



# Chittenden County I-89 2050 Study

## I-89 Advisory Committee #1 – Meeting Notes

<https://envision89.com>

**DATE:** June 21, 2019  
**TIME:** 9:00 – 10:30 AM  
**PLACE:** VHB Conference Room, 40 IDX Drive, Bldg. 100, South Burlington, VT  
**PRESENT:** Please See Attached

### 1. Introductions

The meeting was called to order at 9:05AM by Chair Charlie Baker of the Chittenden County Regional Planning Commission (CCRPC). Introductions were made.

### 2. Public Comment Period

No members of the public were present.

### 3. Review of the Metropolitan Transportation Plan (MTP)

The presentation is available at: <https://envision89.com/3522/documents/5260>

Charlie Baker described the Metropolitan Transportation Plan (MTP) as the region's principal long-range (2050) transportation plan that evaluates system performance, identifies future needs, and sets regional transportation priorities. The time horizon to 2050 was chosen to align the MTP with long-term energy goals. In order for projects to move to construction as part of the Transportation Improvement Program (TIP), they must be included in the MTP with some exceptions for safety, emergency projects, and a few others. It is projected that Chittenden County will have approximately \$2.8 billion to spend between now and 2050. Approximately seventy percent of this funding is dedicated to maintaining the existing transportation system.

The MTP achieves the Regional [ECOS Plan](#) goals to: 1) Provide accessible, safe, efficient, interconnected, secure, equitable, and sustainable mobility choices for our region's businesses, residents, and visitors; and 2) Encourage future growth in the Center, Metro, Enterprise, Suburban, and Village Planning Areas to maintain Vermont's historic settlement pattern and respect working and natural landscapes. Several scenarios were analyzed in order to create a balance among reducing congestion, improving safety at high crash locations, and increasing livability by investing in areas planned for growth. Charlie discussed the transportation and land use scenarios that were analyzed using demographic forecasts developed by Economic & Policy Resources (EPR) and Resource Systems Group, Inc. (RSG). Demographic growth projections in Chittenden County developed and used in the latest MTP were lower than previously adopted projections. Charlie presented Vehicle Miles Traveled (VMT), daily delay, and transit/walking/biking mode split results for the 14 different scenarios that the CCRPC analyzed to assist with the development of the MTP scenario. The MTP assumes a 4 percent increase in transit use, walking, and biking as well as an increase in household density (90% of households are allocated in areas planned for growth). He reviewed maps summarizing changes/improvements to traffic congestion and delays the MTP scenario achieves by balancing major capacity expansion with local road improvements and investing in transit, walking, and biking.



MTP priorities are to: 1) allocate 70 percent of funding to system preservation; 2) concentrate growth in village and downtowns with a goal of 90 percent of all household growth in areas planned for growth; 3) pursue safety improvements at high crash locations; 4) invest in Intelligent Transportation Systems (ITS); 5) promote Transportation Demand Management (TDM) programs; 6) increase walking and biking; 7) make capacity expansions when necessary; 8) make significant transit enhancements; and 9) study the future of I-89.

#### **4. Project Overview**

Dave Saladino of VHB provided an overview of the study. The study area includes I-89 through Chittenden County (37 miles, 7 interchanges), the full-length of I-189, and the arterials immediately adjacent to the interchanges. **The draft Project Goal is to: *Develop a comprehensive, multimodal implementation plan that focuses on the I-89 & I-189 corridors through Chittenden County that accommodates anticipated growth through 2050 and best aligns with the vision that will be articulated by a broad and diverse group of stakeholders and the public. This plan will be developed and considered in the context of the broader 2018 ECOS/MTP Plan.*** Dave asked that committee members review the draft goal and provide feedback by the end of July. A reminder will be sent to committee members prior to this deadline.

#### **5. Review Advisory and Technical Committee Roles & Membership**

The Advisory Committee will provide policy guidance and input on a wide range of topics from study goals and stakeholder engagement strategies to alternatives evaluation and will ultimately serve as the decision-making body. This group will function as a body with wide knowledge who can speak on behalf of many communities impacted by this project and will help in the decision-making process throughout the project (a list of project members is available on the website: <https://envision89.com/advisory-committee>). Dave asked that the committee members review the draft Operating Procedures, available in their booklets, and provide feedback.

There was discussion about others who should be invited to participate on the Advisory Committee. Some stakeholders, such as public safety officials, the "Hill" institutions, elected officials, and freight providers will participate through a series of focus groups. Charlie will reach out to the commuter rail community, development community, AARP, and Preservation Trust of Vermont to inquire about interest in participating on the Advisory Committee.

The Technical Committee (VTrans, CCRPC and municipal staff) will focus on the key technical issues and decisions that need to be advanced during the course of the study—including study goals, technical design criteria, outcomes from modeling and other evaluations, and review of alternatives and final plan recommendations. This group will function as the body that will ensure quality from a technical standpoint throughout the life of the project and assist the project team with disseminating complex concepts and technical information to the Advisory Committee.

#### **6. Review Project Scope, Schedule, and Current Tasks**

Dave provided a detailed project overview including scope, schedule, and tasks. There was discussion about how to think holistically about giving people viable transportation options (e.g. transit, cycling, walking) to get where they need to go. It was noted that the study will rely on the ECOS/MTP scenario as a base to evaluate the various I-89 alternatives out to 2050 and that the implementation plan will focus on identifying appropriate triggers to prompt investments, making it adaptable to changing future conditions. Charlie noted that this study might be considered as the last phase of the CIRC Alternatives process. In addition to addressing congestion within specific municipalities, the Circ highway was expected to address congestion

issues along Interstate 89. However, now that the project is not moving forward, alternative improvements for the I-89 corridor might be needed and will be evaluated holistically as part of this study.

Dave reviewed the study area with the committee. He provided an overview of some of the tasks that the consultant team is currently working on including a review of previous studies, a geometric evaluation of the interchanges, building the base travel demand model and corridor microsimulation model, and assembling existing conditions and asset information. Charlie noted that given the age of the Interstate corridor, a major investment in reconstructing sections of the corridor might be necessary in the future – these asset management activities will be incorporated into the study.

Sandy Levine of CLF suggested that state and regional goals for climate change and reducing carbon emissions should be considered as part of Task 2.5: Evaluate Current and Future Base Conditions and Performance.

## **7. Present Public Engagement Platform**

Dave reviewed the new public engagement platform and [website](#).

## **8. Next Steps**

Next Steps:

- Advisory Committee Comments on Project Goal, Study Scope, Operating Procedures – End of July
- Project team will finish compiling existing conditions data; meet with resource and other state agencies; complete integrated modeling suite
- Technical Committee Meeting #2 – September/October
  - Review transportation models
  - Review and identify performance metrics to be used for evaluation
- Project team will evaluate current and future base conditions and performance
  - 2015 (existing), 2035 (existing + TIP), 2050 (existing + TIP)
- Advisory Committee Meeting #2 – Early 2020
  - Review results of Existing and Future Base Year Analyses
  - Brainstorm Project Vision and Goals
  - Prepare for first round of Focus Groups & Public Meetings

## **9. Discussion**

Karen Yacos of Local Motion asked about how future bicycle and pedestrian mode shares will be estimated in the travel modeling. Historically, the CCRPC has used census data for existing mode share information and then backed into the future mode share estimates based on other assumptions built into the modeling. Kate McCarthy of VNRC is interested in evaluating bicycle and pedestrian accommodations at interchanges and how better connectivity could increase demand. Dave responded that the model includes assumptions about non-auto trips. Charlie noted that South Burlington has been investigating a potential multimodal path across I-89 adjacent to Exit 14, that the new [Exit 16 Interchange](#) (Diverging Diamond Interchange, DDI) will include bicycle and pedestrian accommodations, and that the first phase of improvements at Exit 12 will include a new multi-use path through the interchange.

Charlie noted that this I-89 study is being funded by CCRPC and VTrans with federal and state funds.

Sandy Thibault of CATMA asked how policies like municipal parking requirements impact utilization of the highway and how these policies will be incorporated into this work. Eleni Churchill of the CCRPC explained that land use is part of the regional model that will be used in this study. Karen Yacos asked if the City of Burlington was participating in this study. Charlie noted that Nicole Losch is a member of the Technical Committee and that we are awaiting confirmation of their AC member.

Nic Longo noted that the BIA is in the process of updating the Airport's Master Plan which includes a ground transportation component. The airport's current Master Plan included a proposed Exit 14N which would provide a direct connection from I-89 to the airport via Airport Parkway. Nic noted that the airport is moving away from that idea and is more supportive of a full interchange at Exit 13 to provide enhanced connectivity via Kennedy Drive. Nic noted that the BIA Master Plan is on a similar schedule to this study.

The meeting was adjourned at 10:30AM.

## **ATTENDEES**

### **Advisory Committee Members**

Amy Bell, VTrans  
Matt Boulanger, Williston  
Jesse Devlin, VTrans  
Chris Jolly, FHWA  
Sandy Levine, CLF  
Nic Longo, BIA  
Kevin Marshia, VTrans  
Kate McCarthy, VNRC  
Jennifer Mojo, ANR  
John Rauscher, Winooski  
Sandy Thibault, CATMA  
Tom Torti, LCRCC

### **Advisory Committee Alternates**

Marla Keene, S. Burlington  
Larry Lackey, BIA  
Bethany Remmers, NRPC  
Bonnie Waninger, CVRPC  
Karen Yacos, Local Motion

### **CCRPC Staff**

Charlie Baker, Jason Charest, Eleni Churchill, Sai Sarepalli

### **Consultant Team**

Aaron Guyette, Diane Meyerhoff, Erica Quallen, David Saladino, Karen Sentoff