



Circ Alternatives Task Force

Presentation of 2035 Results & WENTS Steering Committee Recommendations



Presentation Overview

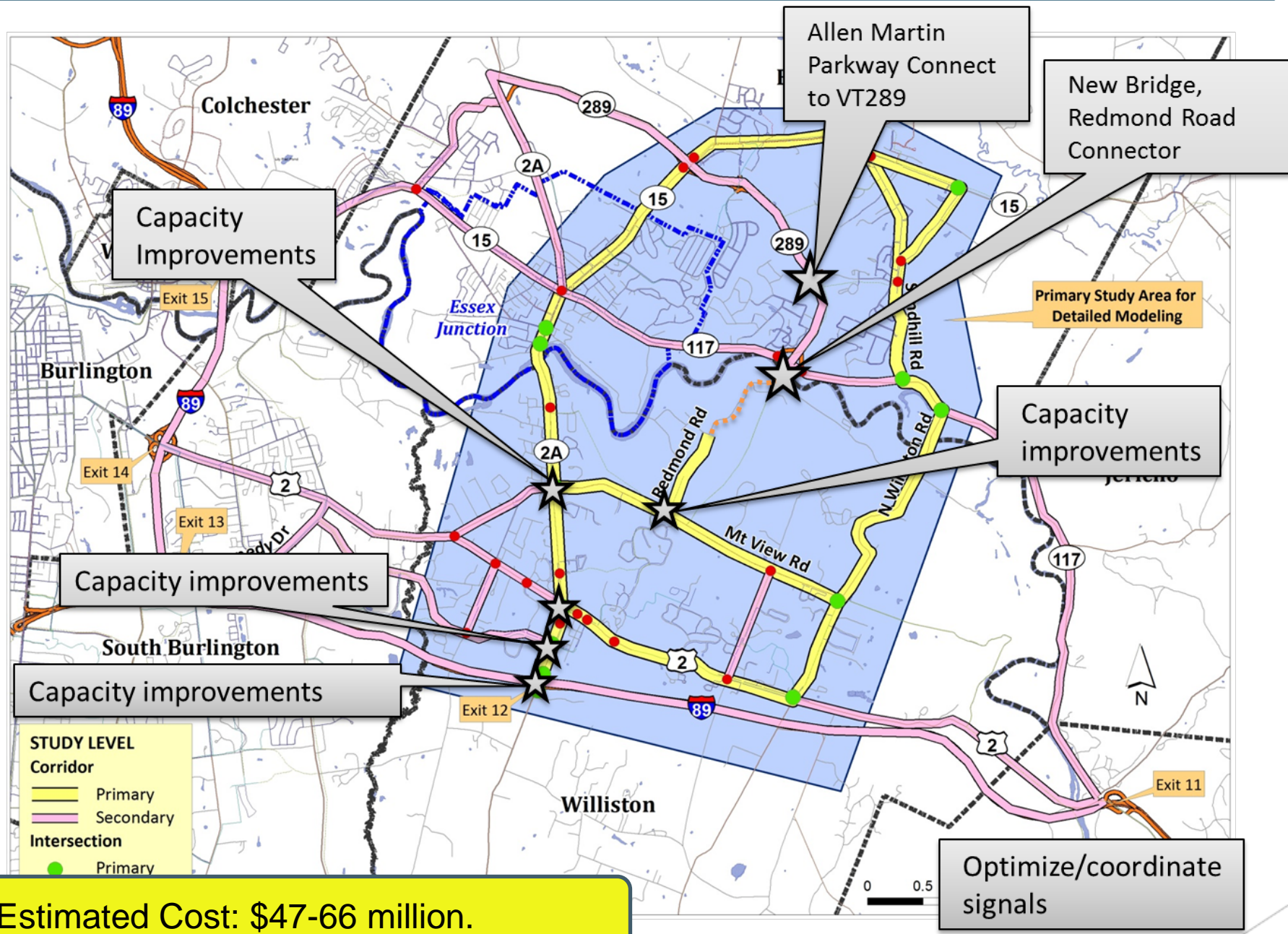
- Review of Final Strategy Packages for the WENTS area Evaluated for 2035 Future Year
 - Core Improvements and Two Hybrid Strategy Packages
- Strategy Package Performance (2035)
 - Network-Wide
 - Corridor Travel Times
 - Environmental (Resource Impacts), Transportation, Costs
- WENTS Steering Committee Recommendations
 - Preferred Strategy Package
 - Congestion Policy
 - Recommended Scoping Studies for CIRC Alternatives Task Force's Consideration

Core Improvements (included in all scenarios)

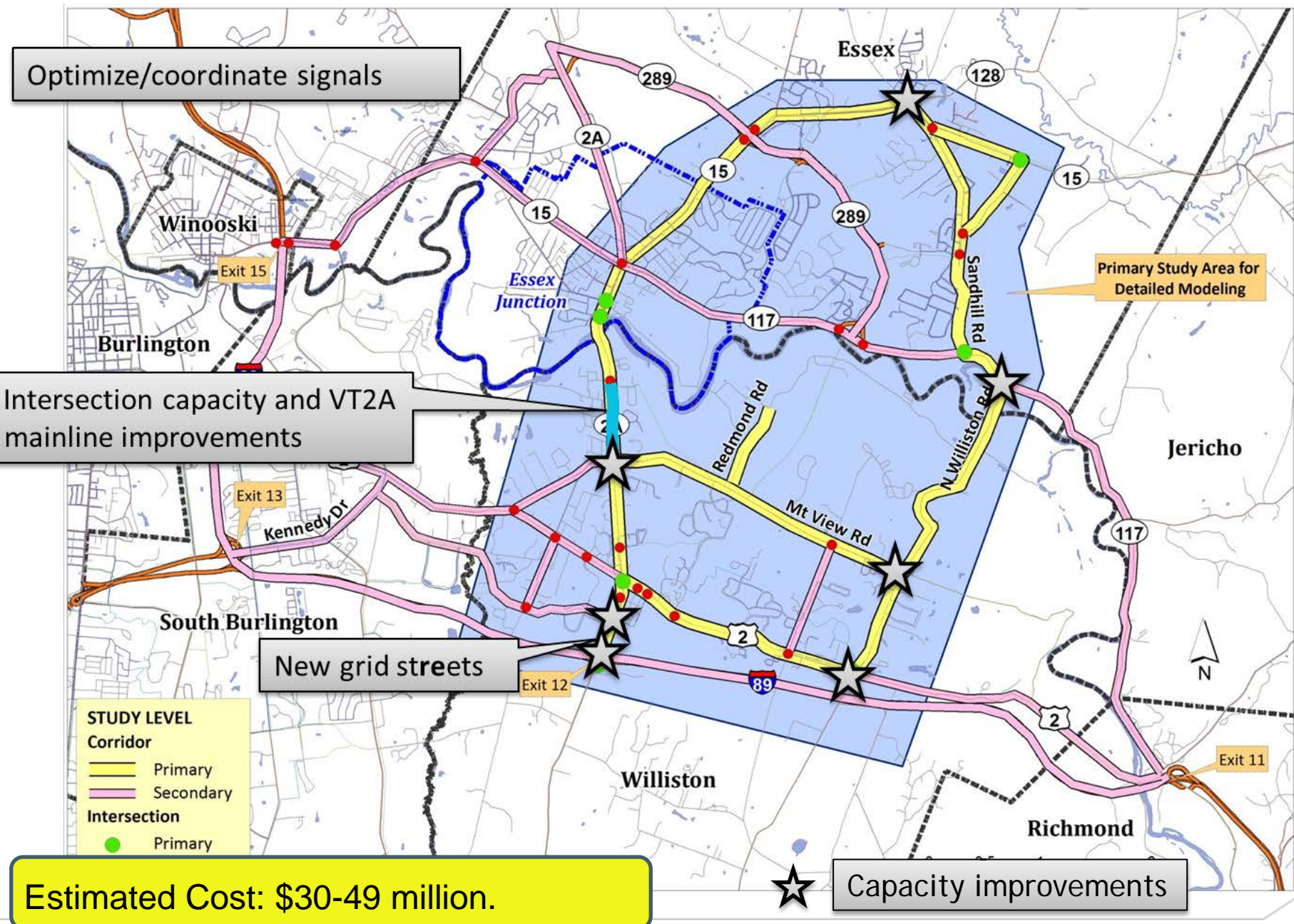
- Williston Grid Streets
- Essex Town Center Connections
- CIRC Alt Phase 1 Implementation Projects *in WENTS Area*:
 - Crescent Connector in Essex Junction
 - VT2A/James Brown Drive Improvements
 - Travel Demand Management Initiatives & Adaptive Signal Control
- CIRC Alt Phase 2 Implementation Projects *in WENTS Area*
 - VT15/Sand Hill Road Improvements
 - VT15 Improvements, Post Office Square to 5 Corners
 - VT15 Multiuse Path
 - US 2/Trader Lane Intersection Capacity Improvements
 - Travel Demand Management Initiatives & Adaptive Signal Control
- Address discontinuities and deficiencies to sidewalks, multiuse paths, shoulders
- Transit Service
 - Add weekday mid-day trip on the Williston Route
 - Weekday peak hour Jeffersonville to Burlington commuter route



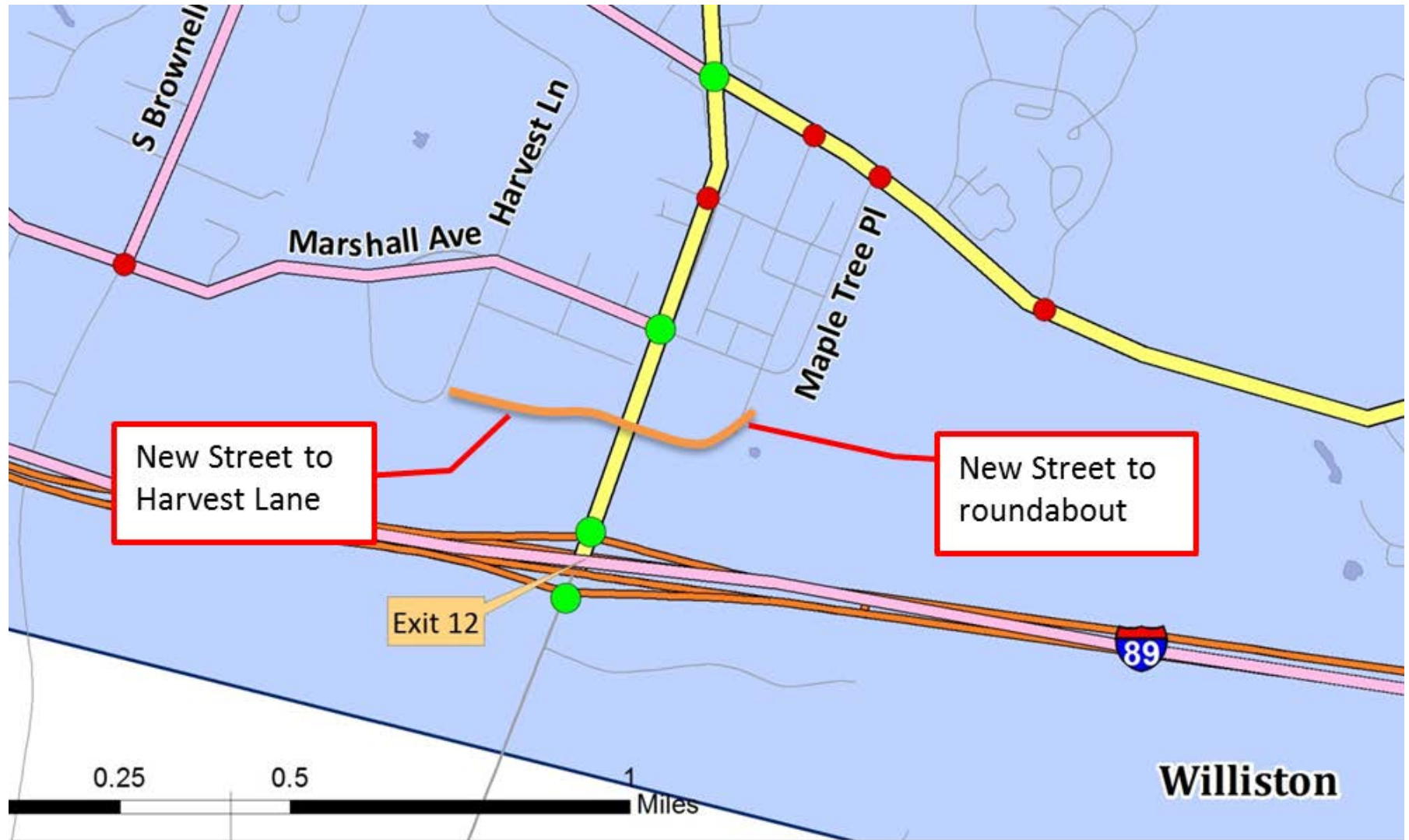
HSP1 - New Bridge and Related Improvements



HSP2- Reconfigured Exit 12 and Related Improvements

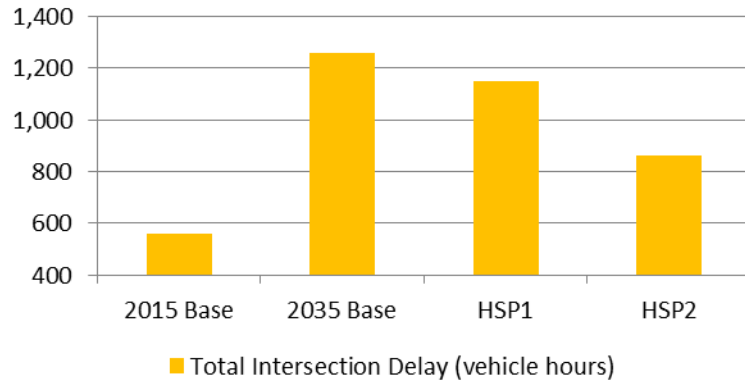


New Streets in HSP2 (combined with Exit 12 reconfiguration)

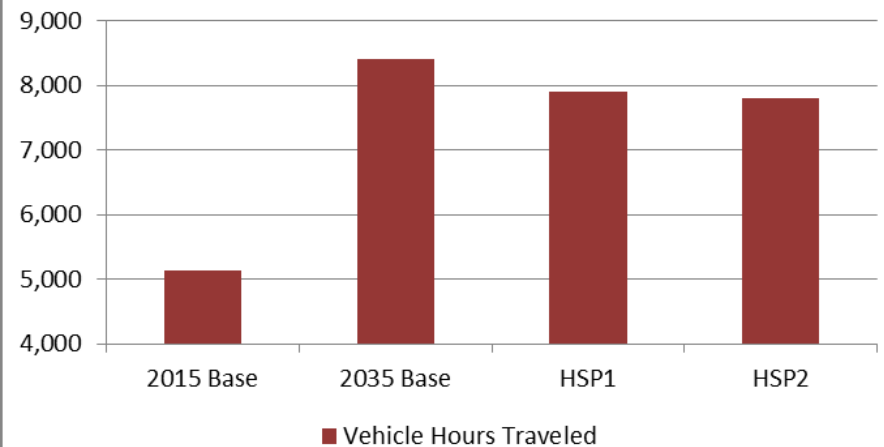


Network-Wide Performance Measures

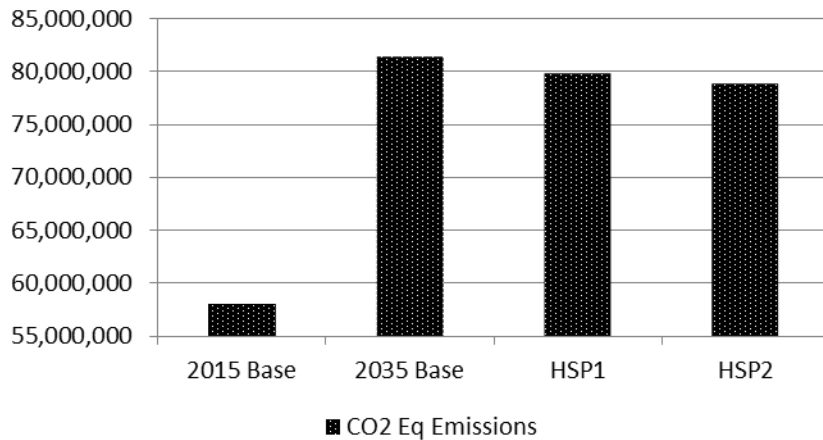
Total Intersection Delay (vehicle hours)



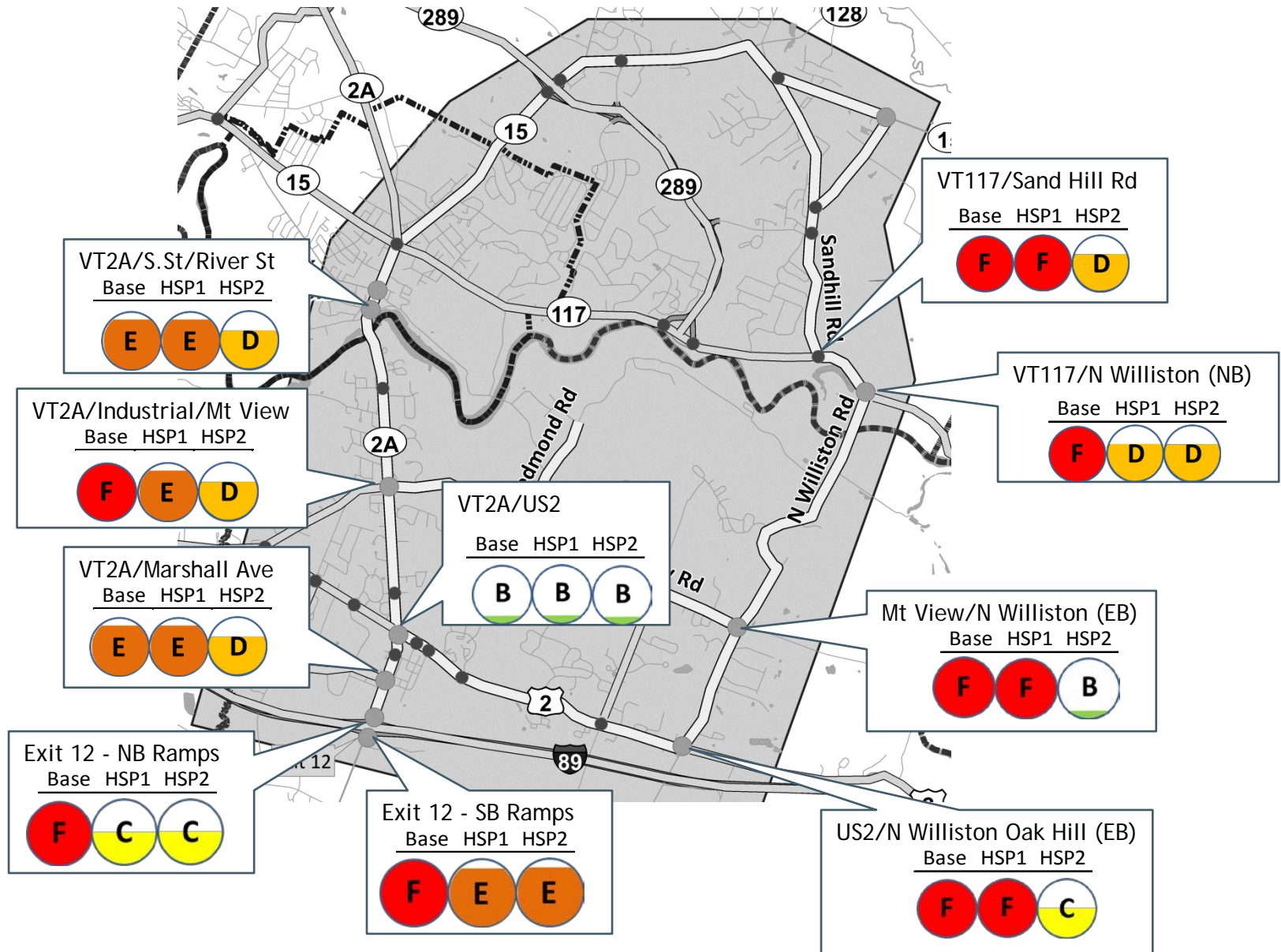
Vehicle Hours Traveled



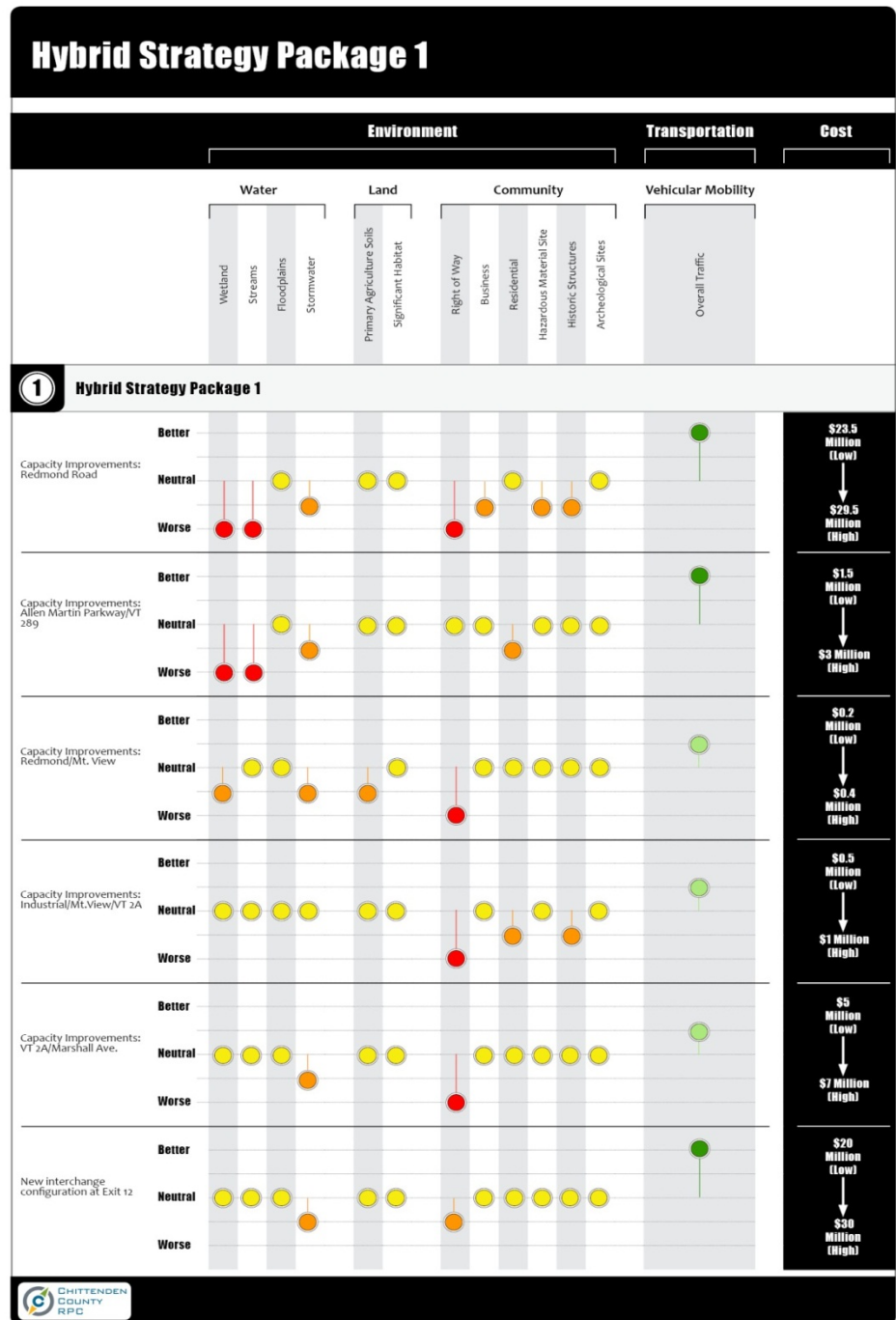
CO2 Eq Emissions (metric tons)



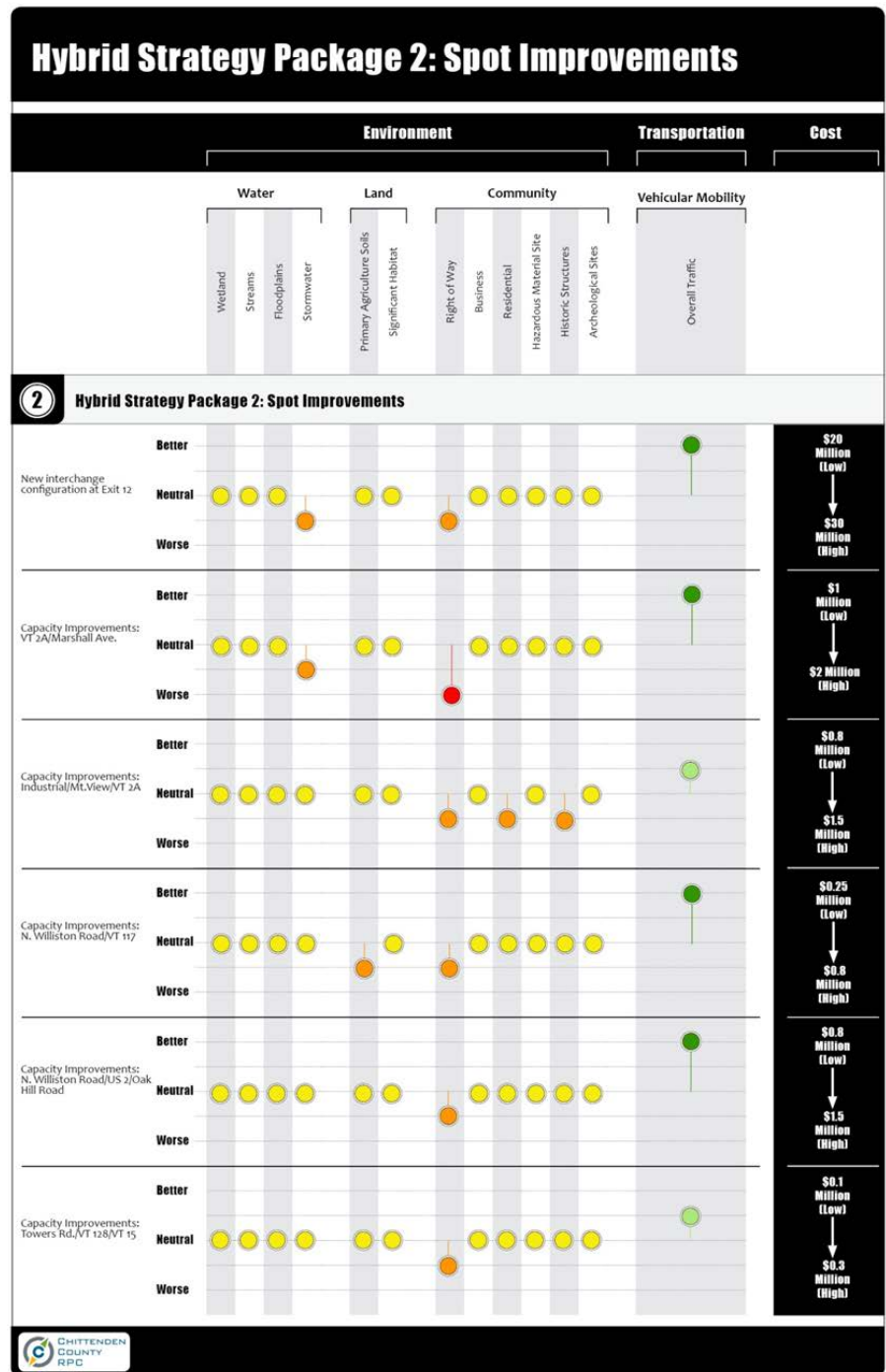
2035 PM Peak Traffic Performance in the Study Area



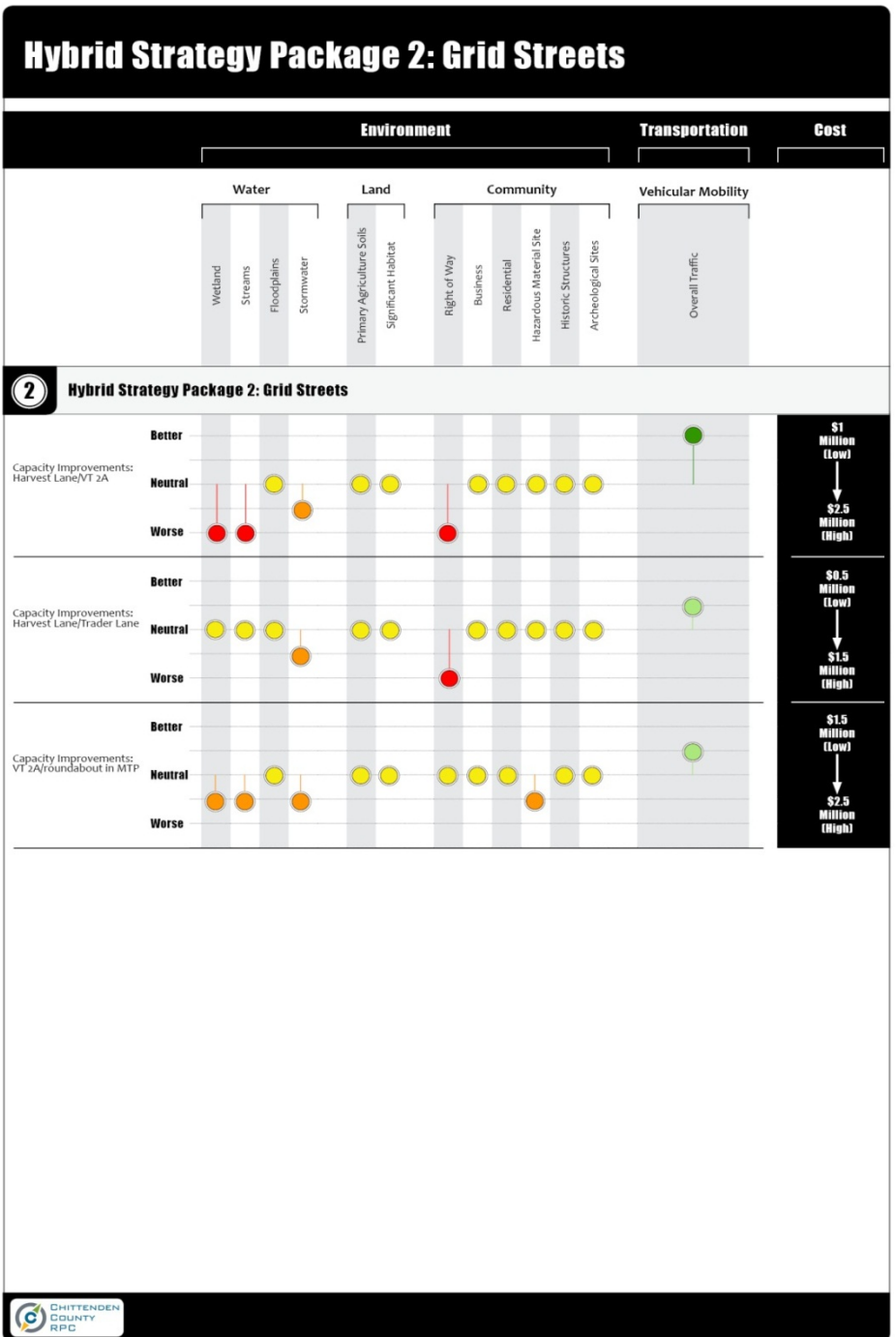
Summary Results for HSP1: Environmental- Transportation-Costs



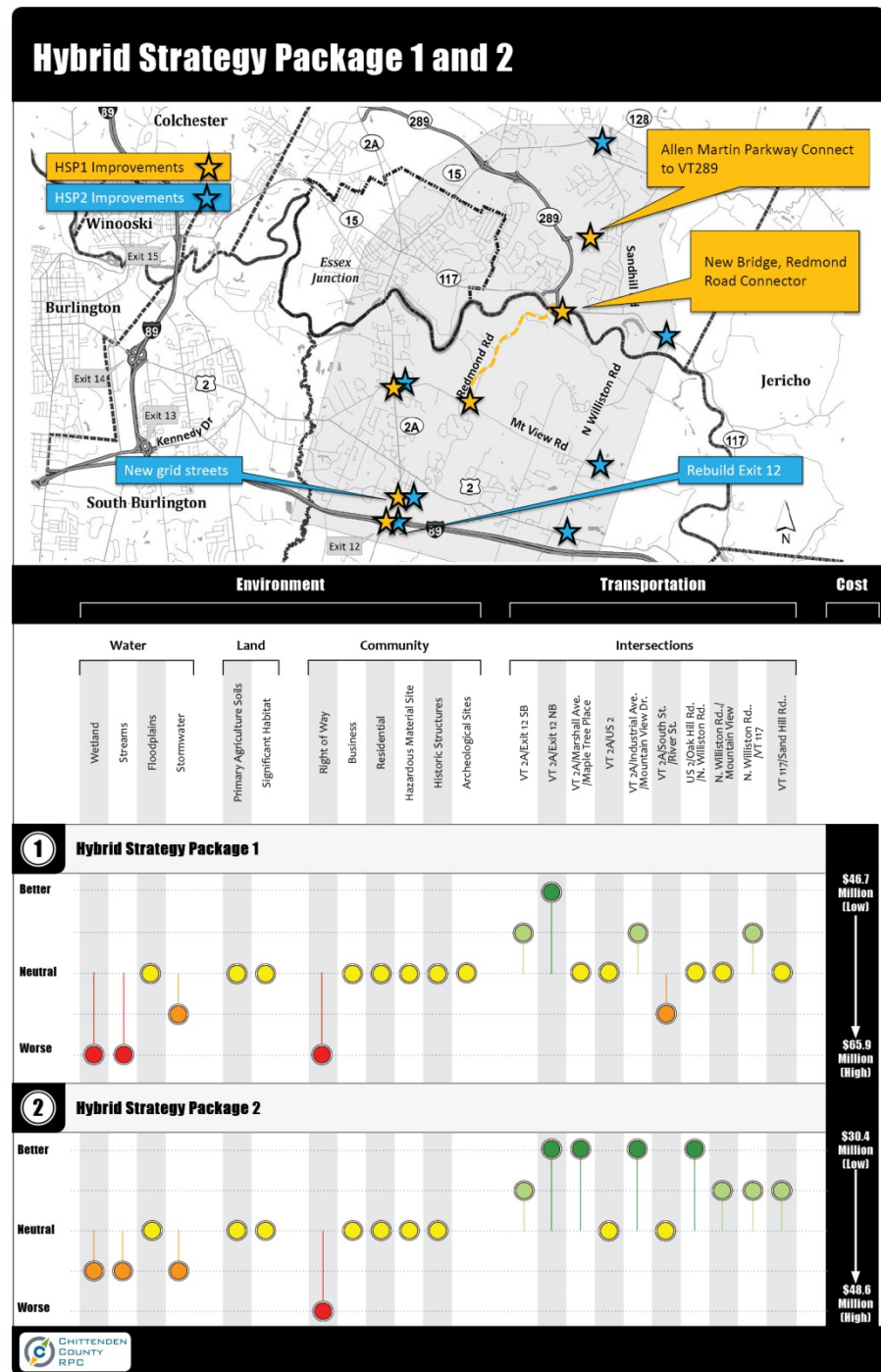
Summary Results for HSP2a: Environmental- Transportation-Costs



Summary Results for HSP2b: Environmental- Transportation-Costs



HSP1 and HSP2 Results: Environmental- Transportation-Costs



Review of Cost Estimates

- WENTS Core Improvements: \$17 million
- Hybrid Strategy Package 1: \$47 to 66 million
- Hybrid Strategy Package 2: \$30 to 49 million

- The WENTS Steering Committee endorsed HSP2 as the preferred strategy package for the study area
 - *Committee members from the Town of Williston did not take any position on the HSPs*
- Adoption of a *New Statewide Congestion Policy* that redefines the allowable congestion and mitigation measures for *Areas Targeted for Growth* as identified in the Regional Plan

Scoping Studies recommended for the CIRC Alternatives Task Force's consideration:

- Exit 12/Grid Streets (HSP2) - *February 2013*
- VT2A/Mountain View/Industrial Ave & VT2A mainline north to James Brown Drive (HSP2) - *February 2013*
- VT 117/North Williston Road Intersection & Flooding Issues (HSP2) - *February 2013*
- US 2 - Taft Corners to Williston Village Multimodal Improvements (Core) - *February 2013*

Bike & Pedestrian Scoping Studies recommended for the CIRC Alternatives Task Force's consideration:

- Industrial Avenue to Blair Park (inclusive of crossing over Allen Brook) - *FY 14*
- VT 15 - Old Stage Road to Essex Way - *FY 14*
- Mountain View Road from Old Stage Road to VT 2A - *FY 14*

WENTS Next Steps

- Public Meeting #2 (February 5, 2013)
- Development of Network Implementation Plan (Feb 2013)
 - Additional Investigations
 - Permit Requirements
 - Refinement of Cost Estimates and Timeline
 - Definition of Scoping Study Elements
- Draft Final Report & Final Report (Feb/March 2013)

Thank you
Questions and Comments