



Executive Director's Report

Communities working together to meet Chittenden County's transportation needs

FISCAL YEAR 2011 Winter 2011

Merger of the CCMPO and CCRPC – As directed during the 2010 Legislative session the CCMPO and Chittenden County Regional Planning Commission (CCRPC) have delivered a report on our plan for merger and timeline to the General Assembly per the Act 146 Challenges for Change. Several Board Work Groups have been set up to assist with the development of a joint mission and vision, bylaws, committees, and finances. Charlie Baker (CCRPC Director) and I will be visiting with all of the Chittenden County municipal boards during March and April to seek support for a full merger of the two organizations. The first draft of organizational bylaws for the proposed merged organization is now available for review. Should a merger be approved, it is anticipated that a joint governance body could be in place for the start of fiscal year 2012 on July 1, 2011. For more information contact CCMPO's Michele Boomhower.

Regional Transportation News, Activities & Events

The development of the FY12 Unified Planning Work Program (UPWP) is underway. The CCMPO's work program implements approximately \$2.5 million in funding for multi-modal transportation studies and analysis. A public informational meeting was held on January 19 to receive planning program suggestions from communities, the public and local organizations. The UPWP Committee will hold its first meeting on February 16 to begin the process of developing the work program and budget for FY12. This process will be undertaken jointly with the CCRPC. For more information contact CCMPO's Michele Boomhower.

The Exit 16 Interchange Scoping Study is nearing completion. Preliminary design alternatives were developed for a new future year of 2028, including a Double Crossover Diamond (DCD) interchange and traditional capacity improvement alternatives. The Steering Committee is meeting on February 9th to review and comment on the updated traffic analyses for planning year 2028, the preliminary design of alternatives as well as the Evaluation Matrix of viable alternatives. An Alternatives Presentation to the Colchester Select Board is anticipated to be scheduled in March to present the various design improvement options. For additional information contact CCMPO's Eleni Churchill.

The CCMPO is initiating a Scoping Study for an expanded interstate off ramp and an Intermodal Intercept parking facility at Exit 14 in South Burlington. This study would be conducted in association with the Chittenden County Transportation Authority (CCTA), the Campus Area Transportation Management Association (CATMA), and the cities of Burlington and South Burlington. An Intermodal facility is a facility that serves all modes of transportation including regional transit (CCTA), shuttles (CATMA), motor vehicles, walking and biking. An Intercept parking facility is a parking alternative to on-site locations within activity centers or the urban core. These facilities may capture outgoing as well as incoming activity center traffic and serve as a transfer point from car to shuttle or transit. The study is expected to take approximately one year to complete. For additional information contact CCMPO's Christine Forde.

The Exit 12B Interchange Justification Review process is nearly complete. The South Burlington City Council has requested that the finalization of the review process be delayed until late spring to allow for the completion of City discussions regarding interstate interchange policy within South Burlington. For more information contact CCMPO's Michele Boomhower.

A study to examine the Railroad Bridge Load Rating for three bridges on the Burlington Branch line (Essex Junction to Burlington downtown) is getting underway. This rail line is owned New England Central Railway (NECR) and currently supports freight rail movements loaded up to 263,000 lbs. Efforts are underway to eventually secure funding for the upgrade of this line to 286,000 lbs capacity – allowing for increase loading

of rail cars to full capacity – saving shippers money and allowing for fewer cars to do the job. The bridge load rating study will determine if the three identified bridges will meet the 286,000 lbs capacity rating in their current condition – or if improvements would need to be made to the bridges. The remaining four bridges on this Branch line can be certified to 286,000 capacity by NECR based on their age and technique of construction. For additional information contact CCMPO's [Christine Forde](#).

The Main Street Bridge spanning the Winooski River connecting the City of Winooski and the City of Burlington will be undergoing a technical review to evaluate the bridge load rating. This structure was built in 1928, supports the movement of 27,000 vehicles daily, and serves as one of three central crossings for the Winooski River in the Colchester/Winooski/South Burlington/Burlington area. Evaluating the load rating of the bridge is a component of the regular safety evaluation program and will assist in determining the schedule for eventual replacement or reconstruction of the bridge. For additional information contact CCMPO's [Christine Forde](#).

The second Public Meeting for the [Colchester Avenue Corridor Plan](#) was held on February 3rd to provide an update on the status of the plan and present next steps to the public, elected officials and other interested parties. The Draft Vision and Goals for the corridor were reviewed and break-out groups discussed and provided comments on the Long Term concepts that were developed for Colchester Avenue by the project team. Ideas and comments gathered at this meeting will be used to refine the long term concepts and develop a list of short, medium and long term strategies for further analyses. The Long Term concepts presented at the meeting focused on developing this corridor into a "Complete Street" accommodating the safe and efficient travel of vehicles, pedestrians, bicycles, and public transit. *Colchester Avenue Task Force* members were briefed at a session earlier this winter on the Colchester Avenue Complete Streets demonstration project implemented in the Fall of 2010 by the City of Burlington. During a scheduled repaving of the avenue, the vehicle travel lanes were reduced from four to three—one through lane each direction and a center lane accommodating left turns—and shoulders were added to the corridor between the Prospect Street and East Avenue intersections. The CCMPO will assist the City of Burlington in monitoring the performance of the demonstration project through the winter and spring months. For additional information contact CCMPO's [Eleni Churchill](#).

Shelburne Road Corridor Planning process commenced in December with a staff level meeting of representatives from consulting firm Parsons Brinckerhoff, the City of South Burlington and the CCMPO. The corridor study will span the section of Shelburne Road (U.S. 7) from the Burlington City Line south to the vicinity of GE Health. A final scope of work has been developed by the consultants and is currently under review by staff. For additional information contact CCMPO's [Eleni Churchill](#).

The Scope of Work for the Williston Road Circulation Study was finalized and a Notice to Proceed was sent to the selected consultant Resources Systems Group (RSG). A kickoff meeting for this project will be scheduled in late February. This study will assist the City of South Burlington in exploring the possibility of implementing a Complete Street concept for Williston Road (US 2) between Dorset Street and Kennedy Drive. The Williston Road Complete Street Study will look at possible options for increasing bicycle and pedestrian accommodations while continuing to serve vehicle traffic. This study is a follow-up to the broader US 2 Corridor Management Plan completed a couple of years ago and is part of the recommended implementation plan currently being overseen by the Route 2 Corridor Working Group. For additional information contact CCMPO's [Eleni Churchill](#).

The [Metropolitan Transportation Plan](#) (MTP) Advisory Committee met on January 26 to review the Current and Future Conditions Chapter of the MTP, receive results of the regional MTP survey which was conducted in the Fall of 2010 as part of the scenario planning project, and to discuss the project schedule. An overview of the HUD Regional Sustainability Grant program was provided by CCRPC Director Charlie Baker. The Committee discussed the implications for continuing the current MTP plan update schedule in relation to the comprehensive regional sustainability planning effort which will be initiated as part of the HUD Grant process. CCMPO's Executive Director indicated that the Board may be discussing delaying the MTP update process to allow the remaining phases of the process to be implemented concurrently with the Regional Sustainability Grant planning activities. For additional information contact CCMPO's [Peter Keating](#).

The [Regional Park and Ride/Intercept Facility Plan Update](#) is progressing. This process updates the 2004 Chittenden County Park and Ride Plan and includes additional outreach to the regions adjacent to

Chittenden County in an attempt to understand the influence and interface of the commuter shed. Outreach meetings were held in December with local officials to outline the recommended plan facility priorities and to obtain feedback regarding their local park and ride needs. Resource Systems Group expects to finalize the plan for Board approval by the summer of 2011. Staff also recently updated CCMPO & NWRPC Park & Ride usage counts and related databases for the 2010 year. Staff submitted Park & Ride [data](#) to VTrans, NWRPC, & LCPC. For additional information contact CCMPO's [Peter Keating](#).

The [Bicycle/Pedestrian Advisory Committee](#) met on December 9th to update the local projects list and plan for the development of baseline performance indicator data development. The region's three continuous count stations were updated at Riverside Avenue, Kennedy Drive, and the Waterfront Park. CCMPO staff continue to coordinate with Local Motion, community partners, the UVM Transportation Research Center and VTrans to develop prioritization and data collection standards which will aid in implementing regional bicycle/pedestrian facility projects. CCMPO recently updated Bike/Ped continuous count station data for 4 locations; *Riverside Ave. Burlington, Kennedy Dr. South Burlington, Pedestrian Way between Hilton & Chittenden just East of Parking Garage Entrance in Burlington, and Waterfront Park Burlington*. Staff updated performance indicator calculations for those locations, assembled a comparison spreadsheet for simultaneous multi-hour manual count data and Eco-Counter data, as well as MetroCount ATR Data, and calculated comparison indicators; "Average Difference per 15-minute period" and "Total Difference from Observed data for the multi-hour period". This was done in order to check the accuracy of machine-collected data using manually observed data for VTrans & UVM-TRC. For data download, please [click here](#). For more information contact CCMPO's [Daryl Benoit](#) or [Bryan Davis](#).

Local Transportation News, Activities & Events

The Essex Junction Crescent Connector Scoping Study is nearing completion. This study has examined various alignments for a connector road which would connect VT 2A to VT 117 and VT 15 via Railroad Avenue passing through the vicinity of the Lincoln Inn property. The new connector road will provide an alternate route to the congested 5 Corners intersection. An Alternatives presentation will be held on February 22 at the Village of Essex Junction Trustees meeting. For additional information contact CCMPO's [Eleni Churchill](#).

The final Scoping Report for the Bay Road Bridge in Shelburne was submitted in January by consultants McFarland Johnson. The report recommends replacing the bridge superstructure and widening the deck to include four foot shoulders on each side of the bridge. The recommendation also includes raising the elevation by two feet to facilitate clearance under the bridge for boats and adding a cantilevered sidewalk on one side. The Shelburne Selectboard is hoping to have a design prepared in the event that a funding opportunity arises. For additional information contact CCMPO's [Christine Forde](#).

Scoping studies are continuing for the Gentes Road Bridge in Essex and the Weaver Street Bridge in Winooski. Each bridge span sections of the New England Central Rail line and the evaluation process has included gaining access to the railway right-of-way to inspect these structures. Final results of these studies are expected in April and will aid the communities in determining the path forward for eventual rehabilitation or reconstruction of these facilities. For additional information contact CCMPO's [Christine Forde](#).

The South Burlington Orchard Elementary Safe Routes to School study was completed. This study examined issues related to on-site circulation on the school property and includes recommendations to improve bicycle and pedestrian access to the school and separate parent and visitor traffic from bus movements. For additional information contact CCMPO's [David Roberts](#) or [Bryan Davis](#).

The Shelburne Harbor Road Safety and Standards Analysis project moved forward with a Local Concerns Meeting which was held in December. This analysis is being lead by the consulting firm VHB of Ferrisburgh and will address safety issues associated with the highly traveled section of Harbor Road near the intersection of U.S. 7 extending to the Shelburne Elementary School. Recommendations for improvements are expected to be presented to the Shelburne Selectboard in February. For additional information contact CCMPO's [David Roberts](#).

Consulting firm Dubois and King was recently retained to assist the Town of Jericho in conducting a Cost Benefit Analysis of Highway Surface Treatment for the one unpaved section of Skunk Hollow Road. This

study will aid the town in understanding the implementation and maintenance costs of either paving or leaving the road section in its current gravel profile. For additional information contact CCMPO's [Jason Charest](#).

The City of Winooski will be receiving technical assistance from Resource Systems Group to undertake an analysis of the Winooski Circulator, as well as circulation analysis of streets adjacent to the Circulator in downtown Winooski. The City is interested in understanding the functionality of this network now that several years have passed since the new traffic patterns were adopted. For additional information contact CCMPO's [Eleni Churchill](#).

A final draft report for a technical evaluation of the U.S. 7/Marsett Road/Bostwick Road intersection has been completed. The CCMPO has been working with the Town of Shelburne and VTrans to determine what improvement could be initiated to improve safety. VTrans has agreed to install a new flashing beacon warning of the approaching signal along the southbound and northbound approaches and will consider whether additional improvements can be made as part of a paving project scheduled for the summer of 2012. For additional information contact CCMPO's [Jason Charest](#).

Traffic Analysis continued for Dickenson Street in Jericho. Consultants from Stantec have been working with local officials and an adjacent developer to determine if alternate traffic patterns and access could be implemented on and in the vicinity of Dickenson Street. For additional information contact CCMPO's [Christine Forde](#).

Staff completed pavement sample data collection for Williston Town Roads and developed MicroPAVER pavement report & map composition. A first draft was submitted to the Town for review, and Williston town Paver data is available [online](#). For additional information contact CCMPO's [Daryl Benoit](#).

CCMPO staff recently completed speed limit studies for the section of Greenbush Road from Old Lantern to south side of the Mack Farm (0.8 miles south of Ferry Rd.), and the section of Hinesburg Rd. from Church Hill Rd. to Mount Philo Rd. The studies have been posted [online](#). For more information contact [Daryl Benoit](#).

CCMPO staff completed processing and posting of all regional Intersection Traffic Count data collected in 2010 (a total of 55 intersections). For download, please visit the ["Turning Movement Report"](#). For more information contact [Daryl Benoit](#).

Local Motion and CarShare Vermont continue work on their CCMPO Transportation Action Grant projects. Local Motion is working with local, regional and state partners to expand their [Safe Streets Collaborative](#) project countywide, with additional support from the Vermont Governor's Highway Safety Program. A campaign planning meeting was held on December 8 and upcoming outreach will further the campaign's message of building mutual respect and consideration among all users of the road. CarShare Vermont continues to build relationships with residents, businesses and advocacy groups in Winooski as part of their effort to create a model of expanding car-sharing beyond Burlington and to reach low-income individuals and families. For additional information contact CCMPO's [Bryan Davis](#).

The CCMPO and CCRPC continue collaborating on their Wildlife & Transportation Pilot Project which will help local communities identify sensitive wildlife areas and crossings along state and municipal transportation corridors. Responses to a solicitation for pilot communities were received in December 2010 and announcements of next steps are forthcoming. For more information contact CCMPO's [Bryan Davis](#).

Please contact CCMPO Executive Director, [Michele Boomhower](#), with any questions or comments. CCMPO (802) 660-4071; 110 West Canal Street, Suite 202, Winooski, VT 05404