



## TRANSPORTATION ADVISORY COMMITTEE

**Tuesday, May 22, 2018, 6:30 p.m.**

***Central VT Chamber of Commerce, Paine Turnpike North, Berlin, VT***

(Coming off the interstate at exit 7, turn left at the first light.

At the next crossroads, the Chamber is on your left. It is the light yellow building.)

Note  
Change of  
Location

6:15 pm - Social & Pizza

\*Action Item

Page **AGENDA**

**6:30 Introductions**

**Adjustments to the Agenda**

**Public Comments**

2 **6:35 Approve April 24th TAC Minutes** (enclosed)\*

4 **6:40 Presentation on Emerald Ash Borer**

5 **7:20 Complete Review of Functional Class Road Changes\***

10 **8:00 Transportation Updates** (enclosed)

An opportunity for TAC members to ask questions about the updates.

**8:10 TAC Member Concerns**

Roundtable for any issues, questions, and town updates from TAC members.

**8:29 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.

#### **June 26<sup>nd</sup>**

- **Presentation on Winooski Basin Plan**
- **Review of TPI Work Program and Budget**

#### **July 24<sup>th</sup>**

- **Presentation on VTrans Long Range Transportation Plan**

**CENTRAL VERMONT REGIONAL PLANNING COMMISSION  
Transportation Advisory Committee (TAC)**

**DRAFT Minutes**

**April 24, 2018**

Central Vermont Regional Planning Commission Office

**Attendees:**

|   |                                      |   |                                   |
|---|--------------------------------------|---|-----------------------------------|
| X | Barre City: Scott Bascom             |   | Northfield: Jeff Schultz          |
| X | Barre Town: Harry Hinrichsen         |   | Orange: Lee Cattaneo              |
| X | 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            |   | Warren: Jim Sanford               |
| X | East Montpelier: Frank Pratt         |   | Washington: Ray McCormack         |
|   | Fayston: Kevin Russell               | X | Waterbury: Steve Lotspeich, Chair |
|   | Marshfield: Vacant                   |   | Williamstown: Vacant              |
| X | Middlesex: Ronald Krauth             |   | Woodbury: Vacant                  |
| X | Montpelier: Dona Bate                | X | Worcester: Bill Arrand            |
| X | Moretown: Joyce Manchester           | X | Staff: Daniel Currier             |

**Guests:**

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

**Adjustments to the Agenda:**

There were no adjustments to the agenda.

**Public Comments:**

There were no public comment

**Approval of March TAC Minutes:**

Minutes were reviewed and edits made. Don motioned to accept the minutes with edits Scott seconded the motion. There was no discussion and the motion passed with one abstention.

**Review of High Risk Rural Road Program and Select Sites**

Staff presented to the TAC VTrans request to review and selected one candidate for the VTrans Systemic Local Road Safety program (SLRS) to help towns proactively prevent and reduce single vehicle crashes on their rural town-maintained roads. The TAC reviewed three roadways including:

| Town         | Road            |
|--------------|-----------------|
| Northfield   | Lovers Lane     |
| Williamstown | Falls Bridge Rd |
| Marshfield   | Cabot Rd        |

1  
2 Staff informed the TAC that Williamstown was not interested in the review of the identified curve on  
3 Falls Bridge Rd. Leaving two sites to pick from. Both Lovers Lane and Cabot Road have three crashes  
4 but the crash frequency on Lovers Lane is higher. Bob W. motioned to select Northfields Lovers Lane as  
5 our candidate for the 2018 Systemic Local Road Safety Program. Scott second the motion. There was  
6 more discussion on recommending to Marshfield that the Cabot Road/Route 2 intersection be evaluated  
7 and redesigned as a T Intersection. The motion passed.

8

#### 9 **Introduce and Start Review of Functional Class Road Changes**

10 Staff introduced to the TAC the VTrans request to review the proposed changes to the current functional  
11 classification system and provide feedback to VTrans. Any proposed changes will need to conform with  
12 the FHWA guidance document “The Highway Functional Classification: Concepts, Criteria and  
13 Procedures, 2013 Edition”. CVRPC has 15 segments of roadway with proposed changes to the  
14 Functional Classification system. Staff started by describing what the Highway Functional Classification  
15 system is and why there are proposed changes. It is expect to take two meeting to review and provide  
16 feedback to VTrans on the proposed changes.

17

18 TAC reviewed all 15 proposed road changes and provided feedback and follow up to staff. The review of  
19 the proposed changes will continue at the next TAC meeting on May 26, 2018.

20

#### 21 **TAC Member Concerns**

22 No Concerns where shared

23

#### 24 **Set Agenda for May**

- 25 • Continue Review of Functional Class Road Changes
- 26 • Presentation on the VTrans Long Range Transportation Plan
- 27 • Presentation on Emerald Ash Bore

28

#### 29 **Adjourn:**

30 The meeting was adjourned at 8:30 pm.

31



## MEMO

Date: May 22, 2018

To: Transportation Advisory Committee

From: Daniel Currier, Program Manager

Re: Presentation on Emerald Ash Borer

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**☒ ACTION REQUESTED:** Learn about the Emerald Ash.

*Meredith Whitney Forest Pest Education Coordinator from the VT Urban & Community Forestry Program will provide an update on the Emerald Ash Borer situation in Vermont, what the state is doing to slow the spread, and share some resources they've developed for community preparedness.*

More information on EAB can be found at <https://vtinvasives.org/>



## MEMO

Date: May 22, 2018

To: Transportation Advisory Committee

From: Daniel Currier, Program Manager

Re: Complete Review of Functional Classification System

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**☒ ACTION REQUESTED:** Review and approve proposed changes to the Functional Classification system and authorize staff to pass on these changes to VTrans for consideration.

The purpose of the functional classification system is to identify the particular role a roadway plays in moving vehicles through a network of highways. It groups roads into three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

In the winter of 2018 VTrans performed a review of the current functional classification system and provide each RPC with a listing of proposed changes. Each RPC is being asked to review the list, discuss any changes, and provide feedback to VTrans. Any proposed changes will need to conform with the FHWA guidance document “The Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition”.

[https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/fcauab.pdf](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf)

Our region has reviewed 15 segments and agreed with 8 of the proposed changes to the Functional Classification system. The remaining 7 segments and 5 new segments will be reviewed for possible changes to the Functional Classification system. Table showing the proposed changes are included after this memo. Updated maps will be provided at the meeting.

### Background

In 2014 the RPCs assisted VTrans with reviewing and adjusting Urban Area Boundaries. During that exercise, and as a result of changes in the urban area boundaries it became evident that there were some inconsistencies in the Functional Classification for some Vermont roadways. Changes in the functional class coding during this period also contributed to the inconsistencies. Following up on the 2014 effort, VTrans would like to enlist the RPCs assistance in reviewing and seeking regional input on proposed changes in the Functional Classification system.

**Timeline & Deliverables**

10/2/2017 - VTrans begins review of the functional class and starts to prepare listing of any inconsistencies

1/5/2018 – VTrans provides listing to each RPC on suggested functional class changes

**6/1/2018** - RPCs provide feedback to VTrans on the changes and any concurrence or comments regarding the changes

8/3/2018 - RPCs and VTrans finalize listing of functional class changes

8/10/2018 - VTrans prepares and submits functional class changes for FHWA review and approval

Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

|   | Arterials   |                              |   |                   |
|---|---|------------------------------|---|-------------------|
|   | Interstate  | Other Freeways & Expressway  | Other Principal Arterial  | Minor Arterial    |
| <b>Typical Characteristics</b>                            |   |                              |   |                   |
| Lane Width  | 12 feet   | 11 - 12 feet                 | 11 - 12 feet  | 10 feet - 12 feet |
| Inside Shoulder Width                                     | 4 feet - 12 feet  | 0 feet - 6 feet              | 0 feet  | 0 feet            |
| Outside Shoulder Width                                    | 10 feet - 12 feet   | 8 feet - 12 feet             | 8 feet - 12 feet  | 4 feet - 8 feet   |
| AADT <sup>1</sup> (Rural)                                 | 12,000 - 34,000   | 4,000 - 18,500 <sup>2</sup>  | 2,000 - 8,500 <sup>2</sup>  | 1,500 - 6,000     |
| AADT <sup>1</sup> (Urban)                                 | 35,000 - 129,000  | 13,000 - 55,000 <sup>2</sup> | 7,000 - 27,000 <sup>2</sup>   | 3,000 - 14,000    |
| Divided/Undivided   | Divided   | Undivided/Divided            | Undivided/Divided   | Undivided         |
| Access  | Fully Controlled  | Partially/Fully Controlled   | Partially/Uncontrolled  | Uncontrolled      |
| <b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b> |   |                              |   |                   |
| <b>Rural System</b>                                       |   |                              |   |                   |
| Mileage Extent for Rural States <sup>2</sup>              | 1% - 3%   | 0% - 2%                      | 2% - 6%   | 2% - 6%           |
| Mileage Extent for Urban States                           | 1% - 2%   | 0% - 2%                      | 2% - 5%   | 3% - 7%           |
| Mileage Extent for All States                             | 1% - 2%   | 0% - 2%                      | 2% - 6%   | 3% - 7%           |
| VMT Extent for Rural States <sup>2</sup>                  | 18% - 38%   | 0% - 7%                      | 15% - 31%   | 9% - 20%          |
| VMT Extent for Urban States                               | 18% - 34%   | 0% - 8%                      | 12% - 29%   | 12% - 19%         |
| VMT Extent for All States                                 | 20% - 38%   | 0% - 8%                      | 14% - 30%   | 11% - 20%         |
| <b>Urban System</b>                                       |   |                              |   |                   |
| Mileage Extent for Rural States <sup>2</sup>              | 1% - 3%   | 0% - 2%                      | 4% - 9%   | 7% - 14%          |
| Mileage Extent for Urban States                           | 1% - 2%   | 0% - 2%                      | 4% - 5%   | 7% - 12%          |
| Mileage Extent for All States                             | 1% - 3%   | 0% - 2%                      | 4% - 5%   | 7% - 14%          |
| VMT Extent for Rural States <sup>2</sup>                  | 17% - 31%   | 0% - 12%                     | 16% - 33%   | 14% - 27%         |
| VMT Extent for Urban States                               | 17% - 30%   | 3% - 18%                     | 17% - 29%   | 15% - 22%         |
| VMT Extent for All States                                 | 17% - 31%   | 0% - 17%                     | 16% - 31%   | 14% - 25%         |
| Qualitative Description (Urban)                           | <ul style="list-style-type: none"> <li>• Serve major activity centers, highest traffic volume corridors, and longest trip demands</li> <li>• Carry high proportion of total urban travel on minimum of mileage</li> <li>• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area</li> <li>• Serve demand for intra-area travel between the central business district and outlying residential areas</li> </ul> |                              | <ul style="list-style-type: none"> <li>• Interconnect with and augment the principal arterials</li> <li>• Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials</li> <li>• Distribute traffic to smaller geographic areas than those served by principal arterials</li> <li>• Provide more land access than principal arterials without penetrating identifiable neighborhoods</li> <li>• Provide urban connections for rural collectors</li> </ul>  |                   |
| Qualitative Description (Rural)                           | <ul style="list-style-type: none"> <li>• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li> <li>• Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population</li> <li>• Provide an integrated network of continuous routes without stub connections (dead ends)</li> </ul>  |                              | <ul style="list-style-type: none"> <li>• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service</li> <li>• Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway</li> <li>• Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement</li> </ul> |                   |

1- Ranges in this table are derived from 2011 HPMS data.

2- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

|   | Collectors  |   | Local  |
|---|---|---|--|
|   | Major Collector <sup>2</sup>  | Minor Collector <sup>2</sup>  |  |
| <b>Typical Characteristics</b>                            |   |   |  |
| Lane Width  | 10 feet - 12 feet   | 10 - 11 feet  | 8 feet - 10 feet   |
| Inside Shoulder Width                                     | 0 feet  | 0 feet  | 0 feet   |
| Outside Shoulder Width                                    | 1 feet - 6 feet   | 1 feet - 4 feet   | 0 feet - 2 feet  |
| AADT <sup>1</sup> (Rural)                                 | 300 - 2,600   | 150 - 1,110   | 15 - 400   |
| AADT <sup>1</sup> (Urban)                                 | 1,100 - 6,300 <sup>2</sup>  |   | 80 - 700   |
| Divided/Undivided   | Undivided   | Undivided   | Undivided  |
| Access  | Uncontrolled  | Uncontrolled  | Uncontrolled   |
| <b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b> |   |   |  |
| <b>Rural System</b>                                       |   |   |  |
| Mileage Extent for Rural States <sup>3</sup>              | 8% - 19%  | 3% - 15%  | 62% - 74%  |
| Mileage Extent for Urban States                           | 10% - 17%   | 5% - 13%  | 66% - 74%  |
| Mileage Extent for All States                             | 9% - 19%  | 4% - 15%  | 64% - 75%  |
| VMT Extent for Rural States <sup>3</sup>                  | 10% - 23%   | 1% - 8%   | 8% - 23%   |
| VMT Extent for Urban States                               | 12% - 24%   | 3% - 10%  | 7% - 20%   |
| VMT Extent for All States                                 | 12% - 23%   | 2% - 9%   | 8% - 23%   |
| <b>Urban System</b>                                       |   |   |  |
| Mileage Extent for Rural States <sup>3</sup>              | 3% - 16%  | 3% - 16% <sup>2</sup>   | 62% - 74%  |
| Mileage Extent for Urban States                           | 7% - 13%  | 7% - 13% <sup>2</sup>   | 67% - 76%  |
| Mileage Extent for All States                             | 7% - 15%  | 7% - 15% <sup>2</sup>   | 63% - 75%  |
| VMT Extent for Rural States <sup>3</sup>                  | 2% - 13%  | 2% - 12% <sup>2</sup>   | 9% - 25%   |
| VMT Extent for Urban States                               | 7% - 13%  | 7% - 13% <sup>2</sup>   | 6% - 24%   |
| VMT Extent for All States                                 | 5% - 13%  | 5% - 13% <sup>2</sup>   | 6% - 25%   |
| <b>Qualitative Description (Urban)</b>                    | <ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often for significant distances</li> <li>• Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile</li> </ul>   | <ul style="list-style-type: none"> <li>• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas</li> <li>• Penetrate residential neighborhoods, often only for a short distance</li> <li>• Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile</li> </ul>                 | <ul style="list-style-type: none"> <li>• Provide direct access to adjacent land</li> <li>• Provide access to higher systems</li> <li>• Carry no through traffic movement</li> </ul>  |
| <b>Qualitative Description (Rural)</b>                    | <ul style="list-style-type: none"> <li>• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas</li> <li>• Link these places with nearby larger towns and cities or with arterial routes</li> <li>• Serve the most important intra-county travel corridors</li> </ul> | <ul style="list-style-type: none"> <li>• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector</li> <li>• Provide service to smaller communities not served by a higher class facility</li> <li>• Link locally important traffic generators with their rural hinterlands</li> </ul> | <ul style="list-style-type: none"> <li>• Serve primarily to provide access to adjacent land</li> <li>• Provide service to travel over short distances as compared to higher classification categories</li> <li>• Constitute the mileage not classified as part of the arterial and collectors systems</li> </ul> |

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.



| Classification Change | Road Name                                | Town                         | Lane Width (ft) | Shoulder Width (ft) | AADT                | % Truck             | Page | Notes   |
|-----------------------|--|------------------------------|-----------------|---------------------|---------------------|---------------------|------|---|
| Elimination           | n/a                                      | Barre City                   | n/a             | n/a                 | 379                 | 0                   | 10   | Agree with elimination and recommend changing Brooklyn St from Major Collector to Local 4/24/18         |
| Assessment            | Airport Rd/Prospect Street/Berlin Street | Berlin/Barre Town/Barre City | 11              | 4                   | 3069/4101/2698/2200 | 5.50%               | 11   | Airport Road from Vt 62-Miller Road Minor Arterial/Miller Road to Prospect to Berlin St Major Collector |
| Downgrade             | US Route 2                               | Montpelier                   | 11              | 2.5                 | 2456                | 5.44%               | 12   | Agree with downgrade to Major Collector   |
| Downgrade             | Washington Street/E. Barre Road          | Barre City/Barre Town        | 10              | 2.5                 | 7600/6793           | 6.48%               | 13   | Agree with downgrade to Minor Arterial  |
| Downgrade             | Elm Street                               | Montpelier                   | 11              | 5                   | 3729                | 7.71%               | 14   | Maintain as Minor Arterial  |
| Downgrade             | County Rd                                | East Montpelier              | 10              | 4.5                 | 1350                | 6.28%               | 15   | Agree with downgrade to Major Collector 4/24/18   |
| Upgrade               | Route 62                                 | Berlin                       | 12              | 8                   | 12600               | 8.30%               | 16   | Agree with upgrade to Principal Arterial 4/24/18  |
| Upgrade               | Paine Tpke N                             | Berlin/Montpelier            | 11              | 4                   | 3112                | 4.20%               | 17   | Agree with upgrade to Minor Arterial 4/24/18  |
| Upgrade               | Fisher Rd                                | Berlin                       | 11              | 5                   | 5000/7800           | 4.12                | 18   | Agree with upgrade to Minor Arterial 4/24/18  |
| Upgrade               | Towne Hill Rd                            | East Montpelier              | 11              | 4                   | 2416/2072           | 3.11%               | 19   | Agree with upgrade to Minor Arterial 4/24/18  |
| Upgrade               | Dog River Rd                             | Berlin                       | 9               | 1                   | 870                 | ?                   | 20   | Agree with upgrade to Minor Collector 4/24/18   |
| Upgrade               | Junction Rd                              | Montpelier                   | 10              | 2                   | 1015                | ?                   | 21   | Agree with upgrade to Minor Collector 4/24/18   |
| Upgrade               | E. Hill Rd                               | Middlesex                    | 11              | 4.5                 | ?                   | ?                   | 22   |   |
| Upgrade               | Route 12, Route 64                       | Berlin/Northfield            | 10              | 2.5                 | 4262/5682/4600      | 4.12%/6.25% & 4.94% | 23   | Agree with upgrade to Minor Arterial 4/24/18  |
| Upgrade               | Crosstown Road                           | Berlin                       | 10              | 1                   | 1400                | 3%                  | 24   | Upgrade to Minor Collector  |
| Upgrade               | VT 215 (Main St)                         | Cabot                        | 10              | 1                   | 1531                | 10%                 | 25   | Upgrade to Minor Arterial from US 2 to Cabot Village (Danville Hill Rd)                                 |
| Upgrade               | South Walden Road                        | Cabot                        | 10              | 1                   | 977                 | ?                   | 26   | Upgrade to Major Collector  |
| Upgrade               | Danville Hill Rd                         | Cabot                        | 10              | 1                   | 401                 | ?                   | 27   | Upgrade to Minor Collector  |
| Upgrade               | Miller Road                              | Barre Town                   | 10              | 1                   | 2000                | 9%                  | 26   | Upgrade to Major Collector  |

**Key to Table**

TAC Agreed with Change at April Meeting

TAC Reviewed in April but Requested More Information

New to Table and Needs to be Reviewed by TAC

## TRANSPORTATION UPDATES

May 22, 2018

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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.

### **State Electric Vehicle Supply Equipment (EVSE) Grant Program**

The Vermont Agency of Commerce and Community Development, the Agency of Natural Resources, the Agency of Transportation, the Department of Public Service, and the Department of Health are pleased to announce the availability of approximately \$2.4 million in grants to expand Vermont's network of electric vehicle charging stations (also called Electric Vehicle Supply Equipment, or EVSE). Grant proceeds result from settlements to resolve Volkswagen's violations of the Clean Air Act that included equipping diesel vehicles with "defeat devices" to cheat on federal emissions tests. The availability of this funding is contingent upon the Trustee's approval of Vermont's Beneficiary Mitigation Plan and the subsequent transfer of funds. Complete program guidelines and application materials will be available by the summer of 2018. For more information contact: Gary Holloway: [gary.holloway@vermont.gov](mailto:gary.holloway@vermont.gov)

### **Drive Electric Vermont**

A statewide coalition of policy makers, industry leaders, and ordinary citizens dedicated to promoting the spread of electric transportation in the State. Our efforts are focused on four areas: Infrastructure, Regulation, Codes and Standards

- Legislation, Policy, Finance, and Incentives
- Technology and Innovation
- Education, Marketing, and Outreach

We host events around the state to educate Vermonters about electric vehicle technology and its benefits to our transportation sector.

<https://www.driveelectricvt.com/Media/Default/docs/fact-sheet-drive-electric-vermont.pdf>

### **Act 250 Survey**

The Central Vermont Regional Planning Commission is seeking input from stakeholders across the region that have been involved in the Act 250 process. Input will be used to help inform the Central Vermont Regional Planning Commission's Board of Commissioners in their preparation of comments to be provided to the Commission on Act 250.

As a regional partner we invite you to participate in a short survey to gather your input. The estimated time to complete the survey is less than 10 minutes and we request you complete the survey by Friday May 25, 2018. To take the survey, please click here:

<https://www.surveymonkey.com/r/V668V6Y>