Welcome

Meeting Purpose: To inform the public about the CIRC Alternatives Task Force’s recommendations for transportation system improvements

December 14, 2011
## CIRC Task Force Activities

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July–December 2011</td>
<td>Consensus Approval of Phase 1 Implementation Projects and Planning Study Recommendations for FY12 CCRPC Work Program</td>
</tr>
<tr>
<td>January 2012</td>
<td>Finalize Phase 2 Planning Study Recommendations for FY13 CCRPC Work Program</td>
</tr>
<tr>
<td>May 2012</td>
<td>Planning Study Status Update</td>
</tr>
<tr>
<td>October–December 2012</td>
<td>Finalize Phase 2 Implementation Projects List</td>
</tr>
</tbody>
</table>
## Task Force-Short Term Implementation Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colchester</td>
<td>Interstate 89 Exit 16 Interchange Improvements</td>
</tr>
<tr>
<td>Essex</td>
<td>VT 2A / VT 289 Interchange Improvements</td>
</tr>
<tr>
<td>Essex Junction</td>
<td>Crescent Connector Road</td>
</tr>
<tr>
<td>Williston</td>
<td>VT 2A / James Brown Drive Intersection Improvements</td>
</tr>
<tr>
<td>Regional</td>
<td>Transportation Demand Management / Transportation System Management Projects and Programs</td>
</tr>
</tbody>
</table>
CIRC Project Area Map

TDM / TSM Priorities
- VT15, VT2, and VT2A Transit Shelters
- Signal Improvements in the Circ Study Area
- Create "Pocket" Park and Ride Lots with Leased Spaces
- Conduct a CarShare assessment analyses
- Expand and enhance the TDM Circuit
- Create a TDM marketing and outreach effort
- Enhance Local Motion’s bike commuter Employee Assistance Program

Legend
- Short Term Circ Task Force Implementation Projects
- Municipal Boundaries
- Original Proposed 1986 CIRC Alignment

CIRC Project Area
- Original 1986 CIRC EIS Project Area
- Additional CIRC Alternatives Project Area
- Additional Corridors for Transit & Signal Improvement Projects

- Exit 16 Improvements
- VT2A/VT289 Interchange Improvements
- Crescent Connector Road
- VT2A/James Brown Traffic Signal
I-89 Exit 16 Improvements
Town of Colchester

CIRC Alternatives Public Meeting
December 14, 2011
Presentation Overview

- Study Area
- Exit 16 Area Issues
- Double Crossover Diamond - Interchange Area
- Northern Intersections Improvements
Study Area

- South Park Dr.
- Interstate 89
- Mountain View Dr.
- Hercules Dr.
- US 2 & 7
- Water Tower Hill
- Rathe Rd.
- North

Costco
Summary of Issues at Exit 16

- Excessive congestion during AM & PM peak hours throughout the corridor

- **Safety Issues: High Crash Locations within the corridor**
  - Significant safety issue with vehicle queues on the NB Off Ramp extending to the I-89 Main Line

- Significant issues with further development and growth in the Exit 16 area
  - Congestion/safety affects Act 250 permits
Interchange Area - Double Crossover Diamond
Northern Intersections - Rathe Road

- **Widen to West**
- **Hold Eastern Edge**
- **Widen for Second Northbound Receiving Lane**
- **Property Impact**
- **Utility Pole Impact (Clear Zone)**
- **End Work**

**Legend:**
- Solid line = Row / Property Line
- Dashed line = Edge of Pavement
- Dotted line = Edge of Kisting Pavement (Limit of Work)

Scale: 1" = 80'
VT 289/VT 2A Improvements
Town of Essex
CIRC Alternatives Public Meeting
December 14, 2011
Background

• Significant Congestion
  – Queuing to Kellogg Road intersection on Susie Wilson Bypass in evenings
  – Queuing over railroad bridge in mornings on VT 289 off ramp

• Safety
  – High Crash Location section on VT 2A through off-ramp intersection
Project Outline

• Phase I
  – Update existing signal equipment
    • Vehicle detectors, signal controllers

• Phase II
  – Scoping of study area to determine necessary/possible capacity improvements
    • Additional through lane on Susie Wilson Bypass to VT 289 on ramp
    • Additional left turn lane on VT 289 off ramp and southbound through lane on VT 2A
    • Realigned Landfill Lane with VT 289 off ramp
The purpose of this project is to create an additional route connecting VT 2A with VT 117 and VT 15

- Facilitate regional travel
- Improve local circulation in the Village center
- Improve operations at the Five Corners intersection
- Open up Village center properties to economic development and support employment growth
NEW TRAFFIC SIGNAL AND CROSSING GATES

INSTALL NEW CROSSING GATES
Crescent Connector Revised Alignment

THE REVISED PLAN FOR THE NEW SECTION

PARK ST. RT2A

MAPLE ST. RT117

NECR BURLINGTON BRANCH

NECR MAINLINE

THIS PLAN HAS BEEN APPROVED BY ALL THE PROPERTY OWNERS, NECR-RA RAILROAD OFFICIALS & THE VILLAGE TRUSTEES.
Crescent Connector - Revised Alignment

THIS PLAN HAS BEEN APPROVED BY ALL THE PROPERTY OWNERS, NECR-RA RAILROAD OFFICIALS & THE VILLAGE TRUSTEES.
Crescent Connector Benefits

• Provides an alternate route connecting VT 2A with VT 117 & VT 15

• Improves operations at the congested Five Corners intersection:
  ▪ An estimated 3,000 (vehicles/day) will use the Crescent Connector Road
  ▪ Reduces overall traffic at Five Corners by 11-12% - improves queuing and delays
  ▪ Reduces traffic on Maple, Park and Main Streets

• Reduces the number of vehicles crossing active rail lines

• Connector traffic will continue to flow while the “Chip Train” travels through the Village

• Increases development potential and promotes economic growth in the Village Center
VT 2A/James Brown Drive

CIRC Alternatives Public Meeting
December 14, 2011
Project History

- 1999 - Intersection Analysis completed
- 2003 - Route 2A Corridor study completed
- 2009 - Scoping Study completed
Project Goals

Improve Access and Safety to Side Street Traffic
- James Brown Drive
- Morgan Parkway
- River Cove Road
- Eastview Circle

Maintain Traffic on VT 2A Corridor
- Address Congestion
- Vehicle Flow

Accommodate Alternate Modes of Transportation
- Bike Path
- Transit
Project Details

Traffic Signal at James Brown
  - Connection via Shirley Circle

Two-Way Left-Turn Lane from River Cove Road to Eastview Circle
  - TWLT is the best alternative for VT2A
Signal and Two-Way Left-Turn Lane - Southern Section

ADD "DO NOT BLOCK INTERSECTION" SIGNAGE AND STRIPING

BEGINS SOUTH OF RIVER COVE ROAD

36" Existing
Signalize James Brown Drive & Add Crosswalks
Ends at Eastview
Add Sidewalk Between Eastview and Morgan
Extend Roadway 42' on Both Sides
Add "Do Not Block Intersection" Signage and Striping

James Brown Drive Scoping Study
Preferred Alternative: TWLTL & Signal at James Brown Drive
Williston, Vermont
Scale: 1" = 80'

North
CIRC Project Area Map

TDM / TSM Priorities
- VT15, VT2, and VT2A Transit Shelters
- Signal Improvements in the Circ Study Area
- Create "Pocket" Park and Ride Lots with Leased Spaces
- Conduct a CarShare assessment analysis
- Expand and enhance the TDM Circuit
- Create a TDM marketing and outreach effort
- Enhance Local Motion's bike commuter Employee Assistance Program

Legend
- Short Term Circ Task Force Implementation Projects
- Municipal Boundaries
- Original Proposed 1986 CIRC Alignment
- CIRC Project Area
- Original 1986 CIRC EIS Project Area
- Additional CIRC Alternatives Project Area
- Additional Corridors for Transit & Signal Improvement Projects

Exit 16 Improvements
VT2A/VT289 Interchange Improvements
Crescent Connector Road
VT2A/James Brown Traffic Signal
Transportation Demand Management (TDM) Transportation Systems Management (TSM)

• TDM programs target how, when and where people travel
  – increase use of transit, carpools, vanpools, bicycling, and walking
  – Decrease total vehicle trips and drive-alone trips

• TSM measures make existing facilities more efficient
  – Signal improvements
TDM/TSM Projects

- 16 Transit Shelters on VT15, VT2 & VT2A
- 10 Signal Improvements
- “Pocket” park and rides - leased spaces
- CarShare VT - assessment of new locations
- TDM Circuit Rider - focus on major employers
- TDM Marketing and Outreach - resources/incentives
- Bike Commuter Program
Examples of TDM/TSM

- Bike commuting
- CarShare Vermont pods
- Circuit rider
- Transit shelters
- Pocket park and ride spaces
- Signal improvements
- Marketing and outreach programs
TDM/TSM Benefits

• Efficient use of existing system
• Environmentally friendly
• Saves $$$ - do more with less
• Provides more travel options
  – transit, carpools/vanpools, car-sharing, bicycling and walking
TDM Impacts

CATMA (est. 1992)
Campus Area Transportation Management Association
TDM Strategies / Success

<table>
<thead>
<tr>
<th>CATMA “Hill” employers: employees mode to work</th>
<th>2010</th>
<th>2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>57.5%</td>
<td>70.6%</td>
</tr>
<tr>
<td>Carpool</td>
<td>15.5%</td>
<td>11.5%</td>
</tr>
<tr>
<td>Bus (1)</td>
<td>7.1%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>5.0%</td>
<td>n/a</td>
</tr>
<tr>
<td>Bike/Walk (2)</td>
<td>10.2%</td>
<td>10.1%</td>
</tr>
<tr>
<td>Bike &amp; Bus</td>
<td>0.8%</td>
<td>n/a</td>
</tr>
<tr>
<td>Telecommute</td>
<td>0.1%</td>
<td>n/a</td>
</tr>
<tr>
<td>Train</td>
<td>n/a</td>
<td>0.9%</td>
</tr>
<tr>
<td>Other (3)</td>
<td>3.6%</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

(2) CATMA B/W program launched in 2001 (B/W in 2000 was 5.2%)
(3) Includes multi-modal, seasonal, family carpools.

TDM Strategies:
- Bike-Walk Reward program
- Unlimited Access
- Transit Subsidies
- Carpool Matching Service
- Carpool Incentives
- Emergency Ride Home
- Staggered Work/Class Schedules
- Pedestrian Walkways
- Bikeway Systems/BikeShare
- Flex time policies
- Telecommuting
- Campus Shuttle System
- CarShare Vermont
- Commuter Events/Fairs
- Online Employee & Student Transportation Surveys

catmavt.org | 802-656-RIDE | catma@uvm.edu

CATMA Membership: Champlain College | Fletcher Allen | University of Vermont | CCRPC
TDM Impacts

- Vital Communities (Upper Valley TMA)

**Smart Commute Savings at a Glance: Estimated vs. Actual**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Estimated</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dollars Saved</td>
<td>$307,320</td>
<td>$1,300,000</td>
</tr>
<tr>
<td>Gasoline Saved</td>
<td>114,140 gallons</td>
<td>312,074 gallons</td>
</tr>
<tr>
<td>Carpoool Formed</td>
<td>72</td>
<td>154</td>
</tr>
</tbody>
</table>
## Task Force-Recommended FY12 Planning Studies

<table>
<thead>
<tr>
<th>Location</th>
<th>Study Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colchester</td>
<td>Scoping Study: Two Intersections on VT 127</td>
</tr>
<tr>
<td>Essex</td>
<td>Transportation Network Analysis: VT 15/Allen Martin Drive/Sand Hill Road/VT 117</td>
</tr>
<tr>
<td>Essex Junction</td>
<td>Scoping Study: Pearl Street from Post Office Square to 5 Corners</td>
</tr>
<tr>
<td>Williston</td>
<td>Transportation Network Analysis: VT 2/VT2A/North Williston Road/Mountain View Road/Mountain View Connector</td>
</tr>
<tr>
<td>Regional</td>
<td>Scoping Project: Multi-Use Path on VT 15</td>
</tr>
</tbody>
</table>
http://www.circtaskforce.org/

For Additional Information Contact:

Michele Boomhower, MPO Director
Chittenden County RPC
mboomhower@ccmpto.org or 802-660-4071 x15