

1 **CENTRAL VERMONT REGIONAL PLANNING COMMISSION**

2 **Transportation Advisory Committee (TAC)**

3 **Minutes**

4 **March 27, 2018**

5 Central Vermont Regional Planning Commission Office

6 **Attendees:**

X	Barre City: Scott Bascom		Northfield: Jeff Schultz
	Barre Town: Harry Hinrichsen		Orange: Lee Cattaneo
	Berlin: Robert Wernecke, Vice- Chair	X	Plainfield: Bob Atchinson
X	Cabot: Karen Deasy		Roxbury: Gerry D’Amico
	Calais: David Ellenbogen	X	Waitsfield: Don La Haye
X	Duxbury: Alan Quackenbush	X	Warren: Jim Sanford
X	East Montpelier: Frank Pratt		Washington: Ray McCormack
X	Fayston: Kevin Russell	X	Waterbury: Steve Lotspeich, Chair
	Marshfield: Vacant		Williamstown: Vacant
	Middlesex: Ronald Krauth		Woodbury: Vacant
X	Montpelier: Dona Bate	X	Worcester: Bill Arrand
X	Moretown: Joyce Manchester	X	Staff: Daniel Currier and Matt Germaine

7
8 Guests: Peter Johnke (VCIL); Jon Moore and Rachel Kennedy (GMT); Bob Clark (Berlin); Tina Bohl, Derek Kenison, Scott Burbank (VTrans); Dennis Vertiyev and Erik Atkins (Green International); Sue Allen (Montpelier)

9 Steve Lotspeich called the meeting to order at 6:30pm. Introductions were completed.

10 **Adjustments to the Agenda:**

11 There were no adjustments to the agenda.

12 **Public Comments:**

13 There were no public comment

14 **Alternatives Presentation on Berlin Exit 7 Park and Ride**

15
16 Tina Bohl of VTrans and Dennis Vertiyev of Green International presented the Berlin Exit 7 Park and Ride alternatives. A total of nine alternatives were presented. Of the nine three would relocate the park and ride to a new locations while the other six would use the existing location just with different configuration options. There was one new alternative that was developed based on feedback from the public meetings and the adjacent landowners input. This alternative was number six. What is different in this alternative from the others include:

- 17 • 110 parking spaces
- 18 • Wider travel lanes to accommodate buses

- 1 • Bus pull out area and shelter
- 2 • Exit from the Park and Ride directly onto Route 62
- 3 • Construction of a berm and screening to reduce impacts to neighbors
- 4 • Add a right hand turn lane on Paine Turnpike North

5
6 The TAC members provided the following comments and feedback on the Park and Ride alternatives.

- 7 • The exit from the park and ride directly onto Route 62 should be a stop and not a yield which
- 8 would help reduce the chance for crashes.
- 9 • What about the entrance to the park and ride. Will that be expanded? The driveway exit will not
- 10 be expanded.
- 11 • Will you run into any problems expanding the Paint Turnpike intersection? No the state owns
- 12 that portion of the road.
- 13 • Is there good sight distance for an exit from the park and ride onto Route 62? Yes the distances
- 14 meet the required sight distance.
- 15 • What screening alternatives have you considered? We have looked at many. Also we have
- 16 looked at the sight lines from the house to see if we could hide the park and ride from the view
- 17 of the house. A berm with vegetation on top could be installed to help with that screening.
- 18 • This is the 2nd expansion of the Park and Ride and that is why we shouldn't maximize the
- 19 number of spaces.
- 20 • Why not leave this park and ride alone and add an area behind the State Library? Poor visibility
- 21 is one of the biggest reason.

22 Bob Clark resident of Berlin and adjacent land owner outlined his concerns about the park and ride

23 including noise, light, rubbish clean up, drug use, and encroachment on his quality of life. Bob met with

24 the Secretary of Transportation to work out some of the differences. Of all the alternative that keep the

25 park and ride at its existing location he disliked alternative six the least. But it's something Bob can live

26 with as long as there is a berm and screening to help reduce the disturbance. B. Clark also talked about

27 his willingness to work with VTrans to make this the best alternative he can.

28
29 Dona motioned to identify alternative six for the Berlin Exit 7 Park and Ride expansion as the preferred

30 alternative and authorizes staff to write a letter to VTrans notifying them of this preference and why,

31 Don 2nd. There was further discussion by the TAC including encouraging VTrans to continue working on

32 the berm and vegetation screening with B. Clark the motion passed.

33 **GMT Update on Ridership and NextGen Plan**

34 Jon Moore and Rachel Kennedy from GMT presented on the NextGen plan including the changes that

35 are being recommended to each route based on the scenario analysis and public comments. The TAC

36 members asked the following questions.

37 What is anchored flex service? The bus would start from a fixed location and then go around based on

38 the riders on the bus.

39 Is there a possibility to have the bus that runs to Hannaford's stop at the Barre City pool Cems and

40 Rotary Park? Yes that is a potential that we will look at.

1 Concerns with the complementary para transit service where shared and how the service will provide a
2 savings. Some of the savings will be in the improved fixed route service. But the devil's in the details on
3 how the service will work. The one thing they are sure of is that they will add an eligibility screening
4 that people will have to go through to qualify to use the para transit service. There were concerns
5 voiced that the quality of service will go down.

6 There are more people 65 years and older in our population. How do you take into account those riders?
7 We do consider them in our service planning. Including special shopping trip service.

8
9 Comments on the proposed changes being suggested in the NextGen plan can be provided to GMT by
10 email or posting to their blog. You can also provide them to CVRPC staff who will then pass them along
11 to GMT.

12 13 **Update from Montpelier on Transit Center (1 Taylor St)**

14 Sue Allen from the City of Montpelier presented on the progress of 1 Taylor St. The Transit Center will
15 be owned by Montpelier and leased to GMT to operate its buses out of. There will be housing on the
16 upper stories. Discussion on bus access, the bike path, and demolition of Montpelier Beverage ensued.
17 They hope to break ground on the Center on June 18th. Sue was asked to come back and present more
18 details to the TAC at a future meeting.

19 **Approval of February TAC Minutes and Prioritized VTrans Capital Program Projects:**

20 Minutes were reviewed along with the Prioritized VTrans Capital Program Projects. Don motioned to
21 accept the minutes and the prioritized CVRPC FY20 Capital Program Project Priority List dated 2/27/18
22 and authorize staff to pass the list onto VTrans as CVRPC's Regional Project Priority Ranking. There was
23 no discussion and the motion passed.

24 25 **TAC Member Concerns**

26 S. Lotspeich shared a new concern related to ACT 250 and assessing transportation impact fees to new
27 development. The development in question being assessed the fee is in Waterbury and is contributing 5
28 new PM peak hour trips to the Route 2/100 roundabout. It was concerning to the Town because the fee
29 seemed to come out of nowhere and that its assessment did not include any public involvement as the
30 Legislation seems to require. The Legislation reference is ACT 145. Waterbury plans on doing more
31 research into this to discover where and how the impact fee is assessed.

32 33 **Set Agenda for April**

- 34 • Review of Functional Class Road Changes
- 35 • Review of High Risk Rural Road Program Update and Sites
- 36 • Presentation on the VTrans Long Range Transportation Plan
- 37 • Presentation on Emerald Ash Bore

38 39 **Adjourn:**

40 The meeting was adjourned at 8:10 pm.