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2 **CIRC Alternatives Task Force Meeting #12 Notes**
3 **APPROVED BY TASK FORCE 11-21-13**

4
5 **DATE:** Thursday, November 7, 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.
13

14 **2) Review & Approval of Revised Meeting Notes from October 30, 2013**

15 The group accepted the revised meeting notes as provided.
16

17 **3) Phase III CIRC Alternatives Planning Studies' Briefing #2**

18 Presentations available at:

19 <http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-meetings/>
20

21 ***3A) Exit 12 and VT 2A (from south of Hurricane Lane to north of Marshall Avenue), Williston***

22 Eleni Churchill of CCRPC explained that the Exit 12 study was a recommendation of the previously
23 completed Williston-Essex Network Transportation Study (WENTS). The study's goals were to
24 develop transportation alternatives that address existing and projected traffic congestion, enhance
25 safety for all users, improve bike-pedestrian connections through the interchange, and
26 accommodate economic growth in the area.
27

28 Eleni described a series of alternatives that were developed. On November 4th, the Williston
29 Selectboard endorsed the following:

- 30 • Short-term Alternative: Extension of the shared-use path from the State Police Barracks to
31 Hurricane Lane and construction of a Vermont 2A southbound lane at the Exit 12 northbound
32 ramp approach (estimated cost: \$2 million).
- 33 • Medium-term Alternative: Construction of a new grid street that connects Vermont 2A with
34 Maple Tree Place to the east and Harvest Lane to the west. The "new street" will connect to
35 Vermont 2A with a signalized at-grade intersection (estimated cost: \$9.3 million).
- 36 • Long-term Alternative: Construction of a Diverging Diamond Interchange (DDI) at Exit 12
37 (estimated cost: \$22.2 million) and construction of a boulevard cross-section on Vermont 2A
38 from the "new street" intersection to Taft Corners (estimated cost: \$11.4 million).

39
40 Eleni clarified that an "endorsed alternative" is appropriate at this point because the analysis is a
41 high level one. This project will be subject to a National Environmental Policy Act (NEPA) review
42 which could raise new issues and affect the final design.

1 **3B) Williston Bicycle/Pedestrian Feasibility Studies: VT 2A Pathway - Knight Lane to Beaudry**
2 **Lane; Mountain View Road Pathway - VT2A to North Williston Road; Taft Corners Area**
3 **Bicycle/Pedestrian Connections**

4 Christine Forde of the CCRPC explained that these studies were undertaken after a number of
5 gaps were identified in the Williston bicycle/pedestrian network through the WENTS analysis.
6 The studies recommend expanded facilities at Harvest Lane (\$250,000), Vermont 2A south
7 (\$70,000- \$110,000), Vermont 2A north (\$220,000), and Mountain View (\$2-3.1 million). The
8 Williston Selectboard is considering the alternatives on Monday, November 18th.

9
10 Tim Baechle of IBM suggested that the Mountain View Road improvements be packaged with
11 the planned Redmond Road improvement; it is important to have both of these projects done
12 at once. Christine and Michele will do so. Chris Roy of Williston noted that there has been
13 controversy about a ten-foot wide path on Route 2A; this has slowed Selectboard deliberations.
14 Meredith Birkett of CCTA noted that passengers have consistently identified these paths as
15 areas of concern.

16
17 **3C) VT 15 Sidewalk - Old Stage Road to Essex Way, Essex**

18 Christine explained that the study purpose was to improve walkability and the safety of
19 pedestrians by addressing gaps in the sidewalk network. Vermont 15 (between Old Stage Road
20 and Essex Way) has a 700-foot gap in the sidewalk on the north side. By closing the gap, a
21 complete north side sidewalk will extend from Old Stage Road to Essex Center. There has been
22 concern expressed by property owners; Dennis Lutz of Essex feels there is an alignment that
23 can address their issues.

24
25 **3D) Colchester-Essex Network Transportation Study (CENTS), Essex**

26 The study was a comprehensive assessment of transportation issues and needs to address
27 mobility, safety, economic development, and environmental quality within the study area. The
28 study identified preferred improvements at each of three specific subareas:

- 29 • Alternative 1: Short-term operational improvements (\$370,000)
 - 30 ○ Alternative 2: Mid/long-term improvements – signalized
 - 31 ○ Alternative 2A: Widened Susie Wilson/Vermont 15 intersection (\$3.2 million)
- 32 • Alternative 2B: Reconfigured Vermont 15 intersection (\$7.4 million)
- 33 • Alternative 3: Mid/long-term improvements – roundabout (\$13.7 million)

34
35 A series of potential connectors were also recommended so that vehicles/bikes/pedestrians do
36 not need to access Route 15 to travel between businesses. The study also looked at
37 accommodating bike lanes on Susie Wilson Road, which has proven most challenging south of
38 David Drive. The project Steering Committee is continuing to study bike accommodations.

39
40 The Essex Selectboard will discuss a preferred alternative on November 18th. There was
41 discussion of including the Route 15 path project on the CENTS map and concern about vehicle
42 congestion on the Route 15 westbound slip ramp. Amy noted that the crosswalk at the Susie
43 Wilson Road/Route 15 intersection is 90-100 feet wide; a pedestrian phase is likely to
44 significantly impact signal timing. Dawn Francis of Colchester asked Jason, Sandy, and Kate if
45 large intersections to accommodate vehicles, bicycles, and pedestrians are what they envision
46 for communities. These types of intersections do not create a friendly environment but they

1 move traffic. Kate McCarthy of VNRC responded that the large intersection is a function of the
2 land uses surrounding it; the land use has put pressure on the intersection. Jason VanDriesche
3 of Local Motion responded that the details of the suggested improvements are important. He
4 believes a median/refuge in the long crossing will make it safer for pedestrians. Large
5 intersections are not necessarily a problem for pedestrians.
6

7 **3E) CCTA Update on Routes: Milton/Colchester/Burlington and**
8 **Essex/Williston/Waterbury/Montpelier**

9 Meredith Birkett of CCTA briefly discussed the new Jeffersonville Commuter service launched
10 on October 14th. CCTA projected 70 passengers per day and they have averaged close to that.
11

12 **Milton/Colchester/Burlington Transit Service**

13 CCTA implemented the Milton Commuter route in February 2010 following Milton joining CCTA
14 as a member community and its agreement to fund the 20 percent local match for the route.
15 Since 2010, the route has traveled on I-89 between Exits 16 and 17 and has not served the
16 Route 7 corridor through Colchester. However, over the past year, CCTA and the Town of
17 Colchester have discussed the potential to introduce transit service to the Route 7 corridor in
18 Colchester through the realignment of the Milton Commuter from I-89 to Route 7. In June
19 2013, both the CCTA Board of Commissioners and the Colchester Selectboard agreed to enter
20 into a service contract that outlined Colchester's agreement to split the 20 percent local match
21 with Milton and CCTA's commitment to seek grant funds for the route re-alignment.
22

23 CCTA is requesting three years of funding to cover 80 percent (net of fares) of the additional
24 operating costs directly associated with the re-alignment of the service. The request is \$22,500
25 per year for three years (\$67,500 total).
26

27 **Essex/Williston Park and Ride/Waterbury/Montpelier Transit Service**

28 As part of discussions about a planned Park & Ride at Exit 12 in Williston, CCTA was asked to
29 consider potential future transit services that would serve that new facility. CCTA developed a
30 preliminary service concept for a new commuter route to link Essex/Williston to
31 Waterbury/Montpelier. Because the suggested service would travel within the CIRC project
32 area and would contribute to a reduction of car travel along the 2A corridor, VTrans suggested
33 the service be considered through the CIRC Alternatives process. Both Selectboards discussed
34 the new service on Monday; the concept has not yet been approved by the CCTA Board.
35

36 Dennis noted that the new service is dependent on the Williston Park & Ride being built and the
37 reopening of the Waterbury complex. Additionally, the new service is dependent on the
38 Williston CIRC alternatives projects being completed; without these improvements, the bus
39 service will not be competitive. Jeff Nick of the business community noted that more and more
40 companies are expressing interest in locating on a bus route.
41

42 Jeff Carr of Essex asked if the local match can be shared with the Washington County
43 municipalities. Meredith responded that CCTA is willing to explore that. In response to a
44 question about the CCTA Board's process, Meredith explained that the Transit Development
45 Plan (TDP) guides their decisions. The TDP does not yet include this service, but the plan can be
46 amended.

1 **4) CIRC Alternative Project Performance Outcomes, Continued Discussion of Process for**
2 **Developing Final Taskforce Recommendations, and Next Steps**

3 Michele provided information about the Level of Service (LOS) now and in the future for CIRC
4 Alternatives projects. This information was provided in response to questions at the last Task
5 Force meeting about long-term project performance and whether or not the improvements
6 make financial sense.

7
8 Michele will provide additional information next week after meeting with VTrans and the DPW
9 Directors in the CIRC communities. This information will be mailed to Task Force members. Jeff
10 Carr asked that the information include color coding to show impacts to archeology, farmland,
11 etc. Bryan Osborne of Colchester asked if individual project information could be modeled to
12 measure regional impact and to determine if problems are moving “downstream.” Jason
13 Charest of CCRPC responded that this would be a worthwhile exercise, but municipal-level
14 issues can be lost at the regional level and bicycle/pedestrian improvements will not be
15 adequately represented.

16
17 Jeff Nick asked if one could compare LOS of the CIRC fully built with the LOS of the
18 recommended package of projects. Jason responded that it would not be a valid comparison.

19
20 Dennis believes it is critical that projects be built now. He would like to have a commitment for
21 funding. Michele will ask Transportation Secretary Brian Searles to address funding
22 commitment at the next Task Force meeting.

23
24 Michele asked that Task Force members review a map of CIRC projects and intersection
25 performance. She also reviewed a memo on non-vehicular investments, “Transportation Modal
26 Trends in Chittenden County.”

27
28 Bryan asked if projects might be more efficiently completed under the Local Transportation
29 Facilities (LTF) program; Michele will discuss this with VTrans.

30
31 Michele asked that Task Force members submit questions for the Governor and Secretary to
32 her via email.

33
34 The meeting was adjourned at 8:05 PM.

35
36
37 **Upcoming Meetings: CIRC Alternatives Task Force:**

38 #13: Thursday, November 21, 5:45-7:30 p.m., Williston Town Hall

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
Landry	Marc	RPC Representative	Town of Colchester
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
Nick	Jeff	Co-Owner	JL Davis Realty
Roy	Chris	RPC Representative	Town of Williston
Scibek	Nadine	Selectboard Chair	Town of Colchester
Tyler	George	Village President	Village of Essex Junction
Van Driesche	Jason	Education & Safety Mgr.	Local Motion

Staff Present

Bell	Amy	CCMPO Planning Coordinator	VTrans
Belliveau	Ken	Planning Director and Zoning Admin.	Town of Williston
Lutz	Dennis	DPW Director	Town of Essex
Osborne	Bryan	Director of Public Works	Town of Colchester
Devlin	Jesse	Highway Safety & Design Assistant Program Manager	VTrans

CCRPC Staff Present: Michele Boomhower, Jason Charest, Eleni Churchill, Bryan Davis, Christine Forde

Consultants Present: Cindy Cook, Adamant Accord; Diane Meyerhoff, Third Sector Associates