

**Interstate 89 Exit 12 & VT 2A (Exit 12 Project) Scoping Study  
Advisory Committee Meeting #1 Notes**

DATE: Friday, April 19, 2013  
TIME: 10:00 AM  
PLACE: Williston Fire Station, 645 Talcott Road

**MEMBERS PRESENT:**

Meredith Birkett, CCTA  
Tim Baechle, IBM Burlington  
Ken Belliveau, Town of Williston  
Curt Carter, GBIC  
Bruce Hoar, Town of Williston  
Kevin Morton, Town of Williston  
Jeff Nick, JL Davis Realty  
Rick McGuire, Town of Williston  
Josh Schultz, VTrans  
Todd Shepard, Town of Williston

Karen Sidney-Plummer, RPAI US Management LLC  
James Whitcomb, Vermont State Police

**OTHERS PRESENT:**

Bob Chamberlin, Resource Systems Group  
Eleni Churchill, CCRPC  
Christine Forde, CCRPC  
Diane Meyerhoff, Third Sector Associates  
David Saladino, Resource Systems Group  
Mark Smith, Resource Systems Group

**1) Welcome & Introductions**

The meeting began at 10:10 AM with Eleni Churchill of the CCRPC welcoming everyone and introductions were made.

**2) Background – Where Did this Scoping Study Come From?**

David Saladino and Bob Chamberlin of RSG discussed the history of the Circumferential Highway, the efforts made (through the CIRC Alternatives process) to identify transportation improvements in lieu of completing the Circumferential Highway, and the recommendations of the Williston-Essex Network Transportation Study (WENTS). One of the key recommendations of WENTS was to proceed with a Scoping Study to develop alternatives to improve the I-89 Exit 12 interchange and the VT 2A corridor (from approximately Hurricane Lane, south of the interchange, to the north of Marshall Avenue) in association with possible new road connectors. The major focus of the study is to determine how best to accommodate projected traffic at Exit 12 and on VT 2A in the vicinity of the interchange as well as pedestrian and bicycle travel on VT 2A through the interchange.

David explained the existing transportation issues at Exit 12:

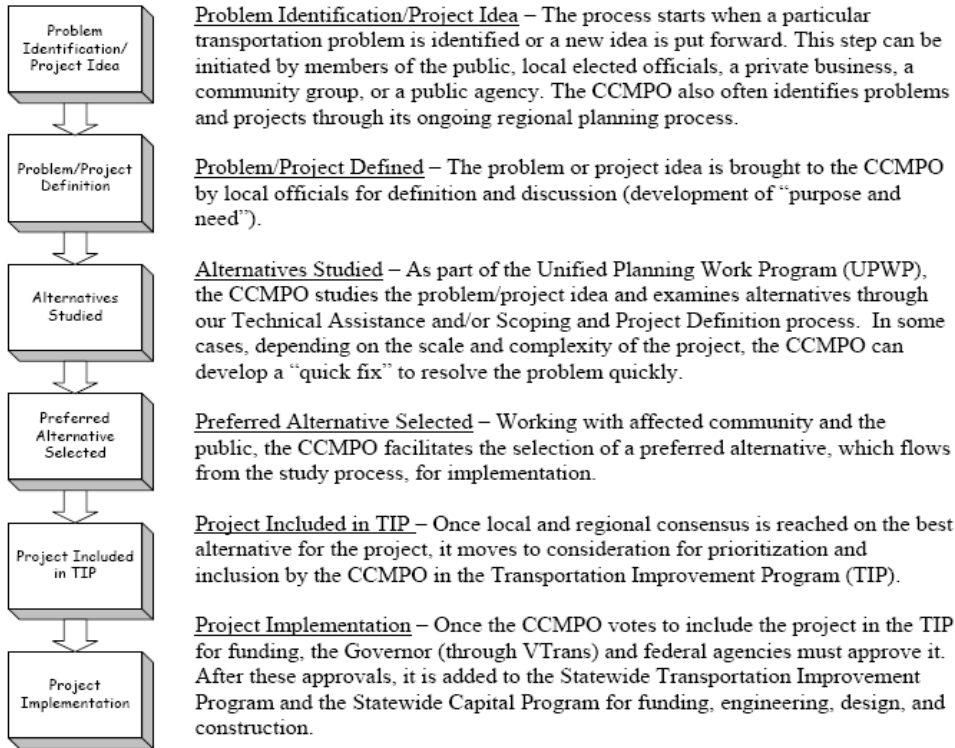
- Interstate 89 Exit 12 Southbound and VT2A: High Crash Location segment, partly due to a downhill grade to the intersection, creating a long “dilemma zone” for drivers
- Lack of connectivity in bicycle/pedestrian network
- Poor pavement condition and markings
- Peak period congestion

### **3) The Study Process – VTrans’ Project Development Process**

This study will follow the VTrans Project Development process for Scoping Studies (identified by the second, third, and fourth steps in the flowchart below):

#### ***The Life of a Project: From Concept to Reality***

Typical Stages in the Development and Funding of Transportation Projects



### **4) Consultant Team**

Chittenden County Regional Planning Commission (CCRPC) staff will manage this study and direct the consultant team. The consultant team consist of RSG (project management, multimodal transportation planning, analysis, design), John Sangster, PE (SAIC, innovative interchange design), Third Sector Associates (public outreach & engagement), UVM Consulting Archaeology Program (historic & archeological resource assessment), and Vermont Survey & Engineering (topographic and right-of-way/boundary survey).

### **5) Advisory Committee Role**

CCRPC asks that Advisory Committee members attend and participate in up to five Advisory Committee meetings; review materials (memoranda, reports, presentations, etc.) and provide comments, provide guidance and insight to the CCRPC and consultant team, and indicate preferences for a set of final recommendations.

### **6) Study Scope of Work and Timeline**

There are seven tasks envisioned for the study:

***Task 1: Project Start-Up, Data Gathering (April-May)***

Ken Belliveau of the Town of Williston asked to extend the study boundary north to Zephyr Road to address growth center circulation and the proposed grid street network. Bruce Hoar of the Town of Williston suggested adding the intersection of Marshall Avenue and S. Brownell Road to the study area. It was agreed to expand the study area to include the VT 2A/Zephyr Road and Marshall Avenue/South Brownell Road intersections to look at the traffic implications of recommendations resulting from this study. Eleni cautioned that additional intersections can be evaluated for traffic impacts, but a full scoping evaluation of these intersections will not be carried out due to budget and time constraints. The study area map will be revised based on the Advisory Committee's discussions and a revised map will be sent to the committee. Christine Forde of the CCRPC noted that she is working on a scoping study of the Industrial Avenue/VT 2A intersection/corridor.

***Task 2: Local Concerns Meeting, Purpose & Need Statement, Resource Agency Coordination (June)***

***Task 3: Alternatives Development (Preliminary & Viable) (June-July)***

***Task 4: Evaluation of Viable Alternatives (July-September)***

***Task 5: Alternatives Presentations & Selection of Range of Acceptable Alternatives (October/November)***

***Task 6: Initial Scoping Report (December)***

***Task 7: Final Scoping Report (January-February 2014)***

**7) Next Steps & Public Meeting**

The next steps are as follows:

- Local Concerns Public Meeting – June 4<sup>th</sup> (hosted by the Williston Planning Commission)
- Advisory Committee #2 (after Local Concerns Meeting)
- Draft Purpose & Need Statement
- Meeting with the Resource Coordination Group

There was discussion of the various parcels, ownership, and development potential around Exit 12. Jeff Nick of JL Davis Realty is interested in filling the ravine behind Toys 'R Us for a potential grid street connector road between VT 2A and Harvest Lane. Ken is concerned that the town may not allow the ravine to be filled; he suggested seeking additional clarity on the exact location of proposed grid streets prior to consideration of ravine changes.

James Whitcomb of the State Police Williston Station is concerned about access for police vehicles at his current location. The facility is likely to stay for at least five years, but that could change due to an assessment that is currently underway.

Ken described the proposed Park & Ride lot south of Exit 12 to potentially include a gas station/convenience store and a future hotel. Meredith noted that, at this time, CCTA is not in a position to provide service to this Park & Ride with existing LINK routes.

Bob will share a "TED Talk" by John Sangster, PE about innovative intersection design with the committee.

The meeting was adjourned at 11:25AM.