CIRC Alternatives Task Force Meeting #13 Notes

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

1) Welcome & Introductions
Michele Boomhower of the CCRPC and Cindy Cook of Adamant Accord welcomed everyone and introductions were made.

2) Review & Approval of Meeting Notes from November 7, 2013
The group accepted the meeting notes as provided.

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

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

| 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   |

Michele reviewed the handout, “CIRC Alternatives Implementation Program FY13-FY30.” She explained that the Task Force will be requesting that VTrans include all the Phase III projects in the FY15 Capital Program for Preliminary Engineering. Jeff Carr of Essex asked Brian Searles if VTrans has the capacity to manage this number of projects and if not, if VTrans would be amenable to project management by the municipalities. Brian responded in the affirmative and Ken Robie of VTrans explained that even locally-managed projects need VTrans oversight. The handout reflects discussions between VTrans and the municipalities regarding locally-managed projects.
Meredith Birkett of CCTA noted that the new CCTA commuter service along Route 7 through Colchester will be ready to begin in FY15.

4) Opening Remarks
Brian Searles, Secretary of the Agency of Transportation, thanked everyone for their work. He offered the following feedback to the Task Force:

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

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

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

5) Deliberations Regarding Final Task Force Recommendations
Michele reviewed the handout, “Short/Mid/Long Term Implementation Package of Phase III CIRC Alternatives Projects for FY15 Capital Program” (attached to this document).

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

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

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

Governor Shumlin thanked everyone for their work. He recognized that Task Force members came from different points of view – and used the best trait that Vermonter have – putting differences aside and using common sense. The Task Force has exceeded his expectations and he thanked Michele, the CCRPC staff, VTrans staff, and the communities.
The Governor has seen too many previous governors “start” the CIRC Highway and he did not want to do the same. When he came to the conclusion that the CIRC Highway, as originally envisioned, would not be built, he asked Secretary Searles and Task Force members to put the best minds together, acknowledge that the CIRC would not be built, and determine what would make sense moving forward. The Task Force has devised a three phase plan that is achievable and has benchmarks. It is an extraordinary job to identify thirty-four projects that will solve our transportation problems and help us move in ways that are much smarter and much more achievable than the myths of before. There is more work to do and together we can make a difference.

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

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

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

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

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

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

**THE MOTION CARRIED UNANIMOUSLY.**
6) **Next Steps**
Michele provided a draft Legislative Report for Task Force review. Comments are due to Diane Meyerhoff by **Friday, December 6**\(^{th}\). The Task Force will review the final document prior to submission to the Legislature.

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

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

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

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

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

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

The meeting was adjourned at 7:00 PM.
## ATTENDEES

### Members Present

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<td>Baechle</td>
<td>Tim</td>
<td>Manager of Energy, Environmental</td>
<td>IBM Burlington</td>
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<td>Birkett</td>
<td>Meredith</td>
<td>Dir. of Planning &amp; Marketing</td>
<td>CCTA</td>
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<td>Carr</td>
<td>Jeff</td>
<td>RPC Representative</td>
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<td>Carter</td>
<td>Curt</td>
<td>Vice President</td>
<td>Lake Champlain Regional Chamber</td>
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<td>Francis</td>
<td>Dawn</td>
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<td>RPC Representative</td>
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<td>Lashua</td>
<td>Trevor</td>
<td>Assistant Town Manager</td>
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<td>Levine</td>
<td>Sandy</td>
<td>Senior Attorney</td>
<td>Conservation Law Foundation</td>
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<td>Executive Director</td>
<td>Vermont Natural Resources Council</td>
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<td>Rick</td>
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<td>Nick</td>
<td>Jeff</td>
<td>Co-Owner</td>
<td>JL Davis Realty</td>
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<td>Tyler</td>
<td>George</td>
<td>Village President</td>
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<td>Van Driesche</td>
<td>Jason</td>
<td>Education &amp; Safety Mgr.</td>
<td>Local Motion</td>
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### Staff/Others Present

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<tr>
<td>Bell</td>
<td>Amy</td>
<td>CCMPO Planning Coordinator</td>
<td>VTrans</td>
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<td>Belliveau</td>
<td>Ken</td>
<td>Planning Director and Zoning Admin.</td>
<td>Town of Williston</td>
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<tr>
<td>Lutz</td>
<td>Dennis</td>
<td>Director of Public Works</td>
<td>Town of Essex</td>
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<td>Osborne</td>
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<td>Director of Public Works</td>
<td>Town of Colchester</td>
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<td>Cole</td>
<td>Chris</td>
<td>Director, Policy, Planning &amp; Intermodal Development</td>
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<td>Hoar</td>
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<td>Director of Public Works</td>
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<td>Robie</td>
<td>Ken</td>
<td>Program Manager, Highway, Safety &amp; Design Section</td>
<td>VTrans</td>
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<td>McCarthy</td>
<td>Kate</td>
<td>Sustainable Communities Program Director</td>
<td>Vermont Natural Resources Council</td>
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<td>Mazza</td>
<td>Dick</td>
<td>Chittenden County Senator</td>
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<td>Jason</td>
<td>Starr</td>
<td>Reporter</td>
<td>Colchester Sun/Essex Reporter</td>
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**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.
Short/Mid/Long Term Implementation Package of Phase III CIRC Alternative Projects

for FY15 Capital Program

Total Program - $74,038,000*

11/21/13

Williston Projects

I-89 Exit 12 Interchange Stage I-IV Improvements

- Expected Benefits – The Exit 12 Project will address existing and projected traffic congestion in the study area (see map below); enhance safety for all users; improve bike-pedestrian connections from areas south of the interchange to the existing network north of the interchange; and advance economic growth in the area.

- Weblink to Study - http://www.ccrpcvt.org/transportation/scoping/exit12/

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

- Project Description - New Shared Use Path on south side of VT2A from the VT State Police Barracks to Hurricane Lane and new Lane from Marshall Ave. to the I-89 NB on ramp to provide direct ramp access.

- Estimated Project Cost - $2,000,000

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

- Project Description - New at grade intersection on VT2A adjacent to VT State Police Barracks, new street connection from the intersection to Maple Tree Place (behind Police Barracks) and replacement of roundabout at Maple Tree Place, new street connection from intersection to Harvest Lane (near Home Depot entrance), single lane roundabouts connecting new street to Harvest Lane at Trader Lane and Harvest Lane, sidewalk facilities throughout area of improvement.

- Estimated Project Cost - $8,500,000

Stage 3: Diverging Diamond Interchange Improvements

- Project Description - New (lengthened) I89 Interstate Bridges, Diverging Diamond Interchange configuration under the bridges, additional right turn lane at exit ramp heading south onto VT2A, shared use path for cyclists and pedestrians on both sides of VT2A through the interchange area

- Estimated Project Cost - $21,000,000

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

- Project Description - VT2A Boulevard cross section from new intersection at the Police Barracks to Taft Corners including two 11’ lanes in each direction, 4’ bike lane in each direction, 10’ sidewalks on each side of the street, raised landscaped median, street trees and lighting.

- Estimated Project Cost - $10,000,000

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

- Project Description - Intersection upgrade to add a left turn lane from Industrial Ave. to VT2A, add a northbound through lane on western leg of intersection, add a westbound left turn lane on Mountain View Rd., widen the three lanes on the eastern intersection approach and improve pedestrian safety throughout the intersection area. Expand VT2A from the Industrial Avenue intersection to River Cove Rd. to a 3 lane roadway alignment with a two-way left turn center lane, add pedestrian crossing to access south side of VT2A.

- Expected Benefits – Congestion reduction at the intersection, reduced delay and improved access along VT2A, pedestrian safety improvements crossing VT2A.

- Estimated Project Cost - $5,300,000

- Weblink to Study - http://www.ccrpcvt.org/transportation/scoping/vt-2a-scoping-study/
New US 2 Taft Corners to Williston Village Shared Use Pathway – North side Alignment, Crossing, Village Sidewalk

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

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

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

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

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

**Essex Projects**

VT117/North Williston Road Intersection Improvements

- **Project Description** – Add westbound left turn lane and eastbound right turn lane to VT117 and signalize the intersection of VT117 and North Williston Road.
- **Expected Benefits** – Safer North Williston Road access, improved intersection level of service and reduced delay.
- **Estimated Project Cost** – $1,500,000

VT117/North Williston Road Hazard Mitigation Improvements - 6’ Box Culvert, Safety Enhancements & Armoring

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

- **Expected Benefits** – reduced duration of North Williston Road closures, increased safety and awareness for the traveling public, reduced recovery costs due to improved bank treatment, quicker reopening of roadway post flooding.
- **Estimated Project Cost** – $400,000

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

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

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

- **Project Description** – Improvements at Susie Wilson/Kellogg Road to include adaptive signal control, safety improvements, dual northbound left turn lanes and dual northbound through lanes. Improvements at VT15/Susie Wilson Road to include adaptive signal control, additional southbound left turn lane, landscaped median. Susie Wilson Road corridor improvements to include partial widening and striping for bike shoulders and adaptive signal control.
- **Expected Benefits** – Improve capacity at the intersections of VT15/Susie Wilson Road and Susie Wilson Road/Kellogg Road, improve safety for bicycle and vehicles throughout the corridor and improve pedestrian safety.
- **Estimated Project Cost** – $8,500,000

**Colchester Projects**

**Mill Pond Road/Severance Road Intersection Improvements & New Shared Use Path - South Side Alignment**

- **Project Description** – New 10’ shared use path on the south side of Severance Road from Severance Corners to the Colchester/Essex Town Line at Kellogg Road. Intersection improvements at Severance Road and Mill Pond Road including the addition of an eastbound left turn pocket and a westbound right turn pocket on Severance Road.
- **Expected Benefits** – Improved bicycle and pedestrian access and safety along Severance Road and increased safety and reduced Severance Road through traffic delay at the Severance Road and Mill Pond Road intersection.
- **Estimated Project Cost** – $2,400,000

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

- **Project Description** – Intersection improvements at VT2A/Mill Pond Road/East Road intersection include new signal, including vehicle detection, pedestrian signal crossing and detection, intersection widening to accommodate eastbound and westbound turning lanes on the VT2A approaches to the intersection. New 5’ wide sidewalk from the VT2A/Mill Pond Road/East Road intersection to Clausen’s including curbing, drainage, and buffer strip to roadway, reconfiguration of VT2A to allow for 4 foot wide on road bike lanes next to 11’ wide travel lanes, on street parking in front of Colchester Meeting House/Library, traffic calming treatments and “Main Street” style lighting.
Expected Benefits – Improved vehicle safety and reduced intersection congestion and delay, improved bicycle and pedestrian accessibility and safety along VT2A in historic Colchester Village.

Estimated Project Cost – $3,900,000

Weblink to Study - [http://www.ccrpcvt.org/transportation/scoping/cents/](http://www.ccrpcvt.org/transportation/scoping/cents/)

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

**Project Description** – Widening of Blakely Road to provide a westbound left turn lane and an eastbound right turn lane.

**Expected Benefits** – Improved through traffic flow and improved safety.

**Estimated Project Cost** – $360,000


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

**Project Description** – Addition of a signal at the VT127 Prim Road/West Lakeshore Drive intersection, realignment of the intersection to make the Prim Road to West Lake Shore Drive connection the primary direction, improved pedestrian crossing through the intersection.

**Expected Benefits** – Reduction of intersection delays, improved access to commercial properties adjacent to the intersection area, improved safety for pedestrians and bicyclists through the intersection.

**Estimated Project Cost** – $1,700,000


**CCTA Commuter Service**

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

**Project Description** – Commuter bus service along US7 from Milton, through Colchester with stops in Colchester at Creek Farm, Severance Corners, and Water Tower Hill. The service would include two morning trips, one midday trip, two early evening trips and one late evening trip.

**Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the roadways.

**Estimated Project Cost** – $68,000

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

**Project Description** – Commuter bus service linkage from Essex/Essex Junction along VT2A to Williston with a stop at the planned Exit 12 Park & Ride traveling on Interstate 89 to Waterbury and Montpelier. The service would include 3 morning round trips and 3 evening round trips.

**Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the roadways.

**Estimated Project Cost** – $1,500,000

*Project Cost Estimates Rounded*