

## CHAPTER 6 - TRANSPORTATION

Transportation has been at the heart of Williston’s history, shaping identity and pattern of the town from its earliest days. The Winooski River, later the railway lines, and more recently modern roads and highways with facilities for non-motorized travel and transit ridership have formed the major pathways and methods for moving into and through Williston over the years. This element of the plan establishes objectives and policies that address present and future transportation needs and goals of the town.

**Objective 6.1 – Master Transportation Plan.** The overall objective of the town is to develop a comprehensive approach to transportation that emphasizes the safe and efficient movement of people and goods utilizing a variety of transportation modes that includes transit, pedestrian and bicycle facilities, paths and trails, as well as roads and highways for the movement of cars and trucks. The town’s transportation goals and objectives are intended to foster and support the utilization of “complete street” principles as recently enacted by the Vermont State Legislature under Act 34 of 2011. A complete and well-rounded transportation strategy will enable the town to facilitate the movement of people and goods, protect public safety, promote healthy lifestyles, and foster community building through the town. The town’s transportation plan shall include four important elements and priorities:

- a) **Major Road Plan** - The functional classification map adopted here serves as a factual basis for the implementation of transportation and land use policies.
- b) **Sidewalks, Paths, and Trails** – A network of interconnected sidewalks, paths, and trails designed to serve the transportation and recreation needs of pedestrians and bicyclists of all ages and abilities.
- c) **Public Transportation Plan** – Transit routes designed to provide bus service connecting the town’s high intensity growth center in the Taft Corners area where employment and retail shopping opportunities are concentrated to rural Williston and other communities in the region. This objective also calls for a transit center in the Taft Corners area.
- d) **Connectivity** - Ensuring safe, efficient vehicular, bicycle, and pedestrian circulation among neighborhoods is among the main themes of planning in Williston.

**Objective 6.2 - Access Management.** This objective provides a policy basis for existing and proposed regulations that control access to public roads.

**Objective 6.3 - Transportation Improvements: State.** This objective supports a number of transportation improvements on the state roads serving Williston.

**Objective 6.4 – Transportation Improvements: Town.** This objective provides a basis for the detailed planning, design, and capital budgeting of improvements that are needed to safely handle growing traffic volumes.

**Objective 6.5 – Freight.** This objective reflects Williston’s role as a trucking terminus.

**Objective 6.6 – Transportation Funding** Impact fees are a source of funding for some of the improvements listed in Objectives 6.3 and 6.4, above. This objective provides a policy basis for the continuing collection of these fees, as well as for other efforts to fund transportation improvements.

**Objective 6.7 – Regional Transportation Planning.** This objective calls for Williston’s continued participation in the Chittenden County Regional Planning Commission (CCRPC), hopefully with greater representation.

**6.1 - Master Transportation Plan - The overall objective of the town is to develop a comprehensive approach to transportation that emphasizes the safe and efficient movement of people and goods utilizing a variety of transportation modes that includes transit, pedestrian and bicycle facilities, paths and trails, as well as roads and highways for the movement of cars and trucks.**

**6.1.1 Major Road Plan** - The Town of Williston adopts the major road plan shown on Map8 to provide a basis for the land use and transportation policies of this plan, more detailed transportation planning, capital budgeting, and development review. In adopting this plan, the town points out that I-89 is a major regional arterial road, and U.S. Rt. 2 and VT Rt. 2A serve as both arterials (their official classification) and major collectors. This reality should be respected in transportation planning and improvements.

Map 9 – Major Road Plan shows the functional classification of existing and proposed roads in Williston. The legend for that map explains the functions the types of roads serve in the community. Functional classification helps decision makers set priorities for road maintenance and improvements. It also provides a basis for town bylaws and development review, including requirements for access management, as called for by Objective 6.2 – Access Management.

U.S. Route 2 and VT Rt. 2A are designated as arterials in the regional transportation plan. Route 2A, especially, does function as an arterial, linking Williston and points south with Essex Junction. U.S. Rt. 2 (Williston Road) functions as an arterial road through the Taft Corners area, but more as a collector road in the eastern portion of the town. Traffic on both roads is slowed by turning movements, however, and the number of curb cuts makes it clear that these roads also function as major collectors, serving residential neighborhoods and individual businesses. Route 2 also serves as the “main street” of Williston’s historic village. Improvements to these highways should reflect their dual role, providing for bicycle and pedestrian safety, and reasonable access to adjoining properties. High speed traffic should be directed to I-89 and away from the town’s more locally oriented streets (see Policy 6.3.1).

The town is committed to building “Complete Streets” whenever possible. Complete Streets are those that include design features for addressing the needs of all modes of transportation not just vehicles. New transportation facilities should incorporate complete street design principles to the maximum extent possible, and improvements to existing roadways should incorporate facilities for non-motorized transportation users whenever feasible.

**6.1.2 Sidewalks, Paths, and Trails** – Sidewalks, paths, and trails facilitating the movement of people by walking and bicycling is an essential element of the town’s transportation plan. The Town of Williston will seek funding for improvements that are needed to provide safe pedestrian and bicycle infrastructure throughout town,

Williston currently maintains more than 30 miles of sidewalks, paths, and trails. Sidewalks and paths are primarily used for transportation purposes. Sidewalks are for typically constructed as a part of neighborhoods and are designed for pedestrian uses such as walking, jogging, etc. Paths link neighborhoods and are designed to accommodate a broad range of non-motorized uses such as biking, roller blading, etc. Williston’s trails, often called primitive paths, are low-maintenance and primitive in nature and while they may serve a transportation function they are primarily used for recreation. Trails are described in more detail in Chapter 8 - Parks and Recreation.

Map 17 – Sidewalks, Paths, and Trails show Williston’s primitive trail network in reference to the sidewalks and paths for the entire town. Map 11 – Sidewalks and Paths shows the existing and proposed sidewalks and paths north of the highway where most of these facilities exist.

The town’s existing network of multi-use paths and primitive trails is highly valued in the community, and often mentioned as the type of facility the town’s people would like to see more of. The people of the town have demonstrated their support for more bicycle and pedestrian circulation by approving a \$3.2 million bond issue for the construction of multi-use paths in 2003. These funds have been augmented through outside grants, developer construction, and transportation impact fees which have helped to accelerate the construction of facilities for non-motorized transportation, especially in filling in missing links in the network.

Improvements to the town’s network of bicycle and multi-use paths should also include providing safe and effective links between Williston and neighboring communities such as South Burlington, Hinesburg, and Richmond.

**6.1.2.1 Build the Paths Supported by the Bond Issue.** The town has constructed paths along Route 2, from South Brownell to Helena Drive; along Mountain View Road, from Old Stage to North Williston Road; and along North Williston Road from Route 2 to Mountain View Road using bond funds. The town is currently working on right-of-way acquisition and engineering for the paths that will be constructed including Williston Road, and Rt. 2A, and filling gaps in the town’s sidewalk network in the Taft Corners area among others. The bond also provides the local match needed to build paths along Route 2A. The town has been successful in obtaining roughly \$1 million in grants to help pay for the design and construction for the path along the northern portion of Rt. 2A in Williston. The town should periodically review the identified needs and gaps in the path system, and establish priorities in order to continue to vigorously pursue grant opportunities to supplement these funds and continue to build out the town’s multi-use path network.

**6.1.2.2 Build Other Sidewalks and Paths, as Needed. It is the responsibility of the developer to provide** sidewalks, paths, and trails within new projects as well as connections to existing sidewalks, paths and trails adjacent to the new project. (see Policy 6.7.1 below), but the town may need to fill gaps in its bicycle and pedestrian circulation system. Paths that provide north-south and east-west transportation and recreation routes along or near heavily traveled roadways should be prioritized. Pedestrian and non-motorized facility priorities include:

- along Route 2A, south of Maple Tree Place and under I-89 to Hurricane Lane;
- the Village Bike Path north of the Southridge and Turtle Pond neighborhoods;
- an east-west connection along, or closely parallel to Route 2, from Williston Village to Taft Corners;
- wide shoulders along the side of Mt. View Road;
- a safe pedestrian crossing of Route 2 farther west in the village than the present crossings;
- a pedestrian crossing at the intersection of Williston and North Williston Roads, and;
- a crossing of the Muddy Brook to provide for a safe bike path along Route 2 between South Burlington and Williston. A CCRPC scoping study is reviewing alternatives for this crossing.

**6.1.2.3 Provide Wide Shoulders Where There Are No Bike Paths.** Where feasible, and where no other way is available, road improvements should include shoulders along the sides of public streets wide enough for bicyclists and pedestrians.

**6.1.2.4 Provide Amenities Along Paths and Trails.** Simple improvements can enhance the experience of walking or cycling in Williston. Benches should be provided, especially near elder housing projects. Bike racks should be provided near logical destinations for cyclists.

**6.1.2.5 Link Recreation Paths and Trails to Sidewalk Network.** The town's recreation paths and trails should be tied to paths and trails in the town and region designed primarily for transportation.

**6.1.2.6 Public Works Specifications.** The town's public works specifications will be revised to provide better guidance for multi-use paths and primitive trails. See also Policy 7.10.

**6.1.2.7 Build Paths in New Developments.** *New development projects, especially those in the town's Growth Center, should continue to include requirements for pedestrian and non-motorized transportation facilities with these projects.*

**6.1.3 - Public Transportation - The Town will continue to support local public transportation agencies, including SSTA (Special Services Transportation Agency) and Green Mountain Transit (GMT), in providing service to Williston.**

Williston currently has limited, fixed-route bus service provided by the GMT and on-demand special transportation services provided by the SSTA. Map 12 – Public Transportation shows the present bus route and stops. GMT now operates two different schedules of transit service to and from Williston. Regular bus service is currently available seven days each week connecting Williston with Burlington and Essex Junction at each end. A second commuter line was from Williston to Burlington was also started in June 2010. This second line offers service twice each morning and twice each afternoon during peak work travel times along with a mid-day run Monday through Friday to and from Williston Village and downtown Burlington.

As of September 2016, the upgraded Williston Road/US 2 corridor service has been operating for six years. GMT services along the corridor have been improved to include 15-minute weekday peak hour service, expanded operating hours, Sunday service to Williston (Taft Corners) and new weekday commuter service to Williston Village. These upgrades have provided better services to existing passengers and make GMT services more attractive to choose riders.

The current Williston (#1) route has averaged 1,266 daily weekday passenger boarding's, ranking second in system-wide ridership. The combined YTD ridership of the current Williston (#1), Williston- Essex (#1E) and South Burlington Circulator (#12) routes is 8.6% greater than the FY10 YTD ridership of the previous routes servicing the corridor. When including the YTD ridership of the Williston Village (#1V) route which has averaged nearly 11 boardings per roundtrip the total corridor ridership has been increased by 10.8%. While ridership is expected to grow as the corridor service matures the current ridership levels are in-line with the ridership projections used in the CMAQ grant application.

GMT also provides on demand service for people eligible for special transportation services. In FY 2010 there were 4,383 ADA trips and 3,099 trips on E & D routes at one or both trip ends in Williston.

**6.1.3.1 Continue to Support Both Fixed-Route and Special Transit.** Williston has supported the Special Service Transportation Agency for many years and recently took a major step in continuing fixed-route bus service. The town agreed to provide partial local funding for GMT's existing route in FY06. Federal funding for this route expired at the end of the '05 fiscal year, and the town has continued to provide funding for GMT service in Williston, providing over \$224,000 in in funding FY 2017.

**6.1.3.2 Continue to Promote Construction of Ride Sharing Facilities.** The park-and-ride listed in 6.4.4 will help make public transportation a more viable alternative in Williston. When this facility is completed, the GMT should develop a plan for providing regular transit service to this facility so that users of this facility will have safe and convenient access to regional and local transit services. The town will provide secure, sheltered bicycle facilities to support multi-modal transportation.

**6.1.3.3 Build a Transit Center.** Williston is currently served by two major bus routes, along with a more limited service commuter line to the Williston Village. The town is anticipating the completion of a regional park and ride facility near Exit 12 that should be served with both local bus service and by the regional Link service. The current place for transferring between these routes is at the Williston Walmart store on Harvest Lane. Williston requires a conveniently located, comprehensive, and central transfer station that would allow riders to easily connect between these various bus lines, provide options and facilities for riders from all transportation modes to access the center, and provide shelter for users during waiting periods. A comprehensive transit center such as this would best be located in the town's designated Growth Center in the Taft Corners area where high intensity development already exists and is anticipated in the future, and where the existing bus lines through Williston intersect.

**6.1.3.4 Build Bus Pull Offs.** There are many locations where there are inadequate places for bus passengers to get on and off busses along the major roads in Williston, especially Williston Road and Mt. View Road. The town shall work with GMT to identify and build appropriate locations for pull off locations for busses along these routes.

**6.1.4 Connectivity - The Town of Williston will require multiple points of access to most developments. It will also strongly encourage safe, functional connections between neighborhoods, and within residential and commercial areas and public places.**

Some benefits of insisting on safe, functional connections between neighborhoods via roads and sidewalks, paths, or trails include those listed here:

- Having multiple points of access to a neighborhood can be important during emergencies and major street or utility repairs
- Facilitating movement from one part of the community to another via local roads, sidewalks, paths, and trails can reduce congestion on arterial roads and major collectors. It also encourages walking and cycling
- Connecting neighborhoods promotes a sense of community throughout the town. There is a clear relationship between community design and mental health. The relationship is complex and there are many ways to design a community that supports the mental health of all residents. The environment can contribute to an individual's sense of wellbeing, to counter the effects of

isolation. Accessible, well-designed, safe, multi-modal transportation is key to connecting people to where they wish to go and to each other.

**6.1.4.1 Require Multiple Points of Access for Most Developments.** Williston’s bylaws impose two limits on the number of homes that may be served by a single point of access. Private driveways may serve five units, private or town roads may serve up to 50. The bylaw revisions that follow adoption of this plan will include standards that are based on both distance and density. Also, experience shows that the emergency access roads that have been permitted as a second point of access in the past have seldom been properly maintained. Where two points of access are required, they must be built to town standards and maintained.

**6.1.4.2 Require Connectivity as a Condition of Development Approval.** Commercial and residential developments must have safe, functional access for vehicles, pedestrians, and cyclists throughout the site. They should also have safe, functional connections with adjoining developments, ensuring contiguous infrastructure for all modes. If the new development does not adjoin any currently developed properties, the developer will provide infrastructure for all modes, connecting to the nearest existing network. Providing connections will ordinarily be the responsibility of the developer. The town may choose to invest in increasing connectivity where doing so will benefit the community. (For example, see for example Policies 6.4.1 and 6.4.5 below.)

## **6.2 - Access Management - The Town of Williston will adopt and enforce access management standards that protect public safety, access to existing and future uses, and the public investment in town and state roads.**

Access management is the control of driveway and street connections to public roads. Effective access management has many benefits:

- It can reduce the need for additional public expenditures on road improvements by maintaining the capacity of existing highways
- It can improve traffic safety and limit the potential for conflict between vehicles, pedestrians, and cyclists
- It can reduce congestion and delays, while providing safe access to public roads from adjoining properties

Access to state highways is controlled by the Vermont Agency of Transportation. Access to town roads is controlled by the town. Both agencies require a permit for a new point of access, as authorized by state law (see 19 V.S.A. § 1111).

These access management policies are based on the functional classification of roads established in Objective 6.1.1 – Major Road Plan. Functional classification provides a sound basis for balancing landowners’ needs for access with the community’s need for mobility.

**6.2.1. Limit New Points of Access.** Access to arterial roads will be from local roads (public or privately maintained), not directly from adjoining properties. Access to collector roads must be via local roads or, where practical, shared driveways. The town may also require shared driveways for access to local roads. Objective 6.2.3 - Connections encourages linkages between neighborhoods as another means of limiting the need for access to arterials and major collectors.

**6.2.2. Limit Access Directly from Parking.** Parking areas must be designed so that vehicles do not back directly onto an arterial or collector road. Parking areas must not rely on adjoining roads as part of their internal circulation pattern. The siting, size, and design of parking lots are covered in Objective 4.2.

**6.2.3. Consolidate Existing Points of Access.** Existing points of access to arterial and collector roads must, where practical, be consolidated when the uses they serve are changed or expanded.

**6.2.4. Locate Points of Access to Protect Public Safety and Minimize Congestion.** Points of access to public roads, including both driveways and new streets, must be properly aligned and separated from each other, and from intersections. Specific alignment and spacing standards will be added to the town's bylaws or public works specifications.

**6.2.5. Require Turning Lanes, Medians, and Other Access Management Improvements, as Needed.** The town will require developers to provide acceleration, deceleration, and turning lanes; medians, and other access improvements, where needed. The need for these improvements may be established by a corridor study prepared by the town, the CCRPC, or VTrans, or by traffic studies required for proposed developments.

**6.2.6. Design and Build Points of Access to Protect Public Safety and Minimize Congestion.** Points of access, including both driveways and new streets, must comply with the town's design and construction standards. These standards, which are adopted either directly or by reference, into the town's bylaws or public works specifications, may include minimum sight distances, width, grade, curb radii, stacking or storage depth, and similar geometric requirements. They may also include signage and lighting.

**6.2.7. Protect Pedestrians and Bicyclists.** Access for pedestrians and bicyclists will be separated from access for vehicles where possible. Elsewhere, the potential for conflict between pedestrians, cyclists, and vehicles will be minimized by the use of pavement markings and texturing; signage; wider shoulders; and similar techniques.

### **6.3 - Transportation Improvements: State: The Town of Williston will support and encourage the Vermont Agency of Transportation (VTrans) to make improvements that are needed to enhance traffic safety and traffic flow, and to safely provide for bicycle and pedestrian circulation.**

The Vermont Agency of Transportation plays a critical role in Williston. The town will work with VTrans to ensure the improvements listed here are made in a timely manner. See Map 9 – Proposed Transportation Improvements for the locations of these proposed improvements.

**6.3.1 Circ. Alternatives.** On May 20, 2011, Governor Shumlin announced that the State of Vermont would be abandoning its long-anticipated plan to construct the Circumferential Highway. In its stead, the Governor directed the four communities anticipating the Circ., Williston Colchester, Essex and Essex Junction, to work with the state, the CCRPC, and other interest groups to come up with alternatives to the Circumferential Highway. The Circ. Alternatives Task Force met regularly for almost two years, and developed a list of transportation projects and demand management techniques that would be implemented over an approximately 20-year period. The projects identified for Williston include the re-building of Exit 12, improvements along VT 2A, the intersection of VT 2A and Mt. View Road, and additional grid streets in the Taft Corners area. The completion of these projects is a high priority for the town, and they collectively are an important part of the town's transportation and land use plans for the future.

**6.3.2 Continue to support VTrans constructing a Williston Park-and-Ride.** Williston residents and commuters from surrounding communities need a park-and-ride facility near Exit 12 on I-89. VTrans reopened the scoping process for this facility in 2006. This regionally important facility has received local permitting and state (Act 250) approval in 2015 and 2016, and construction is anticipated in 2017. This park-and-ride proposed near the south side of Exit 12 on I-89 should support Williston's goal of creating a pedestrian and transit friendly commercial center in the Taft Corners area. The town continues to support the completion of this facility and supports the park and ride being served by local and regional GMT service, with bike and pedestrian connections under I-89 to the Taft Corners area.

**6.3.3 Improve the Intersection of Rt. 2 and Industrial Avenue.** This VTrans project will improve safety and circulation, especially for trucks, at this heavily traveled and often confusing intersection. The construction of the planned improvements is awaiting state funding, and may rise in priority if it is selected as a priority improvement in lieu of the construction of the Circ.

**6.3.4 Consider Improvements to the Intersection of Route 2 and North Williston Road.** This intersection is currently congested only at peak hours, but a roundabout or signal will soon be needed. A CCRPC scoping study for this intersection recommended construction of a roundabout. The Williston Planning Commission supports transportation improvements in Williston Village, including the improvement of the intersection of Route 2 and North Williston and Oak Hill Roads, as long as the following elements of any project are considered:

- Pedestrian safety is improved, including safety for pedestrians who may need extra time or may require vehicles to be completely stopped to cross vehicle lanes.
- The safety of cyclists is addressed for any proposed alternatives.
- Recent evidence, particularly accident data, which consider any new improvements (such as the flashing red light at the North Williston/ Route 2 Intersection).
- The compatibility of the improvement with the Williston Historic Village is considered in consultation with the Williston Historic and Architectural Advisory Committee.
- Intersection improvements that involve structural elements (large metal masts and beams, for example) that are incompatible with Williston Village will not be supported.

**6.3.5 Calm Traffic Throughout Williston Village.** The visual separation created by the hill west of Williston Village results in high speeds as vehicles come over the crest approaching the village. The passing lane exacerbates this problem, and is no longer relevant, as Route 2 carries little farm traffic and should be carrying only local truck traffic. Replacing the passing lane with a narrower road section or a boulevard would slow traffic entering the village and improve the quality of life for existing and future homes along this stretch of road. Consideration should be given to providing on-street parking in the village to slow traffic and provide a buffer to pedestrians using the sidewalks. The CCRC completed a scoping study of this section of highway, exploring the feasibility of eliminating this passing lane and building a pedestrian or multi-use path. This facility for non-motorized travel is a high priority for the town.

#### **6.4 - Transportation Improvements: Town - The Town of Williston will seek funding for and make improvements that are needed to enhance traffic safety and vehicular circulation.**

The road improvements and studies listed here are assigned to either higher or lower priority. Higher priority projects should be included in the town's capital budget, meaning that they should be initiated

within six years. Lower priority improvements may be added to the capital budget if the need becomes more urgent before this plan is updated or if funding becomes available.

**Higher Priority Improvements.** See Map 9 – Proposed Transportation Improvements for the locations of these proposed improvements.

**6.4.1 Connect Marshall Avenue and Williston Road (Trader Lane). Extend Wright Avenue West to Harvest Lane.** Working with landowners to build these grid streets in the Taft Corners area (see Map 3 – Taft Corners Grid Streets) will provide better access and relieve congestion. It may also alleviate the need for improvements at the intersection of Route 2A and Marshall Avenue. Planning and design studies for this and other grid streets have been completed in 2010.

**6.4.2 Study the Need for Transportation Improvements at Mountain View and North Williston Road.** Changing traffic patterns through Williston at peak travel times have resulted in periods of congestion at this intersection. The town will examine the potential need for improvements at this intersection.

**6.4.3 Install a Traffic Signal and Geometric Improvements at James Brown Drive.** The improvements at this intersection were identified by the town as the highest priority project during the Circ. Alternative Task Force process. This portion of Rt. 2A is highly congested, and completing turning movements is often very difficult, especially during peak periods of travel. The Williston Police Department also lists this intersection as a safety concern due to the potential for high-speed collisions. This signal and accompanying improvements are also needed to protect traffic, improve the overall functioning of the travel corridor, and provide facilities for pedestrians; A study of this intersection was completed by the CCRPC in 2008, which called for signalization of this intersection along with the construction of turn lanes on Rt. 2A. This project is under construction and partially completed.

**6.4.4 Build a Williston Park-and-Ride.** VTrans has planned to construct a regional park and ride facility on the south side of I-89 at Exit 12. The town continues to support the completion of this regional facility. In addition, the town should consider working with interested developers to create a local park-and-ride facility designed to support ride sharing and all transit modes oriented towards intra-Williston movement. Possible locations for this facility could include the Williston village or within the Taft Corners area.

**6.4.5 Build a Road Connection between the Home Depot/Wal-Mart Area and Rt. 2A.** The town commissioned a study of this proposed roadway in 2006, and results have been shared with AOT and the CCRPC. This roadway would most likely be built in conjunction with a private development proposal, and the design interaction with the existing state highways in Taft Corners would have to be evaluated in conjunction with state transportation requirements.

**Lower Priority Improvements.** See Map 9 – Proposed Transportation Improvements for the locations of these proposed improvements.

**6.4.6 Build Other Taft Corners Grid Streets.** Extending Wright Avenue west toward Trader Lane (proposed) and connecting it to Marshall Avenue is a high priority (see Policy 6.5.1). Extending the grid from Harvest Lane, near the Home Depot (see Policy 6.4.5), to Route 2A may also be a priority depending on future development proposals in this area. Other grid streets in the Taft Corners area, including those linking the properties to the east to Maple Tree Place should be constructed as development proceeds.

**6.4.7 Study the Need for Improvements on North Williston Road.** Traffic on North Williston Road is growing as this narrow, winding, rural highway begins to serve part of the function originally projected for the Circumferential Highway: namely linking traffic from Route 15 and the existing portion of the Circ. (VT 289) in Essex to I-89 to the south. The state and the CCRPC should conduct a corridor study that projects traffic volumes and identifies the need for possible improvements along this roadway in light of recent discussions by the state to not construct a bridge over the Winooski River as part of the Circ. Highway in the foreseeable future. This study should also address the need for traffic calming along the more densely settled stretches of this road, and should address the needs of local users of this roadway including pedestrians and cyclists.

**6.4.8 Study the Need for Improvements on Oak Hill Road.** Like North Williston Road, Oak Hill Road is beginning to function as an arterial, carrying traffic from Hinesburg and other points south into rural residential areas. The town should fund a study that will project future traffic volumes, evaluate the need for improvements, evaluate how traffic calming on Oak Hill could be used to divert drivers to Route 2A, and should address the needs of local users of this roadway including pedestrians and cyclists.

## **6.5 - Freight - The Town of Williston will consider freight movement in its planning, public investment, and development review decisions.**

As noted in the introduction to this element, Williston is a center of trucking and warehousing services. The New England Central Railroad passes through Williston, along the Winooski River, but provides little service to businesses located in the town.

**6.5.1 Designate Truck Routes.** Truck routes are designated on Map 9 – Major Road Plan. This designation supplements the functional classification map as a basis for planning transportation improvements and land use decisions.

**6.5.2 Promote Investment in Rail Services.** Williston supports the adoption and implementation of a state rail plan that would provide better freight service in Vermont. For information on state rail planning, see <http://www.aot.state.vt.us/Rail/SRP.htm>.

## **6.6 - Transportation Funding - The responsibility for the provision of local streets and bicycle and pedestrian ways will continue to be the developers. The Town of Williston will continue to collect transportation impact fees to help fund the improvements that benefit the entire community.**

The roads serving Williston represent a major public investment. The town currently spends somewhat more than \$1,000,000 per year to maintain its roads.

**6.6.1 Continue to Require Developers to Provide Local Streets and Bicycle and Pedestrian Ways.** Williston will continue to require developers to provide local streets, sidewalks or multi-use paths, and primitive trails that serve their projects. Developers may also be required to make improvements to existing town, state, and federal highways, as provided by Objective 6.2 – Access Management, and to provide rights-of-way for the path and trail system shown in the *Open Space Plan*. Where the development itself will generate or attract bicycle and pedestrian traffic, the developer will be required to build the paths and trails. Developers may also be required to provide bike racks.

**6.6.2 Monitor and Evaluate the Transportation Impact Fee.** Williston has charged transportation impact fees since 1987, raising more than \$2 million. The current impact fee of \$700 per peak hour trip end was updated in 2008. The town will monitor and evaluate the effectiveness of the impact fee

program and consider revising it to reflect current costs and match the priorities for improvements adopted in this plan.

**6.6.3 Pursue Additional Funding for Transportation Improvements.** The town has been successful in obtaining grants of roughly \$1 million in the past two years for the design and construction of paths and sidewalks that have helped the town to leverage its own funds. Town staff will continue to pursue grants and other funding sources for transportation improvements.

**6.7 - Regional Transportation Planning - The Town of Williston will continue to participate in the regional planning transportation program of the Chittenden County Regional Planning Commission, including the commission's Transportation Advisory Committee (TAC) and Planning Advisory Committee (PAC). It will also pursue increased representation on the CCRPC board.**

Williston is a member of the CCRPC, the regional planning and transportation planning agency. CCRPC prepares a regional transportation plan and a schedule of improvements that will be built with state and federal funds which is approved by the CCRPC board. Representation on the CCRPC board is presently based on the population of the participating jurisdictions. Williston will advocate a new formula that reflects traffic volumes, employment, or other indicators that better reflect jurisdictions' relative needs for transportation improvements.