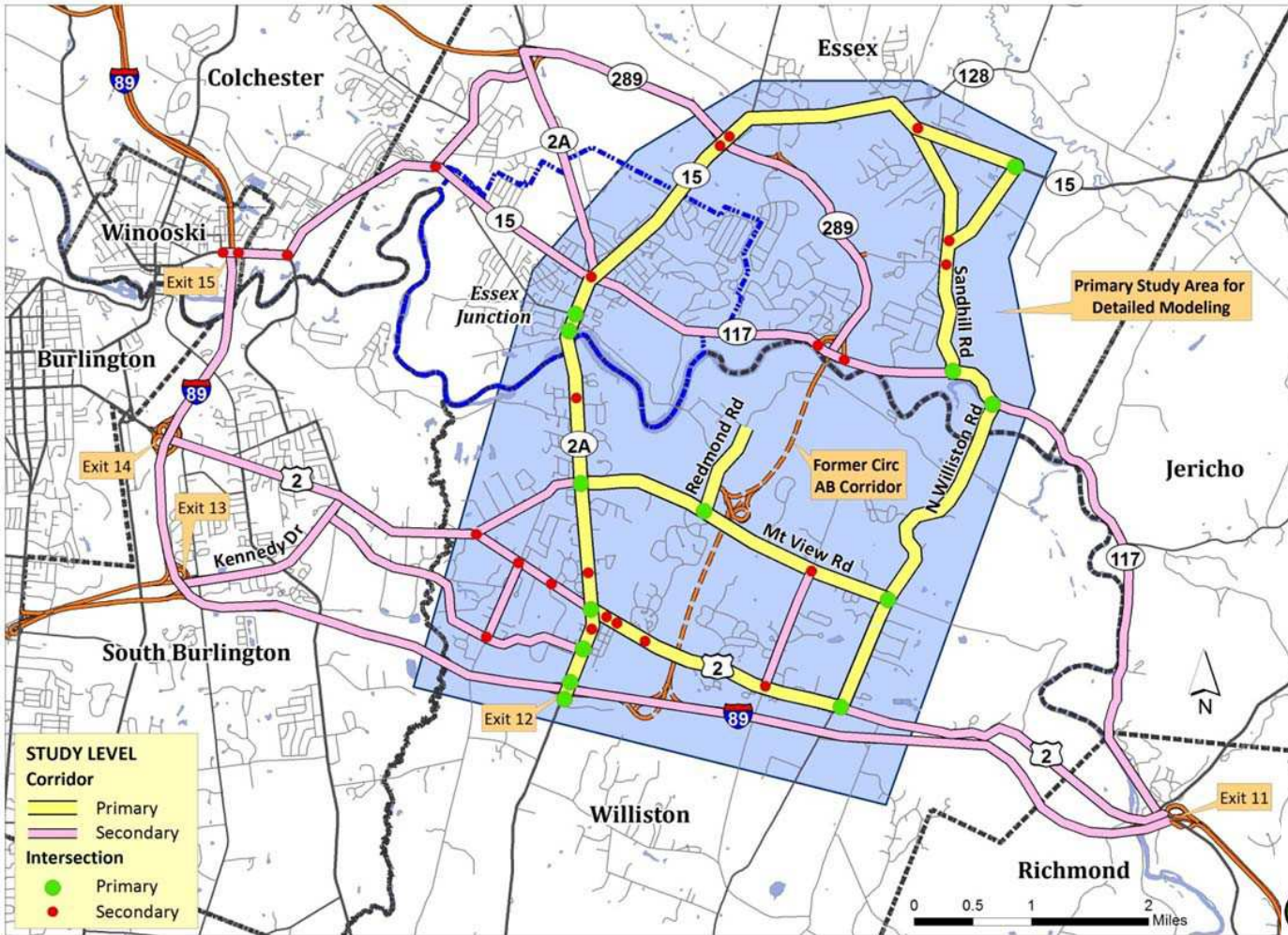


# **Williston-Essex Transportation Network Study**

**Village of Essex Junction Comments  
For May 21, 2012 Meeting**



“The objective of the Williston-Essex Transportation Network Study (“the Study”) is to determine a set of multimodal transportation improvements, and land use policies that will improve safety and mobility in the study area (Figure 1) ... “



# Redesign of the Essex Junction Amtrak Station



THE PRESENT STATION IS  
FUNCTIONALLY AND VISUALLY  
CHALLENGED

A FUTURE CONCEPT  
TO CONSIDER





# Vermont Amtrak Ridership

Amtrak operates two medium-distance trains in Vermont, the ***Vermont*** (Washington, D.C.-New York-St. Albans) and the ***Ethan Allen Express*** (New York-Albany-Rutland). During FY11 Amtrak served the following Vermont locations:

<u>City</u>	<u>Boardings + Alightings</u>
Bellows Falls	4,364
Brattleboro	15,223
Castleton	3,144
<b>Essex Junction</b>	<b>21,798</b>
Montpelier	7,031
Randolph	1,897
Rutland	15,848
St. Albans	3,023
Waterbury	4,818
White River Junction	14,109
<u>Windsor-Mount Ascutney</u>	<u>687</u>
<b>Total Vermont Station Usage: 91,942</b>	



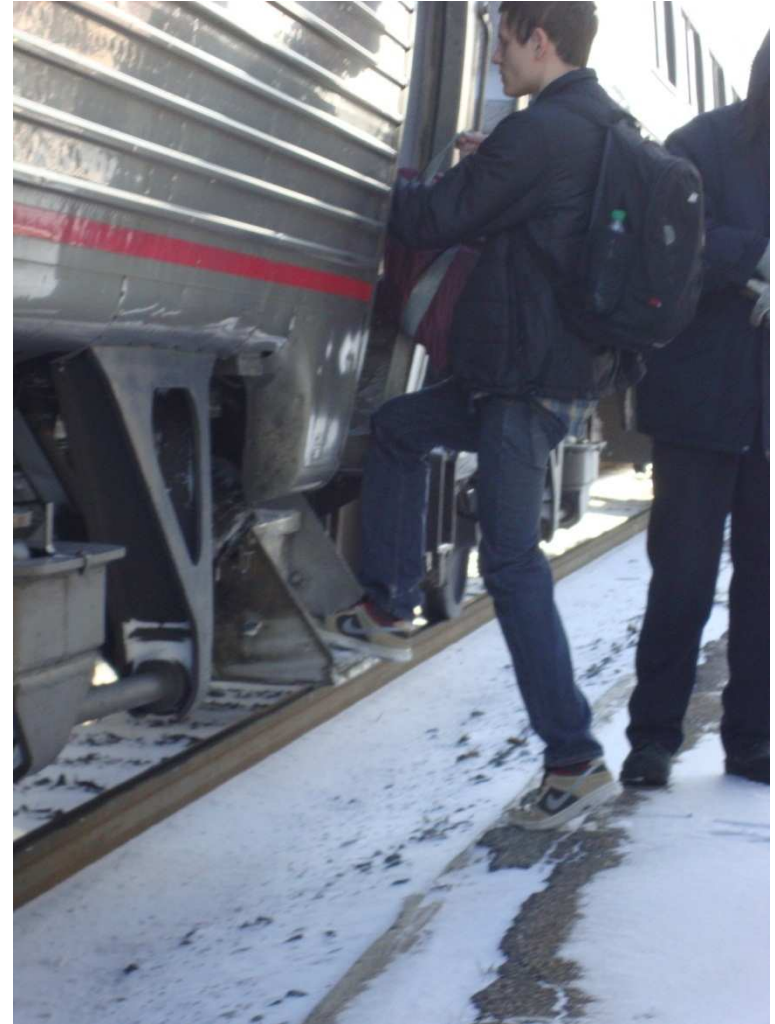
# Rail Platform Design

## Current Status

- Inadequate platform
- Inability for all passengers to load and unload with ease

## Plan of Action

- Design platform level with train entrances
- Meet ADA Standards



# A Concept to Consider

VIEW FROM SOUTH ON RAILROAD AVE



A UVM CAPSTONE PROJECT

(Our thanks to five students & four Village professionals)



# **Village of Essex Junction Comments**

## **STATEMENT:**

Regardless of whether the boards select Network Strategy 1, 2, or No Build, the level of service in the Five Corners – VT2A/VT15/VT117 corridor never rises above E by 2025. Put another way, new roads and road enhancements alone will not significantly improve the level of service in this corridor. Increased use of public transportation must be part of the solution.

## **CHALLENGE:**

How do we achieve a meaningful increase in CCTA ridership in the Essex Center/Essex Junction/Taft Corners corridor?

## **KNOWN AND UNKNOWN:**

We know that Railroad Avenue in Essex Junction is now serving as a de facto park & ride for people taking CCTA buses (and perhaps Amtrak), but we do not know which bus route(s) they are taking.

Will enhancing the appeal and accessibility of the Essex Junction Amtrak/CCTA station increase ridership?

Would creating more parking spaces around the Amtrak/CCTA station increase ridership?

