

# Alternatives Presentation Meeting

## Dickenson Street Improvements Scoping

### Jericho, Vermont

March 21, 2011



## Project Committee

CCMPO – Christine Forde  
Jericho – Todd Odit, Seth Jensen  
Stantec – Greg Edwards, David DeBaie  
Property owner – David Villeneuve

## Meeting Purpose

- Describe project existing conditions and purpose and need
- Present the alternatives and alternatives evaluation
- Solicit questions and comment
- Seek endorsement of a preferred alternative from the Selectboard

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## Project Development Process

- Focus was on Dickenson Street Improvement
- Collect and review existing information.
- Analyze existing conditions.
- Conduct meetings to solicit concerns and ideas.
- Established project purpose and needs.
- Identify potential alternatives.
- Analyze and evaluate alternatives and determine a preferred alternative.

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## Project History

- 2001 Steam Mill Road Intersection Study
- 2007 Dickenson Street Alternatives Analysis

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## Project Area and Existing Conditions

### Existing Conditions Plan

- History and characteristics
- Pedestrian/Bicycle facilities
- Traffic conditions
- School operations
- Resources

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## Project Purpose

- Improve westbound auto and bus access to VT 15.
- Improve eastbound school bus access to schools.
- Improve pedestrian routes to schools.
- Improve PUD access and circulation.
- Reduce traffic conflicts with school operations on Steam Mill Road.

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## Project Needs

- Morning and evening peak period delays for Steam Mill Road traffic accessing VT 15 are so great, they result in a diversion from Steam Mill Road to Park Street.
- Proposed PUD development will increase demand for left turns onto VT 15 and add to the delay which currently exceeds LOS F.
- School buses and motorists have limited sight distance which is less than desirable when turning left onto VT 15 from Steam Mill Road.
- School buses have difficulty turning left from VT 15 to Steam Mill Road due to the acute angle of the intersection and the presence of vehicles entering VT 15 that creep beyond the stopline to gain additional sight distance.
- The existing pedestrian crossing of River Road is situated on a curve which restricts sight distance.
- The proposed Sawmill PUD includes a retail element on the northeast corner of VT 15/Dickenson Street which will be better served by a two-way Dickenson Street.

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## Alternatives

- Build A: Two-way Dickenson Street with signal
- Build B: Two-way Dickenson Street without signal
- Discarded Alternatives:
  - One way westbound Dickenson Street
  - Steam Mill Road / VT 15 Signal

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## Alternatives Evaluation

| Alternative                                      | Do Nothing   | Build A   | Build B   |
|--|--------------|-----------|-----------|
| Construction Costs                               | \$0          | \$900,000 | \$770,000 |
| Purpose & Need                                   |              |           |           |
| Improved westbound access to VT 15               | Not improved | Improved  | Improved  |
| Improved eastbound school bus access             | Not improved | Improved  | Improved  |
| Improved pedestrian routes                       | Not improved | Improved  | Improved  |
| Improved PUD access                              | Not improved | Improved  | Improved  |
| Reduced traffic conflicts with school operations | Not improved | Improved  | Improved  |
| Impacts  | None         | Minor     | Minor     |

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## Next Steps

- Solicit questions and comments
- Solicit endorsement of a preferred alternative

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# Comments and questions

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