Alternatives to the Circumferential Highway
Chittenden County, Vermont

CIRC Alternatives Task Force
Process and Outcomes

Presentation to the
Vermont House and Senate Transportation Committees

Friday, January 24, 2014
Brian Searles, Secretary
Vermont Agency of Transportation (VTrans)

Michele Boomhower, Assistant/MPO Director
Chittenden County Regional Planning Commission

Ken Robie, Program Manager
Highway Safety & Design, VTrans

Agenda
• Introduction to the CIRC Alternatives: a Case for Change
• The CIRC Alternatives Task Force – Process and Outcomes
• Phase III Projects Presentation
• Questions
Brian Searles, Secretary
Vermont Agency of Transportation (VTrans)

Introduction to the CIRC Alternatives: a Case for Change
The CIRC Alternatives Task Force – Process

Task Force Structure
Task Force Membership
Task Force Process
Task Force Outcomes and Regional Impact
Task Force Structure

Representation from All Constituencies in the CIRC Study Area

The “CIRC” Communities
  Williston, Essex, Essex Junction, Colchester

Environmental Community
  Vermont Natural Resources Council
  Conservation Law Foundation
  Preservation Trust of Vermont

Business Community
  IBM
  Greater Burlington Industrial Corporation (GBIC)
  General Liaison

Regional Transportation Partners
  CCTA and Local Motion (Bike/Ped Representation)

State & Federal Agencies
  Agencies of Transportation, Commerce, Natural Resource
  Federal Highway Administration

Staffed by the Chittenden County Regional Planning Commission
and numerous consulting firms
Task Force Membership

The “CIRC” Communities: Municipal Chair, Municipal Manager, CCRPC Rep.
(See Page 3 of CIRC Alternatives Task Force Final Report)

Business Community
   Tim Baechle, IBM; Curt Carter, GBIC; Jeff Nick, J.L. Davis

Environmental Community
   Brian Shupe, VNRC; Sandy Levine, CLF; Paul Bruhn, PTV

Regional Transit Partners
   Meredith Birkett, CCTA; Jason Van Drieshce, Local Motion

State & Federal Agencies
   Brian Searles, VTrans
   Mary Borg, VANR
   Noelle MacKay, ACCD
   Chris Jolly, FHWA

Project Management
   Michele Boomhower, CCRPC
Task Force Process

1. Identification of the **Area of Impact**
2. Agreement by Task Force on **Engagement & Decision Making**
3. **Prioritization** of Projects which could move quickly for **Phase I**
4. Submission of **Phase I Project Recommendations** to the 2012 General Assembly as part of the Transportation Capital Program
5. **Prioritization** of Planning Studies to be completed for **Phase II**
6. Submission of **Phase II Project Recommendations** to the 2013 General Assembly as part of the Transportation Capital Program
7. Completion of **Williston Essex Network Transportation Study** (WENTS) to identify projects for this sub area of the CIRC Study Area
8. **Completion of Scoping projects** identified through the WENTS process and other projects prioritized in Essex and Colchester for **Phase III**
9. Submission of **Phase III Project Recommendations** to the 2014 General Assembly as part of the Transportation Capital Program
Task Force Outcomes and Regional Impact

Phase I Project Approved by the General Assembly – 2012

• I-89, Exit 16, Interchange Upgrade, Colchester
• VT2A/VT289, Interchange Upgrade, Essex
• Crescent Connector Road, Essex Junction
• VT2A/James Brown Drive, Intersection Upgrade, Williston
• Regional Transportation Demand Management (TDM) Programming
  o VT15, US2, VT2A Transit Shelters (16)
  o CIRC Study Area Adaptive Signal Control Upgrades
  o Pocket Park & Ride Spaces
  o Go! Chittenden County TDM Program Expansion
  o Bike Commuter Employer/Employee Programming
Task Force Outcomes and Regional Impact

Phase II Project Approved by the General Assembly – 2013

• US2/Trader Lane, Signal Installation, Williston
• Severance Corners, Intersection Improvements, Colchester
• VT15/Sand Hill Road, Intersection Upgrade, Essex
• VT15 Post Office Sq to 5 Corners, Roadway Improvements, Essex Jct.
• VT15 Multiuse Path, Winooski, Colchester, Essex, Essex Junction
• Regional Transportation Demand Management (TDM) Programming
  o VT2A, VT15 Adaptive Signal Control Upgrades
  o Go! Chittenden County TDM Program Expansion
  o CCTA VT15 Commuter Service: Jeffersonville to Burlington and Williston Mid-Day Service
Phase III Projects Presentation

Long Term Alternative 2: Exit 12 Interchange – Diverging Diamond

- New interstate bridges
- Shared-use path for bikes/peds
- Additional right-turn lane
Phase III Implementation Project

Williston
- I-89, Exit 12 to Taft Corners, Connectors, Intersection, Interchange and Roadway Improvements
- VT 2A/Industrial Ave/Mountain View Road to James Brown Drive, Intersection and Roadway Improvements
- US 2 Taft Corners to Williston Village, Multiuse Path
- Mountain View Road, Shared Shoulder
- Growth Center, Sidewalk and Multiuse Path Connectors

Essex
- VT 117/North Williston Road, Intersection and Hazard Mitigation Improvements
- VT 15 Old Stage Road to Essex Way, Multiuse Path
- VT 15/Susie Wilson Road/Kellogg Road, Intersection and Roadway Improvements
Phase III Implementation Project

Colchester
• Severance Road/Mill Pond Road, Multiuse Path and Intersection Upgrade
• VT 2A Village Main Street, Intersection and Roadway Improvements
• VT127 Blakely Road/Laker Lane & Prim Road/West Lakeshore Drive Intersection Upgrades

CCTA Regional Commuter Transit Service
• Milton-Colchester-Burlington
• Essex-Williston-Waterbury-Montpelier
• Associated Park & Rides
Phase III: I-89 Exit 12 to Taft Corners, Williston

Develop transportation alternatives that address existing & projected traffic congestion, enhance safety for all users, improve bike-pedestrian connections through the interchange, and accommodate economic growth in the area.
Phase III: Short & Medium Term Components: Exit 12

**Short Term Alternative:**
- **Interchange**
  - Additional approach lanes
- **Shared-Use Path**
  - State Police to Hurricane Lane

**Medium Term Alternative:**
- **New Street**
  - Harvest Lane to Maple Tree Place
- **VT 2A/New Grid Street Intersection**
  - Signalized Intersection
Phase III: Long Term Exit 12 Interchange *Diverging Diamond*

- New interstate bridges
- Shared-use path for bikes/peds
- Additional right-turn lane
Phase III Long Term: VT 2A Boulevard
Looking North from Marshall Avenue
Phase III: VT 2A Industrial Ave/ Mountain View Road to River Cove Road, Williston
Phase III: VT 2A Industrial Ave/ Mountain View Road to River Cove Road, Williston
Phase III: VT 2A Industrial Ave/ Mountain View

Road to River Cove Road, Williston
Phase III: US2 Pathway Taft Corners to Williston Village
Phase III: US2 Pathway Taft Corners to Williston Village

- New CCTA Bus Pull Off / Route 2 Crossing
- Steep >8% Slopes
- Remove Truck Lane
  - Provide 8 ft wide bike lane
  - Convert extra pavement width to sidewalk/path
- Potential Curbed Segment Along Road Cut
Phase III: Mountain View Road Multiuse Path, Growth Center Sidewalk, and Multiuse Path Connectors, Williston

5 foot sidewalk
10 foot path
10 foot path – west side
5 foot sidewalk – east side

On road: 4 foot shoulders

VT 2A North - Gap in Path
10 foot path
Harvest Lane gap in sidewalk

VT 2A south - gap in path and sidewalk
10 foot path – west side
5 foot sidewalk – east side

Proposed path

Mountain View Bike Facilities
Phase III: VT117/North Williston Road, Williston
Flood Hazard Protection & Intersection Upgrade
Phase III: VT117/North Williston Road, Williston
Flood Hazard Protection & Intersection Upgrade
Phase III: VT 15 Sidewalk – Old Stage Road to Essex Way, Essex
Phase III: VT15/Kellogg Rd/Susie Wilson Rd, Essex
Short Term Improvements

- Change SB lane allocation
- Safety improvements on SB approach
- Adaptive Signal Control
Phase III: VT15/Kellogg Rd/Susie Wilson Rd, Essex
Long Term Improvements

- Additional west-bound lane on Kellogg Road
- New connector roads
- Expand shoulders to 4’ to accommodate bicycles
- Safety improvements on SB approach
- Change SB lane allocation
- Dual NB left turn lanes
- New connector roads
- Adaptative Signal Control
- Alt 2a: Widen intersection
- Alt 2b: Reconfigure intersection

- New connector roads
Phase III: VT15/Kellogg Rd/Susie Wilson Rd, Essex
Long Term Improvements

Approximate ROW impact: 5,500 sf

U-turn area for VT15 traffic

Additional southbound left turn lane

Landscaped median

Tightened right-turn radius

Median pedestrian refuge

U-turn area for VT15 traffic

Landscaped median

Tightened right-turn radius

Median pedestrian refuge
Phase III: Severance Road/Mill Pond Road, Colchester and Main Street Colchester Village
Phase III: Severance Road/Mill Pond Road, Colchester
Phase III: Main Street Colchester Village

Protected left-turn phase for EB and WB approaches on VT2A

Pro:
• Vehicle safety
• Traffic flow

Con:
Phase III: Main Street Colchester Village
Phase III: Blakely Road/Laker Lane, Colchester
Phase III: Blakely Road/Laker Lane, Colchester
Phase III: Prim Road/West Lakeshore Drive, Colchester
Phase III: Prim Road/West Lakeshore Drive, Colchester
New CCTA Commuter Service:
- Milton/Colchester to Burlington
- Essex/Williston to Waterbury/Montpelier Service
- Associated Park & Rides