

Welcome

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

December 14, 2011



CHITTENDEN COUNTY RPC
Communities Planning Together

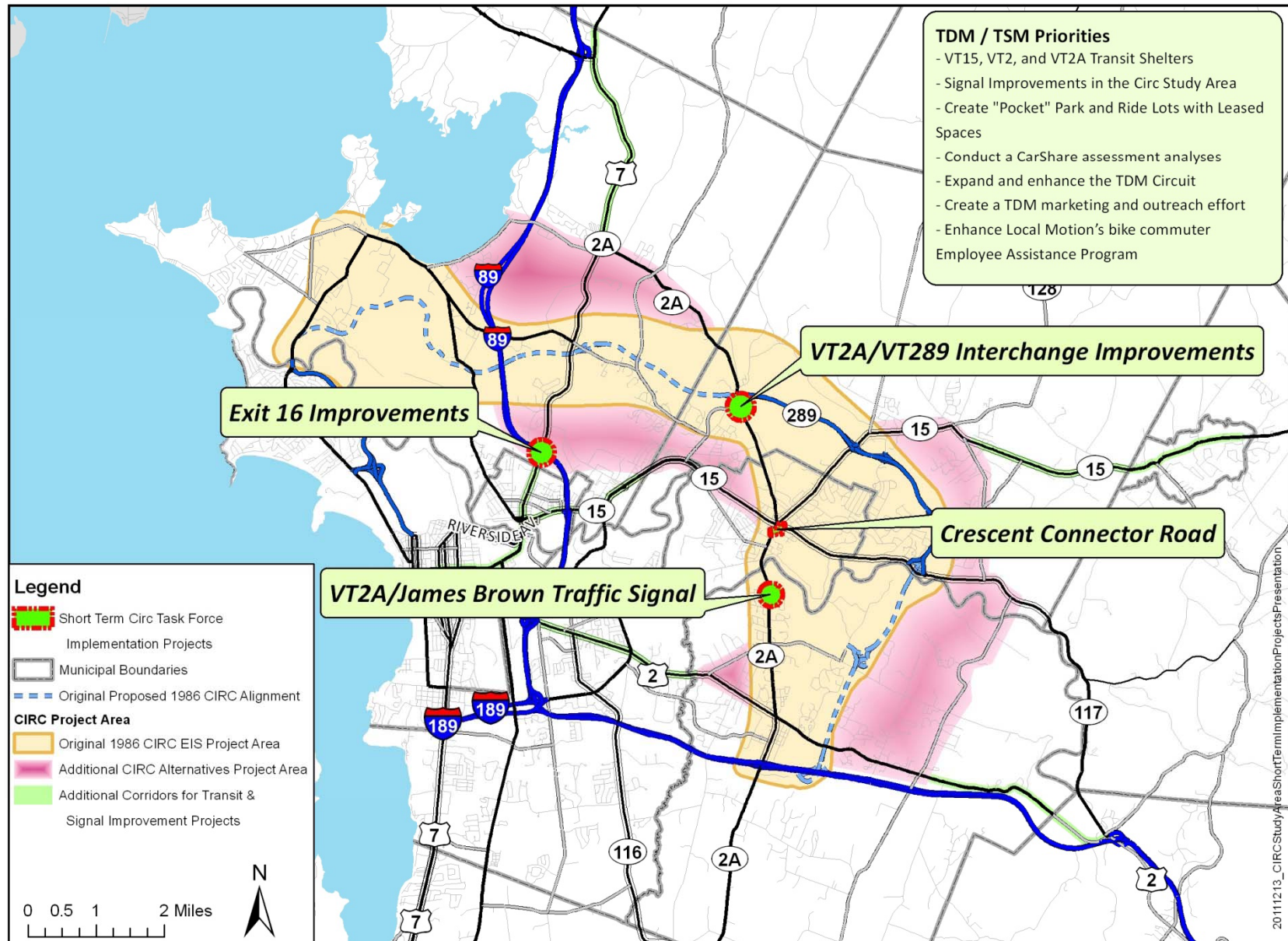
CIRC Task Force Activities

July–December 2011	Consensus Approval of Phase 1 Implementation Projects and Planning Study Recommendations for FY12 CCRPC Work Program
January 2012	Finalize Phase 2 Planning Study Recommendations for FY13 CCRPC Work Program
May 2012	Planning Study Status Update
October–December 2012	Finalize Phase 2 Implementation Projects List

Task Force-Short Term Implementation Projects

Colchester	Interstate 89 Exit 16 Interchange Improvements
Essex	VT 2A / VT 289 Interchange Improvements
Essex Junction	Crescent Connector Road
Williston	VT 2A / James Brown Drive Intersection Improvements
Regional	Transportation Demand Management / Transportation System Management Projects and Programs

CIRC Project Area Map



I-89 Exit 16 Improvements

Town of Colchester

CIRC Alternatives Public Meeting
December 14, 2011

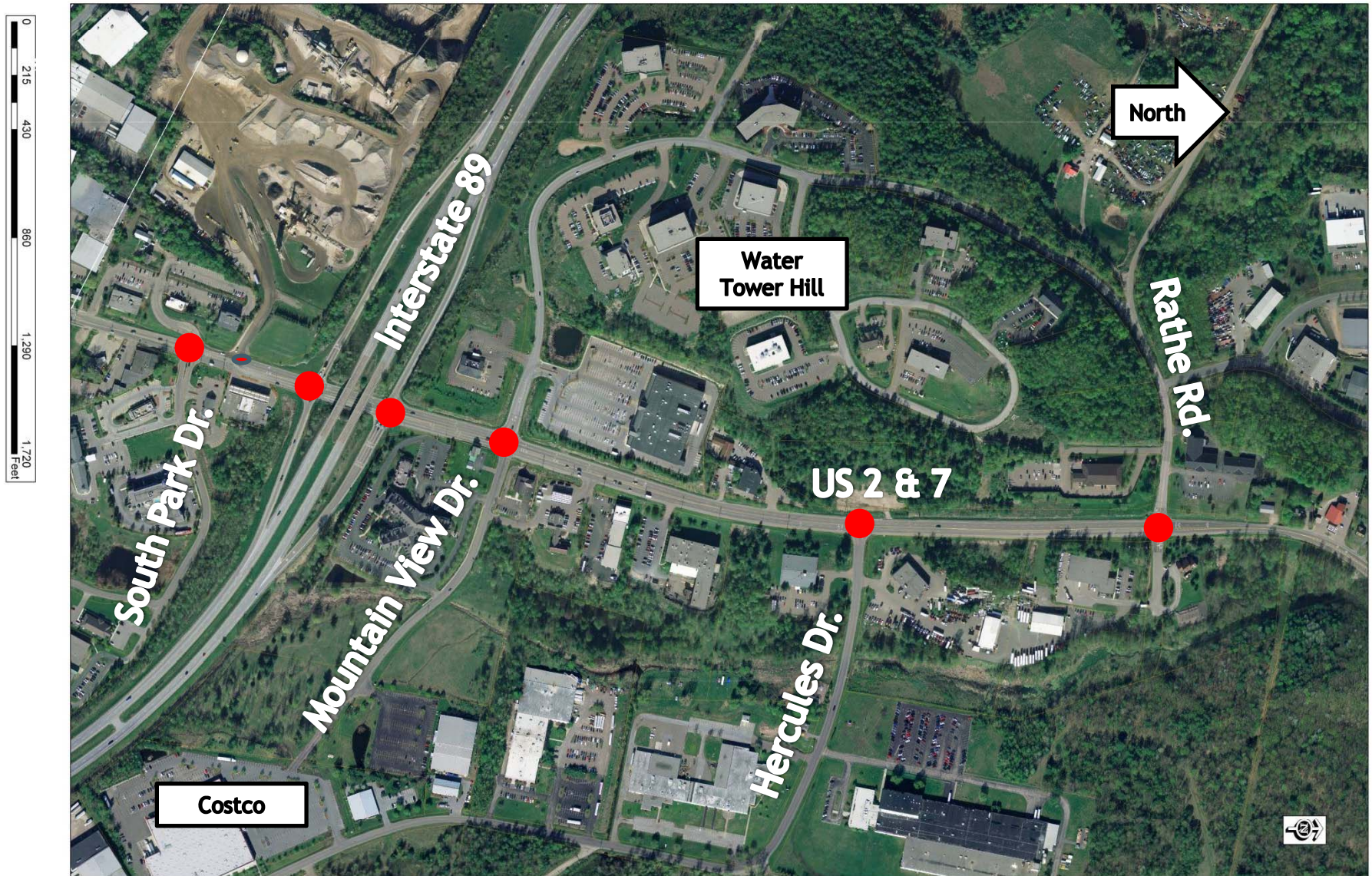


Presentation Overview

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



Study Area

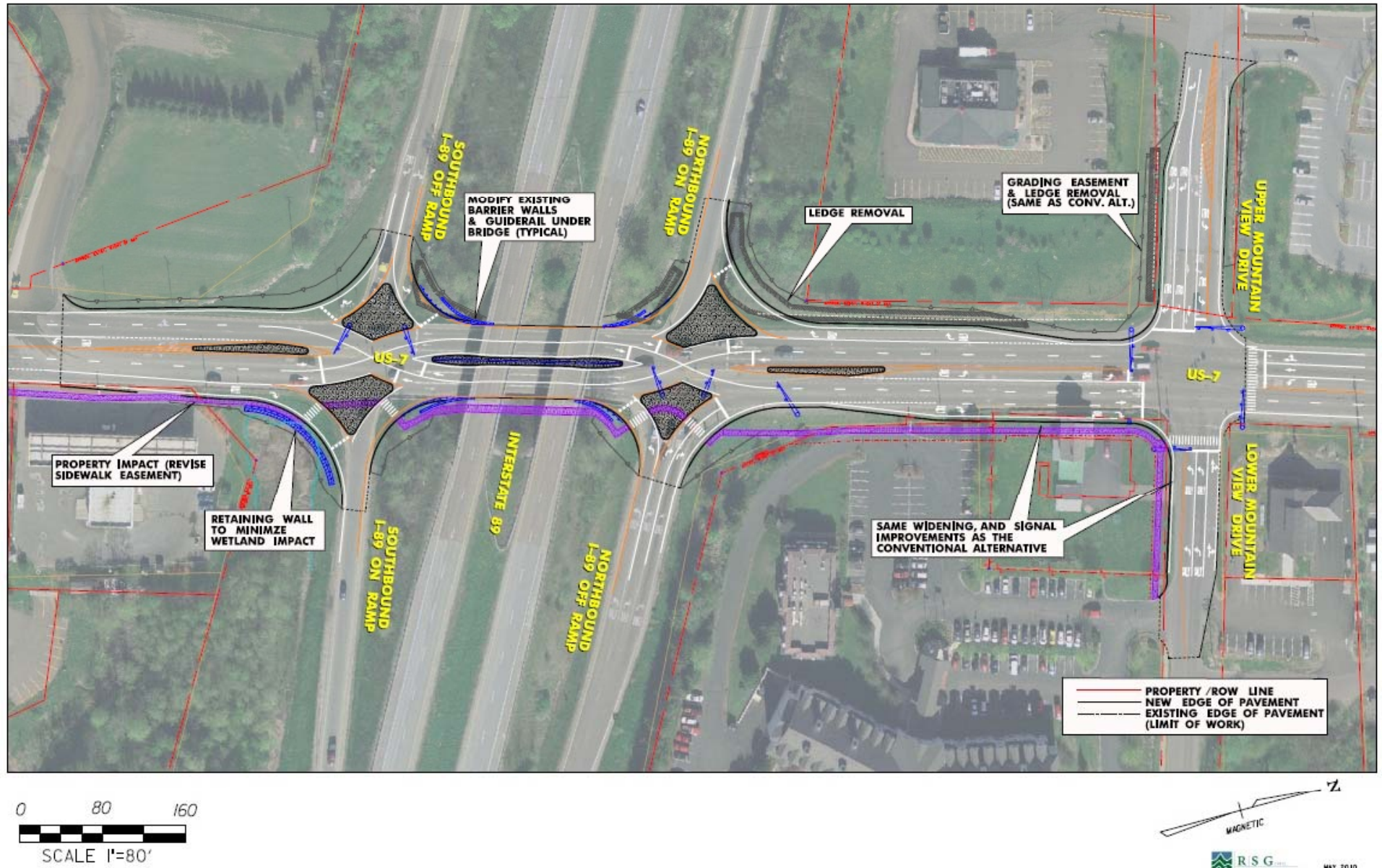


Summary of Issues at Exit 16

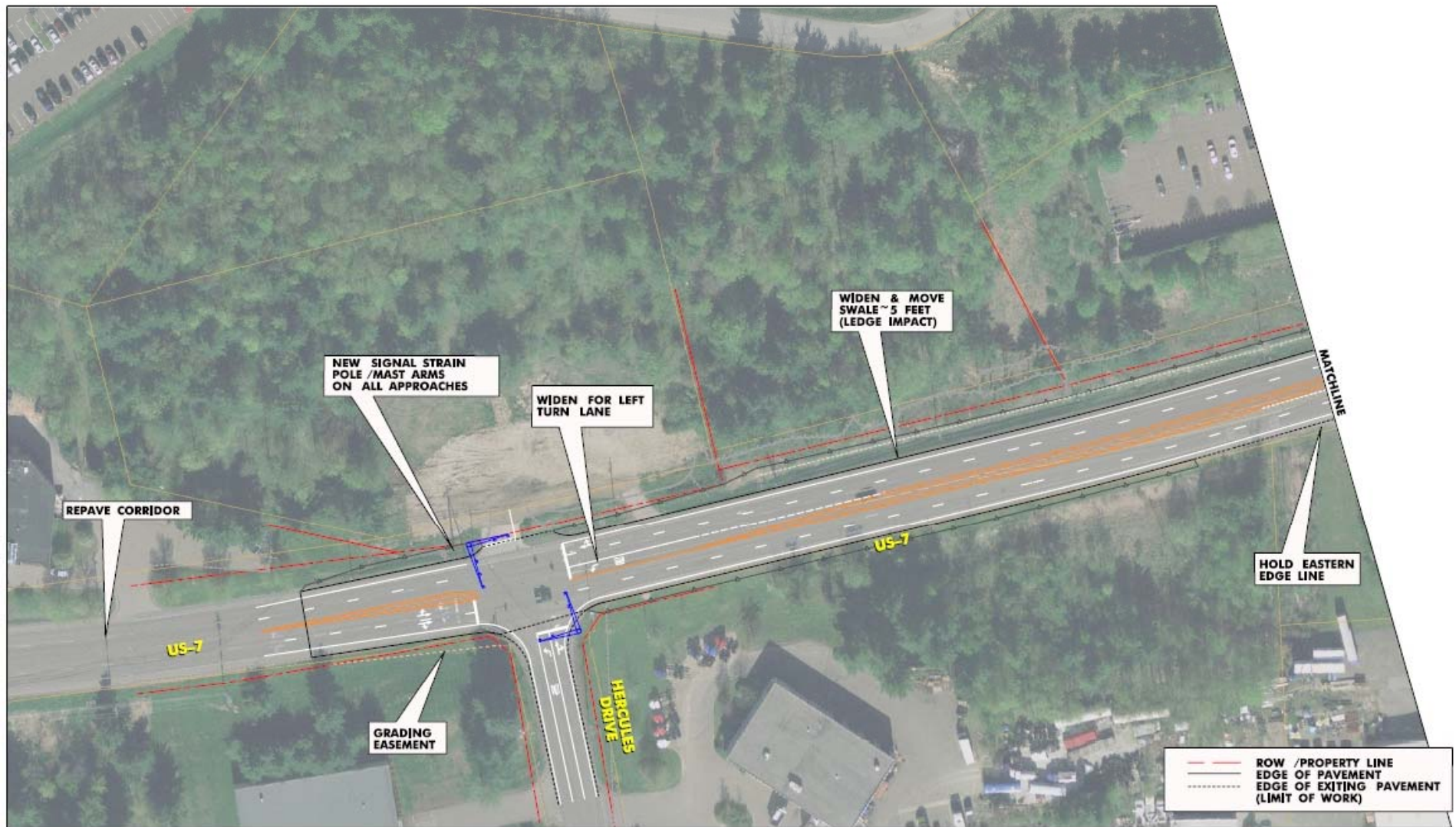
- Excessive congestion during AM & PM peak hours throughout the corridor
- *Safety Issues: High Crash Locations within the corridor*
 - *Significant safety issue with vehicle queues on the NB Off Ramp extending to the I-89 Main Line*
- Significant issues with further development and growth in the Exit 16 area
 - *Congestion/safety affects Act 250 permits*



Interchange Area - Double Crossover Diamond



Northern Intersections - Hercules Drive

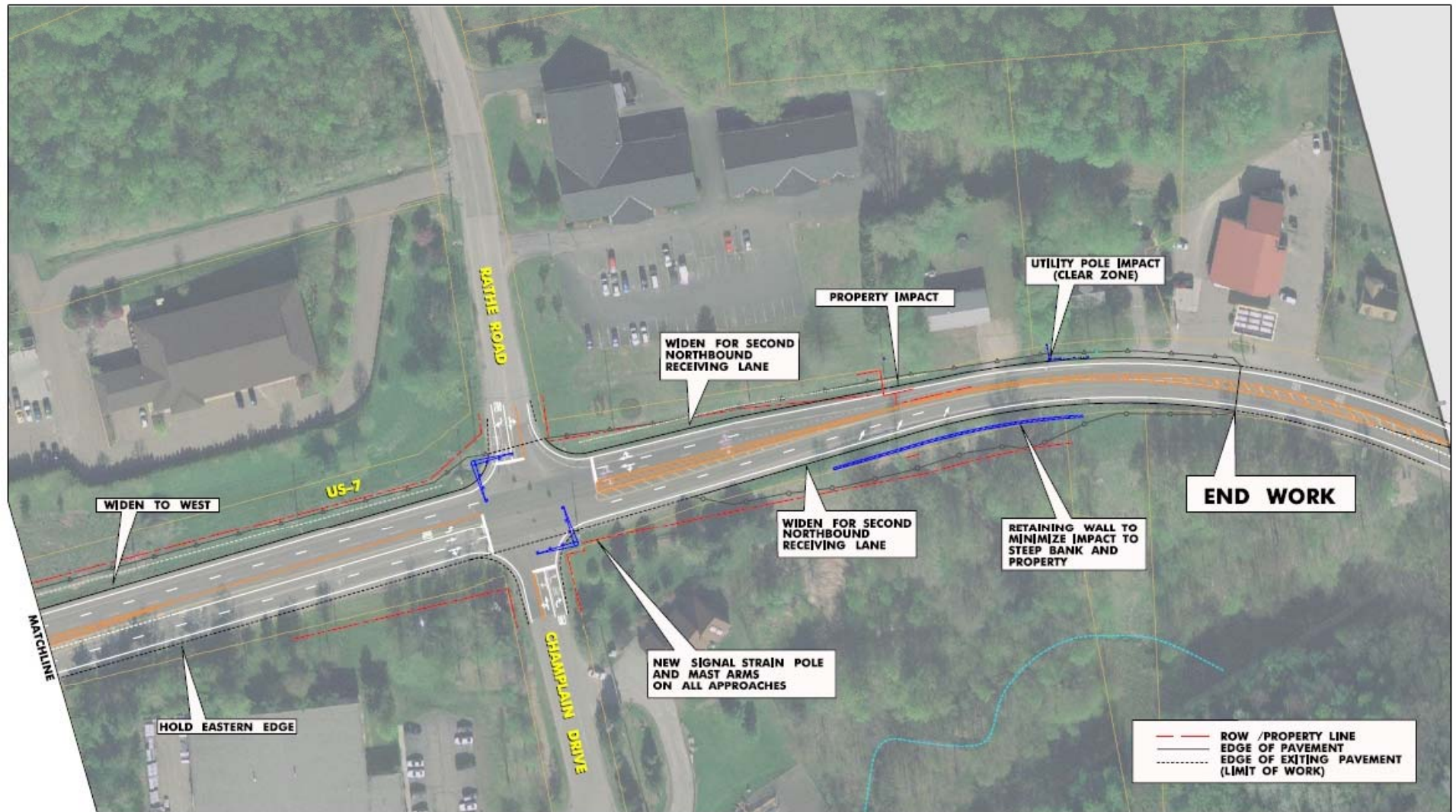


0 80 160
SCALE 1"=80'



MAY 2010

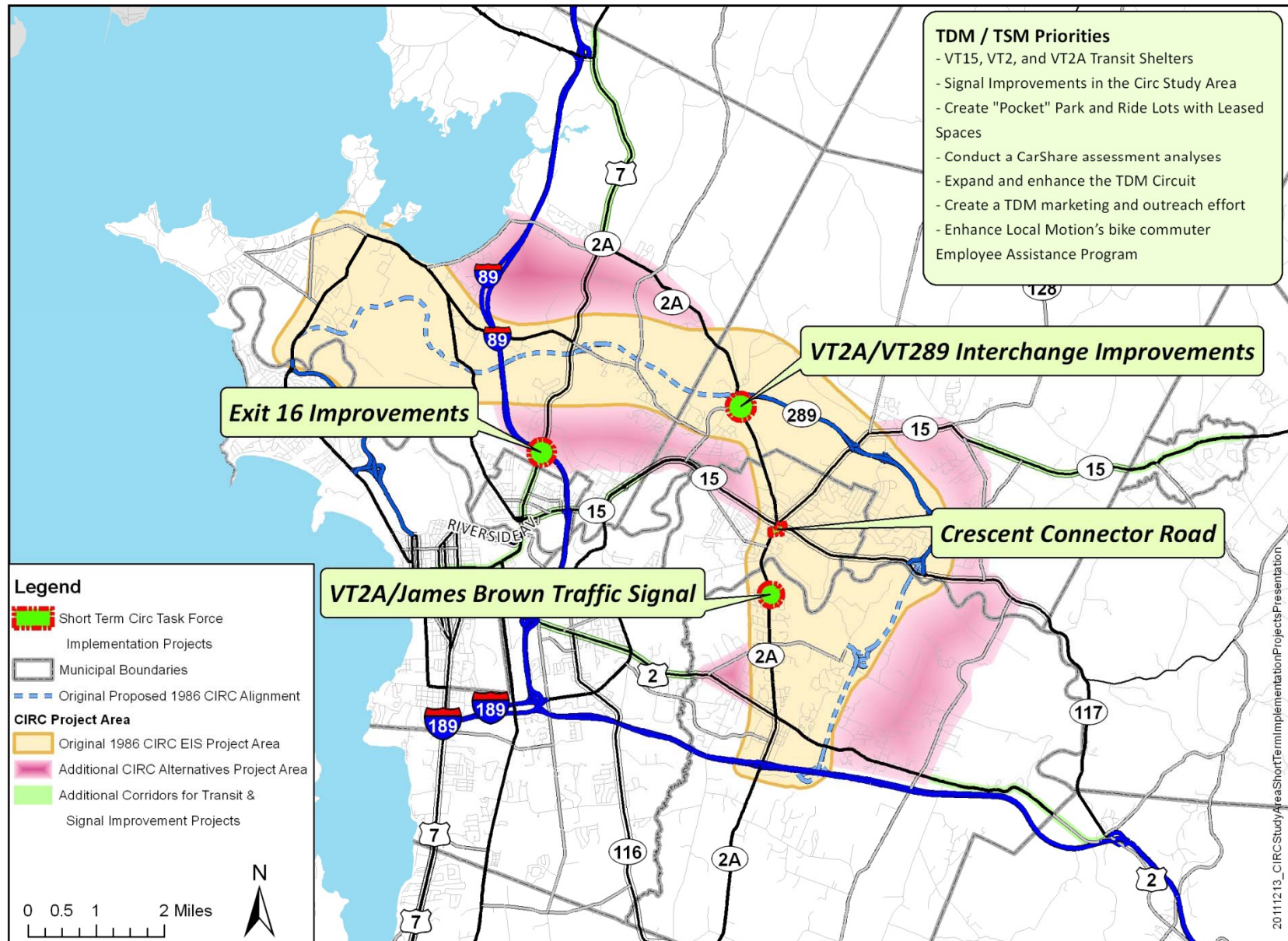
Northern Intersections - Rathe Road



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CIRC Project Area Map



VT 289/VT 2A Improvements

Town of Essex

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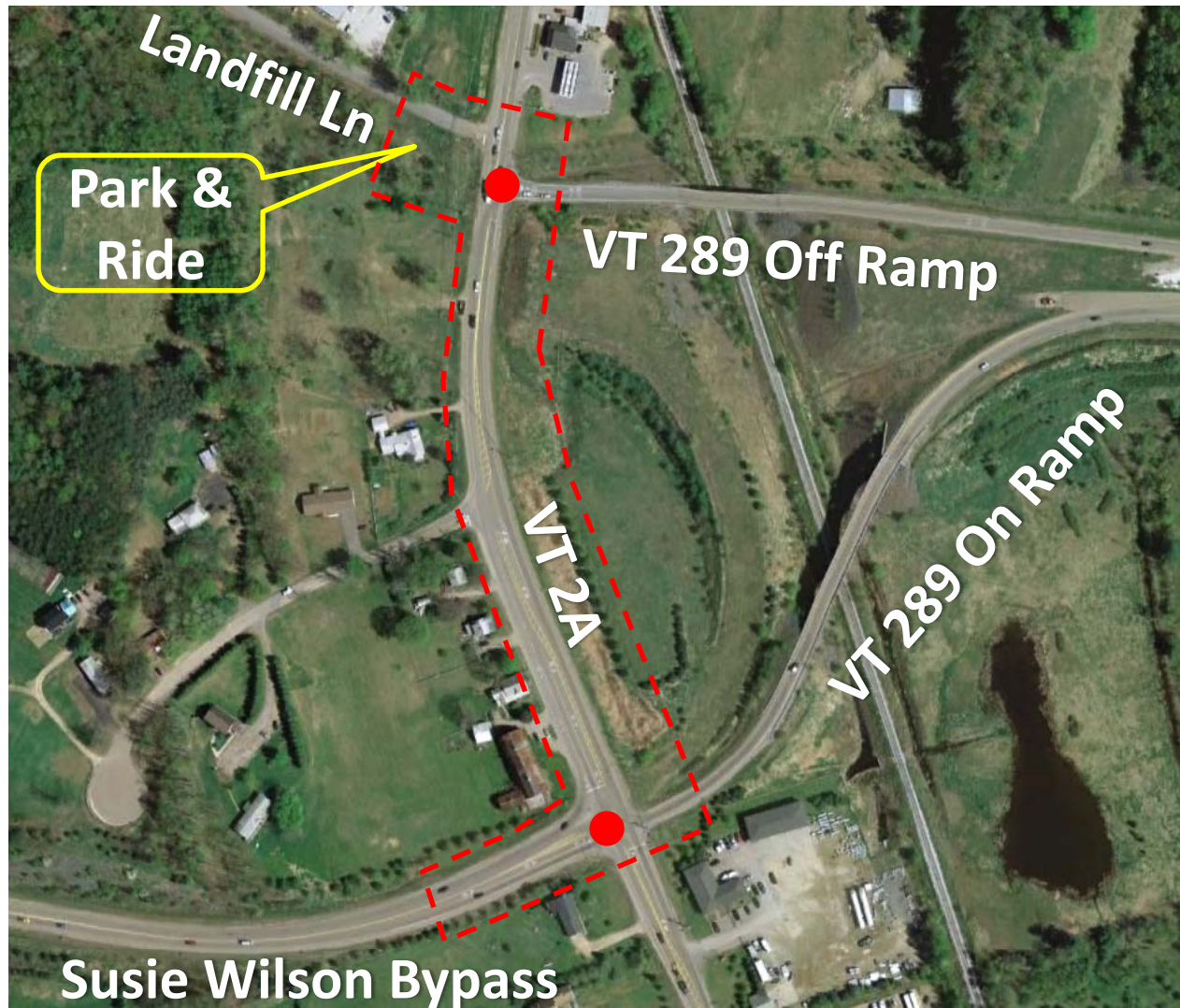


Background

- 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 Area

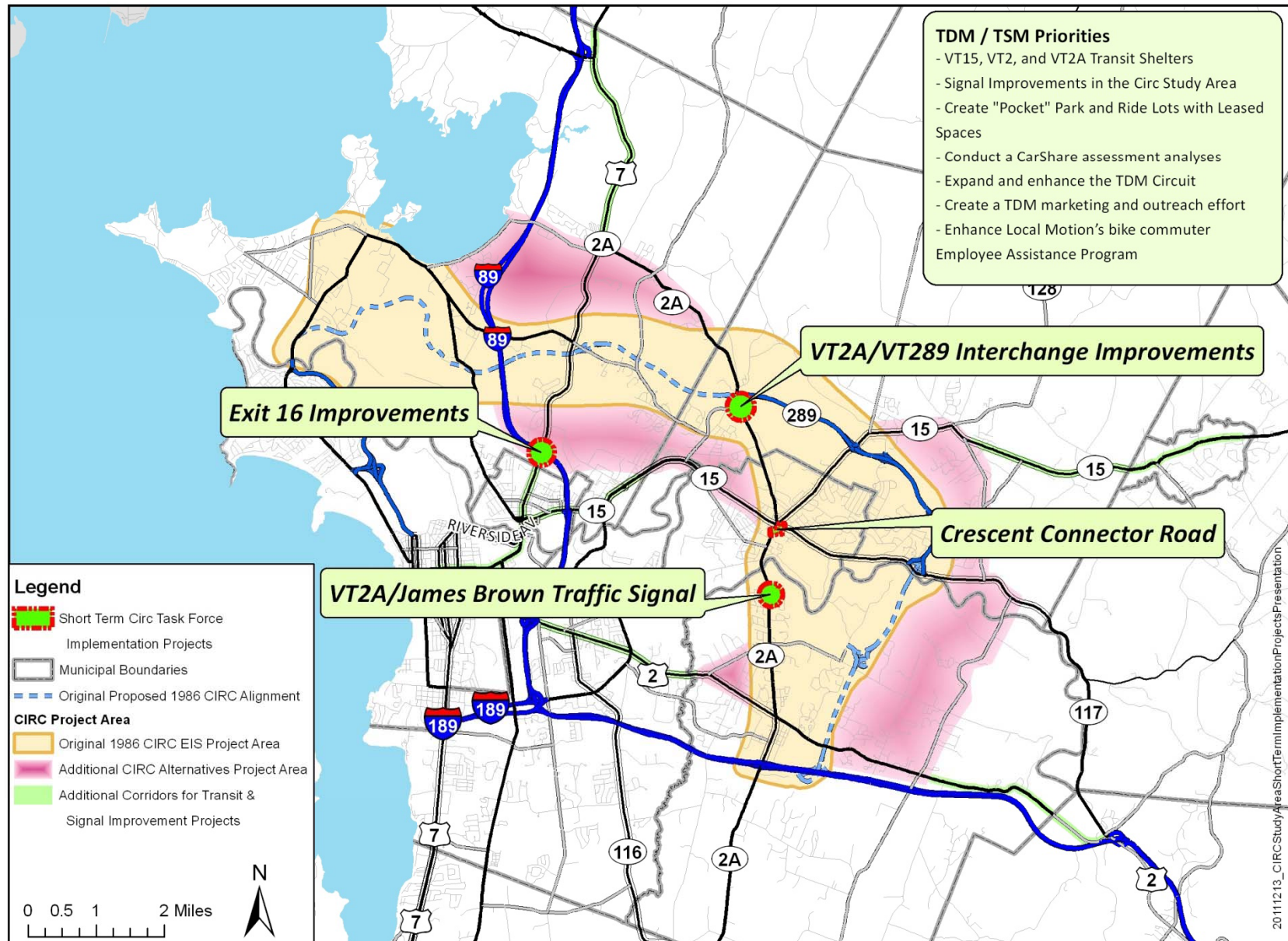


Project Outline

- 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



CIRC Project Area Map



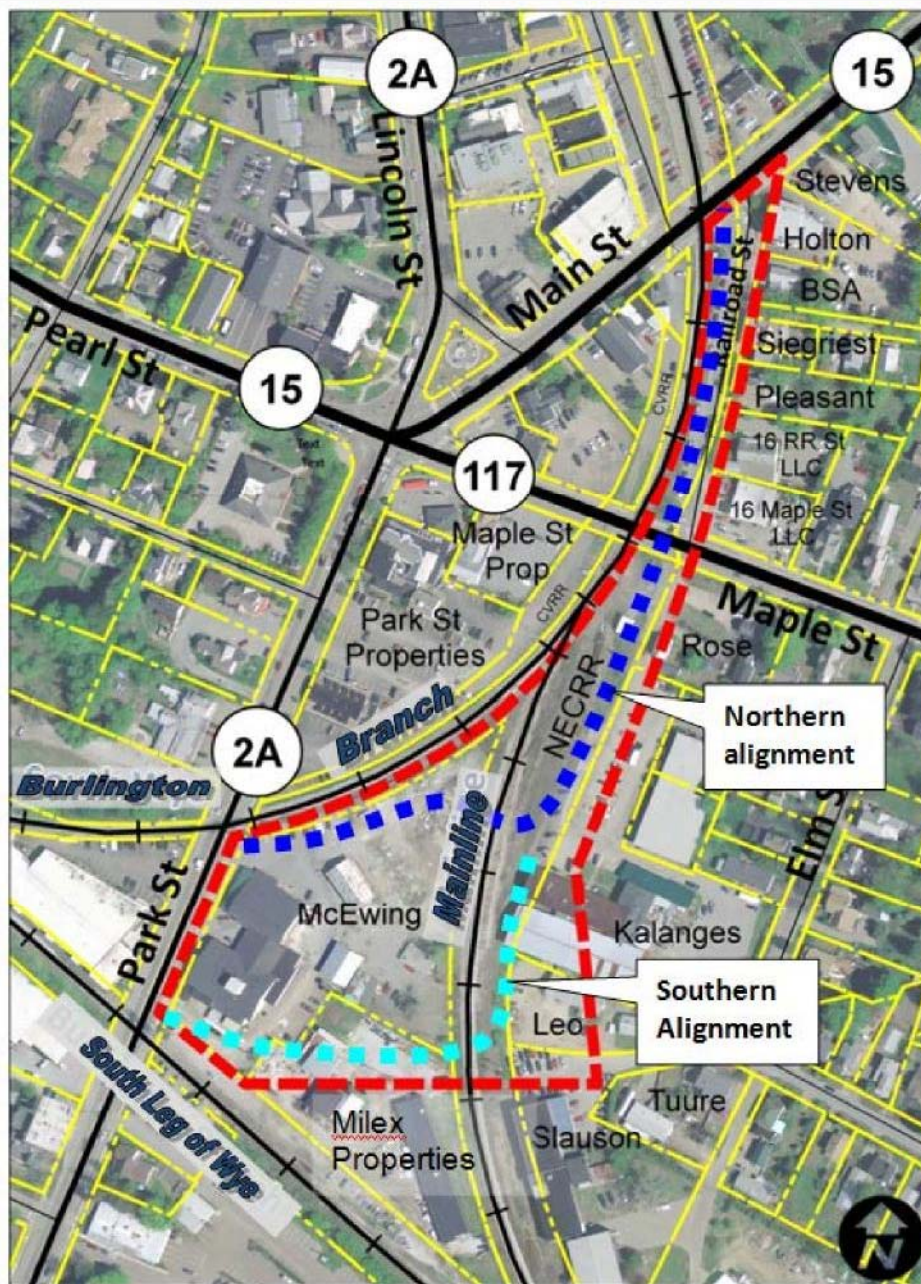
Crescent Connector Road

Essex Junction

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Study Area



Project Purpose & Need

The purpose of this project is to create an additional route connecting VT 2A with VT 117 and VT 15

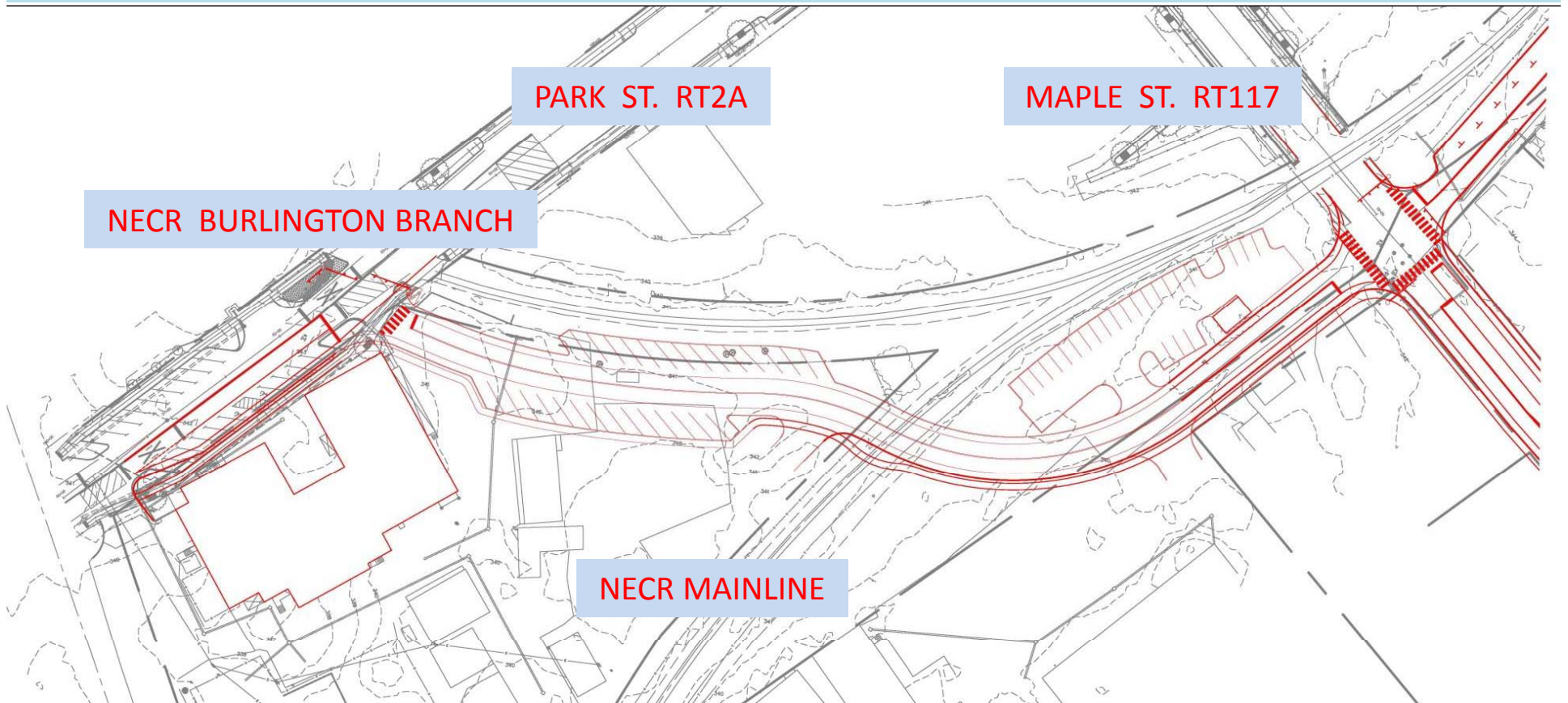
- **Facilitate regional travel**
- **Improve local circulation in the Village center**
- **Improve operations at the Five Corners intersection**
- **Open up Village center properties to economic development and support employment growth**

Crescent Connector Scoping Study Alignment



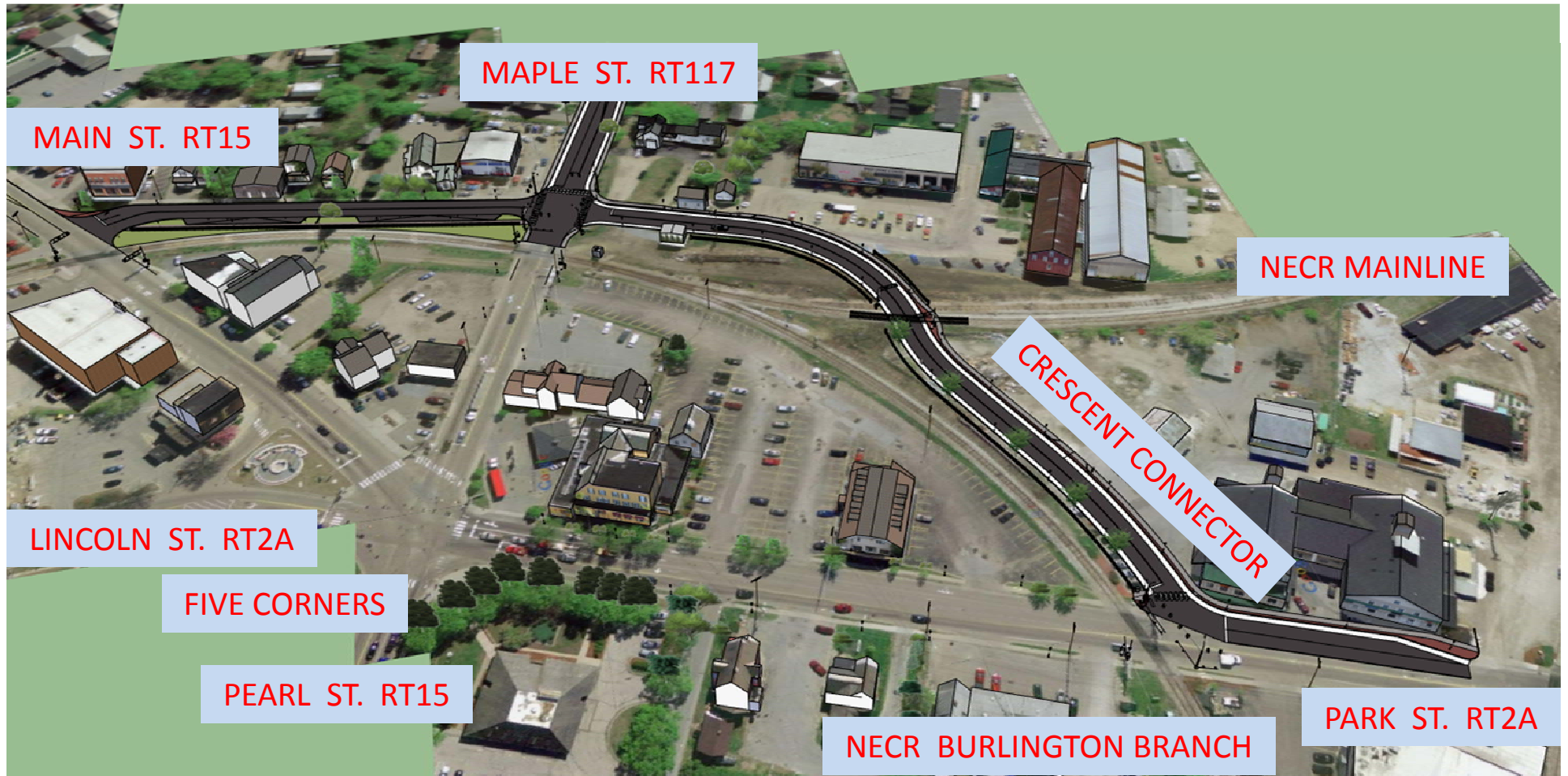
Crescent Connector Revised Alignment

THE REVISED PLAN FOR THE NEW SECTION



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

Crescent Connector - Revised Alignment



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Crescent Connector Benefits

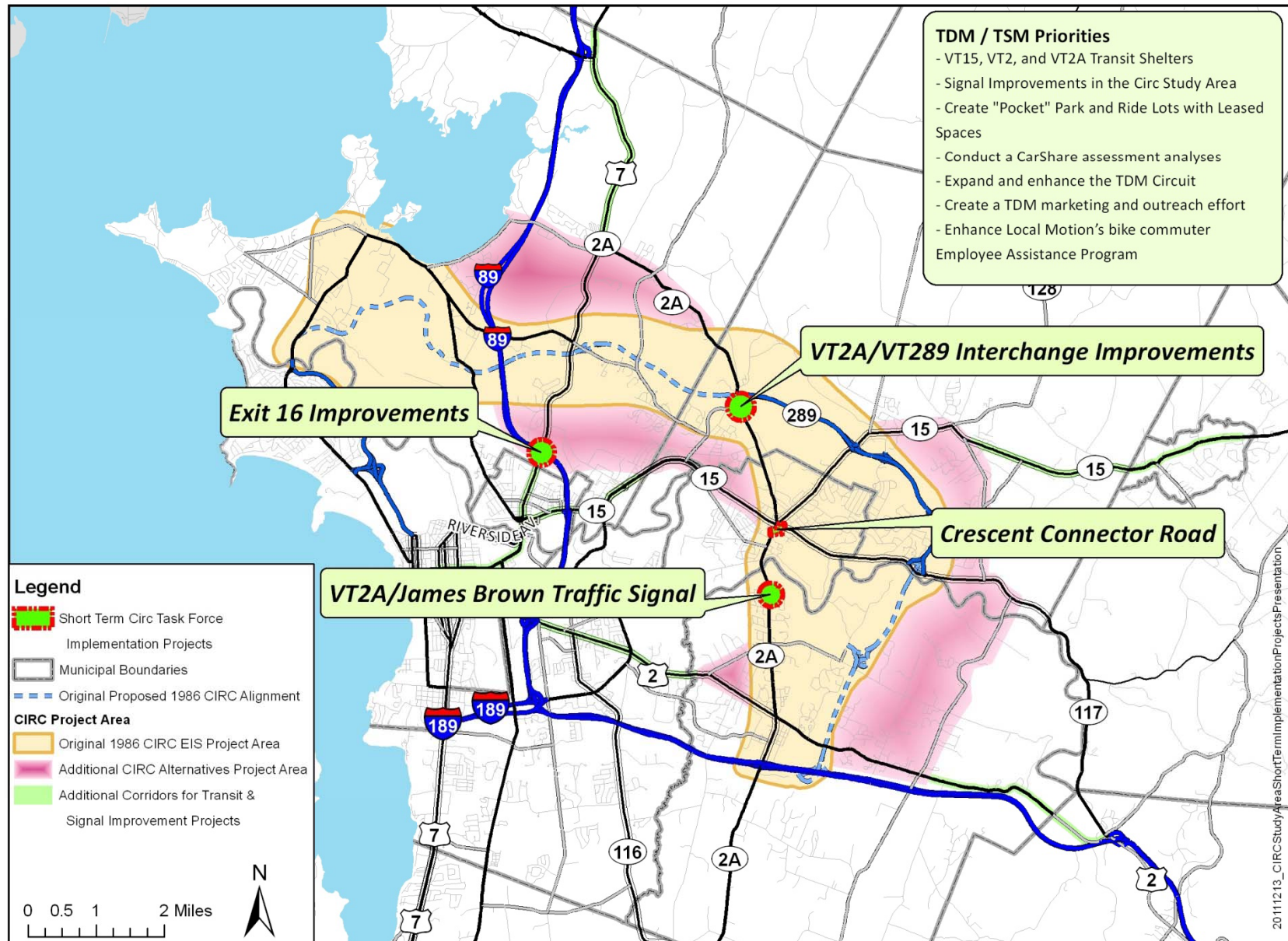
- **Provides an alternate route connecting VT 2A with VT 117 & VT 15**
- **Improves operations at the congested Five Corners intersection:**
 - An estimated 3,000 (vehicles/day) will use the Crescent Connector Road
 - Reduces overall traffic at Five Corners by 11-12% - improves queuing and delays
 - 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**

Crescent Connector Revised Alignment



**QUESTIONS?
COMMENTS?**

CIRC Project Area Map



VT 2A/James Brown Drive

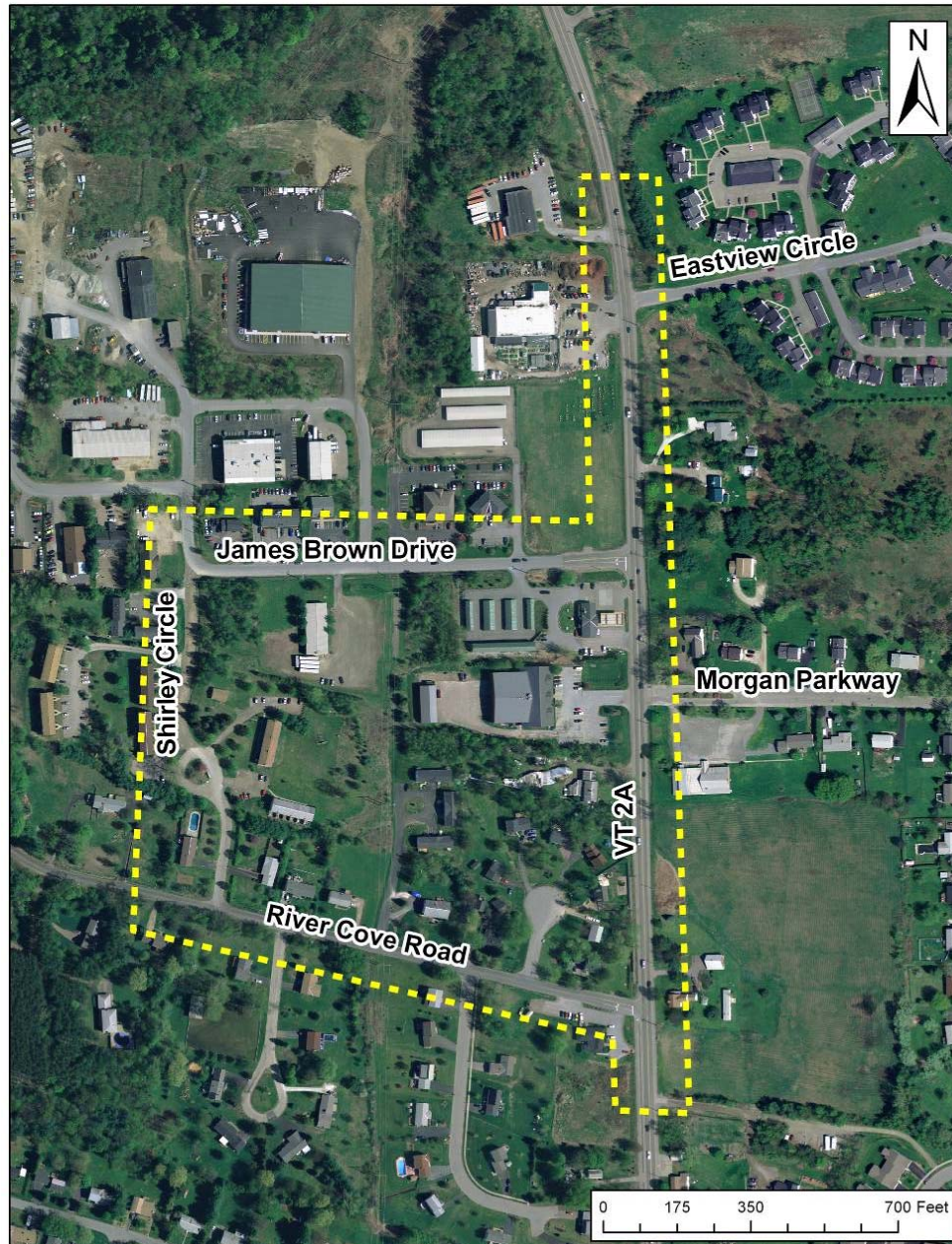
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Project History

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

Study Area



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

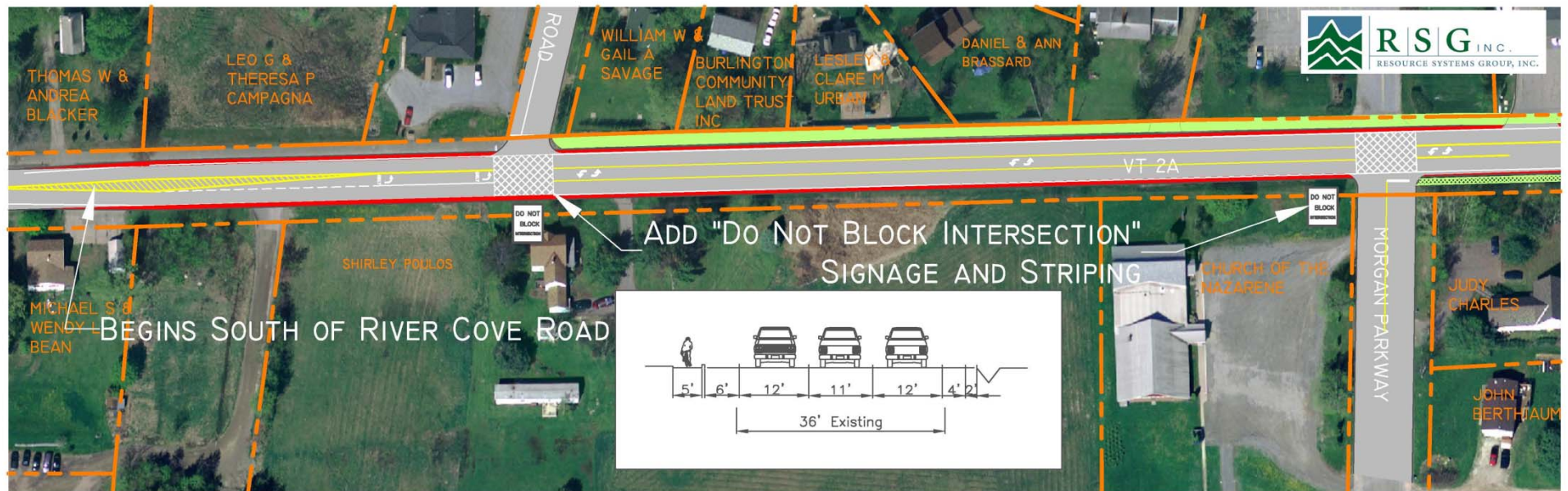
- Connection via Shirley Circle

Two-Way Left-Turn Lane from River Cove Road to Eastview Circle

- TWLT is the best alternative for VT2A

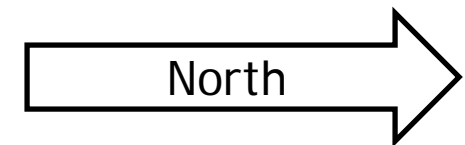


Signal and Two-Way Left-Turn Lane - Southern Section



North

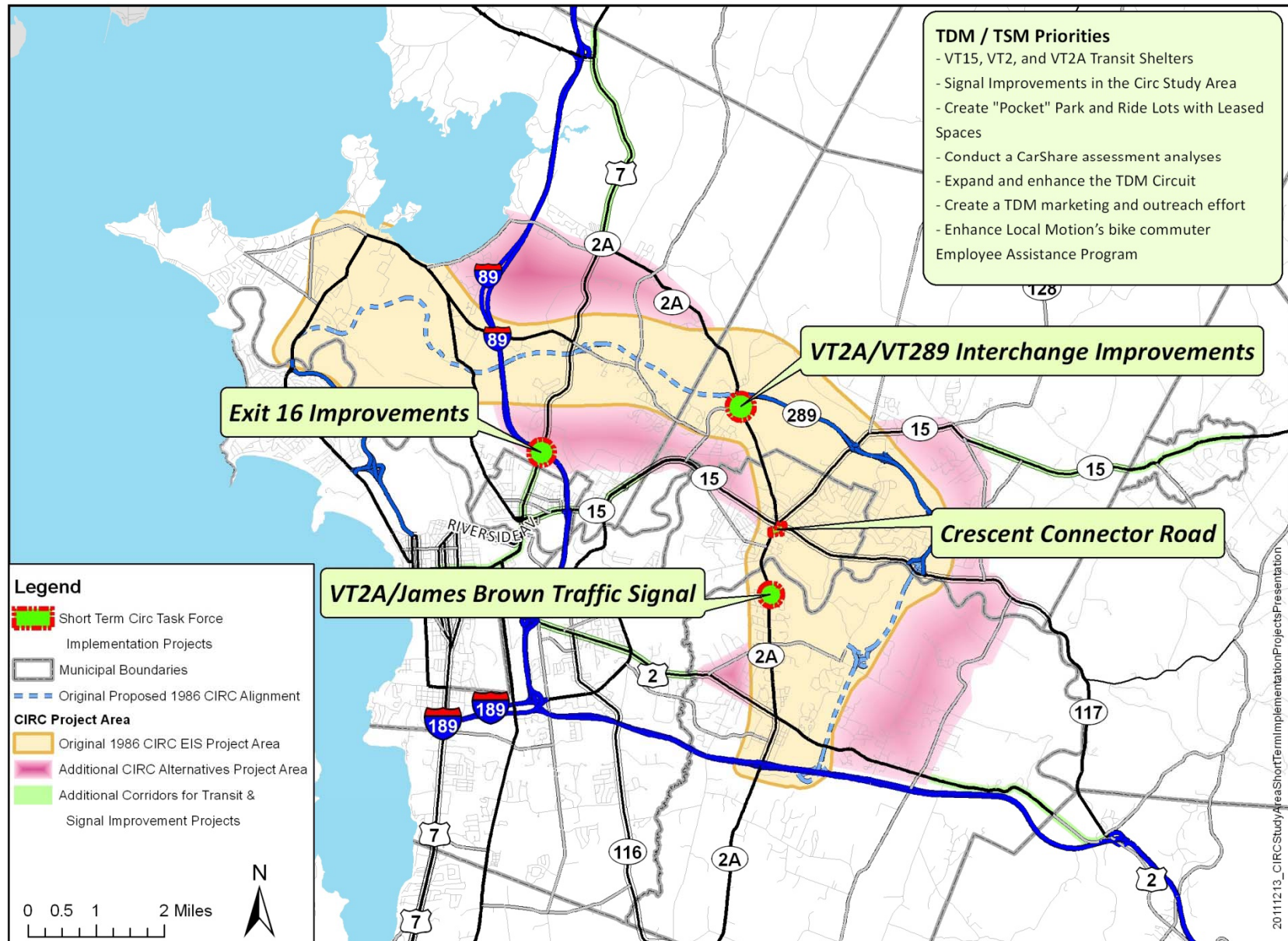
Signal and Two-Way Left-Turn Lane - Northern Section



Any Questions?



CIRC Project Area Map



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



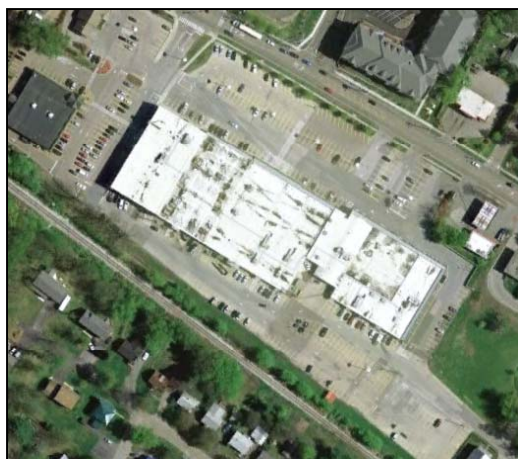
Bike commuting



CarShare Vermont pods



Circuit rider



Pocket park and ride spaces



Transit shelters



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

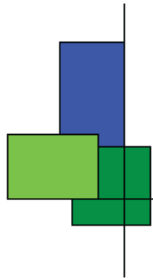


TDM Impacts

CATMA (est. 1992)

Campus Area Transportation Management Association

TDM Strategies / Success



CATMA "Hill" employers: employees mode to work	2010	2001
Drive Alone	57.5%	70.6%
Carpool	15.5%	11.5%
Bus ⁽¹⁾	7.1%	3.0%
Park & Ride	5.0%	n/a
Bike/Walk ⁽²⁾	10.2%	10.1%
Bike & Bus	0.8%	n/a
Telecommute	0.1%	n/a
Train	n/a	0.9%
Other ⁽³⁾	3.6%	3.8%

(1) Unlimited Access launched at UVM in 2003, Champlain in 2006.

(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



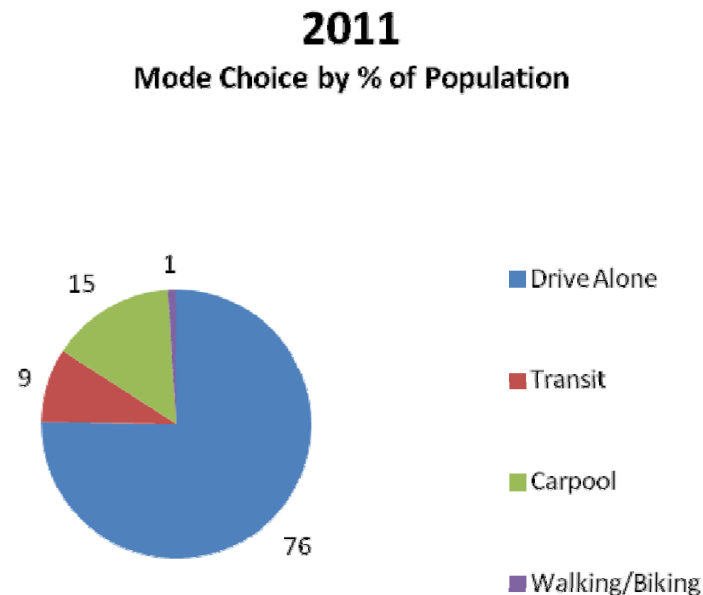
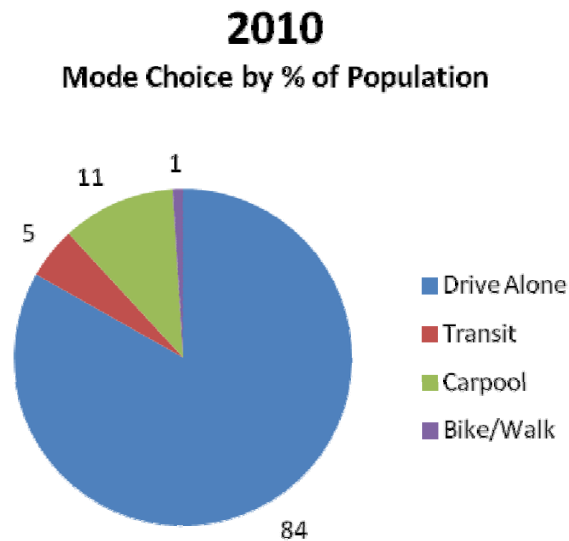
12/13/11

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		
Metric	Estimated	Actual
Dollars Saved	\$307,320	\$1,300,000
Gasoline Saved	114,140 gallons	312,074 gallons
Carpools Formed	72	154

Task Force-Recommended FY12 Planning Studies

Colchester	Scoping Study: Two Intersections on VT 127
Essex	Transportation Network Analysis: VT 15/Allen Martin Drive/Sand Hill Road/VT 117
Essex Junction	Scoping Study: Pearl Street from Post Office Square to 5 Corners
Williston	Transportation Network Analysis: VT 2/VT2A/ North Williston Road/Mountain View Road/ Mountain View Connector
Regional	Scoping Project: Multi-Use Path on VT 15

<http://www.circtaskforce.org/>

For Additional Information Contact:

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