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2 **CIRC Alternatives Task Force Meeting #9 Notes**
3 **APPROVED BY TASK FORCE ON 1/31/13**
4

5 **DATE:** Thursday, November 29, 2012
6 **TIME:** 6:30 PM
7 **PLACE:** Williston Town Hall
8 **PRESENT:** Please see attached
9

10 **1) Welcome & Introductions**

11 Michele Boomhower of the CCRPC welcomed everyone and introductions were made. Cindy
12 Cook of Adamant Accord reviewed the agenda.
13

14 Brian Searles of VTrans shared his thoughts on the CIRC Alternatives process. The process began in
15 May 2011 when Governor Shumlin decided that a new approach was needed to solve Chittenden
16 County's transportation problems. Rather than continuing the unproductive CIRC Highway debate,
17 the CIRC Alternatives process was begun. In Phase I, the Task Force approved five projects, totaling
18 \$11.5 million. Tonight, the Task Force will approve Phase II projects that will bring the total
19 financial commitment to nearly \$25 million. Brian thanked the Task Force members on behalf of
20 the Governor and VTrans for their patience, persistence, and hard work. Brian reiterated the
21 support of the Governor and his administration to support the decisions made by the Task Force
22 and to bring projects to the Legislature for successful inclusion in the Capital Program and to final
23 implementation. Phase III of the work of the Task Force was highlighted; Brian reiterated the
24 commitment to Phase III, specifically the major investments which would likely be recommended
25 following the completion of the Williston Essex Network Transportation Study (WENTS).
26

27 **2) Review & Approval of Revised Meeting Notes from September 26, 2012**

28 The group accepted the meeting notes without revisions.
29

30 **3) Outcomes/Status Update: Planning Projects**

31
32 **3A) VT 127 Intersections in Colchester**

33 <http://www.ccrpcvt.org/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/>

34 Jason Charest of CCRPC reported that an Alternatives Presentation was made to the Colchester
35 Selectboard on November 13th, with a Preferred Alternative to be chosen at a future date. The
36 project committee recommended adding a right-turn lane eastbound and a left-hand turn lane
37 westbound at the Blakely Road/Laker Lane intersection. For the Prim Road/West Lakeshore Drive
38 intersection, recommended improvements include: realignment of the intersection to make VT 127
39 the through-movement; signalize the intersection, add an eastbound left-turn lane; add a
40 westbound right-turn lane; accommodate future shared-use path/sidewalks; and add crosswalks
41 and pedestrian signals. Curt Carter of GBIC asked if the boat launch was considered in the design.
42 Marc Landry of Colchester responded that the new signals will create gaps in traffic to facilitate
43 boat launch access.

1 **3B) Vermont 2A/289 Interchange**

2 Jason reported that the Essex Selectboard selected a Preferred Alternative on November 19th. The
3 Selectboard chose the following improvements:

4
5 **Vermont 2A/Vermont 289 Off-Ramp**

- 6 • Add additional left-turn lane on VT 289 off-ramp
- 7 • Add additional southbound through-lane on VT 2A
- 8 • Add additional southbound receiving lane on VT 2A to accommodate increases in capacity
- 9 • Continue two southbound lanes on VT 2A from off-ramp to the Gardenside Lane
10 intersection and connect with existing two southbound lanes

11
12 **Vermont 2A/Vermont 289 On-Ramp/Susie Wilson Bypass**

- 13 • Add additional eastbound through-lane
- 14 • Increase storage length of existing northbound left-turn lane
- 15 • Add additional receiving lane on VT 289 on-ramp

16
17 Jeff Carr of Essex asked about the status of the adaptive signal controller upgrades and Jason
18 responded that the work is currently underway. Tim Baechle of IBM asked about the other
19 alternatives considered for the Colchester intersections. Jason responded that a signal at Laker
20 Lane, the addition of turning lanes at Lakeshore and Prim (while maintaining road geometry), and a
21 roundabout were all evaluated.

22
23 **3C) Williston-Essex Network Transportation Study (WENTS)**

24 <http://www.ccrpcvt.org/corridors/williston-essex-network-transportation-study/>

25 Eleni Churchill of CCRPC described the study phases:

- 26 • Phase 1: Evaluation of two major network strategies (complete)
- 27 • Phase 2: Analyses of existing and future conditions; development performance measures;
28 development of transportation network goals and objectives (complete)
- 29 • Phase 3: Develop and evaluate strategy packages (underway)
- 30 • Phase 4: Development of Implementation Plan for Transportation Corridors
- 31 • Phase 5: Development of Transportation Management Plan

32
33 The next step is to evaluate four strategy packages, using a microsimulation model, which include a
34 “no build” scenario and three hybrid strategy packages. Eleni noted that “core improvements” are
35 included in all packages. These include projects on the Transportation Improvement Program (TIP);
36 approved by the CIRC Task Force; planned Williston Grid Streets; and bike, transit, and pedestrian
37 improvements in the study area. The Steering Committee will meet on December 13th to review
38 results of the strategy package evaluation and visits are being scheduled with the Williston and
39 Essex Selectboards in January. Jeff Carr asked if study delays endanger the funding cycle for
40 implementation. Eleni responded that the study is on track to offer project recommendations for
41 the next funding cycle. Ken Belliveau of Williston asked that Innovation Avenue not be classified as
42 a “grid street” since Williston includes only growth center roads as grid streets.

43
44 **3D) Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five
45 Corners Streetscape and Bike Improvements**

46 Christine Forde of CCRPC described the Preferred Alternative approved by the Essex Junction
47 Trustees. The proposal would maintain the existing three 11-foot wide travel lanes, add 4-foot wide

1 shoulders, and include a buffer strip which varies from 1-5 feet. Roadway width would increase
2 from 36 feet to 41 feet. Jason Van Driesche of Local Motion thanked the Village for working to
3 make this constrained corridor better for bicycles. In response to a question about the Post Office
4 Square intersection, Christine responded that there will be a new signal with a pedestrian phase
5 and a new right-turn lane westbound.
6

7 **3D) VT 15 Multiuse Path, Winooski/Colchester/Essex/Essex Junction**

8 Christine reported that this study is near completion. The Project Committee's Preferred
9 Alternative is split into three phases. In the first phase, a south-side 10-foot wide path from Lime
10 Kiln Road to Vermont National Guard Road would be built, including a pedestrian crossing of
11 National Guard Road. The path would continue on the north side from Vermont National Guard
12 Road to Susie Wilson Road, including a pedestrian crossing of Susie Wilson Road. The estimated
13 project cost for Phase One is \$2 million. Phase Two continues as bike lanes from Susie Wilson Road
14 to West Street Extension. Phase Three would continue the path from Lime Kiln Road to Interstate
15 89 Exit 15 in Winooski.
16

17 Jeff Carr thanked Christine and Michele for bringing the municipalities together to develop the
18 preferred alternative, especially considering the many alternatives explored. The path is of regional
19 significance and Jeff asked that VTrans consider managing this project on behalf of the
20 municipalities. Michele thanked Jim Donovan of Broadreach Planning & Design and all the
21 committee members for their hard work.
22

23 **4) ACTION: Selection of Preferred Alternative for VT15 Multiuse Path**

24 Michele explained that in most projects the Preferred Alternative is chosen by the municipalities
25 with consultation from VTrans. Since this project is of regional significance, the Task Force is being
26 asked to select the Preferred Alternative.
27

28 **Jeff Carr of the Town of Essex made a motion that the Task Force approve the VT 15 Multiuse**
29 **Path Steering Committee recommended Preferred Alternative for the Vermont 15 Multiuse Path.**
30 **The motion was seconded by Marc Landry of Colchester. The question was called and a vote**
31 **taken. The motion passed unanimously.**
32

33 **5) Review of staff-recommended Packages of Short-Term Implementation Projects for FY14** 34 **Capital Program**

35 Michele distributed an updated staff-recommended package of Phase II CIRC Alternatives Short
36 Term funding FY14 Capital Program projects. Task Force members described their projects in turn
37 (see handout for detail):

- 38 • **US2/Trader Lane Traffic Signal, Williston** (Bruce Hoar)
 - 39 • **Severance Corners Improvements, Colchester** (Bryan Osborne)
 - 40 • **VT15/Sand Hill Road Intersection, Essex** (Jeff Carr)
 - 41 • **VT15 Improvements – Post Office Square to 5-Corners, Essex Junction** (discussed)
 - 42 • **VT15 Multiuse Path, Winooski, Colchester, Essex, and Essex Junction** (discussed)
 - 43 • **Transportation Demand Management, Region-wide** (Michele Boomhower, Meredith Birkett)
- 44

45 Kate McCarthy of VNRC asked about the roundabout alternative for Severance Corners. Bryan
46 Osborne responded that the roundabout was not chosen due to potential impact on existing
47 properties and pedestrian safety issues. Kate is interested in seeing the growth center built out in a
48 way that successfully supports the original goals of the growth center program; Bryan noted that a

1 number of the properties are privately owned.

2

3 For the Transportation Demand Management (TDM) projects, Michele outlined the three
4 investment areas:

- 5 1. **Information Technology System (ITS)** - Investments in adaptive signal control for two corridors
6 (VT 2A Williston: Exit 12 to James Brown Drive and VT 15 Essex: VT 15/I289 to VT 15/VT127).
- 7 2. **Go! Chittenden County TDM Programming** – Michele noted that VTrans has requested a
8 meeting with TDM partners to discuss investment streams and return on investment for various
9 TDM investment strategies. The final TDM projects may vary from what is detailed in the
10 memo; CCRPC will work with VTrans and the TDM Partners to determine the most effective mix
11 of projects.
- 12 3. **CCTA VT 15 Commuter Service and Williston Mid-Day Service** - Meredith Birkett described the
13 proposed CCTA Commuter Service from Jeffersonville to Burlington and additional mid-day
14 service to Williston Village (as part of the TDM projects). The funding request is only for
15 operations; CCTA has already secured buses. Chris Cole of VTrans asked how CCTA will fund the
16 20 percent local match that will be required in year four. Meredith responded that she has
17 made the Selectboards aware of the expected future funding. Michele noted that CCTA is
18 looking to capture riders at Park & Ride lots for the commuter service.

19

20 Michele noted that the handout has additional projects that are not being recommended for
21 advancement at this time, they will remain on the list for potential consideration through future
22 funding. Also, the WENTS process will identify additional projects for Phase III. Jeff Nick of the
23 business community asked if some short-term solutions could be considered for Exit 12. Michele
24 responded that WENTS will identify short-terms solutions and the CCRPC is committed to moving
25 these projects ahead as quickly as possible.

26

27 **Jeff Carr of the Town of Essex made a motion that the Task Force approve the staff-**
28 **recommended package of Phase II Short Term Implementation Projects for the FY 14 Capital**
29 **Program. The motion was seconded by Daniel Kerin of Essex Junction. The question was called**
30 **and a vote taken. The motion passed unanimously.**

31

32 **8) Next Steps**

33 Michele will prepare a communication to the VTrans Secretary and Governor describing the Task
34 Force's recommendations for the FY 14 Capital Program. This will allow the Phase II package to
35 advance to the Legislature in January. She will update the Task Force as the package moves forward.

36

37 She reviewed upcoming meeting topics. The Task Force will meet on January 31st to discuss scoping
38 projects for 2013. The Task Force will meet in late May/early June (for updates on the scoping studies
39 and projects) and in September (to prepare priorities for November's meeting). Michele will be
40 scheduling a February public meeting.

41

42 Pat Scheidel of Essex asked about Frank Cioffi's request to consider the build-out of IBM in our
43 planning efforts. Eleni responded that her follow-up with Williston, IBM, and GBIC resulted in an
44 agreed-upon future commercial growth factor that will be used in WENTS modeling.

45

46 The meeting was adjourned at 7:50 PM.

47

48 **The Next Meeting will be Thursday, January 31, 2013 at 6:30PM at 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
Bruhn	Paul	Executive Director	Preservation Trust of Vermont
Carr	Jeff	RPC Representative	Town of Essex
Carter	Curt	Vice President	Lake Champlain Regional Chamber
Kerin	Daniel	RPC Representative	Village of Essex Junction
Landry	Marc	RPC Representative	Colchester
Levine	Sandy	Senior Attorney	Conservation Law Foundation
Macaig	Terry	Selectboard Chair	Town of Williston
Mackay	Noelle	Commissioner	VT Agency of Commerce & CD
McCarthy	Kate	Sustainable Communities Program Director	Vermont Natural Resources Council (VNRC)
Nick	Jeff	Co-Owner	JL Davis Realty
Pierce	Robin	Development Director	Village of Essex Junction
Scheidel	Pat	Town Manager	Town of Essex
Searles	Brian	Secretary	VTrans
VanDriesche	Jason	Director of Advocacy and Education	Local Motion
Voegele	Al	Town Manager	Town of Colchester

Staff Present

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

Others Present

Oman	Michael	Underhill Center
Starr	Jason	The Essex Reporter

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

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



CCRPC - CIRC Alternatives Task Force

Phase II CIRC Alternatives Short Term Funding FY14 Capital Program

11/29/12

Issues:

Over the past several months the CCRPC staff has coordinated with the CIRC Alternatives Task Force partners to undertake a variety of Scoping Studies to detail project development alternatives for projects and select preferred implementation alternatives for consideration in the identification of a package of Phase II Implementation Funding recommendations.

Attached to this memo you will find two documents. The first, Attachment 1, details the recommended package of Phase II investments which was developed taking into consideration the overall program objectives, input from municipalities and modal partners, and consideration of short-term implementation viability.

The second, Attachment 2, reflects the list of ready to go projects eligible for federal funding through this effort which remain for future consideration. The projects are organized by municipality in priority order as directed by each municipality. There are no remaining ready to go projects in Essex or regionally.

Staff Recommendations:

The CCRPC staff has reviewed the input from municipalities and modal partners and recommends the following package of Phase II Implementation Projects for advancement by the Task Force (projects are in no particular order):

US2/Trader Lane Traffic Signal, Williston
Severance Corners Improvements, Colchester
VT15/Sand Hill Road Intersection, Essex
VT15 Improvements – Post Office Square to 5-Corners, Essex Junction
VT15 Multiuse Path, Winooski, Colchester, Essex, and Essex Junction
Transportation Demand Management, Region-wide

Together, these projects create a strong package of transportation system improvements to present to the Legislature in January should the Administration concur. The projects advance the guiding principles of our transportation system – support of investments in, or serving, designated growth areas, safety, accessibility, connectivity, and system preservation. This package of projects represents a \$13.9 million investment in the infrastructure of Chittenden County.

For More Information Contact:

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