

## ***CIRC Alternatives Task Force***

### **Final Report**

**January 14, 2014**

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## **1) Overview of the CIRC Alternatives Task Force Process**

Since the Governor's May 20<sup>th</sup> announcement that the Chittenden County Circumferential Highway - as originally conceived - would not be built, the Chittenden County Regional Planning Commission (CCRPC) has coordinated a process to identify projects and planning activities to implement the purpose and need that the Circ highway was originally intended to address.

The CCRPC, in collaboration with VTrans, convened the **CIRC Alternatives Task Force**, consisting of twenty-three representatives of the Towns of Colchester, Essex, Williston, the Village of Essex Junction, state agencies, CCTA, the bicycle and pedestrian community, environmental groups, and the business community. The Task Force's charge was to identify a list of immediate, mid-term, and long-term recommendations for projects and planning activities to address mobility, congestion, transportation demand, safety, livability, and economic development in the region.

The Task Force met 13 times between July 2011 and November 2013. An extensive planning process was undertaken to identify transportation system issues in the CIRC Alternatives Study Area. The Task Force arrived at consensus on a suite of 34 projects with an estimated total implementation cost of \$99 million. The Phase I and II implementation projects were approved for inclusion in the VTrans Capital Program by the Legislature in the 2012 and 2013 sessions. On November 21, 2013 the Task Force presented the Governor and VTrans with Phase III recommendations for consideration as part of the state's FY 15 Transportation Capital Program.

The CIRC Alternatives Task Force disbanded on November 21, 2013. The disposition of the implementation projects will be managed by VTrans with assistance from the CCRPC and the municipalities of Colchester, Essex, Essex Junction, and Williston, along with CCTA.

Information regarding the history of the process, the projects, the Task Force, and updates regarding projects can be found at the CIRC Alternatives Website:

<http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/>

## 2) CIRC Task Force Membership

<p><b><u>Williston</u></b>  <b>Terry Macaig</b>, Selectboard Chair  <b>Rick McGuire</b>, Town Manager  <b>Chris Roy</b>, Primary RPC Representative</p> <p><i>Staff:</i> Ken Belliveau, Bruce Hoar</p>	<p><b><u>Essex</u></b>  <b>Linda Myers</b>, Selectboard Chair  <b>Pat Scheidel</b>, Town Manager  <b>Jeff Carr</b>, Primary RPC Representative</p> <p><i>Staff:</i> Dennis Lutz, Trevor Lashua</p>
<p><b><u>Essex Junction</u></b>  <b>George Tyler</b>, Village President  <b>Pat Scheidel</b>, Village Manager  <b>Daniel Kerin</b>, Primary RPC Representative</p> <p><i>Staff:</i> Robin Pierce</p>	<p><b><u>Colchester</u></b>  <b>Nadine Scibek</b>, Selectboard Chair  <b>Dawn Francis</b>, Town Manager  <b>Marc Landry</b>, Primary RPC Representative</p> <p><i>Staff:</i> Bryan Osborne</p>
<p><b><u>Vermont Agency of Transportation (VTrans)</u></b>  <b>Brian Searles</b>, Secretary</p> <p><i>Staff:</i> Chris Cole, Amy Bell, Ken Robie</p>	<p><b><u>Federal Highway Administration (FHWA)</u></b></p> <p><i>Technical Advisor:</i> Chris Jolly</p>
<p><b><u>Other Primary Regional Transportation Partners</u></b>  <b>Meredith Birkett</b>, CCTA Acting General Manager  <b>Jason Van Driesche</b>, Local Motion Interim Executive Director</p> <p><i>Staff:</i> Katelin Brewer-Colie</p>	<p><b><u>Business Community</u></b>  <b>Tim Baechle</b>, IBM  <b>Jeff Nick</b>, Business Community Liaison  <b>Matt McMahon/Curt Carter</b>, Lake Champlain Chamber of Commerce/ Greater Burlington Industrial Corp.</p>
<p><b><u>Environmental Community</u></b>  <b>Paul Bruhn</b>, Preservation Trust of Vermont  <b>Brian Shupe</b>, Vermont Natural Resources Council (VNRC)  <b>Chris Kilian</b>, Conservation Law Foundation (CLF)</p> <p><i>Staff:</i> Kate McCarthy, VNRC  Sandy Levine, CLF</p>	<p><b><u>State Agencies</u></b>  <b>Secretary Deb Markowitz</b>, VT Agency of Natural Resources  <b>Commissioner Noelle MacKay</b>, VT Agency of Commerce &amp; Community Development</p> <p><i>Staff:</i> Mary Borg, VT ANR</p>
<p><b><u>Chittenden County Regional Planning Commission Staff &amp; Consultants</u></b>  Michele Boomhower, Assistant/MPO Director  Jason Charest, Transportation Planning Engineer  Eleni Churchill, Senior Transportation Planning Engineer  Bryan Davis, Transportation Planner  Christine Forde, Senior Transportation Planner  Peter Keating, Senior Transportation Planner</p> <p>Communications &amp; Coordination: Diane Meyerhoff, Third Sector Associates  Facilitation: Cindy Cook, Adamant Accord</p>	

### **3) Project Prioritization and Scoring Process for Implementation Projects**

The CCRPC and VTrans have historically prioritized transportation projects. Prioritization has numerous benefits to the State of Vermont. It advances projects consistent with long-range goals and objectives; ensures consistency in the programming of transportation projects; provides accountability and transparency; and allows for efficient use of limited transportation dollars.

The Circ Study Area was defined as areas the Circumferential Highway, as originally conceived, was intended to address, and areas that are impacted as a result of not constructing the Circumferential Highway and associated improvements.

CCRPC staff was charged with establishing a project prioritization and scoring process to rank the short term implementation projects for consideration by the Task Force. Staff used an established methodology that reflects planning goals articulated by the CCRPC member communities and VTrans; projects should support six planning factors:

- Economic Vitality
- Safety and Security
- Accessibility, Mobility, and Connectivity
- Environment, Energy, and Quality of Life
- Preservation of Existing System
- Efficient System Management

These factors meshed well with the original 1986 purpose and need of the Chittenden County Circumferential Highway. More detail regarding Designated Growth Centers, Downtowns, Village Centers, and New Town Centers was added to the methodology. Information for scoring projects was derived from existing studies and data collected/processed by CCRPC, VTrans, consultants, or the municipalities. A readiness factor was added with short-term implementation projects defined as those projects that could be implemented within one to two years.

The prioritization factors were used to evaluate all three phases of project recommendations. Projects in Phases I and II were approved by the Legislature for inclusion in the Transportation Capital Program and are underway. The final phase of projects, Phase III, is currently under consideration by the Legislature for inclusion in the FY2014 Capital Program.

#### **4) Task Force Accomplishments by Phase**

##### ***PHASE I CIRC ALTERNATIVE PROJECTS - \$11.5 million (planning estimate)***

###### **Interstate 89 Exit 16 Improvements, Colchester**

- ▶ **Project Description** - Improvements to the US 2/US 7 corridor between the I-89 Exit 16 interchange area and Rathe Road in Colchester to include: a Double Crossover Diamond (DCD) interchange design and additional turn lanes at Mountain View, Hercules and Rathe Road intersections. Under the DCD alternative, traffic on US 2/US 7 (northbound and southbound) crosses to the left side of the roadway for the short segment between the signalized ramp intersections, and then returns to the right side of the roadway once it passes the ramps.
- ▶ **Expected Benefits** – The US 2/US 7 improvements will substantially increase capacity and decrease congestion (improved Level of Service and volume /capacity ratio; decrease vehicle queuing) at the five intersections in the study area—especially the closely spaced intersections between the Interstate Ramps and Mountain View Drive. Improvements will also address safety issues—currently there is one high crash roadway segment and one high crash intersection (southbound ramps) in the study area.
- ▶ **Estimated Project Cost** - \$5,000,000
- ▶ **Weblink to Study** - <http://www.ccmppo.org/I89/Exit16/>

###### **VT 2A/VT 289 Interchange Improvements, Essex**

- ▶ **Project Description** - Interchange improvements at the VT 2A/VT 289 interchange to include new controllers, video detection equipment so signals can automatically respond to directional changes in traffic demand, integration of both signals (if deemed necessary), additional lane on Susie Wilson Bypass and change from cable signals and supports to mast arms (new signals).
- ▶ **Expected Benefits** - The VT 2A/VT 289 intersection was not intended to be the permanent terminus of the Circ Highway. In its current configuration traffic routinely backs up in the peak periods. The intersection currently has 20 year-old controllers with no automatic traffic controls (loops or video detectors). Upgrades to the current signal hardware will improve traffic flow through this intersection and will improve safety.
- ▶ **Estimated Project Cost** - \$780,000
- ▶ **Weblink to Study** - <http://www.ccmppo.us/library/VT15/index.php?rept=3>

###### **Crescent Connector Road, Essex Junction**

- ▶ **Project Description** – Construction of a new local road connecting VT 2A (Park Street) and VT 117 (Maple Street) in the Village of Essex Junction. Project includes sidewalks, bike lanes and street trees.
- ▶ **Expected Benefits** – The new road will open up 6 1/2 acres of underutilized designated Village Center sites to economic development while increasing traffic efficiency and creating the potential for a multimodal transportation system. In addition to the sites directly improved by the creation of this new (complete streets) road, adjacent sites will also garner benefits from the ability of drivers to get to and from their destinations in a less congested environment that creates less greenhouse gases.
- ▶ **Estimated Project Cost** – \$3,000,000
- ▶ **Weblink to Study** - [http://www.ccmppo.us/library/scoping/ejct\\_crescent\\_connector/](http://www.ccmppo.us/library/scoping/ejct_crescent_connector/)

## **VT 2A/James Brown Drive, Williston**

- ▶ **Project Description** – Traffic signal at VT 2A/James Brown Drive with crosswalks and pedestrian phasing, 2-way left turn lane between River Cove Road and Eastview Drive, sidewalk on the east side of VT 2A, road connection from River Cove Road to James Brown Drive via Shirley Circle.
- ▶ **Expected Benefits** – The proposed improvements at VT 2A/James Brown Drive will improve the functioning of this heavily congested area between Taft Corners Williston and the Five Corners in Essex Junction. It will help manage and reduce turn conflicts along the VT 2A corridor, and allow motorists entering and exiting VT 2A to more safely move through traffic.
- ▶ **Estimated Project Cost** – \$1,500,000
- ▶ **Weblink to Study** - [http://www.ccmpto.us/library/scoping/james\\_brown\\_drive/](http://www.ccmpto.us/library/scoping/james_brown_drive/)

## **Transportation Demand Management (TDM)/Transportation Systems Management (TSM), Regional (Transit, TDM/TSM)**

- ▶ **Project Description** – Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs offer strategies to reduce travel demand, specifically that of single-occupancy private vehicles, and to redistribute this demand in space or in time to improve the efficiency of our transportation system. The proposed suite of TDM/TSM measures will directly address vehicle miles traveled, energy use, air quality and other public benefits including increased access of low-income persons to good jobs, inexpensive reduction of roadway and parking congestion, cost-effective incentives for timely and convenient travel, and increased transportation options for all users.

Funding for TDM/TSM programs in the Circ project area would complement and enhance county-wide TDM efforts funded through the FY12 Unified Planning Work Program and a recently awarded FHWA Transportation, Community and Systems Preservation (TCSP) Grant. This TCSP-funded program brings together numerous regional transportation partners to establish a TDM pilot program and directly change transportation behavior within the county. The project is a comprehensive and collaborative effort to achieve regional transportation goals outlined in the CCMPO's Metropolitan Transportation Plan, as well as to address national policy objectives including the need to conserve energy, reduce reliance on energy imports, lessen congestion, and clean our Nation's air.

The following are complementary TDM/TSM projects that would target the Circ project towns as part of the overall countywide TDM pilot program:

***VT15, VT2, and VT2A Transit Shelters*** – Construction of 10 solar shelters along VT15 with bicycle racks in Colchester and Essex and 6 solar shelters with bicycle racks in Williston (VT 2 and VT2A). Transit shelters are an important passenger amenity which increase the attractiveness and convenience of transit, which helps build ridership. Transit shelters provide a seated waiting area and protection from the elements, and lighted shelters offer a greater sense of security for those traveling at night. Shelters also serve as a type of marketing tool, making people aware that transit serves a particular area, and by including schedule information at shelters, individuals can easily access specific route information. Estimated Cost: \$512,000

***Signal Improvements in the Circ Study Area (10 Signals)*** – Signal optimization can improve traffic flow through existing signalized intersections and can increase the capacity of the intersection. Updated signal equipment can also improve capacity through existing intersections and thus reduce delay and improve level of service. Estimated Cost: \$500,000

**Create “pocket” park and ride spaces** by leasing parking spaces at existing under-utilized parking lots throughout the study area. Since traditional park and ride lots have been difficult to site and fund, a new approach is required. “Pocket” park and ride may include leasing several parking spaces at large, strategically located shopping centers in the region. Estimated Cost: \$70,000

**Conduct a CarShare assessment analyses** in Colchester, Williston, Essex Junction and Essex to determine the best locations for two CarShare Vermont pods; open new locations accordingly and support operations for one year. Estimated Cost: \$75,000 (\$15,000 for pod assessment analysis and \$60,000 to purchase and operate two cars)

**Expand and enhance the TDM Circuit Rider** role in the region with a focus on major employers in the Circ project area. CATMA will meet and present employers with information on TDM and provide a TDM Toolkit consisting of a variety of incentives, services and programs that can be implemented at their workplace. Estimated Cost: \$10,000

**Create a TDM marketing and outreach effort** targeted at the Circ study area to focus on carpooling/ridesharing, transit where available, walking and bicycling, and encouraging employers in the area to consider telecommuting or more flexible work schedules. Estimated Cost: \$20,000

**Enhance Local Motion’s bike commuter EAP** (Employee Assistance Program) by creating a TDM challenge fund. This fund would be used to match employer funds to provide one-on-one bicycle commuting mentoring for employees to help them translate interest into action. A flat fee charged per employee covers the costs to work with them for however long it takes to get them to their first bike commute. This would directly result in 100+ additional bike commuters getting on the road, and would leverage another 100+ bike commuters whose training would be funded by the employers themselves. Estimated Cost: \$15,000 over two years

- ▶ **Expected Benefits** – Together the components of this project will:
  1. Improve the efficiency of our transportation system by reducing the number of single occupant vehicles (SOV) on our roadways, increasing public transportation ridership, allowing families to downsize vehicle ownership by providing short-term car-share vehicles, and converting SOV commuters to bicycle commuters;
  2. Reduce the impacts of transportation on the environment by decreasing the number of SOVs on the roads, lower auto-derived greenhouse gas emissions by decreasing VMT, and reducing auto-derived pollutants from entering our waterways by encouraging walking, biking, transit, and use of fuel efficient car-share vehicles;
  3. Reduce the need for costly future investments in public infrastructure by creating a mode shift to non-SOV travel. A combined effort to reduce VMTs and SOVs means less wear and tear on our roadways, and reduced traffic congestion decreases demand for additional roadway capacity.
  4. Provide efficient access to jobs, services, and centers of trade by making it easier to combine modes, improve access to public transit, and reduce the reliance of private automobiles to reach employment destinations.
  
- ▶ **Estimated Project Cost** – \$1,202,000

**PHASE II CIRC ALTERNATIVE PROJECTS - \$13.9 million (planning estimate)**

**US2/Trader Lane Traffic Signal, Williston**

- ▶ **Project Description** - Installation of a traffic signal at US2/Trader Lane
- ▶ **Expected Benefits** – Enhanced system performance integrating Williston Grid Street Network including: improved traffic circulation and movement in the Taft Corners area, multi-modal design standard with sidewalks and bike paths, relief of congestion in the Taft Corners area including VT 2A
- ▶ **Estimated Project Cost** - \$550,000

**Severance Corners Improvements, Colchester**

- ▶ **Project Description** - Upgrades to US7/Blakely Road/Severance Road to consist of an additional westbound left turn lane, an additional northbound left turn lane and an additional southbound through lane.
- ▶ **Expected Benefits** – The proposed improvements will mitigate current congestion conditions, improve safety in this location and will accommodate the Severance Corners Growth Center, which is a state designated Growth Center.
- ▶ **Estimated Project Cost** - \$6,000,000
- ▶ **Weblink to Study** - <http://www.colchestervt.gov/PlanningZ/studies/GrowthCtr/6%20-%20Transportation%20Plan.pdf>

**VT15/Sand Hill Road Intersection, Essex**

- ▶ **Project Description** - Reconfigure the VT15/Sand Hill Road intersection to eliminate the “Y” configuration. This project includes installation of a traffic signal which will provide a pedestrian phase, a protected pedestrian crossing of VT15 and right turn lane on the west approach.
- ▶ **Expected Benefits** – Improvements will reduce delays on Sand Hill Road and improve safety for vehicles and pedestrians in this location.
- ▶ **Estimated Project Cost** - \$1,600,000
- ▶ **Weblink to Study** - [www.ccrpcvt.org/library/scoping/VT15\\_Sandhill](http://www.ccrpcvt.org/library/scoping/VT15_Sandhill)

**VT15 Improvements – Post Office Square to 5-Corners, Essex Junction**

- ▶ **Project Description** - Construction of shoulders for bicycle use on VT15, sidewalk upgrade and intersection upgrades at Post Office Square.
- ▶ **Expected Benefits** – Better accommodate all transportation modes on VT15.
- ▶ **Estimated Project Cost** - \$2,300,000

**VT15 Multiuse Path, Winooski, Colchester, Essex, and Essex Junction**

- ▶ **Project Description** - Construction of Phase II of VT15 multiuse path between Lime Kiln Road, Colchester and Susie Wilson Road, Essex consisting of a south side path from Lime Kiln Road to National Guard Road and north side path from National Guard Road to Susie Wilson Road with pedestrian crossings at National Guard Road and Susie Wilson Road.
- ▶ **Expected Benefits** – Promote travel on VT15 by other modes including walking, biking and transit system connections.
- ▶ **Estimated Project Cost** – \$2,000,000



## Transportation Demand Management, Region Wide

*Adaptive Signal Control, Go! Chittenden County Program Expansion, CCTA Commuter Service - \$1,476,000*

### **1. Adaptive Signal Control**

- ▶ **Project Description** – Adaptive Signal Control (ASC) Project  
**Phase 1:** Install Adaptive Signal Controls at VT 2A signalized intersections in Williston from the I-89 Exit 12 interchange to the Industrial Avenue/ Mountain View Road / VT2A intersection.  
**Phase 2:** Install Adaptive Signal Controls at VT 15 signalized intersections in Essex between the VT 289 interchange to the intersection of VT 15/VT 128/Towers Road.
- ▶ **Expected Benefits** – ASC technology increases efficiency and maximizes capacity at signalized intersections and arterial corridors by interconnecting and adjusting signal timings to accommodate changing traffic patterns throughout the day. ASC uses advanced technology to distribute green light time equitably for all traffic movements; improve traffic progression through green lights creating smoother flow; and enhancing overall effectiveness of traffic signal timing.
- ▶ **Estimated Project Cost** – \$500,000 (plus \$500,000 from FY12 CIRC Alternatives TDM Implementation)

### **2. Go! Chittenden County Program Expansion - Transportation Demand Management (TDM) Pilot Program**

- ▶ **Project Description** – Program partners (including Chittenden County Regional Planning Commission, Chittenden County Transportation Authority, CarShare Vermont, Local Motion, the Campus Area Transportation Management Association, VEIC and GoVermont) have developed the Go! Chittenden County brand, created a website, identified nearly 100 potential businesses to approach with the program, created a strategy to prioritize the first round of outreach to 8 employers, and is participating in training the VEIC call center staff to begin accepting inquiries. IBM is the first business to participate; Dealer.com and Burton have recently agreed to participate as well. Expansion of the key project components will create a stable program base to leverage future external funding from non-CIRC Alternative sources.
  - Program Advancement, Education & Marketing \$50,000
  - Outreach events, marketing tools and strategies, resource materials for individuals and employers
  - FY13 Partner Coordination and Collaboration \$50,000
  - (CCTA, Local Motion, CarShareVT, CATMA, VEIC
  - Employer Transportation Coordinator Program Expansion \$25,000
  - Walk/Bike Resources including municipal/business assessments, maps and events \$25,000
  - Transit Pass Project – engage at least two more regional employers \$50,000
  - Park It! Pledge – Neighborhood based auto use reduction program \$25,000
  - Expand Way to Go! Commuter Challenge – host a regional event in Fall 2013 \$25,000
- ▶ **Expected Benefits** – Reduced congestion induced by decreased single occupancy vehicle travel, increased mode choice.
- ▶ **Estimated Project Cost** – \$250,000

### **3. CCTA Commuter Service – Jeffersonville to Burlington and Williston Village Mid-day Route**

- **Project Description** – 3 years of operations funding for 2 new transit system services: CCTA’s highest priority commuter route (Jeffersonville to Burlington) and added mid-day service to enhance accessibility for Williston.
- **Expected Benefits** – Reduced congestion induced by decreased single occupancy vehicle travel, increased transit use.
- **Estimated Project Cost** – \$726,000

## **PHASE III CIRC ALTERNATIVE PROJECTS - \$74 million (planning estimate)**

### **I-89 Exit 12 Interchange Stage I-IV Improvements, Williston**

- ▶ **Expected Benefits** – The Exit 12 Project will address existing and projected traffic congestion in the study area (see map below); enhance safety for all users; improve bike-pedestrian connections from areas south of the interchange to the existing network north of the interchange; and advance economic growth in the area.
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/exit12/>

### **Stage 1: New Shared Use Path under Interstate & New VT2A Lane from Marshall Ave to I-89 NB Ramp**

- ▶ **Project Description** - New Shared Use Path on south side of VT2A from the VT State Police Barracks to Hurricane Lane and new Lane from Marshall Ave. to the I-89 NB on ramp to provide direct ramp access.
- ▶ **Estimated Project Cost** - \$2,000,000

### **Stage 2: New Grid Streets and At Grade Intersection on VT2A between I-89 & Marshall Ave**

- ▶ **Project Description** - New at grade intersection on VT2A adjacent to VT State Police Barracks, new street connection from the intersection to Maple Tree Place (behind Police Barracks) and replacement of roundabout at Maple Tree Place, new street connection from intersection to Harvest Lane (near Home Depot entrance), single lane roundabouts connecting new street to Harvest Lane at Trader Lane and Harvest Lane, sidewalk facilities throughout area of improvement.
- ▶ **Estimated Project Cost** - \$8,500,000

### **Stage 3: Diverging Diamond Interchange Improvements**

- ▶ **Project Description** - New (lengthened) I89 Interstate Bridges, Diverging Diamond Interchange configuration under the bridges, additional right turn lane at exit ramp heading south onto VT2A, shared use path for cyclists and pedestrians on both sides of VT2A through the interchange area
- ▶ **Estimated Project Cost** - \$21,000,000

### **Stage 4: VT 2A Boulevard Upgrade from Grid St Intersection to Taft Corners**

- ▶ **Project Description** - VT2A Boulevard cross section from new intersection at the Police Barracks to Taft Corners including two 11' lanes in each direction, 4' bike lane in each direction, 10' sidewalks on each side of the street, raised landscaped median, street trees and lighting.
- ▶ **Estimated Project Cost** - \$10,000,000

### **Industrial Ave/Mountain View Rd/VT 2A - Intersection Improvements; New VT 2A Lane to James Brown Dr, Williston**

- ▶ **Project Description** - Intersection upgrade to add a left turn lane from Industrial Ave. to VT2A, add a northbound through lane on western leg of intersection, add a westbound left turn lane on Mountain View Rd., widen the three lanes on the eastern intersection approach and improve pedestrian safety throughout the intersection area. Expand VT2A from the Industrial Avenue intersection to River Cove Rd. to a 3 lane roadway alignment with a two-way left turn center lane, add pedestrian crossing to access south side of VT2A.
- ▶ **Expected Benefits** – Congestion reduction at the intersection, reduced delay and improved access along VT2A, pedestrian safety improvements crossing VT2A.
- ▶ **Estimated Project Cost** - \$5,300,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/vt-2a-scoping-study/>

### **New US 2 Taft Corners to Williston Village Shared Use Pathway – North side Alignment, Crossing, Village Sidewalk, Williston**

- ▶ **Project Description** – New shared use path along the north side of US2 from Taft Corners to Williston Village, new pedestrian crossing at the South Ridge intersection connecting to a new sidewalk to Timothy Way on the south side of US2, two new CCTA bus stops near South Ridge entrance (one on each side), removal of the truck climbing lane on US2 east of South Ridge, rehabilitation of the existing sidewalks along US2 in Williston Village.
- ▶ **Expected Benefits** – Improved bicycle and pedestrian access between the Taft Corners area and Williston Village, enhanced transit access and improved safety.
- ▶ **Estimated Project Cost** - \$2,800,000
- ▶ **Weblink to Study** - [http://www.ccrpcvt.org/circ/meetings/20131017\\_Williston\\_AlternativesPresentationMeeting.pdf](http://www.ccrpcvt.org/circ/meetings/20131017_Williston_AlternativesPresentationMeeting.pdf)

### **New Mountain View Road and Redmond Rd Ext to IBM Access Rd Shared Shoulder, Williston**

- ▶ **Project Description** – Expanded roadway from 26’ to 30’ on Mountain View Road to allow for on road 4’ shared shoulders on both sides of the roadway and addition of 4’ shoulders to Redmond Road.
- ▶ **Expected Benefits** – Improved bicycle and pedestrian access and safety along Mountain View Rd. and Redmond Rd.
- ▶ **Estimated Project Cost** – \$3,500,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/williston-bike-ped-studies/>

### **New Harvest Lane Taft Corners Sidewalk, VT2A Taft Corners Area Sidewalks/Shared Use Path, VT2A North Gap Path, VT2A South Gap Sidewalk/Path, Williston**

- ▶ **Project Description** – Complete 1,600’ of sidewalk along the south side of Harvest Lane. to create full connectivity between US2 and Marshall Ave., complete 300’ of pathway on the west side of VT2A near Taft Corners and 400’ of sidewalk on the east side to complete connections between Taft Corners and Wright Ave, complete multiuse path on the west side of VT2A from Knight Lane to O’Brien Ct. to complete existing gap in pathway and stripe the road for 4’ shoulders.
- ▶ **Expected Benefits** – Improved bicycle and pedestrian access and safety in the Taft Corners Growth Center.
- ▶ **Estimated Project Cost** – \$450,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/williston-bike-ped-studies/>

### **VT117/North Williston Road Intersection Improvements, Essex**

- ▶ **Project Description** – Add westbound left turn lane and eastbound right turn lane to VT117 and signalize the intersection of VT117 and North Williston Road.
- ▶ **Expected Benefits** – Safer North Williston Road access, improved intersection level of service and reduced delay.
- ▶ **Estimated Project Cost** – \$1,500,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/vt117/>

### **VT117/North Williston Road Hazard Mitigation Improvements - 6' Box Culvert, Safety Enhancements & Armoring, Essex**

- ▶ **Project Description** – Replacement of existing undersized culvert with 6' box culvert, installation of intelligent signs to allow for instant notification of closures in advance of travelers reaching North Williston Road, installation of a stream gage at the North Williston Road bridge over the Winooski River to allow for real time tracking of river level rise, installation of durable gates at either side of the area of flood impact over North Williston Road to prevent access during flooding, armoring of the road bank along North Williston Road to prevent further erosion of the roadbed, improved access to adjacent agricultural land.
- ▶ **Expected Benefits** – reduced duration of North Williston Road closures, increased safety and awareness for the traveling public, reduced recovery costs due to improved bank treatment, quicker reopening of roadway post flooding.
- ▶ **Estimated Project Cost** – \$400,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/vt117/>

### **New VT15 Old Stage Road to Essex Way Shared Use Path, Essex**

- ▶ **Project Description** – New 5' sidewalk to connect the existing sidewalk on Old Stage Road to the existing sidewalk on VT15 across from Essex Way.
- ▶ **Expected Benefits** – Increased pedestrian accessibility and safety.
- ▶ **Estimated Project Cost** – \$160,000

### **VT15/Susie Wilson Rd/Kellogg Rd Corridor & Intersections Improvements, Essex**

- ▶ **Project Description** – Improvements at Susie Wilson/Kellogg Road to include adaptive signal control, safety improvements, dual northbound left turn lanes and dual northbound through lanes. Improvements at VT15/Susie Wilson Road to include adaptive signal control, additional southbound left turn lane, landscaped median. Susie Wilson Road corridor improvements to include partial widening and striping for bike shoulders and adaptive signal control.
- ▶ **Expected Benefits** – Improve capacity at the intersections of VT15/Susie Wilson Road and Susie Wilson Road/Kellogg Road, improve safety for bicycle and vehicles throughout the corridor and improve pedestrian safety.
- ▶ **Estimated Project Cost** – \$8,500,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

### **Mill Pond Road/Severance Road Intersection Improvements & New Shared Use Path - South Side Alignment Pond Rd./Severance Rd. Intersection & Severance Road Multi-use Path, Colchester**

- ▶ **Project Description** – New 10' shared use path on the south side of Severance Road from Severance Corners to the Colchester/Essex Town Line at Kellogg Road. Intersection improvements at Severance Road and Mill Pond Road including the addition of an eastbound left turn pocket and a westbound right turn pocket on Severance Road.
- ▶ **Expected Benefits** – Improved bicycle and pedestrian access and safety along Severance Road and increased safety and reduced Severance Road through traffic delay at the Severance Road and Mill Pond Road intersection.
- ▶ **Estimated Project Cost** – \$2,400,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

### **VT2A Colchester Village Main Street & Mill Pond Rd/East Rd Intersection Improvements, Colchester**

- ▶ **Project Description** – Intersection improvements at VT2A/Mill Pond Road/East Road intersection include new signal, including vehicle detection, pedestrian signal crossing and detection, intersection widening to accommodate eastbound and westbound turning lanes on the VT2A approaches to the intersection. New 5' wide sidewalk from the VT2A/Mill Pond Road/East Road intersection to Clausen's including curbing, drainage, and buffer strip to roadway, reconfiguration of VT2A to allow for 4 foot wide on road bike lanes next to 11' wide travel lanes, on street parking in front of Colchester Meeting House/Library, traffic calming treatments and "Main Street" style lighting.
- ▶ **Expected Benefits** – Improved vehicle safety and reduced intersection congestion and delay, improved bicycle and pedestrian accessibility and safety along VT2A in historic Colchester Village.
- ▶ **Estimated Project Cost** – \$3,900,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/scoping/cents/>

### **VT127 Blakely Rd/Laker Lane Intersection Improvement, Colchester**

- ▶ **Project Description** – Widening of Blakely Road to provide a westbound left turn lane and an eastbound right turn lane.
- ▶ **Expected Benefits** – Improved through traffic flow and improved safety.
- ▶ **Estimated Project Cost** – \$360,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/>

### **VT127 Prim Rd/West Lakeshore Dr Intersection Improvement, Colchester**

- ▶ **Project Description** – Addition of a signal at the VT127 Prim Road/West Lakeshore Drive intersection, realignment of the intersection to make the Prim Road to West Lake Shore Drive connection the primary direction, improved pedestrian crossing through the intersection.
- ▶ **Expected Benefits** – Reduction of intersection delays, improved access to commercial properties adjacent to the intersection area, improved safety for pedestrians and bicyclists through the intersection.
- ▶ **Estimated Project Cost** – \$1,700,000
- ▶ **Weblink to Study** - <http://www.ccrpcvt.org/transportation/corridors/circ-alternatives-task-force/circ-selected-projects/vt-127-intersections/>

### **New CCTA Commuter Service: Milton/Colchester to Burlington**

- ▶ **Project Description** –The service would include two morning trips, one midday trip, two early evening trips and one late evening trip.
- ▶ **Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the roadways.
- ▶ **Estimated Project Cost** – \$68,000

### **New CCTA Commuter Service: Essex/Williston to Waterbury/Montpelier Commuter Service and Park & Rides**

- ▶ **Project Description** –The service would include 3 morning round trips and 3 evening round trips.
- ▶ **Expected Benefits** – Increased commuter mobility options, reduction of the number of vehicles on the roadways.
- ▶ **Estimated Project Cost** – \$1,500,000

