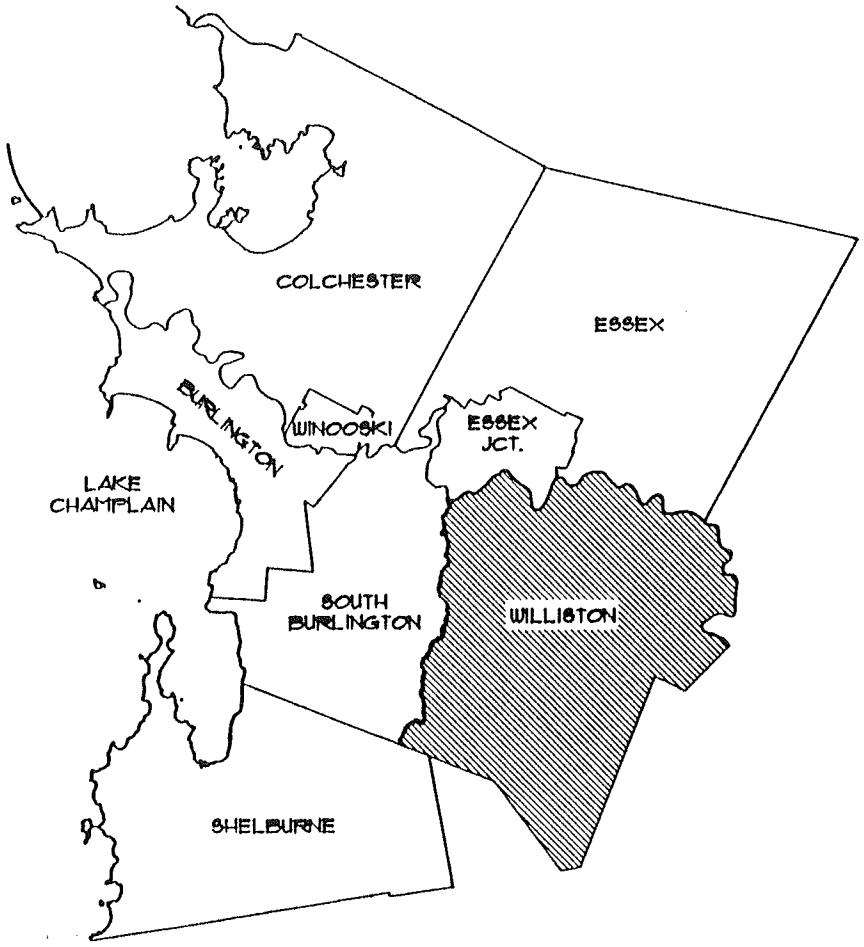

CHITTENDEN COUNTY

METROPOLITAN PLANNING ORGANIZATION

WILLISTON ALTERNATIVE TRANSPORTATION PATH MASTER PLAN

SEPTEMBER 1993

prepared by

T. J. Boyle and Associates • FitzPatrick-Llewellyn Incorporated • Resource Systems Group

Burlington, Vermont *Williston, Vermont* *Norwich, Vermont*

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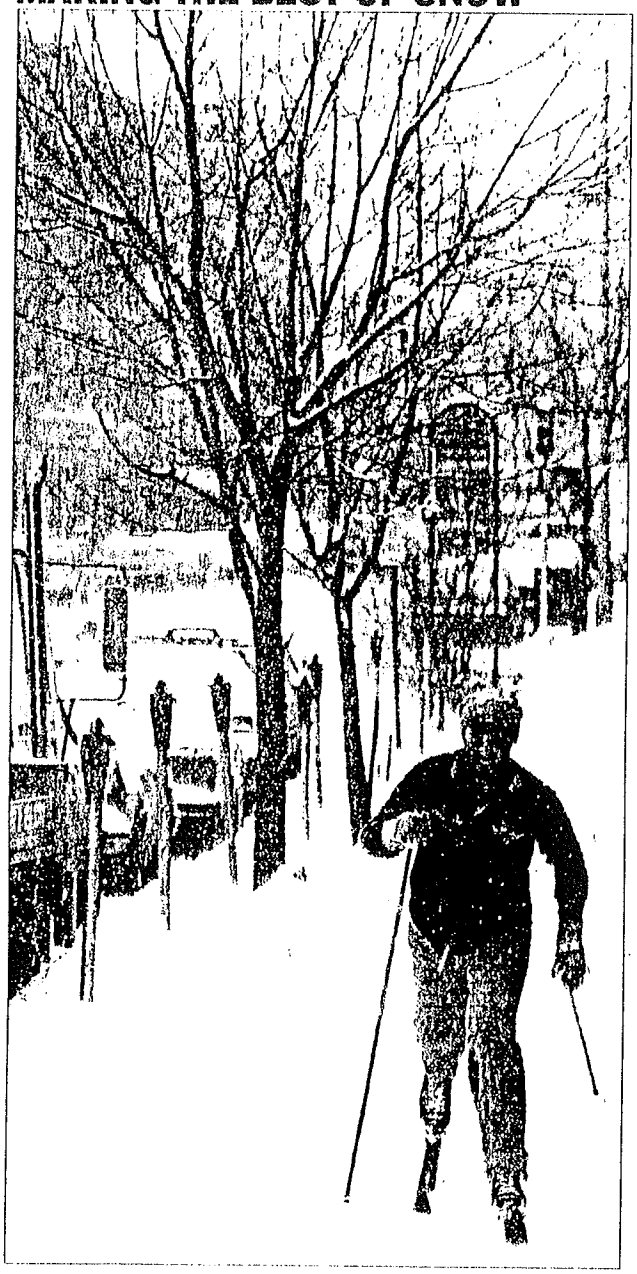
MAKING THE BEST OF SNOW



ADAM PIKE RIESNER, *Free Press*

David Lawlor of Burlington skis up College Street to class at the University of Vermont in Burlington on Wednesday. "I have got to enjoy this snow while it lasts," Lawlor said.

This project has been a rare opportunity to work with eight neighboring communities, all with diverse outlooks, on a single planning effort. A project of this size and scope can only be undertaken and completed with a great deal of help from many community members. The consultants appreciate the opportunity to work with town officials and community volunteers, who made these plans possible. We would like to acknowledge the following people who assisted in many ways on this project:

Chittenden County Regional Planning Commission:
Art Hogan, Mike Oman, Peter Keating, Jay Appleton

Burlington:
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Winooski
Roger Bergeron, Jim Trezpacz, Doug Scott

Winooski Valley Park District
Katherine Vose, Jennifer Ely

Michael Petrie
Burlington Police Department
South Burlington Police Department

These people worked together to create this plan. The project began in the dead of winter, with consultants and committee members hiking through the snow in sub-zero weather to identify potential routes to complete project funding applications. It continued with citizen participation workshops during snowstorms, baseball games, and glorious summer days on the Burlington Bikepath. Throughout this project we felt a sense of optimism and strengthening of community spirit; a sense that is growing as each new path segment is constructed and used.

The Chittenden County Metropolitan Planning Organization has a vision and is on a mission.

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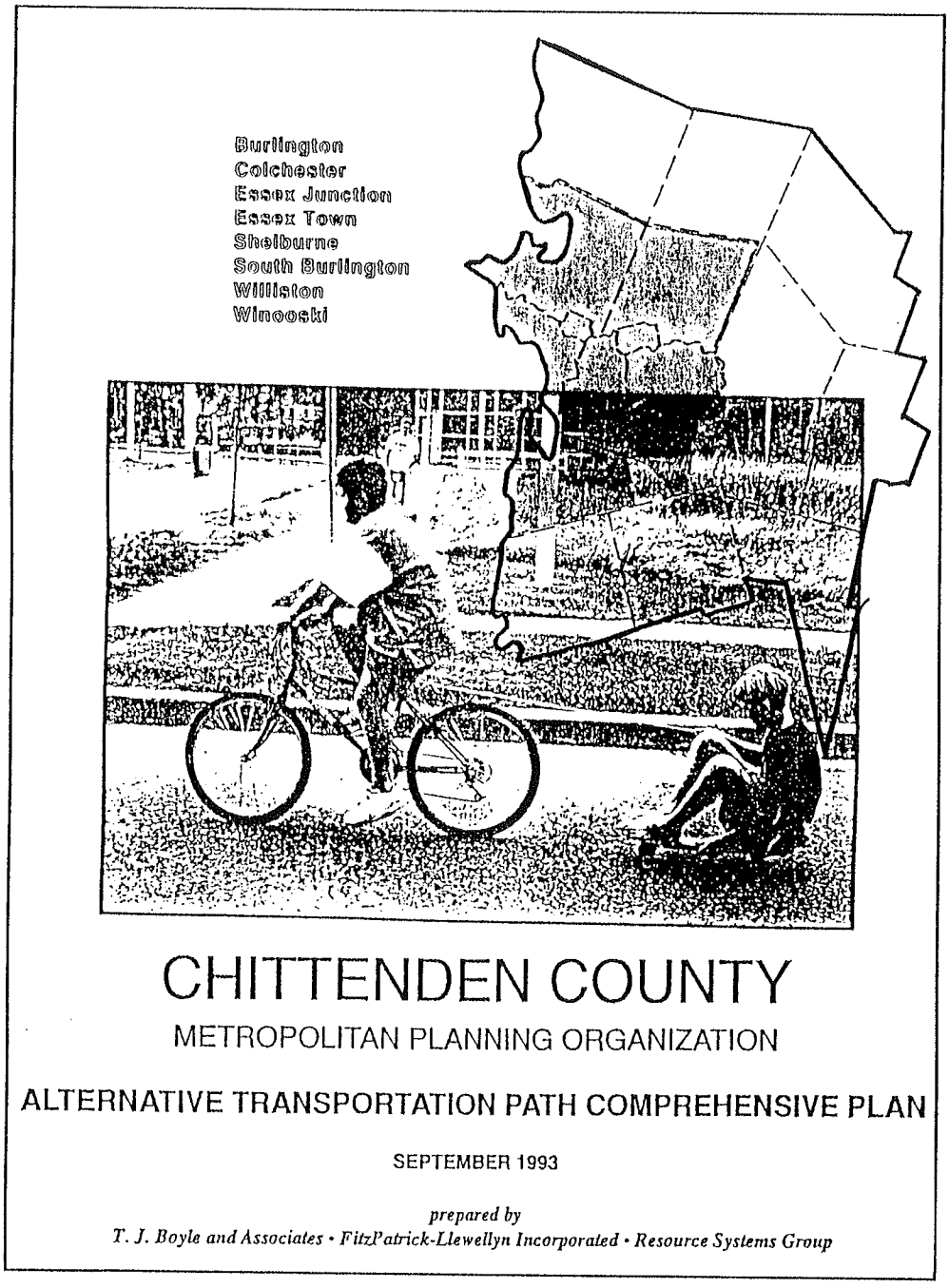
PREFACE

This plan was developed to address the specific needs of the Town of Williston; topics that are of regional interest in the planning of Alternative Transportation Paths are covered in the *Chittenden County Alternative Transportation Path Regional Plan* (section A of the *Chittenden County Alternative Transportation Path Comprehensive Plan*) and should be used in conjunction with this plan.

The network of paths in this plan is an "ideal" and goal for the community to implement. This plan was created with the understanding that ***the reality of implementation will require review, revision, and modifications to the plan***. The implementation process is intended to be on-going. The regional comprehensive plan provides a description of the process used to develop the community master plans.

As time goes on, and new people in Williston become involved in the implementation of paths in the town, these documents can be utilized as a reference. The planning methodology outlined in the regional and the Williston plan can be followed during the revision process or utilized in planning for recreation paths and trails in other areas of the town.



WILLISTON ALTERNATIVE TRANSPORTATION MASTER PLAN

INTRODUCTION

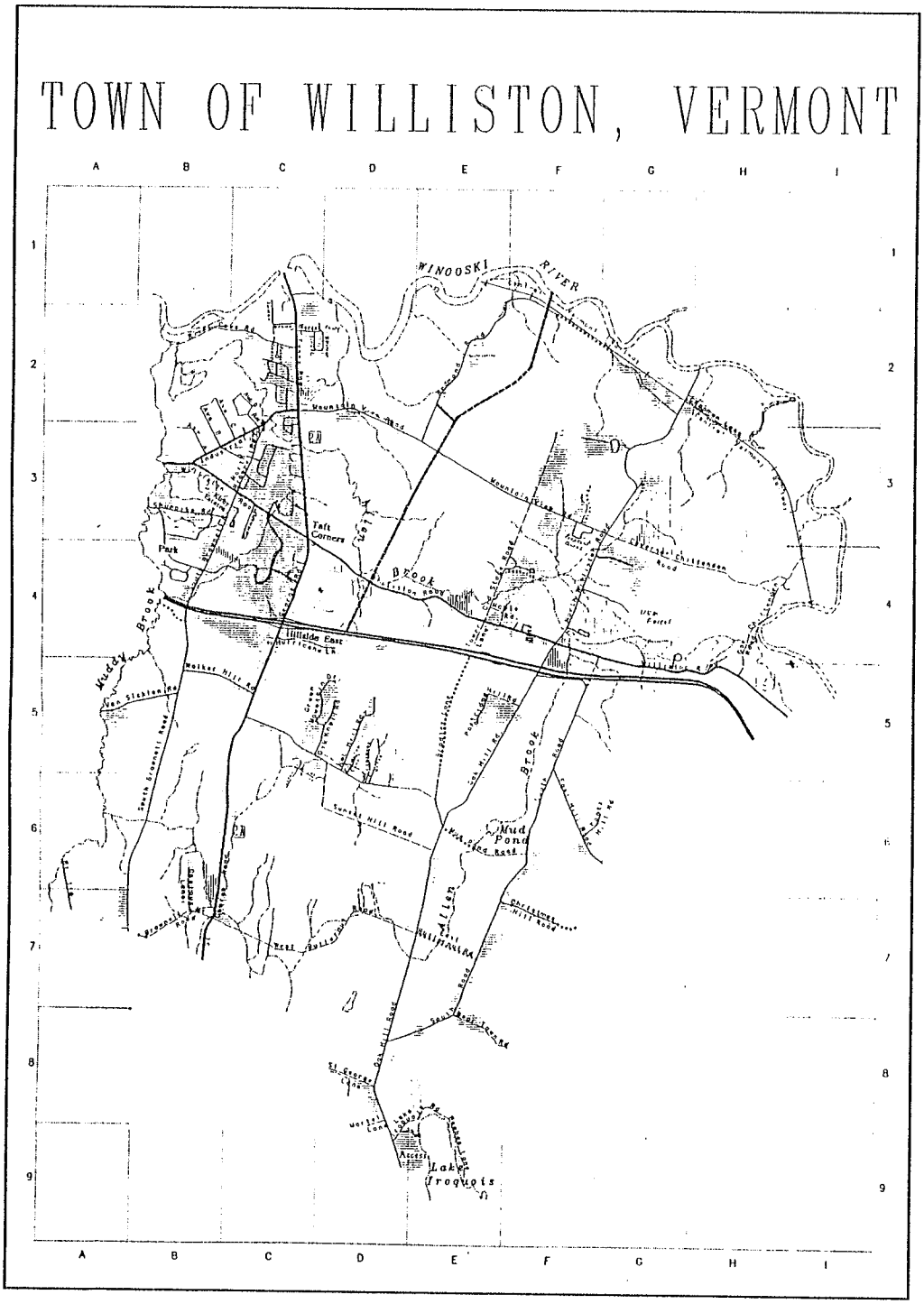
Spurred by the Intermodal Surface Transportation Efficiency Act (ISTEA), the Vermont Agency of Transportation (VAOT) has provided funds for the Chittenden County Regional Planning Commission (CCRPC) to develop a Comprehensive Alternative Transportation Path Plan for eight communities in the Metropolitan Planning Organization (MPO). These communities include Burlington, Colchester, Essex Jct., Essex Town, Shelburne, South Burlington, Williston, and Winooski. The comprehensive plan for the MPO focuses on the connections between communities to create a regional network of Alternative Transportation Paths. This document, a component of the Comprehensive Plan, is the Williston Alternative Transportation Path Plan.

The purpose of this plan is to provide a network of paths, sidewalks and bicycle routes that will provide a safe and efficient alternative to the current automobile dependent transportation system within the town of Williston. This system is developed to encourage non-motorized modes and multimodal links of transportation. The emphasis of this plan is to provide utilitarian connections between the neighborhoods and communities within the town and to town activity centers. However, throughout the planning process consideration has been given to the connections to neighboring communities.

Development of this plan utilized a great deal of public participation with the aid of professional planners. This document is designed to assist the town officials in planning and implementation of an alternative transportation path system in the town of Williston.

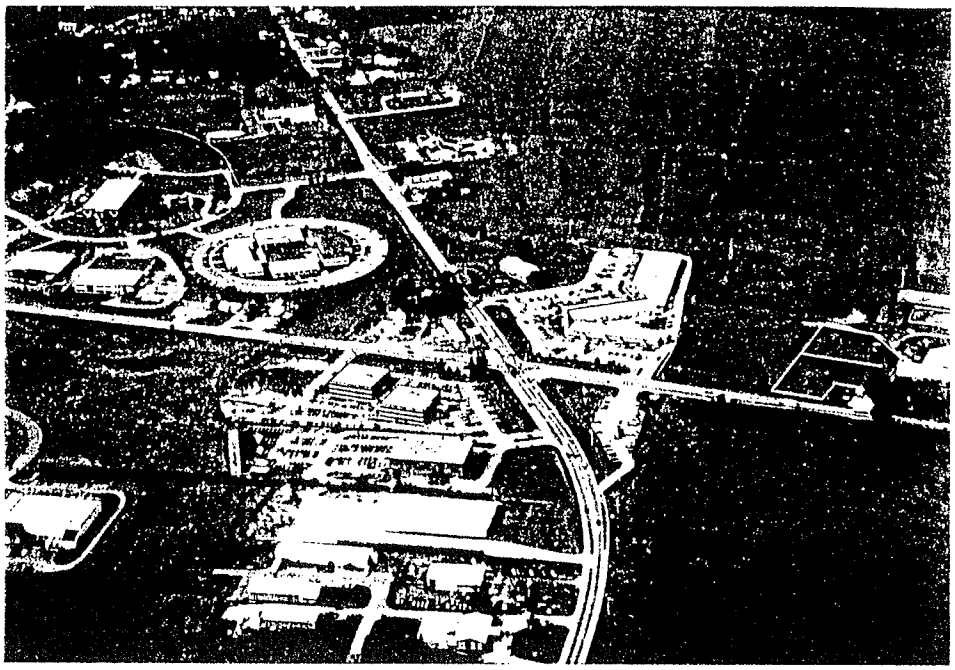
OVERVIEW

The Town of Williston is located in the center of Chittenden County, but on the eastern edge of the developed core of the county that surrounds Burlington, the largest city in Vermont. It consists of nearly 20,000 acres, of which less than a quarter is built up. The town consists primarily of crop, pasture, and woodland. However, due to its proximity to Burlington, the presence of several major highways, along with the nearby Burlington International Airport, land uses in the town are rapidly changing. Farm use is down and residential, commercial and industrial uses are up significantly.



The Vision Statement from the Town of Williston's Comprehensive Plan calls for a Village Center with a residential focus; tightly knit neighborhoods surrounding the school, green, and town offices. Taft Corners is to be the employment and commerce center, a compact development of mixed uses consisting of residential units, shops and offices. It is to favor pedestrian uses to encourage the sense of community.

is I-89 with an interchange on Route 2A, less than a mile from Taft Corners. Collector roads in town include Mountain View Road, North Williston Road, South Brownell Road, and Shunpike Road. The circumferential highway is proposed to be constructed running north-south through the town about mid-way between Williston Village and Taft Corners. This highway is proposed to have an interchange at I-89 and Mountain View Road, but not on Route 2. There is no public transportation currently available in the Town.



The traffic volumes at Taft Corners are extremely high with numerous turning movements. There are currently no provisions for pedestrian and bicycle circulation or crossing. The intersection is considered to be extremely dangerous, and has resulted in a bicyclist fatality.

According to the Town Plan, the population has generally been growing faster in Williston than in the rest of the county and is relatively prosperous, with household size decreasing, but showing a diversity of household types. Currently there are employment opportunities within the town, but they are generally in the lower paying sector. The neighboring communities of Essex Junction and South Burlington have been growing towards Williston, blurring the distinction between the communities.

The objective of the Town Plan is to preserve town identity and autonomy while strengthening the sense of community. It is the policy of the town to control growth in the Town through a growth management plan; concentrating the density between I-89 and Essex Junction, and Route 2A and South Burlington. Lands south of the interstate and in the northeast part of town are to remain open land with rural residential hamlets at the crossroads. Industrial uses are to be concentrated in the northwest part of Town.

To facilitate these plans, the Town has adopted policies for an improved roadway network to support commercial-industrial growth. Trails and new right-of-ways are to be established and secured to permit an integrated approach for private automobiles, bus, bike and pedestrian transportation. It is a goal to encourage pedestrian and bus travel by establishing compact development centers.

In 1988 a survey was conducted in town which indicated a strong desire for pedestrian, bicycle trails and bus service in the town. Activity centers that were identified include the Village, Taft Corners, IBM, and the northwest section of town, linked to recreation, natural areas, neighborhoods and neighboring towns.

The town transportation system currently consists of the major arterial roads: Industrial Avenue, Route 2A which runs north-south and Route 2 which runs east-west. Industrial Avenue circumvents Taft Corners by providing a diagonal cut from the west to the northeast. Routes 2 and 2A cross at Taft Corners which is a town growth center approximately 2 1/2 miles west of Williston Village. Just south and running parallel to Route 2

THE PLANNING PROCESS

The process for developing this plan consisted of:
1. Defining objectives, users and types of routes to be used within the town.
2. Identifying corridors through the community workshop
3. Evaluating corridors and routes for implementation.

Objectives, Users, and Types of Paths

The objective is to establish a network of paths and roadways that can safely and efficiently move people throughout the community and to neighboring communities with alternative modes of transportation.

Although primarily designed for utilitarian purposes, the recreational potential is always available, especially when located near residential areas. The users are identified to be:

1. Child bicyclists: Identified to be major users of the network, they can posses excellent bicycling skill, but lack judgment, experience and training for dealing with the hazards of the roadway. The development of a safe transportation system for children could substantially reduce the amount of vehicular traffic that currently exists in the community.

2. Novice adult bicyclists: These users have a limited interest in using the paths for utilitarian purposes, but would be inclined to take advantage of the recreational possibilities. This group would prefer routes that avoid traffic and congestion.

3. Expert adult bicyclists: This group utilizes alternative transportations seriously and would want a utilitarian approach. Their skills permit negotiation of traffic and congestion so they desire the most direct route in the travelways.

4. Pedestrian: This group is generally limited to a 1/2 mile radius of origins and destinations.

5. Other: This group is made up of skiers, skaters, etc. that duplicate the skill and user levels of the bicylists, but the number is to a lesser degree.

In order to serve the needs of the various users, the development of this Alternative Transportation Path Plan included the utilization of existing roadway networks with the identification of new path corridors. The classification of routes is consistent with the AASHTO standards for bike paths.

Class I - Separated Path

These paths are built on a separate right-of-way and are for the exclusive use of non-motorized traffic (bicycles, walking, stollers, roller blades, skiers, etc.) They should conform to the AASHTO standard of 10′ wide with a 2′ graded shoulder on each side of the pavement. The surface is generally asphalt, but may be concrete or stabilized aggregate with a 2% cross slope for drainage.

Class II - Bike Lanes

Bike lanes are within the paved roadway, for one-way use of bicyclists. They are striped to provide an orderly flow of traffic and a level of confidence for the user's safety. These lanes are most desirable along roadways where parking is prohibited. They consist of striped lanes generally 4′ wide (5′ wide when adjacent to curbs to permit negotiation of drain inlets) adjacent to a 12′ wide vehicular travel lane. When in conjunction with street parking, they should be 5′ wide, located between 8′ wide parking and 11′ wide vehicular travel lane.

Class III - Bike Routes

These routes are located on roadways that are shared with motor vehicles and are acceptable in areas with low volumes of traffic. These routes are signed and are selected to offer direct travel routes and with a degree of safety.

Applications of Route Designations

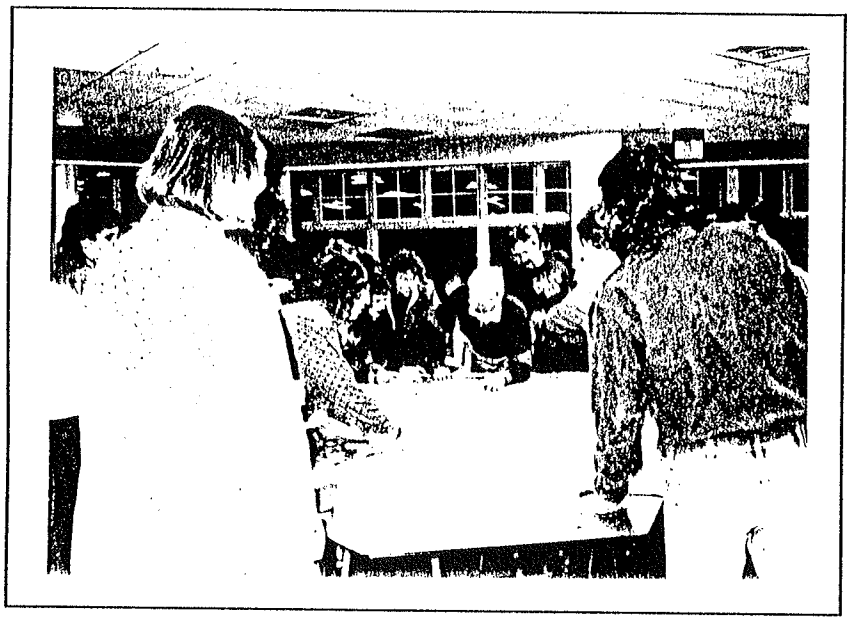
Class I routes or corridors are utilized where safety, traffic conditions, and physical or geographical contraints dictate a need for the separation of traffic and/or a more direct route that would encourage the use of alternative modes of transportation. These routes and corridors link activity centers, origins, destinations and circumvent congested intersections and roadways with high volumes of traffic. The Vermont Agency of Transportation (VAOT) utilizes these routes along roads with traffic volumes over 2000 vehicles per day.

Class II routes have been utilized in areas where the most direct route of travel remains to be within the existing roadway system. Most travelers will want to take the direct route and follow the traditional path along the existing roads. Many roads are acceptable for bicyclist use if developed and maintained to accommodate a striped bicycle lane. In some cases a sidewalk should be provided along the roadside to allow for a safe lane of traffic for pedestrians, especially in residential areas. The VAOT standard is to utilize these routes along roads with traffic between 1000 and 2000 vehicles per day.

Class III routes are utilized where connections are needed through dense residential neighborhoods with light traffic and along unimproved town roads. These signed routes are established to assist the traveler in making the connection between the more structured routes. The VAOT Standard utilizes these routes along roads with under 1000 vehicles a day with low traffic speeds.

THE COMMUNITY WORKSHOP

In order to obtain information regarding the communities' needs and desires for alternative transportation paths the town hosted a community workshop. With the aid of a composite orthophoto of the entire town, participants identified their homes, activity centers, destinations and areas of congestion and heavy traffic. Neighborhoods and barriers were identified. From the workshop the following issues were identified:



1. Taft Corners is an extremely difficult intersection to cross, isolating the village from large parts of the town.

2. Traffic volumes on Routes 2 and 2A make it difficult to negotiate a bicycle on the roadways without bike lanes.

3. The arterial roads, especially at Routes 2, 2A, the proposed Circ Highway, and I-89, act as barriers in the community, especially for children.

4. I-89 acts as a barrier between the northern and southern part of town, however the low density of residential use does not necessitate a strong need for a separate path. Class II paths and adequate bridge space would provide a sufficient transportation path network.

5. The town has many developments that create neighborhoods, but they are not connected to each other or town activity centers except by roadways that are automobile dependent.

6. The residents want a network of alternative transportation paths to link the neighborhoods to the village and activity centers.

7. The Circumferential Highway should be crossed with a pedestrian/bicycle bridge.

THE PLAN

The following routes and corridors have been identified to address the issues and needs for alternative transportation paths in Williston. These recommendations are consistent with the Town Plan and Vision Statement - to encourage compact settlement that allows pedestrian/bicycle transportation and a sense of community. These modes of transportation not only reduce traffic congestion and improve air quality, but also allow for a more human-scale environment at slower speed and increased opportunity for meeting neighbors and sharing in a sense of community.

Segment #	Name	Est. Length	Est. Cost
1	Phase 1 Recreation Path	1.3 miles	$300,000
2	Phase 2 Recreation Path	2.3 miles	$400,000 *
3	Taft Corners Loop	N/A	N/A
4	Lamplight Acres	N/A	N/A
5	Williston Hills	N/A	N/A
6	Brennan Field	N/A	N/A
7	Griswold Park	N/A	N/A
8	Marshall Avenue	N/A	N/A
9	Southeast Loop	N/A	N/A
10	Quarryside	N/A	N/A
11	Taft Corners Roadside	N/A	N/A

* this does not include a bridge crossing of the proposed Circumferential Highway

Description of Class I Routes

Existing or planned paths that have an established alignment.

1. **Phase 1 Recreation Path**
   Path runs through town land from the elementary school in the Village (Rt 2 - Roosevelt Highway) to Old Stage Road. This route has received VAOT construction funding.

2. **Phase 2 - Recreation Path**
   Path runs from Old Stage Road to the developments in Taft's Farm Village, crossing the Circumferential Highway and connects to Talcott Road/Route 2 near Taft Corners providing links to the various new residential neighborhoods (Turtle Crossing, Southridge, Indian Ridge). This route has been identified and submitted for VAOT funding.

Description of Class I Corridors

Corridors are the general area in which a route would be located.

3. **Taft Corners Loop**
   A path that takes off where Phase 2 turns to head south. This path would head north toward Brennan Field and loop back in a southerly direction to Route 2A at the proposed lighted intersection into Blair Park. This segment can have links to developments proposed in the growth center A number of potential ROWs have already been identified.

4. **Lamplight Acres**
   A path that crosses Route 2A at Blair Park, running northerly mid-block between 2A and North Brownell Road and coming out at Brownell Park at the North Brownell Road/Industrial Avenue intersection. A number of easements have been suggested: utilizing Blair Park Road system and R.O.W., University Health Center easements, VELCO power easements, and a few local trails that currently exist.

5. **Williston Hills**
   This path would run along Industrial Avenue crossing near Allen Brook on a bridge over the current water line structure, turning near Cadieux Lane and running north to River Cove Road. This path would provide direct access to Williston Hills and Oneida Acres with a connection along James Brown Drive to Gallup Hill and Eastview Estates - So. Burlington/Essex regional connections.

6. **Brennan Field**
   This route runs southerly from Eastview Estates to Brennan Field and connects to the Taft Corner Loop (Segment 3). This path can provide connections to the developments along Route 2A (Eastview Estates, Gallup Hill, etc.) and IBM and employment centers.

7. **Griswold Park**

A. Provides access from the north end of 2A in Williston/Essex Junction to South Burlington. This route would cut from the end of Avenue C to South Burlington at Palmer Heights, passing through Griswold Industrial Park and crossing Muddy Brook, avoiding the Industrial Avenue/Williston Road intersection.

B. From Avenue C to River Cove Road, WVPD Muddy Brook Park.

8. **Marshall Avenue**
This route would extend from Marshall Avenue to Shunpike Road/South Brownell Road. This connection is currently being studied as a road connection, so this segment could be a Class II path with that roadway construction. It will provide the major connection from Taft Corners/Williston Village to South Burlington/ Burlington.

9. **Southeast Loop**
This route would be developed in conjunction with future development in that area. Plans for Maple Tree Place and Hospitality Inns incorporated a link from Route 2 to 2A through their developments. This loop would provide the link from Williston Village to South Burlington, avoiding the Taft Corners intersection.

10. **Quarryside**
This path connects Williston south of the interstate from South Brownell Road to the South Burlington path system, Hinesburg Road, and Dorset Street.

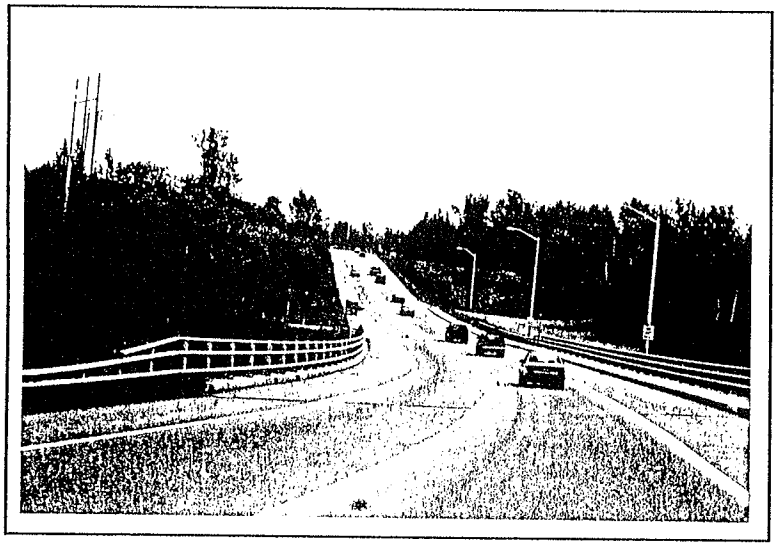
11. **Taft Corners Roadside**
These would be paths that would run with the Taft Corners intersection with mid-block pedestrian crossings between Talcott Road, Blair Park Entrance, Harvest Lane, and to Marshall Avenue.

12. **I-89 Corridor**
These paths would run parallel to I-89 in the scenic corridor, utilizing some current easements and projected easements.
A. From Oak Hill to southeast Loop
B. From Route 2A to South Brownell Road
C. From South Brownell Road to town line (towards Digital).

13. **Pleasant Acres**
Provides a link from the neighborhoods near the North Williston Road and Mountain View Road Intersection.

14. **Landfill Link**
Connecting link between Class II paths that end with Fay Lane and Redmond Road.

15. **Bolton Line**
A link from the end of Pleasant Acres easterly toward Richmond, Bolton, Jericho.



Class II Paths

- Route 2 -Roosevelt Highway/ Williston Road from Richmond to South Burlington
- Route 2A
- North Williston Road
- Walker Hill Road
- South Brownell Road between Walker Hill Road and Route 2
- Marshall Avenue
- Harvest Lane between Marshall Avenue and Route 2
- Talcott Road
- Mountain View Road between 2A and North Williston Road
- Redmond Road to IBM entry road
- Old Stage Road from Recreation Path I to Recreation Path II
- Blair Park Road
- Industrial Avenue between 2A and Brownell Park

- James Brown Drive
- River Cove Road
- Shunpike Road
- South Road/East Hill Road to Richmond
- Oak Hill Road between West Oak Hill and Route 2
- IBM roads

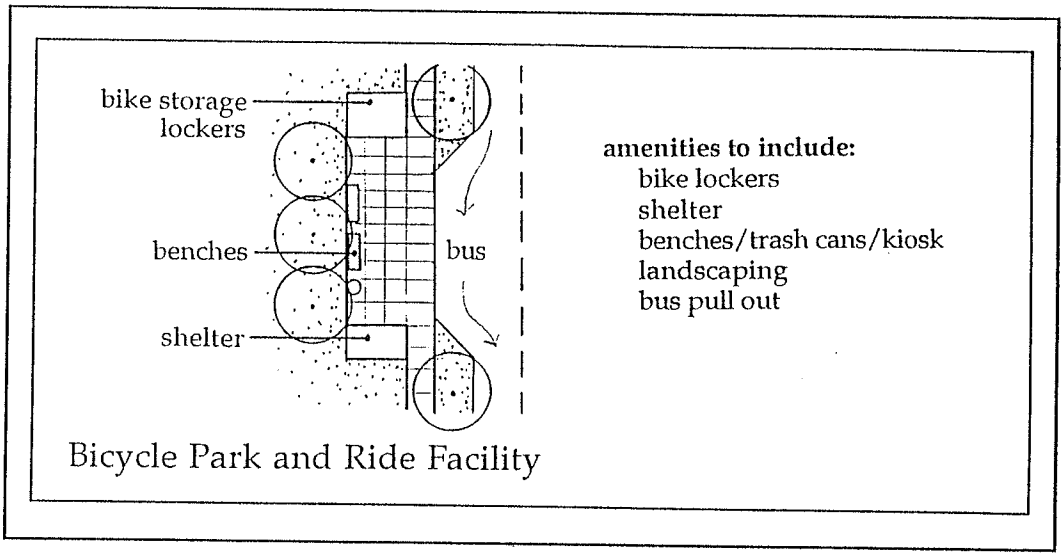
Class III - Upgrade to ClassII when road improved

- River Cove Road
- West Oak Hill between Oak Hill and Route 2A

Bicycle Park and Ride Locations

These are potential locations for the intermodal connection between public transportation and the alternative transportation paths. A site would be developed to provide shelter and security for users and their equipment along with amenities such as benches, paving, etc.

1. Taft Corners
2. Williston Village
3. James Brown Drive/Route 2A
4. Industrial Avenue/Brownell Park



Bicycle Park and Ride Facility

ROUTE EVALUATION AND IMPLEMENTATION

The Class I routes and corridors were evaluated by the following criteria to determine relative importance to the community and importance for implementation.

Criteria

Demand Based on traffic demand model and threshold calculations; high score, high demand.

Desirability Based on attitudes of local participants in town surveys and community workshops; high score, highly desirable from the public's point of view.

Environmental Impact - Potential negative impact on streams, wetlands, and natural habitats; low score, extensive negative impact on natural areas.

Cost Relative cost per linear foot for construction; low score, higher than average construction costs.

Aesthetics Route passes through inherently beautiful landscape; high score, exposure to high quality landscape.

Management Cost Management or maintenance costs may be higher than usual due to unique circumstances; high score, low management costs.

Land Availability Is the land readily available at little or no cost, such as existing municipally owned lands easements or rights-of-way?; high score, available at little or no cost.

Safety Will the proposed path provide users with a "safe" alternative in order to avoid large volumes of vehicular traffic, congested intersections, narrow roads and bridges, and the lack of sidewalks?; high score, safe alternative to hazardous existing conditions.

Connectibility Connectibility to future paths; a backbone to the system or an end; high score, important connector or primary route.

Local Significance Of importance for local, intracommunity trips; high score, highly significant within the local community.

Regional Significance Of importance for regional, intercommunity trips; high score, highly significant for regional transportation.

Multimodel Multimodel transportation connections between public transportation and alternative transportation paths; high score, direct links with potential locations for intermodel connections.

Route Evaluation Matrix

Shown below is the matrix for ranking and the result in an implementation schedule:

Route Number	3	4	5	6	7	8	9	10	11	12	13	14
• demand	4	4	4	4	2	4	3	2	5	3	3	2
• desirability	4	5	4	4	2	4	3	3	5	3	3	2
• environmental impact	5	4	2	3	2	2	3	4	5	3	3	3
• cost	5	3	3	3	2	3	5	4	5	3	3	3
• aesthetics	3	3	4	4	3	3	3	4	1	3	3	3
• maintenance	4	3	3	3	3	3	3	3	2	3	3	3
• land availability	4	2	3	3	4	4	4	3	4	3	3	3
• safety	4	5	3	3	3	4	4	2	5	3	3	2
• connectibility	5	4	3	3	2	4	4	3	5	3	3	2
• local significance	5	4	4	3	2	4	3	3	5	3	3	2
• regional significance	2	3	3	2	3	4	3	3	5	3	1	2
Total Score	**45**	**40**	**35**	**35**	**28**	**39**	**38**	**34**	**47**	**33**	**31**	**27**

Implementation Schedule

Critical (Score of 40-55)

11	Tafts Corners Roadside
3	Tafts Corners Loop
4	Lamplight Acres

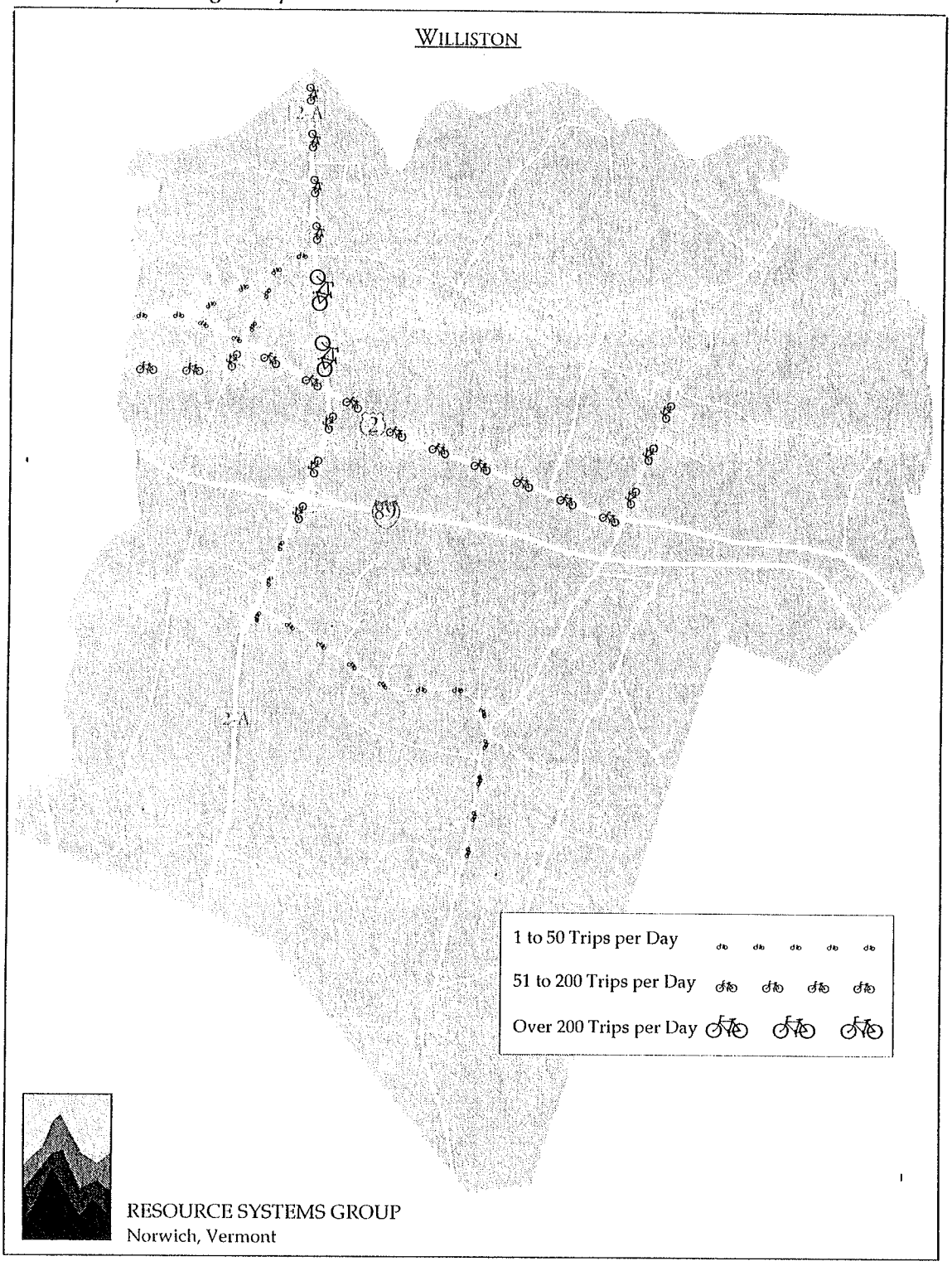
High Priority (Score of 35-39)

8	Marshall Avenue
9	Southeast Loop
5	Williston Hills
6	Brennan Field

Important (Score of 25-34)

10	Quarryside
12	I-89 Corridor
13	Pleasant Acres
7	Griswold Park
14	Landfill Link
15	Bolton Line

The information obtained in the Regional Alternative Transportation Path Survey analysis was used to determine where the most likely transportation path trips would occur. This was done using the Chittenden County Regional Demand Model, which is a computer-based model of the entire road network and land uses of the County. The model provides us with the total number of vehicle trips, and their origins and destinations. Plots of where these projected trips will occur can serve as a guide to the most important path locations for serving transportation needs.



APPLICATION AND POLICY

The Williston Vision Statement, town plan, and public sentiment all clearly identify a need to plan and provide a network of alternative paths in the town of Williston. This study identifies the corridors that are necessary to provide the links within the community. The next step is to implement this plan with the following suggestions:

1. The Town should adopt the Williston Alternative Transportation Path Plan and incorporate it into the Town Comprehensive Plan. For a broad based approach to planning in this community, this plan needs to be integrated with the street, sidewalk, and recreation path systems.

2. A committee should be established to review new developments and construction plans when proposed for potential right of ways and path development.

3. All roads that are designated to be Class II routes will be developed and maintained as part of the town road program.

4. The town should continue the planning and implementation of Class I paths through a committee that consists of citizens with assistance from public officials. It is paramount that the planning and acquisition of ROWs be through a grass-roots process that is driven by public need and support.

5. Pursuant to Williston's Subdivision Regulations and Vermont Act 200 Title 24, Ch. 117, Sec. 4417, the town may require as a condition of permit a dedication of land(or payment of fee in lieu thereof) for public facilities. This permits the town the ability to acquire land or monies to construct this network of alternative transportation paths.

6. These plans have been developed with the current funding availability in mind (VAOT Transportation Path funds) which means that they would be required to meet certain AASHTO and VAOT design and construction standards. However, for some of these route corridors it may be more desirable or necessary to construct some paths to a lower design standard (slower speed, different surface treatment). It is important for the town to consider the design standard when planning the alignment of routes.

7. Connections to the system will ensure success. Commercial areas, neighborhoods, and developments should make it a priority to establish links with feeder trails to the nearby transportation paths.

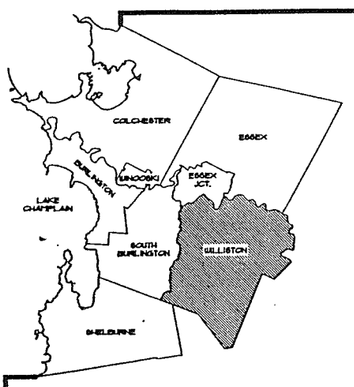
8. Provisions for intermodal connections with bicycles, bus and rail should be implemented to increase ridership and reduce dependence on the automobile.

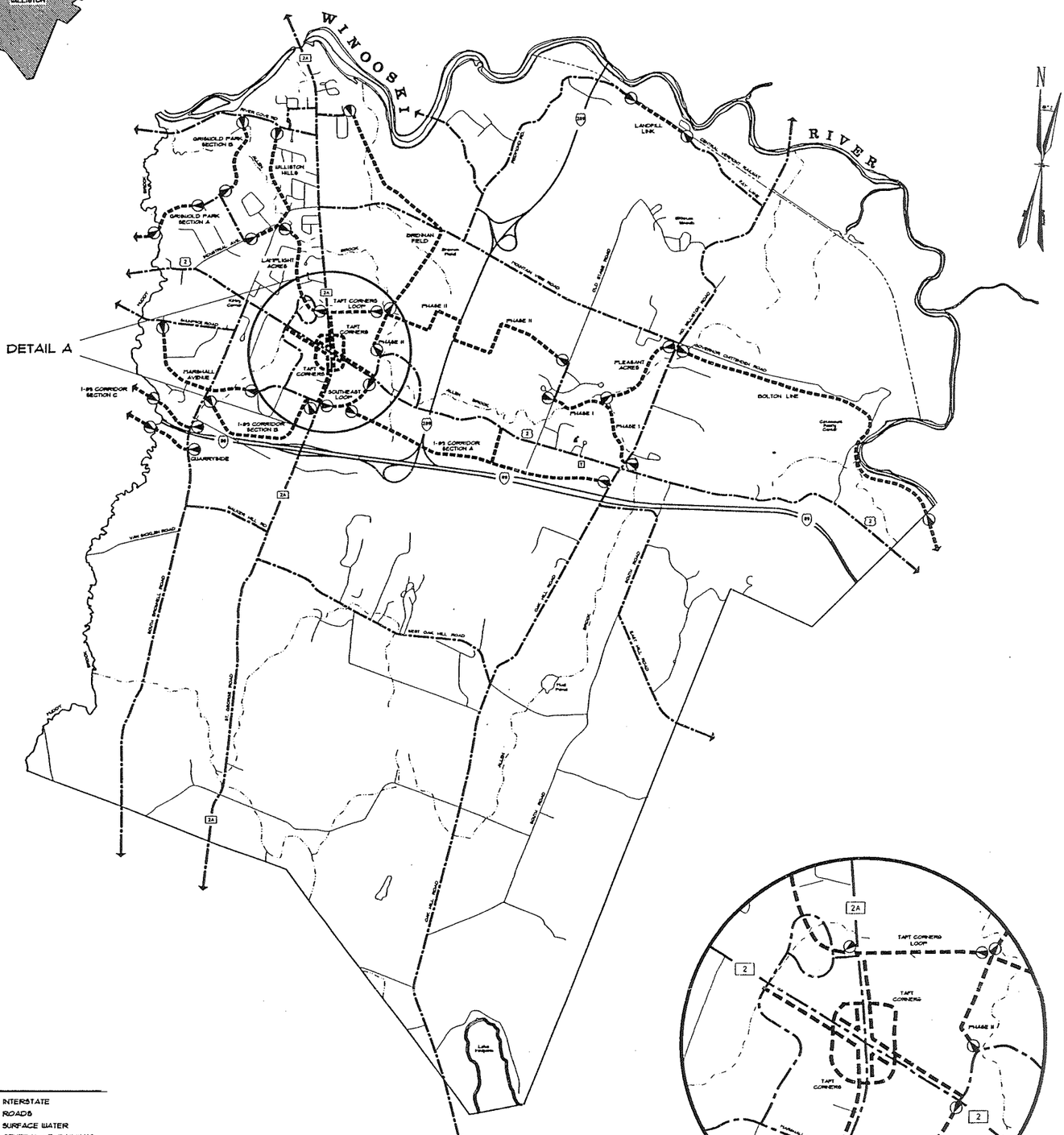
9. School transportation plans and alternative transportation plans should be coordinated to reduce the need for bus transportation of students.

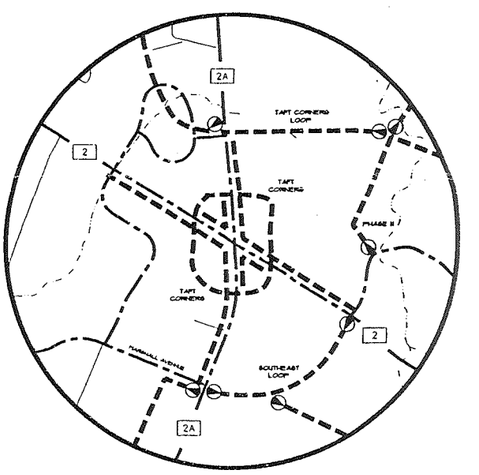
ALTERNATIVE TRANSPORTATION PATH FOR THE

TOWN OF

WILLISTON VERMONT







DETAIL A
TAFT CORNERS

LEGEND

- INTERSTATE
- ROADS
- SURFACE WATER
- CENTRAL VT. RAILWAY
- CLASS I BIKEPATH
- CLASS II BIKEPATH
- TOWN HALL
- SCHOOL

GRAPHIC SCALE

(IN FEET)
1 inch = 1000 ft.

RESOURCE SYSTEMS GROUP, INC. Hartford, Vermont

FITZPATRICK-LLEWELLYN, WILLISTON, VERMONT

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CCRPC ALTERNATIVE TRANSPORTATION PATH PLAN
WILLISTON

drawn by	sheet no.
MJR / FLI	D - 4684
project no.	scale
93013	1" = 1500'