CIRC Alternatives Task Force Meeting #9
Thursday, November 29, 2012, 6:30-8:00 p.m.
Williston Town Hall, Williston, VT

Light refreshments will be provided

Objectives: Hear updates of the FY13 Planning Studies and complete project prioritization of Short-Term Implementation Projects for the FY14 Capital Program.

AGENDA

6:30 – 6:35 1) Welcome, Introductions, and Review, Michele Boomhower, All

6:35 – 6:40 2) Review & Approval of Meeting Notes from September 26, 2012, Cindy Cook

6:40 – 7:10 3) Outcomes/Status Update: Planning Projects, CCRPC Staff

- VT 127 Intersections: Prim Road/West Lakeshore Drive and Blakely Road/Laker Lane Improvements, Colchester, Jason Charest
- Vermont 2A/289 Interchange – Phase II, Essex, Jason Charest
- Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five Corners Streetscape and Bike Improvements, Christine Forde
- Williston-Essex Network Transportation Study (WENTS), Eleni Churchill
  http://www.ccrpcvt.org/corridors/williston-essex-network-transportation-study/
- VT15 Multiuse Path, Essex Junction/Essex/Colchester, Christine Forde

7:10 – 7:20 4) ACTION: Selection of Preferred Alternative for VT15 Multiuse Path, Task Force

7:20 – 7:50 5) Review Staff-recommended Package of Short-Term Implementation Projects for FY14 Capital Program, Task Force

ACTION: Select Short-Term Implementation Projects for FY14 Capital Program, Task Force

7:50 – 8:00 8) Next Steps, Michele Boomhower

8:00 9) Adjourn

http://www.circtaskforce.org/

Rev. 11-12-12
## CIRC Alternatives Task Force
### DRAFT Schedule
#### 2012-2013

**Objectives: Determination of Implementation Projects for FY14/15 Capital Program and Planning Studies for Implementation in the CCRPC FY13, FY14, & FY15 Work Program Years**

<table>
<thead>
<tr>
<th>Date, Time, Location</th>
<th>Topic</th>
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| **November 29, 2012**  
6:30-8:00 pm  
Williston Town Hall | - Complete Project Prioritization for FY14 Capital Program  
- FY13 Planning Study Status Updates |
| **January 31, 2013**  
6:30 -9:00 pm | - Complete Planning Study Prioritization for balance of FY13 and FY14 CCRPC Unified Planning Work Program  
- FY13 Planning Study and Implementation Projects’ Status Updates |
| **February 2013**  
6:30-8:00 pm  
Location TBA | - Public Meeting |
| **June 6, 2013**  
6:30-9:00 pm | - FY13 Planning Study and Implementation Projects’ Status Updates  
- FY14 Capital Program Implementation Project Recommendation Outcomes |
| **September 19, 2013**  
6:30-9:00 pm | - FY13/14 Planning Study and FY13/14 Implementation Projects’ Status Updates |
| **November 21, 2013**  
6:30-9:00 pm | - Complete Project Prioritization for FY15 Capital Program  
- Complete Planning Study Prioritization for FY15 CCRPC Unified Planning Work Program  
- Transition of CIRC Alternatives Task Force process to CCRPC regional transportation planning program  
- Review and Approve Phase 2 Task Force Report |

*Revised November 12, 2012*
CIRC Alternatives Task Force Meeting #8 Notes

DRAFT FOR REVIEW BY THE TASK FORCE

DATE: Wednesday, September 26, 2012
TIME: 6:30 PM
PLACE: Williston Town Hall
PRESENT: Please see attached

1) Welcome & Introductions
Michele Boomhower of the CCRPC welcomed everyone and introductions were made. Cindy Cook of Adamant Accord reviewed the agenda.

2) Review & Approval of Revised Meeting Notes from February 23, 2012
The group accepted the meeting notes as revised (please see the final version at http://www.circtaskforce.org/). Jeff Carr abstained since he did not attend the meeting.

3) Update: Implementation Projects
Ken Robie of VTrans provided an update of each implementation project:
- **Exit 16 Improvements, Colchester**
  Preliminary plans for this double crossover diamond project have been finished. Right-of-way and utility relocation will occur in October. The expected construction time frame is calendar year 2014-2015.
- **VT 2A/James Brown Drive, Williston**
  A conceptual plan is complete for this signal upgrade and turn-lane project. The draft plan is being reviewed by the Town and RPC. A public meeting will be held.
- **VT 2A/VT289 Interchange – Phase I, Essex**
  The upgrade and improvement of signals is out to bid and is expected to be undertaken this fall/winter.
- **Crescent Connector, Essex Junction**
  The Town is negotiating the consultant’s scoping fee and holding discussions with the railroad. Construction is slated for 2015-16. Next steps are to retain a design engineer, undertake survey work, identify resources, and draft conceptual plans. FHWA will require an environmental assessment.

Eleni Churchill of the CCRPC explained the study was undertaken in two phases, which are now complete. The Village Trustees recommended minor revisions to the original alignment and additional improvements to Railroad Street. The Railroad Street improvements include a partial sidewalk and eleven on-street parking spaces on the west side; sidewalk and green strip on the east side; and a designated bike lane. The estimated cost is $830,000.
CCRPC staff and the Village of Essex Junction request that the CIRC Alternatives Task Force vote to recommend to VTrans the addition of the Railroad Street preferred alternative as part of the Crescent Connector project.

Dave Crawford of Essex Junction shared that he expects to sign an engineering contract on Friday and he would like to add the Railroad Street improvements to the scope of work. Michele added that the expanded scope is integral to the function of the Crescent Connector. She also reported that Kate McCarthy of VNRC, who was unable to attend tonight, advised Michele via email that she is in favor of advancing this additional component of the project.

Dave Crawford of Essex Junction moved, “To recommend to VTrans the addition of the Railroad Street preferred alternative (Phase II) as part of the Crescent Connector project.” There was no further discussion and the motion was approved unanimously.

5) Update: TDM Implementation Projects

Bryan Davis of the CCRPC made a presentation about Transportation Demand Management (TDM), which is a behavioral approach to address use (demand) of the transportation system. Benefits of TDM include: reduced congestion, energy conservation, reduced emissions, improved equity, parking solutions, safety, and reduced costs as compared to capacity improvements.

Regional TDM activities include three funding streams:

- CCRPC FY13 Annual Work Program ($108,500)
- Federally Funded Pilot Project ($407,625)
- Circ Alternatives ($592,000)

Each of these funding streams brings together the following partners: CarShare Vermont, Local Motion, CATMA, CCTA, and VEIC. The partners have organized around the Go! Chittenden County (Go! CC) unified logo that includes a website and call center. The integrated program brings together multimodal regional transit hubs, bicycle parking, CarShare Vermont “pods,” park & ride, and an informational effort to entice employers and employees to take advantage of alternative modes. Michele added that CATMA has had phenomenal success with reducing single-occupancy vehicle travel to the Burlington “Hill” institutions (Fletcher Allen Health Care, UVM, Champlain College) and Go! CC has learned a lot from their experience. Bryan provided statistics to show that TDM efforts can be very successful in reducing single-occupancy vehicle travel.

Mary Borg of Vermont ANR asked if Go! CC included state employees. Bryan explained that Ross MacDonald of VTrans has been participating and he expects to bring the model statewide. Noelle Mackay of the Vermont Agency of Commerce & CD noted that all employees, not just VTrans employees, can access TDM programs. Michele sees the State Energy Plan as a platform for TDM efforts beyond Chittenden County.

Transportation System Management (TSM) aims to make existing facilities more efficient. Bryan described these activities, funded by CIRC funds, including ten signal improvements that will incorporate “smart” travel detection technology.
6) Update: Planning Projects

VT 127 Intersections: Prim Road/West Lakeshore Drive and Blakely Road/Laker Lane Improvements, Colchester. Jason Charest of CCRPC explained that this effort focuses on two priority intersections chosen by the town. The consultant has completed the alternatives analysis. The next steps will be to meet with VTrans to review the alternatives/draft scoping studies, make draft scoping studies available on the Town and CIRC websites (with a public comment period), and schedule the alternatives presentation to the Selectboard (likely in November).

Vermont 2A/289 Interchange – Phase II, Essex. Jason explained that there is significant congestion at the VT289 westbound off-ramp and at the Susie Wilson Bypass. There was a Local Concerns Meeting held on June 21st, VTrans has reviewed the Alternatives Analysis, archaeological and historical reports have been completed, and the Draft Scoping Report is being reviewed by the Town and CCRPC staff. Recommendations include: adding an off-ramp turn lane and an additional through lane on Susie Wilson. There will be a presentation to the Selectboard on October 15th at the Town Offices at 7PM and reports will be available for public comment. Construction has not been scheduled. Dennis Lutz of Essex noted that the signal changes will occur this fall and that will result in some improvement to the Level of Service (LOS). However, the full LOS improvement will be seen when the lanes are added – likely one and a half to two years.

VT15 Multiuse Path, Essex Junction/Essex/Colchester. Christine Forde of CCRPC described the goals of the project: 1) Provide alternatives to automobile travel; 2) Provide connectivity between existing bicycle and pedestrian facilities; 3) Increase safety for bicyclists – bicyclists on VT15 must share the roadway with high traffic volumes traveling at high speeds; 4) Connect land use destinations; and 5) The Regional Bicycle and Pedestrian Plan calls for the development of bicycle and pedestrian facilities in the study area to promote transportation choice, economic vitality, safe neighborhoods, clean environment, energy efficiency, better health, and social equity.

The Steering Committee has identified three alternatives (all require the acquisition of right of way): Alternative 1 – 10-foot path on the south side of VT15; Alternative 2 – 5-foot bike lanes on VT15, maintain and possibly expand existing facilities for pedestrians; Alternative 3 – 10-foot path on the north side of VT15. This alternative deviates from the edge of VT15 between Johnson Avenue and National Guard Road, and east of Susie Wilson Road. Michele noted that staff will be asking the Task Force to choose one of the alternatives at a future meeting.

Christine will be working with the Steering Committee to develop a preferred alternative after further refinement of the alternatives and estimates of cost. The preferred alternative will be reviewed by the towns, the public, and the Task Force. Funding sources will also be identified.

Jason VanDriesche of Local Motion stated this is an important regional project that addresses basic safety issues on Route 15. There is a large pool of potential riders who would use this corridor if there was a viable and safe route. Done right, a facility in this corridor could be a regional attraction on par with the lakeshore bike path – with views of the mountains, river, and rock wall gorge.

Dennis feels the Steering Committee is working well. He sees this corridor as an opportunity to serve pedestrians too. The Steering Committee will try hard to agree on a preferred alternative. This is a regional project that needs to be built by the region. He supports implementation of the path by
VTrans. George Tyler of Essex Junction agrees that there is a large population who could benefit from this path.

Amy Bell of VTrans asked if there is potential for a consortium approach to project management. She suggested that local people are generally more successful at acquiring right-of-way than is VTrans. She would be glad to attend the next Steering Committee meeting to talk about project management options. Bryan Osborne of Colchester has been successful working collaboratively with VTrans for right-of-way acquisition; however, he thinks a consortium approach to project management would be challenging. Colchester may also be interested in using earmark funds to move this project forward in their town.

Christine will be working with the Steering Committee and municipal boards (Christine will notify the Task Force about municipal meeting dates). She will likely bring the project to the CIRC Alternatives Task Force to choose the preferred alternative and consider the project for funding (likely November 29). Michele explained that it is very difficult to put together multi-community projects like this and align the communities’ funding streams; CIRC funding is likely the most efficient funding source. Dennis noted that the plans and maps are available at CCRPC for review by Task Force members and others.

Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five Corners Streetscape and Bike Improvements. Christine described the issues with this project:

- Pedestrian Facilities – Inadequate width in many locations, deteriorated, not ADA compliant.
- Bicycle Facilities – No on-road or shared use facility for bicycles. Existing roadway lanes are 12-feet wide with no shoulders.
- PO Square Intersection – Eastbound and northbound approaches experience some delay and congestion which is expected to worsen. Numerous reported rear end crashes occur.
- Corridor Consistency/compatibility – Recent improvements in adjacent locations have included bicycle lanes, new sidewalk, new curbing, drainage improvements, new street lighting, and new landscaping. All these are contributing elements to a multimodal corridor that promotes TOD. The 2500 foot is the one unimproved section of Pearl Street.
- Traffic Calming/Gateway: Improvements need to consider providing a corridor design and context that promotes mixed use development and creates a gateway to the Village.

Christine described the roadway alternatives under consideration: **Alternative A** – Three 11-foot lanes, 4-foot shoulders; **Alternative B** – Three 10-foot lanes, 4-foot shoulders; and **Alternative C** – Two 13-foot outside lanes, 10-foot center lane. For the Pearl Street/Post Office Square intersection alternatives: traffic signal upgrades ($375,000) and a roundabout ($790,000). She described these in detail.

The next steps are to seek public input, develop a preferred alternative, and seek endorsement of a preferred alternative by the Essex Junction Trustees in October.

**Williston-Essex Network Transportation Study (WENTS).** (http://www.ccrpcvt.org/corridors/williston-essex-network-transportation-study/). Eleni explained the need to conduct a comprehensive planning study to address multimodal transportation and land use issues within the former CIRC EIS study area. The goal of the study is to develop a comprehensive plan that includes a coordinated list of highway, transit, bicycle and pedestrian,
and land use recommendations that satisfy an overall vision and goals for the study area. She described the study phases:

- **Phase 1**: Evaluation of two major network strategies (complete)
- **Phase 2**: Analyses of existing and future transportation and land use conditions and issues; development of goals and objectives; and performance measures (underway)
- **Phase 3**: Evaluation of multimodal strategy packages
- **Phase 4**: Development of a network-wide Implementation Plan (*Final Strategy Package*)
- **Phase 5**: Development of Draft and Final Report

Phase 1, the evaluation of two major network strategies, looked at Major Network Strategy (MNS) 1: I-89 Connector to Mountain View Road and Major Network Strategy (MNS) 2: Redmond Road Connecting to a New Bridge and VT 289. In June, the Williston and Essex Selectboards voted to advance MNS2 for further analyses in the WENTS Study. MNS2 will compete with other strategies and evaluated based on network-wide goals and objectives developed for the study area.

For Phase 2, three tasks have been identified:

- **Task 1**: Assessment of existing conditions in the study area & development of performance measures (Land Use, Transportation Network Conditions & Traffic Performance, Performance Measures: Average vehicle speed and travel time, intersection delay, v/c ratio, vehicle queues, multimodal LOS and accessibility)
- **Task 2**: Establish network-wide goals and objectives (Regional Accessibility, Local Access, Economic Vitality, Sustainability)
- **Task 3**: Future year traffic performance (2035)

Phase 3 will provide quantitative analyses for the three Strategy Packages to determine a Preferred Strategy Package, which will likely to be a hybrid of all three. Strategies could include: Capital Investments for all Modes, ITS solutions (Adaptive Signal Control), Land Use (Access Management, Zoning), and Management Tools/Processes (Traffic Calming Guidelines). Strategies will be evaluated relative to: goals & objectives, performance measures, right-of-way impacts, impact on sensitive resources, and cost estimates.

Phase 4 will develop a Network Implementation Plan based on the final multimodal strategy package. It will include an overview, timeline, partners, financing options, and cost estimates. A draft and final report will be completed.

**Next Steps:**
- Evaluation of three Strategy Packages
  - Review by Steering Committee (October & November)
  - Presentation to Williston and Essex Selectboards (December/January)
- Development of the Implementation Plan (January 2013)
  - Public Meeting, Steering Committee Review, CIRC Alternatives Task Force Presentation
- Finalize the Plan & Report, Including Public Comment Period (February/March 2013)

Jeff Carr asked how the strategies would be woven together; Eleni responded that it’s a complex task that was started yesterday by the Steering Committee. She also noted that there is a list of “core improvements” that will be included in all strategy packages (close the walk/bike gaps, increase transit,
etc.) Jeff Carr is pleased that the microsimulation model is available to this study and agrees with the approach; he feels that quantitative data is very important.

Jason is also pleased with the microsimulation model, however, one if its inherent limitation is that it only deals with vehicle traffic. There is no way to quantify mode shift within the model. Jeff Carr would like to minimize the judgment and let the facts speak in the development of the preferred alternative.

Dennis asked about the feasibility of visiting municipal boards in December/January, due to budget planning. Michele offered to hold a special meeting because visits need to be held before the January 31st Task Force meeting. The Task Force will be prioritizing projects for scoping to begin in February in order for projects to be ready for prioritization for inclusion in the FY ’15 Capital Program.

Linda Myers of Essex suggested that a special board meeting would be best for her community and Michele suggested that perhaps a joint meeting of the boards could be arranged.

Chris Roy of Williston is concerned about “downstream” impacts of the various WENTS strategies. Michele responded that projects need to complete scoping prior to consideration for construction. The WENTS will examine all reasonable and viable solutions prior to moving to scoping. Scoping projects will begin in February with CIRC funding. When done, projects move to prioritization for the FY ’15 Capital Program. The “big impact” projects, like those from WENTS, will be ready in FY ’15 and we expect that year to be our largest funding request.

7) Economic Development in the CIRC Alternatives Area
Frank Cioffi of the Greater Burlington Industrial Corporation (GBIC) made a presentation of provided future economic development land base considerations that our region will be facing and the relationship of access to industrial properties via the region’s transportation network. Frank outlined a vision for expanding use of the IBM facility assets for the development of other business activities through the Champlain Valley Technology Park which would be located on the IBM campus.

Jeff Carr noted that the two Selectboards (Essex and Williston) understand the linkage of transportation to the IBM site and the importance of crossing the Winooski River. He wondered if we could make use of the private bridge crossing (at IBM).

Frank did not advocate for any particular transportation solution, rather he deferred to the experts. Industrial developers prefer direct Interstate connections for movement of both people and product. The community is lucky to have IBM, especially with the ability to use a land asset that we already have available to us. A build-out of the IBM site would require improvement of the existing road network; he encouraged the group to work on this important network.

8) Next Steps
Michele reviewed upcoming meeting topics from the draft schedule (see attached).

The meeting was adjourned at 9:04PM.
## ATTENDEES

### Members Present

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<tr>
<td>Baechle</td>
<td>Tim</td>
<td>Manager of Energy, Environmental</td>
<td>IBM Burlington</td>
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<td>Birkett</td>
<td>Meredith</td>
<td>Dir. of Planning &amp; Marketing</td>
<td>CCTA</td>
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<td>Carr</td>
<td>Jeff</td>
<td>RPC Representative</td>
<td>Town of Essex</td>
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<tr>
<td>Carter</td>
<td>Curt</td>
<td>Vice President</td>
<td>Lake Champlain Regional Chamber</td>
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<td>Crawford</td>
<td>Dave</td>
<td>Village Manager</td>
<td>Village of Essex Junction</td>
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<td>Landry</td>
<td>Marc</td>
<td>RPC Representative</td>
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<td>Macaig</td>
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<td>Selectboard Chair</td>
<td>Town of Williston</td>
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<td>Mackay</td>
<td>Noelle</td>
<td>Commissioner</td>
<td>VT Agency of Commerce &amp; CD</td>
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<td>Myers</td>
<td>Linda</td>
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<td>Nick</td>
<td>Jeff</td>
<td>Co-Owner</td>
<td>JL Davis Realty</td>
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<td>Pierce</td>
<td>Robin</td>
<td>Development Director</td>
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<td>Roy</td>
<td>Chris</td>
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<td>Scheidel</td>
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<td>Tyler</td>
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<td>VanDriesche</td>
<td>Jason</td>
<td>Director of Advocacy and Education</td>
<td>Local Motion</td>
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<tr>
<td>Voegele</td>
<td>Al</td>
<td>Town Manager</td>
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### Staff Present

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<tr>
<td>Bell</td>
<td>Amy</td>
<td>CCMPO Planning Coordinator</td>
<td>VTrans</td>
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<tr>
<td>Belliveau</td>
<td>Ken</td>
<td>Planning Director and Zoning Admin.</td>
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<tr>
<td>Borg</td>
<td>Mary</td>
<td>Senior Attorney</td>
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<td>Hoar</td>
<td>Bruce</td>
<td>DPW Director</td>
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<td>Lutz</td>
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<td>Osborne</td>
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<td>Robie</td>
<td>Ken</td>
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### Others Present

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<tr>
<td>Bayner</td>
<td>Luke</td>
<td>Williston Observer</td>
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<td>Dane</td>
<td>Paul</td>
<td>Essex Junction</td>
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<td>Oman</td>
<td>Michael</td>
<td>Underhill Center</td>
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<td>Pond</td>
<td>Andrew</td>
<td>Bolton</td>
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<td>Urie</td>
<td>Marcia</td>
<td>Williston</td>
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**CCRPC Staff Present:** Charlie Baker, Michele Boomhower, Jason Charest, Eleni Churchill, Christine Forde, Sai Sarepelli

**Consultants Present:** Cindy Cook, Adamant Accord; Diane Meyerhoff, Third Sector Associates
CIRC Alternatives Task Force
DRAFT Schedule
2012-2013

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*Revised September 7, 2012*
MEMORANDUM

TO: CIRC Alternatives Task Force
FROM: Eleni Churchill, CCRPC
DATE: September 26, 2012
RE: Crescent Connector Implementation Project, Essex Junction – Phase B

Background

Following the selection of the Crescent Connector as one of the CIRC Alternatives Implementation Projects, the Village of Essex Junction requested changes/additions to the original scope of work for the Crescent Connector Road Scoping Study (August 2011) to address issues they felt were critical to the successful implementation of the project. Additional work included the following:

- Phase A: Slightly revise the original Crescent Connector preferred alignment, provide updated costs, and develop an evaluation matrix of the revised alignment.
- Phase B: Evaluate additional improvements to Railroad Street to accommodate expected increases in vehicle and truck traffic and improve bicycle travel.

Phase A is complete and the minor revisions to the preferred Crescent Connector alignment were accepted by the Village Trustees on May 22, 2012. These revisions were incorporated into the Crescent Connector project.

The Phase B supplemental work, evaluating benefits and impacts of Railroad Street improvements, has been completed and a preferred alternative was selected by the Village Trustees on June 12, 2012.

The preferred Railroad Street alternative (Figure 1) includes complete reconstruction of Railroad Street; a partial sidewalk and eleven on-street parking spaces on the west side of the street; sidewalk and green strip on the east side; and a designated bike lane. Estimated costs for the Railroad Street preferred alternative are $800,000.

The Railroad Street alternative is not a separate project but an integral part of the Crescent Connector project which is currently in the design stage. The inclusion of Railroad Street upgrades in the existing project will allow the Village to proceed with design and construction of this important regional connection linking VT 2A with VT 15.

Task Force Action

CCRPC staff and the Village of Essex Junction request that the CIRC Alternatives Task Force vote to recommend to VTrans the addition of the Railroad Street preferred alternative as part of the Crescent Connector project.
CCRPC - CIRC Alternatives Task Force

VT15 Multiuse Path
Essex Junction/Essex/Colchester/Winooski

Issues:
The Chittenden County Regional Planning Commission (CCRPC) has conducted a scoping study of a multiuse path to facilitate travel through the VT15 corridor between Winooski and Essex Junction by alternative modes including biking and walking. CCRPC has been working with the towns of Essex Junction, Essex, Colchester and Winooski to develop and evaluate potential alternatives to facilitate bicycle and pedestrian travel through the corridor and to provide improved connections to existing transit stops. Pedestrian facilities currently exist through much of the corridor however it lacks accommodations for bicycles.

The project consultant, Stantec Consulting/Broadreach Planning & Design, evaluated numerous alternatives in the corridor taking into consideration the needs and desires of a broad range of users including bicycle and walking commuters, transit users and recreational bicyclists and walkers. These segments are shown on the attached map and are described in more detail in Attachment 1.

Phase I -- Project cost - $2,000,000 -- Possible Funding Source – CIRC Alternatives Process
- A south side path from Lime Kiln Road to Vermont National Guard Road and including a pedestrian crossing of National Guard Road
- North side path from Vermont National Guard Road to Susie Wilson Road
- Pedestrian Crossing of Susie Wilson Road

Phase II -- Construction cost -- $510,000 -- Possible Funding Source – Funding with future VT15 roadway reconstruction project
- Bicycle lanes on the north and south sides of Route 15 from Susie Wilson Road to West Street Extension

Phase III – Construction cost -- $290,000 -- Possible Funding Sources – Transportation Enhancement, Bike/Ped, Other
- South side path from I-89 Exit 15 to Lime Kiln Road (limited widening possible between Gorge Road and St. Michaels College west entrance)

Potential Future Phase -- Possible Funding Sources – Transportation Enhancement, Bike/Ped, Other
- Off-road segments between Gorge and Lime Kiln Road and between Susie Wilson Road and Pearl Street Park.

Staff Recommendations:
Staff recommends that the CIRC Alternatives Task Force endorse the three Phased implementation of the VT15 Multi-Use Path and advance Phase I for funding consideration through the CIRC Alternatives Phase II Implementation process.

For More Information Contact:
Christine Forde, Senior Transportation Planner
802-846-4490 x13, cforde@ccrpcvt.org
I-89 Exit 15 Northbound Off-Ramp to Lime Kiln Road

There is an existing wide sidewalk on the south side of VT15 between the I-89 Exit 15 northbound off-ramp and the Roland Court intersection. This sidewalk would be extended as possible to Gorge Road.

Due to significant right of way constraints the existing sidewalk width would be maintained between Gorge Road and the west entrance to St. Michael’s College. It is recommended that the existing green buffer strip between the existing sidewalk and the VT15 curb remain. There are numerous driveway crossings along this portion of the path.

Between the west entrance to St. Michael’s College and Lime Kiln Road the south side path would increase to 10 feet and be separated from the roadway by a five-foot wide green buffer strip. The path would cross Lime Kiln Road with the aid of a pedestrian crosswalk.

Lime Kiln Road to Susie Wilson Road

Between Lime Kiln Road and Vermont National Guard Road the path would continue as a 10-foot wide path on the south side of VT15 with a 5-foot wide green buffer strip for most of its length. The path would follow the alignment of the existing jug handle at the east entrance to St. Michael’s College. The path would be reduced in width to eight feet and the green strip would be eliminated as the path traverses an existing cemetery. The path would cross the entrance driveway to Fletcher Allen Health Care and would follow the existing jug handle to Vermont National Guard Road.

A new pedestrian signal would be installed at National Guard Road and the path would cross to the north side of VT15 in this location. Between Vermont National Guard Road and Barnes Avenue the path would replace the existing sidewalk on the north side of VT15 with a new 10-foot wide path separated from the road by a five-foot wide green buffer strip.

It is recommended that the Barnes Avenue intersection with VT15 be reconfigured to remove the two left turn slip lanes and better facilitate bicycle and pedestrian crossing.

Between Barnes Avenue and Susie Wilson Road the path would continue as a 10-foot wide path separated by a green buffer strip on the north side of VT15 and adjacent to the Fort Ethan Allen Parade Grounds. The path would cross Ethan Allen Avenue between the brick columns and the edge of VT15. Grade modifications may be required between Ethan Allen Avenue and Susie Wilson Road.

The path would cross Susie Wilson Road using the existing crosswalk aided by existing pedestrian signals.

Susie Wilson Road to West Street Extension

Between Susie Wilson Road and West Street Extension the facility would continue as on-road bicycle lanes and an existing sidewalk on the north side. A crossing of VT15 would be required to access the eastbound bicycle lane.
Vermont Route 15 Multi-Use Path
Phased Implementation

VT Route 15 Multi-Use Path
- Phase 1
- Phase 2
- Phase 3
Issues:

Over the past several months the CCRPC staff has coordinated with the CIRC Alternatives Task Force partners to undertake a variety of Scoping Studies to detail project development alternatives for projects and select preferred implementation alternatives for consideration in the identification of a package of Phase II Implementation Funding recommendations.

Attached to this memo you will find two documents. The first, Attachment 1, details the recommended package of Phase II investments which was developed taking into consideration the overall program objectives, input from municipalities and modal partners, and consideration of short-term implementation viability.

The second, Attachment 2, reflects the list of ready to go projects eligible for federal funding through this effort which remain for future consideration. The projects are organized by municipality in priority order as directed by each municipality. There are no remaining ready to go projects in Essex or regionally.

Staff Recommendations:

The CCRPC staff has reviewed the input from municipalities and modal partners and recommends the following package of Phase II Implementation Projects for advancement by the Task Force (projects are in no particular order):

- US2/Trader Lane Traffic Signal, Williston
- Severance Corners Improvements, Colchester
- VT15/Sand Hill Road Intersection, Essex
- VT15 Improvements – Post Office Square to 5-Corners, Essex Junction
- VT15 Multiuse Path, Winooski, Colchester, Essex, and Essex Junction
- Transportation Demand Management, Region-wide

Together, these projects create a strong package of transportation system improvements to present to the Legislature in January should the Administration concur. The projects advance the guiding principles of our transportation system – support of investments in, or serving, designated growth areas, safety, accessibility, connectivity, and system preservation. This package of projects represents a $13.9 million investment in the infrastructure of Chittenden County.

For More Information Contact:

Michele Boomhower, Assistant/MPO Director
(802) 846-4490 x15, mboomhower@ccrpcvt.org
US2/Trader Lane Traffic Signal, Williston

- **Project Description** - Installation of a traffic signal at US2/Trader Lane
- **Expected Benefits** – Enhanced system performance integrating Williston Grid Street Network including: improved traffic circulation and movement in the Taft Corners area, multi-modal design standard with sidewalks and bike paths, relief of congestion in the Taft Corners area including VT 2A
- **Estimated Project Cost** - $550,000

Severance Corners Improvements, Colchester

- **Project Description** - Upgrades to US7/Blakely Road/Severance Road to consist of an additional westbound left turn lane, an additional northbound left turn lane and an additional southbound through lane.
- **Expected Benefits** – The proposed improvements will mitigate current congestion conditions, improve safety in this location and will accommodate the Severence Corners Growth Center, which is a state designated Growth Center.
- **Estimated Project Cost** - $6,000,000

VT15/Sand Hill Road Intersection, Essex

- **Project Description** - Reconfigure the VT15/Sand Hill Road intersection to eliminate the “Y” configuration. This project includes installation of a traffic signal which will provide a pedestrian phase, a protected pedestrian crossing of VT15 and right turn lane on the west approach.
- **Expected Benefits** – Improvements will reduce delays on Sand Hill Road and improve safety for vehicles and pedestrians in this location.
- **Estimated Project Cost** - $1,600,000
- **Weblink to Study** - [www.ccrpcvt.org/library/scoping/VT15_Sandhill](www.ccrpcvt.org/library/scoping/VT15_Sandhill)

VT15 Improvements – Post Office Square to 5-Corners, Essex Junction

- **Project Description** - Construction of shoulders for bicycle use on VT15, sidewalk upgrade and intersection upgrades at Post Office Square.
- **Expected Benefits** – Better accommodate all transportation modes on VT15.
- **Estimated Project Cost** - $2,300,000

VT15 Multiuse Path, Winooski, Colchester, Essex, and Essex Junction

- **Project Description** - Construction of Phase II of VT15 multiuse path between Lime Kiln Road, Colchester and Susie Wilson Road, Essex consisting of a south side path from Lime Kiln Road to National Guard Road and north side path from National Guard Road to Susie Wilson Road with pedestrian crossings at National Guard Road and Susie Wilson Road.
- **Expected Benefits** – Promote travel on VT15 by other modes including walking, biking and transit system connections.
- **Estimated Project Cost** – $2,000,000
Transportation Demand Management, Region Wide

Adaptive Signal Control, Go! Chittenden County Program Expansion, CCTA Commuter Service - $1,476,000

1. Adaptive Signal Control
   - **Project Description** – Adaptive Signal Control (ASC) Project
     **Phase 1:** Install Adaptive Signal Controls at VT 2A signalized intersections in Williston from the I-89 Exit 12 interchange to the Industrial Avenue/ Mountain View Road / VT2A intersection.
     **Phase 2:** Install Adaptive Signal Controls at VT 15 signalized intersections in Essex between the VT 289 interchange to the intersection of VT 15/VT 128/Towers Road.

   - **Expected Benefits** – ASC technology increases efficiency and maximizes capacity at signalized intersections and arterial corridors by interconnecting and adjusting signal timings to accommodate changing traffic patterns throughout the day. ASC uses advanced technology to distribute green light time equitably for all traffic movements; improve traffic progression through green lights creating smoother flow; and enhancing overall effectiveness of traffic signal timing.

   - **Estimated Project Cost** – $500,000 (plus $500,000 from FY12 CIRC Alternatives TDM Implementation)

2. Go! Chittenden County Program Expansion - Transportation Demand Management (TDM) Pilot Program
   - **Project Description** – Program partners (including Chittenden County Regional Planning Commission, Chittenden County Transportation Authority, CarShare Vermont, Local Motion, the Campus Area Transportation Management Association, VEIC and GoVermont) have developed the Go! Chittenden County brand, created a website, identified nearly 100 potential businesses to approach with the program, created a strategy to prioritize the first round of outreach to 8 employers, and is participating in training the VEIC call center staff to begin accepting inquiries. IBM is the first business to participate; Dealer.com and Burton have recently agreed to participate as well. Expansion of the key project components will create a stable program base to leverage future external funding from non-CIRC Alternative sources.
     * Program Advancement, Education & Marketing $50,000
     * Outreach events, marketing tools and strategies, resource materials for individuals and employers
     * FY13 Partner Coordination and Collaboration $50,000
     * (CCTA, Local Motion, CarShareVT, CATMA, VEIC)
     * Employer Transportation Coordinator Program Expansion $25,000
     * Walk/Bike Resources including municipal/business assessments, maps and events $25,000
     * Transit Pass Project – engage at least two more regional employers $50,000
     * Park It! Pledge – Neighborhood based auto use reduction program $25,000
     * Expand Way to Go! Commuter Challenge – host a regional event in Fall 2013 $25,000

   - **Expected Benefits** – Reduced congestion induced by decreased single occupancy vehicle travel, increased mode choice.

   - **Estimated Project Cost** – $250,000

3. CCTA Commuter Service – Jeffersonville to Burlington and Williston Village Mid-day Route
   - **Project Description** – 3 years of operations funding for 2 new transit system services: CCTA’s highest priority commuter route (Jeffersonville to Burlington) and added mid-day service to enhance accessibility for Williston.

   - **Expected Benefits** – Reduced congestion induced by decreased single occupancy vehicle travel, increased transit use.

   - **Estimated Project Cost** – $726,000
## Potential Other Short Term Alternatives to the Circ Implementation Projects -- Project Descriptions and Expected Benefits

**November 15, 2012**

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Municipality</th>
<th>Project</th>
<th>Project Description</th>
<th>Expected Benefit</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>CircAlt IMP-22-03</td>
<td>Colchester</td>
<td>VT127 Intersections: Malletts Bay School Entrance</td>
<td>Provide left (west approach) and right (east approach) turn lanes on Blakely Road.</td>
<td>VT127 is the only east-west corridor in Colchester west of I-89. As such, it functions as a through road for commuter traffic and accesses numerous businesses and town and recreational facilities. This project will improve access to Malletts Bay School and reduce delays on VT127.</td>
<td>$127,400</td>
</tr>
<tr>
<td>CircAlt IMP-22-01</td>
<td>Colchester</td>
<td>VT127 Intersections: Prim and West Lakeshore Drive</td>
<td>Intersection improvements consisting of signalization with additional lanes or realignment, or a roundabout.</td>
<td>VT127 is the only east-west corridor in Colchester west of I-89. As such, it functions as a through road for commuter traffic and accesses numerous businesses and town and recreational facilities.</td>
<td>$333,200</td>
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<tr>
<td>CircAlt IMP-22-02</td>
<td>Colchester</td>
<td>VT127 Intersections: Laker Lane and Malletts Bay Avenue</td>
<td>Provide left (east approach) and right (west approach) turn lanes on Malletts Bay Avenue. Plan for future signal. Laker Lane accesses Colchester High School.</td>
<td>VT127 is the only east-west corridor in Colchester west of I-89. As such, it functions as a through road for commuter traffic and accesses numerous businesses and town and recreational facilities. Improvements in this location will improve access to Colchester High School and reduce delays on VT127.</td>
<td>$186,200</td>
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<tr>
<td>CircAlt IMP-22-04</td>
<td>Colchester</td>
<td>VT127 Intersections: West Lakeshore Drive and Malletts Bay Avenue</td>
<td>Add a right turn lane on east approach, eliminate left turn lane, add curbed island.</td>
<td>VT127 is the only east-west corridor in Colchester west of I-89. As such, it functions as a through road for commuter traffic and accesses numerous businesses and town and recreational facilities.</td>
<td>$196,000</td>
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<tr>
<td>CircAlt IMP-04</td>
<td>Colchester</td>
<td>Exit 16 Park and Ride -- Lease of Existing Lot</td>
<td>Lease of an existing lot in the Exit 16 area for use as a park and ride.</td>
<td>Implementation of a park and ride lot at Exit 16 will promote carpooling and will potentially reduce vehicle volumes on US7 and Exit 16.</td>
<td>unknown</td>
</tr>
<tr>
<td>CircAlt SCP-01</td>
<td>Colchester</td>
<td>VT127 Park and Ride Lot</td>
<td>Park and Ride lot on VT127 near the proposed I-289 intersection.</td>
<td>Project to promote carpooling and reduce vehicle volumes on the congested corridors of VT127 and North Avenue.</td>
<td>$548,000</td>
</tr>
<tr>
<td>CircAlt IMP-23</td>
<td>Essex Junction</td>
<td>Burlington Branch Rail Line</td>
<td>Upgrades to the rail line between Essex Junction and Burlington.</td>
<td>This upgrade will increase the weight that can be carried by rail cars on the Burlington Branch rail line thus increasing the potential to divert traffic from truck to rail. It also supports the States goal of creating a passenger rail connection between Burlington and Montreal.</td>
<td>$6,109,000</td>
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<tr>
<td>CircAlt IMP-10</td>
<td>Essex Junction</td>
<td>VT15, VT2A, VT117 Paving</td>
<td>Paving of state highways in S-Corners Area, Essex Junction.</td>
<td>Heavy traffic volumes in the S-Corners area, exacerbated by not constructing the Circ highway, stresses road pavement causing accelerated degradation. Degraded roads frequently have pot holes and have an impact on safety for vehicles, cyclists and pedestrians. Such roads also make an area less desirable for businesses and customers.</td>
<td>unknown</td>
</tr>
<tr>
<td>CircAlt</td>
<td>Williston</td>
<td>Industrial Avenue Sidewalk</td>
<td>Construct a sidewalk on Industrial Avenue from US2 to North Brownell Road.</td>
<td>Installation of video detection equipment will improve the function and reliability of the traffic signals in these high volume locations and could improve roadway capacity without increasing the road footprint.</td>
<td>$400,000</td>
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<tr>
<td>CircAlt IMP-17</td>
<td>Williston</td>
<td>Video Detection Installation: Marshall/South Brownell, Marshall/Harvest Lane</td>
<td>Installation of video detection equipment on existing traffic signals at Marshall/South Brownell and Marshall/ Harvest.</td>
<td>Emergency power back up at intersections along busy corridors allows the intersections to maintain operation during power outages and allows emergency responders to concentrate on other problems that are caused by power interruptions. Maintaining signal operation in high volume locations is extremely important for travel safety.</td>
<td>$60,000</td>
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<tr>
<td>CircAlt IMP-18</td>
<td>Williston</td>
<td>Traffic Signal Emergency Power Backup -- Marshall Avenue Signals</td>
<td>Installation of emergency power back up systems.</td>
<td>Emergency power back up at intersections along busy corridors allows the intersections to maintain operation during power outages and allows emergency responders to concentrate on other problems that are caused by power interruptions. Maintaining signal operation in high volume locations is extremely important for travel safety.</td>
<td>$105,000</td>
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