

## **FY2018 ANNUAL REPORT**

### **Williston**

The Chittenden County Regional Planning Commission (CCRPC) is a political subdivision of the State created by the municipalities of Chittenden County in 1966 for the development of policies, plans and programs that address regional issues and opportunities in Chittenden County. Its vision is to be a pre-eminent, integrated regional organization that plans for healthy, vibrant communities, economic development, and efficient transportation of people and goods while improving the region's livability. The CCRPC serves as the region's federally designated metropolitan planning organization (MPO) and is responsible to all citizens of the region to ensure the implementation of the best regional and transportation plan for Chittenden County. The CCRPC also provides technical and planning assistance to its member municipalities and the Vermont Agency of Transportation (VTrans).

The CCRPC is governed by a 29-member board consisting of one representative from each of the County's 19 municipalities; transportation representatives from VTrans, Green Mountain Transit (GMT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Burlington International Airport (BIA), and a rail industry representative; and, at-large members representing the interests of agriculture, environmental conservation, business, and housing/socio-economic. The legislative body of each Chittenden County municipality selects its own representative and alternate. The full CCRPC selects the at-large representatives.

The CCRPC appreciates the continued opportunity to work with its municipal members to plan appropriately for the region's future to protect and improve the special quality of life that is shared throughout Chittenden County. In FY18, the CCRPC invested more than \$5.7 million in regional land use, transportation, emergency management, energy, natural resources, public engagement, training, and technical assistance. The program leverages more than \$5.3 million in Federal and State investment with \$245,000 in municipal dues and another \$132,000 in local match for specific projects—a **14:1 return on local investment**.

Williston representatives to the CCRPC Board and other committees in FY18 were:

- CCRPC representative and Board Chair – Chris Roy
- CCRPC alternate – Debbie Ingram
- Transportation Advisory Committee (TAC) – Bruce Hoar
- Planning Advisory Committee (PAC) – Ken Belliveau
- Clean Water Advisory Committee (CWAC) – James Sherrard
- MS4 Subcommittee – James Sherrard
- All-Hazards Mitigation Plan Update Committee – Ken Belliveau

Specific activities the CCRPC is engaged in with Williston, as well as CCRPC's regional activities, are discussed in the following sections.

## WILLISTON ACTIVITIES

In FY2018, the CCRPC provided direct assistance to Williston on the following projects and initiatives:

- **Municipal Plan Development Assistance** – CCRPC staff reviewed and provided comments on Williston’s draft Town Plan in preparation for a review by the CCRPC Planning Advisory Committee and final adoption by the CCRPC Board.
- **North Williston Road Scoping Study** – The purpose of this scoping study was to identify transportation and stormwater enhancements to accommodate the increased demand associated with nearby land development, growth in commuter traffic, demand for growing bicycle and pedestrian traffic and to ensure that North Williston Road is a resilient and safe corridor for all travelers. While this project was initiated in FY17, the CCRPC continued to work with the Town and a consultant to finalize this work in FY18. Total contract amount: \$52,604. (<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/north-williston-road-scoping-study/#documents>).
- **Maple Road Multimodal Sidewalk Study** – The CCRPC has been working with Williston and a consultant to evaluate traffic calming and mobility for bicyclists and pedestrians along Maple Road in Williston. Over the past several years, the Department of Public Works has received numerous comments and concerns related to vehicular traffic and pedestrian mobility along this residential street between Old Stage Road and US 2. The goal of this study has been to synthesize the recent speed studies as well as solicit public input to evaluate an appropriate course of action for this residential street. Total contract amount: \$29,867. (<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/maple-road-multimodal-study/>).
- **Blair Park Traffic Calming Study** – This technical assistance study investigated existing traffic conditions and addressed residents' concerns regarding vehicular speeds at the Blair Park and determined the necessity of traffic calming measures on the Blair Park loop. Total contract amount: \$15,000. ([https://studiesandreports.ccrpcvt.org/wp-content/uploads/2018/06/2018-02-19\\_BlairParkTrafficCalming\\_final-report.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2018/06/2018-02-19_BlairParkTrafficCalming_final-report.pdf)).
- **Chamberlain Lane/Brennan Woods Traffic Calming Study** – This study investigated existing traffic conditions and addressed residents' concerns regarding vehicular speeds along Chamberlin Lane and Brennan Woods Drive and recommended necessary traffic calming measures. Total contract amount: \$15,900. ([https://studiesandreports.ccrpcvt.org/wp-content/uploads/2018/07/ChamberlinLn\\_BrannanWoods2018-07-05\\_FinalReport.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2018/07/ChamberlinLn_BrannanWoods2018-07-05_FinalReport.pdf)).
- **Williston Transportation Impact Fee Update** – The CCRPC is working with the Town to revise the transportation impact fee chapter of its Unified Development Bylaw. Many new or revised transportation projects have been identified and discussed as a result of subsequent planning work such as the Circ. Alternatives Task Force, the recent Town Plan update, and on-going work with VTrans and the CCRPC on developing a Transportation Improvement District in the Taft Corners area. The consultant has prepared traffic generation estimates for year 2030 based on estimated new residents and employees and explored potential base impact fee options using different methods. These methods demonstrate potential impact fee revenues based on future traffic generation estimates and cost estimates for anticipated future capital projects. The outcome of this study will be a new transportation impact fee chapter so that it is consistent

with new development and planning that has occurred within the Town. Total contract amount: \$20,000.

- **Williston Exit 12 Transportation Improvement District (TID)** – This project explored the creation of a TID in the vicinity of I-89 Exit 12. The project resulted in a description of the TID, a set of transportation improvements eligible for transportation impact fee investments, the development of a proposed fee and calculation method, and a set of guidelines that can be incorporated into formal guidance at the State level. While the State is not ultimately supportive of a TID in this area, the project will serve as a useful model for other potential TIDs. Total contract amount: \$50,000.
- **Real Time Traffic Information** – The CCRPC has continued to work with VTrans to plan, design and implement advanced traffic monitoring systems (ATMS) for five corridors in the county to collect travel times and average vehicle speeds through anonymously tracking Bluetooth (BT) devices carried by motorists (cell phones) and vehicles. The project is funded through a \$981,760 Federal Highway Administration grant.
- **FEMA Pre-Disaster Mitigation** – CCRPC staff worked in early 2018 with municipal staff to prepare a 2017 Progress Report on the implementation of the actions recommended in the Williston All-Hazard Mitigation Plan. Typically, these were roadway and stormwater projects to mitigate the impacts of future severe rainstorms.
- **Emergency Management – LEOP:** CCRPC staff offered assistance in the Spring of 2018 with the annual local emergency operations plan (LEOP) to ensure that Williston is prepared in the event of a disaster.
- **Stormwater Planning** – The CCRPC provided support to Williston through the management of the Rethink Runoff program (<http://rethinkrunoff.org/>) to facilitate multi-municipal cooperation to comply with ANR MS-4 stormwater permit requirements for public education and involvement.
- **Municipal Roads General Permit (MRGP) Compliance and Water Quality Planning Assistance** – CCRPC staff continued to provide assistance to all member municipalities to address policy, data, and reporting issues to meet the MRGP requirements.
- **Traffic Counts** – The CCRPC conducted five roadway (AADT) counts in support of Williston’s transportation projects and studies (<http://vtrans.ms2soft.com/>).
- **Technical Assistance** – Staff provided a variety of technical assistance to the town, including:
  - reviewed and analyzed speed data along Metcalf Drive and Old Stage Road;
  - compiled a list of all the recent scoping/speed studies conducted in Williston for Williston Public Works;
  - reviewed pedestrian count supplemental data and drafted a memo for Sunset Hill Road speed study;
  - provided assistance in reviewing and evaluating the traffic analysis from the Williston-Essex Network Transportation Study (WENTS);
  - provided information to the Town with regards to “Children Playing/Slow Children” signs and their placements;
  - CCRPC GIS staff uploaded zoning and overlay data to the Vermont Open GeoData Portal.

- o worked with the Town to complete necessary documentation to get project agreements up and running for the VAPDA Block Grant.

### Williston Projects in the Transportation Improvement Program (TIP)

The TIP (<http://www.ccrpcvt.org/our-work/our-plans/transportation-improvement-program/>) is a prioritized, multi-year list of transportation projects in Chittenden County. To receive federal transportation funds, each transportation project, program or operation must be authorized through the TIP. Williston projects included in the TIP are listed below. These projects are also identified in the FY2018 Vermont Agency of Transportation Capital Program for design or construction.

- **I-89 Exit 12 Improvements Stage 1** – \$2.24 million CIRC Alt Phase III project for a new shared use path under I-89 and new VT 2A lane from Marshall Ave to I-89 NB ramp. Construction scheduled for 2022.
- **I-89 Exit 12 Improvements Stage 2** – \$8.5 million CIRC Alt Phase III project for new grid streets and at-grade intersection on VT 2A. Project schedule to be determined.
- **I-89 Exit 12 Improvements Stage 3** – \$21 million CIRC Alt Phase III project for a diverging diamond interchange. Project schedule to be determined.
- **I-89 Exit 12 Improvements Stage 4** – CIRC Alt Phase III project for VT 2A boulevard upgrade from a grid street intersection to Taft Corners. Project schedule to be determined.
- **Mountain View Road Shoulder Improvements** – \$3.5 million CIRC Alternatives Phase III project for shoulder improvements for bike/ped use. Project schedule to be determined.
- **US 2 Shared Use Path** – \$2.8 million Taft Corners to Williston Village CIRC Alternatives Phase III project. Project schedule to be determined.
- **US 2/Industrial Avenue Intersection** – \$6.7 million for reconstruction of intersection and resurfacing of US2 from S. Burlington line east 1.5 miles. Construction scheduled to begin in 2020.
- **US 2/Trader Lane Signal Traffic Signal** – \$552,000 for a CIRC Alternatives Phase II implementation project. Construction scheduled for 2018.
- **VT 2A Culvert** – \$387,500 for the replacement of a culvert South of Helena Drive. Construction scheduled for 2020.
- **VT 2A Infill Sidewalk, South of Taft Corners - West Side** – \$174,000 project partially funded with CCRPC sidewalk grants of \$75,000 in FY15 and \$41,866 in FY16. Construction scheduled for 2018.
- **VT 2A Taft Corners Area Sidewalk/Shared Use Path** – \$450,000 CIRC Alternatives Phase III project to fill the gaps south of US 2 and between Knight Ln and O’Brien Ct. Schedule to be determined.
- **VT 2A/Industrial Avenue/Mountain View Road Intersection Improvements** – \$4.4 million CIRC Alternatives Phase III project for intersection improvements and new two-way left-turn lane between Industrial Ave and River Cove Rd. Construction scheduled to begin in 2022.

- **VT 2A/James Brown Drive Traffic Signal** – \$3.6 million project to install a traffic signal and construct a two-way left-turn lane from River Cove Road and Eastview Drive. This is a CIRC Alternatives Phase 1 project. Construction to begin in 2018.
- **Williston Park and Ride** – \$4.5 million project to construct a park and ride lot near I-89 Exit 12. Construction scheduled to begin in 2019.
- **Lampite Acres Drainage Improvements** – \$300,000 Transportation Alternatives award in 2017. Construction scheduled for 2019.
- **US2 Paving, Boxwood Street to North Williston Road** – \$1.9 million for paving in 2019.
- **Allen Brook Watershed Culverts Scoping Study** – \$15,000 Transportation Alternatives award to be completed in 2018.
- **Blair Park Road Sidewalk Loop Connection** – \$225,760 Bike & Pedestrian Program award in 2018. Construction scheduled for 2020.

## REGIONAL ACTIVITIES

- **ECOS Plan and Annual Report** – The ECOS Plan is the combined Regional Plan, Metropolitan Transportation Plan, and Comprehensive Economic Development Strategy for Chittenden County and was readopted in 2018 with major updates to the energy, transportation and economic development sections:
  - 2018 ECOS Plan: <http://www.ecosproject.com/2018-ecos-plan/>
  - Summary: [http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary\\_20180807\\_FINAL.pdf](http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf)
  - The 2017 Annual Report highlights regional accomplishments, trends, and high priority actions: <http://www.ecosproject.com/annual-report/>
  - The ECOS Scorecard is our online data platform that hosts the ECOS Partners' shared measurement system that monitors how Chittenden County is doing with regard to achieving our shared ECOS goals: <https://app.resultscorecard.com/Scorecard/Embed/8502>
- **Legislative Forum** – The CCRPC hosted the 2017 Legislative Breakfast in December as a forum for a short and focused conversation with local legislators and municipal representatives on key issues and topics important to area municipalities for the 2018-2019 legislative session, including: housing, water quality, and municipal shared services. (<http://www.ccrpcvt.org/about-us/commission/policies-positions/>)
- **Building Homes Together** – The CCRPC, Champlain Housing Trust and Housing Vermont continue to lead a coordinated campaign to strengthen Chittenden County communities and our economy by building 3,500 homes by 2021 for people of all incomes, including 700 affordable homes. CCRPC staff developed a series of housing indicators with the first-year data for a press conference that was held in September 2017. CCRPC also began to host a meeting of municipal Housing Committees to facilitate peer learning. (<http://www.ecosproject.com/building-homes-together>)
- **Clean Water** – The CCRPC is committed to supporting water quality initiatives throughout our region to ensure that all residents have access to clean drinking water; to strengthen our region's recreation and tourism industry; and to become more resilient to flood events. To

assist our member municipalities and the state in working together to achieve these goals, the CCRPC has facilitated the Clean Water Advisory Committee and the MS-4 Sub-Committee (<https://www.ccrpcvt.org/about-us/committees/clean-water-advisory-committee/>), provided guidance for the Vermont Clean Water Fund, worked with state officials to revise the grant manual for the Ecosystem Restoration Program, assisted municipalities with Better Roads grants and stormwater master plans, and participated in water quality-focused advocacy and education programs such as the Chittenden County Stream Team (<http://rethinkrunoff.org/the-stream-team/>) and Lake Champlain International.

- **Public Health** – The CCRPC supports and serves the Chittenden County Opioid Alliance (CCOA, <http://www.ecosproject.com/chittenden-county-opioid-alliance>) together with numerous other regional stakeholders. The CCOA is made up of many dedicated stakeholders who come from different sectors of the community and have partnered together: local non-profit agencies, state and local government; UVM Medical Center; Health Department; business leaders and community members in Chittenden County. CCRPC also served as the lead agency for the Regional Prevention Partnership (<http://www.healthvermont.gov/alcohol-drug-abuse/programs-services/prevention-programs>). Accomplishments included expansion of drug take back locations, promoting drug take-back days, fake ID enforcement, and community education about substance use prevention.
- **Regional Dispatch Implementation** – The CCRPC continues to work in partnership with Chittenden County municipalities to implement a plan for a consolidated regional dispatch environment for law enforcement, fire and rescue agencies. CCRPC staff facilitated discussions with municipal legislative bodies, participated in hearings with the Vermont Legislature’s Government Operations Committees and provided support to the Joint Survey Committee. Following strong support from voters in Burlington, Colchester, Milton, South Burlington, Williston and Winooski on Town Meeting Day 2018, the Chittenden County Public Safety Authority (CCPSA) was approved as a new union municipal district tasked with delivering regional emergency dispatch services to improve public safety operations. (<http://www.ccrpcvt.org/our-work/emergency-management/regional-dispatch/>)
- **Emergency Management** – In collaboration with the Local Emergency Planning Committee (LEPC 1, <http://www.ccrpcvt.org/about-us/committees/local-emergency-planning-committee/>), the CCRPC hosted and participated in a variety of emergency management-related workshops and exercises to enhance resilience to disasters in our region. CCRPC also served as a key coordinator between municipalities and the state to collect damage assessment information after significant storm events, helped with emergency preparedness for hazardous materials incidents, worked with municipalities to complete Local Emergency Operations Plans, and facilitated Incident Command System training.
- **Regional Energy Planning** – The CCRPC adopted a Regional Energy Plan to support the State’s Comprehensive Energy Plan consistent with municipal and regional land use plans and policies. The CCRPC conducted significant outreach and incorporated feedback into the Plan from the following: municipal Energy Committee/Planning Commissions; municipal legislative bodies; members of the public; State agencies, including the Vermont Department of Public Service; and CCRPC’s Long Range Planning Committee, Energy Sub-committee, Executive Committee and the Board of Directors. The final plan was adopted on June 20, 2018 as part of the ECOS

Plan (<http://www.ccrpcvt.org/our-work/our-plans/regional-energy-plan/>) and was granted an Affirmative Determination of Energy Compliance by the Department of Public Service on August 9, 2018. This means that the ECOS Plan's policies will be given "substantial deference" during Public Utilities Commission proceedings. CCRPC has increased participation in PUC proceedings to ensure that local and regional policies are recognized.

- **Education & Training** – The CCRPC participated in and hosted the following trainings: Act 174 Training Assistance, Emergency Management Director/Public Information Officer Workshops, Act 250: Next 50 Years Conference, Economics of Housing Workshop, Regional Housing Convening. The CCRPC also continued to host the 12-month webinar series from the Association of Pedestrian and Bicycling Professionals for municipalities and regional partners.
- **Lake Champlain Byway** – Chittenden County includes eight of the Byway's 22 communities: Milton, Colchester, Winooski, Essex Junction, Burlington, South Burlington, Shelburne and Charlotte. CCRPC staff maintained the Byway website, [www.lakechamplainbyway.com](http://www.lakechamplainbyway.com) and finalized the Byway's Corridor Management Plan available at: <https://www.ccrpcvt.org/our-work/economic-development/lake-champlain-byway/>.
- **Transportation Demand Management** – The CCRPC and VTrans transitioned the popular annual **Way to Go! Challenge** ([www.waytogovt.org](http://www.waytogovt.org)) to a school-focused K-12 program to encourage sustainable transportation (non-single occupant vehicle travel) and demonstrate the environmental and financial benefits. With the recent expansion of CATMA's (Chittenden Area Transportation Management Association) TDM services throughout the region, 2017 was the final year of promotion for **Go! Chittenden County**, a one-stop-shop for information and advice about our region's transportation resources ([www.gochittendencounty.org](http://www.gochittendencounty.org)). The CCRPC's **Travel Smarter** campaign and trip planner provides a side-by-side comparison of the time, costs, distance, and calories associated with driving, biking, walking, and taking the bus. This transitioned into VTrans' TDM program ([www.TravelSmarterVT.org](http://www.TravelSmarterVT.org)).
- **Neighbor Rides** – Since Spring 2013, the CCRPC has been investing in Neighbor Rides to improve the integration of volunteer drivers into human services transportation to increase access to transportation for seniors and persons with disabilities by offering a lower-cost mode of transport. (<http://www.unitedwaynwvt.org/Neighbor-Rides>)
- **Regional Active Transportation Plan** – The CCRPC began steps to implement the Regional Pedestrian-Bicycle Plan recommendations for a comprehensive, connected, accessible and safe regional network for walking and biking. CCRPC staff led the development and launch of the regional **Greenride Bikeshare** system ([www.greenridebikeshare.com](http://www.greenridebikeshare.com)), provided walk/bike recommendations on local and state paving plans, assisted municipalities with bike/ped grant applications, developed model bike parking ordinances for municipalities, promoted TDM strategies, and conducted walk/bike counts on paths, bike lanes and roadways. (<http://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/>)
- **Regional Transportation Model** – The regional transportation model was updated to better reflect current and future transportation demands due to forecasted demographic and employment changes in the county. The model is a tool used by the CCRPC to compare various land use and transportation scenarios and their effects on our transportation system at a regional level. Most recently, it was utilized in the 2018 update of our Metropolitan

Transportation Plan (MTP) to assist in identifying and prioritizing transportation investments that will be most effective in meeting the MTP goals.

- **Chittenden County Transportation Survey** – The 2018 survey largely replicates the 2000, 2006 and 2012 versions to note any historical attitudinal shifts. The chief purpose of the survey is to objectively measure public opinion in Chittenden County regarding the performance of the region’s transportation system and to identify strategies to address existing and future deficiencies. Relative to performance, questions measure public opinion on how well the transportation system serves the public’s travel needs, affects livability, promotes economic development and opportunity, and affects the environment. The most recent survey was conducted this past April and May and the survey report is currently being drafted. Results will be released in October 2018.
- **Diversity & Equity** – The CCRPC continues to use the **2014 Public Participation Plan (PPP)** to guide our focus on diversity and equity in all projects. An update is planned in FY19 to ensure everyone understands our role and responsibilities for public participation. (<http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>)
- **Regional Technical Assistance** – This includes but is not limited to, technical assistance for various transportation issues, GIS mapping, model municipal plans, bylaw and ordinance revisions, Act 250/Section 248 application reviews, grant administration, build-out analyses, orthoimagery acquisition, and improving the VT Online Bridge and Culvert Inventory Tool (<http://www.vtculverts.org/>).
- **Intelligent Transportation Systems (ITS)** – The CCRPC has been planning, designing and implementing advanced technologies on congested corridors in the county to improve safety, facilitate traffic flows and reduce delays. (<https://www.ccrpcvt.org/our-work/our-plans/intelligent-transportation-systems/>):
  - **Advanced Traffic Monitoring System (ATMS) using Bluetooth Technology** – The CCRPC, in close coordination with VTrans and FHWA, planned, designed and implemented an Advanced Traffic Monitoring System for five (5) congested corridors in Chittenden County to gather real-time travel data using Bluetooth technology. The system will ultimately integrate with the VTrans ATMS and Traveler Information System (TIS) for 511 through the State Transportation Operations Center (TOC). The CCRPC has already implemented a pilot corridor (Williston Road/US 2) using six (6) Bluetooth sensors for real-time travel data collection, testing and validation purposes. This fall, 24 Bluetooth sensors will be installed along the remaining four (4) corridors. The entire system will be tested and validated and the real-time travel data collected will assist VTrans and municipalities to improve the efficiency, safety, and reliability of the regional transportation system.
  - **Exit 14 Area Traffic Signal Assessment Study** – The CCRPC has been coordinating with VTrans and the municipalities of South Burlington and Burlington to identify strategies to reduce congestion and improve traffic flows in the vicinity of the I-89 Exit 14 interchange. The CCRPC has completed a system assessment study for traffic signals along Williston Road/Main Street between Staples Plaza and Midas Drive, and Dorset Street between Williston Road and Kennedy Drive and developed a strategic plan for signal and communications infrastructure improvements and upgrades. Exit 14 Earmark funds will be

used in the near future to implement the highest priority recommendations in South Burlington.

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For further information about the CCRPC please visit <http://www.ccrpcvt.org/> or contact CCRPC Executive Director, Charlie Baker, [cbaker@ccrpcvt.org](mailto:cbaker@ccrpcvt.org), 802-846-4490 ext \*23.