

1
2 **CIRC Alternatives Task Force Meeting #7 Notes**
3 **Accepted with Revisions on September 26, 2012**

4
5 **DATE:** Thursday, February 23, 2012
6 **TIME:** 7:00 PM
7 **PLACE:** Williston Town Hall
8 **PRESENT:** Please see attached

9
10 **1) Welcome & Introductions**

11 Michele Boomhower of the CCRPC welcomed everyone and introductions were made.

12
13 **2) Review & Approval of Meeting Notes of December 8, 2011**

14 Amy Bell of VTrans asked that the “B list” of projects, noted on page 3, lines 34-37 be
15 clarified to identify them as “construction” projects, not “planning” projects.

16
17 **A motion was made by Marc Landry of Colchester and seconded by Bryan Osborne**
18 **(representing Richard Paquette) of Colchester to accept the meeting notes, with revisions,**
19 **from December 8, 2011.**

20
21 **3) Update from VTrans Secretary Brian Searles & Review of the Status of the Phase 1**
22 **Project Recommendations re: VTrans FY13 Capital Program**

23 Transportation Secretary Brian Searles thanked the CIRC Alternative Task Force for their
24 work, especially in an abbreviated period of time. He reported that both the process and the
25 package of implementation projects have evoked praise and confidence from participants and
26 observers. The \$11.5 million worth of implementation projects are included in a separate
27 section of the FY’ 13 Transportation Bill. The House and Senate are both looking positively at
28 the package and it’s expected to pass both bodies and be added to the FY’ 12 Capital Bill.

29
30 Brian spoke about the effects of Tropical Storm Irene on the work of VTrans. VTrans has a full
31 plate for FY’ 13, partly aided by significant federal resources. VTrans will undertake storm-
32 related projects as well as a full list of “regular” projects. For a perspective on the rate of
33 budget increase, in FY ’09, the budget was \$412 million with \$195 million in the Capital
34 Program. In FY’ 12, the budget was \$553 million with \$270 million in the Capital Program. For
35 FY’ 13, the budget is \$658 million with \$320 million in the Capital Program. VTrans will be
36 able fix the storm-related damage and continue the regular construction program. However,
37 there are capacity issues both at VTrans and in the private construction sector. Brian asked the
38 Task Force not add any additional projects to FY’ 13 due to the overwhelming task ahead. He
39 will preserve capacity for FY’ 14 and FY’ 15 to be sure that Task Force projects are undertaken.
40 Michele thanked the Secretary for his commitment to future year projects.

41
42 **4) Briefing on House & Senate Transportation Committee Testimony of 1/26/12**

43 Michele presented the CIRC Alternatives Task Force Report she shared with the House &
44 Senate Transportation Committees and noted that it was well-received.

1 **5) Briefing on Vermont Gas Expansion Project (including potential alignments along the**
2 **CIRC right-of-way)**

3 Steve Wark of Vermont Gas made a presentation about the Addison Expansion Project: Route
4 Development Analysis and Alternatives. Vermont Gas has supplied natural gas to commercial
5 and residential customers in Chittenden and Franklin Counties since 1965. The gas originates
6 in Alberta, Canada and is distributed via underground pipeline. The market for natural gas has
7 changed significantly; there is much greater supply and lower prices. Vermont Gas is exploring
8 expanding to Addison and Rutland Counties with new transmission and distribution lines. If all
9 goes well, they will reach Addison County in 2015 and Rutland between 2019-2022.

10
11 Vermont Gas has convened a Stakeholder Group to consider the route of the gas lines. The
12 Stakeholder group's preferred alternatives/alignments include utilizing the CIRC right-of-way.
13 There was discussion with Task Force members about the need to cross the Winooski River
14 and the potential environmental impacts of doing so. Additionally, Ken Belliveau of Williston
15 asked if Vermont Gas utilization of the right-of-way precludes other activities from taking
16 place, especially building other transportation facilities. Steve didn't believe so.

17
18 **6) Briefing on Phase 1 Planning Study Scopes of Work & Involvement Opportunities**

19 Christine Forde and Eleni Churchill of the CCRPC discussed the Phase I planning projects that
20 are getting underway (see attached handout). There are many opportunities for Task Force
21 members to participate in these studies and members are encouraged to do so.

22
23 There was discussion about the Phase 1 Williston-Essex Transportation Network Study
24 (CIRCAIt-PLN-20). The two strategies to be evaluated in Phase I of this study are: I-89
25 connector to Mountain View Road (the former Circ A, Alternative 13), and a new bridge
26 across the Winooski River (location TBD). Michele explained that there will be a decision at
27 the end of Phase 1 about which, if either, of these strategies will move forward. Michele
28 emphasized that should either of these strategies be deemed appropriate to move forward, only
29 one could advance – not both – otherwise we are effectively back to having the CIRC A/B
30 Project – which VTrans will not support. In response to a question regarding which
31 intersections will be studied, Eleni indicated that the Scope of Work is still under development
32 and she is accepting suggestions. In answer to a question by Jeff Nick regarding whether or not
33 information regarding the costs of various options (including bridges) would be analyzed,
34 Michele responded that a cost estimate of all recommendations will be included in the final
35 report.

36
37 **7) Recommendations for Phase II Planning Studies for CCRPC FY13 Work Plan**
38 **Consideration**

39 Michele noted that Cindy Cook of Adamant Accord was unable to join the group tonight, but she
40 will participate in the next meeting.

41
42 Michele explained that region's transportation planning priorities are incorporated into the CCRPC
43 Work Program. For FY' 13, there are no planning funds specifically dedicated to CIRC Alternatives
44 planning studies. However, planning for alternatives to the CIRC Highway needs to continue and
45 the Task Force is being asked tonight to make recommendations to the CCRPC Board for planning
46 projects to include in the upcoming Work Program. The Board has expressed its support of the
47 CIRC alternatives efforts. These planning projects, if selected, can begin on July 1, 2012, but will
48 likely not begin until fall/winter 2012-13, due to staff capacity.

1 Michele asked the communities, CCTA, and Local Motion to review the long list of possible
2 planning studies and identify their top priorities (see attached handout). The question before the
3 Task Force is whether or not to move the list of six planning projects forward for consideration by
4 the CCRPC Board for FY'13.

5
6 Chris Roy of Williston asked about the interrelation between the N. Williston Road project (SCP-
7 10) and the Williston-Essex Transportation Network Analysis currently underway. Dennis Lutz of
8 Essex responded that the project will address flooding on N. Williston Road. Michele provided
9 copies of two public comments provided by residents of N. Williston Road (see attached).

10
11 Marc Landry of Colchester indicated that the VT127 study (PLN-19c) was completed ten years ago,
12 resulting in a \$27-30 million set of recommendations. Fire District #2 is in the midst of a sewer
13 study to include lines along 127 (Heineberg and Prim). Marc indicated that the scoping study
14 concluded some significant taking of land for right-of-way to straighten the road as well as to allow
15 for separate recreation path and sidewalks. It would not make sense to advance another study whose
16 outcomes could later need to be undone. This is especially true because we are holding an
17 alternatives public hearing for a West Lakeshore Drive multiuse path. When this segment is
18 completed, there will be continuous path or sidewalk from Burlington the lakefront through
19 Colchester to the intersections of Routes 2A and 7 by Breezy Acres in the northern end of town.
20 Jason VanDriesche of Local Motion responded that Local Motion would defer to the town in terms
21 of the appropriate timing of the study. It was decided to remove the study from the recommended
22 list.

23
24 Brian Shupe of VNRC asked about the Williston scoping studies line item. He wants to have the
25 opportunity to evaluate the strategies from Phase 1 of the Williston-Essex Transportation Network
26 Analysis before approving additional studies. Michele explained that we don't yet know which
27 projects will emerge from the Network Analysis so we can't yet identify them in the
28 recommendations. However, we need a placeholder to move Williston projects forward into the
29 next phase of planning. The Task Force is not pre-approving the outcomes; but rather holding a
30 place for future studies. Michele indicated that the proposed Scoping Studies would be brought
31 back to the Task Force for approval before advancing.

32
33 Dennis asked if there is a disadvantage for communities to have projects on the CIRC alternatives
34 recommended list rather than moving projects through the CCRPC's "normal" Work Program
35 process. Michele explained that the process includes two types of planning projects – those that are
36 regional in nature and receive 97 percent federal funding and "local" projects that receive 80
37 percent federal funding. Historically, the CCRPC has had adequate resources to fund most of the
38 planning projects requested by the municipalities. She doesn't see inclusion on the CIRC
39 alternatives recommended list as a disadvantage and there may even be an advantage to having
40 projects associated with the CIRC Alternatives process when it comes time for the identification of
41 construction funding.

42
43 Brian Shupe asked that we revisit the results of the Williston scoping studies prior to starting the
44 second set of studies. Michele assured him that this would be done.

45
46 Jason is very pleased with the planning work to be undertaken on Route 15 from Winooski to Essex
47 Junction. He suggested that the Task Force advance other projects that support this work, like the 5
48 Corners alternative path (#2) or the pedestrianization of Main Street (#1). Michele suggested that
49 these studies are premature until the Crescent Connector is completed and the transportation system

1 implications are fully understood. Dave Crawford of Essex Junction agreed. Dave suggested that if
2 there were additional funds available, he would like to focus on Pearl Street and a park and ride at
3 the CCTA/Amtrak station. He asked that Essex Junction be added to the VT15 Commuter Park and
4 Ride Lots (TRN-12).

5
6 Dennis noted that he has a group of UVM students analyzing park and ride lots at the VT289 and
7 117, VT289 and Route 15, and at existing shopping centers. He wants to be sure that efforts are
8 coordinated with other CIRC Alternatives planning studies – Michele indicated they would make
9 sure to coordinate with the Town.

10
11 Bryan Osborne of Colchester explained that the Colchester project (PLN-02) is a network analysis,
12 like the one underway in Williston-Essex. The existing CIRC discharges all its traffic into
13 Colchester – either through the historic village or through the growth center. The town wants to
14 determine the right level of improvements to manage the traffic. Dennis suggested adding Susie
15 Wilson Road to the study area.

16
17 Noelle Mackay of the VT Agency of Commerce & Community Development asked about the
18 scoring system used previously because she’s concerned that the economic development projects
19 didn’t rise to the top. Michele explained that we will continue to use the scoring system for
20 implementation projects, but we don’t have sufficient information to score planning projects.

21
22 **Marc Landry of Colchester made a motion that the Recommended Phase II Planning Studies**
23 **for the FY13 CCRPC Unified Planning Program be accepted with the following changes:**

- 24 • **PLN-19c (the VT 127 Scoping Study update) is removed.**
- 25 • **PLN-02 (the Colchester Network Analysis) is revised to include Susie Wilson Road.**
- 26 • **Item 2 under SCP-10 is removed (the analysis of the VT117/North Williston Road**
27 **intersection).**
- 28 • **SCP-14 (the Essex Junction Multi-Use Path Scoping Study) and TRN-12 (the VT15**
29 **Park and Ride Scoping Studies) are clarified as “scoping studies” under project**
30 **description.**
- 31 • **TRN-12 (the VT15 Park and Ride Scoping Studies) includes Essex Junction under**
32 **“project purpose.”**

33
34 **Dave Crawford of Essex Junction seconded the motion.**

35 During discussion, Amy Bell of VTrans asked that the language under “project” and “project
36 purpose” be more consistent across projects. She noted that both the Essex Junction and Regional
37 projects should be noted as “scoping studies” under “project.”

38
39 **The question was called and a vote taken. The motion passed unanimously.**

40
41 **8) Next Steps**

42 Michele noted that approved planning studies are moving forward and staff will continue to keep
43 Task Force members informed of progress. The Task Force will meet again, likely this fall, to
44 discuss FY’ 14 construction project recommendations (based on studies currently underway). We’ll
45 hold a public meeting this fall when we complete the first phase of planning studies.

46
47 The meeting was adjourned at 9:07PM

ATTENDEES

Members Present

| Last | First | Title | Organization |
|-------------|----------|------------------------------------|---------------------------------|
| Baechle | Tim | Manager of Energy, Environmental | IBM Burlington |
| Birkett | Meredith | Manager | CCTA |
| Crawford | Dave | Village Manager | Village of Essex Junction |
| Carter | Curt | Vice President | Lake Champlain Regional Chamber |
| Landry | Marc | RPC Representative | Colchester |
| Lajza | John | RPC Representative | Village of Essex Junction |
| Lashua | Trevor | Assistant Town Manager | Town of Essex |
| Mackay | Noelle | Commissioner | VT Agency of Commerce & CD |
| Nick | Jeff | Co-Owner | JL Davis Realty |
| Porter | Louis | Senior Attorney | Conservation Law Foundation |
| Roy | Chris | RPC Representative | Town of Williston |
| Scheidel | Pat | Town Manager | Town of Essex |
| Searles | Brian | Secretary | VTrans |
| Shupe | Brian | VNRC | Executive Director |
| VanDriesche | Jason | Director of Advocacy and Education | Local Motion |
| Voegele | Al | Town Manager | Town of Colchester |
| Whitters | Christy | Watershed Management Division | VT Agency of Natural Resources |

Staff Present

| | | | |
|-----------|--------|--------------------------------------|--------------------|
| Bell | Amy | CCMPO Planning Coordinator | VTrans |
| Belliveau | Ken | Planning Director and Zoning Admin. | Town of Williston |
| Hoar | Bruce | DPW Director | Town of Williston |
| Lutz | Dennis | DPW Director | Town of Essex |
| McCarthy | Kate | Sustainable Communities Program Dir. | VNRC |
| Osborne | Bryan | Director of Public Works | Town of Colchester |
| Robie | Ken | Project Manager | VTrans |

Others Present

| | | | |
|-------------|---------|----------------------------|-------------------------|
| Agan | Jim | | Member of the Public |
| Duval | Peter | | Member of the Public |
| FitzGerald | John | | Member of the Public |
| Maciejowski | Seth | | Member of the Public |
| Mease | Stephen | | Member of the Public |
| Meyerhoff | Diane | Process Coordinator | Third Sector Associates |
| Smith | Mark | | RSG |
| Wark | Steve | Director of Communications | Vermont Gas Systems |

CCRPC Staff Present: Michele Boomhower, Eleni Churchill, Christine Forde

(ITEM 6) Circ Alternatives Phase I Planning Studies - February 23, 2012

VT15 Multiuse Path, Essex Junction/Essex/Colchester (CircAlt SCP-13 and SCP-11)

Objectives: The objective of this project is to conduct a scoping study of a multiuse path connection adjacent to VT15 from West Street in Essex Junction to Exit 15 in Winooski. Numerous previous studies have considered a path in this location. This project will build on and consolidate the previous studies into one preferred alternative. This study will develop an alignment and proposed implementation plan.

Consultant: Stantec has been selected to conduct this study. A proposal request has been made and the project should be underway by the end of February.

Circ Task Force Participation Opportunities: A Steering committee has been formed to oversee this project consisting of representatives of Essex Junction, Essex, Colchester, Local Motion and St. Michael's College. Two public meetings will be held to present outcomes of the study. Any Task Force member wishing to participate should contact Christine Forde at 660-4071 ext 13 or cforde@ccrpcvt.org.

Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five Corners Streetscape and Bike Improvements (CircAlt SCP-12)

Objective: The objectives of this project are to evaluate congestion and safety issues at the Pearl Street/Post Office Square intersection in Essex Junction and evaluate possible geometric improvements. The study will also evaluate the section of VT15 from Post Office Square to Five Corners for streetscape and bike improvements.

Consultant: Stantec has been selected to conduct this study. A proposal has been received and is under review. The project will be underway by the end of February.

Circ Task Force Participation Opportunities: Two public meetings will be held to present outcomes of the study. Any Task Force member wishing to participate should contact Christine Forde at 660-4071 ext 13 or cforde@ccrpcvt.org.

Prim Road/West Lakeshore Drive and Laker Lane/Mallets Bay Avenue Improvements, Colchester (CircAlt-PLN-19a)

Objective: Conduct a Scoping Study of two VT 127 Intersections; Prim Road/West Lakeshore Drive and Laker Lane/Mallets Bay Avenue.

A scoping study of the VT127 corridor was completed in 2001. This corridor provides the only east-west connection in Colchester west of I-89. The current project will update the scoping study for the intersections of Prim Road/West Lakeshore Drive and Laker Lane/Mallets Bay Avenue and make recommendations for safety and capacity improvements in those locations.

Consultant: Lamoureux & Dickinson has been selected to conduct this study. A proposal request has been made and the project should be underway by the end of February.

Circ Task Force Participation Opportunities: One public meeting will be held to present outcomes of the study. Any Task Force member wishing to participate should contact Jason Charest at 660-4071 ext 32 or jcharest@ccrpcvt.org.

(ITEM 6) Williston – Essex Transportation Network Study (CircAlt-PLN-20)

Study Goal: The goal of this study is to develop a multi-modal transportation improvement plan for the primary corridors in the study area (see figure below) to address mobility, connectivity and safety issues. The Plan will include a comprehensive and coordinated list of highway, transit, bicycle and pedestrian, and land use recommendations that satisfy the overall vision and goals of the study corridors.

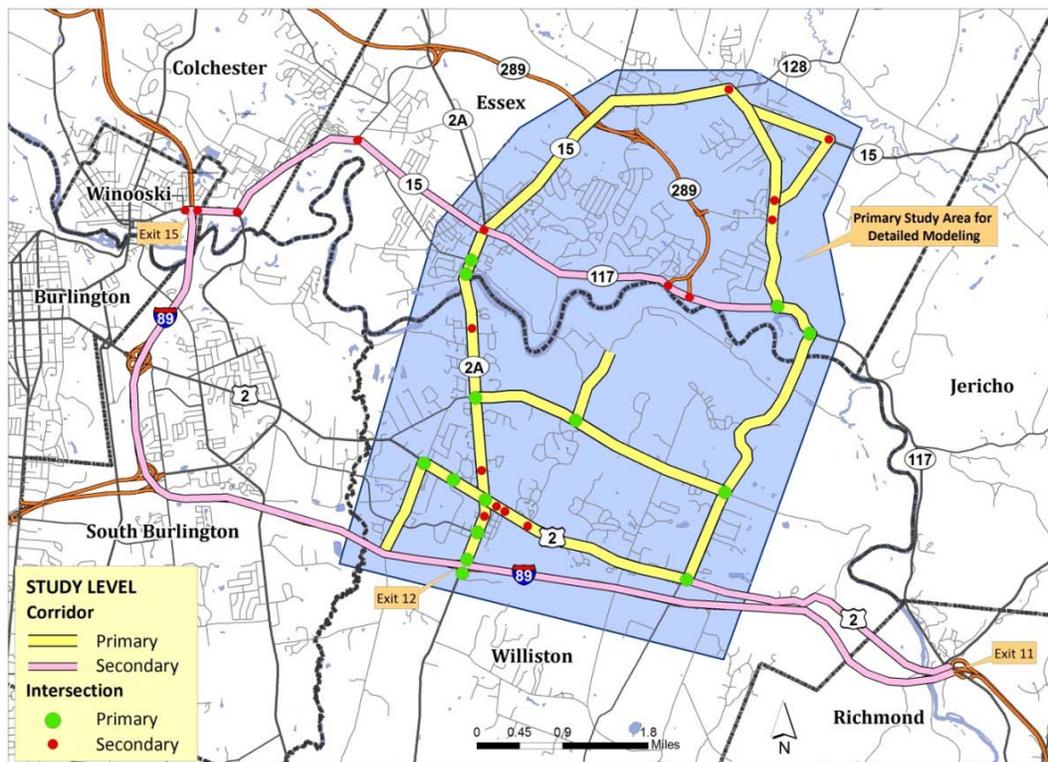
This study will occur in two phases:

Phase I: Evaluation of Two Major Network Strategies

- I-89 connector to Mountain View Road (the former Circ A, Alternative 13);
- A new bridge across the Winooski River.

Phase II: A Corridor Management approach will be used to conduct a comprehensive assessment of issues and needs for the primary corridors in the study area, and develop short, medium and long term transportation strategies and land use policies that will help achieve (over time) an agreed upon vision for the primary transportation network in the area.

Study Area:



Circ Task Force Participation Opportunities: A Steering Committee has been formed with representation from Williston, Essex, Essex Junction, VTrans and other interested parties. An extensive public participation plan is being developed that will provide Task Force members with numerous opportunities for comment at critical junctures of the study. A study web site will also be developed and linked to the Circ Task Force site. Please contact Eleni Churchill at 660.4071 ext 11 or at echurchill@ccrpcvt.org for more information on this study.

Consultant: Resource Systems Group (RSG) & Third Sector Associates were selected to conduct this study. Currently Consultant and CCRPC staff are working on a draft scope of work and study schedule.

(ITEM 7) Alternatives to the CIRC Planning Study List - February 23, 2012

Recommended Phase II Planning Studies for FY13 CCRPC Unified Planning Work Program Consideration

| Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------|-----------|--|--|---|--------------------------|
| CircAlt | PLN-19"c" | Colchester - Recommended by Local Motion | VT127 Scoping Study Update Re: Bike/Ped Accommodations | A scoping study was completed in 2001 evaluating VT127 in Colchester, this corridor has been identified in the regional bike-ped plan as a key regional bicycle connection as well as a key linkage in the Lake Champlain Bikeway, the project purpose would be to update recommendations for bicycle and pedestrian accommodations (taking as a starting point the comprehensive bike-ped recommendations already made in previous studies for this corridor). | TBD |
| CircAlt | PLN-02 | Colchester | East West Connections Between US7 and Susie Wilson Road: Evaluation of Improvements to Severance Road and VT2A in Colchester Village | VT2A and Severance Road are the major east west connections in Colchester. VT2A is also the location of Colchester's historic village. This study will evaluate the east-west flow of traffic in Colchester without construction of the Circ highway. | \$100,000 |
| CircAlt | SCP-10 | Essex | North Williston Road Flood Plain Elevation and North Williston Road/VT 117 Intersection Improvements | 1) Study raising the Essex side of North Williston Road so the road remains open 24/7 during flood events 2) Study intersection improvements at VT117/North Williston Road for added turning/bypass lanes and potential signalization in the absence of CIRC A/B | \$75,000 |
| CircAlt | SCP-14 | Essex Junction | Multi-Use Path: North Street to Railroad Station | Village has a conceptual plan and cost estimate | \$25,000 |
| n/a | | Williston | Yet to be Determined Scoping Studies | Dependent on outcomes of Phase I Williston/Essex Transportation Network Analysis | TBD |
| CircAlt | TRN-12 | Regional - Transit | VT15 Commuter Park and Ride Lots | Evaluate construction of park and ride lots in Essex, Jericho, Underhill and Jeffersonville. | \$50,000 |

Future Planning Studies - Colchester

| Reference Number | Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------------|------------|---------|--------------|---|--|--|
| 1 | CircAlt | PLN-19b | Colchester | VT127 Intersections | A scoping study was completed in 2001 evaluating VT127 in Colchester, which is the only east-west corridor in Colchester west of I-89. This project will update the scoping study for the intersections of Prim Road/Beane Road and Mallets Bay Avenue/Blakely Road. | \$30,000 |
| 2 | CircAlt | SCP-04 | Colchester | Exit 16 Park and Ride Lot | Evaluate construction of an intercept parking facility Exit 16. This location was identified in the Regional Park and Ride Plan. | \$30,000 |
| 3 | CircAlt | PLN-02 | Colchester | East West Connections Between US7 and Susie Wilson Road: Evaluation of Improvements to Severance Road and VT2A in Colchester Village. | VT2A and Severance Road are the major east west connections in Colchester. VT2A is also the location of Colchester's historic village. This study will evaluate the east-west flow of traffic in Colchester without construction of the Circ highway. | \$100,000 |
| 4 | CircAlt | SCP-01 | Colchester | VT127 Park and Ride Lot | Evaluate construction of a Park and Ride lot on VT127 near the Heineberg Bridge. | To be evaluated in the North Avenue Corridor Study to be conducted by CCRPC in FY12/FY13 |
| 5 | CircAlt | SCP-05 | Colchester | VT 15/Lime Kiln Road Intersection Improvements | Traffic was evaluated in the VT15 Corridor Study. The scoping study will evaluate possible addition of turn lanes. | \$50,000 |

Future Planning Studies - Essex

| Reference Number | Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------------|------------|--------|--------------------------------------|--|--|--------------------------|
| 1 | CircAlt | SCP-10 | Essex - #1 Priority | North Williston Road Flood Plain Elevation Improvements and N. Williston Road/VT117 Intersection Improvements | Provide increased capacity, all season-mobility, safety, connectivity, preservation of existing system and efficient system management that will be needed in the absence of Circ A/B. | \$75,000 |
| 2 | CircAlt | IMP-05 | Essex - #2 Priority | Conduct a Scoping Study of Kellogg Road/Susie Wilson Road Intersection Improvements | Provide increased capacity, safety, connectivity, preservation of existing system and efficient system management that will be needed in the absence of Circ A/B. | \$40,000 |
| 3 | CircAlt | PLN-03 | Essex - #3 Priority | VT15/Susie Wilson Road Improvements | Provide increased mobility, capacity for left turns off Susie Wilson Road, safety, preservation of existing system and efficient system management that will be needed in the absence of Circ A/B. | \$25,000 |
| 4 | CircAlt | | Essex - #4 Priority | VT15/Allen Martin Drive Intersection Improvements | Provide for improvements likely to be identified as needed in Essex/Williston corridor study | \$25,000 |
| 5 | CircAlt | | Essex - #5 Priority | VT15 Corridor Study - east of the existing intersection with VT15 to the intersection of VT15/Allen Martin Drive plus the impact on Sand Hill Road/ Allen Martin Parkway | Provide for congestion mitigation, improved access, safety, preservation of existing system and efficient system management. | \$40,000 |
| 6 | CircAlt | | Essex - #6 Priority | VT 15 Park and Ride, at or near the intersection of VT15 and Allen Martin Drive | Provide for improvements likely to be identified as needed in Essex/Williston corridor study | \$25,000 |
| 7 | CircAlt | SCP-07 | Essex - #7 Priority | VT289 Multi-use path | Provide for a safe alternative transportation route primarily for commuter bicyclists | \$50,000 |
| 8 | CircAlt | PLN-05 | Essex - #8 Priority | Winooski River Bridge | Provide increased capacity, mobility, safety, connectivity, efficient system management that will be needed in the absence of Circ A | \$75,000 |
| 9 | CircAlt | SCP-09 | Essex - Dropped or Very Low Priority | VT117/VT289 Park and Ride Lot | Reduce congestion by providing a well-sited, large park-and-ride lot to both remove single occupancy vehicles and provide for transit pick-up on direct bus service to Burlington. Provide increased capacity, mobility, safety, connectivity. | \$5,000 |
| 10 | CircAlt | SCP-06 | Essex - Dropped or Very Low Priority | VT289 overpass over VT2A | Preservation of existing system and efficient system management that will be needed in the absence of Circ A/B. | \$150,000 |

Future Planning Studies - Essex Junction

| Reference Number | Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------------|------------|--------|----------------|--|--|--------------------------|
| 1 | CircAlt | SCP-24 | Essex Junction | Pedestrianize Portion of Main Street - War memorial to Martone's | Phase II of the Crescent Connector Road Project. | \$75,000 |
| 2 | CircAlt | PLN-06 | Essex Junction | Five Corners Alternative Path Connections | Evaluate pedestrian flow through the Five Corners area in the Village of Essex Junction. Various connections were considered in the Pearl Street Multimodal Transportation Study, 2010, and Route 15 Bicycle and Pedestrian Facility Feasibility Study, 2007 | \$35,000 |
| 3 | CircAlt | SCP-14 | Essex Junction | Multi-Use Path: North Street to Railroad Station | Village has a conceptual plan and cost estimate | \$25,000 |

Future Planning Studies - Regional and Transit

| Reference Number | Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------------|------------|--------|--------------|--|---|--------------------------|
| 1 | CircAlt | SCP-02 | Regional | Signal Updates and Optimization in Circ Study Area | This study will identify signals in the Circ study area that would benefit from equipment upgrades and prioritize those upgrades. The goal of the improvements is to improve traffic flow, capacity and safety. | \$30,000 |
| 2 | CircAlt | ITS-02 | Regional | ITS Operations Center Planning Study | Conduct a planning study to examine potential regional traffic operations center. Study would identify institutional relationships necessary, funding, and peer examples from other regions with similar characteristics. | \$40,000 |
| 3 | CircAlt | TRN-12 | Transit | VT15 Commuter Park and Ride Lots | Evaluate construction of park and ride lots in Jeffersonville and Jericho. | \$25,000 |

Future Planning Studies - Williston

| Reference Number | Project ID | | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|------------------|------------|----------------|--------------|--|---|--------------------------------------|
| 1 | CircAlt | | Williston | Exit 12 Evaluation | Evaluate potential capacity expansion at Exit 12. | \$65,000 |
| 2 | CircAlt | PLN-11 | Williston | Taft Corners Area Park and Ride Lot | Evaluate construction a park and ride lot of approximately 60 spaces in the Taft Corners area. | \$15,000 |
| 3 | CircAlt | PLN-10, SCP-26 | Williston | VT2A Pedestrian Connections | Evaluate connection from Taft Corners to the existing multi-use path, including a bridge over Allen Brook. | Pending outcome of Quadrant analysis |
| 4 | CircAlt | SCP-18 | Williston | Park and Ride Near Exit 12 | Construction of a new park and ride facility in Williston near Exit 12. | \$50,000 |
| 5 | CircAlt | PLN-13 | Williston | US2: Tafts Corner to Williston Village | Evaluated in US2 Corridor Transportation Management Plan, 2007. Provide 2 lane cross section with bicycle/pedestrian facilities | Pending outcome of Quadrant analysis |
| 6 | CircAlt | SCP-22 | Williston | US 2 / Oak Hill / North Williston Road Intersection Improvements | Potential need for some improvement at this location in the future. Previous scoping effort did not result in an alternative with broad public support. | Pending outcome of Quadrant analysis |
| 7 | CircAlt | SCP-16 | Williston | US2/Helena Drive/Trader Lane Traffic Signal | New grid street between VT2A and Trader Lane. | \$20,000 |
| 8 | CircAlt | SCP-15 | Williston | US2/Brownell Road Intersection Improvements | | \$30,000 |
| 9 | CircAlt | SCP-20 | Williston | Park and Ride Lot in Williston Village | Cost based on 30 spaces per Regional Park and Ride Plan. | \$5,000 |
| 10 | CircAlt | PLN-15 | Williston | CSWD Traffic Impacts | Planning study of the impact of CSWD operations on the road network | Pending outcome of Quadrant analysis |

Alternatives to the CIRC - Phase I Planning Study List
CIRC Alternatives Task Force Approved 12/08/11

| Project ID | Municipality | Project | Project Purpose | Estimated Planning Cost* |
|-------------------------|--|--|--|--------------------------|
| CircAlt PLN-19a | Colchester | Conduct a Scoping Study of VT 127 Intersections including Prim Road/West Lakeshore Drive and Laker Lane/Mallets Bay Avenue. | A scoping study was completed in 2001 evaluating VT127 in Colchester, which is the only east-west corridor in Colchester west of I-89. This project will update the scoping study for the intersections of Prim Road/West Lakeshore Drive and Laker Lane/Mallets Bay Avenue. | \$50,000 |
| CircAlt IMP-05 / PLN-20 | Essex/Williston | Williston-Essex Transportation Network Analysis | Evaluate traffic, transit and bike and pedestrian conditions in Williston & Essex. Study area includes CIRC Study Area networks within Williston & Essex (See Scoping Study for Details). | \$215,000 |
| CircAlt SCP-12 | Essex Junction | Conduct a Scoping Study of Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five Corners Streetscape and bike improvements. | Evaluate congestion and safety issues at Post Office Square/Pearl Street intersection and evaluate streetscape and bike improvements from Post Office Square to Five Corners. | \$40,000 |
| CircAlt SCP-13, SCP-11 | Regional - Essex Junction/Essex/Colchester | Conduct a Scoping Study of the VT 15 Multi-Use Path: West Street to Winooski. | Numerous studies have considered a path connection along VT15. This study will develop an alignment and proposed implementation plan. | \$75,000 |

Public Comments

From: Riordan [<mailto:griordan@comcast.net>]

Sent: Thursday, February 23, 2012 11:29 AM

To: Michele Boomhower

Subject: CIRC

Hi, Michele,

Marianne Riordan, here. You may not recognize the name, but I am the person who takes minutes at many town and state board and council meetings, many of which you have attended on occasion. I cannot attend the circ alternative meeting on 2/23/12 because I am taking minutes at another meeting, but wanted to ask if you would please consider the following when looking at circ alternatives and proposals for North Williston Road:

- First, I feel the money for an alternative would be better applied to another bridge over the river to connect to Redmond Road and the interstate (much like the Williston segment of the now defunct circ highway). To me, the connection appears to be the most practical and the portion of the circ highway that is built (2-89) just seems to be calling out to go onward.
- Our house is on the corner of North Williston Road and Fay Lane. The house was built in 1845, before the Civil War. Wow! What this house has witnessed over these many years.....
- In our short stewardship (30 years) and living in this historic location of Williston (North Williston was the center of town when the railroad was vibrant in the 1800s) we have witnessed our valley community become more of a commuter route with little regard to the families with children and pets living here and the precious nature and historic gems of the area...all irreplaceable.
- North Williston Road was not built to sustain the volume or speed of vehicular traffic it is now experiencing, and to widen the road would adversely impact the character of the area (historic houses are less than 20' from the road) and even further impact the safety of residents.
- The road is already dangerous for pedestrians, bicyclists, animals, and even cars. Putting in stop gaps along the road (traffic light at Rte. 117 or roundabout at Mountainview Road) will only encourage faster sprints by car travelers.
- There are two working farms in the area with all the associated agricultural activity that does not mix well with commuters intent on getting to/from their destinations as fast as possible.
- Enforcement of the speed limit by the police has only incidental impact and does not appear to provide a long term result (people slow down until the police leave the area).
- To cope with the stream of fast moving traffic through the area we all function with heightened senses to better protect ourselves and our property.
- Changing the road to allow more traffic or increased speed (and this will happen) will be detrimental to our safety, adversely impact our homes and property, and further degrade our quality of life .
- As a possible compromise perhaps stop signs could be installed at the corner of North Williston Road/Mountainview Road as an intervention and the results monitored rather than building improvements to North Williston Road that will not fit the area and most likely will not alleviate the problem long term. The stop signs installed at North Williston Rd./Route 2 seem to be working fine and folks are happy with the solution.

Thanks, Michele, for your time and consideration. I realize you are faced with a tough situation, but I also feel sometimes we are all in such a rush that we will throw away our connections to the past and lose these precious historic homes and areas all in the name of "progress" which in fact may only mean one step forward and ultimately two steps backward. I would again urge revisiting the bridge concept which appears on the surface to be the most practical connection.

Yours in minute taking,

Marianne Riordan

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Public Comments

Comments on CircAlt SCP-10

I would like to comment on the CircAlt SCP-10 proposal. This proposal involves elevating the north approach to the Winooski river on North Williston road and improving the intersection of Rte.117 and North Williston road. I would suggest that this proposal would do little to alleviate the traffic problems that the planning organization seeks to mitigate and would have significant detrimental effects.

Making the proposed improvements would increase traffic volumes on North Williston road by encouraging more motorists to avoid non-functional intersections and traffic patterns in Essex Junction and Winooski. This increase in traffic would be damaging in a number of ways:

1. North Williston road was never intended or designed to handle the volume of traffic that it is already handling. The curvy section of the road rising up from the river to the village is the site of many accidents that will only increase in volume and frequency with more traffic. One recent study showed that 85% of motorists using North Williston road violate posted speed limits by 5mph or more. Making improvements will only cause further speeding and more accidents.
2. In the area, there are a limited number of crossings of the Winooski river for bicyclists and pedestrians to take advantage of. These include Rte2, North Williston road, Rte 2A and Lime Kiln. Rte 2 has a posted speed limit of 50 mph in the vicinity of the green bridge (in comparison with 35 mph on North Williston) and Rte2A crossing and lime kiln crossing are difficult if not impossible to safely access for bicyclists. For these reasons, North Williston Road is heavily trafficked in the summer by leisure cyclists and trafficked year round by a number of bicycle commuters. Adding more traffic and speeding to the main road utilized by cyclists will make commuting via bicycle even less attractive.
3. A quick analysis of google maps reveals that North Williston road is not the shortest distance for most motorists (running southwest to northeast in eastern Williston puts it at odds with commuting patterns in Chittenden County). In fact, the current large volumes of traffic are a direct result of non-functional, inefficient intersections in Essex Junction. Increasing traffic usage of North Williston road is an inefficient band-aid that will encourage people to make longer, more inefficient commutes. (See appendix A attached).
4. The community of North Williston is split in half by the large volumes of traffic already present on North Williston road. Residents cannot safely cross the road, small children (there are at least 6 small children living within 100 yards of the road) must be warned against getting near the road and small to non-existent shoulders make walking on the road a life threatening proposition. More traffic will only further increase destruction of this historic community.

As a final observation, I will say that bicycle commuting, walking to work or riding the bus already requires more time, effort and fortitude on the part of the commuter. Why would you expect people to do these activities more frequently if emphasis in planning is always placed on improving ease of commuting by automobile? If planners want to encourage people to use alternative means of transportation, they need to make it MORE difficult to commute via car not less. Attempting to apply a band-aid of using North Williston Road as a defacto circ highway is completely contrary to many of the stated goals of this task force (namely livability, safety and mobility).

If the Task Force decides that emphasis must be placed on improving the ease of travel by automobile in this corridor then my opinion is that the planning committee should focus on Circ Alt PLN-05 and build another bridge over the Winooski in the vicinity of 289. This could be connected to Redmond road, which has very few residences, provides a direct, shorter, and less curvy route for automobile commuters to IBM and General Dynamics, and would also provide access for truck traffic to the planned CSWD landfill from Colchester and Essex. Additionally, bicyclists would face reduced traffic on North Williston road and have more incentive to commute.

Thank you for your consideration.

Seth Maciejowski
2187 North Williston Road.

Public Comments

Seth Maciejowski – Continued

Appendix A – Commute distances via North Williston road and Alternate Routes

| Route | Via North Williston | Via alternate route |
|-----------------------------------|---------------------|--------------------------------|
| Jericho to South Burlington (BTV) | 14.9 miles /41 min | 13.5 miles /32 min (5 corners) |
| Jericho to Burlington | 17.5 miles /45 min | 15.6 miles /37 min (289) |
| Jericho to Taft's Corners | 12.7 miles /33 min | 12.0 miles /28 min (5 corners) |
| Jericho to Williston Village | 10.7 miles /30 min | 14 miles /33 min (5 corners) |
| Jericho to Hinesburg | 20.1 miles /56 min | 22.1 miles /47 min (5 corners) |
| Richmond to Taft's Corners | 11.6 miles / 24 min | 7.3 miles / 12 min (rte. 2) |
| Richmond to South Burlington | 14.3 miles / 29 min | 10. 0 miles /18 min (rte 2) |
| Richmond to Essex | 12.5 miles / 25 min | 10.5 miles /18 min (117) |

Conclusion : North Williston Road is not the shortest route time wise or distance wise in virtually every case!

Note : Jericho was chosen as most vehicles originating in Underhill, Cambridge etc, will pass through Jericho to reach these destinations