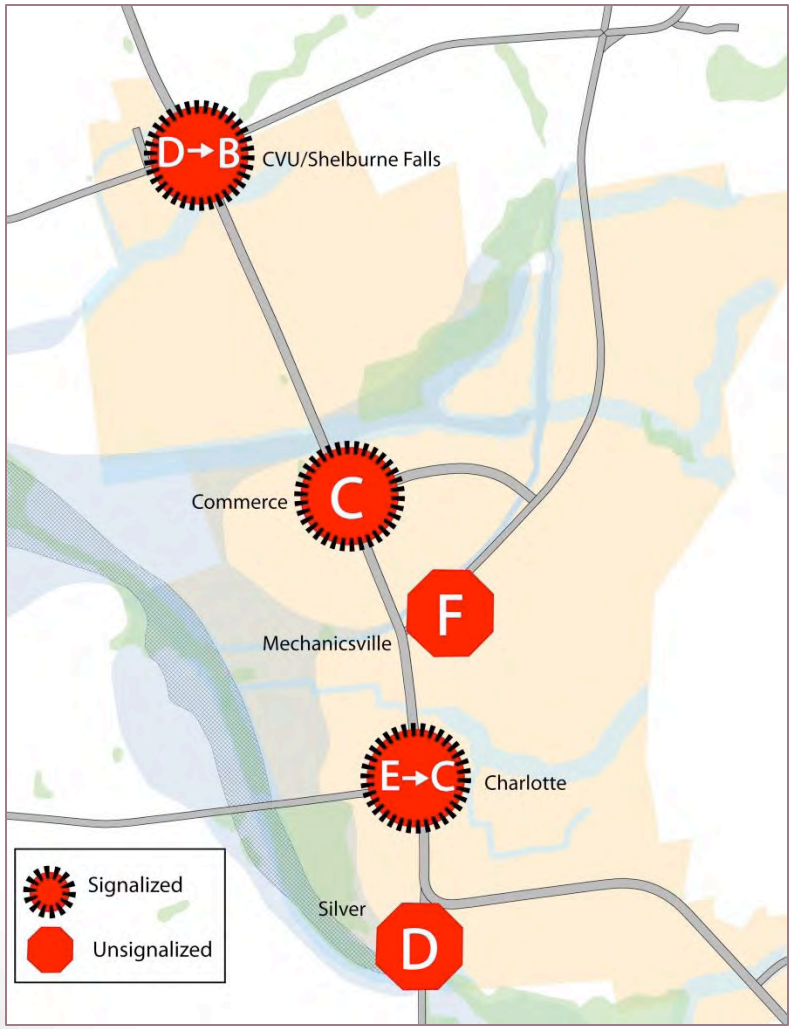
Route 116 Charlotte Rd/Lantman's Project

- Sidewalk relocation for improved visibility of Lantman's exit
- Change signal phasing to allow concurrent east/west movements

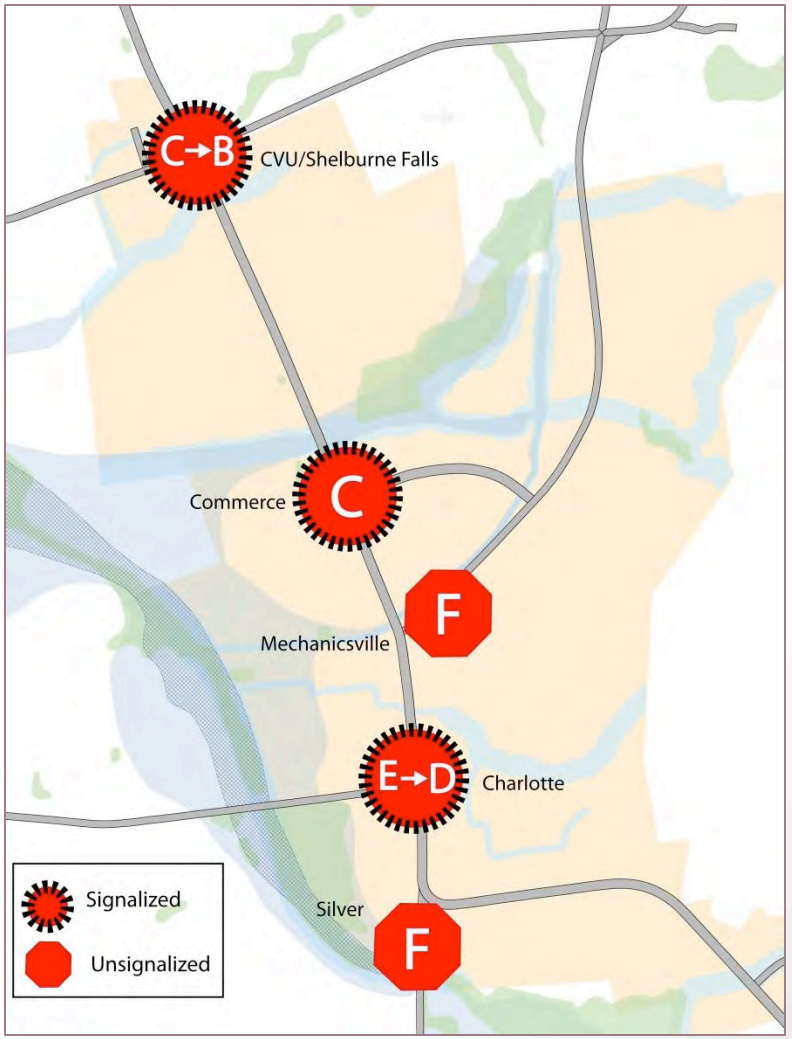
Intersection Levels of Service (LOS)

Existing -> Planned Projects

AM Peak Hour

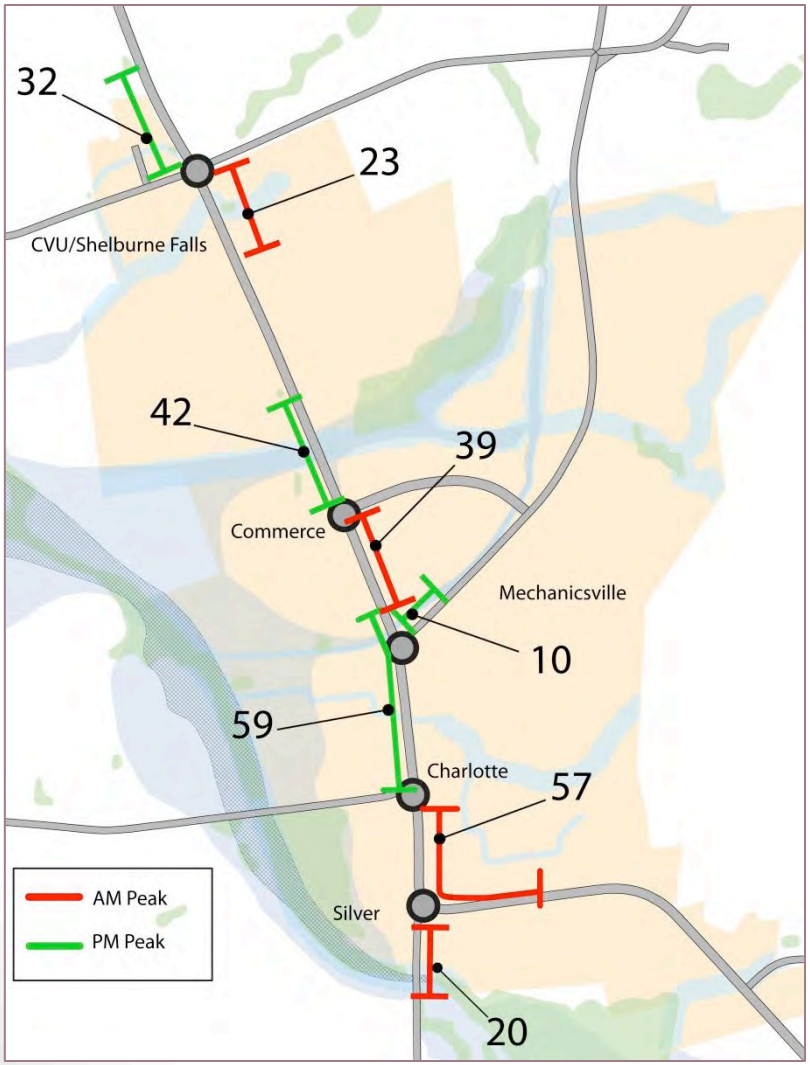


PM Peak Hour

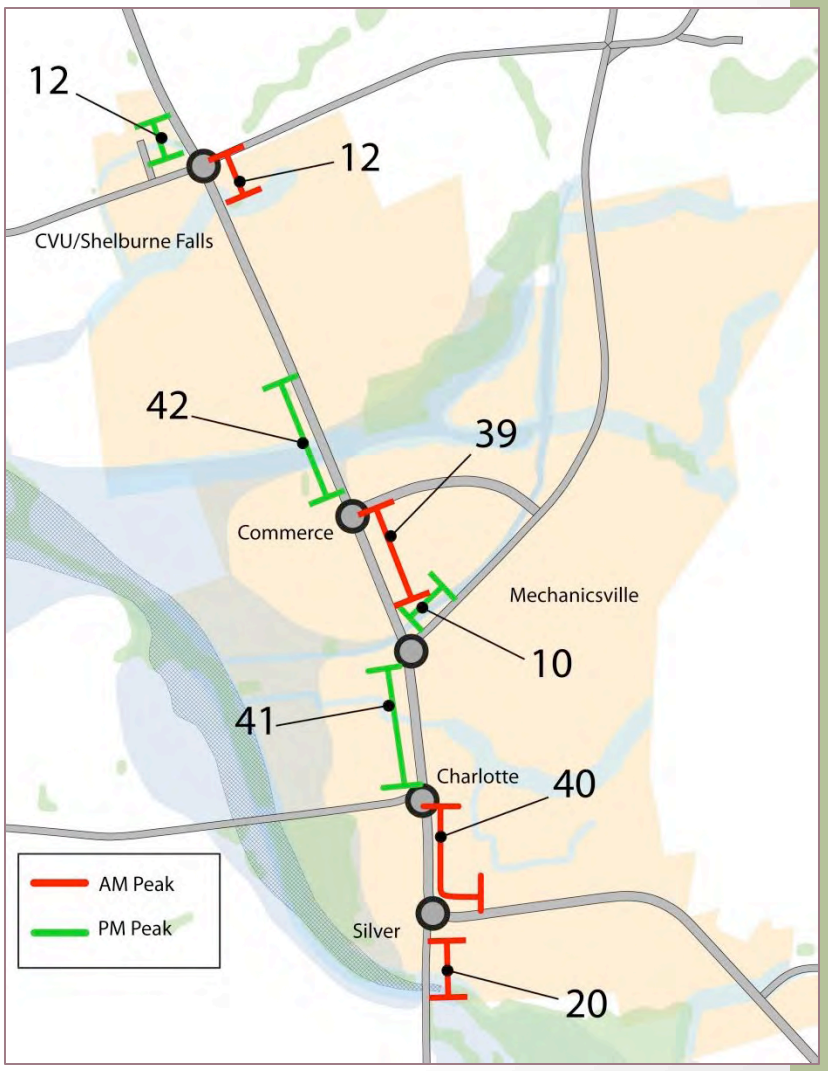


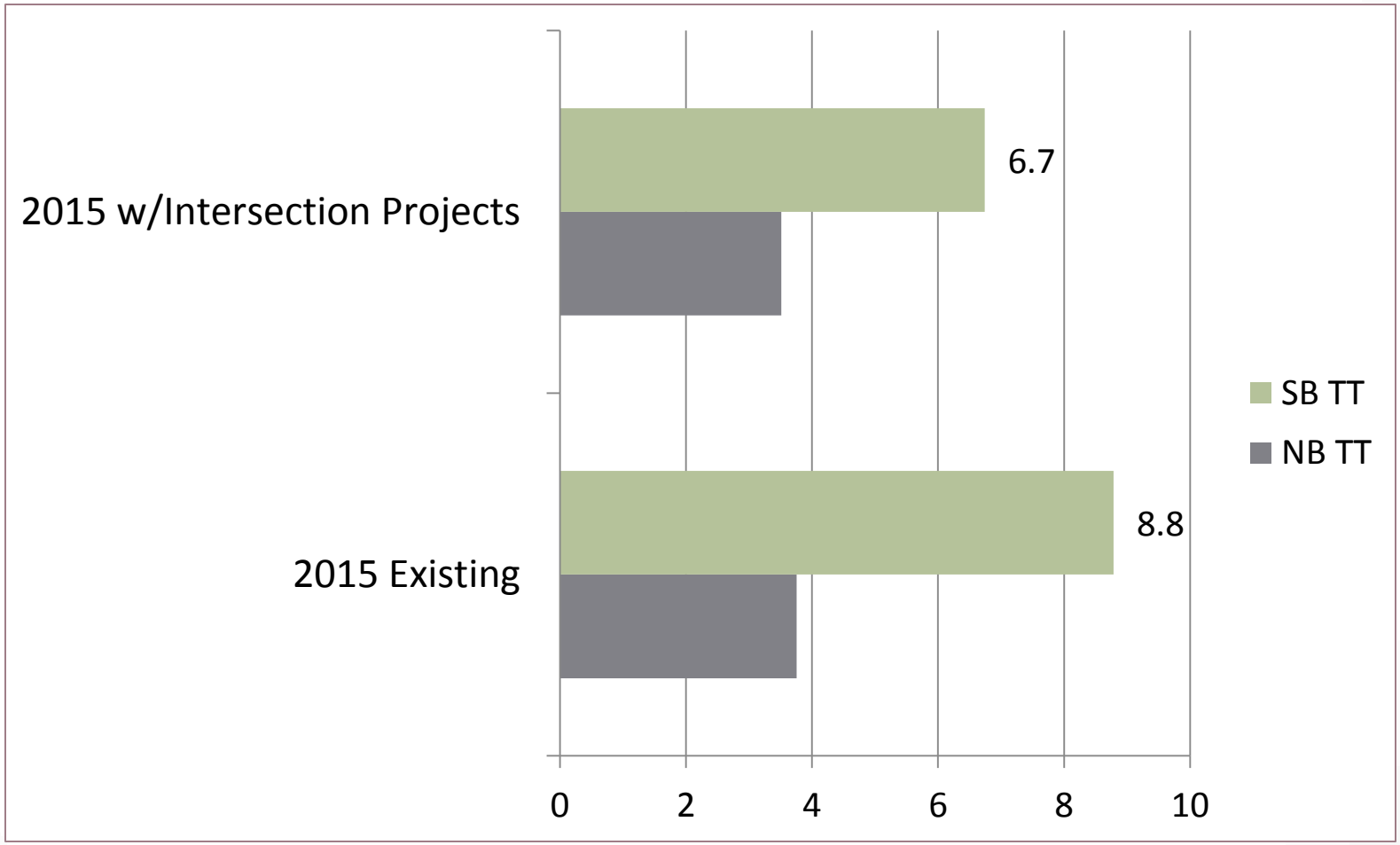
Peak Hour Queue Lengths

Existing Queue (car lengths)



Queues with Planned Projects



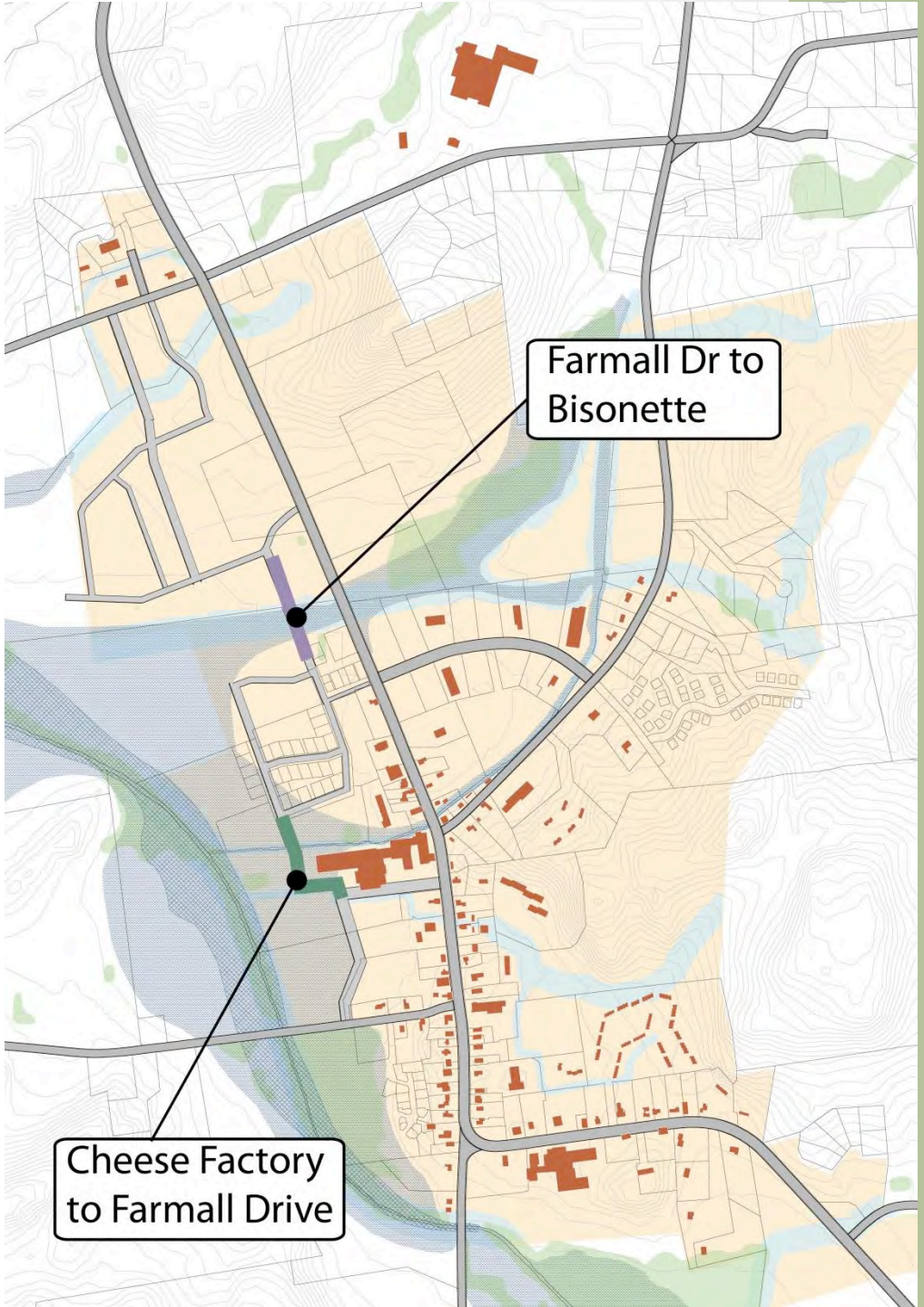

2015 w/Intersection Projects
2015 Existing
6.7
8.8
SB TT
NB TT
0
2
4
6
8
10

REVIEW OF STRATEGIES

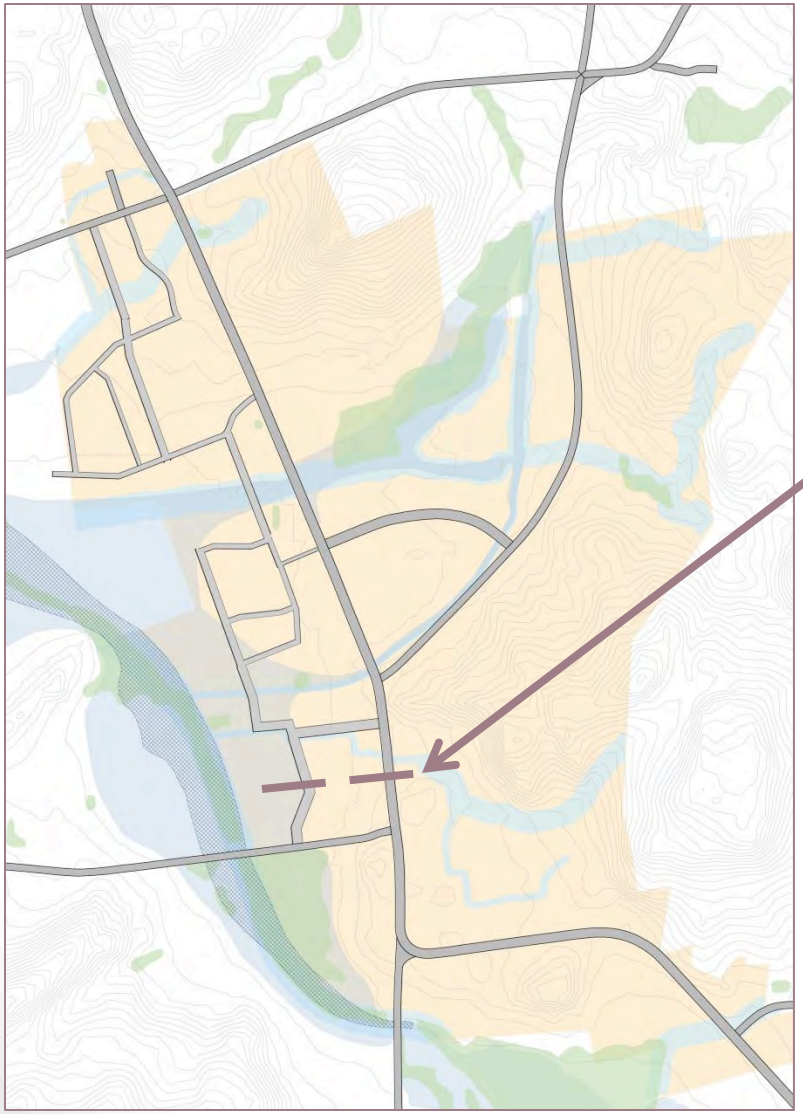
Route 116 Corridor Strategies

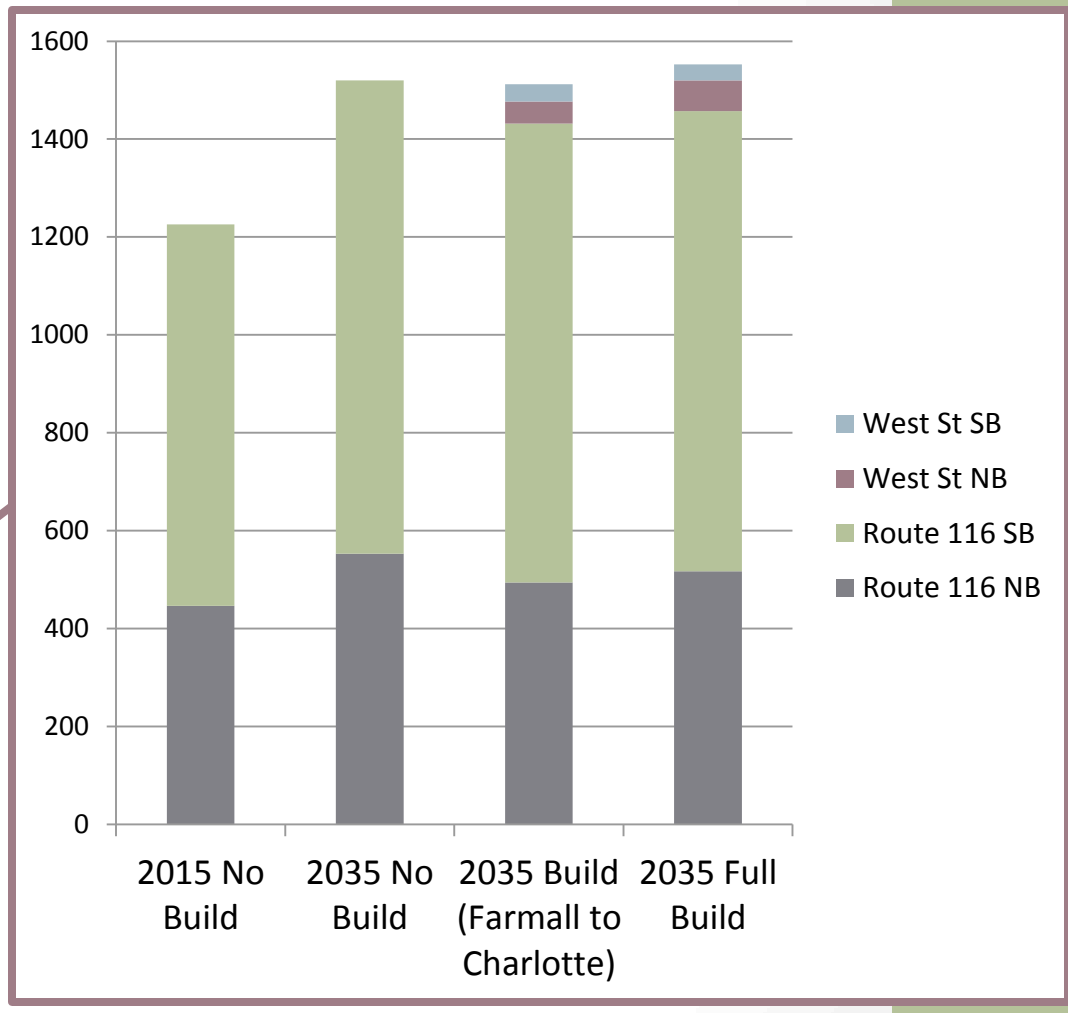
Building a Street Network

- Intended to support compact, walkable development in village
- Requires two bridge structures to complete
- Traffic modeling conducted to determine effects of network

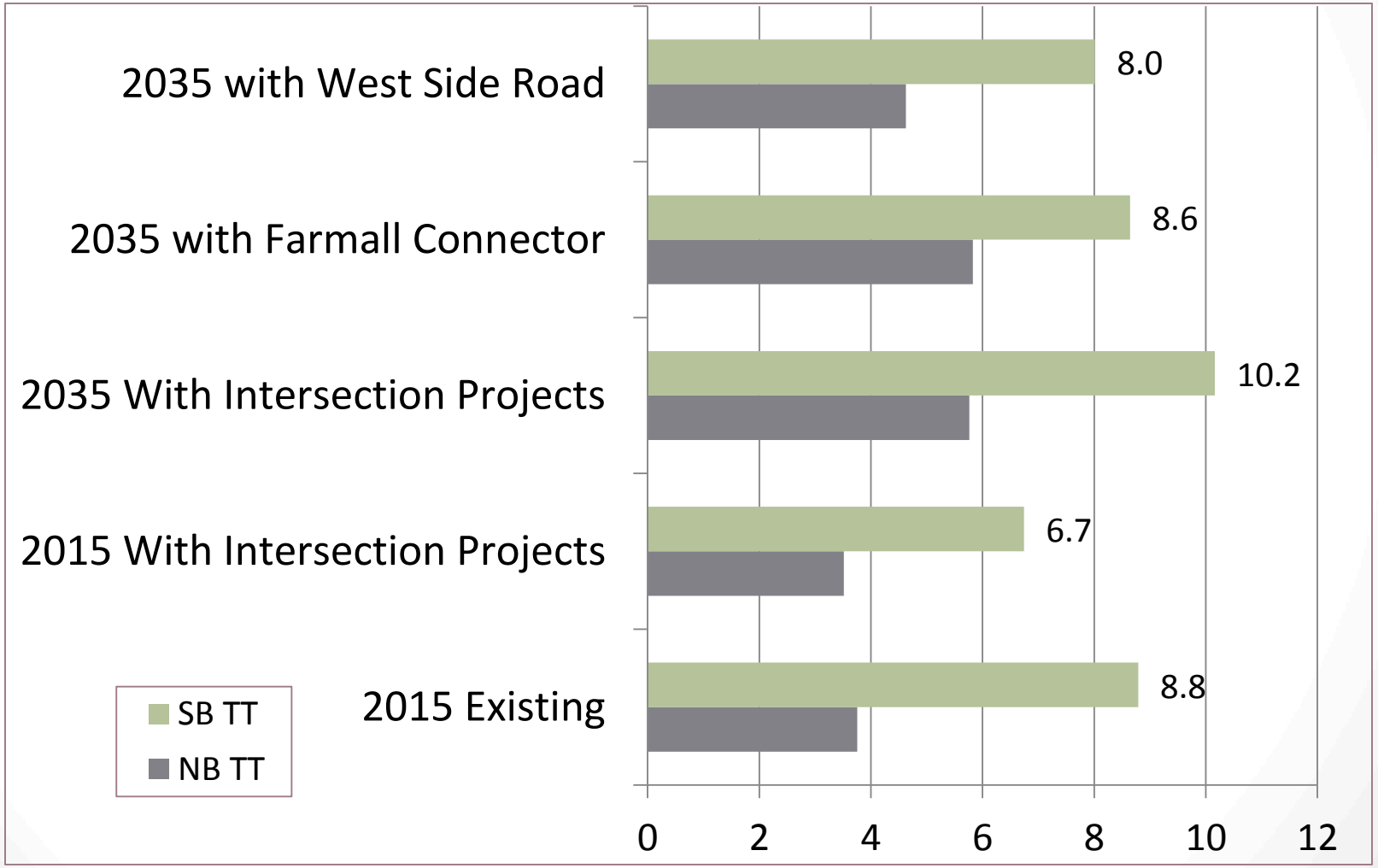


Network Modeling Results





Travel Time Results:
CVU Road to Silver Street

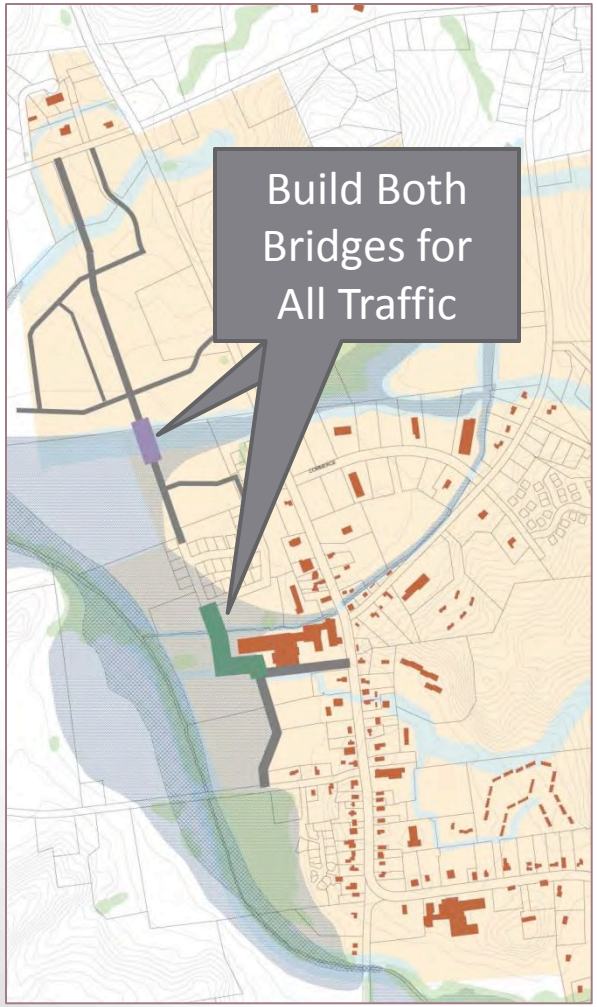


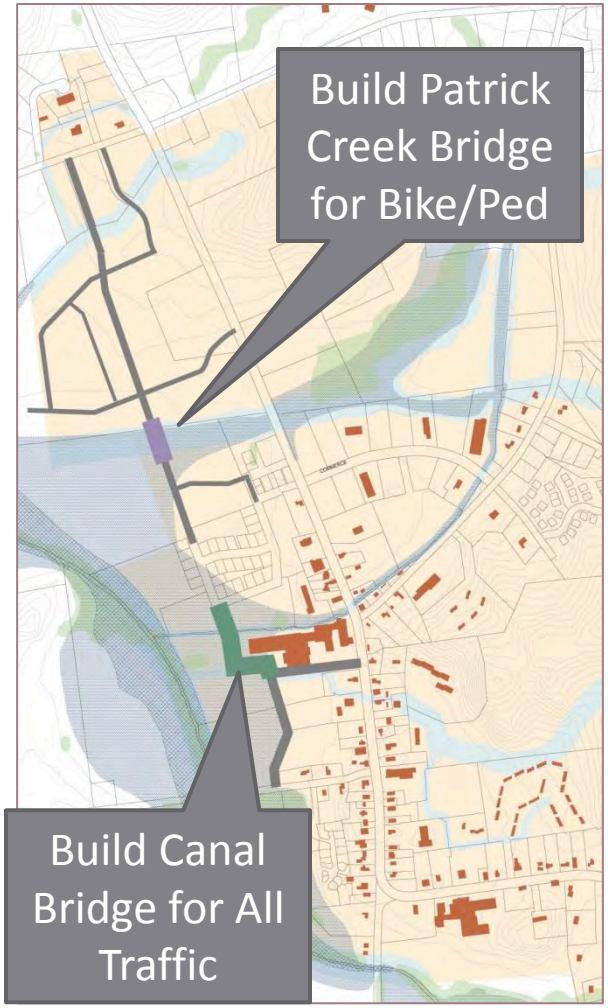
Model Analysis Conclusions

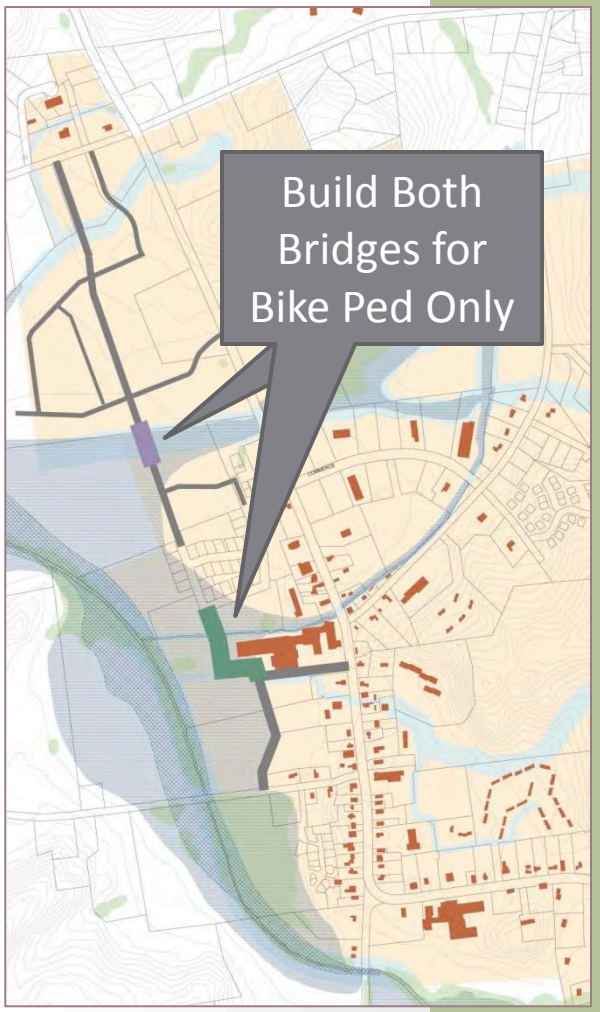
- Planned signal projects reduce peak hour travel times 23%
- Street network results in small reduction in Route 116 volume and travel time reduction:
  - 15% for Farmall to Charlotte Connector
  - 7% for Shelburne Falls to Charlotte Road Connector
- Little diversion onto the West Side street network

Bridge Options

- All Traffic versus Bicycles and Pedestrians Only

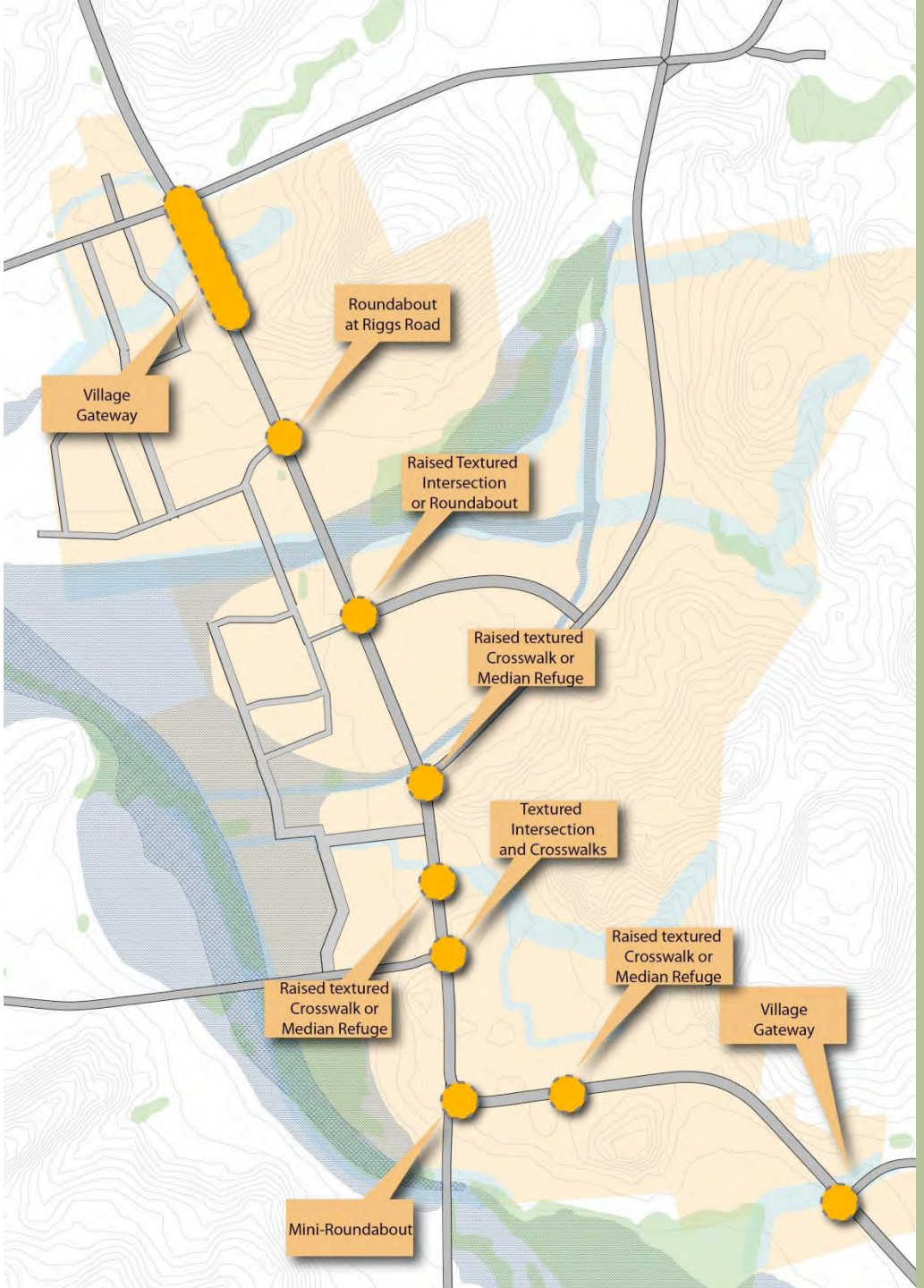






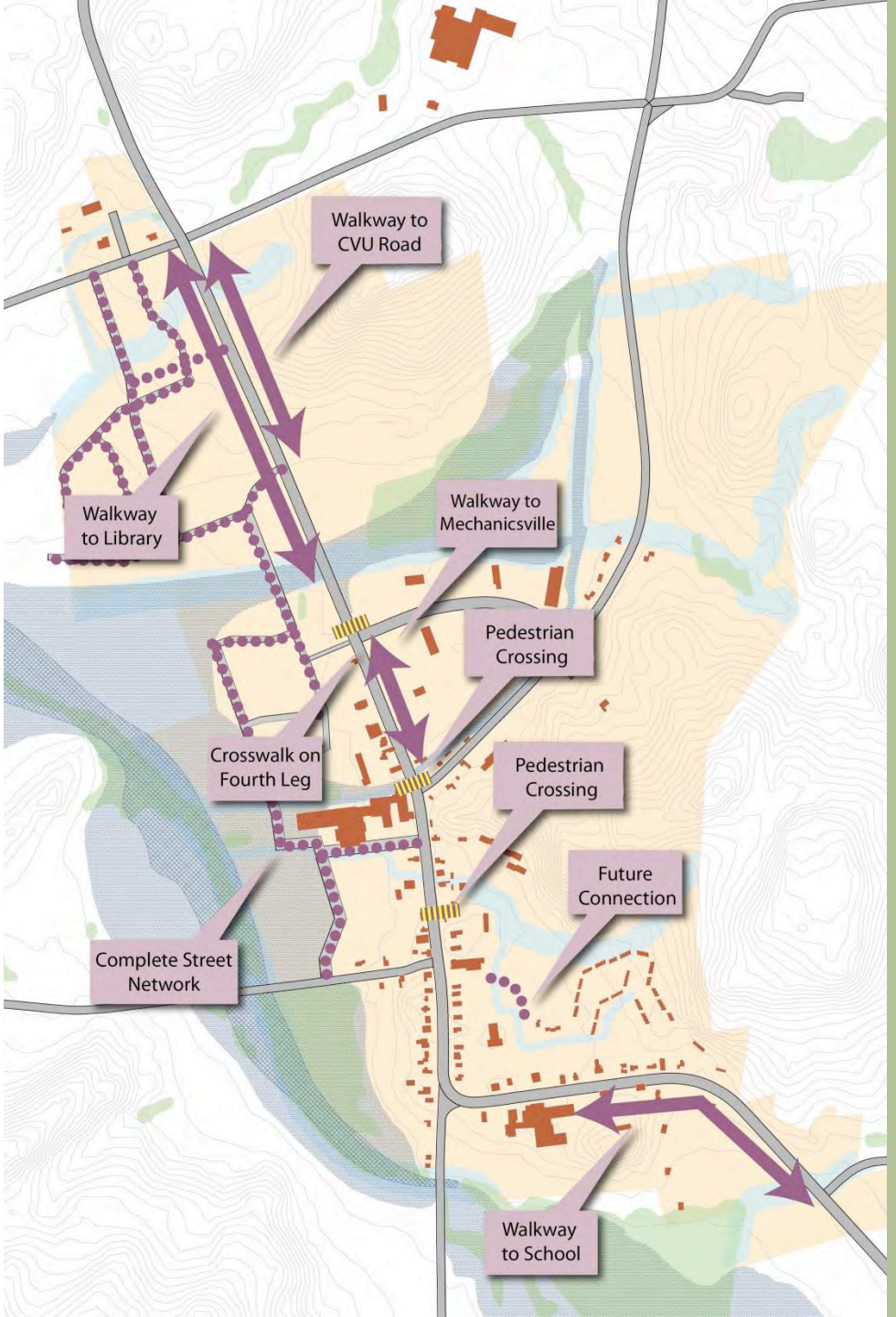
Traffic Calming

- Supports Goals:
  - Reinforce Speeds of 25 mph
  - Safety for all users, particularly pedestrians



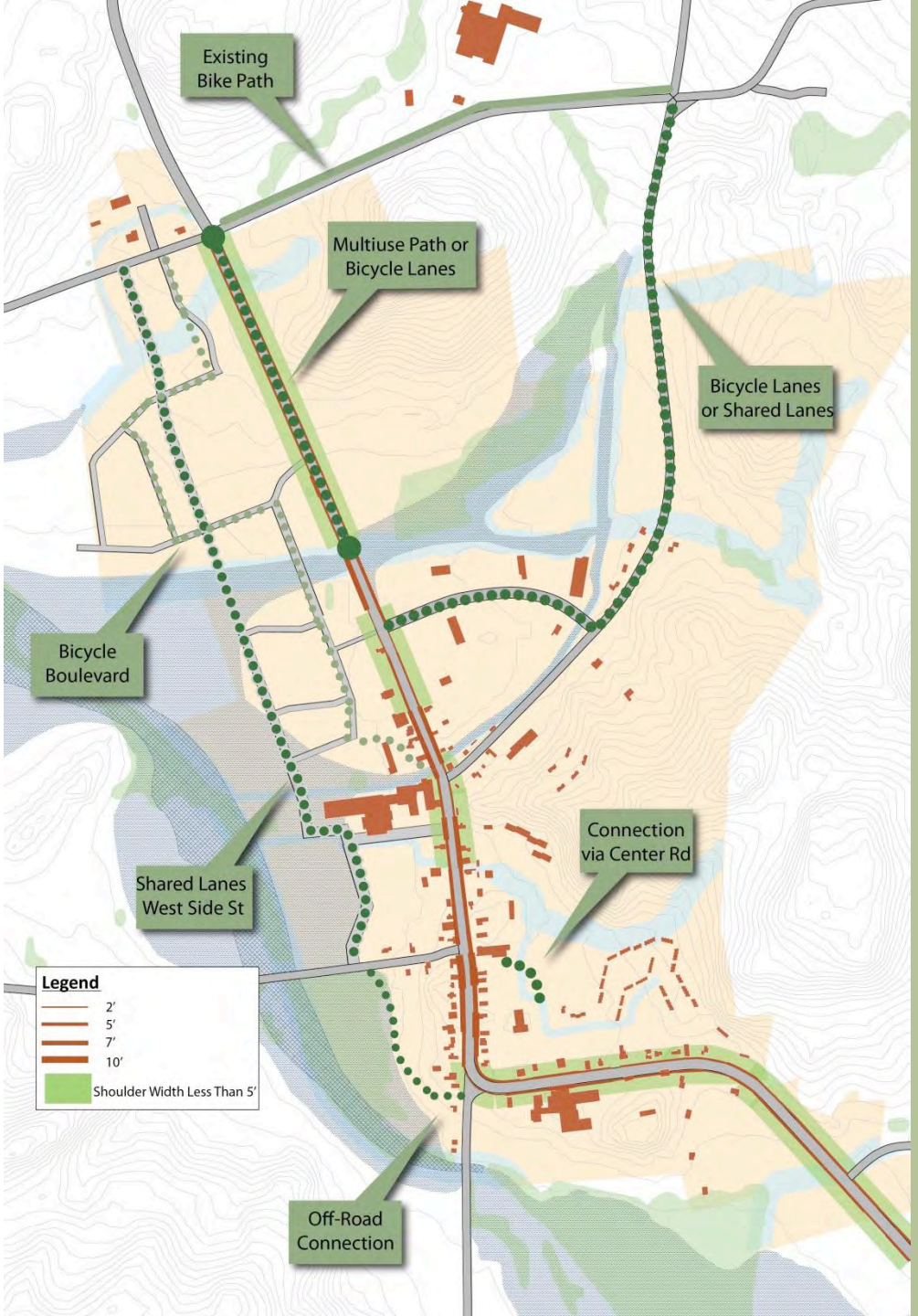
Pedestrian Connections

- Supports Goals:
  - Reduce growth of traffic by encouraging other modes of travel
  - Support village vitality



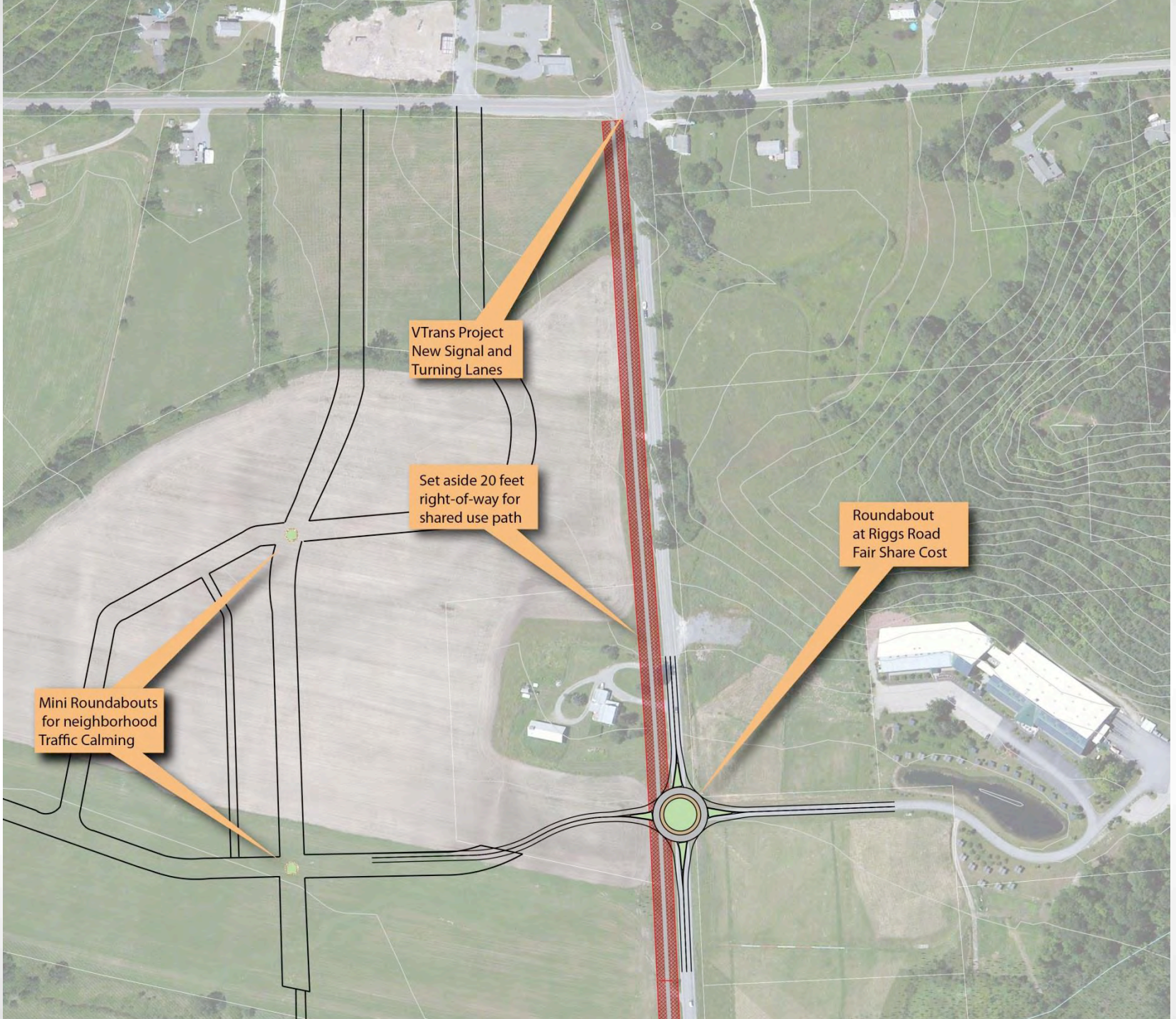
Bicycle Network

- Supports Goals:
  - Reduce growth of traffic by encouraging other modes of travel
  - Support village vitality
  - Provide a range of facilities for different types of cyclists



CORRIDOR PLAN

Corridor Plan


VTrans Project
New Signal and
Turning Lanes
Set aside 20 feet
right-of-way for
shared use path
Roundabout
at Riggs Road
Fair Share Cost
Mini Roundabouts
for neighborhood
Traffic Calming

Insert

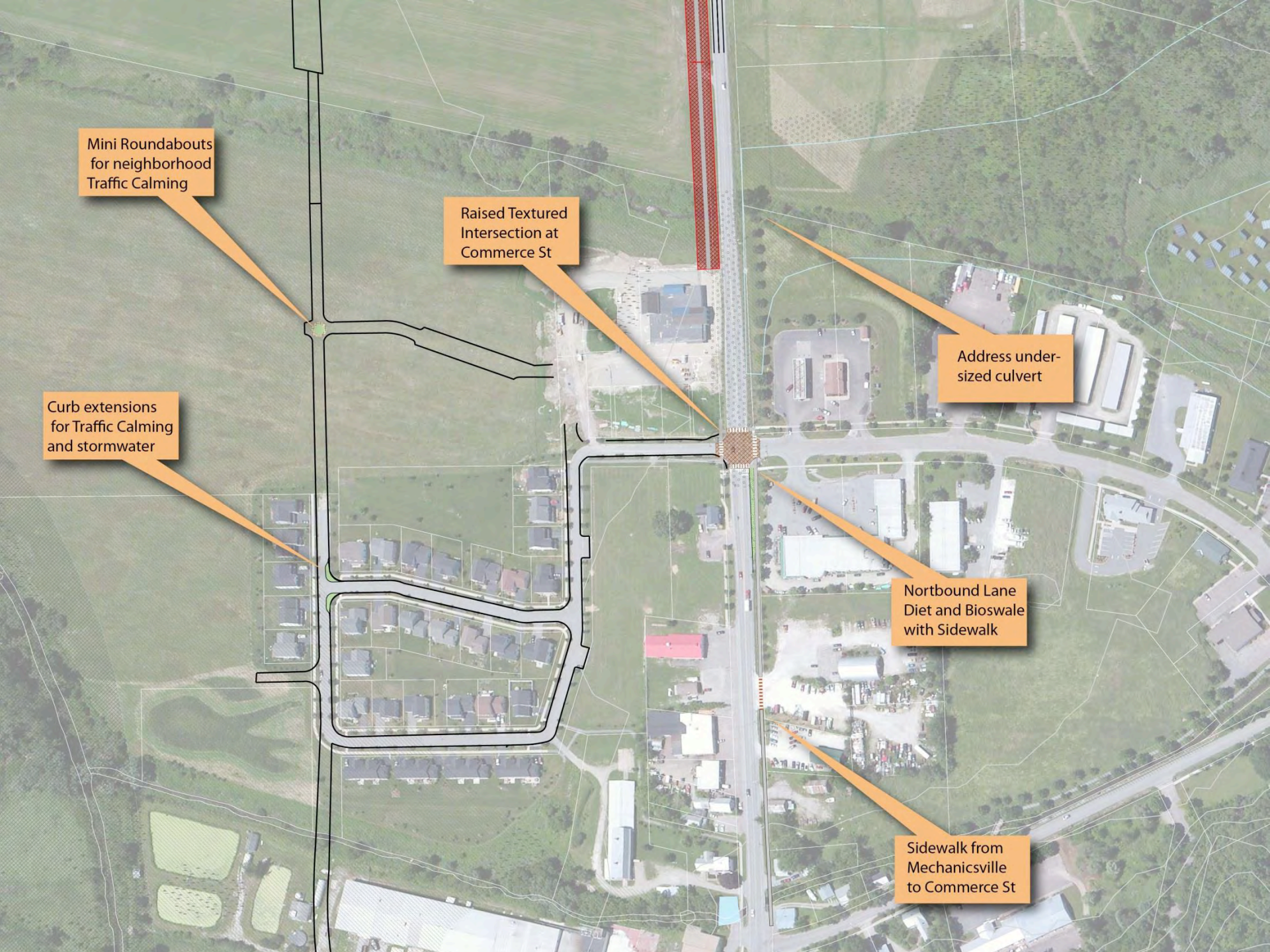
- Examples of roundabout, mini-roundabout, shared use path

Neighborhood Traffic Calming

- Adopt Town design guidelines for new streets to keep them skinny and slow, pedestrian and bicycle friendly
- Implement traffic calming features proactively



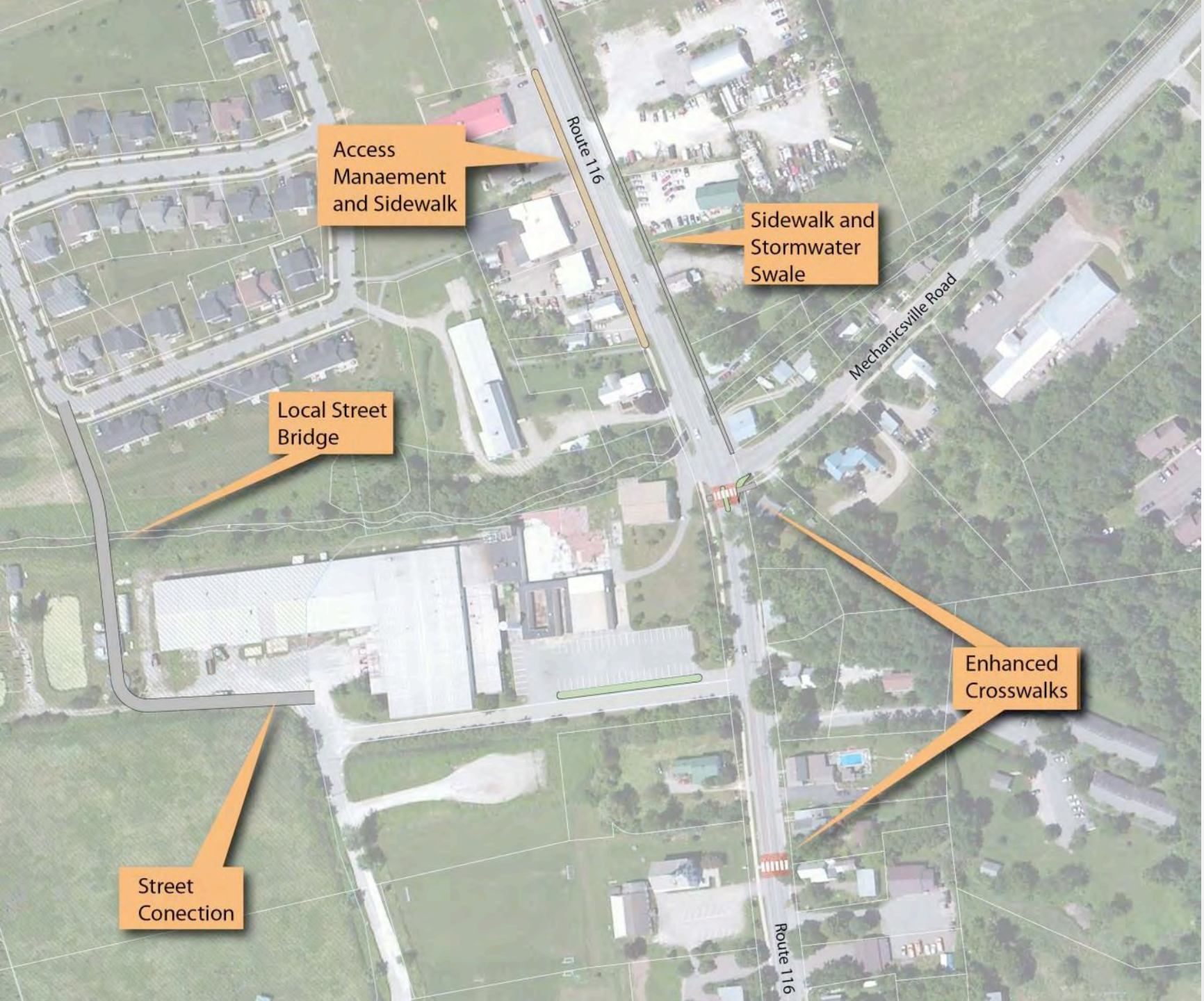




Mini Roundabouts for neighborhood Traffic Calming
Raised Textured Intersection at Commerce St
Address under-sized culvert
Curb extensions for Traffic Calming and stormwater
Nortbound Lane Diet and Bioswale with Sidewalk
Sidewalk from Mechanicsville to Commerce St

Insert

- Textured intersection
- Close up of commerce lane diet
- FEMA map

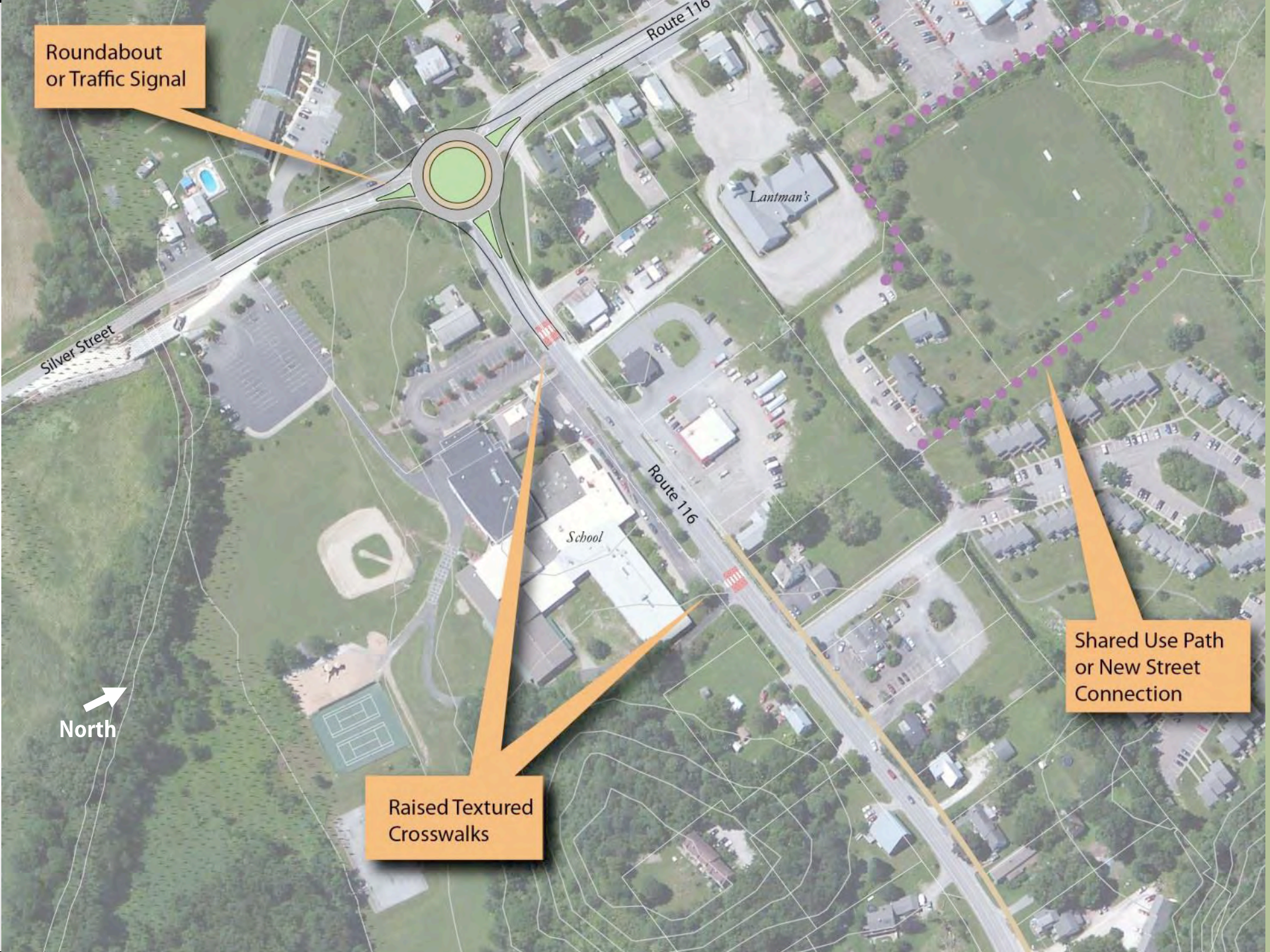
Green Stormwater

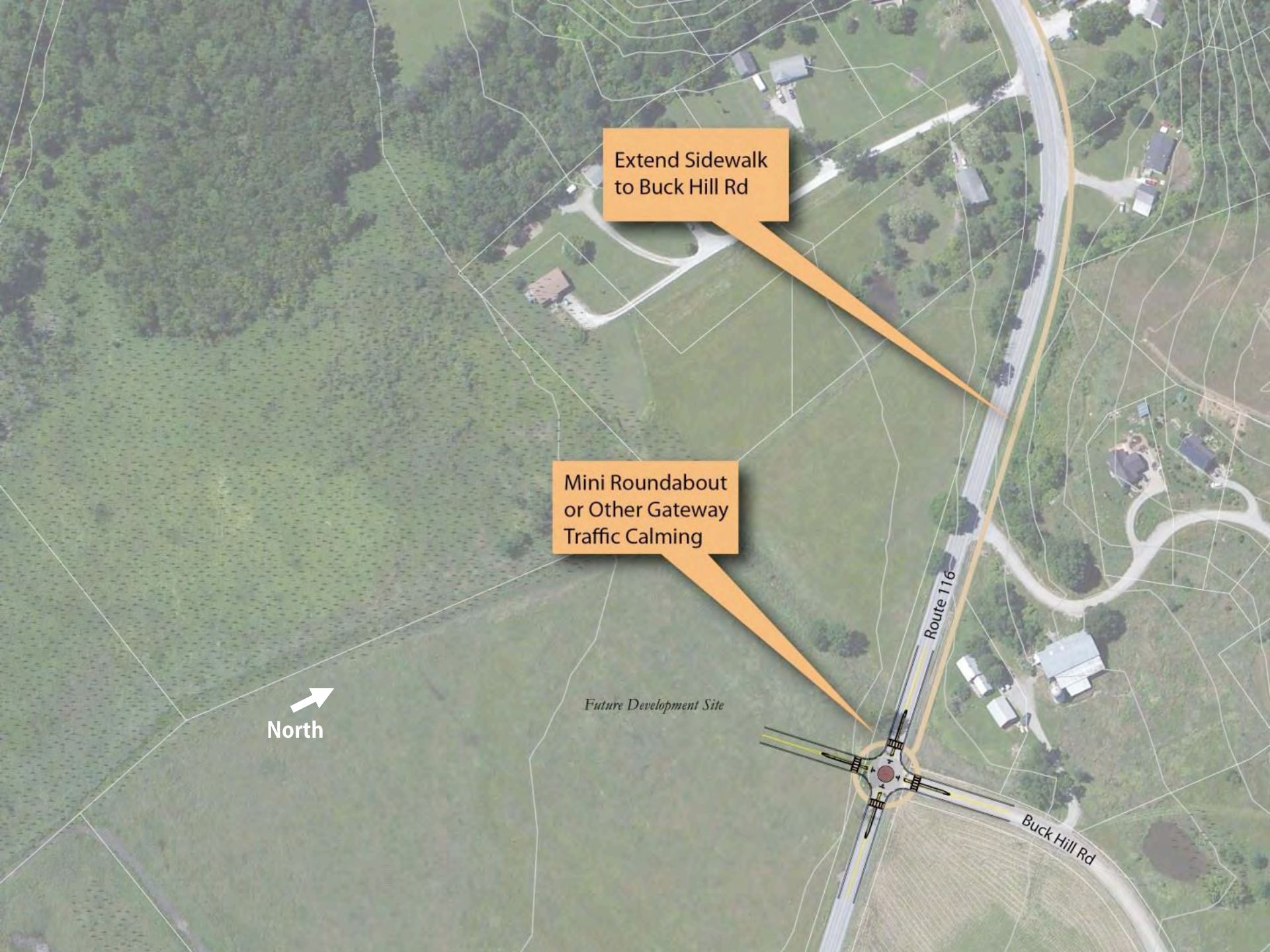

Access
Manaement
and Sidewalk
Route 116
Sidewalk and
Stormwater
Swale
Mechanicsville Road
Local Street
Bridge
Enhanced
Crosswalks
Street
Conection
Route 116

Insert

- Enhanced crosswalks

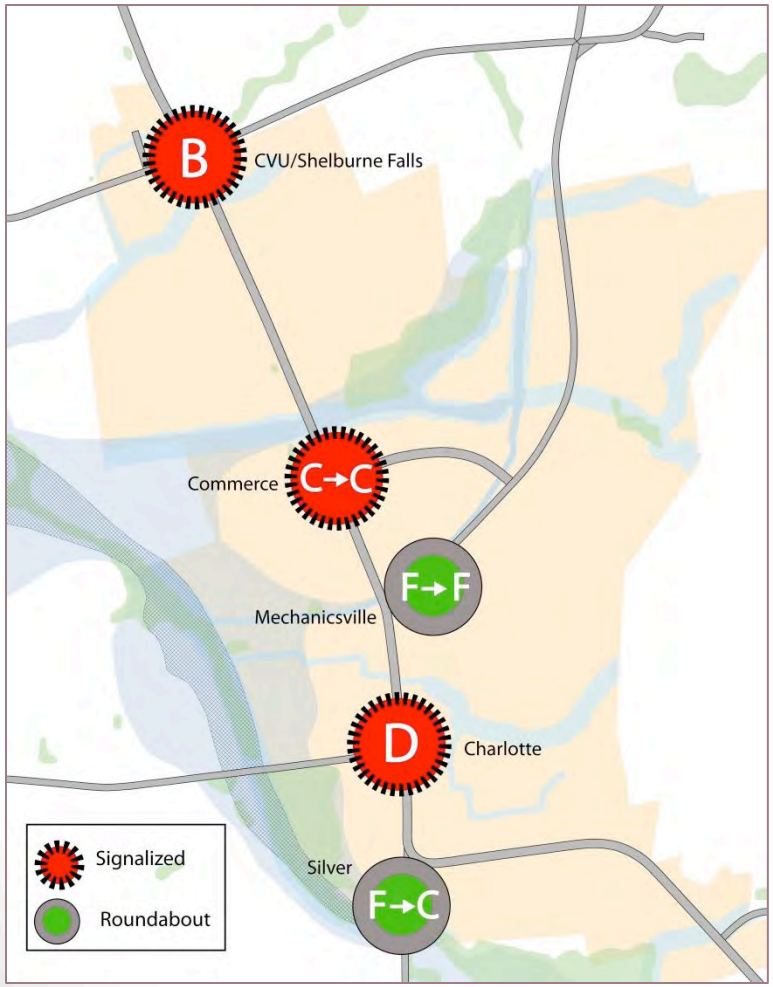

Charlotte Road
Raised
Textured
Intersection
Roundabout
or Signal
Route 116
Silver St


Roundabout or Traffic Signal
Route 116
Lantman's
Silver Street
Route 116
School
Shared Use Path or New Street Connection
North
Raised Textured Crosswalks

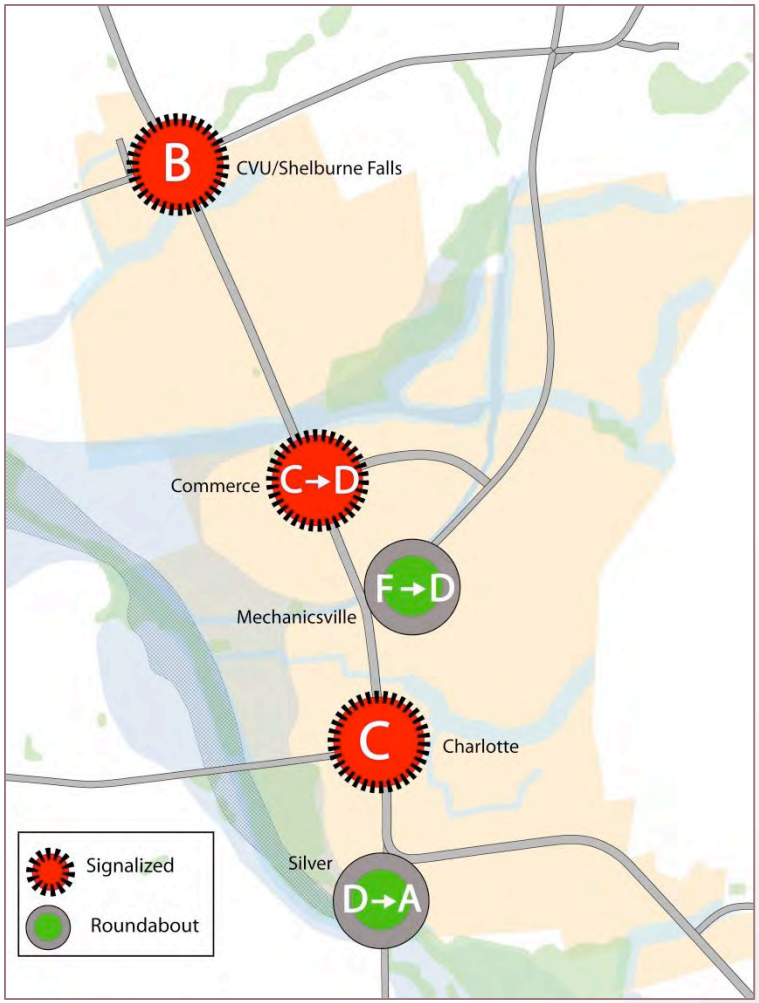

Extend Sidewalk to Buck Hill Rd
Mini Roundabout or Other Gateway Traffic Calming
Route 116
Buck Hill Rd
Future Development Site
North

LOS

LOS with Planned Projects

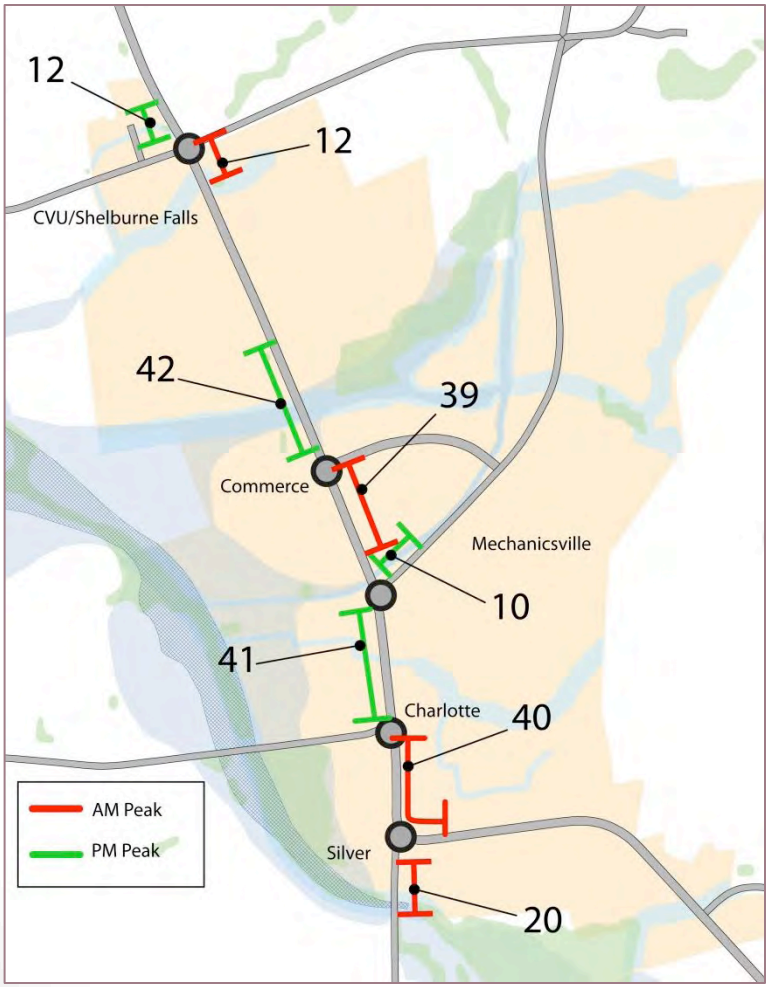


LOS with Corridor Recommendations

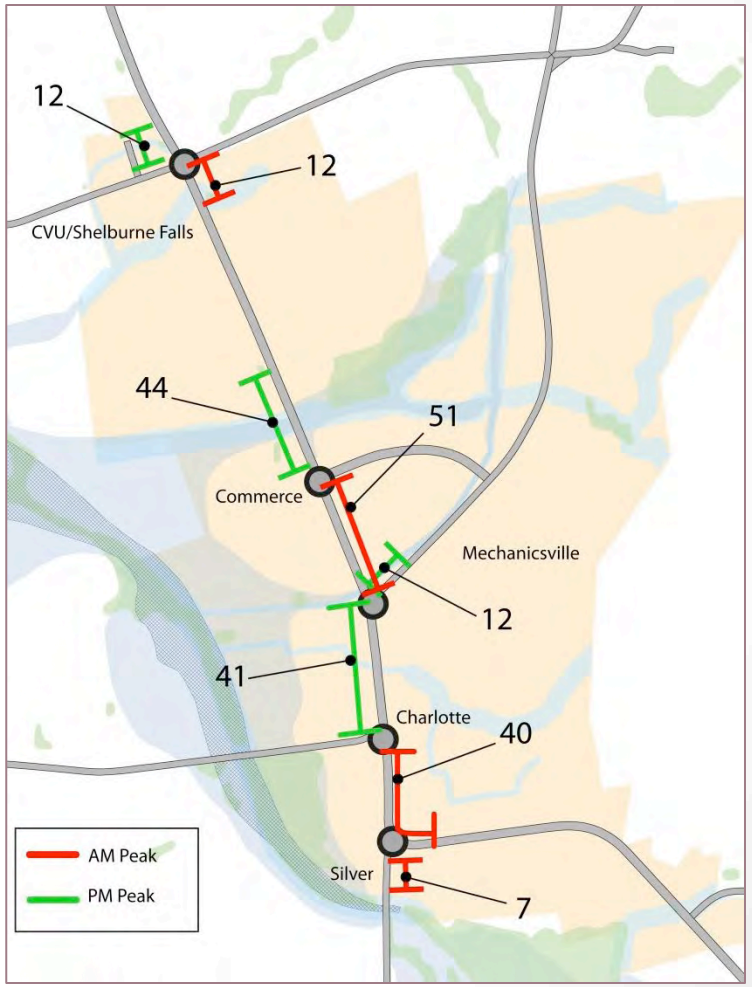


Queue Lengths

Q with Planned Projects



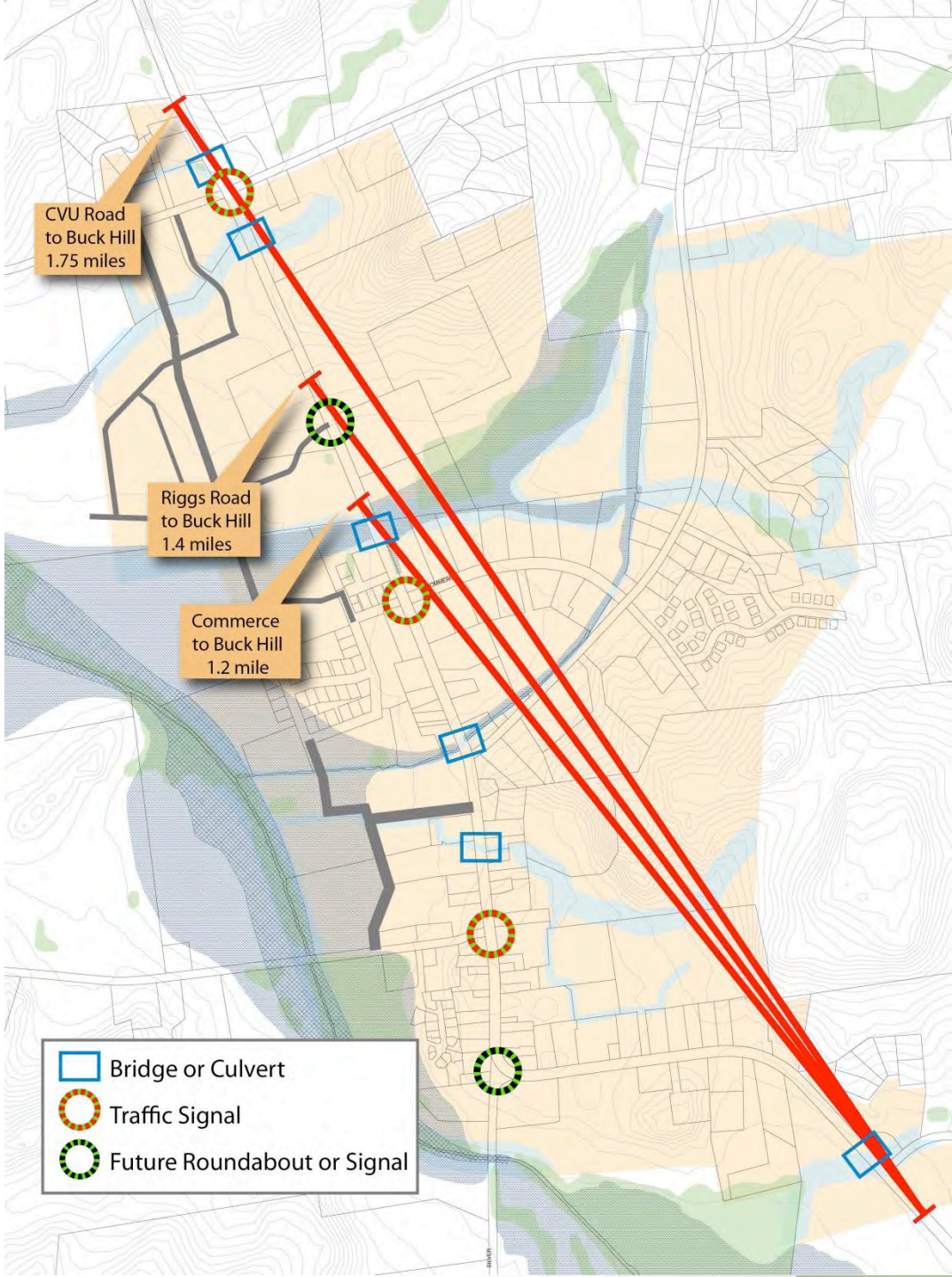
Q with Corridor Recommendations



RECLASSIFICATION

Reclassification

- Revenue to Town should nearly offset additional annual expenses.
- More autonomy provided to Town for maintenance practices, priorities and design decisions.
- More responsibility for maintenance, traffic signals, bridges and culverts, pavement markings.



VTrans Design Constraints

- VTrans Policies will make it very difficult for the following:
  - **Traffic calming measures** (no vertical changes allowed)
  - **Mid-block crosswalks** (require 20 pedestrians per hour)
  - **Lane and shoulder widths** (require 15 feet from centerline)
  - **On-street parking** (prefer none; require 15 feet clear)
  - **Posted speed limits** (set based on prevailing speed, not desired or target speed)

Your Turn

- Did we get this right?

- Green = Like/High Priority
- Red = Don't Like