

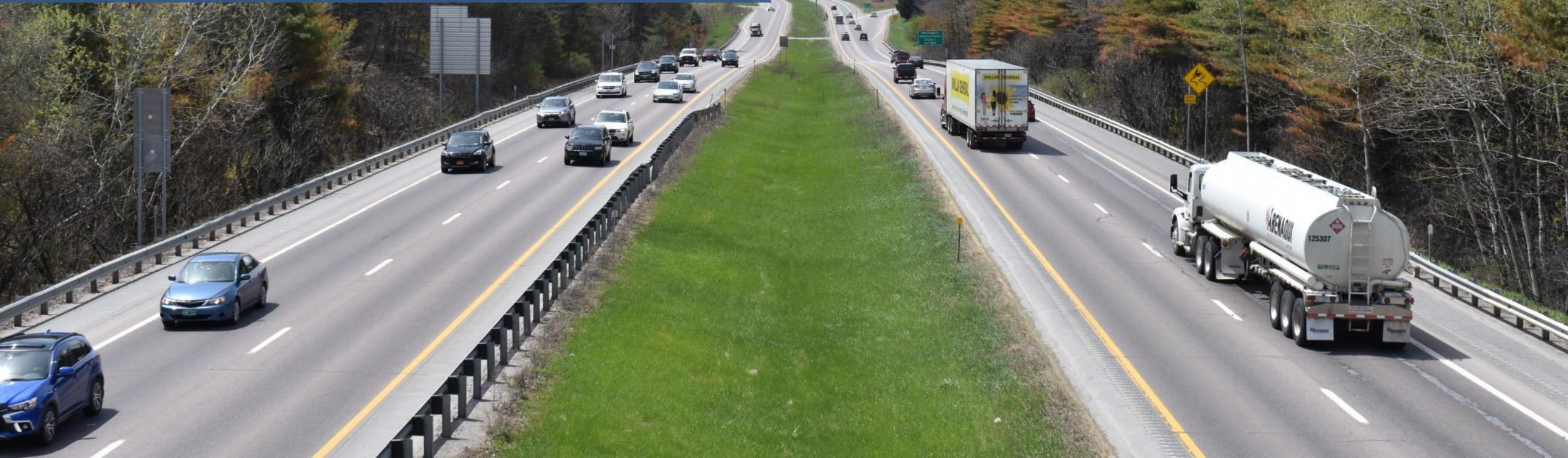


Chittenden County  
**I-89 2050 Study**

# Public Meetings

First Round  
*Getting the Conversation Started*

March 12, 2020  
House Committee on Transportation



# Agenda

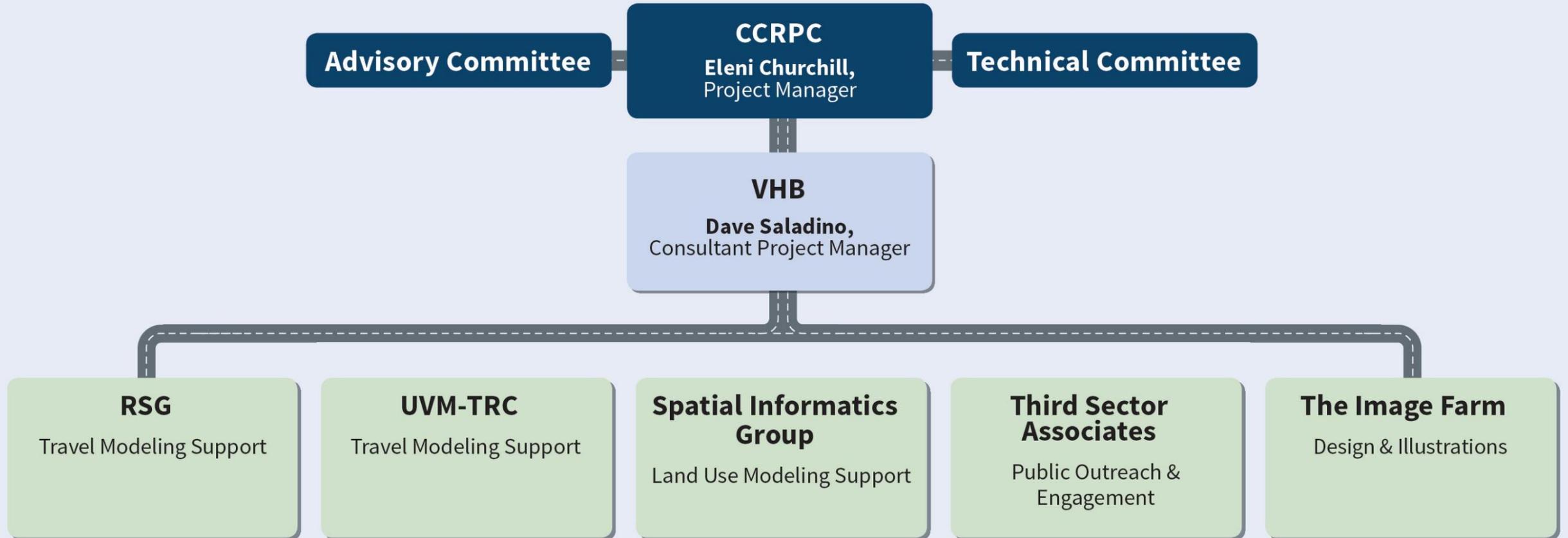
1. Welcome & Introductions
2. Project Background & Overview
3. Issues & Opportunities for the Corridor
4. I-89 Corridor Visioning Exercise
5. Wrap Up & Next Steps



## Meeting Goals:

- ✓ Introduce Project
- ✓ Solicit Input on Vision, Goals, and Objectives
- ✓ Solicit Input on Issues & Opportunities
- ✓ Have Fun!

# Project Team



# Technical Committee

Advisory Committee

CCRPC

Eleni Churchill,  
Project Manager

Technical Committee

The Technical Committee will focus on the **key technical issues and decisions** that need to be advanced during the course of the study. 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 Project's Advisory Committee.

## Members:

- Joe Segale, *VTrans*
- Kevin Marshia, *VTrans*
- Amy Bell, *VTrans*
- David Blackmore, *VTrans*
- Ashley Bishop, *VTrans*
- Christopher Jolly, *FHWA*
- Justin Rabidoux, *City of South Burlington*
- Nicole Losch, *City of Burlington*



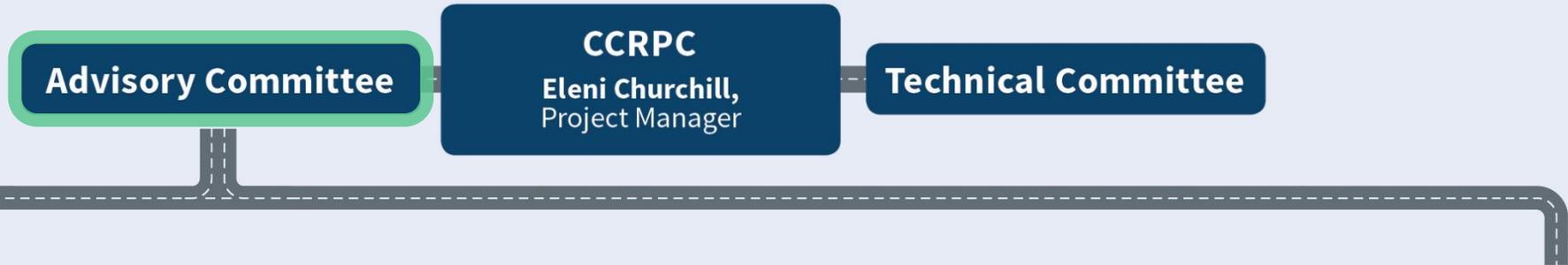
# Advisory Committee



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 decision-making. 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.

**Advisory Committee Chair:** Charlie Baker, CCRPC

# Advisory Committee



## Advisory Committee Members

- AARP
- Burlington International Airport
- Conservation Law Foundation (CLF)
- Chittenden Area Transportation Management Association (CATMA)
- Federal Highway Administration (FHWA)
- Greater Burlington Industrial Corporation
- Green Mountain Transit Authority (GMTA)
- Lake Champlain Regional Chamber of Commerce
- Local Motion
- Real Estate
  - O'Brien Brothers
  - Pomerleau Real Estate
- Municipalities
  - Colchester
  - Milton
  - Richmond
  - South Burlington
  - Williston
  - Winooski
- Regional Planning Commissions
  - Central Vermont Regional Planning Commission (CVRPC)
  - Northwest Vermont Regional Planning Commission (NRPC)
- Vermont Natural Resource Council (VNRC)
- VT Agency of Natural Resources (ANR)
- VT Agency of Transportation (VTrans)
  - Asset Management Bureau
  - Policy, Planning, and Intermodal Development
  - Highway Safety & Design Bureau
  - Operations & Safety Bureau



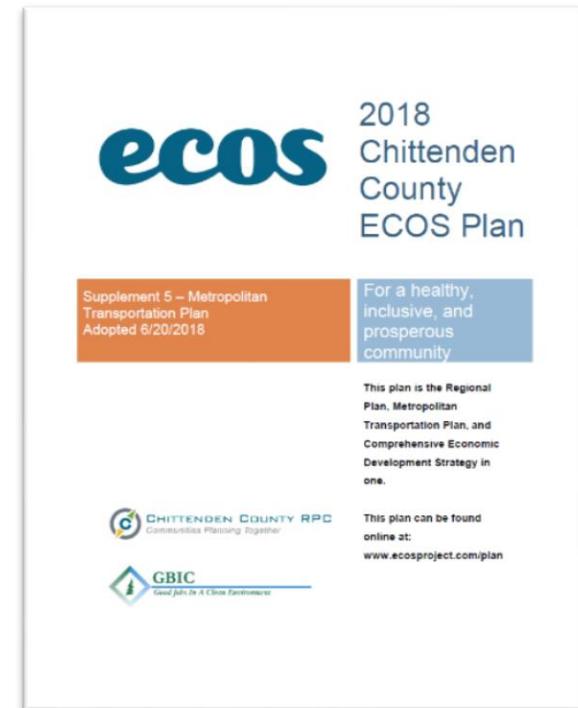
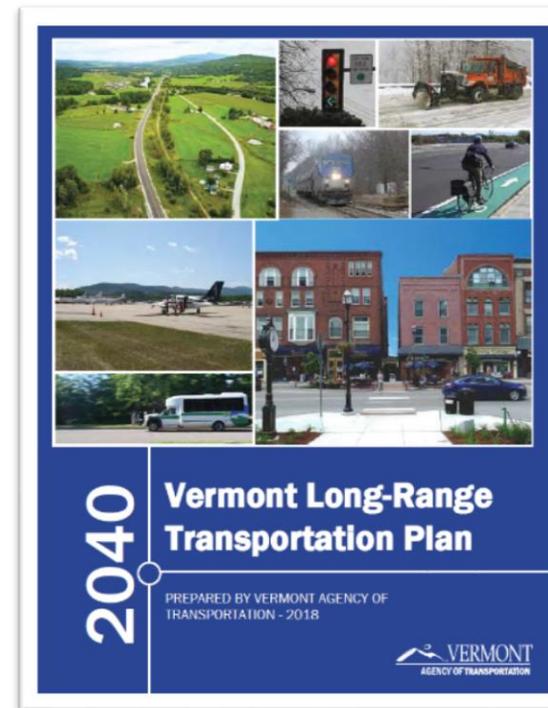
# Project Background



Chittenden County  
I-89 2050 Study

# Guiding Documents

- **CCRPC 2018 Metropolitan Transportation Plan**
  - **Goal:** Provide accessible, safe, efficient, interconnected, secure, equitable and sustainable mobility choices for our region's businesses, residents and visitors.
- **VTrans 2040 Long Range Transportation Plan**
  - **Vision:** A safe, reliable and multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.



## Other Guiding Plans

- ECOS Plan, 2018
- Vermont Transportation Asset Management Plan, 2018
- VTrans On-Road Bicycle Plan, 2018
- Strategic Highway Safety Plan, 2017
- Vermont Intelligent Transportation Systems Architecture, 2017
- Vermont State Rail Plan, 2016
- Vermont Freight Plan, 2015
- Vermont Statewide Intercity Bus Study Update, 2013
- Public Transit Policy Plan, 2012

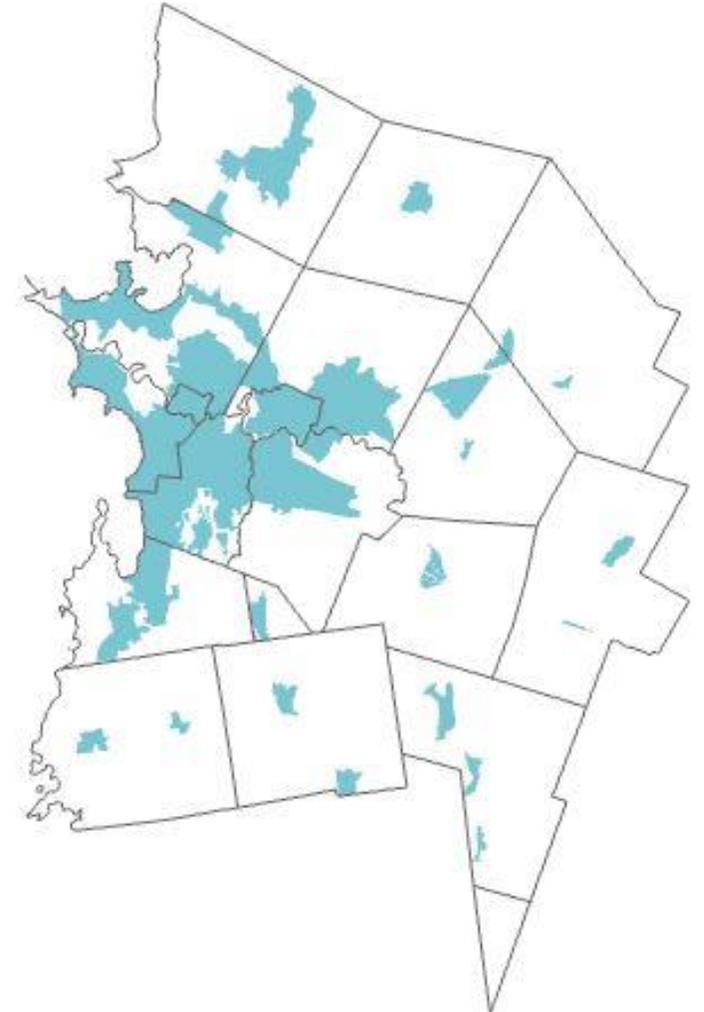
# Planning Framework

## Future Demographic Conditions (2050)

### Adopted MTP Demographic Forecasts & Land Use

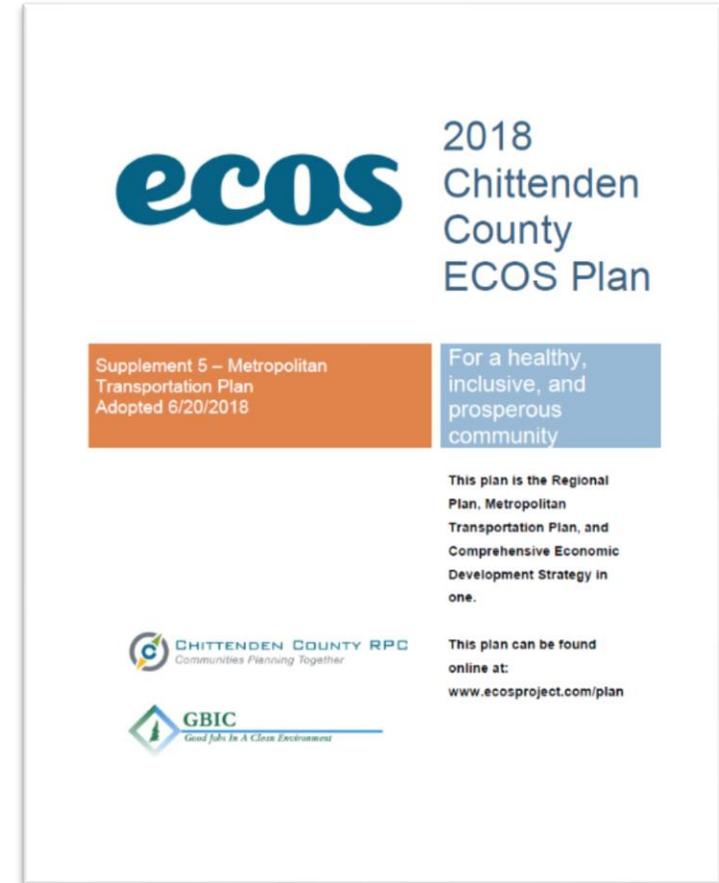
- **Population:** (14% increase)
  - » 161,382 (2015)
  - » 183,172 (2050)
- **Households:** (20% increase)
  - » 63,498 (2015)
  - » 79,151 (2050)
- **Employment:** (35% increase)
  - » 135,511 (2015)
  - » 182,688 (2050)
- **Growth in Existing Centers:** **90%** of future household growth in Chittenden County to occur in areas planned for growth

### Areas Planned for Growth



# CCRPC Metropolitan Transportation Plan (MTP)

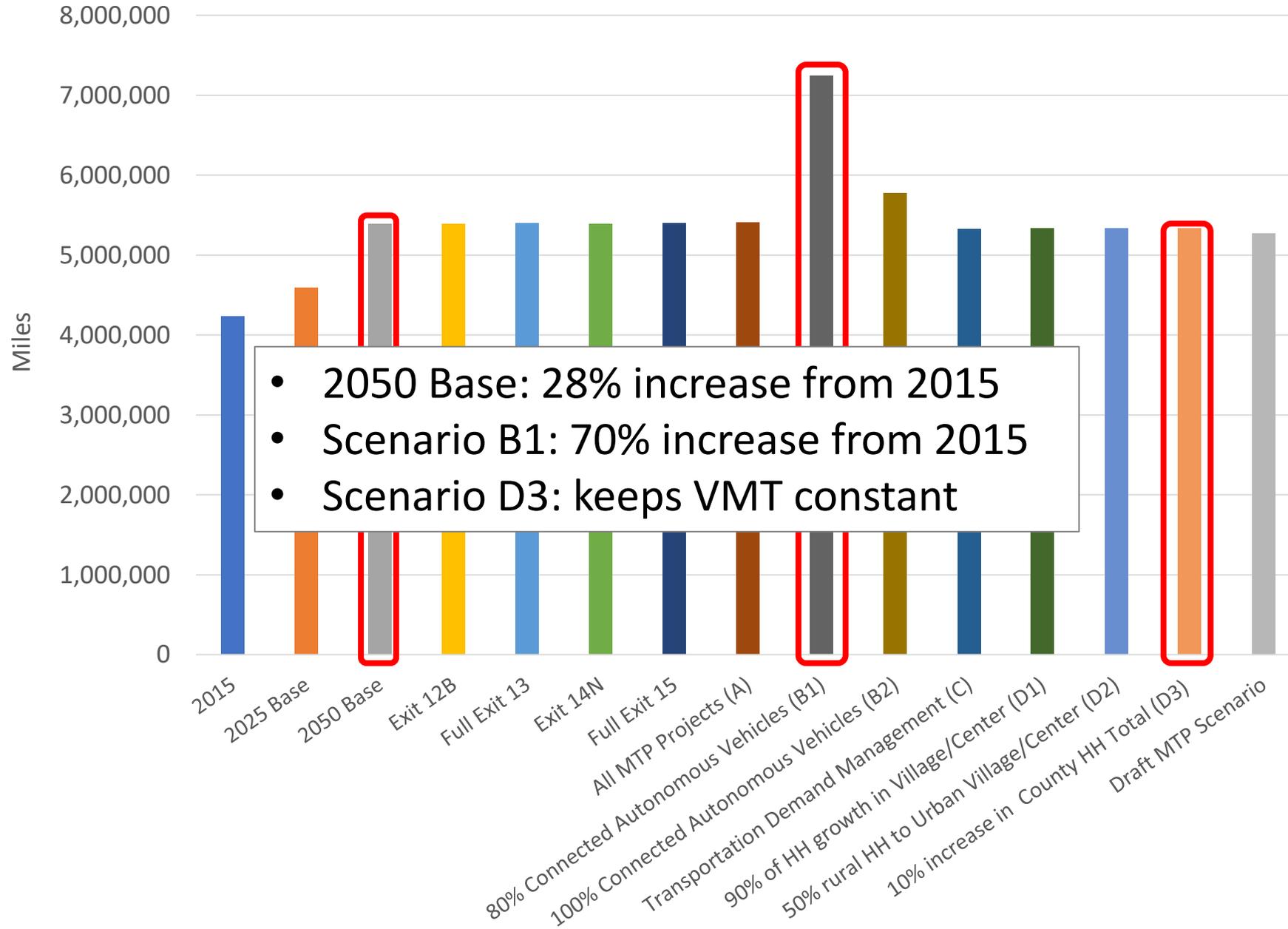
- Region's principal long-term (2050) transportation planning document
- Evaluates system performance, identifies future needs, and sets regional transportation priorities
- Plan must be fiscally constrained
- Projects must be in the MTP to be eligible for federal funding. Some exceptions apply, including:
  - Emerging safety issues
  - Municipal bike and pedestrian grants
  - Stormwater projects



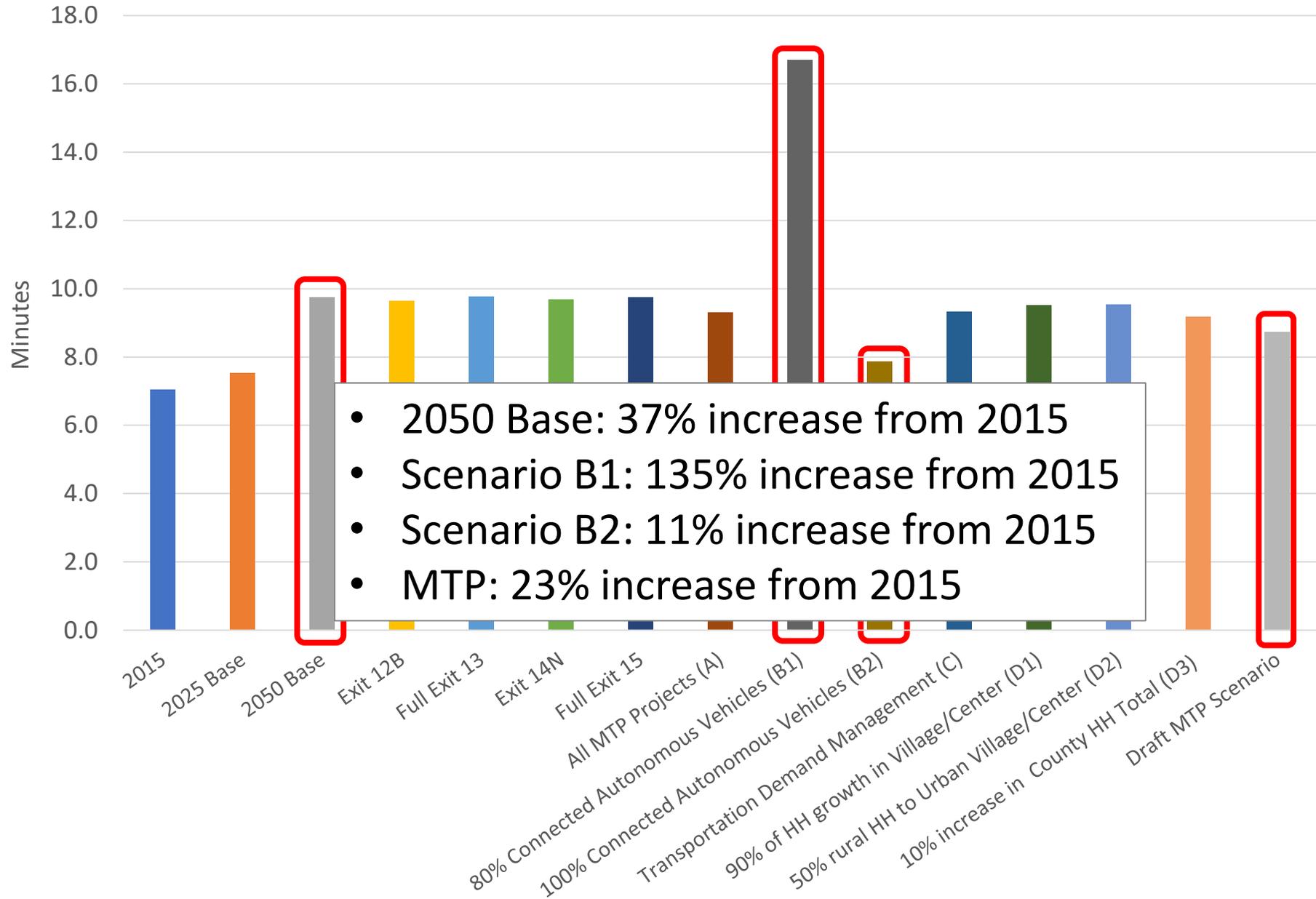
# MTP Approach

- Achieve ECOS Plan Goals:
  - Provide accessible, safe, efficient, interconnected, secure, equitable and sustainable mobility choices for our region's businesses, residents and visitors.
  - 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.
- Analyzed several scenarios to achieve best results
- Balance between:
  - Fixing high crash locations
  - Increasing livability by investing in areas planned for growth
  - Reducing congestion

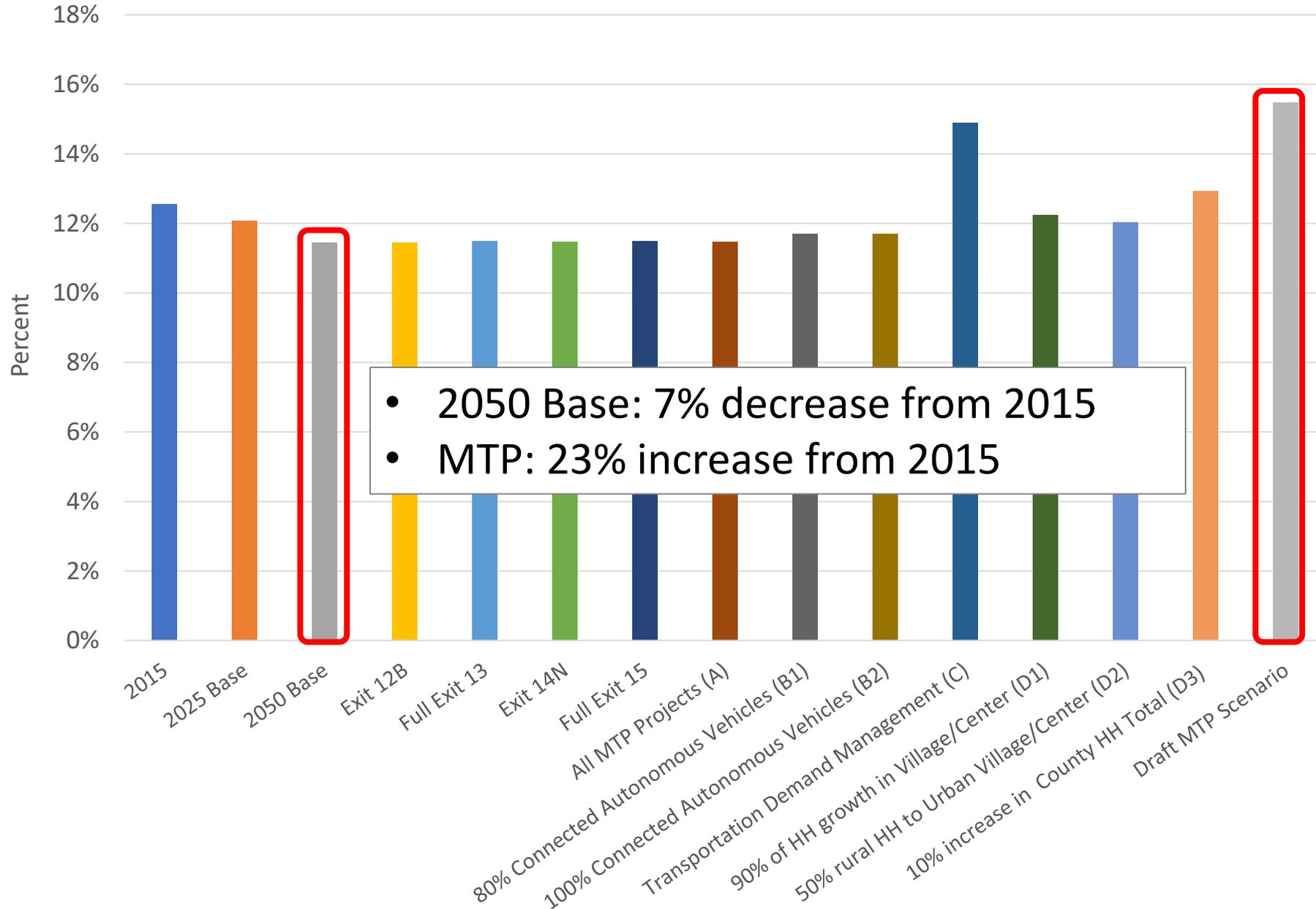
# Countywide Daily Vehicle Miles Traveled (VMT)



## Countywide Daily Delay per Capita



# Countywide Daily Transit, Walking & Biking Mode Split



# CCRPC MTP Priorities

- Approximately 70% of Funding towards System Preservation
- Concentrate Growth in our Villages & Downtowns
  - 90% of HH growth in areas planned for growth
- Safety (HCL) Improvements
- ITS Investments
- TDM Programs
- Increases in Walking & Biking Infrastructure
- Energy conservation and conversion
- Capacity Expansion only when Needed

**The strategies strike a balance between:**



Reducing congestion



Fixing high-crash locations



Enhancing walking, biking & transit

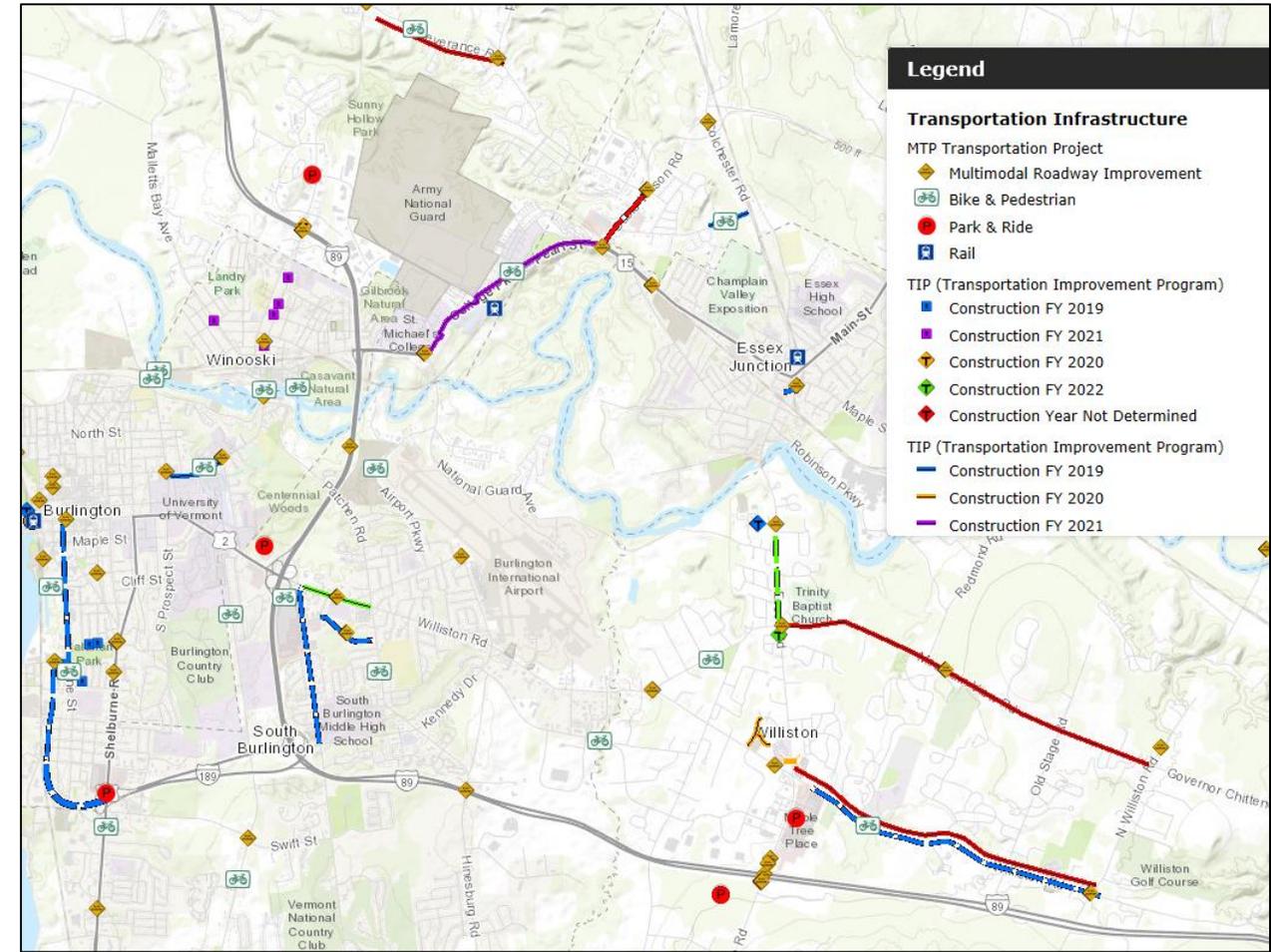


Increasing livability by investing in areas planned for growth



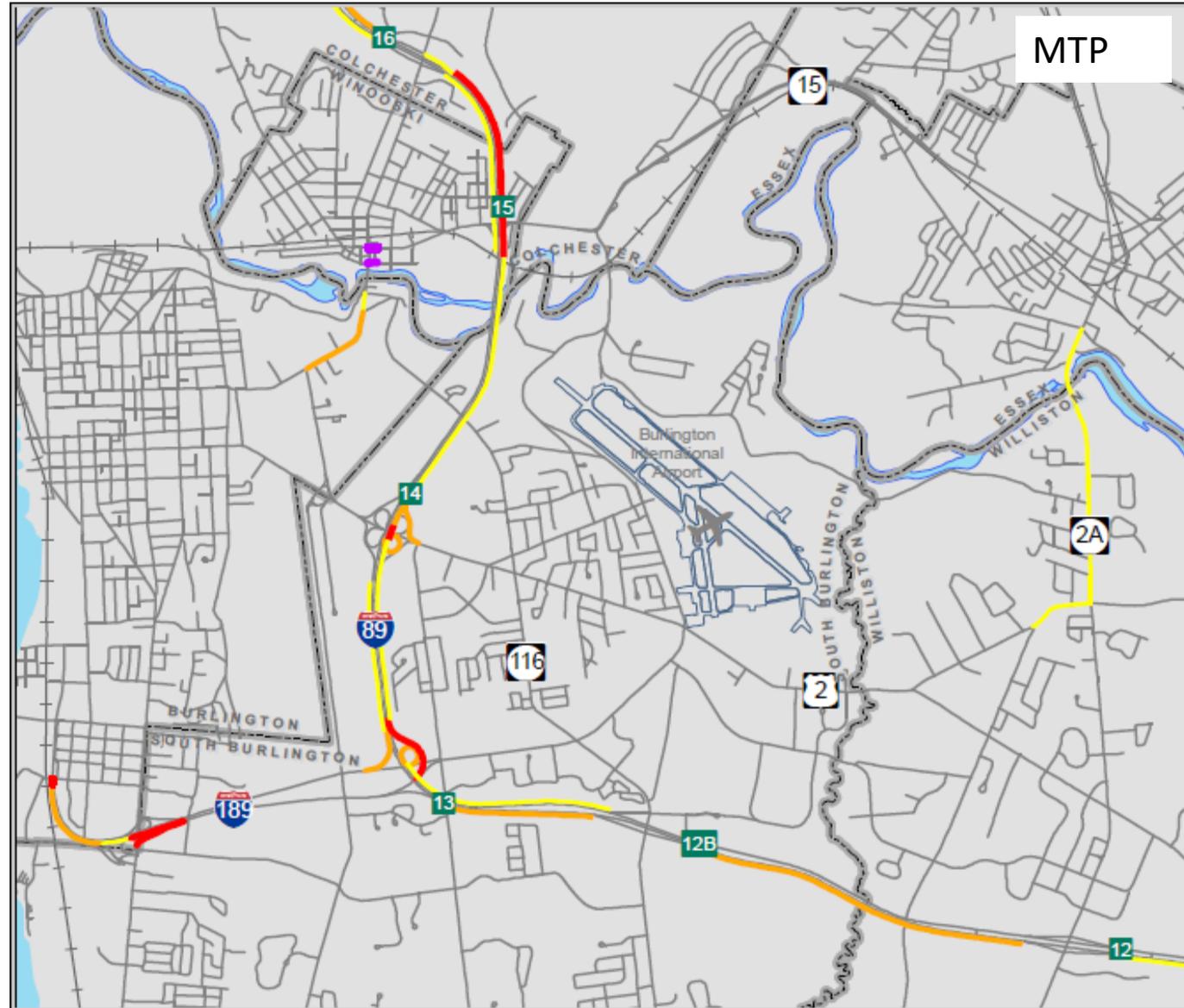
# Planning Framework – Future Transportation Investments (2050)

- **Major Transportation Projects:** Champlain Parkway, Exit 12, Exit 16, Exit 17 Improvements.
- **Enhanced Transit Service:** 15-minute headways for all trunk routes and 20 to 30-minute headways on all other routes.
- **Other Enhancements:** Major bike/ped system expansion, ITS investments, TDM programs, Safety enhancements, Partial fleet electrification, System maintenance
- **Investment:** Approximately **\$450 million** through 2050



# Roadway Capacity

- Balance possible I-89 widening vs. local road improvements
- Pursue alternative ways to reduce congestion
  - Transit, HOV lane, Connected & Autonomous Vehicles
- Increase funding share for alternative modes



## Congestion Levels (v/c ratio)

- Light Congestion (0.70 - 0.79)
- Moderate Congestion (0.80 - 0.89)
- Severe Congestion (0.90 - 1.00)
- Over Capacity (> 1.00)

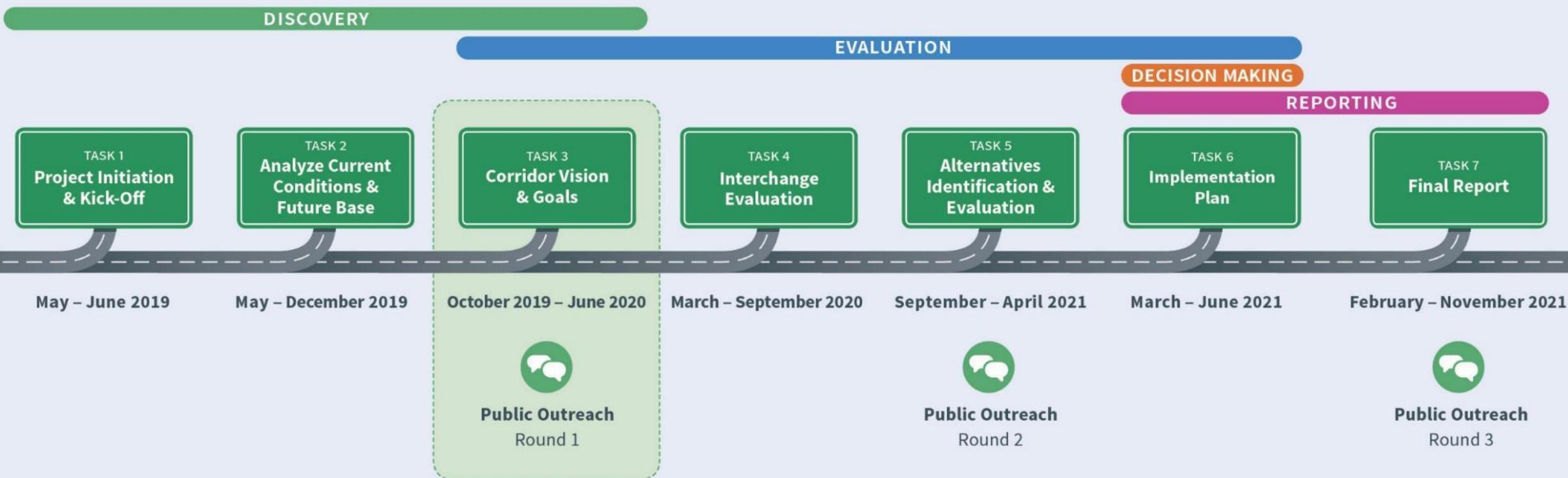


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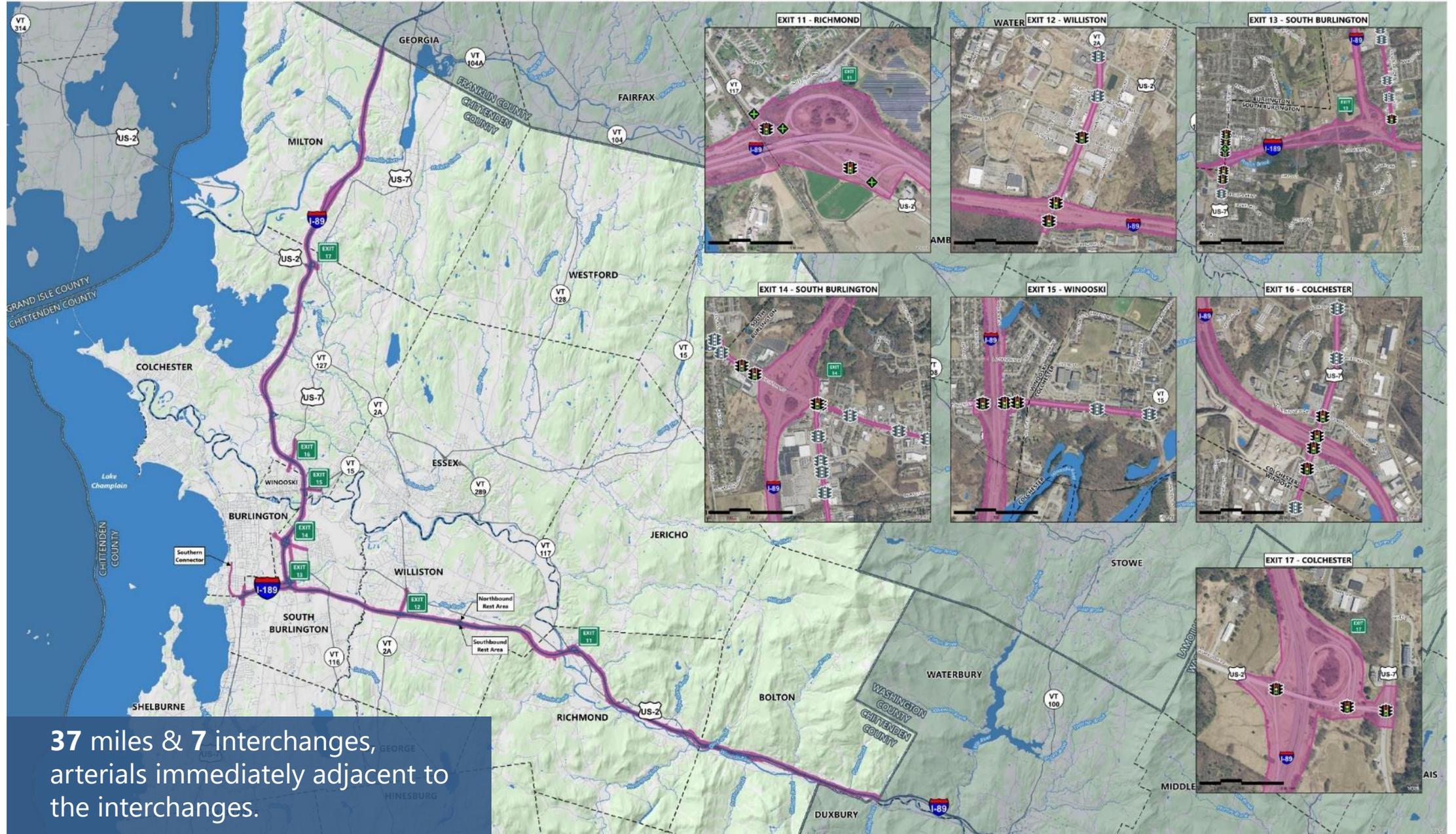
# Project Overview

# Project Overview

Our schedule for successfully moving from project kick-off through stakeholder engagement and technical evaluations to develop a comprehensive, forward-looking plan for the I-89 corridor.



# Project Study Area



37 miles & 7 interchanges, arterials immediately adjacent to the interchanges.

# Project Study Area (Burlington Area)





# Corridor Issues & Opportunities



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# Existing & Anticipated Corridor & Interchange Issues

## ■ Highway & Intersection Capacity

- I-89 Forecasted Traffic Volumes
- Interchange/Intersection Level of Service

## ■ Safety

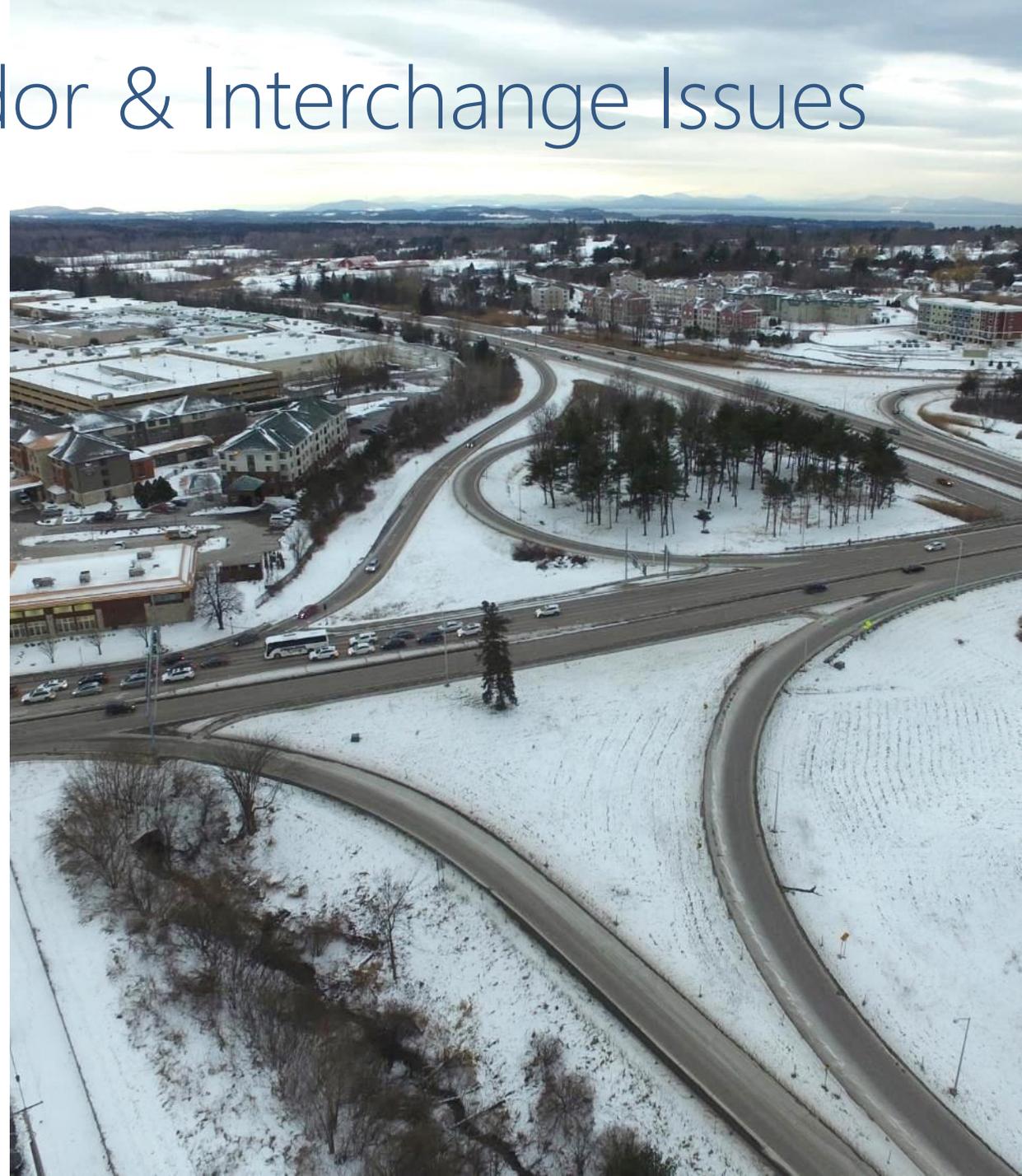
- High Crash Locations
- Location of Injury & Fatal Crashes

## ■ System Deficiencies

- Interchange Geometric Design Deficiencies
- Structurally Deficient Bridges & Culverts

## ■ Connectivity

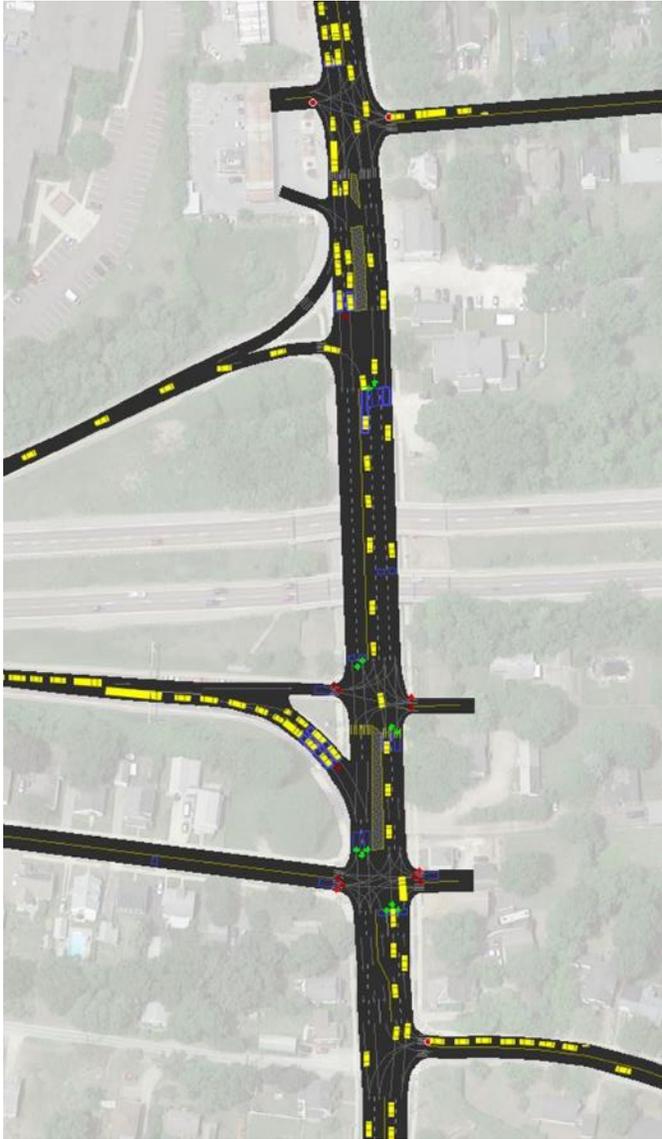
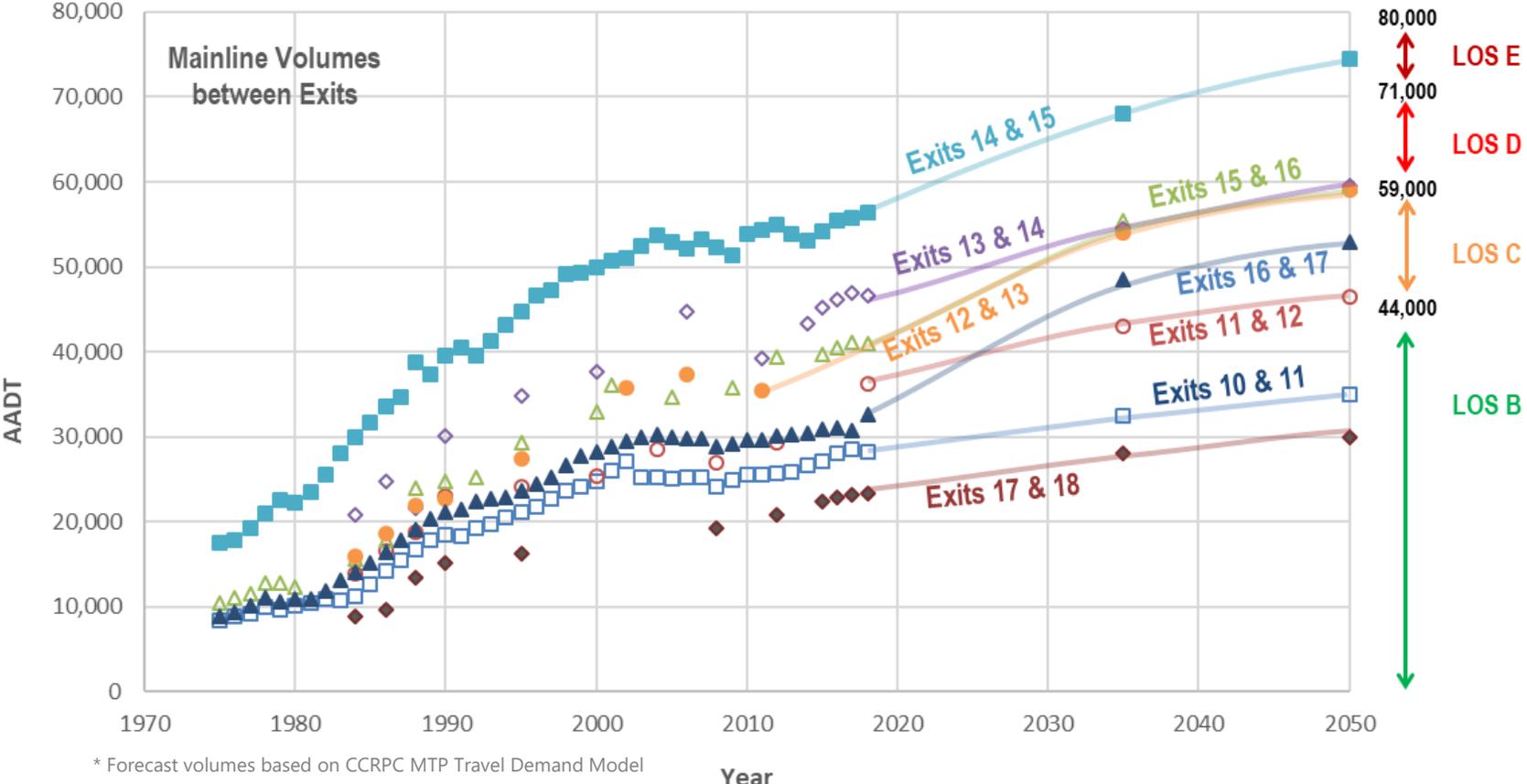
- Obstacles for Regional Bike/Ped Connectivity



# Highway Capacity

- **I-89 Current and Forecasted Volumes by Segment**

- I-89 volumes projected to exceed capacity between Exits 14 and 15 between 2035 & 2050



# Safety

## ■ High Crash Locations & Fatal Crashes



# Other Issues Evaluated

- High Crash Locations
- **Crashes Rates & Fatal Crashes**
- **Structurally Deficient Bridges & Culverts**
- **Geometric Deficiencies**
- **Environmental Resources**
- **Bike/Ped Connections**





**Discussion:**

# Identify Issues & Opportunities



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# DISCUSSION: Issues & Opportunities for the Corridor

- **What *Issues* Do You Experience on the I-89 Corridor?**
  - Congestion? Safety? Accessibility? Maintenance?
  - Where Do You Experience These Issues?
  - How Often Do You Generally Experience These Issues?
- **What Improvement *Opportunities* Do You See for the I-89 Corridor?**
  - Mainline? Interchanges? Intersections?





**Discussion:**

# Visioning Exercise



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# DISCUSSION: Corridor Vision

- **What is Your Vision for the I-89 Corridor Over the Next 10, 20, 30 Years?**





# Review Draft Vision, Goals, & Objectives



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I-89 2050 Study

# I-89 Draft Corridor Vision, Goals, Objectives

- **Vision:** Concise statement that paints a picture of the desired future for the corridor.
- **Goals:** Support the vision and lay out desired long-range outcomes to be achieved by the plan.
- **Objectives:** Defined outcomes that support their respective goal.

# I-89 Draft Corridor Vision, Goals, Objectives

## **DRAFT Vision Statement**

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

# I-89 Draft Corridor Vision, Goals, Objectives

## DRAFT Goals

- **Safety:** Enhance safety along the I-89 Study Corridor and Adjacent Interchanges for all users.
- **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.
- **Livable, Sustainable and Healthy Communities:** Promote livable, affordable, vibrant, and healthy communities.
- **System Preservation:** Preserve and improve the condition and performance of the I-89 Corridor.

# I-89 Draft Corridor Vision, Goals, Objectives



**Overview:** Development of the Vision, Goals, and Objectives for the I-89 Corridor is one of the *most important* elements of this study as it will guide decisions related to screening of alternatives. The Draft text below has been developed in coordination with the Technical and Advisory Committees. Public input will be summarized and reviewed by the Technical Committee before being finalized by the Advisory Committee later in 2020.

## DRAFT Vision Statement

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

## DRAFT Goals & Objectives

1. **Safety: Enhance safety along the I-89 Study Corridor and Adjacent Interchanges for all users.**
  - a) Reduce the frequency and severity of crashes along the I-89 Study Corridor and at adjacent interchanges.
  - b) Enhance safety of bicyclists and pedestrians at interchanges.
  - c) Improve incident response.
2. **Mobility & Efficiency: Improve the efficiency and reliability of the I-89 Corridor and Adjacent Interchanges for all users.**
  - a) Accommodate current and anticipated future traffic demand.
  - b) Maintain reliable travel times for people and goods along the corridor.
  - c) Improve network connectivity to support walking & bicycling through the study area interchanges.
  - d) Accommodate current and future public transportation services.
3. **Environmental Stewardship & Resilience: Establish a resilient I-89 Corridor that minimizes environmental impacts associated with the transportation system.**
  - a) Improve water quality and stormwater treatment.
  - b) Improve the ability to withstand and recover from extreme weather events.
  - c) Reduce greenhouse gas emissions associated with fossil fuels used in transportation.
  - d) Improve wildlife and habitat connectivity.
4. **Economic Access & Vitality: Improve economic access and vitality in Chittenden County.**
  - a) Support anticipated economic growth in the region.
  - b) Accommodate freight and goods movement served by the I-89 Corridor.
5. **Livable, Sustainable and Healthy Communities: Promote livable, affordable, vibrant, and healthy communities.**
  - a) Encourage transportation investments that result in land use patterns that are consistent with state, regional and municipal goals and plans.
  - b) Ensure that transportation improvements do not disproportionately impact low income and minority populations.
6. **System Preservation: Preserve and improve the condition and performance of the I-89 Corridor.**
  - a) Provide for sound and effective maintenance and preservation activities to achieve a State of Good Repair of the I-89 Corridor.



# Wrap Up & Next Steps



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# Wrap Up / Next Steps

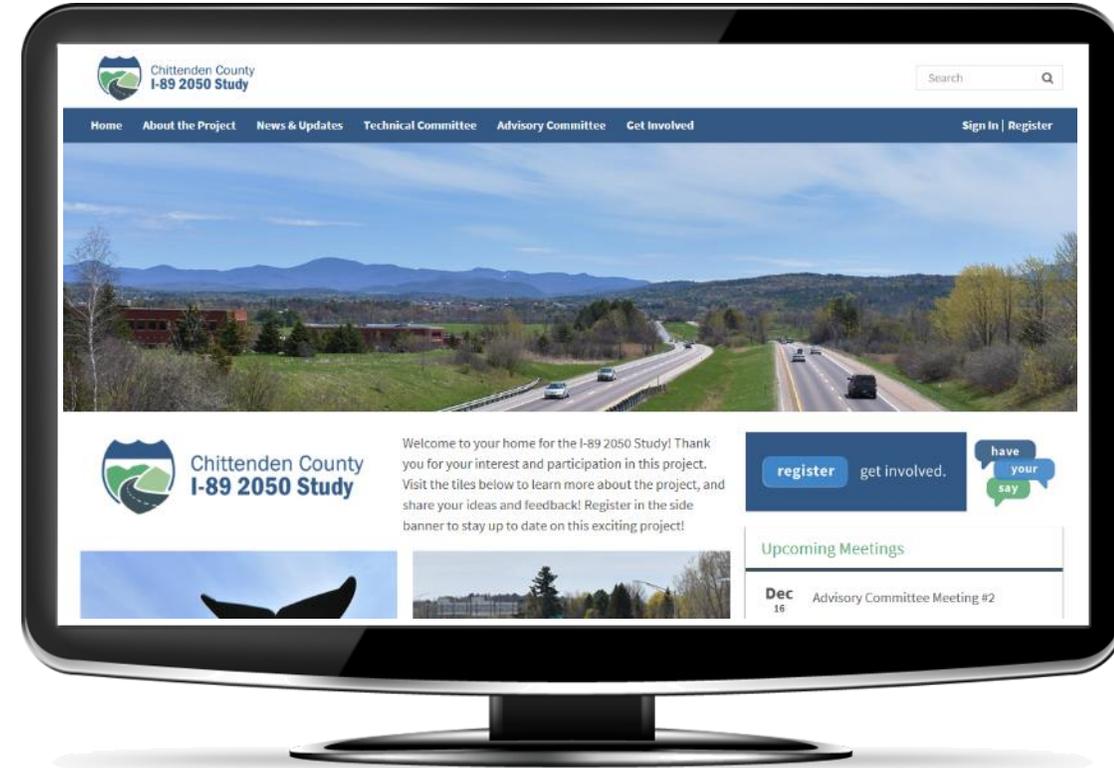
## ■ Additional Feedback

- Online Guestbook, Survey
- Please Submit Comments by end of March

## ■ Next Steps

- **Public Outreach Round 1 (January – March 2020)**
  - I-89 Issues and Opportunities
  - I-89 Vision and Goals
- **Public Outreach Round 2 (Winter 2020/21)**
  - Review and comment on recommended actions and strategies for the corridor
- **Public Outreach Round 3 (Fall 2021)**
  - Review and comment on Draft Final Report

**Stay Connected!**



**Web:** [www.envision89.com](http://www.envision89.com)

**Twitter:** [@envision89](https://twitter.com/envision89)

**Facebook:** [Envision89](https://www.facebook.com/Envision89)



# Chittenden County I-89 2050 Study

