



WILLISTON-ESSEX TRANSPORTATION NETWORK STUDY

STEERING COMMITTEE MEETING #1

*CCRPC Offices – 110 West Canal Street, Winooski
Monday March 12, 2012, 1-3 pm*

Attendees:

Eleni Churchill, Jason Charest, Christine Forde (CCRPC); Meredith Birkett (CCTA); Sandy Levine (CLF); Dennis Lutz (Essex); Robin Pierce (Essex Jct.); Dave Libby, Tim Baechle (IBM); Jeff Nick (JL Davis Realty); Jason Van Driesche (Local Motion); Bob Chamberlin, Mark Smith (RSG); Kate McCarthy (VNRC); Ken Robie, Bruce Nyquist, Amy Bell (VTrans); Ken Belliveau, Bruce Hoar (Williston).

Meeting Summary:

Eleni Churchill (CCRPC) welcomed the members of the Steering Committee and explained that the major focus of this Steering Committee meeting was to review and discuss the draft Scope of work (SOW) sent to the Committee the previous week.

Bob Chamberlin (RSG) went through a presentation of the draft SOW (Phases I to V). A summary of comments and questions by Steering Committee members is presented below:

Study Area & General Comments

Williston – Add Old Stage and intersections at either end (secondary), this route is often used to bypass N. Williston Rd / US2 intersection.

Essex – Add VT289/VT15 intersections (secondary)

Add Kennedy/Kimball/Marshall route (secondary corridors) as these are primary biking routes, particularly Kennedy's new facilities, with potential for much increase in use.

It was noted that secondary routes will only be assessed for volume changes and only very general improvement needs.

Williston / Essex – Table 4 needs better descriptive of road segments – many of the routes should be noted as mixed use. Clarify if this is a land use classification or functional classification. Bob will work directly with the Town staff to clarify this.

Essex Jct. – Show village boundaries, note inclusion in meetings, participation, etc.

Phase I

Under Phase I, clarify that the two major planning concepts under review using existing Circ EIS analyses (Circ A and new Bridge) will not be evaluated together. This phase will determine if Circ A **or** the new Bridge concept will move forward for further evaluation. The Steering Committee will review evaluation results but elected officials from Williston, Essex and Essex Jct. will make the final determination on these concepts.

Williston is concerned about the effects of the two major planning concepts on the local roadway network, intersections, and bike/pedestrian functions along corridors.

Phase II

We should distinguish between roadways that their primary function is to serve through traffic vs. local circulation traffic. The difficulty is that many roadways in the study area have dual functionality (serve both through and local traffic).

There was extensive discussion on various performance measures that could be used for strategy comparisons. It was pointed out that measures mentioned in the draft SOW are examples of measures that could be used in study. Performance measures will be developed in subsequent phases of the study and the Steering Committee will be involved in their development. Comments regarding performance measures included:

- Consider using the same metrics for all modes of transportation (vehicles, bicycles, etc.) such as change in Vehicle Miles Traveled (VMT).
- Can economic impacts of various improvement options be assessed? This is difficult—we do not have a good methodology. Review municipal plans and growth center application(s) for possible economic performance metrics.
- Can we use industrial land area/acreage combined with travel time to the interstate as a performance metric for comparison? For instance IBM has open industrial land the development of which could sway metrics considerably.
- How can we measure the effect of transportation improvement options on land use development?

Phase III

Improvement strategies will result in 3 “improvement packages” for comparison.

Can we summarize alternative packages using a benefit/cost metric?

Is there a metric for consumer preference? Note that particular constituencies may have varying preferences. It was suggested to use an upcoming CCRPC survey on travel time and mode choice. Must ensure timing of two projects is compatible.

Prepared by: M. Smith, RSG (3/15/12)

END MEETING NOTES