



Vergennes Planning and Environment Linkages Study: Alternatives Development and Screening

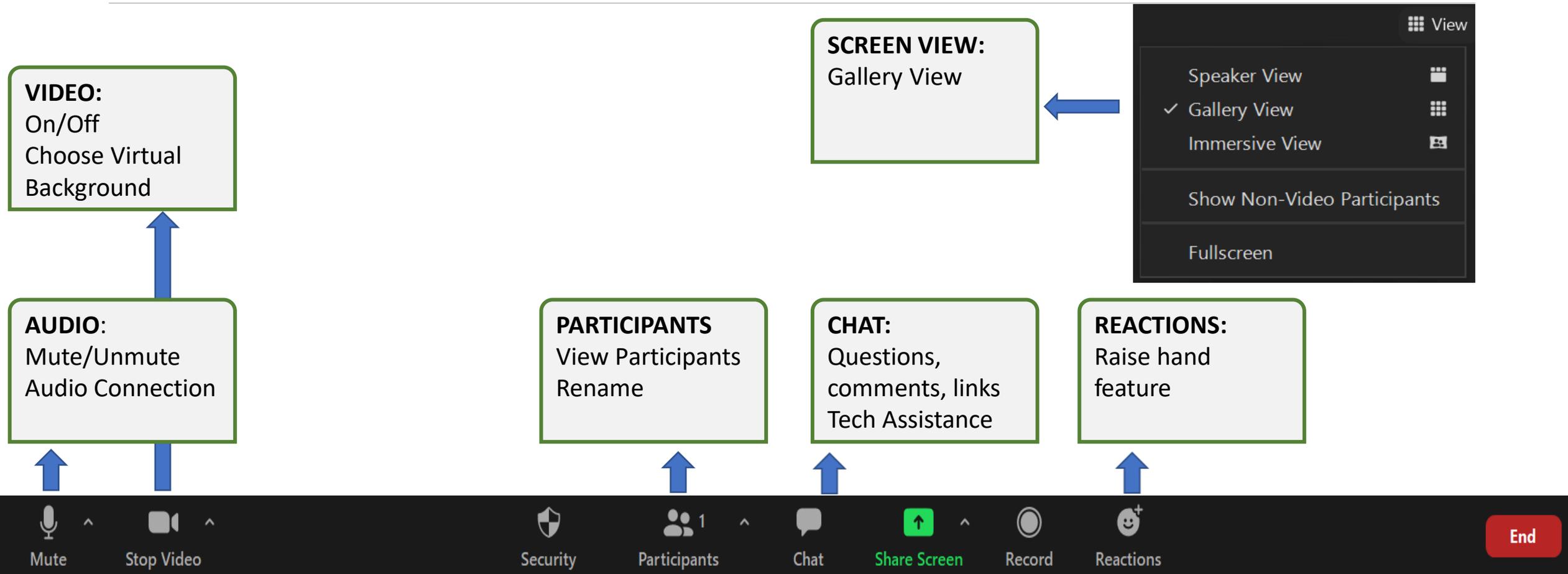
Vergennes Planning and Environment
Linkages Study:

Technical Committee Meeting

October 11, 2022



Zoom Orientation



Roll Call

VOTING members

- **Chair:** Katharine Otto, VTrans
- John Bull, Town of Ferrisburgh
- Jim Cota, VTrans
- Shannon Haggett, City of Vergennes
- Fred Kenney, Addison County Economic Development
- Jim Larrow, City of Vergennes
- Bruce Martin, VTrans
- Joel Perrigo, VTrans
- Katie Raycroft-Meyer, ACRPC
- Jeff Ramsey, VTrans
- Mike Winslow, ACRPC

NON-VOTING members

- Jacqueline DeMent, VTrans
- Chris Jolly, FHWA
- Jon Kaplan, VTrans
- James LaCroix, VTrans
- Adam Lougee, ACRPC
- Elizabeth Shipley, FHWA



Agenda

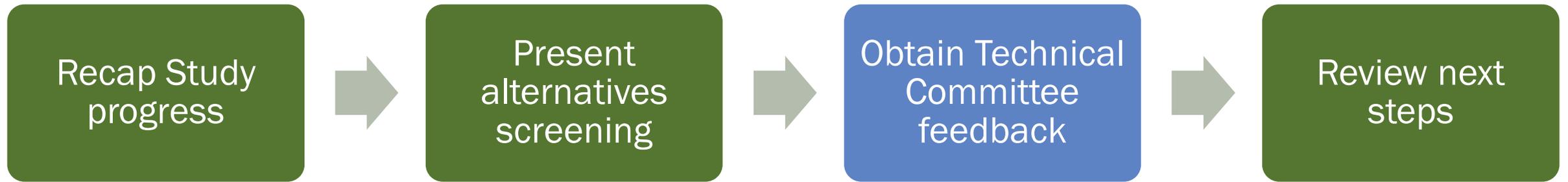
1. Call to Order | Chair Update
2. Roll Call
3. Study Progress
4. Alternatives Screening
5. Discussion/Questions/Comments
6. Next Steps
7. Member Updates/Announcements

V E R G E N N E S

Planning & Environment Linkages (PEL) Study



Goals for Today



Vergennes PEL Study Schedule (2022)



The Vergennes PEL Study is a three-year Study that will continue through Spring 2024

Purpose and Need Statement: Vergennes PEL Study

The **purpose** is to reduce the impacts of through truck traffic, including safety, congestion, noise, vibration, and dust on Route 22A in downtown Vergennes. Transportation solutions that reduce truck related quality of life impacts should also meet the mobility, safety, and economic vitality needs of Vergennes and the neighboring communities.

A summary of the **needs** identified are detailed below.



Mobility and Access: Maintain opportunities for the movement of freight in the region and minimize and/or mitigate traffic impacts to other transportation corridors



Safety, Circulation and Resilience: Support the continued movement, resilience and safety of travel through downtown Vergennes and in the neighboring communities.



Quality of Life: Improve the quality of life and minimize negative property and environmental resource impacts in downtown Vergennes and neighboring communities.



Land Use: Support local and regional land use plans and policies and state land use goals.



Economic Vitality: Promote economic vitality of downtown Vergennes, goods movement in Vergennes and neighboring communities, and support rural economy.

Why did we establish a Purpose and Need for this Study?

Development of the Purpose and Need Statement

Identification of reasonable Alternatives that address the Purpose and Need Statement

Detailed evaluation of the most promising Alternatives and Land Use Visioning

Narrowing to a short list of Alternatives to advance for Federal Environmental Review

Screening Criteria

Quality of Life and Environment

- Reduces truck noise and emissions
- Avoids potential impacts to water and natural resources
- Maintains/supports community character of downtown Vergennes

Equity



- Balances distribution of transportation resources
- Avoids impacts to surrounding communities, including disproportionate impacts to environmental justice communities

Mobility and Access

- Maintains freight mobility throughout the region
- Promotes greater destination access to downtown Vergennes to for all modes

Economic Vitality



- Promotes economic vitality in downtown Vergennes
- Promotes regional economic vitality

Safety, Circulation and Resilience



- Creates redundancies to improve resilience of road network
- Improves motorized circulation throughout the region
- Improves non-motorized circulation throughout the region
- Improves motorized and non-motorized safety on Route 22A through downtown Vergennes

Land Use



- Consistent with existing regional land uses
- Aligns with future and projected regional land uses and statewide goals

Long List of Alternatives and Screening Criteria: Purpose

The purpose of establishing a long list of alternatives is to:

- Consider an exhaustive list of alternatives that may address the Purpose and Need of the Study
- Obtain input from the public on all alternatives being considered *prior* to screening

The purpose of establishing draft screening criteria is to:

- Propose questions under the Purpose and Need Statement that will assist in filtering the long list of alternatives
- Obtain input from the public on the criteria being considered *prior* to screening

The long list of alternatives should contain all potential solutions to address the *Purpose* of the Study, while the screening criteria is how effectively they address the *Needs* identified.



“Long” List of Alternatives: What is it?



Long List of Alternatives Types:

- ✓ Existing Road Alternatives
- ✓ VT 22A Corridor Alternatives
- ✓ New Road Alternatives
- ✓ Other Freight Modes

Existing Road Alternatives

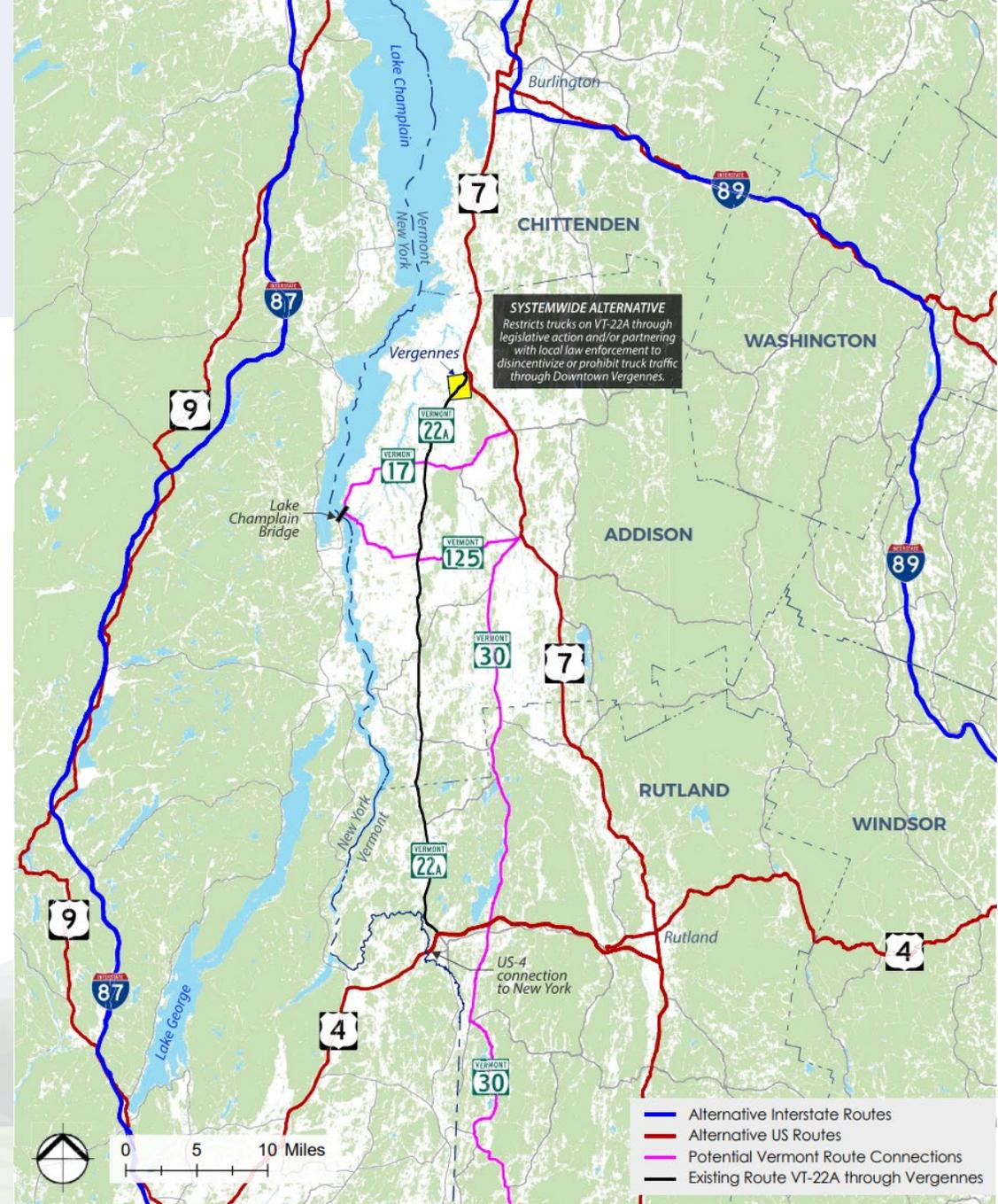


- Includes utilizing a network of existing roads to encourage or require trucks to use other state highways for freight traffic.

- VT Routes 17, 30, and 125
- US Routes 4, 7 and 9
- Interstates I-87 and I-89

- May include:

- Physical improvements to existing roadways to accommodate truck traffic
- Restricting and/or prohibiting trucks on Rte. 22A though legislation and increased enforcement
- Truck wayfinding/routing



VT 22A Corridor Alternatives



- Continue to permit trucks on VT Route 22A
- Proposes further enhancing recent VT Route 22A improvements such as:
 - Reconstruction and widening of Route 22A outside Vergennes to accommodate truck traffic
 - Traffic calming and multi-modal improvements on Route 22A through downtown Vergennes
- Includes a “No-Build” Alternative that includes:
 - Planned projects on Route 22A through 2045

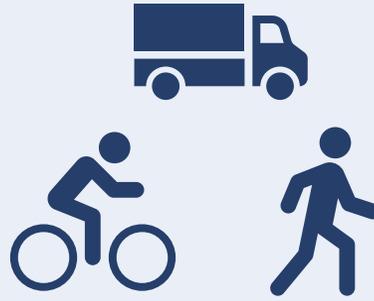


Above: Pedestrian flashing beacons in downtown Vergennes

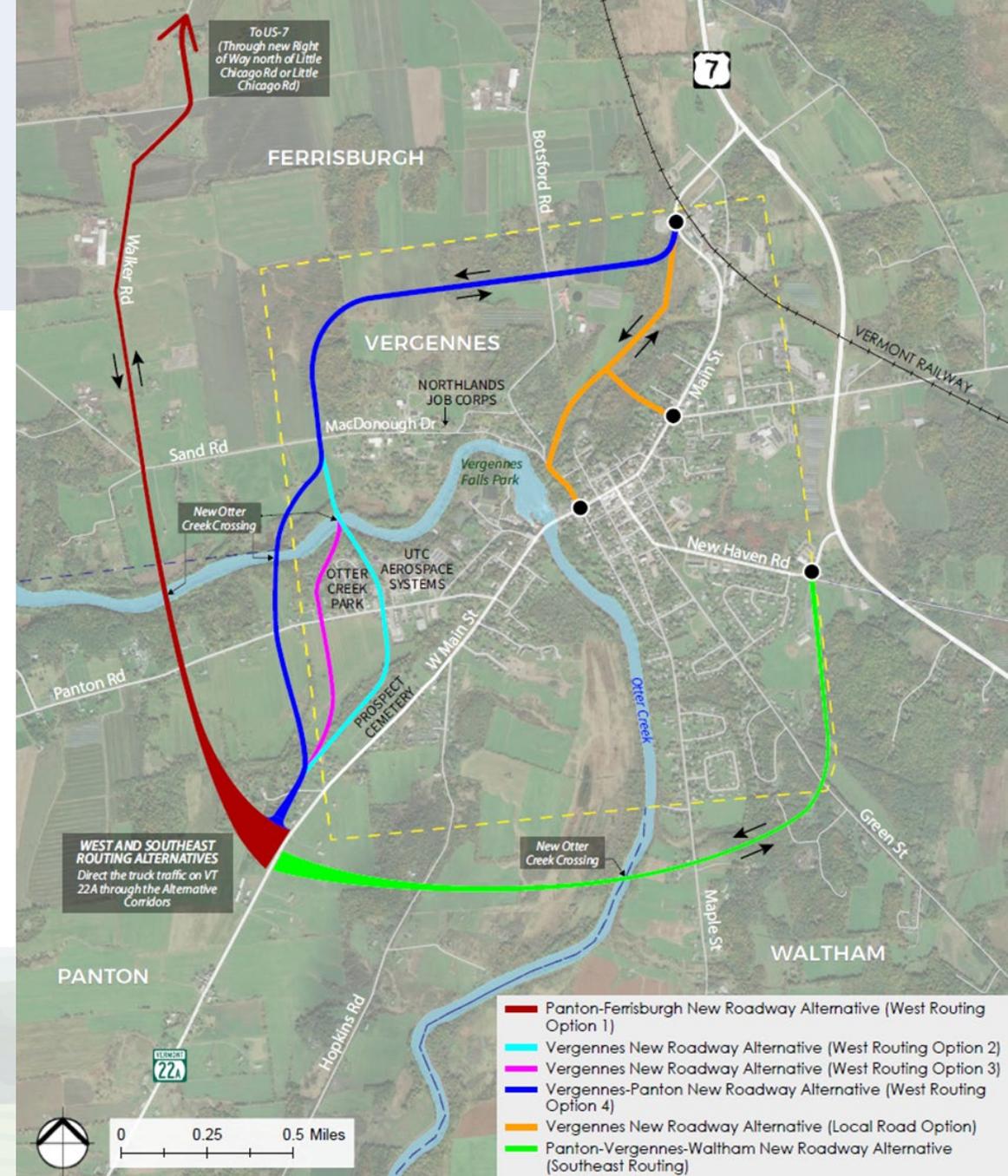


Curb bulb-out and new pedestrian signal in downtown Vergennes
Src: ACRPC

New Road Alternatives



- Includes all New Road Alternatives considered under previous studies (1995, 2002, 2019)
- New Road Alternatives consider diverting trucks away from downtown Vergennes as a potential solution to reduce their impacts
- New Road Alternatives are conceptual ideas and - exact locations are to be determined



Other Freight Modes



- Includes transitioning truck freight cargo to rail and water transportation modes
- Includes considerations for “Smart Freight” alternatives such as electric vehicles (EVs) and Connected and Autonomous vehicles (CAVs)



Draft Screening Criteria: Applying to Alternatives

Alternatives were screened using a “rating” system under each criteria:

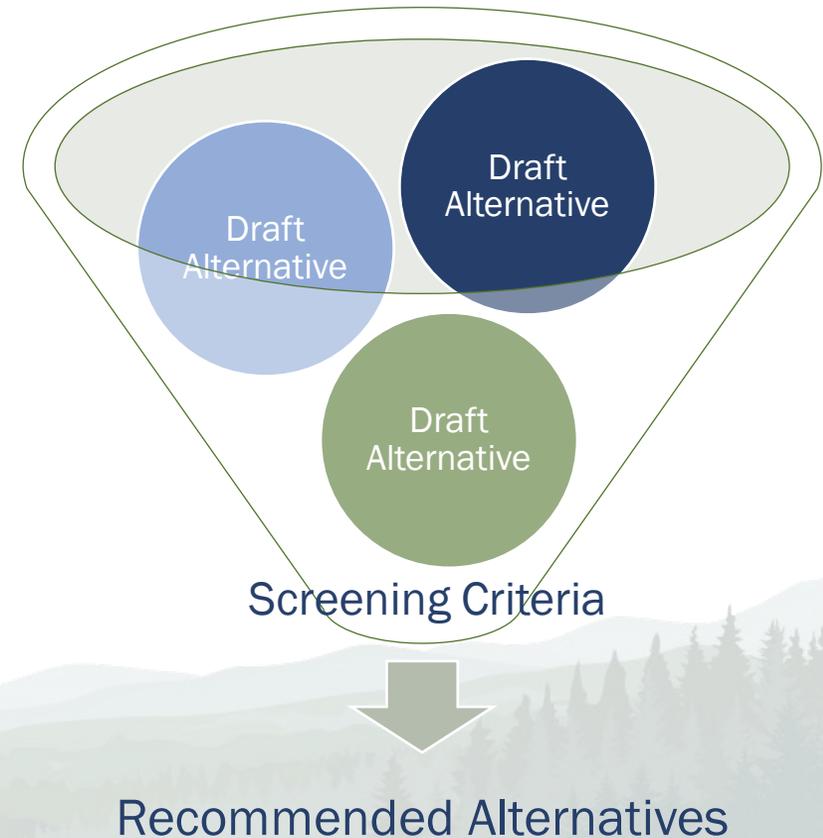
Substantial Positive Effect **++**

Some Positive Effect **+**

Neutral **○**

Some Negative Effect **—**

Substantial Negative Effect **---**

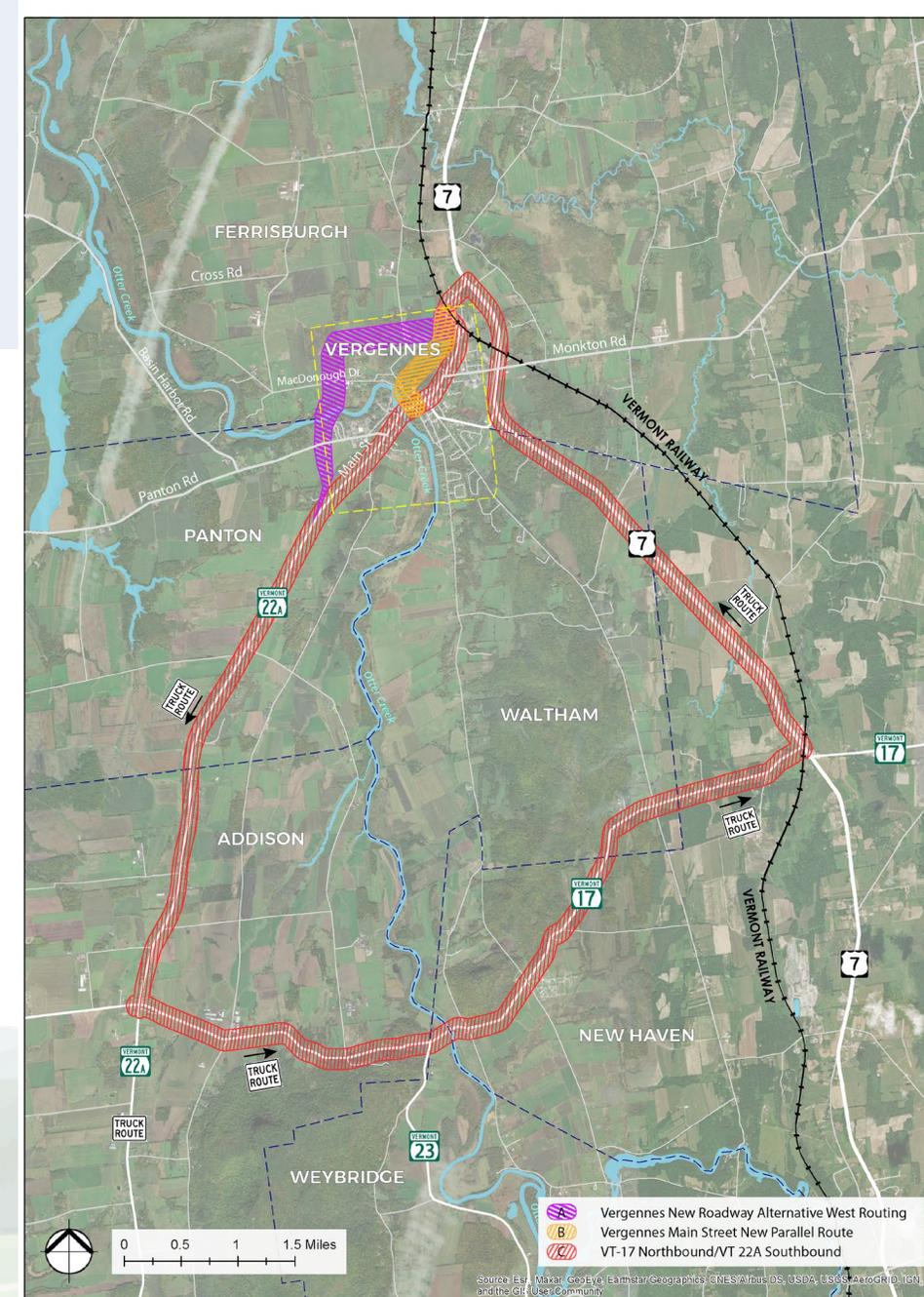


Alternatives Proposed for Dismissal

- Vergennes New Roadway Alternative (West Routing Option 2)
- Vergennes New Roadway Alternative (West Routing Option 3)
- Systemwide Alternative
- Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)
- Panton-Vergennes-Waltham New Roadway Alternative (Southeast Routing)
- VT-17 Alternative
- Rail Mode Options
- VT-22A Corridor Improvements
- Water Mode Options

Alternatives Proposed for Further Study

- Vergennes-Panton New Roadway Alternative (West Routing Option 4)
- Vergennes Main Street New Parallel Route
- VT-17 Northbound/VT 22A Southbound Alternative
- No Build serves as baseline for comparison of benefits and impacts
- Recommended alternatives can be supplemented by elements from some of the alternatives that have been dismissed (e.g., smart freight, other modes)



Does the alternative meet the Purpose and Need?

- Route 22A Corridor Improvements does not meet the purpose and need
- Other alternatives may not adequately meet the purpose and need (e.g., rail mode, water mode)

The *purpose* is to reduce the impacts of through truck traffic, including safety, congestion, noise, vibration, and dust on Route 22A in downtown Vergennes. Transportation solutions that reduce truck related quality of life impacts should also meet the mobility, safety, and economic vitality needs of Vergennes and the neighboring communities.

Screening Results – Quality of Life

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Reduces truck noise, dust, and emissions in downtown Vergennes	+	++	--	+	++	++	++	++	++	+	+	+	+	--
Avoids potential impacts to natural and water resources	O	O	O	+	--	--	--	--	-	-	O	--	+	O
Maintains and/or supports community character of downtown Vergennes	+	+	O	+	+	O	O	O	+	-	+	O	O	-

**Refer to the technical memorandum for rationale for how the alternatives were scored.*

Screening Results - Equity

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Balances distribution of transportation resource benefits	O	-	O	+	-	O	O	O	-	++	+	+	+	O
Avoids impacts to surrounding communities, including disproportionate impacts to environmental justice communities	-	-	O	O	-	!	!	O	-	O	O	O	O	O

*Refer to the technical memorandum for rationale for how the alternatives were scored.

Screening Results – Mobility and Access

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Maintains freight mobility throughout the region	⊖	-	-	○	○	+	+	+	-	+	-	⊖	○	○
Improves access to destinations in downtown Vergennes for all modes of transportation	+	+	○	+	+	+	+	+	+	+	○	○	○	⊖

**Refer to the technical memorandum for rationale for how the alternatives were scored.*

Screening Results - Economic Vitality

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Promotes economic vitality of Downtown Vergennes	+	0	+	+	+	+	+	+	+	+	-	-	0	0
Promotes regional economic vitality	+	0	-	0	0	+	+	+	0	+	0	0	0	0

**Refer to the technical memorandum for rationale for how the alternatives were scored.*

Screening Results – Safety, Circulation, Resilience

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Creates redundancies to improve resilience of road network	O	O	O	O	++	++	++	++	++	O	O	O	O	O
Improves motorized circulation through and within the region	O	+	O	O	+	+	+	+	+	O	O	O	+	-
Improves active transportation (bicycle, pedestrian, transit) through and within the region	O	O	O	+	+	+	+	+	O	O	O	O	O	O
Improves motorized and non-motorized safety on Vermont Route 22A through downtown Vergennes	+	+	O	+	+	+	+	+	+	+	O	O	+	-

*Refer to the technical memorandum for rationale for how the alternatives were scored.

Screening Results – Land Use

Screening Criteria	Systemwide Alternative	VT-17 Alternative	VT-22A Corridor Improvements	VT-17 Northbound/VT-22A Southbound Alternative	Panton-Ferrisburgh New Roadway Alternative (West Routing Option 1)	Vergennes New Roadway Alternative (West Routing Option 2)	Vergennes New Roadway Alternative (West Routing Option 3)	Vergennes-Panton New Roadway Alternative (West Routing Option 4)	Panton-Vergennes-Waltham New Roadway Alternative (Southeast)	Vergennes New and Existing Roadway	Rail Mode Options	Water Mode Options	Smart Freight Solutions	No Build
Consistent with existing regional land uses	O	-	O	-	⚡	⚡	⚡	⚡	⚡	-	+	-	O	O
Aligns with future and projected regional land uses and statewide goals	+	O	O	O	-	O	O	O	-	+	O	-	O	O

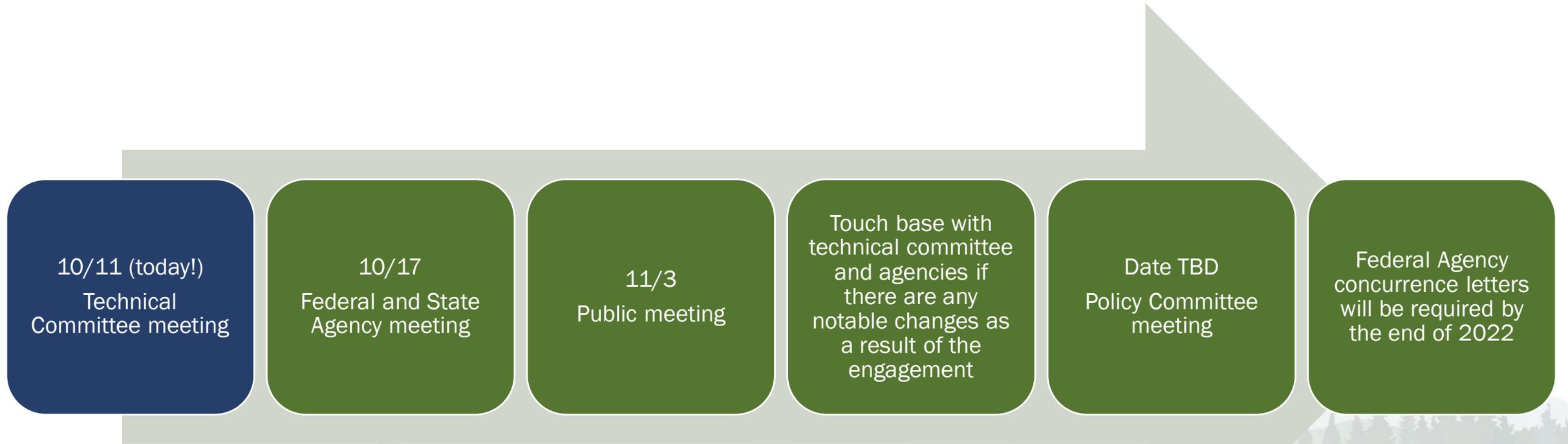
**Refer to the technical memorandum for rationale for how the alternatives were scored.*

Vergennes PEL Study Schedule (2022)



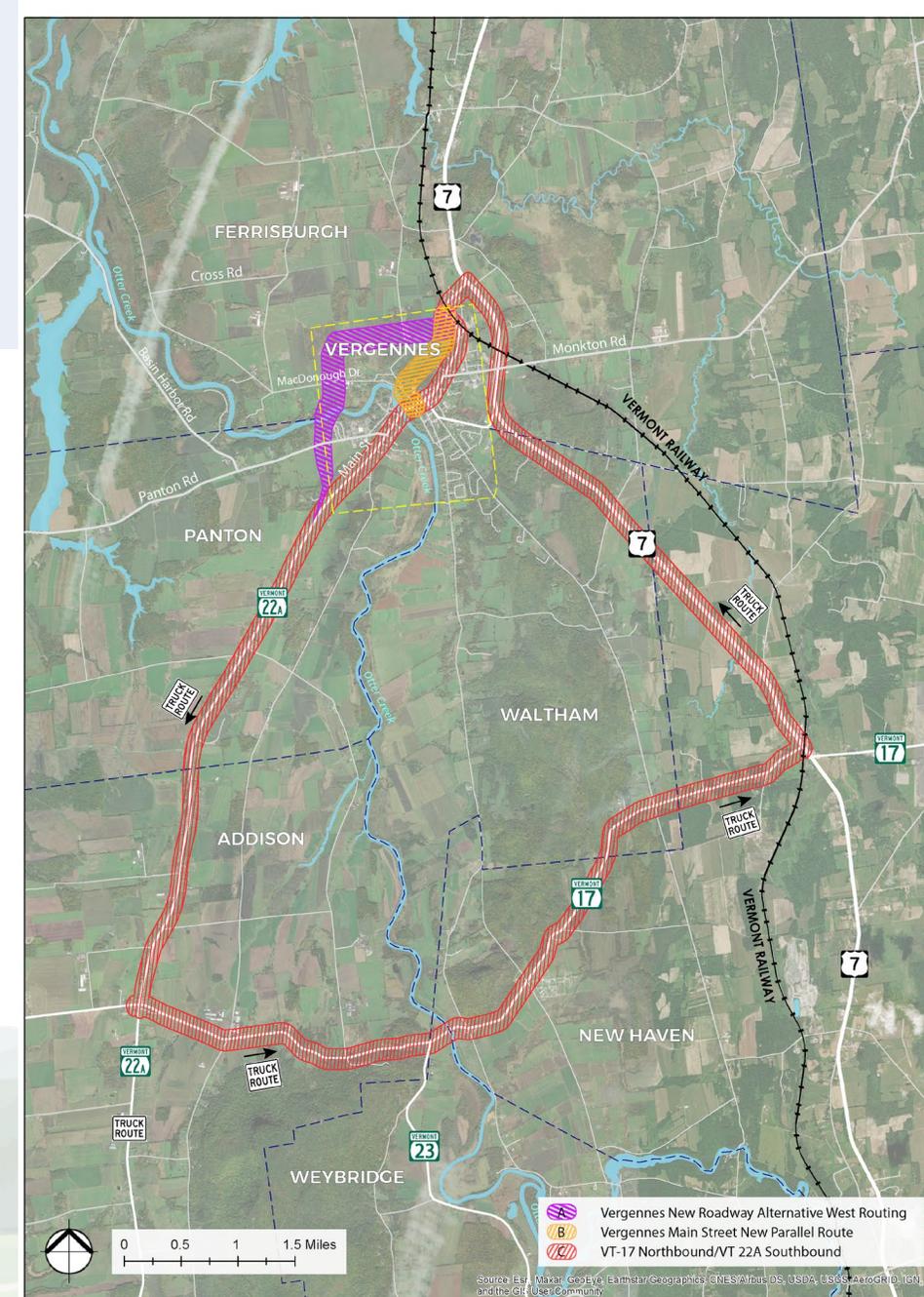
The Vergennes PEL Study is a three-year Study that will continue through Spring 2024

Vergennes PEL Study Schedule – Detailed Task 3



Alternatives Proposed for Further Study

- Vergennes-Panton New Roadway Alternative (West Routing Option 4)
- Vergennes Main Street New Parallel Route
- VT-17 Northbound/VT 22A Southbound Alternative
- No Build serves as baseline for comparison of benefits and impacts
- Recommended alternatives can be supplemented by elements from some of the alternatives that have been dismissed (e.g., smart freight, other modes)



Alternatives Screening Consensus Point

- Do you agree that that methodology and information considered in the scoring matrix is sufficient to be recommended for public review, agency concurrence and policy committee consideration (including changes agreed upon during this meeting)?
- **Note:** The consultant team will touch base with the Technical Committee if there are any notable changes as a result of the upcoming meetings. They will ask committee members to confirm they are still okay with their recommendation.

Alternatives Screening Consensus Point

- **Chair:** Katharine Otto, VTrans
- John Bull, Town of Ferrisburgh
- Jim Cota, VTrans
- Shannon Haggett, City of Vergennes
- Fred Kenney, Addison County Economic Development
- Jim Larrow, City of Vergennes
- Bruce Martin, VTrans
- Joel Perrigo, VTrans
- Katie Raycroft-Meyer, ACRPC
- Jeff Ramsey, VTrans
- Mike Winslow, ACRPC



Questions / Member Updates and Announcements



We welcome your input and appreciate your feedback. Please visit <https://vergennespel.com/> to join our email list for Study updates

Please visit email us at vergennespel@gmail.com for further information, to submit comments or to contact the Study team.