Chittenden County I-89 2050 Implementation Plan

There is significant uncertainty about long-lasting changes on where people will live and how they will travel in the future due to the COVID-19 pandemic, technology, demographics, and other dynamics. We recognize that the I-89 Vision, Goals, Objectives and implementation actions that will follow will need to be reassessed periodically to ensure that they address the evolving situation.

VISION STATEMENT

The 2050 Vision for the I-89 Corridor through Chittenden County is an interstate system (mainline and interchanges) that is safe, resilient, and provides for reliable and efficient movement of people and goods in support of state, regional, and municipal plans and goals.

GOALS

Safety: Enhance safety along the I-89 Study Corridor and areas surrounding adjacent interchanges for all users.

Livable, Sustainable and Healthy Communities: Promote compact, smart growth that supports livable, affordable, vibrant, and healthy communities.

Mobility & Efficiency: Improve the efficiency and reliability of the I-89 Corridor and Adjacent Interchanges for all users.

Environmental Stewardship & Resilience: Establish a resilient I-89 Corridor that minimizes environmental impacts associated with the transportation system.

Economic Access & Vitality: Improve economic access and vitality in Chittenden County.

System Preservation: Preserve and improve the condition and performance of the I-89 Corridor.

	Recommendation	Description	Cost Estimate	Implementing Agency	Implementing Partners	Next Steps
SHORT-TERM (1-5 YEARS)						
S.1	**Form an I-89 Corridor Monitoring Committee to meet regularly to monitor the Implementation Plan**	The I-89 Corridor Monitoring Committee will meet regularly (possibly annually) with VTrans and the CCRPC to review the status of the Implementation Plan including updated metrics, considerations, TDM implementation, etc.	N/A	CCRPC	N/A	Schedule first committee meeting in late Spring/early Summer 2023.
S.2	**Develop a Plan and initiate implementation of the Transportation Demand Management (TDM) Measures**	Develop a plan to advance identified TDM measures to maximize VMT reduction. These measures could include: Increase telework share by 50%; 90% of households in Existing Developed Areas; Double walking & biking trips; Triple transit service; Increase employer-sponsored TDM participation; Reduce supply of residential parking and increase cost of paid parking; Implement a mileage-based fee. Work with partners to begin implementation of measures identified in the TDM Plan.	$250,000	CCRPC	CATMA, Municipalities, GMT, Local Motion, and Other Partners	Program TDM Plan in the FY24 UPWP (starting July 1, 2023). Develop the plan and work with partners to start implementing the TDM measures.
S.3	**Conduct Exit 14 Supplemental Scoping Study**	Conduct Supplemental Scoping Study to identify a preferred alternative for Exit 14 that enhances overall safety and operations for all users.	$100,000	CCRPC/VTrans	City of South Burlington	Program Supplemental Scoping Study in FY24 UPWP (starting July 1, 2023).
S.4	**Monitor Electric Vehicle (EV) Fleet Market Penetration**	Work with partners to gather data on the EV market share.	N/A	CCRPC	VTrans, VEIC	Monitor EV market share.
S.5	**Implement Mileage-Based Fee**	Implement a mileage-based user fee for electric vehicles when EVs are 15% of new vehicle sales (estimated to occur by 2026).	TBD	State of Vermont	N/A	Continue to follow progress of mileage based user-fee legislation and provide information to the Legislature and other entities as needed.
S.6	**Improve Exit 12 On-Ramp Geometric Improvements**	Extend Exit 12 Southbound On-Ramp Lane from 1,900' to 2,500' to meet AASHTO standards.	$700,000	VTrans	N/A	Monitor for high crash rates, interchange reconstruction
S.7	**Install Loops on Interchange Ramps**	Install traffic count loops on all interchange ramps in Chittenden County (31 new loops)	$200,000	VTrans	N/A	Order and install traffic count loops as funding becomes available.
S.8	**Enhance Speed Enforcement Activities between Exits 13 & 16**	Enhance speed enforcement monitoring on high volume segment of I-89. Speed-related crashes represent about 32% of crashes between Exit 14 & 15 vs. 15% average.	N/A	Vermont State Police	N/A	Communicate recommendation to Vermont State Police.
Interstate Projects on the VTrans Capital Program						
	I-89 Exit 16 Reconstruction	Reconstruct Exit 16 into a Diverging Diamond Interchange (DDI). This is a CIRC Alternative Phase I Project	$17,000,000	VTrans	N/A	Exit 16 interchange reconstruction planned for 2023.
	Exit 12 Park & Ride in Williston	A regional Park & Ride facility at the I-89 Exit 12 in Williston is currently under construction.	$7,500,000	VTrans	N/A	Monitor utilization of the facility.
MEDIUM TERM (6-15 YEARS)						
M.1	**Install Changeable Message Boards**	Install permanent Changeable Message Signs in both directions between each interchange (13 new message boards) to inform the public on incidents so they may seek alternative routes, and roadway conditions so they moderate their speeds, etc.	$700,000	VTrans	N/A	Order and install Changeable Message Boards as funding becomes available.
M.2	**Continue Implementing TDM Plan Recommendations and Monitor Outcomes**	Work with VTrans, municipalities, other to partners to advance and monitor implementation of TDM recommendations (see S.2).	TBD	CCRPC, VTrans, Municipalities, GMT, CATMA	N/A	Gather data on teleworking, land use, walk, bike, transit; parking pricing trends; mileage-based fee; and evaluate the impact on VMT.
M.3	**Relocate Exit 14 Northbound Off-Ramp & Signal**	Depending on outcome of the Exit 14 Supplemental Scoping Study, relocate Exit 14 NB off-ramp signal away from Dorset Street.	$1,000,000	VTrans	City of South Burlington, CCRPC, FHWA	Monitor effectiveness of the improvement.
M.4	**Implement Safety & Operational Changes at Exit 14 Ramps**	Depending on outcome of the Exit 14 Supplemental Scoping Study, reduce radii at all Exit 14 on- and off-ramp merge/diverge points with US 2 to slow vehicular speeds and enhance safety for crossing pedestrians and cyclists.	$500,000	VTrans	FHWA	Monitor effectiveness of the improvement.
M.5	**Increase Share of Electric Vehicles in Commercial Fleet**	Increase share of electric vehicles to account for 95% of the commercial fleet.	N/A	Commercial Fleet Managers	N/A	Support programs to expand electric charging infrastructure and encourage incentives to transition commercial fleets to electric vehicles.
M.6	**Construct Additional Park & Ride and Multimodal Transit Intercept Facilities along the I-89 Corridor**	Construct/expand Park & Ride lots along I-89 and construct multimodal intercept facilities at major gateways into Burlington.	TBD	VTrans, Municipalities, GMT	FHWA	Implement recommendations from updated Regional Park & Ride Plan
M.7	**Initiate a NEPA Process for Exit 12B & Exit 13**	Once the effectiveness of the implemented TDM measures are evaluated, a preferred alternative for Exit 14 is selected and the key factors considered, a NEPA process will be initiated to identify a preferred alternative to alleviate congestion at Exit 14. Alternatives to include (at a minimum) No Build, New Exit 12B, and Full-Service Exit 13.	TBD	VTrans	FHWA, CCRPC, City of South Burlington	Monitor key factors: 1) Implement TDM Plan (S.2) 2) Actual / Critical Crash Rate > 1 during previous 2 years 3) Williston Rd/Dorset St intersection v/c >0.9 for 2+ hours The I-89 Corridor Monitoring Committee will meet with the CCRPC & VTrans to review data, trends, and key factors periodically.
Interstate Projects on the VTrans Capital Program						
	I-89 Exit 17 Reconstruction	Reconstruction of the bridge structure off-alignment to the north of the existing bridge, reconfiguration of the southbound interchange ramps, modification of the existing northbound off-ramp, reconstruction of all three signalized intersections, and roadway widening to accommodate additional turning lanes at the Chimney Corners Intersection.	$25,000,000	VTrans	N/A	Exit 17 interchange reconstruction planned for 2025
	I-89 Exit 12 Reconstruction	Reconstruct Exit 12 into a Diverging Diamond Interchange (DDI). This is a CIRC Alternative Phase III Project	$21,000,000	VTrans	N/A	Design and implement preferred alternative from Scoping Study (2014).
LONG TERM (15+ YEARS)						
L.1	**Implement Exit 11 Southbound On-Ramp Geometric Improvements**	Extend Exit 11 Southbound On-Ramp Lane from 500' to 1,000' to meet AASHTO standards.	$600,000	VTrans	N/A	Monitor for high crash rates, interchange reconstruction
L.2	**Implement Exit 11 Northbound On-Ramp Geometric Improvements**	Extend Exit 11 Northbound On-Ramp Lane from 630' to 1,220' to meet AASHTO standards.	$15,000,000 *Bridge Widening Needed*	VTrans	N/A	Monitor for high crash rates, interchange reconstruction
L.3	**Implement Exit 11 Northbound Off-Ramp Geometric Improvements**	Extend Exit 11 Northbound Off-Ramp Lane from 300' to 390' and straighten ramp alignment to depart tangent to mainline segment.	$200,000	VTrans	N/A	Monitor for high crash rates, interchange reconstruction
L.4	**Implement Exit 13 Northbound Off-Ramp Geometric Improvements**	Extend Exit 13 Northbound Off-Ramp from 200' to 380' to meet AASHTO standards.	$5,600,000 *Bridge Widening Needed*	VTrans	N/A	Monitor for high crash rates, interchange reconstruction
L.5	**Initiate a NEPA Process for the I-89 Mainline**	Once the effectiveness of the implemented TDM measures are evaluated, a preferred alternative for Exit 14 is selected and key factors considered, a NEPA Process will be initiated to identify alternatives to alleviate congestion on the I-89 Mainline. Alternatives to include (at a minimum) No Build, Advanced Transit System, Widening of the Interstate.	$1,000,000	VTrans	FHWA, CCRPC, City of South Burlington	Monitor key factors: 1) Implement TDM Plan (S.2) 2) Segment AADT trend exceeds 70,000 within 15 years 3) Peak hour segment v/c trend exceeds 0.9 for 2+ hours within 15 years 4) Segment Actual / Critical Crash Rate > 1.0 5) Level of Travel Time Reliability (LOTTR) < 90% The I-89 Corridor Monitoring Committee will meet with the CCRPC & VTrans to review data, trends, and key factors periodically.

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