

**Interstate Exit 12 and Route 2A Scoping Study**  
**Alternatives Presentation to Williston Selectboard (*Public Meeting #3*)**  
[www.ccrpcvt.org/exit12](http://www.ccrpcvt.org/exit12)

**DATE:** Monday, October 21, 2013  
**TIME:** 7:00 PM  
**PLACE:** Williston Town Hall, 7900 Williston Road  
**PRESENT:** Please see attachment

**1) Welcome & Introductions**

The meeting of the Williston Selectboard was called to order at 7:00 PM by the Chair, Terry Macaig.

**6) Exit 12 & Grid Streets Study**

(see [www.ccrpcvt.org/exit12](http://www.ccrpcvt.org/exit12) for presentation slides)

Eleni Churchill of the CCRPC introduced the study by describing its history, study area, goals, timeline, and the VTrans project development process. Jeff Fehrs of the Selectboard asked about the CIRC Alternatives process and how this project will move forward. Eleni explained that the CIRC Alternatives Task Force will recommend projects to move forward as *Phase 3 Implementation Projects* at their November 21<sup>st</sup> meeting. If the Task Force recommends moving the project forward, it will advance to VTrans for their concurrence, be added to the Capital Program and submitted to the Legislature for their approval as part of the overall Capital Program. Eleni reminded the Selectboard that as the Exit 12 Project moves into the NEPA phase of project development, the preferred alternative might change based on more detailed environmental and other resource impact evaluation, and that there will be constant communication between VTrans, FHWA and Williston throughout this process. She also noted that the VTrans Project Development process can take anywhere from 3 to 6 years depending on NEPA requirements (EA or EIS), right-of-way, and other issues. Ken Robie from VTrans added that this timeframe is correct assuming that funding has been identified for the project.

Dave Saladino of RSG explained that the focus of his presentation is to discuss Exit 12 and VT 2A alternatives. Dave summarized the alternatives as follows:

**Short/Medium Term Alternative:**

- Interchange: Additional approach lanes- VT 2A Southbound lane to Exit 12 Northbound On-ramp
- Shared-Use Path: State Police to Hurricane Lane
- New Street: Harvest Lane to Maple Tree Place
- VT 2A/New Street Intersection
  - Alternative A: Signalized Intersection
  - Alternative B: Underpass & Roundabouts

**Longer-Term Alternative 1:**

- Interchange: Expanded diamond interchange with bicycle and pedestrian facilities
- VT 2A Boulevard: New Street to US 2

**Longer-Term Alternative 2:**

- Interchange: Diverging diamond interchange (DDI) with bicycle and pedestrian facilities
- VT 2A Boulevard: New Street to US 2

Debbie Ingram of the Selectboard is excited to contemplate these improvements and supports the work on the grid streets. Jeff Fehrs asked Eleni to send the tables from the presentation in a larger format for easier reading. She agreed to do so.

Jeff asked about the process used to narrow down the alternatives. David responded that the alternatives have been under development since May with the guidance of an Advisory Committee. Numerous preliminary alternatives were considered by the study team at the early stages of this study. The alternatives presented today were then selected by the Advisory Committee and study team to move forward for detailed evaluation of benefits and resource impacts as they best address the Purpose & Need of the project. Jeff is concerned that an alternative might be chosen that the public does not understand; it may be a tough sell for the public to support it. Dave suggested that the traveling public will become more familiar with roundabouts as more are built and with the DDI interchange concepts following the Exit 16 reconstruction. Jeff supports the underpass and roundabouts to reduce the number of traffic signals and have traffic move more freely.

Larry Currier, a resident of Industrial Avenue, suggested a new Interstate interchange, Exit 12A to reduce traffic at Exit 12. He believes this option is easier and cheaper than the alternatives presented.

Jason VanDriesche of Local Motion offered two comments: 1) The Diverging Diamond Interchange works well for all users; it allows for smooth and safe travel for cars, bicycles, and pedestrians by reducing conflict points. 2) The proposed roundabouts at 2A work for cars, but he's concerned about the potential impacts to the visual character of the area. A more traditional signalized intersection may provide a more fitting gateway into the growth center area.

Donna Fellingner, a Williston resident, believes the Diverging Diamond Interchange is a terrific idea. The public can be educated to safely use this type of facility.

Jeff Fehrs asked if an Exit 12A is feasible. Ken Robie of VTrans responded that it was considered during the Williston Essex Network Transportation Study (WENTS) process, but it did not move forward due to poor traffic performance and the number of hurdles it required. This decision was made earlier in the WENTS process by the Selectboard.

The presentation was completed at 9:30PM.

**Study Contacts**

Consultant Team Manager (RSG): [David Saladino – dsaladino@rsginc.com](mailto:dsaladino@rsginc.com)

CCRPC Project Manager: [Eleni Churchill – echurchill@ccrpcvt.org](mailto:echurchill@ccrpcvt.org)

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**Participants**

<b>Last</b>	<b>First</b>	<b>Affiliation</b>	<b>Town</b>
Currier	Larry		Williston
Fehrs	Jeff	Williston Selectboard	
Hood	Elenora & Roderick		Williston
Ingram	Debbie	Williston Selectboard	
Fellinger	Donna		Williston
Macaig	Terry	Williston Selectboard	
Michaud	Jay	Williston Selectboard	

**Williston Planning Department Staff Present:** Rick Maguire, Bruce Hoar

**CCRPC Staff Present:** Eleni Churchill, Christine Forde

**Exit 12 Scoping Study Advisory Committee Members Present:** Meredith Birkett (CCTA); Ken Robie (VTrans); Jason VanDriesche (Local Motion)

**Consultants:** Dave Saladino (RSG); Diane Meyerhoff (Third Sector Associates)  
Rick Bryant, David Grover, Stantec (for another agenda item)