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2 **CIRC Alternatives Task Force Meeting #13 Notes**  
3

4 **DATE:** Thursday, November 21, 2013  
5 **TIME:** 5:45 – 7:00 PM  
6 **PLACE:** Williston Town Hall  
7 **PRESENT:** Please see attached  
8

9 **1) Welcome & Introductions**

10 Michele Boomhower of the CCRPC and Cindy Cook of Adamant Accord welcomed everyone and  
11 introductions were made.  
12

13 **2) Review & Approval of Meeting Notes from November 7, 2013**

14 The group accepted the meeting notes as provided.  
15

16 **3) Review Performance Measures and Project Implementation Timeline**

17 Michele reviewed a handout, “CIRC Alternatives Intersection Projects – Performance  
18 Comparisons.” This matrix provides Level of Service (LOS), Volume to Capacity ratio (V/C), and  
19 impacts of build alternatives (environmental, right-of-way, and permitting). Ken Belliveau of  
20 Williston asked that the Vermont 2A/James Brown Drive project be revised to reflect needed right-  
21 of-way for construction. Michele agreed.  
22

23 Michele noted that the map “CIRC Alternatives: Implementation Projects & Scoping Studies  
24 Intersection Level of Service” has been updated by staff. Task Force members are asked to review  
25 the map and suggest revisions. She summarized “CIRC Alternatives by the numbers:”  
26

Roadway miles enhanced and shared shoulders created	7.5
Number of intersections improved	26
Interstate interchanges upgraded	2
Park and Ride spaces created	About 120
New transit service created	4
Miles of shared use path and sidewalks created	8
Flood hazard mitigation projects	1

27  
28 Michele reviewed the handout, “CIRC Alternatives Implementation Program FY13-FY30.” She  
29 explained that the Task Force will be requesting that VTrans include all the Phase III projects in the  
30 FY15 Capital Program for Preliminary Engineering. Jeff Carr of Essex asked Brian Searles if VTrans  
31 has the capacity to manage this number of projects and if not, if VTrans would be amenable to  
32 project management by the municipalities. Brian responded in the affirmative and Ken Robie of  
33 VTrans explained that even locally-managed projects need VTrans oversight. The handout reflects  
34 discussions between VTrans and the municipalities regarding locally-managed projects.

1 Meredith Birkett of CCTA noted that the new CCTA commuter service along Route 7 through  
2 Colchester will be ready to begin in FY15.

3  
4 **4) Opening Remarks**

5 Brian Searles, Secretary of the Agency of Transportation, thanked everyone for their work. He  
6 offered the following feedback to the Task Force:

7  
8 In 2011, stakeholders realized that they needed to take a new course. Thirty months  
9 later, we're here with an excellent piece of work. This work is entirely doable given time  
10 and resources and its emphasis is in the right place. We are facing forces that we don't  
11 entirely understand; first, the federal highway trust fund is expected to be out of funds  
12 by October 2014. Second, driving patterns are changing. The Millennial generation is not  
13 as interested in driving cars as previous generations. This is a huge societal shift that  
14 planners need to recognize.

15  
16 Senator Dick Mazza noted that he is pleased that the Task Force has agreed on an alternative  
17 for the CIRC Highway. He didn't expect the group to reach consensus so quickly. He noted that  
18 there are hurdles on the funding side, but he hopes the Task Force will persevere and help  
19 move the projects to completion.

20  
21 Brian Searles acknowledged Senator Mazza, Representative Pat Brennan, and the Legislators  
22 who successfully moved Phase I and II projects into the Capital Program.

23  
24 **5) Deliberations Regarding Final Task Force Recommendations**

25 Michele reviewed the handout, "Short/Mid/Long Term Implementation Package of Phase III  
26 CIRC Alternatives Projects for FY15 Capital Program" (attached to this document).

27  
28 **JEFF CARR MADE A MOTION, SECONDED BY MARC LANDRY, TO APPROVE THE PHASE III  
29 IMPLEMENTATION PROJECTS AS PRESENTED TO THE TASK FORCE AND TO CONCLUDE THE  
30 WORK OF THE CIRC ALTERNATIVES TASK FORCE.** Discussion of the motion followed.

31  
32 Linda Myers of Essex expressed concern that projects will move forward to VTrans where they  
33 will be changed significantly. Essex and Essex Junction are concerned that further down the  
34 road someone will decide that they have a better idea and alter the projects. Brian Searles  
35 responded that this is a planning document which provides the best guidance based on  
36 assumptions that may be incomplete. Phases I and II were successfully included in the Capital  
37 Program and so will Phase III. However, the projects have a number of steps remaining until  
38 construction, any of which could require changes. VTrans will do its best not to alter the  
39 projects significantly.

40  
41 With the arrival of Governor Shumlin, the deliberations were put on hold.

42  
43 Governor Shumlin thanked everyone for their work. He recognized that Task Force members  
44 came from different points of view – and used the best trait that Vermonters have – putting  
45 differences aside and using common sense. The Task Force has exceeded his expectations and  
46 he thanked Michele, the CCRPC staff, VTrans staff, and the communities.

1 The Governor has seen too many previous governors “start” the CIRC Highway and he did not  
2 want to do the same. When he came to the conclusion that the CIRC Highway, as originally  
3 envisioned, would not be built, he asked Secretary Searles and Task Force members to put the  
4 best minds together, acknowledge that the CIRC would not be built, and determine what would  
5 make sense moving forward. The Task Force has devised a three phase plan that is achievable  
6 and has benchmarks. It is an extraordinary job to identify thirty-four projects that will solve our  
7 transportation problems and help us move in ways that are much smarter and much more  
8 achievable than the myths of before. There is more work to do and together we can make a  
9 difference.

10  
11 With the Governor’s departure, the Task Force resumed its deliberations.

12  
13 Dennis Lutz of Essex would like to see these projects move faster due to the extreme  
14 congestion and safety issues. Brian Searles responded that there needs to be a reinvention of  
15 transportation funding. Vermont is funding about half of the projects that are needed.

16  
17 Sandy Levine of CLF asked about the preferred alternatives chosen by the municipalities  
18 between the last Task Force meeting and now. Michele reviewed the decisions made:

- 19 • New Mountain View Road Shared Use Facility: the Williston Selectboard chose to widen  
20 shoulders rather than build a separated path due to right-of-way concerns.
- 21 • Sidewalks/Shared-Use Paths in Williston: The Selectboard approved a package to complete  
22 gaps in the network.
- 23 • New Vermont 15, Old Stage Road to Essex Way Shared Path: The Essex Selectboard  
24 approved the sidewalk/path segment.
- 25 • Vermont 15/Susie Wilson Road/Kellogg Road Corridor and Intersection Improvements: The  
26 Essex Selectboard chose to include adaptive signal control, safety improvements, dual  
27 northbound left turn lanes and dual northbound through lanes at Susie Wilson/Kellogg  
28 Roads. At Vermont 15/Susie Wilson Road, improvements include adaptive signal control,  
29 additional southbound left turn lane, and a landscaped median. Susie Wilson Road corridor  
30 improvements include partial widening and striping for bike shoulders and adaptive signal  
31 control.
- 32 • The Williston Selectboard endorsed moving forward with commuter service between  
33 Williston/Essex and Waterbury/Montpelier. The Essex Selectboard “isn’t opposed” to the  
34 service. The local funding share needs to be determined.

35  
36 Jeff appreciates the work done by CCRPC staff and consultants. There is a lot of detail available.

37  
38 Regarding the meeting notes for tonight, Cindy Cook explained that they will be distributed via  
39 email for corrections and the final approval will be via email, since this is the last face-to-face  
40 meeting. The group agreed.

41  
42 **THE MOTION CARRIED UNANIMOUSLY.**

1 **6) Next Steps**

2 Michele provided a draft Legislative Report for Task Force review. Comments are due to Diane  
3 Meyerhoff by **Friday, December 6<sup>th</sup>**. The Task Force will review the final document prior to  
4 submission to the Legislature.

5  
6 As for legislative engagement, VTrans will take the lead and will inform Task Force members  
7 when their assistance is needed. Senator Mazza will arrange a joint hearing with the House.

8  
9 Dennis asked if the work of the Task Force could be publicized to the media so the public can be  
10 informed. Michele will be working with the VTrans communications staff to get the word out.

11  
12 Jason Van Driesche of Local Motion will publicize significant portions of the Task Force package  
13 and will note that they are part of the CIRC Alternatives process. Michele will also continue to  
14 update Task Force members through the CCRPC newsletter.

15  
16 Jeff Carr asked if everyone was indeed fully supportive of the Phase III package. He noted the  
17 importance of providing a united front to the Legislature. Brian Searles noted his agency's full  
18 commitment as did Jason. Chris Roy of Williston expressed 100 percent support for the  
19 package, but asked that Williston not be forgotten as these projects move forward. Williston  
20 has unfortunate experience with long term projects that aren't built. Brian responded that  
21 money drives the project schedule – VTrans is committed to the whole package but cannot  
22 predict the actual speed of project implementation.

23  
24 George Tyler of Essex Junction asked if the Task Force would continue to meet for project  
25 updates. Michele explained that follow-up is the job of the representatives to the CCRPC. The  
26 Board will track progress and the CCRPC will continue to communicate through the newsletter  
27 and email updates.

28  
29 Michele thanked everyone for the amazing journey over the past thirty months. She  
30 appreciated the level of commitment and transparency that everyone brought to the table. The  
31 staff at CCRPC has been supportive and dedicated to accomplishing so much on very short  
32 deadlines. She sincerely thanked Cindy Cook and Diane Meyerhoff as well as all the consultants  
33 for their work as well as the Task Force members. VTrans staff (Amy Bell, Ken Robie, Brian  
34 Searles) has been responsive and positive throughout the process. Thanks to the Town of  
35 Williston for hosting the meetings and to FHWA and Chris Jolly for their support.

36  
37 The meeting was adjourned at 7:00 PM.

## ATTENDEES

### Members Present

Last	First	Title	Organization
Baechle	Tim	Manager of Energy, Environmental	IBM Burlington
Birkett	Meredith	Dir. of Planning & Marketing	CCTA
Carr	Jeff	RPC Representative	Town of Essex
Carter	Curt	Vice President	Lake Champlain Regional Chamber
Francis	Dawn	Town Manager	Town of Colchester
Kerin	Daniel	RPC Representative	Village of Essex Junction
Landry	Marc	RPC Representative	Town of Colchester
Lashua	Trevor	Assistant Town Manager	Town of Essex
Levine	Sandy	Senior Attorney	Conservation Law Foundation
Macaig	Terry	Selectboard Chair	Town of Williston
Shupe	Brian	Executive Director	Vermont Natural Resources Council
McGuire	Rick	Town Manager	Town of Williston
Myers	Linda	Selectboard Chair	Town of Essex
Nick	Jeff	Co-Owner	JL Davis Realty
Roy	Chris	RPC Representative	Town of Williston
Scibek	Nadine	Selectboard Chair	Town of Colchester
Searles	Brian	Secretary	VTrans
Tyler	George	Village President	Village of Essex Junction
Van Driesche	Jason	Education & Safety Mgr.	Local Motion

### Staff/Others Present

Bell	Amy	CCMPO Planning Coordinator	VTrans
Belliveau	Ken	Planning Director and Zoning Admin.	Town of Williston
Lutz	Dennis	Director of Public Works	Town of Essex
Osborne	Bryan	Director of Public Works	Town of Colchester
Cole	Chris	Director, Policy, Planning & Intermodal Development	VTrans
Hoar	Bruce	Director of Public Works	Town of Williston
Robie	Ken	Program Manager, Highway, Safety & Design Section	VTrans
McCarthy	Kate	Sustainable Communities Program Director	Vermont Natural Resources Council
Mazza	Dick	Chittenden County Senator	Colchester
Hake	Matthew	Division Administrator	FHWA
Dwyer	Larry	Assistant Division Administrator	FHWA
Jason	Starr	Reporter	Colchester Sun/Essex Reporter

**CCRPC Staff Present:** Charlie Baker, Michele Boomhower, Jason Charest, Eleni Churchill, Bryan Davis, Christine Forde, Peter Keating, Sai Sarepalli

**Consultants Present:** Cindy Cook, Adamant Accord; Diane Meyerhoff, Third Sector Associates; David Saladino, RSG Inc.

1                   **Short/Mid/Long Term Implementation Package of Phase III CIRC Alternative Projects**  
2                                   **for FY15 Capital Program**  
3                                   **Total Program - \$74,038,000\***  
4   **11/21/13**

5 **Williston Projects**

6 **I-89 Exit 12 Interchange Stage I-IV Improvements**

- 7       ▶ **Expected Benefits** – The Exit 12 Project will address existing and projected traffic congestion in the study  
8       area (see map below); enhance safety for all users; improve bike-pedestrian connections from areas south  
9       of the interchange to the existing network north of the interchange; and advance economic growth in the  
10      area.  
11     ▶ **Weblink to Study** - <http://www.ccrpevt.org/transportation/scoping/exit12/>

13 **Stage 1: New Shared Use Path under Interstate & New VT2A Lane from Marshall Ave to I-89 NB Ramp**

- 15     ▶ **Project Description** - New Shared Use Path on south side of VT2A from the VT State Police Barracks to  
16     Hurricane Lane and new Lane from Marshall Ave. to the I-89 NB on ramp to provide direct ramp access.  
17     ▶ **Estimated Project Cost** - \$2,000,000

18 **Stage 2: New Grid Streets and At Grade Intersection on VT2A between I-89 & Marshall Ave**

- 19     ▶ **Project Description** - New at grade intersection on VT2A adjacent to VT State Police Barracks, new  
20     street connection from the intersection to Maple Tree Place (behind Police Barracks) and replacement of  
21     roundabout at Maple Tree Place, new street connection from intersection to Harvest Lane (near Home  
22     Depot entrance), single lane roundabouts connecting new street to Harvest Lane at Trader Lane and  
23     Harvest Lane, sidewalk facilities throughout area of improvement.  
24     ▶ **Estimated Project Cost** - \$8,500,000

26 **Stage 3: Diverging Diamond Interchange Improvements**

- 28     ▶ **Project Description** - New (lengthened) I89 Interstate Bridges, Diverging Diamond Interchange  
29     configuration under the bridges, additional right turn lane at exit ramp heading south onto VT2A, shared  
30     use path for cyclists and pedestrians on both sides of VT2A through the interchange area  
31     ▶ **Estimated Project Cost** - \$21,000,000

32 **Stage 4: VT 2A Boulevard Upgrade from Grid St Intersection to Taft Corners**

- 33     ▶ **Project Description** - VT2A Boulevard cross section from new intersection at the Police Barracks to Taft  
34     Corners including two 11' lanes in each direction, 4' bike lane in each direction, 10' sidewalks on each side  
35     of the street, raised landscaped median, street trees and lighting.  
36     ▶ **Estimated Project Cost** - \$10,000,000

38 **Industrial Ave/Mountain View Rd/VT 2A - Intersection Improvements; New VT 2A Lane to James Brown Dr**

- 39  
40     ▶ **Project Description** - Intersection upgrade to add a left turn lane from Industrial Ave. to VT2A, add a  
41     northbound through lane on western leg of intersection, add a westbound left turn lane on Mountain View  
42     Rd., widen the three lanes on the eastern intersection approach and improve pedestrian safety throughout  
43     the intersection area. Expand VT2A from the Industrial Avenue intersection to River Cove Rd. to a 3 lane  
44     roadway alignment with a two-way left turn center lane, add pedestrian crossing to access south side of  
45     VT2A.  
46     ▶ **Expected Benefits** – Congestion reduction at the intersection, reduced delay and improved access along  
47     VT2A, pedestrian safety improvements crossing VT2A.  
48     ▶ **Estimated Project Cost** - \$5,300,000  
49     ▶ **Weblink to Study** - <http://www.ccrpevt.org/transportation/scoping/vt-2a-scoping-study/>

1 **New US 2 Taft Corners to Williston Village Shared Use Pathway – North side Alignment, Crossing, Village**  
2 **Sidewalk**  
3

- 4 † **Project Description** – New shared use path along the north side of US2 from Taft Corners to Williston  
5 Village, new pedestrian crossing at the South Ridge intersection connecting to a new sidewalk to Timothy  
6 Way on the south side of US2, two new CCTA bus stops near South Ridge entrance (one on each side),  
7 removal of the truck climbing lane on US2 east of South Ridge, rehabilitation of the existing sidewalks  
8 along US2 in Williston Village.
- 9 † **Expected Benefits** – Improved bicycle and pedestrian access between the Taft Corners area and Williston  
10 Village, enhanced transit access and improved safety.
- 11 † **Estimated Project Cost** - \$2,800,000
- 12 † **Weblink to Study** -  
13 [http://www.ccrpcvt.org/circ/meetings/20131017\\_Williston\\_AlternativesPresentationMeeting.pdf](http://www.ccrpcvt.org/circ/meetings/20131017_Williston_AlternativesPresentationMeeting.pdf)  
14

15 **New Mountain View Road and Redmond Rd Ext to IBM Access Rd Shared Shoulder**

- 16 † **Project Description** – Expanded roadway from 26’ to 30’ on Mountain View Road to allow for on road 4’  
17 shared shoulders on both sides of the roadway and addition of 4’ shoulders to Redmond Road.
- 18 † **Expected Benefits** – Improved bicycle and pedestrian access and safety along Mountain View Rd. and  
19 Redmond Rd.
- 20 † **Estimated Project Cost** – \$3,500,000
- 21 † **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/williston-bike-ped-studies/>

22 **New Harvest Lane Taft Corners Sidewalk, VT2A Taft Corners Area Sidewalks/Shared Use Path, VT2A**  
23 **North Gap Path, VT2A South Gap Sidewalk/Path**

- 24 † **Project Description** – Complete 1,600’ of sidewalk along the south side of Harvest Ln. to create full  
25 connectivity between US2 and Marshall Ave., complete 300’ of pathway on the west side of VT2A near  
26 Taft Corners and 400’ of sidewalk on the east side to complete connections between Taft Corners and  
27 Wright Ave, complete multiuse path on the west side of VT2A from Knight Ln. to O’Brien Ct. to complete  
28 existing gap in pathway and stripe the road for 4’ shldr.
- 29 † **Expected Benefits** – Improved bicycle and pedestrian access and safety in the Taft Corners Growth Center.
- 30 † **Estimated Project Cost** – \$450,000
- 31 † **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/williston-bike-ped-studies/>  
32

33 **Essex Projects**

34 **VT117/North Williston Road Intersection Improvements**

- 35 † **Project Description** – Add westbound left turn lane and eastbound right turn lane to VT117 and signalize  
36 the intersection of VT117 and North Williston Road.
- 37 † **Expected Benefits** – Safer North Williston Road access, improved intersection level of service and reduced  
38 delay.
- 39 † **Estimated Project Cost** – \$1,500,000
- 40 † **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/vt117/>

41 **VT117/North Williston Road Hazard Mitigation Improvements - 6' Box Culvert, Safety Enhancements &**  
42 **Armoring**

- 43 † **Project Description** – Replacement of existing undersized culvert with 6’ box culvert, installation of  
44 intelligent signs to allow for instant notification of closures in advance of travelers reaching North  
45 Williston Road, installation of a stream gage at the North Williston Road bridge over the Winooski River to  
46 allow for real time tracking of river level rise, installation of durable gates at either side of the area of flood  
47 impact over North Williston Road to prevent access during flooding, armoring of the road bank along

- 1 North Williston Road to prevent further erosion of the roadbed, improved access to adjacent agricultural  
2 land.
- 3 ▶ **Expected Benefits** – reduced duration of North Williston Road closures, increased safety and awareness  
4 for the traveling public, reduced recovery costs due to improved bank treatment, quicker reopening of  
5 roadway post flooding.
  - 6 ▶ **Estimated Project Cost** – \$400,000
  - 7 ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/vt117/>

### 8 **New VT15 Old Stage Road to Essex Way Shared Use Path**

- 9 ▶ **Project Description** – New 5’ sidewalk to connect the existing sidewalk on Old Stage Road to the existing  
10 sidewalk on VT15 across from Essex Way.
- 11 ▶ **Expected Benefits** – Increased pedestrian accessibility and safety.
- 12 ▶ **Estimated Project Cost** – \$160,000

### 13 **VT15/Susie Wilson Rd/Kellogg Rd Corridor & Intersections Improvements**

- 14 ▶ **Project Description** – Improvements at Susie Wilson/Kellogg Road to include adaptive signal control,  
15 safety improvements, dual northbound left turn lanes and dual northbound through lanes. Improvements at  
16 VT15/Susie Wilson Road to include adaptive signal control, additional southbound left turn lane,  
17 landscaped median. Susie Wilson Road corridor improvements to include partial widening and striping for  
18 bike shoulders and adaptive signal control.
- 19 ▶ **Expected Benefits** – Improve capacity at the intersections of VT15/Susie Wilson Road and Susie Wilson  
20 Road/Kellogg Road, improve safety for bicycle and vehicles throughout the corridor and improve  
21 pedestrian safety.
- 22 ▶ **Estimated Project Cost** – \$8,500,000
- 23 ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

### 25 **Colchester Projects**

#### 26 **Mill Pond Road/Severance Road Intersection Improvements & New Shared Use Path - South Side Alignment** 27 **Pond Rd./Severance Rd. Intersection & Severance Road Multi-use Path**

- 28 ▶ **Project Description** – New 10’ shared use path on the south side of Severance Road from Severance  
29 Corners to the Colchester/Essex Town Line at Kellogg Road. Intersection improvements at Severance  
30 Road and Mill Pond Road including the addition of an eastbound left turn pocket and a westbound right  
31 turn pocket on Severance Road.
- 32 ▶ **Expected Benefits** – Improved bicycle and pedestrian access and safety along Severance Road and  
33 increased safety and reduced Severance Road through traffic delay at the Severance Road and Mill Pond  
34 Road intersection.
- 35 ▶ **Estimated Project Cost** – \$2,400,000
- 36 ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

### 38 **VT2A Colchester Village Main Street & Mill Pond Rd/East Rd Intersection Improvements**

- 39 ▶ **Project Description** – Intersection improvements at VT2A/Mill Pond Road/East Road intersection include  
40 new signal, including vehicle detection, pedestrian signal crossing and detection, intersection widening to  
41 accommodate eastbound and westbound turning lanes on the VT2A approaches to the intersection. New 5’  
42 wide sidewalk from the VT2A/Mill Pond Road/East Road intersection to Clausen’s including curbing,  
43 drainage, and buffer strip to roadway, reconfiguration of VT2A to allow for 4 foot wide on road bike lanes  
44 next to 11’ wide travel lanes, on street parking in front of Colchester Meeting House/Library, traffic  
45 calming treatments and “Main Street” style lighting.



- 1 † **Expected Benefits** – Improved vehicle safety and reduced intersection congestion and delay, improved
- 2 bicycle and pedestrian accessibility and safety along VT2A in historic Colchester Village.
- 3 † **Estimated Project Cost** – \$3,900,000
- 4 † **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

#### 5 **VT127 Blakely Rd/Laker Ln Intersection Improvement**

- 6 † **Project Description** – Widening of Blakely Road to provide a westbound left turn lane and an eastbound
- 7 right turn lane.
- 8 † **Expected Benefits** – Improved through traffic flow and improved safety.
- 9 † **Estimated Project Cost** – \$360,000
- 10 † **Weblink to Study** - [http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-](http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/)
- 11 [selected-projects/vt-127-intersections/](http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/)

#### 12 **VT127 Prim Rd/West Lakeshore Dr Intersection Improvement**

- 13 † **Project Description** – Addition of a signal at the VT127 Prim Road/West Lakeshore Drive intersection,
- 14 realignment of the intersection to make the Prim Road to West Lake Shore Drive connection the primary
- 15 direction, improved pedestrian crossing through the intersection.
- 16 † **Expected Benefits** – Reduction of intersection delays, improved access to commercial properties adjacent
- 17 to the intersection area, improved safety for pedestrians and bicyclists through the intersection.
- 18 † **Estimated Project Cost** – \$1,700,000
- 19 † **Weblink to Study** - [http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-](http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/)
- 20 [selected-projects/vt-127-intersections/](http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/)

21

#### 22 **CCTA Commuter Service**

23

#### 24 **New CCTA Commuter Service: Milton/Colchester to Burlington**

- 25 † **Project Description** – Commuter bus service along US7 from Milton, through Colchester with stops in
- 26 Colchester at Creek Farm, Severance Corners, and Water Tower Hill. The service would include two
- 27 morning trips, one midday trip, two early evening trips and one late evening trip.
- 28 † **Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the
- 29 roadways.
- 30 † **Estimated Project Cost** – \$68,000

31

#### 32 **New CCTA Commuter Service: Essex/Williston to Waterbury/Montpelier Commuter Service and Park &**

#### 33 **Rides**

- 34 † **Project Description** – Commuter bus service linkage from Essex/Essex Junction along VT2A to Williston
- 35 with a stop at the planned Exit 12 Park & Ride traveling on Interstate 89 to Waterbury and Montpelier. The
- 36 service would include 3 morning round trips and 3 evening round trips.
- 37 † **Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the
- 38 roadways.
- 39 † **Estimated Project Cost** – \$1,500,000

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41 \*Project Cost Estimates Rounded

42