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2 **CIRC Alternatives Task Force Meeting #11 Notes**
3 **APPROVED BY TASK FORCE 11-7-13**

4
5 **DATE:** Wednesday, October 30, 2013
6 **TIME:** 6:00 – 9:00 PM
7 **PLACE:** Williston Town Hall
8 **PRESENT:** Please see attached
9

10 **1) Welcome & Introductions**

11 Michele Boomhower of the CCRPC and Cindy Cook of Adamant Accord welcomed everyone and
12 introductions were made. Michele reviewed the agenda. Next week, the Task Force will discuss the
13 deliberative process and staff will present the remaining planning projects. The final Task Force
14 meeting, on November 21st, will wrap up the Task Force’s work with a recommended project list for
15 review by VTrans and subsequent delivery to the Legislature in January. The November 21st
16 meeting will start promptly at 5:45 PM and the Governor will be attending. After the meeting,
17 there will be a reception at Ake’s Old Brick Tavern.
18

19 **2) Review & Approval of Revised Meeting Notes from January 31, 2013**

20 The group accepted the revised meeting notes as provided.
21

22 **3) Phase III CIRC Alternatives Planning Studies’ Briefing #1**

23 Presentations available at:
24 http://www.ccrpcvt.org/circ/meetings/20131030_CIRCTaskForce_Meeting11_Presentation.pdf
25

26 ***3A) US 2 Multimodal Pathway, Taft Corners to Williston Village, Peter Keating***

27 Peter thanked Dave Conger (Dubois & King), Bruce Hoar (Town of Williston), Ken Belliveau (Town of
28 Williston), and Meredith Birkett (CCTA) for their help with the study. The study’s purpose was to
29 develop alternatives for bike, pedestrian, and transit improvements along US Route 2 from
30 Williston Village to Taft Corners. The study area extended along US Route 2 from North Williston
31 Road to VT Route 2A. The study examined the feasibility and approximate costs of developing
32 improvements in order to enhance the safety and mobility of travelers using these modes through
33 and along this corridor.
34

35 Peter described a series of alternatives. The Williston Selectboard voted on a package of
36 improvements that include: US Route 2 Segment A-B (North) – A shared path to Southridge and
37 pedestrian signal; US Route 2 Segment B (Hill) – A sidewalk and widened bike lanes; and Segment C
38 – remove and rehabilitate existing sidewalk. The total estimated cost for these improvements is
39 \$2,767,500.
40

41 Sandy Levine of CLF asked why the sidewalk was not extended to Oak Hill Road. Peter responded
42 that there is no existing sidewalk network on the east side of Oak Hill Road. Amy Bell of VTrans is
43 concerned with 8-foot wide bike lanes that can become breakdown lanes for cars and suggested
44 narrowing the bike lanes in this section of the project.

1 **3B) Vermont 2A Scoping Study - Industrial Avenue/Mountain View to River Cove Road,**
2 **Williston, Christine Forde**

3 Christine described the study and outlined a number of alternatives and summarized them as
4 follows:

6 **Comparison of Alternatives: Vermont 2A Scoping Study**

Benefit/Impact	All Lane Additions	Some Lane Additions	Roundabout
Worst Volume/Capacity Ratio	0.89	0.98	0.85
“Life Expectancy”	31 Years	22 Years	35 Years
Added Pavement	25,000 SF	14,000 SF	24,000 SF
Right-of-Way Takings-Area	5,200 SF	2,800 SF	1,300 SF
Right-of-Way Takings-Parcels	15 Parcels	7 Parcels	5 Parcels
Tree Loss	3 Trees	3 Trees	5 Trees
Utility Poles Moved	14	11	12
Est. Construction Cost	\$2.0 million	\$1.7 million	\$2.4 million

7
8 A preferred alternative has not yet been chosen by the Williston Selectboard. There was a
9 discussion by the Task Force about a signalized intersection versus a roundabout in terms of
10 creating gaps for left turning traffic from driveways along Route 2A; CCRPC staff will try to
11 provide additional technical information regarding this issue. Christine described the proposed
12 improvements for Vermont 2A south of River Cove Road connecting into the James Brown Drive
13 signal project. There was discussion of lane widths on Route 2A and the possibility of creating
14 bike lanes by narrowing vehicle lane widths.

16 **3C) North Williston Road/VT 117, Williston, Jason Charest**

17 Jason thanked Dubois & King and the Study Team from Williston and Essex for their assistance
18 with the study.

19
20 The goals of the study are to address intersection safety and congestion; improve flood
21 resiliency along North Williston Road; avoid any negative impacts to local agriculture; and avoid
22 impacts to the floodplain or increases in flood elevation. The study examined raising the road,
23 but this option is not viable for a number of reasons; permits are unlikely to be issued due to
24 erosion and scour and the cost is high. Instead, the study looked at how to reduce the duration
25 and disruption of closures. Recommendations include: upgrade the exiting culvert to 6-foot box
26 culvert, add intelligent signs to allow instant display of road closure alerts, install a stream
27 gauge at the bridge, and reconstruct the road bank at its lowest elevation to prevent erosion
28 and allow rapid re-opening.

29
30 To improve the intersection, the study examined turn lanes, signals, and a roundabout:
31

1 **Alternatives Performance: North Williston Road/VT 117, Williston**

Alternative	Safety – Crash Reduction	Congestion – LOS*
Unsignalized	Reduced crashes due to addition of turning lanes	Minor improvement due to adding turning lanes; LOS F (N. Williston Road at PM Peak Hour)
Signalized	Reduced from addition of signal control and turning lanes; possible increase of rear-end collisions and high speed broadside crashes	LOS A/B
Roundabout	Greatest crash and injury reduction due to design and low speed operations	LOS A
*Level of Service		

2
 3 The next step is for the Essex Selectboard to endorse a preferred alternative on Monday,
 4 November 4th. Dennis Lutz of Essex has recommended that the road and intersection be two
 5 separate projects.

6
 7 **3D) Colchester-Essex Network Transportation Study (CENTS), Colchester, Christine Forde**

8 Christine explained that CENTS looked at transportation issues and addressed mobility, safety,
 9 economic development, and environmental quality. The project area in Colchester was divided
 10 into two geographic areas, Severance Road and Main Street (Vermont 2A).

11
 12 The Severance Road area includes the development of a multi-use path between Severance
 13 Corners and the Essex Town line (Kellogg Road), as well as intersection improvements at
 14 Severance and Mill Pond Road. There are two Severance Road multi-use path alternatives - a
 15 south-side or a north-side alignment. The intersection improvement would add turning lanes to
 16 increase safety and reduce congestion.

17
 18 There are three alternatives for Main Street in Colchester Village: 1) Walkable neighborhood
 19 (widen and reconstruct sidewalks); 2) Main Street Character (widen and reconstruct sidewalk
 20 and roadway, curbing, drainage, and four-foot shoulders); and 3) Village designation (includes
 21 Alternative 2 and adds sidewalks on both sides, traffic calming, on-street parking, drainage).
 22 Alternatives 2 and 3 include village-style lighting.

23
 24 The Colchester Selectboard will choose its preferred alternative on November 12th.

25
 26 **4) Next Steps**

27 Michele asked Task Force members to review the presentation materials and website
 28 information and direct questions to CCRPC staff. The Task Force will meet next week to review
 29 the balance of projects, including:

- 30 • Williston Bicycle/Pedestrian Feasibility Studies: VT 2A Pathway - Knight Lane to Beaudry
- 31 Lane; Mountain View Road Pathway – VT 2A to North Williston Road; Taft Corners Area
- 32 Bicycle/Pedestrian Connections
- 33 • VT 15 Sidewalk - Old Stage Road to Essex Way, Essex
- 34 • Colchester-Essex Network Transportation Study (CENTS), Essex

- 1 • Exit 12 Interchange to Taft Corners improvements including Grid Streets, Williston
- 2 • CCTA Update on Routes: Milton/Colchester/Burlington and
- 3 Essex/Williston/Waterbury/Montpelier

4
5 The Task Force will be notified as Selectboards choose preferred alternatives. Michele
6 explained that the Task Force will endorse a final package of project recommendations with a
7 likely phasing plan created by VTrans. Dennis Lutz of Essex suggested that communities be
8 asked to prioritize their projects; Michele is working with Ken Robie of VTrans to determine an
9 implementation timeline which will address availability of funding and VTrans' staffing
10 resources to move projects forward. Michele will be coordinating with the municipal Public
11 Works directors to solicit input on the implementation framework. In order to include all final
12 alternative preferences from the Selectboards, the implementation framework will be provided
13 to the Task Force on November 19th (via email).

14
15 Michele explained that the likely implementation plan will be 15 years. The Task Force will ask
16 the Legislature for a multi-year commitment of funds that will be codified by a Memorandum of
17 Understanding (MOU) between CCRPC, VTrans, and CCTA.

18
19 There was discussion of how best to "sell" the package to the Legislature and whether or not
20 there is a clear cost benefit to the final list of projects suggested by the CIRC Alternatives Task
21 Force. Michele will provide the information she can on costs and benefits. Sandy is encouraged
22 by the recommended improvements to bike paths, sidewalks, and transit because VTrans
23 statistics show fewer cars on the road; the package is responsive to transportation changes.
24 Bicycling has increased by 20 percent nationwide. Dan Kerin of Essex Junction commented that
25 throughout the entire CIRC Alternatives Task Force project period the CCRPC has obtained
26 vehicle traffic counts to help determine where improvements are needed. He then asked if
27 CCRPC had or could get traffic counts for bicycles so that data could be used to determine
28 where improvements to bike lanes/paths are needed and a cost per unit benefit analysis could
29 be done.

30 Michele pointed out that the improvements proposed assist in the implementation of a
31 multimodal transportation network for the CIRC Study Area and assist in meeting the ECOS
32 Regional Plan objective of directing 80 percent of the region's growth into 15 percent of the
33 region's land area by providing transportation options.

34 Ken Robie of VTrans cautioned the Task Force members that preferred alternatives are not
35 guaranteed to be built due to many factors such as safety analysis, environmental permitting,
36 and right-of-way issues. VTrans is committed to a cooperative process with the municipalities to
37 determine the final designs for projects.

38
39 Michele will draft a final report for Task Force review and subsequent delivery to the
40 Legislature in coordination with VTrans' issuance of the FY15 Capital Program. VTrans will
41 review the project recommendations and may ask Task Force members to visit the Legislature.
42 Michele will monitor the Legislature closely and update the Task Force as needed.

43
44 The meeting was adjourned at 7:45 PM.

- 1 **Upcoming Meetings: CIRC Alternatives Task Force:**
- 2 #12: Thursday, November 7, 6:00 – 9:00 p.m., Williston Town Hall
- 3 #13: Thursday, November 21, 5:45-7:30 p.m., Williston Town Hall
- 4
- 5

ATTENDEES

Members Present

Last	First	Title	Organization
Baechle	Tim	Manager of Energy, Environmental	IBM Burlington
Birkett	Meredith	Dir. of Planning & Marketing	CCTA
Brewer-Colie	Katelin	Complete Streets Project Manager	Local Motion
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
Levine	Sandy	Senior Attorney	Conservation Law Foundation
Macaig	Terry	Selectboard Chair	Town of Williston
McCarthy	Kate	Sustainable Communities Program Director	Vermont Natural Resources Council (VNRC)
Myers	Linda	Selectboard Chair	Town of Essex
Roy	Chris	RPC Representative	Town of Williston
Scheidel	Pat	Town Manager	Town of Essex
Scibek	Nadine	Selectboard Chair	Town of Colchester

Staff Present

Bell	Amy	CCMPO Planning Coordinator	VTrans
Belliveau	Ken	Planning Director and Zoning Admin.	Town of Williston
Hoar	Bruce	DPW Director	Town of Williston
Lutz	Dennis	DPW Director	Town of Essex
Osborne	Bryan	Director of Public Works	Town of Colchester
Robie	Ken	Program Manager, Highway, Safety & Design Section	VTrans

CCRPC Staff Present: Michele Boomhower, Jason Charest, Eleni Churchill, Christine Forde, Peter Keating

Consultants Present: David Conger, Dubois & King; Cindy Cook, Adamant Accord; Diane Meyerhoff, Third Sector Associates