Central Vermont Regional Planning Commission

TRANSPORTATION ADVISORY COMMITTEE

Tuesday, April 25, 2017, 6:30 p.m.

Central Vermont Regional Planning Commission Office
29 Main Street, Suite 4, Montpelier

6:15 pm - Social & Pizza *Action Item

Page **AGENDA**

Page		
	6:30	**Introductions**
		Adjustments to the Agenda
		Public Comments
2	**6:35**	**Approve March 28 TAC Minutes** (enclosed)*
8	**6:40**	**Presentation from VTrans and Stantec on Exit 6 VT Route 63 Park and Ride**
20	**7:10**	**Demonstration of Strava Bicycle and Pedestrian Data Web Map**
21	**7:30**	**Demonstration of new Online Bicycle and Pedestrian Data Portal**
22	**7:50**	**Discussion of Northfield Bridges on Capital Program List for Possible Removal***
23	**8:10**	**Transportation Updates** (enclosed) An opportunity for TAC members to ask questions about the updates.
	8:15	**TAC Member Concerns** Roundtable for any issues, questions, and town updates from TAC members.
	8:25	**Set Agenda for the Future TAC Meeting**
	8:30	**Adjourn**

Future TAC Meeting Agendas

Below is a preview of upcoming TAC meeting agendas for consideration by the TAC.

May 23

- Highway Functional Classification Updates
- TAC Work Program Review
- CVRPC TPI Budget Adjustments

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
Transportation Advisory Committee (TAC)
DRAFT Minutes
March 28, 2017
Central Vermont Regional Planning Commission Office

Attendees:

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

Guests:

Chair S. Lotspeich called the meeting to order at 6:38pm. Introductions were completed.

Adjustments to the Agenda

None.

Public Comments

None.

Approve September TAC Minutes

R. Wernecke had one correction to the minutes on page 3, line 18, that the temporary Interstate ramp would be an on ramp not an off ramp. No other corrections where made.

R. Wernecke motioned to approve the minutes with corrections; B. Atchinson *seconded. Motion carried.*

VTrans TAC Survey

The survey link was provided with the agenda and packet. By show of hands more than half of the TAC members in attendance had already taken the survey. TAC members discussed a number of questions on the survey that they felt were interesting to answer. D. Ellenbogen asked how much weight the TAC has, and if its comments and recommendations are incorporated into the designs that VTrans and their

consultants develop. VTrans and their consultants do consider comments and recommendations the RPC's account for 20% of the total score that VTrans uses when ranking projects. One thing that the TAC felt was lacking was more communication after a public hearing or presentation was given and the interest in having a copy of the minutes from those meetings as a record of our comments. The TAC also wondered when its comments were or were not considered and why. The TAC felt that more open communication as a project develops would help them and the towns stay current with projects.

TAC Rules of Procedure

The TAC reviewed the Rules of Procedures for adoption. Discussion ensued on the Attendances section of the Rules of Procedures. Members wonder why the chair was the only person notifying the absent TAC member. The TAC would also want the selectboard to be notified as they are the body that appointed the member. Also there was discussion about whether CVRPC staff should be added to the list of people who are responsible for notifying the absent members and selectboards. No action was take on these points but everyone in attendance felt it was good practice to follow these suggestions. The TAC next talked about how a super majority (67%) of members is needed to amend these documents. It was pointed out that a simple majority would be an easier bar for the TAC to meet, especially since any amendments will then be forwarded to the Board of Commissioners for ratification.

R. Wernecke motioned to make it a simple majority to amend these procedures (51%). K. Russel seconded the motion.
Discussion ensued concerning any requirements to post the document for a 30 day public comment period if amended. There is no requirement. Vote was 12 in favor, 1 apposed, and the motion carried.

R. Wernecke motioned to adopt the amended TAC Rules of Procedures. D. Bates seconded. Vote was 11 in favor, 1 apposed, 1 abstained. M*otion does not carry.*

TAC needs 12 affirmative votes to adopt the TAC Rules of Procedures. TAC members decided to allow the one abstaining member time to review the TAC Rules of Procedures and then revisit the adoption vote before the end of the meeting.

Vote on February District Leveling and Town Highway Bridge Ranking

Because the TAC's lack of quorum (12 members present) at the February meeting, it could not approve the ranking of District Leveling and Town Highway Bridge projects. The ranking is as follows:

District Leveling

RPC Ranking FY 2018	Town	Road Name	Project Miles
1	MORETOWN	V100B	1.5
2	FAYSTON	V017	5.9

3	BARRE TOWN/WASHINGTON	V110	4.1
4	PLAINFIELD	V214	2.061
5	CALAIS	V014	5.4
6	MORETOWN	U002	6.7
7	MIDDLESEX	V012	6
8	BARRE TOWN	V014	6

Town Highway Bridge Pre-Candidates

RPC Pre-Candidate Ranking 2017	Town Name	Route	Bridge Number
1	MONTPELIER	USBR2 (State St)	0B2-1
2	NORTHFIELD VILLAGE	VT12 (Main St)	00060
3	MORETOWN	C2001 (Moretown Mountain Rd)	00021
4	FAYSTON	C2001 (North Fayston Rd)	00006
5	MONTPELIER	US2	00064
6	MONTPELIER	C30GR (Grout Rd)	00015
7	PLAINFIELD	C2002 (Brook Rd)	00021
8	NORTHFIELD	C3057 (Rabbit Hollow Rd)	00065

K. Russell motioned to approve the project lists as ranked; D. Bates *seconded. Motion carried.*

Project Prioritization of FY 19 Capital Program Projects

D. Currier presented the FY 19 Capital Program projects for TAC prioritization and ranking. Each of the following project types where reviewed: Paving, Roadway, State Bridges, Town Bridges, and Traffic & Safety. CVRPC staff calculated a draft regional ranking for each project on the list based on our Regional

Priority Criteria and local input on the projects. Each project draft ranking and status were reviewed by the TAC and it is in concurrence with the following draft ranking.

FY 17 Ranking - Approved 3/28/17	**Project #**	**VTrans Project Status**	**Town Name**	**Project Number**
Paving				
1	16V140	Front Of Book	MONTPELIER	STP 2950(2)
2	16V185	Front Of Book	BARRE CITY	STP 2961(3)
3	16V113	Front Of Book	PLAINFIELD-DANVILLE	NH PS19(1)
Roadway				
1	85B006	Front Of Book	WATERBURY	FEGC F 013-4(13)
2	83D106	Front Of Book	BARRE CITY-BARRE TOWN	MEGC M 6000(11)
3	78D348	Front Of Book	CABOT-DANVILLE	FEGC F 028-3(26)C/3
State Bridge				
1	16B010	Front Of Book	MORETOWN	BF 0167(16)
2	12B148	Front Of Book	CALAIS	BHF 037-2(12)
3	12B144	Front Of Book	CALAIS	BHF 037-2(10)
4	12B146	Front Of Book	CALAIS	BHF 037-2(11)
5	13B254	D & E	BERLIN	BF 026-1(43)
6	12C602	Candidate	WATERBURY	BF 0284( )
7	86E053	Candidate	WORCESTER	BHF 0241( )
8	12C576	Candidate	BARRE TOWN	BF 0169( )
Town Bridge				
1	13J082	Front Of Book	MONTPELIER	BO 1446(36)
2	93J040	Candidate	WATERBURY	BO 1446( )
3	12J612	Candidate	CABOT	BF 0249( )
4	12J644	Candidate	NORTHFIELD	BO 1446( )

5	96J274	Candidate	NORTHFIELD	BO 1446( )
Traffic & Safety				
1	99D128	Front Of Book	BARRE TOWN	HES STPG 6100(6)
2	14T184	Front Of Book	PLAINFIELD	NH 028-3(41)

R. Wernecke motioned to approve the project lists as ranked; F. Pratt *seconded. Motion carried.*

TAC Rules of Procedure

K. Russel motioned to reevaluate the TAC Rules of Procedure vote; R. Wernecke seconded. Motion carried.

Under membership TAC discussed why it was a requirement to have a super majority (67%) when considering adding new members. In the past TAC members felt it important to set a high bar when considering adding new members, in particular, special interest groups not representing a municipality. TAC discussed setting the bar lower but adding that new members need to be approved by the Board of Commissioners. The TAC was in support of these changes. The following is the updated Membership text.

MEMBERSHIP: Each of the 23 member municipalities in the Central Vermont region is eligible to appoint one voting member and one alternative representative. Municipal participation is discretionary, and determined by appointment from the municipality's legislative body to the Board of Commissioners. Other transportation related groups and/or organizations, upon 51% vote of the TAC membership (at least 12 votes in favor) at a regular TAC meeting, will be invited to appoint one voting member and one alternate representative to the TAC. These new members will then be forwarded to the Board of Commissioners for approval. Membership term shall be one year, appointed in March.

K. Russel motioned to amend the membership as discussed; R. Wernecke seconded. Motion carried.

R. Wernecke motioned to adopt the amended TAC Rules of Procedures; D. Bates *seconded*. Vote was 12 in favor, 1 apposed motion carried.

Transportation Updates

D. Currier review the updates with the TAC.

TAC Member Concerns

No concerns where discussed

Set Agenda for the Future TAC Meeting

Upcoming TAC agenda items include a presentation on Functional Classification and a presentation on Exit 6 VT Route 63 Park and Ride.

Adjourn

The meeting adjourned at 8:33 pm.

Stantec

Memo

To:	Wayne Davis, Project Supervisor VTrans	From:	Thad Luther, PE Stantec South Burlington Vermont
File:	Berlin CMG PARK(46)	Date:	October 5, 2016

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Traffic Evaluation

Per your request we are responding to traffic and safety concerns raised by the Central Vermont Regional Planning Commission (CVRPC) Transportation Advisory Committee (TAC) relative to the proposed Berlin park and ride facility. The proposed facility is a 62 parking space park and ride lot in the northeast quadrant of the intersection of East Road and VT Route 63. The CVRPC comments are documented in a July 11, 2016 letter (attached) and relate to:

1. The existing yield condition between the I-89 northbound and southbound off ramps; and,
2. The possible need for an eastbound left turn lane on VT Route 63 at East Road.

Each of these concerns are discussed separately below.

I-89 Ramp Merge Condition

The proposed park and ride project will not alter geometric conditions at the I-89 off-ramps merge and will only nominally increase traffic volumes at this location. Consequently, the issues identified at this location are considered existing issues *unrelated to the proposed park and ride facility*.

Figure 1 Looking East from I-89 Southbound Off-Ramp Towards Merge with I-89 Northbound Off-Ramp

The CVRPC expressed concerns for traffic safety at the I-89 off ramps merge given: the flat approach angle of the northbound off-ramp; high speeds on the ramps; and, limited sight lines looking west (toward the southbound off-ramp traffic) from the northbound off-ramp. Presently, the single-lane northbound off-ramp is under YIELD control where it merges with the single-lane southbound ramp. East of the merge they comprise Route 63 eastbound. The yield condition is shown in Figure 1. An aerial view of the ramp configuration and its relationship to the East Road/Route 63 intersection is shown in Figure 2. As shown, the yield line is approximately 650 feet west of East Road and the sight line to the west, measured from the northbound off-ramp, is approximately 700 feet.

Sight Line Evaluation

Safety conditions at the ramp were first evaluated by assessing sight lines at the merge location. Motorist merging from the northbound off-ramp must be able to see approaching vehicles on the southbound off-ramp a sufficient distance upstream to determine if it is safe to merge. Similarly, motorists on the southbound ramp must see merging vehicles from a sufficient distance upstream to avoid a collision with an entering vehicle. This is referred to as stopping sight distance and is dependent on roadway grades and travel speeds. Stopping sight distances are calculated for

specific speeds in *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO). Assuming an approach speed of 50 miles per hour on the southbound off-ramp the required stopping sight distance is 425 feet. As noted in Figure 2, the available sight distance looking west from the merge location is approximately 700 feet. Consequently, there is adequate and safe sight distance at this location.

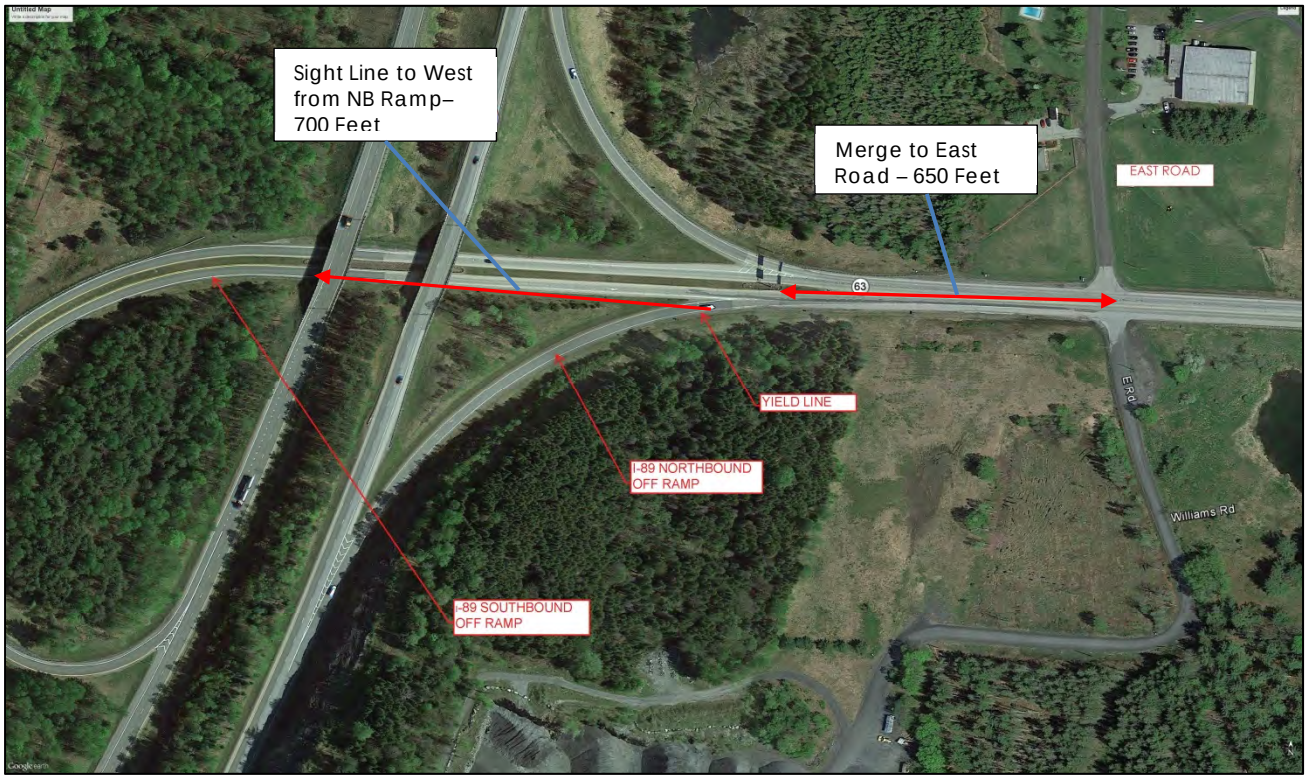

Figure 2 Aerial View of Interchange and East Road

Crash Experience

The second element of the safety analysis conducted for this location relates to a review of the crash history. VTrans collects and compiles records of vehicle crashes on all Vermont roadways. It calculates average crash rates by roadway/intersection type and identifies High Crash Locations where the observed crash rate is significantly higher than the expected or average rate. Also, an intersection must experience five or more crashes over a five-year period to qualify as a High Crash Location. A review of the VTrans High Crash Location list for the 2010-2014 period indicates that the off-ramp merge area is not a High Crash Location. A review of VTrans crash listings for this same time period indicates that only one crash occurred at this location. This was a single vehicle crash attributed to distracted driving. Consequently, the available crash history indicates that the merge area presently operates safely.

Merge Area Conclusions and Recommendations

Our investigations indicate that the existing I-89 off ramps merge area operates safely.

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Safety Evaluation

Route 63 Eastbound Left-Turn Lane

The CVRPC identifies the possible need for an eastbound left turn lane on VT Route 63 at East Road. Decisions to introduce left-turn lanes on the uncontrolled approaches of unsignalized intersections are based on safety and traffic volume considerations. From a safety perspective, adequate sight lines should be available such that: 1) a vehicle overtaking another vehicle stopped waiting to turn left in the through travel lane has adequate sight lines to avoid a rear-end collision; and, 2) a motorist turning left has adequate sight lines to determine when it is safe to cross the oncoming traffic stream. Again, travel speeds and the AASHTO Stopping Sight Distance criteria are considered in this analysis. From a travel demand perspective, traffic volume levels determine whether or not a certain percentage of the traffic overtaking a left-turning vehicle will be forced to stop to wait for the left-turning vehicle to clear the lane. For a roadway with a 50 miles per hour travel speed the maximum percentage of through vehicles that may be stopped is 1.5 percent. Traffic volume thresholds that relate to the 1.5 percent criterion are published in *A Policy on the Geometric Design of Highways and Streets* as left turn lane warrants.

Sight Line Evaluation

Similar to the above ramp merge analyses, the adequacy of existing sight lines at the East Road/ VT Route 63 intersection were examined from the western and eastern directions. For this analysis, as there are no speed limit signs west of the East Road/VT Route 63 intersection, the statutory speed limit of 50 miles per hour was assumed on VT Route 63 from the off ramps. The speed limit is 55 miles per hour east of the East Road/VT Route 63 intersection, so the sight line evaluation for westbound traffic approaching the intersection is based on 55 miles per hour.

At 50 miles per hour, the required stopping sight distance is 425 feet. Looking west from the East Road/VT Route 63 intersection, the roadway is straight and level affording clear sight lanes back to I-89 as shown in Figure 3. The existing off-ramp merge intersection is within this field of vision and is located approximately 650 feet from East Road. Consequently, safe and adequate sight distance is available to allow eastbound motorists from either ramp to react to a vehicle stopped waiting to turn left in the eastbound VT Route 63 through lane. Looking to the east from East Road, sight lines are limited by a vertical curve in the roadway alignment as shown in Figure 4. However, field measurements indicate that even with the vertical curve the sight distance in this direction is approximately 785 feet. The stopping sight distance required for 55 miles per hour is 495 feet. Consequently, safe and adequate sight distance is available to allow eastbound vehicles to safely turn left across the oncoming travel lanes.

Stantec

October 5, 2016
Wayne Davis, Project Supervisor
Page 4 of 7

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Safety Evaluation

Figure 3 Looking West toward I-89 (East Road/Park and Ride Site on Right)

Figure 4 Looking East toward crest vertical curve (East Road/Park and Ride Site on Left)

Stantec

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Safety Evaluation

Left Turn Lane Warrants

Traffic volume based criteria are, as noted above, published by AASHTO and used to assess when provision of a left-turn lane should considered on the uncontrolled approaches at an unsignalized intersection. Factors considered in this analysis include: the peak hour volume on the left turn approach (the eastbound VT Route 63 approach in this case); the percentage of left turns in the approaching volume; the peak hour volume on the opposing intersection approach (the westbound VT Route 63 approach in this case); and, the travel speed on the roadway. A travel speed of 50 miles per hour was assumed for this location as the evaluation speed is based on the approaching movement.

Anticipated future traffic volume conditions with the park and ride facility built were developed and analyzed for both the weekday AM and PM commuter peak traffic hours. First, vehicle turning movement counts were conducted at the subject intersection in August 2016. The turning movement count data are attached. Then traffic forecasts were developed for the proposed park and ride lot using trip generation rates published by the Institute of Transportation Engineers (ITE). The ITE reports that park and ride facilities, (ITE Land Use Code 090), typically generate 0.71 and 0.62 (AM and PM) peak hour vehicle trips, respectively, per parking space. With 62 proposed spaces the park and ride facility will generate an estimated 30 AM peak hour trips and 14 PM peak hour trips. These trips were superimposed on the existing peak hour volumes based on the assumption that 75 percent of the park and ride trips would be oriented to I-89 and the remainder would be oriented to VT Route 63. The combined existing volumes and park and ride trips represent future traffic conditions with the park and ride lot built. The development of the projected future traffic volumes used in the left-turn lane warrant analysis is summarized in Table 1.

Peak Hour	Turning Movement	Existing	Park and Ride	Future
AM	Eastbound – Left	3	23	26
	Eastbound – All	225	23	248
	Westbound - All	464	7	471
PM	Eastbound – Left	10	11	21
	Eastbound – All	498	11	509
	Westbound - All	256	3	259

Table 1 Determination of Future Peak Hour Traffic Volumes – East Road/Route 63 Intersection

The left turn lane warrant criteria published by AASHTO were applied to the projected future traffic volumes at the East Road/VT Route 63 intersection using a spreadsheet tool developed by the Transportation Research Board and described in National Cooperation Highway Research Program (NCHRP) Report #457, *Engineering Study Guide for Evaluating Intersection Improvements* (2001). The projected volumes are plotted and compared to a line that defines the left turn lane warrant volume threshold. As noted in Figure 5, a plot of AM and PM peak hour conditions for the subject site fall below or to the left the threshold line indicating that installation of a left turn lane is **NOT** warranted and does not need to be considered at this location.

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Safety Evaluation

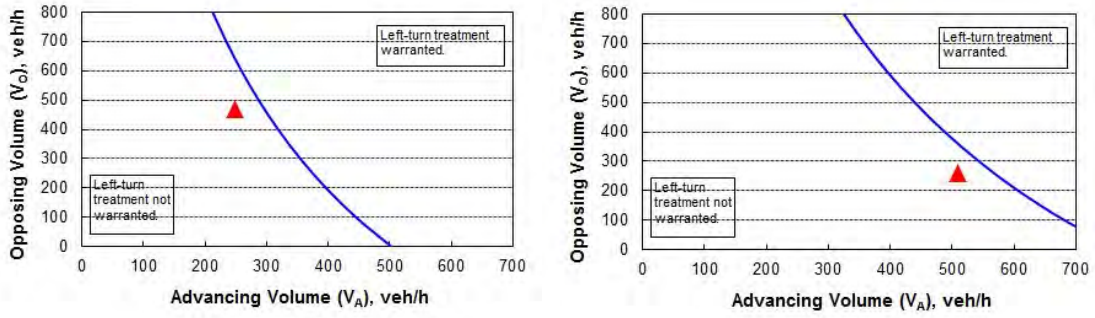

Figure 5 Left Turn Lane Warrant Calculations

Left Turn Lane Conclusions and Recommendations

Provision of a left turn lane on VT Route 63 eastbound at East Road is not warranted based on an evaluation of existing sight line and projected traffic volume conditions. However, the projected volumes fall just shy of the warrant threshold such that the warrant could be met if significant future traffic growth occurs unrelated to the proposed park and ride facility. Consequently, it is recommended that traffic volumes and crash history be monitored five years after project completion and that the new data be used to conduct an updated left-turn lane warrant study.

VTrans is currently reviewing its left turn policy with the goal, in effect, of raising the volume thresholds that trigger the need to consider a left turn lane. Any changes in policy should be considered as part of the future left-turn lane study.

Summary

Based on the investigations described above we conclude that:

- **There are no existing hazards or unsafe conditions at the I-89 Off Ramps merge location; and,**
- **Construction of an eastbound left-turn lane on VT Route 63 at East Road is not required.**

We also recommend that:

- VTrans monitor traffic conditions at the East Road/VT Route 63 intersection after the project is built to reassess the need for a left turn lane.

Stantec

Reference: CMG PARK(46) Berlin Park and Ride Route 63 Safety Evaluation

Should you have any questions regarding the above please do not hesitate to contact us.

STANTEC CONSULTING SERVICES INC.

Thad Luther, PE
Senior Engineer
Phone: (802) 497-6412
Fax: (802) 864-0165
thad.luther@stantec.com

Gary A. Santy, PE
Senior Principal

Attachment: CVPRC Letter Dated July 11, 2016 and backup material.

EXIT 6

Westbound from Barre				Eastbound from I-89		
Left to dirt rd	Thru to I-89	Right to E Rd	Morning	Left to E Rd	Thru to Barre	Right to dirt rd
0	75	4	6:30 to 6:45	2	38	0
3	73	7	6:45 to 7:00	1	35	2
0	86	1	7:00 to 7:15	2	22	0
1	141	1	7:15 to 7:30	0	42	1
0	140	0	7:30 to 7:45	0	51	1
1	116	0	7:45 to 8:00	3	78	3
0	63	3	8:00 to 8:15	0	45	1
0	60	3	8:15 to 8:30	0	40	1

Northbound on dirt rd				Southbound on E Rd		
Left to I-89	Thru to E Rd	Right to Barre	Morning	Left to Barre	Thru to dirt rd	Right to I-89
0	0	0	6:30 to 6:45	0	0	0
2	0	1	6:45 to 7:00	0	0	0
1	0	0	7:00 to 7:15	0	0	2
1	0	0	7:15 to 7:30	0	0	1
0	0	1	7:30 to 7:45	0	0	0
2	0	1	7:45 to 8:00	1	0	1
2	0	0	8:00 to 8:15	0	0	3
0	0	0	8:15 to 8:30	1	0	1

EXIT 6

Westbound from Barre				Eastbound from I-89		
Left to dirt rd	Thru to I-89	Right to E Rd	Evening	Left to E Rd	Thru to Barre	Right to dirt rd
1	75	0	4:30 to 4:45	0	110	1
0	68	2	4:45 to 5:00	3	139	1
0	49	0	5:00 to 5:15	2	126	1
0	62	0	5:15 to 5:30	5	110	0
0	48	2	5:30 to 5:45	8	76	1
0	39	2	5:45 to 6:00	3	63	2
3	35	3	6:00 to 6:15	1	51	0
0	30	0	6:15 to 6:30	0	56	0

Northbound on dirt rd				Southbound on E Rd		
Left to I-89	Thru to E Rd	Right to Barre	Evening	Left to Barre	Thru to dirt rd	Right to I-89
0	0	1	4:30 to 4:45	5	0	1
3	0	0	4:45 to 5:00	1	0	3
1	0	0	5:00 to 5:15	5	0	2
0	0	0	5:15 to 5:30	3	0	0
1	0	0	5:30 to 5:45	1	0	4
0	0	2	5:45 to 6:00	3	0	0
0	0	0	6:00 to 6:15	2	1	1
3	0	0	6:15 to 6:30	1	0	2

Source: ITE LUC 090, Park and Ride

Berlin VT based on 62 spaces

		Total
AM	In	30
	Out	17
	Total	47
PM	In	14
	Out	25
	Total	39

Central Vermont Regional Planning Commission

Gary A. Santy, PE
Senior Principal
Stantec
55 Green Mountain Drive
South Burlington VT 05403-7824

7/11/16

Gary

The CVRPC TAC has been reviewing the Plans for the Exit 6 Park and Ride, and still has some concerns that haven't been addressed. The existing merge operates poorly, and there is poor visibility from the west bound approach. Also loaded trucks from the quarry are making right turns onto VT 63.

A concern the TAC had, beyond the need for a left turn lane alone, is the very short (~0.06 mi), almost parallel merge from the two interstate ramps (south & north bound exits). The acute merge angle makes the northbound ramp visibility for the merge very limited. This dangerous situation would be made even more unsafe if vehicles are also waiting to turn left into, or coming out of, the new park & ride only ~0.13 miles from the beginning of the merge. And these are people coming off of a 65 mph road merging onto a 55 mph road. This makes for a very unsafe situation, even without the turning movements at the park & ride. One suggestion was to extend the merge lane (from northbound exit) which would make the merge situation safer and allow some more room to avoid vehicles turning into or out of the P&R.

Other concerns were that the Lot is too narrow for vehicles with trailers, the Lot's entrance is too close to VT 63, and how is stormwater going to be addressed.

When you are ready, the TAC would like you to come to a TAC Meeting to address these concerns, and have a more detailed discussion.

Sincerely,

RECEIVED
JUL 15 2016
STANTEC
SOUTH BURLINGTON, VT

Steve Gladczuk
Senior Transportation Planner

cc. Wayne Davis, VTrans
Ken Robie, VTrans
Kevin Marshia, VTrans

Vermont Agency of Transportation

General Yearly Summaries - Crash Listing: State Highways and All Federal Aid Highway Systems

From 01/01/11 To 12/31/15 General Yearly Summaries Information

*	Reporting Agency/ Number	Town	Mile Marker	Date MM/DD/YY	Time	Weather	Contributing Circumstances	Direction Of Collision	Number Of Injuries	Number Of Fatalities	Number Of Untimely Deaths	Direction	Road Group
Route: VT-63													
	VT0120500/14BT004882	Barre Town	0.05	12/25/2014	18:03	Cloudy	Failure to keep in proper lane, Distracted	Single Vehicle Crash	0	0	0	E	SH
								Totals:	**0**	**0**	**0**		

Total Crash Count = 1 **Fatal Crash Count = 0** **Injury Crash Count = 0** **PDO Crash Count = 1**

Note: VT-63 Barre Town, MM 0.03-0.30.

THIS DOCUMENT IS EXEMPT FROM DISCOVERY OR ADMISSION UNDER 23 U.S.C 409.

LRoberts - Vtrans

**Crash occurred prior to the last Highway Improvement Project. This data should not be used in a crash analysis. UNK indicates the Mile Marker is Unknown.*

Central Vermont Regional Planning Commission

MEMO

Date: April 21, 2017

To: Transportation Advisory Committee

From: Daniel Currier Program Manager

Re: Starve Data Demonstration

VTrans for the updates to its On-road Bicycle Plan acquired 3-yrs of Strava Metro statewide Bicycle/Pedestrian usage data. That data is available for use by RPCs. CVRPC staff will be providing an overview of the web.

The map can be viewed here:
http://metro-static.strava.com/dataViewV1/VT/17Q1/vtrans_201601_201612_ride_2.html (the link does not work with Internet Explorer, therefore if IE is your default browser -- copy link into Firefox or Chrome)

You will see that the Strava data could be viewed as number of total rides (volume by trips), commute rides and cyclists (volume by unique users). A commute represents a point to point ride. So if someone started and stopped a ride, it would show as a commute.

Central Vermont Regional Planning Commission

MEMO

Date: April 21, 2017

To: Transportation Advisory Committee

From: Daniel Currier Program Manager

Re: Online Bicycle and Pedestrian Data Portal Demonstration

VTrans has contracted with UVM to assist in better managing bike/ped count data compiled by VTrans and the RPCs. CVRPC staff will provide a demo of the new online data portal and discuss the protocol for uploading data in the future.

The web link could not be shared before the meeting because the site is being hosted on a private server that requires a login and password.

Central Vermont Regional Planning Commission

MEMO

Date: April 21, 2017

To: Transportation Advisory Committee

From: Daniel Currier Program Manager

Re: Northfield Bridges on Capital Program List for Possible Removal

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The Central Vermont Regional Planning Commission Transportation Advisory Committee (TAC) in March reviewed and ranked the FY 19 Capital Program projects including: Paving, Roadway, State Bridges, Town Bridges, and Traffic & Safety. On this list where two bridges in Northfield, VT that we ranked as follows.

FY 17 Ranking - Approved 3/28/17	Project #	VTrans Project Status	Town Name	Project Number
4	12J644	Candidate	NORTHFIELD	BO 1446( )
5	96J274	Candidate	NORTHFIELD	BO 1446( )

TAC member will be ask if we should remove these bridges from the Capital Program list given that both bridge have been replaced and repaired already.

Details on Bridges:

- 12j644 – bridge being replaced by the town using FEMA funds; project to be removed *project closed 17March15

- 96j274 – not active; pooled project (low priority per town, reconstruction done by town in 2006 with new beams)

TRANSPORTATION UPDATES

April 20, 2017

These updates are aimed at keeping the TAC informed about potential modifications to State programs and practices that may affect transportation, CVRPC transportation initiatives, VT's Clean Water Act, and other news that may be of interest.

The Plainfield, VT - Village Bridges Alternatives Analysis effort has been chosen to receive a NADO 2017 Excellence in Regional Transportation Award

CVRPC Staff will attend the National Regional Transportation Conference in Denver, CO, June 28 – 30 and participate in the special roundtable reception on June 28 from 5 – 6:30 p.m. showcasing Excellence in Regional Transportation Award winners if you are able to. At the reception, staff will present on the project with conference attendees. http://ruraltransportation.org/2017-excellence-in-regional-transportation-awards-announced/?utm_source=dlvr.it&utm_medium=facebook

Vermont Crash Data Public Query Tool - UPDATED!

The redesigned version of the Public Crash Query Tool has a new feel to it so we have outlined some of the key changes including a new: Map, Query Building, Table, Reporting, Documentation, and Mobile Experience. The Crash Data Public Query Tool can be access here: http://apps.vtrans.vermont.gov/CrashPublicQueryTool/

GMT Seasonal Ridership and Comprehensive System Analysis

GMT has concluded seasonal services for the Winter Season in the Mad River Valley area, as well as, seasonal service for Mountain Road Shuttle in Stowe. Mountain Road Shuttle in Stowe provided the community with 52,262 down roughly 5% from last year's total ridership. The Mad River Valley services which include Valley Floor, Valley Evening, Mt Ellen, Mountain Condos, SnowCap Commuter and Access Road routes, provided 54,283 rides had a 22% increase over the previous year.

GMT is undergoing a Comprehensive System Analysis. We have contracted with a third party, Nelson Nygaard, to objectively asses our entire system of operations and to provide recommendations on services currently provided, additional services, service reductions, and regional connections. This is a 12 month study that began in January 2017. Nelson Nygaard will also provide GMT with a fare analysis, as there are currently a variety of fare structures across our service areas as well as recommendations on fare mediums. If there are any questions about regarding services, changes, or our Complete System Analysis (CSA) please reach out to Chris Loyer, GMT Public Affairs Coordinator, 802-540-2451 or cloyer@ridegmt.com

VTrans TAC Survey – Open till April 28th we encourage all Towns and TAC members to fill out this survey using the link https://www.surveymonkey.com/r/9PBY6KZ.