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

DATE: Thursday, November 29, 2012
TIME: 6:30 PM
PLACE: Williston Town Hall
PRESENT: Please see attached

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

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

2) Review & Approval of Revised Meeting Notes from September 26, 2012
The group accepted the meeting notes without revisions.

3) Outcomes/Status Update: Planning Projects

3A) VT 127 Intersections in Colchester
Jason Charest of CCRPC reported that an Alternatives Presentation was made to the Colchester Selectboard on November 13th, with a Preferred Alternative to be chosen at a future date. The project committee recommended adding a right-turn lane eastbound and a left-hand turn lane westbound at the Blakely Road/Laker Lane intersection. For the Prim Road/West Lakeshore Drive intersection, recommended improvements include: realignment of the intersection to make VT 127 the through-movement; signalize the intersection, add an eastbound left-turn lane; add a westbound right-turn lane; accommodate future shared-use path/sidewalks; and add crosswalks and pedestrian signals. Curt Carter of GBIC asked if the boat launch was considered in the design. Marc Landry of Colchester responded that the new signals will create gaps in traffic to facilitate boat launch access.
3B) Vermont 2A/289 Interchange
Jason reported that the Essex Selectboard selected a Preferred Alternative on November 19th. The Selectboard chose the following improvements:

Vermont 2A/Vermont 289 Off-Ramp
- Add additional left-turn lane on VT 289 off-ramp
- Add additional southbound through-lane on VT 2A
- Add additional southbound receiving lane on VT 2A to accommodate increases in capacity
- Continue two southbound lanes on VT 2A from off-ramp to the Gardenside Lane intersection and connect with existing two southbound lanes

Vermont 2A/Vermont 289 On-Ramp/Susie Wilson Bypass
- Add additional eastbound through-lane
- Increase storage length of existing northbound left-turn lane
- Add additional receiving lane on VT 289 on-ramp

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

3C) Williston-Essex Network Transportation Study (WENTS)
http://www.ccrpcvt.org/corridors/williston-essex-network-transportation-study/
Eleni Churchill of CCRPC described the study phases:
- Phase 1: Evaluation of two major network strategies (complete)
- Phase 2: Analyses of existing and future conditions; development performance measures; development of transportation network goals and objectives (complete)
- Phase 3: Develop and evaluate strategy packages (underway)
- Phase 4: Development of Implementation Plan for Transportation Corridors
- Phase 5: Development of Transportation Management Plan

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

3D) Pearl Street/Post Office Square Intersection Improvements and Post Office Square to Five Corners Streetscape and Bike Improvements
Christine Forde of CCRPC described the Preferred Alternative approved by the Essex Junction Trustees. The proposal would maintain the existing three 11-foot wide travel lanes, add 4-foot wide
sho
shoulders, and include a buffer strip which varies from 1-5 feet. Roadway width would increase from 36 feet to 41 feet. Jason Van Driesche of Local Motion thanked the Village for working to make this constrained corridor better for bicycles. In response to a question about the Post Office Square intersection, Christine responded that there will be a new signal with a pedestrian phase and a new right-turn lane westbound.

3D) VT 15 Multiuse Path, Winooski/Colchester/Essex/Essex Junction
Christine reported that this study is near completion. The Project Committee’s Preferred Alternative is split into three phases. In the first phase, a south-side 10-foot wide path from Lime Kiln Road to Vermont National Guard Road would be built, including a pedestrian crossing of National Guard Road. The path would continue on the north side from Vermont National Guard Road to Susie Wilson Road, including a pedestrian crossing of Susie Wilson Road. The estimated project cost for Phase One is $2 million. Phase Two continues as bike lanes from Susie Wilson Road to West Street Extension. Phase Three would continue the path from Lime Kiln Road to Interstate 89 Exit 15 in Winooski.

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

4) ACTION: Selection of Preferred Alternative for VT15 Multiuse Path
Michele explained that in most projects the Preferred Alternative is chosen by the municipalities with consultation from VTrans. Since this project is of regional significance, the Task Force is being asked to select the Preferred Alternative.

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

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

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

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

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


2. **Go! Chittenden County TDM Programming** – Michele noted that VTrans has requested a meeting with TDM partners to discuss investment streams and return on investment for various TDM investment strategies. The final TDM projects may vary from what is detailed in the memo; CCRPC will work with VTrans and the TDM Partners to determine the most effective mix of projects.

3. **CCTA VT 15 Commuter Service and Williston Mid-Day Service** - Meredith Birkett described the proposed CCTA Commuter Service from Jeffersonville to Burlington and additional mid-day service to Williston Village (as part of the TDM projects). The funding request is only for operations; CCTA has already secured buses. Chris Cole of VTrans asked how CCTA will fund the 20 percent local match that will be required in year four. Meredith responded that she has made the Selectboards aware of the expected future funding. Michele noted that CCTA is looking to capture riders at Park & Ride lots for the commuter service.

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

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

**8) Next Steps**

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

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

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

The meeting was adjourned at 7:50 PM.

The Next Meeting will be Thursday, January 31, 2013 at 6:30PM at Williston Town Hall.
## ATTENDEES

### Members Present

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<th>Last</th>
<th>First</th>
<th>Title</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Baechle</td>
<td>Tim</td>
<td>Manager of Energy, Environmental</td>
<td>IBM Burlington</td>
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<tr>
<td>Birkett</td>
<td>Meredith</td>
<td>Dir. of Planning &amp; Marketing</td>
<td>CCTA</td>
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<td>Bruhn</td>
<td>Paul</td>
<td>Executive Director</td>
<td>Preservation Trust of Vermont</td>
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<tr>
<td>Carr</td>
<td>Jeff</td>
<td>RPC Representative</td>
<td>Town of Essex</td>
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<tr>
<td>Carter</td>
<td>Curt</td>
<td>Vice President</td>
<td>Lake Champlain Regional Chamber</td>
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<td>Kerin</td>
<td>Daniel</td>
<td>RPC Representative</td>
<td>Village of Essex Junction</td>
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<td>Landry</td>
<td>Marc</td>
<td>RPC Representative</td>
<td>Colchester</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>Macaig</td>
<td>Terry</td>
<td>Selectboard Chair</td>
<td>Town of Williston</td>
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<td>Mackay</td>
<td>Noelle</td>
<td>Commissioner</td>
<td>VT Agency of Commerce &amp; CD</td>
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<td>McCarthy</td>
<td>Kate</td>
<td>Sustainable Communities Program Director</td>
<td>Vermont Natural Resources Council (VNRC)</td>
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<tr>
<td>Nick</td>
<td>Jeff</td>
<td>Co-Owner</td>
<td>JL Davis Realty</td>
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<td>Pierce</td>
<td>Robin</td>
<td>Development Director</td>
<td>Village of Essex Junction</td>
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<td>Scheidel</td>
<td>Pat</td>
<td>Town Manager</td>
<td>Town of Essex</td>
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<td>Searles</td>
<td>Brian</td>
<td>Secretary</td>
<td>VTrans</td>
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<td>VanDriesche</td>
<td>Jason</td>
<td>Director of Advocacy and Education</td>
<td>Local Motion</td>
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<td>Voegele</td>
<td>Al</td>
<td>Town Manager</td>
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### Staff Present

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<thead>
<tr>
<th>Bell</th>
<th>Amy</th>
<th>CCMPO Planning Coordinator</th>
<th>VTrans</th>
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<tbody>
<tr>
<td>Belliveau</td>
<td>Ken</td>
<td>Planning Director and Zoning Admin.</td>
<td>Town of Williston</td>
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<tr>
<td>Cole</td>
<td>Chris</td>
<td>Director of Policy, Planning and Intermodal Development</td>
<td>VTrans</td>
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<td>Hoar</td>
<td>Bruce</td>
<td>DPW Director</td>
<td>Town of Williston</td>
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<td>Osborne</td>
<td>Bryan</td>
<td>Director of Public Works</td>
<td>Town of Colchester</td>
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<tr>
<td>Robie</td>
<td>Ken</td>
<td>Program Manager, Highway, Safety &amp; Design Section</td>
<td>VTrans</td>
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### Others Present

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<tr>
<th>Oman</th>
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<td>Starr</td>
<td>Jason</td>
<td>The Essex Reporter</td>
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**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
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:

Michele Boomhower, Assistant/MPO Director
(802) 846-4490 x15, mboomhower@ccrpcvt.org