



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 26nd

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

July 24th

- **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

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

Introduce and Start Review of Functional Class Road Changes

Staff introduced to the TAC the VTrans request to review the proposed changes to the current functional classification system 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". CVRPC has 15 segments of roadway with proposed changes to the Functional Classification system. Staff started by describing what the Highway Functional Classification system is and why there are proposed changes. It is expect to take two meeting to review and provide feedback to VTrans on the proposed changes.

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

TAC Member Concerns

No Concerns where shared

Set Agenda for May

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

Adjourn:

The meeting was adjourned at 8:30 pm.



MEMO

Date: May 22, 2018

To: Transportation Advisory Committee

From: Daniel Currier, Program Manager

Re: Presentation on Emerald Ash Borer

✉ 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

✉ 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

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
Typical Characteristics				
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 ¹ (Rural)	12,000 - 34,000	4,000 - 18,500 ²	2,000 - 8,500 ²	1,500 - 6,000
AADT ¹ (Urban)	35,000 - 129,000	13,000 - 55,000 ²	7,000 - 27,000 ²	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)¹				
Rural System				
Mileage Extent for Rural States ²	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 ²	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%
Urban System				
Mileage Extent for Rural States ²	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 ²	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"> • Serve major activity centers, highest traffic volume corridors, and longest trip demands • Carry high proportion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas 			<ul style="list-style-type: none"> • Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors
Qualitative Description (Rural)	<ul style="list-style-type: none"> • Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends) 			<ul style="list-style-type: none"> • 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 • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway • 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

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 ²	Minor Collector ²	
Typical Characteristics			
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 ¹ (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT ¹ (Urban)	1,100 - 6,300 ²		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)¹			
Rural System			
Mileage Extent for Rural States ³	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 ³	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%
Urban System			
Mileage Extent for Rural States ³	3% - 16%	3% - 16% ²	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13% ²	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15% ²	63% - 75%
VMT Extent for Rural States ³	2% - 13%	2% - 12% ²	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13% ²	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13% ²	6% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile 	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile 	<ul style="list-style-type: none"> • Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement
Qualitative Description (Rural)	<ul style="list-style-type: none"> • 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 • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors 	<ul style="list-style-type: none"> • 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 • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands 	<ul style="list-style-type: none"> • Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collectors systems

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 to Bolduc Rd
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	793/565	?	22	Agree with upgrade to Major Collector only to Portal Road
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 (S Walden 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

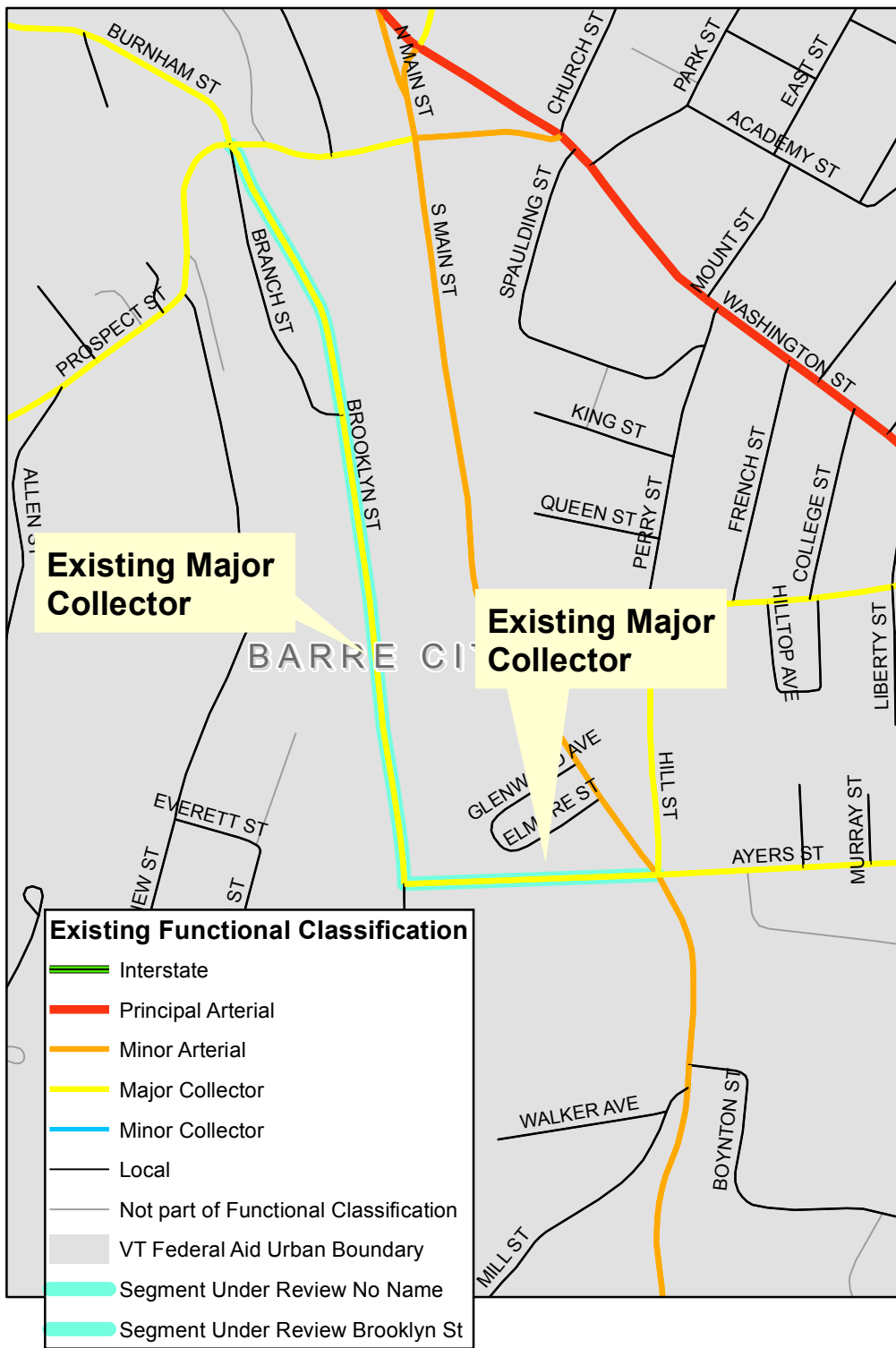
Key to Table

TAC Agreed with Change at April Meeting

TAC Reviewed in April but Requested More Information

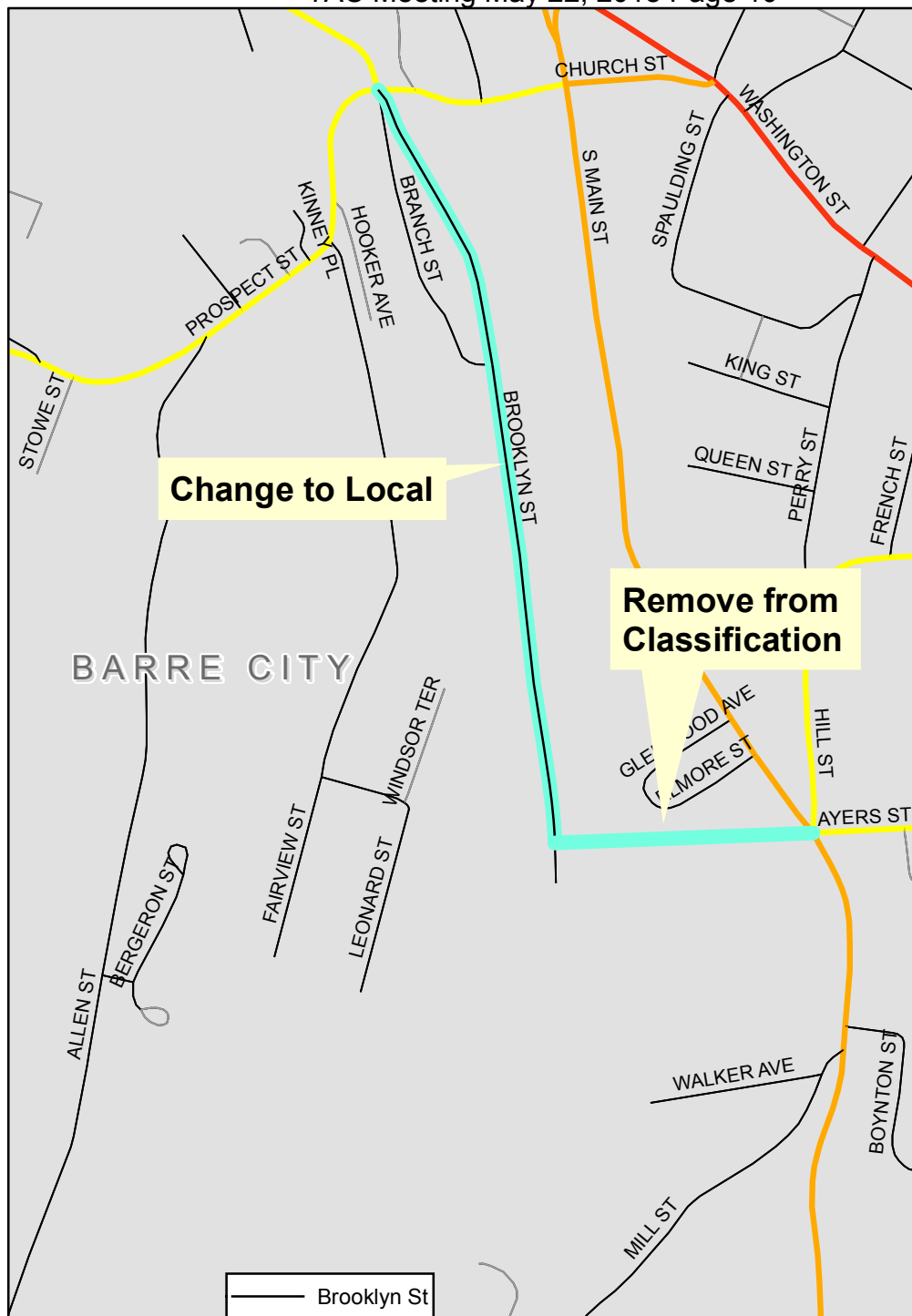
New to Table and Needs to be Reviewed by TAC

Existing Road Functional Classification

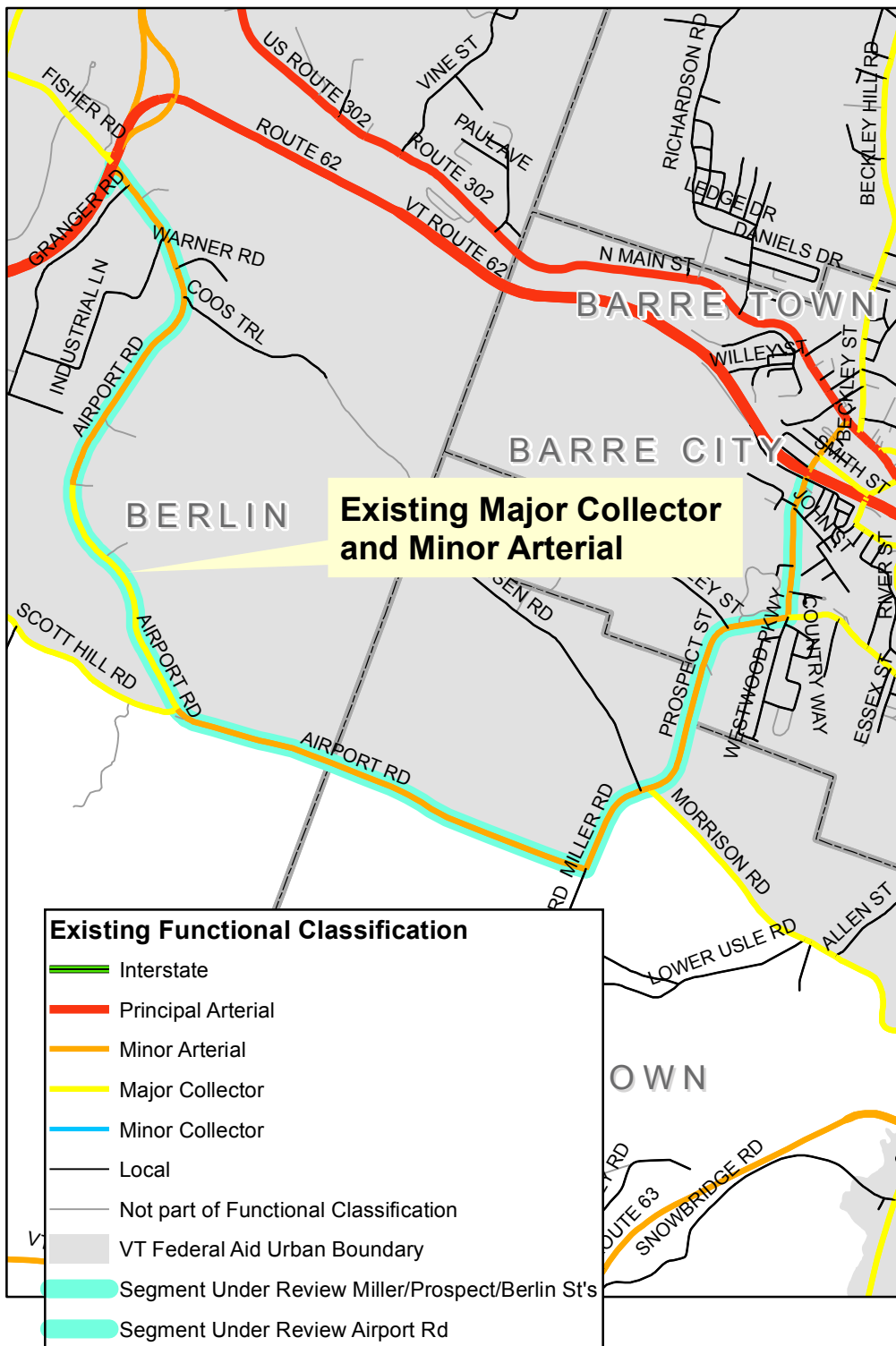


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 10

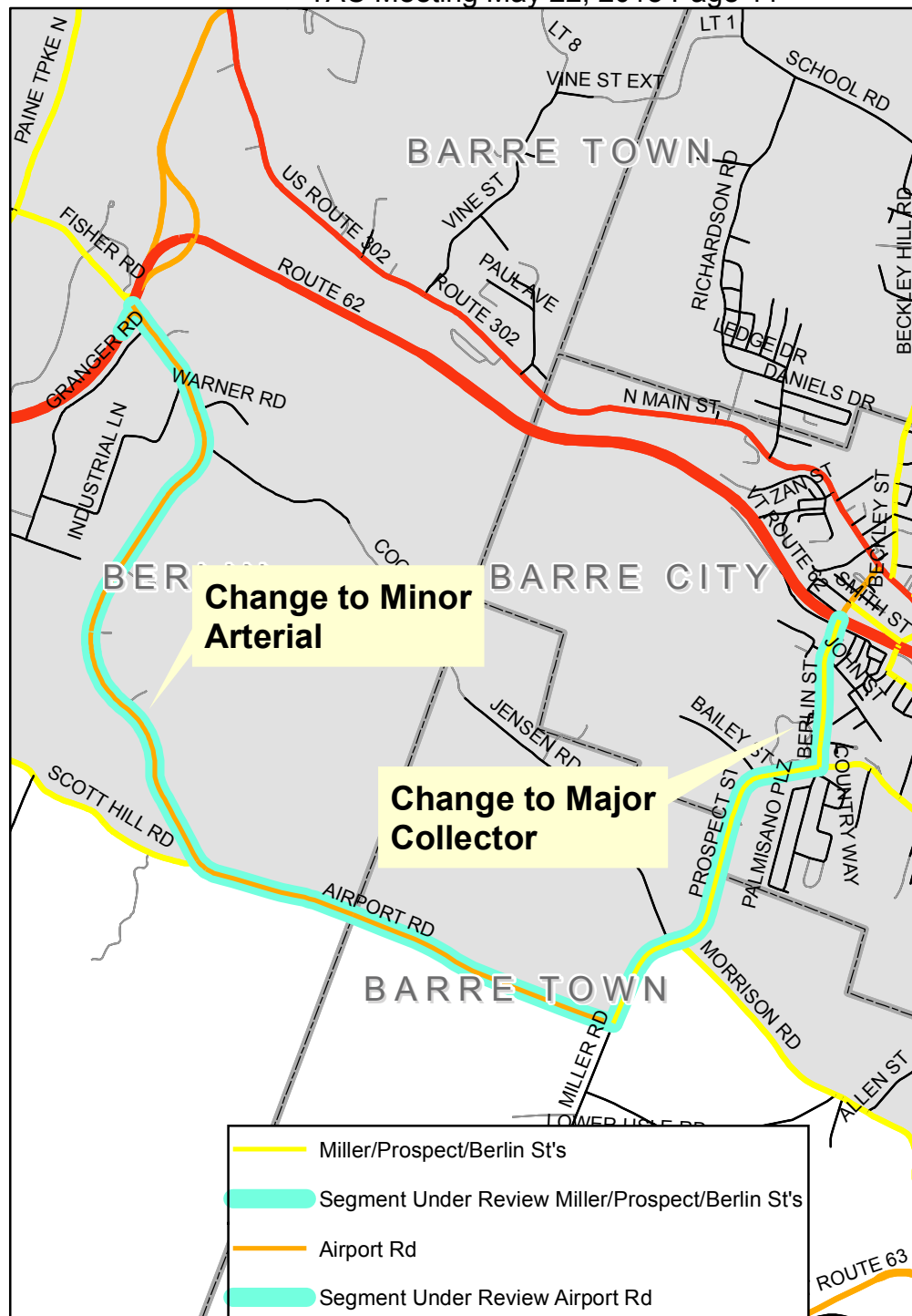


Existing Road Functional Classification

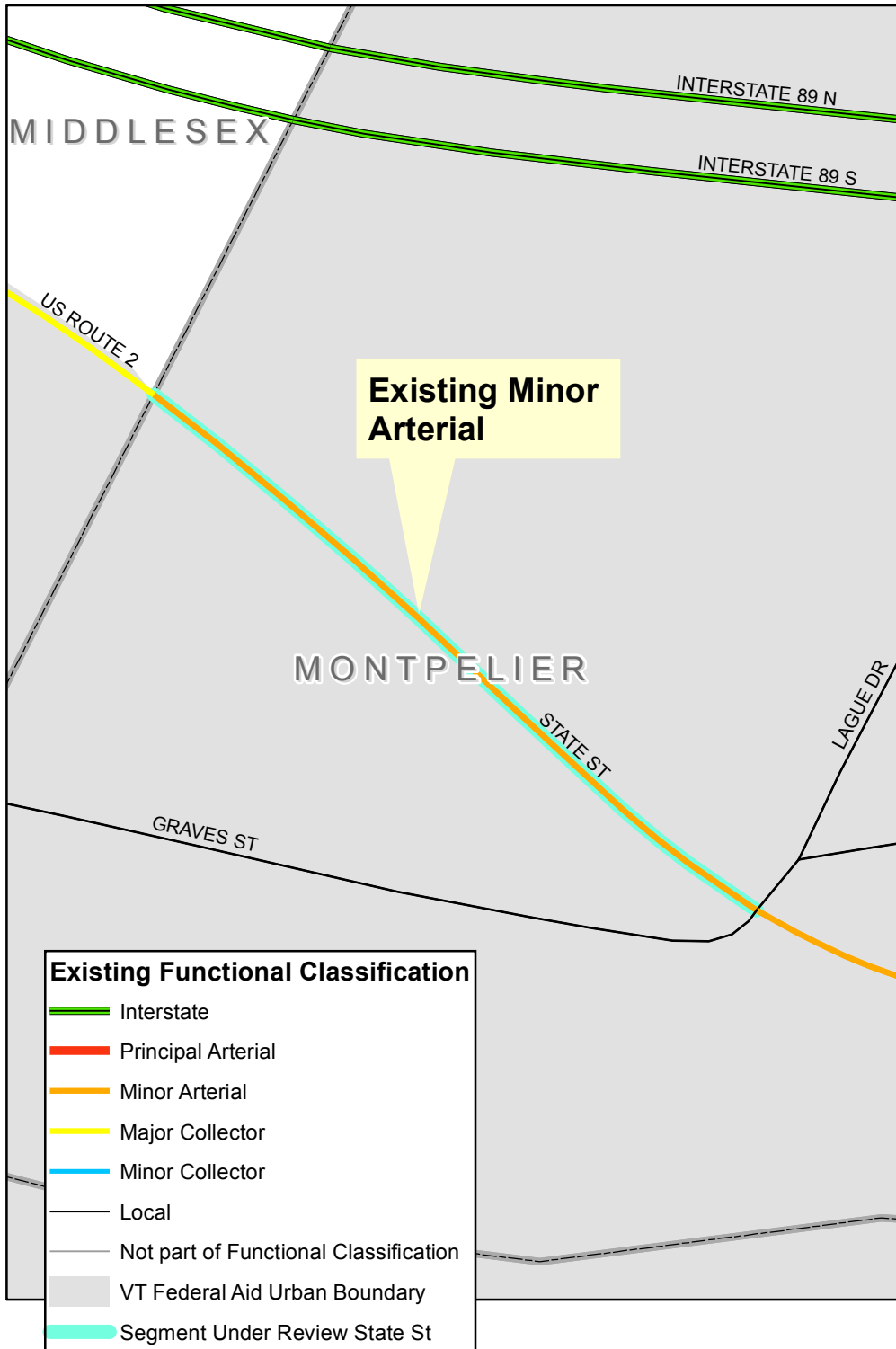


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 11

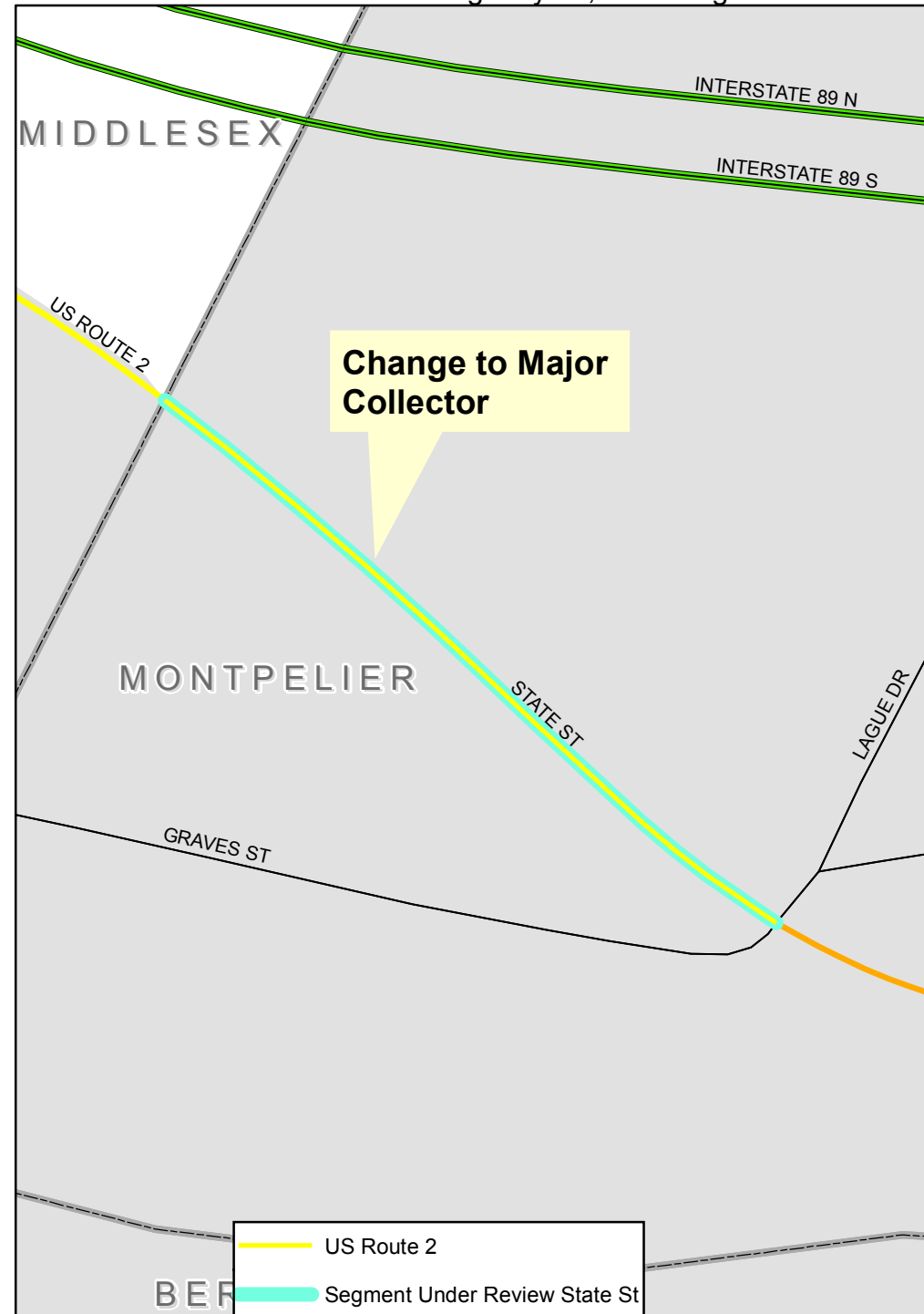


Existing Road Functional Classification

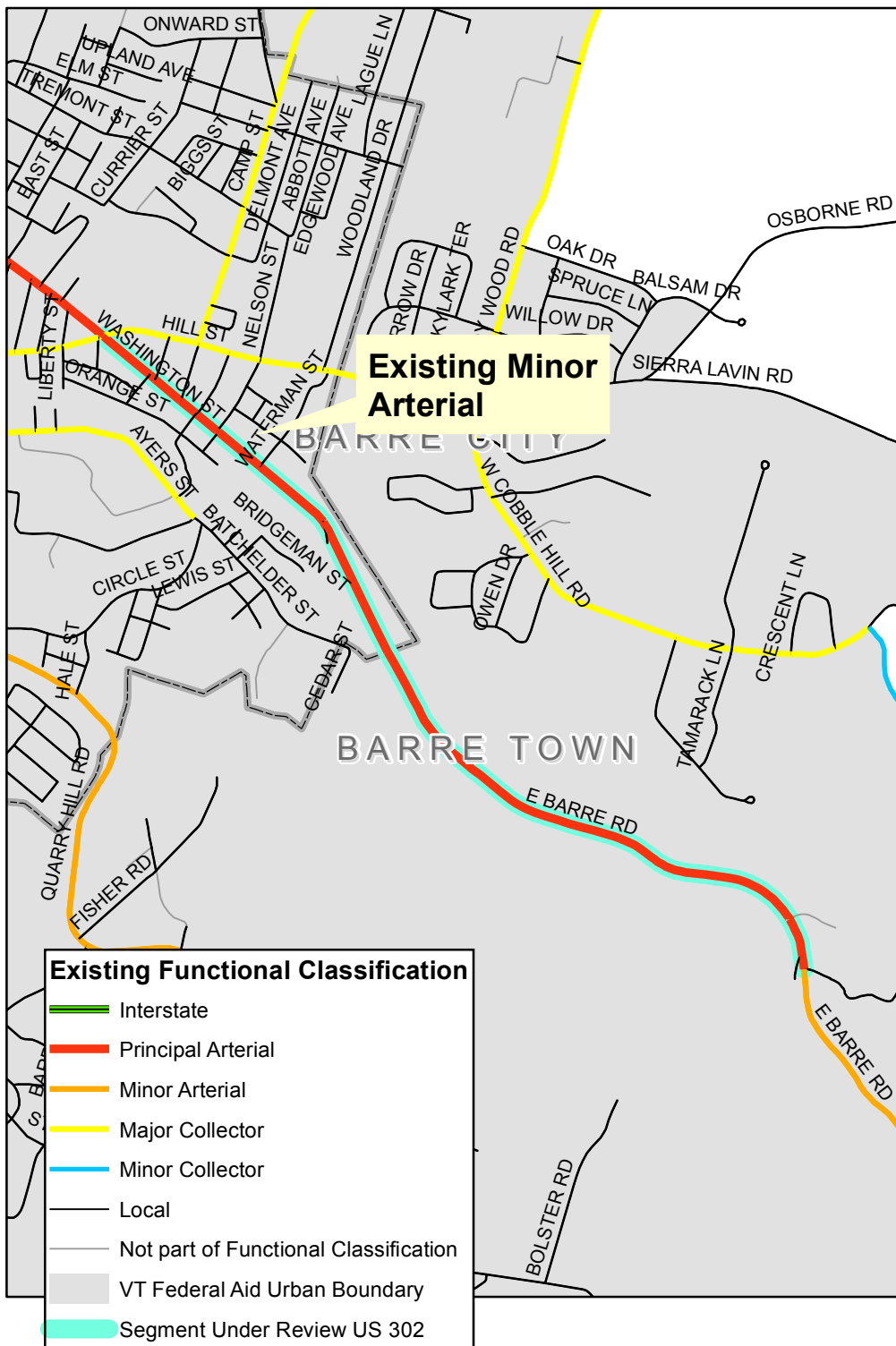


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 12

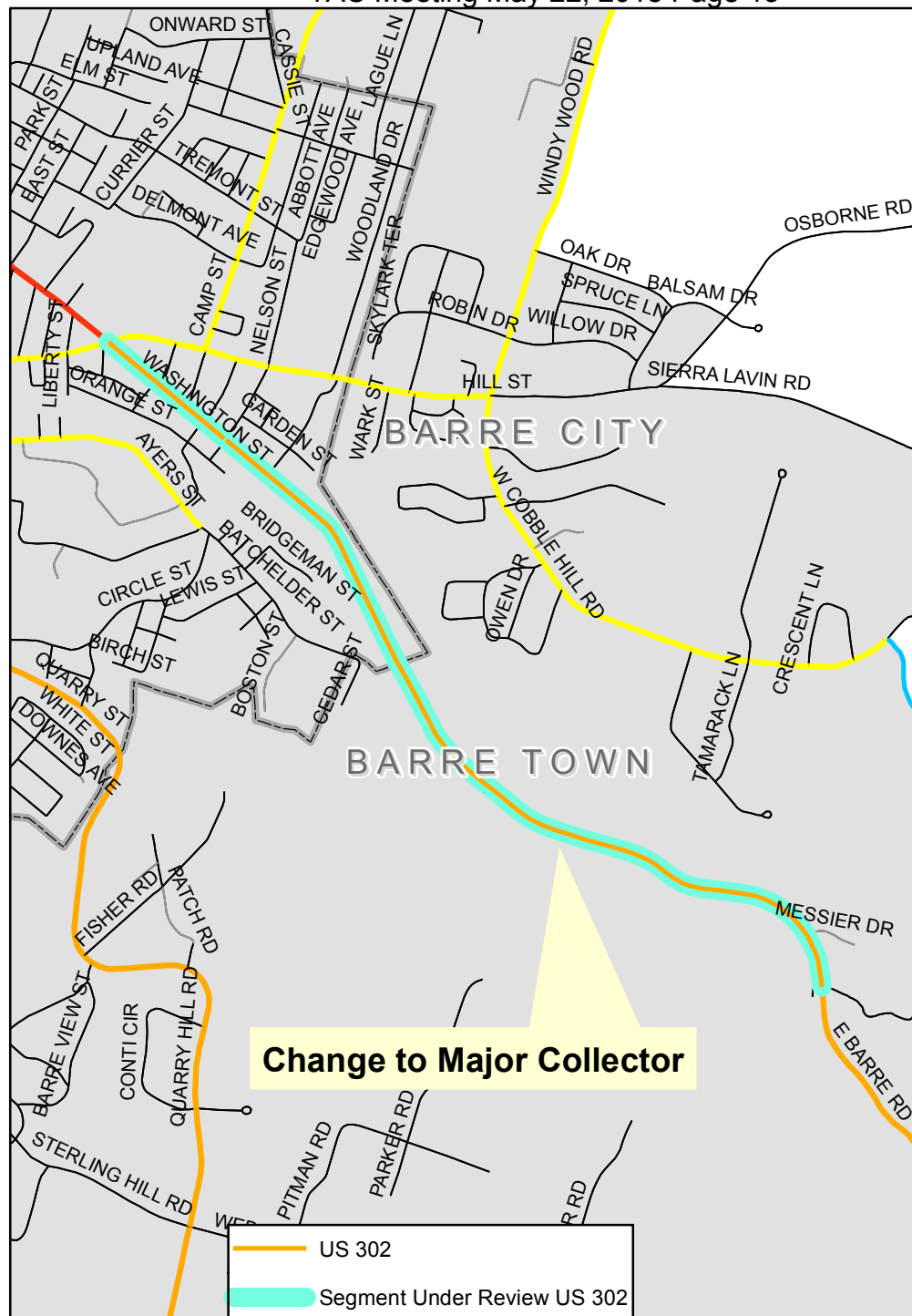


Existing Road Functional Classification

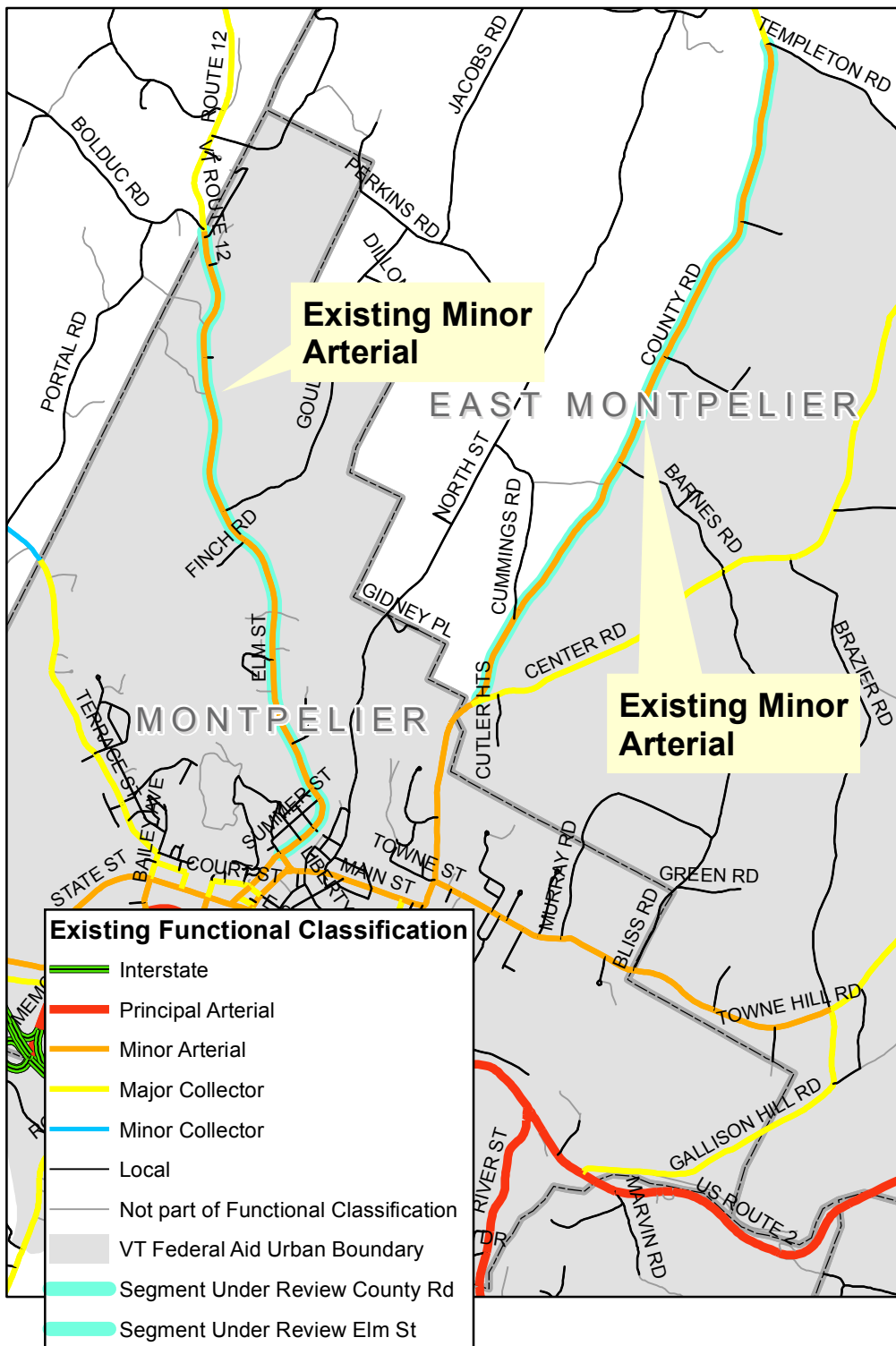


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 13

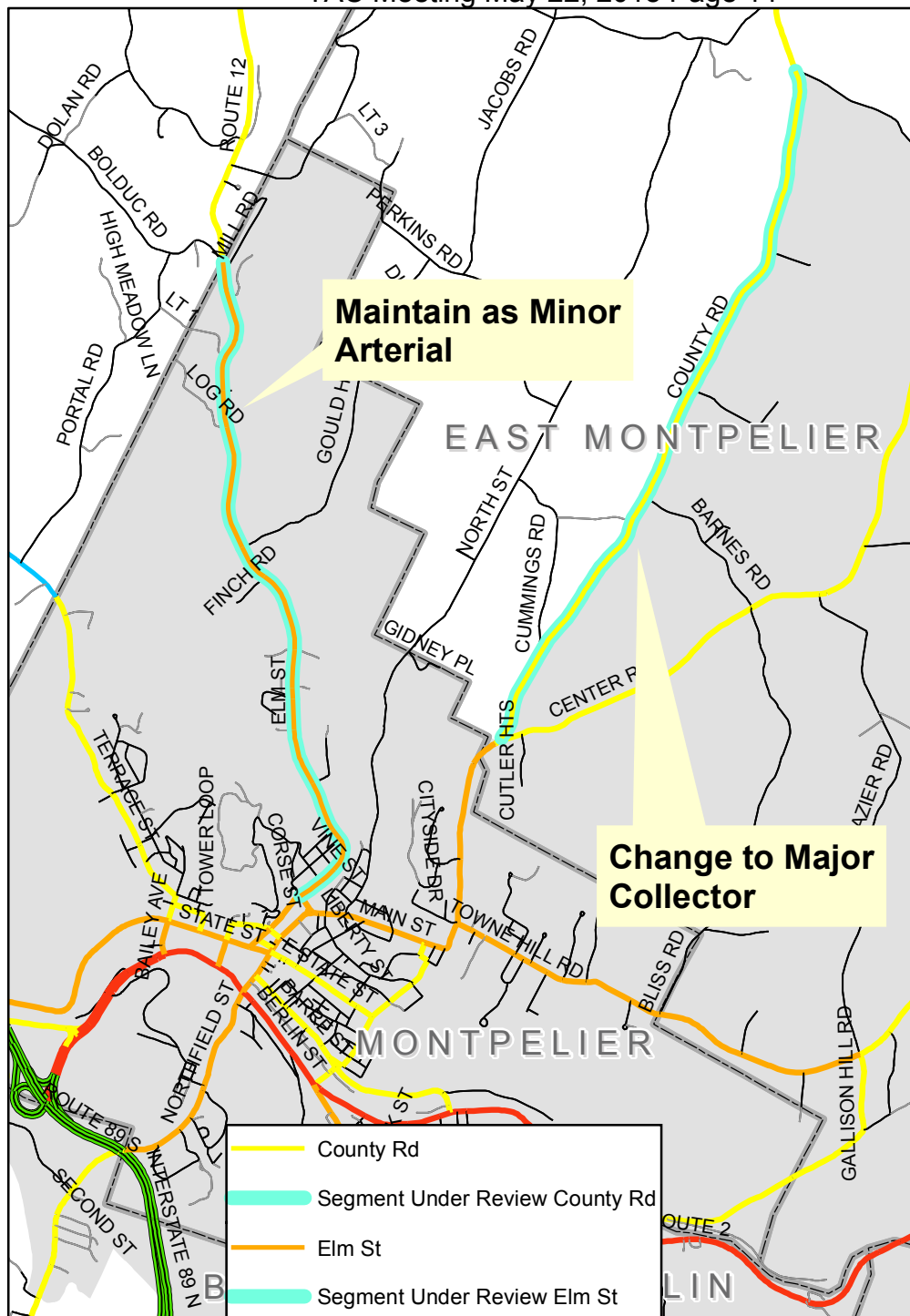


Existing Road Functional Classification

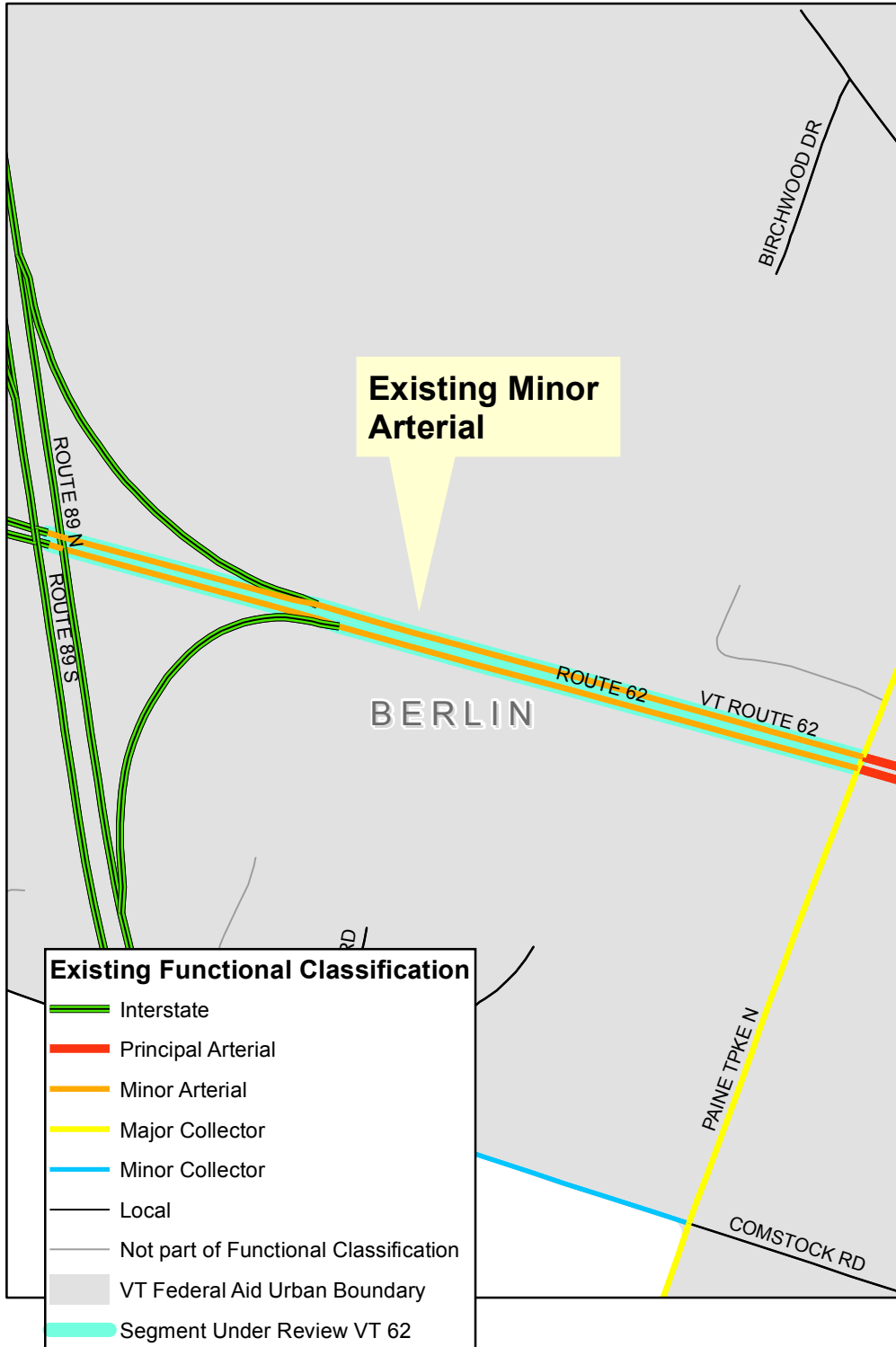


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 14

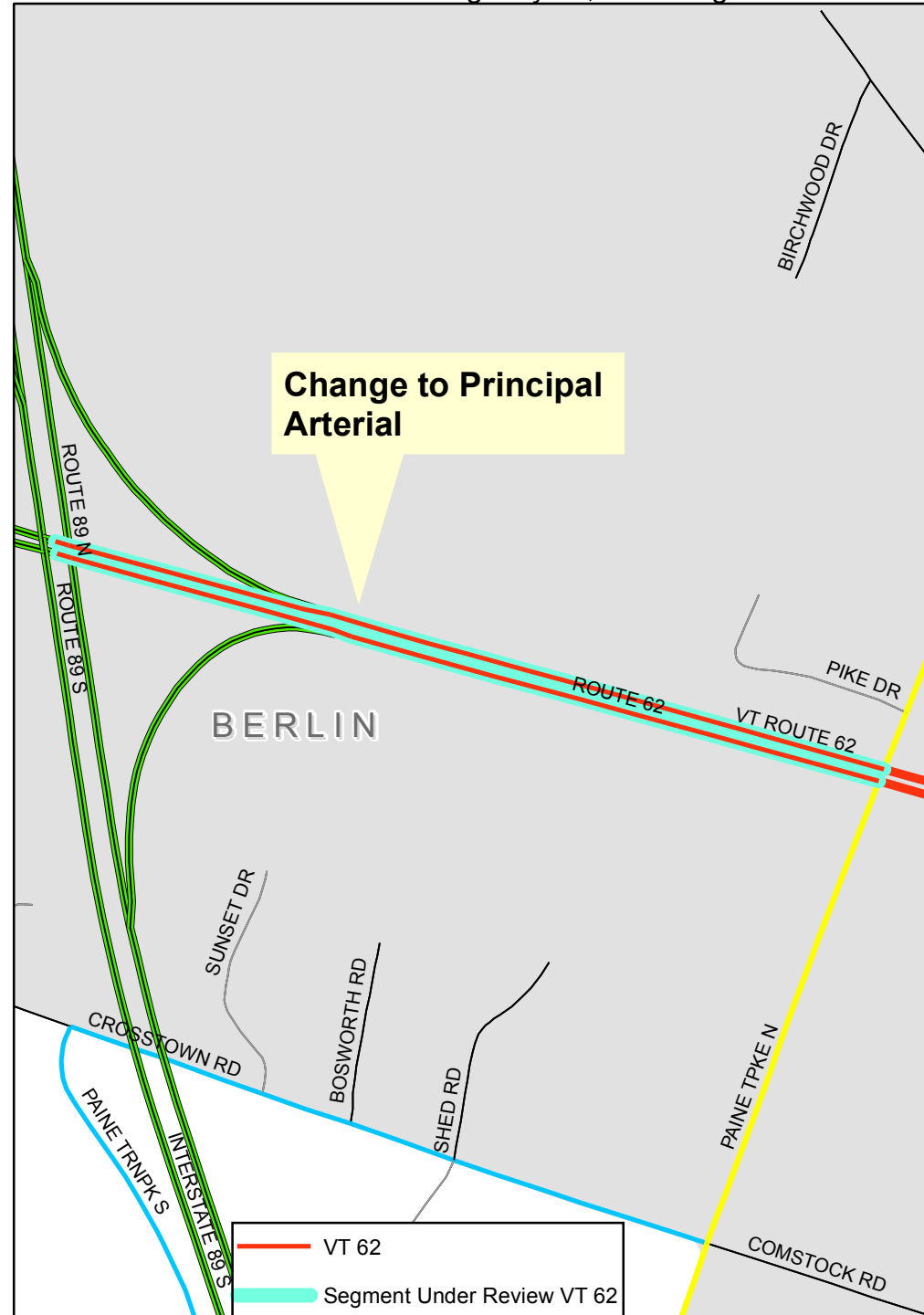


Existing Road Functional Classification

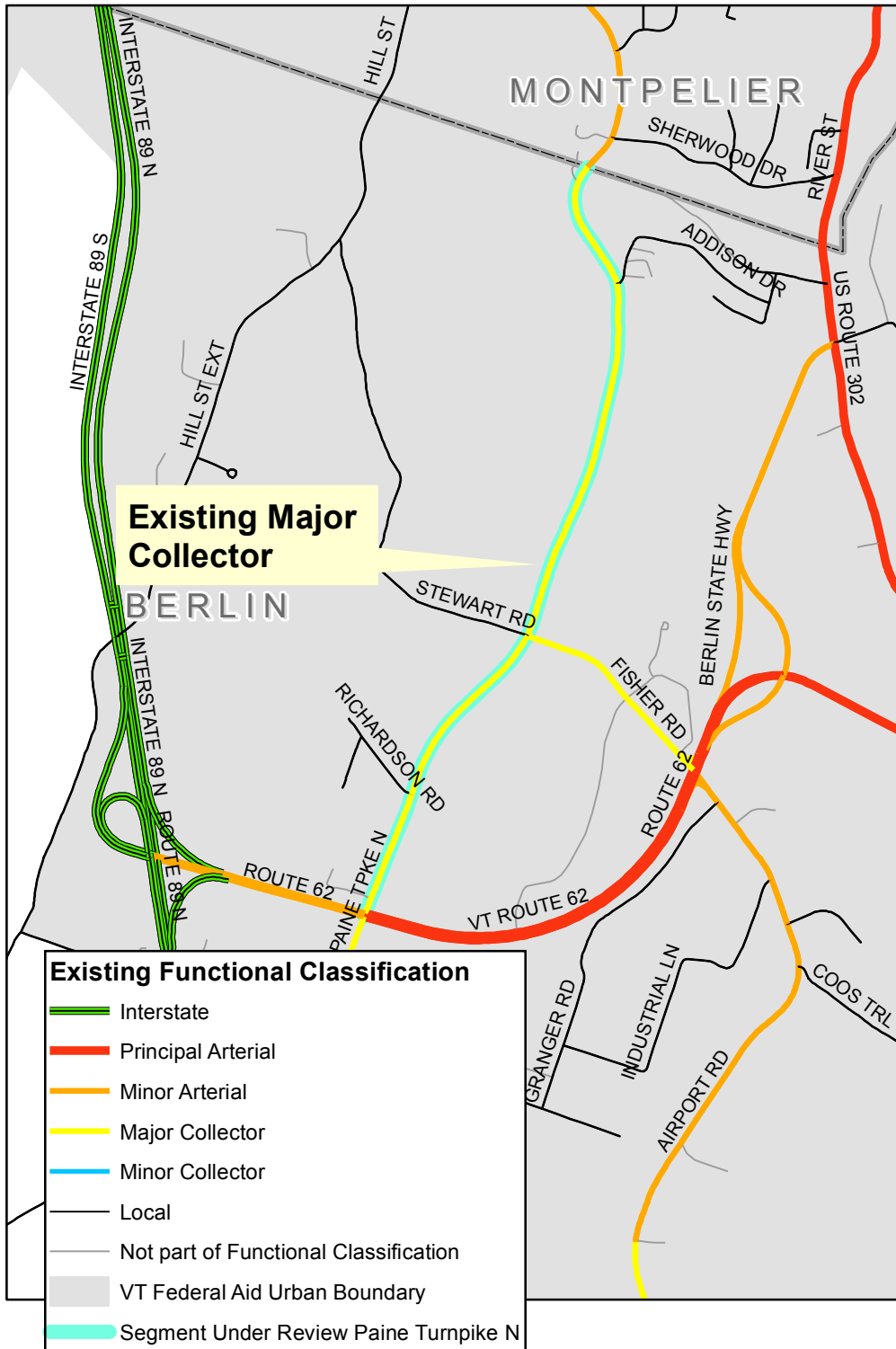


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 15

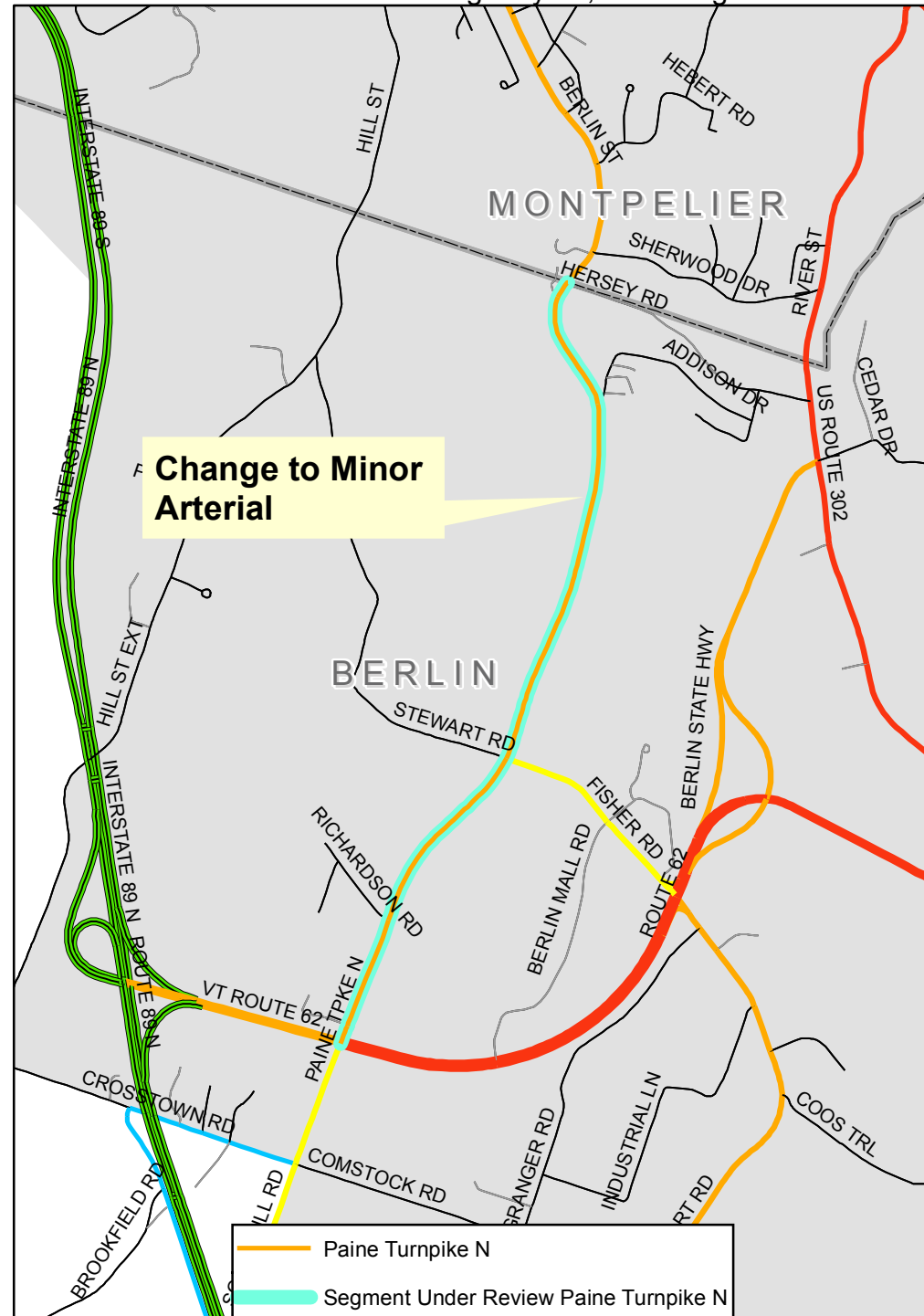


Existing Road Functional Classification

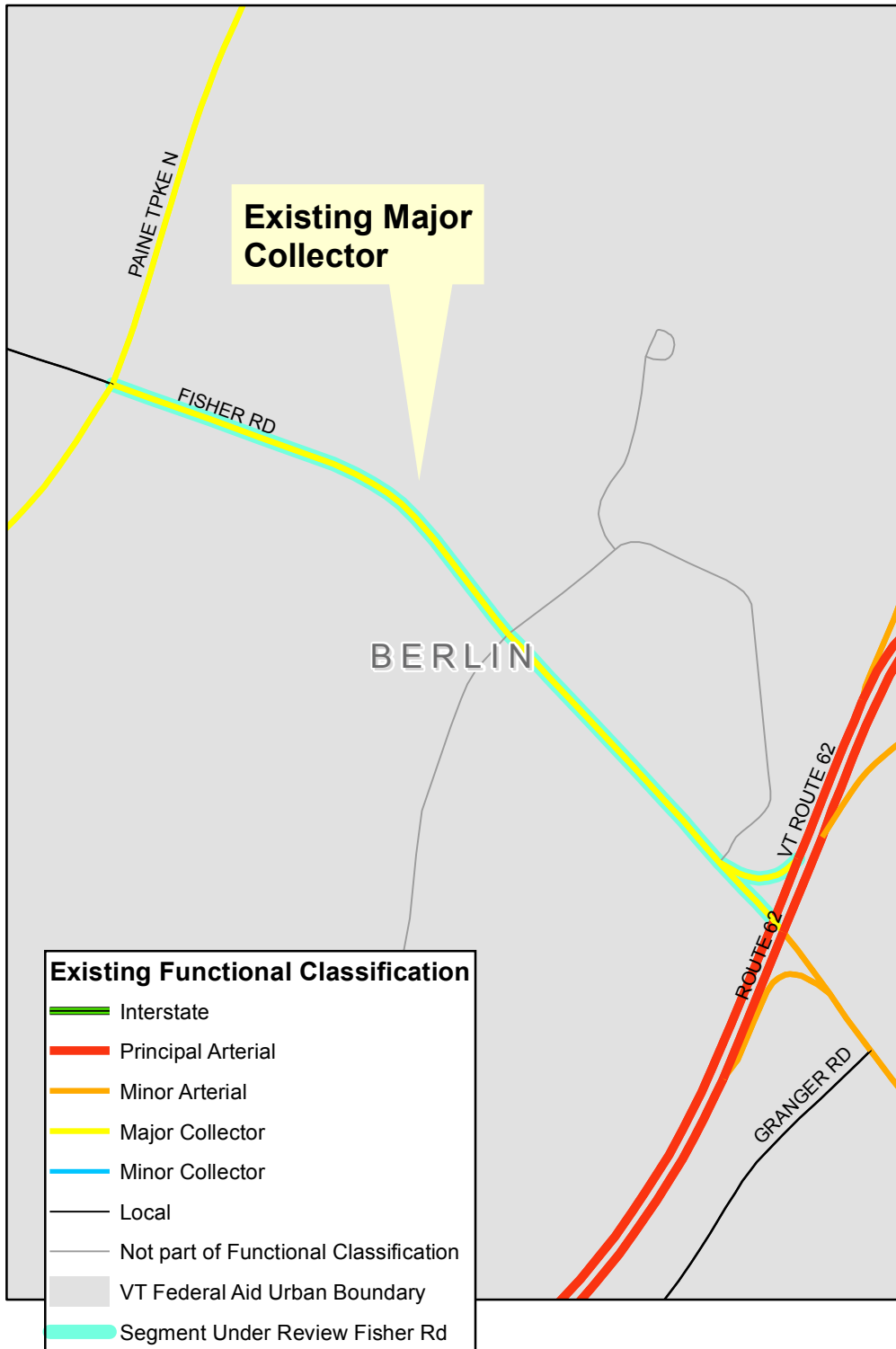


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 16

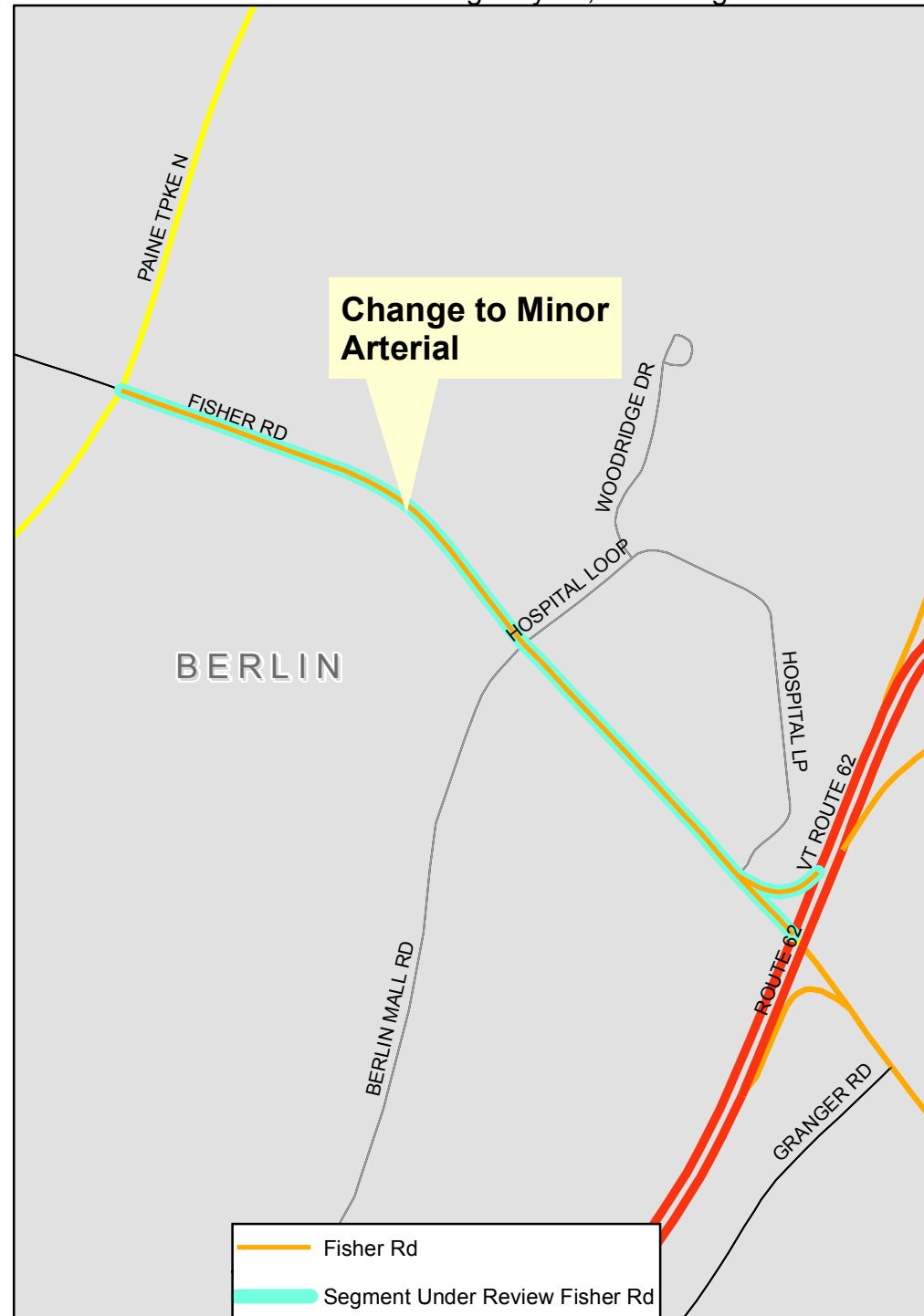


Existing Road Functional Classification

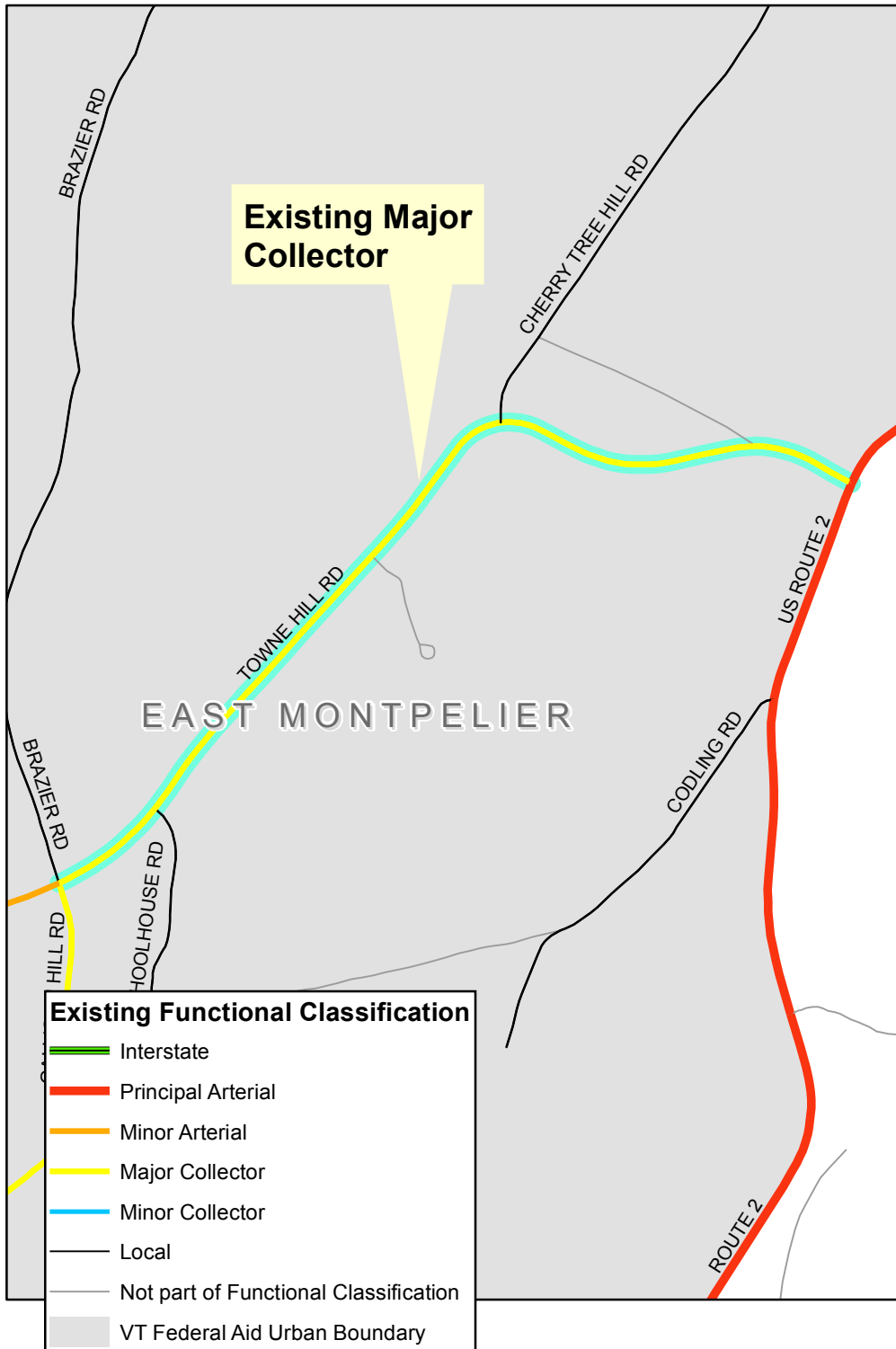


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 17

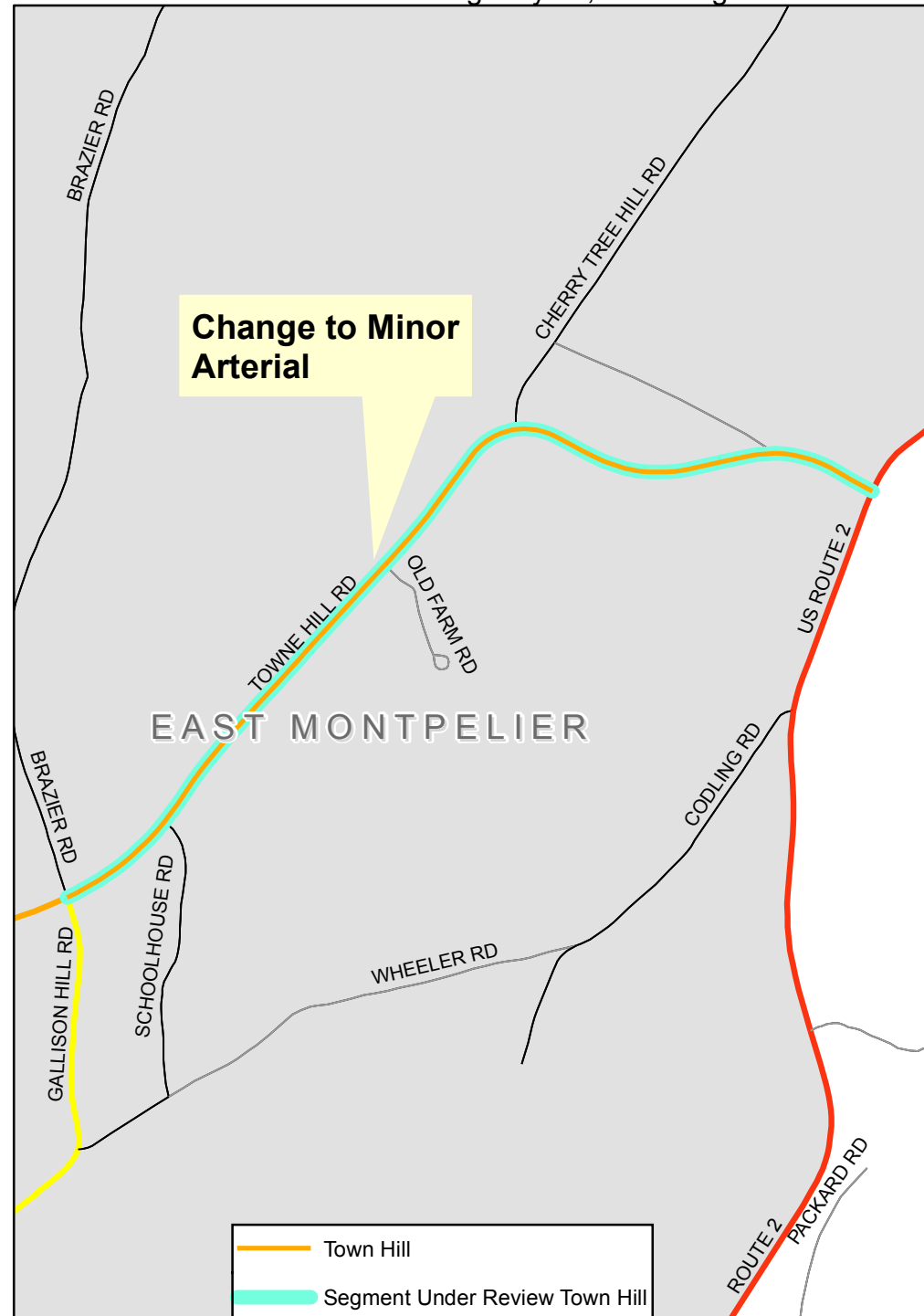


Existing Road Functional Classification

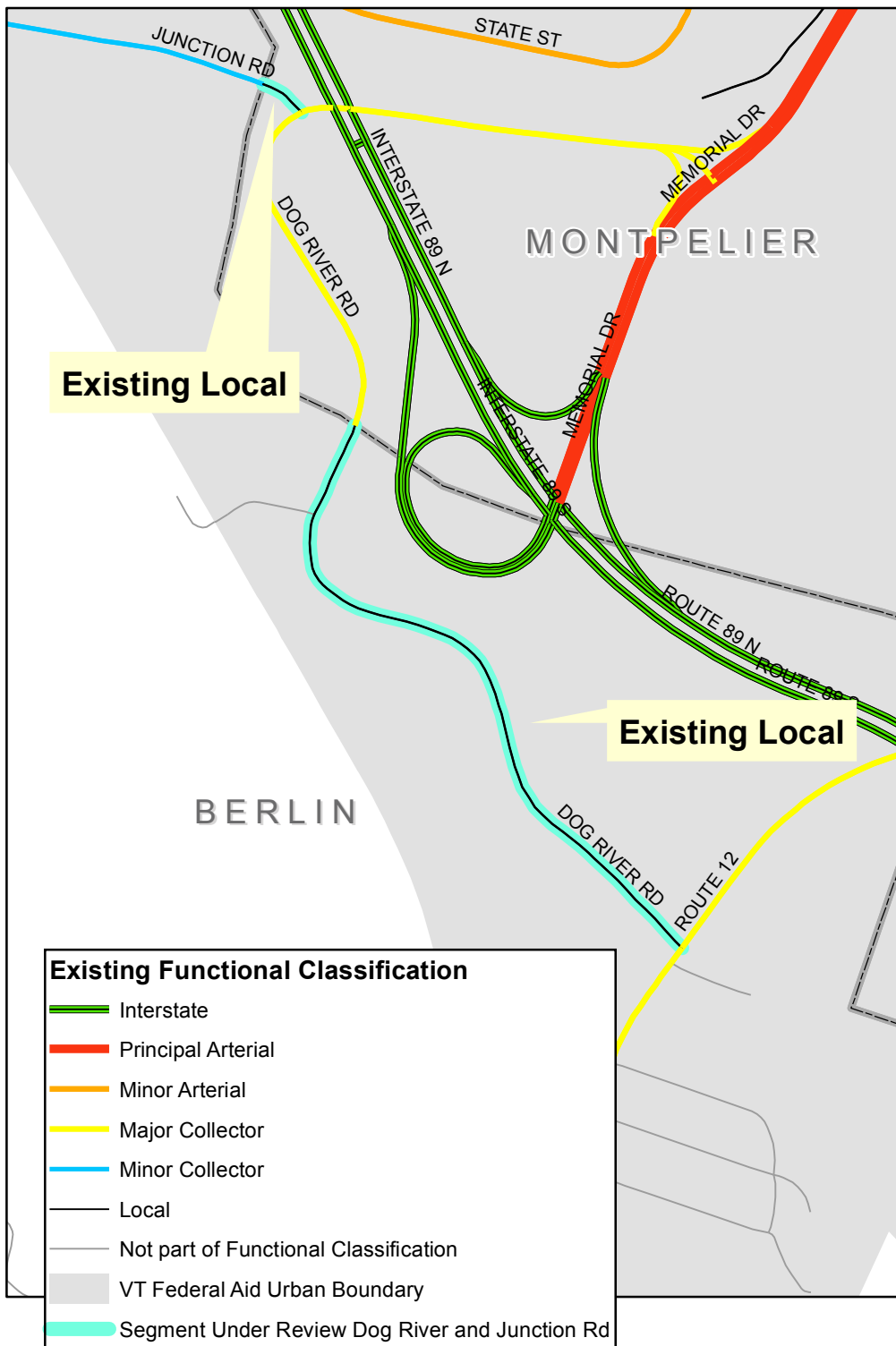


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 18

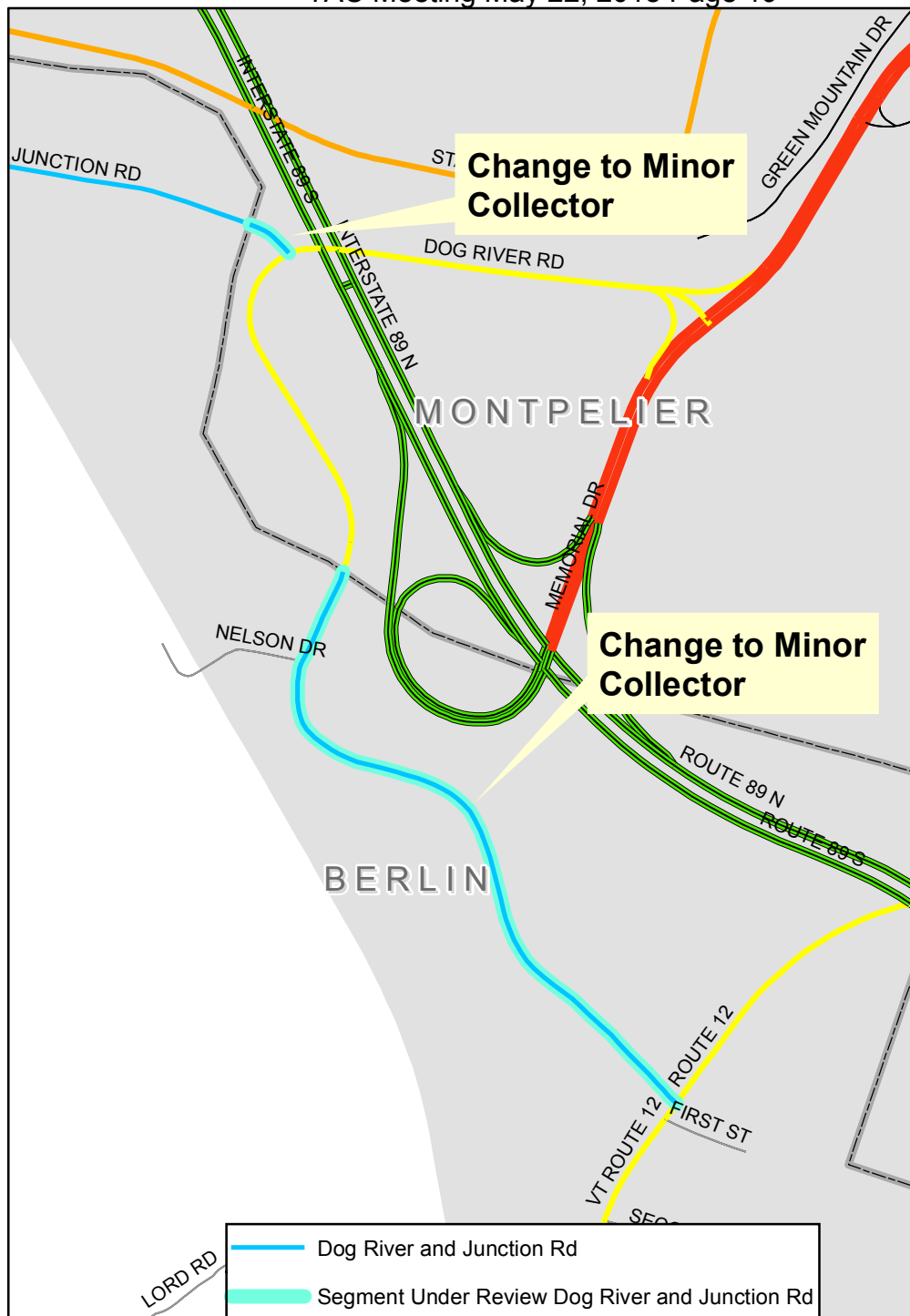


Existing Road Functional Classification

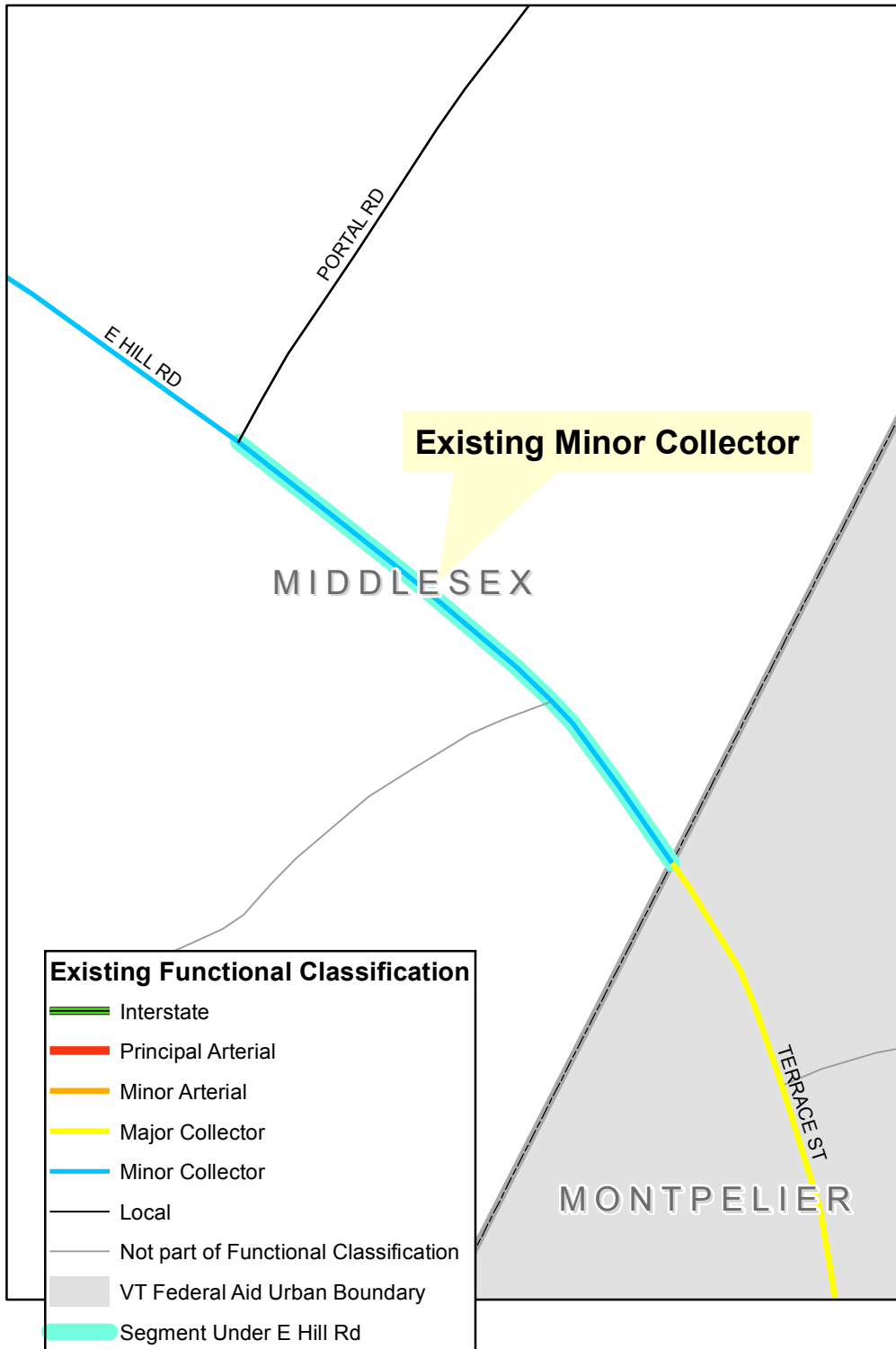


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 19

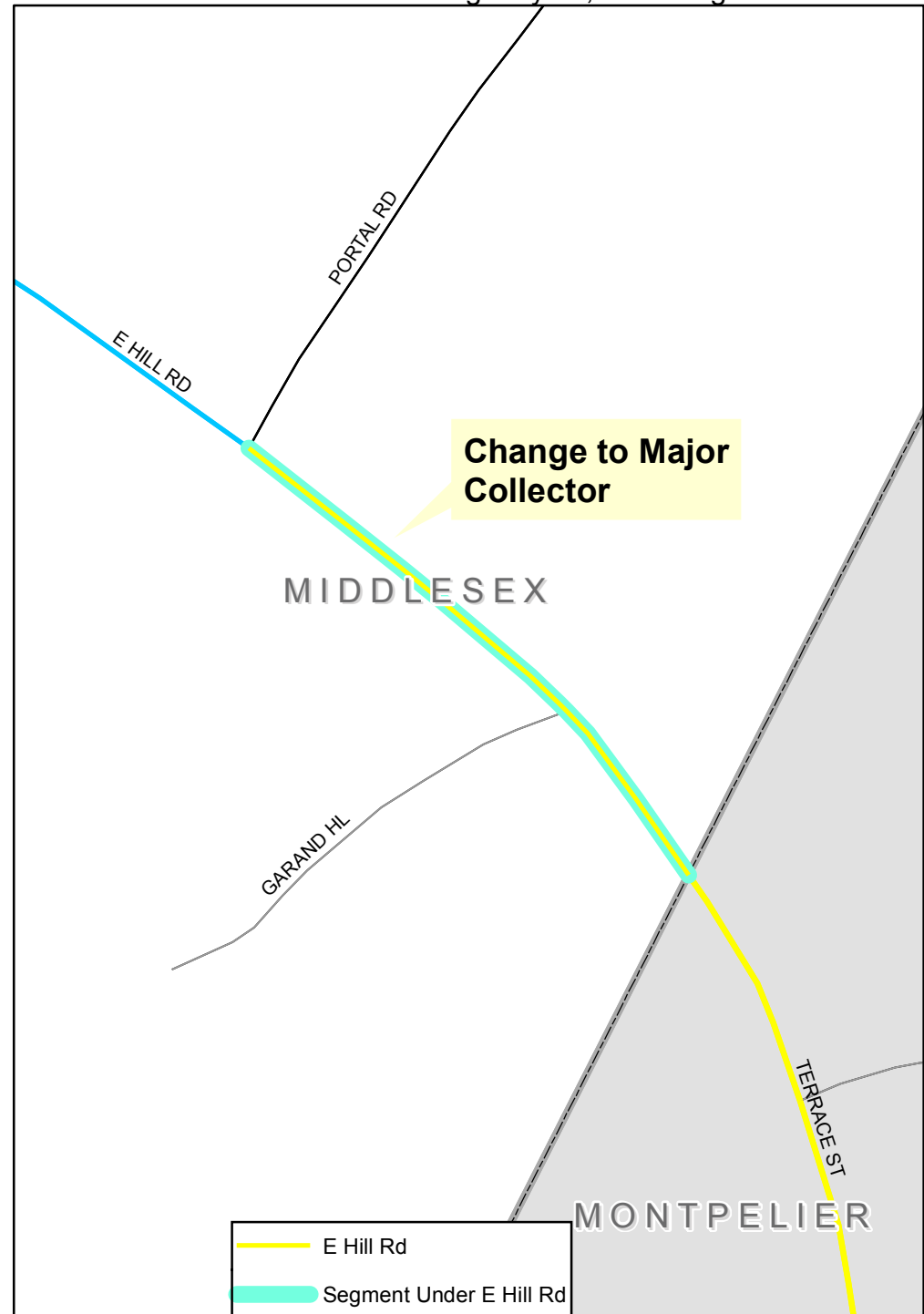


Existing Road Functional Classification

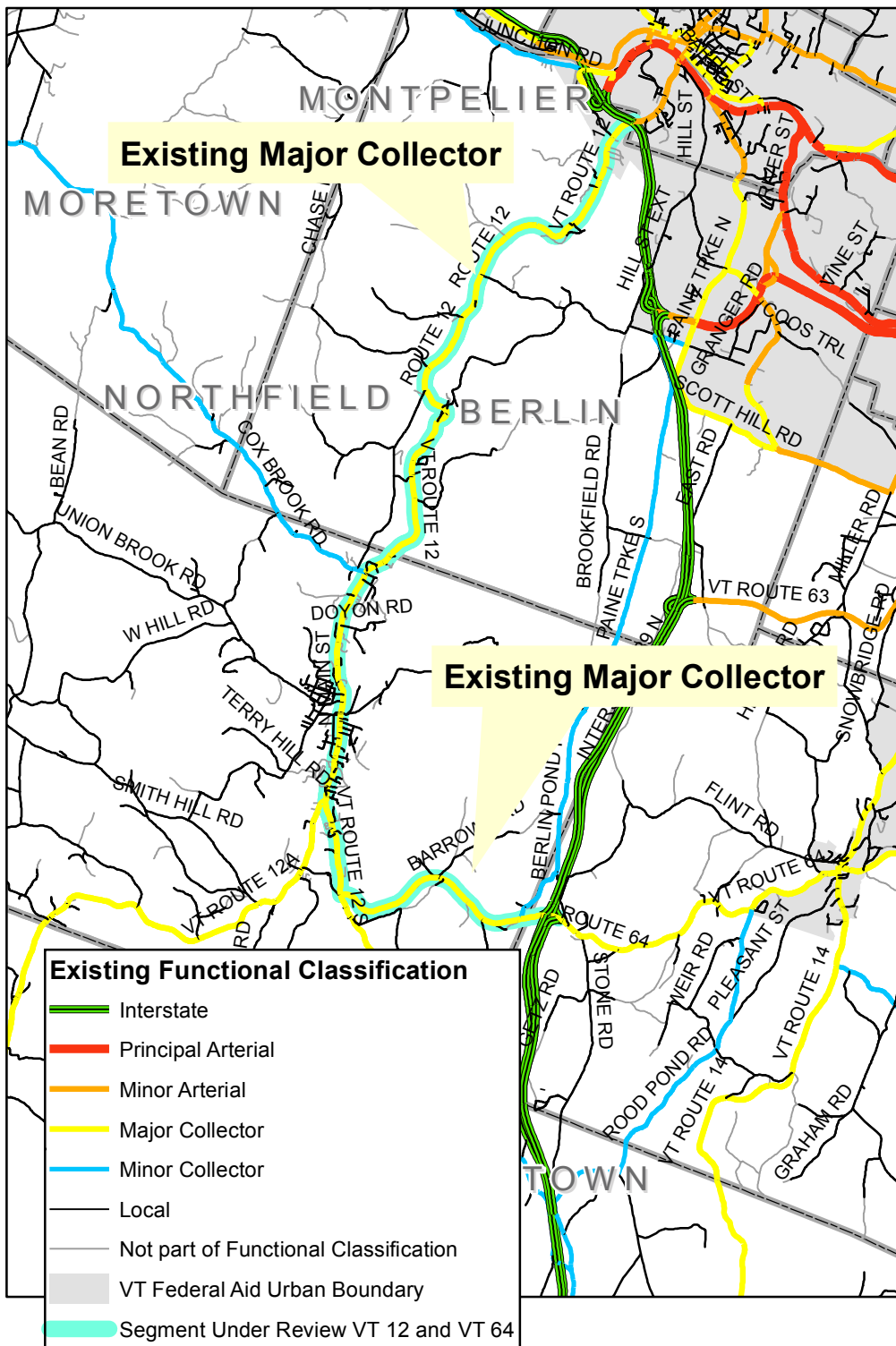


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 20

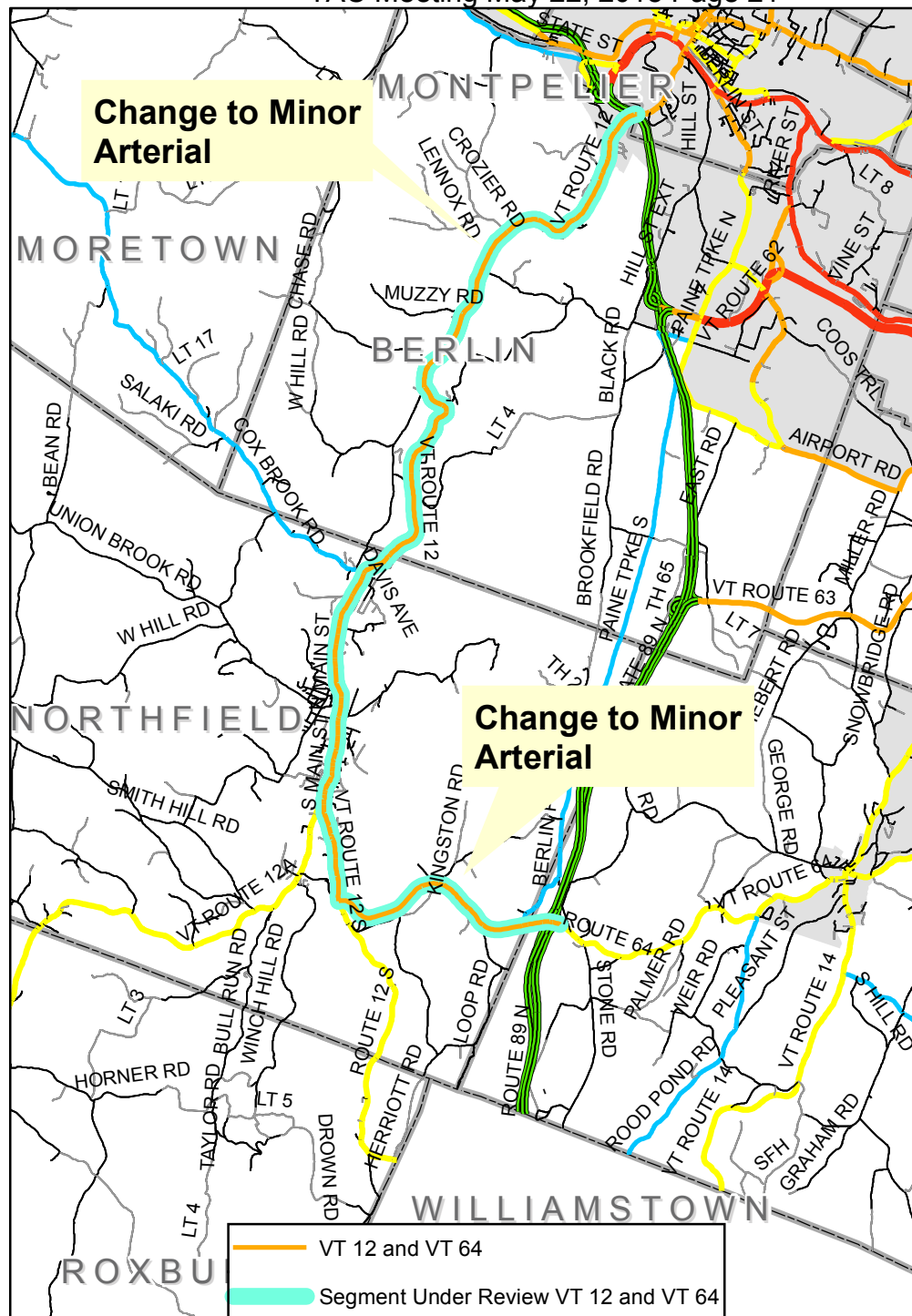


Existing Road Functional Classification

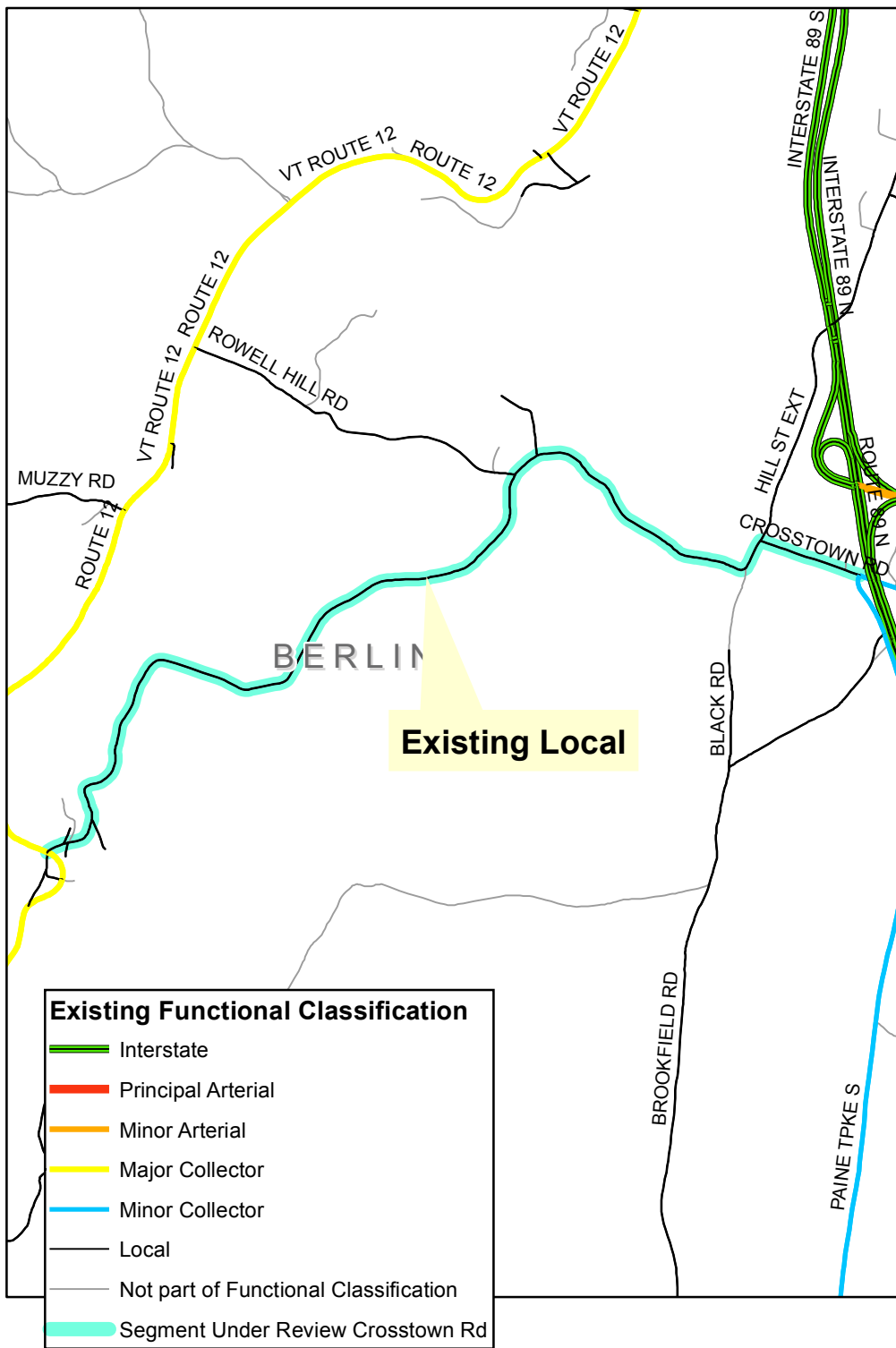


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 21

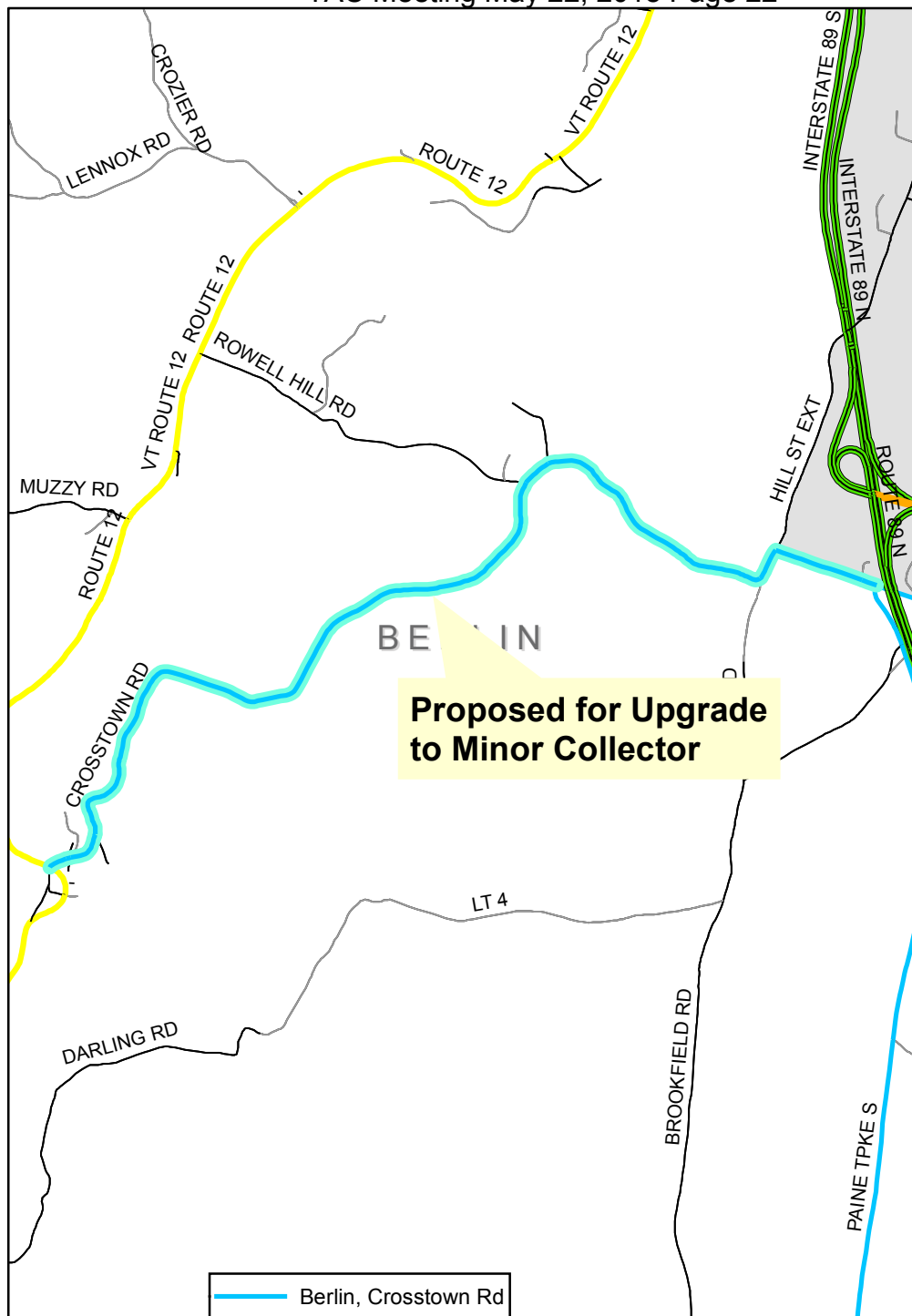


Existing Road Functional Classification

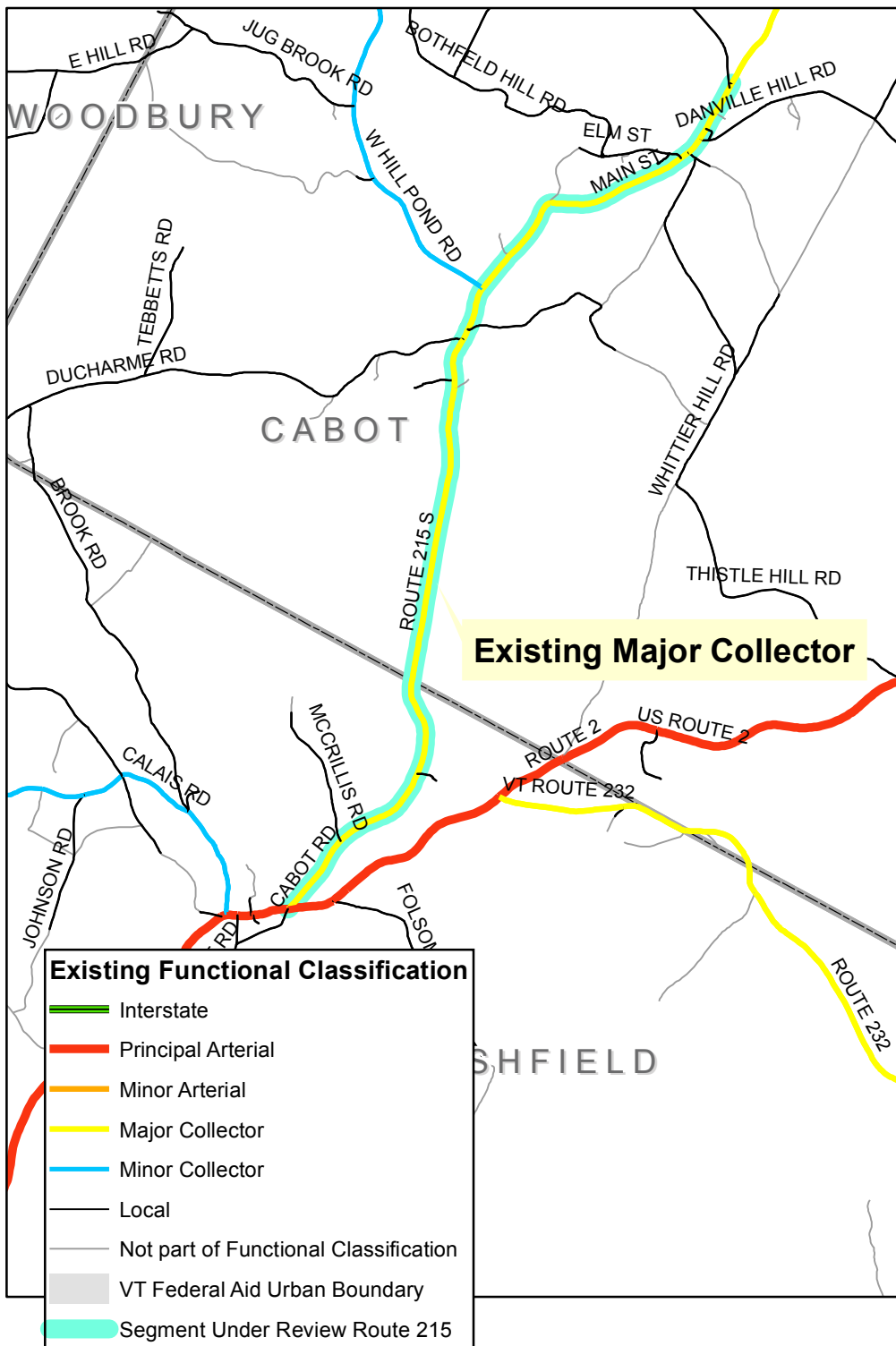


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 22

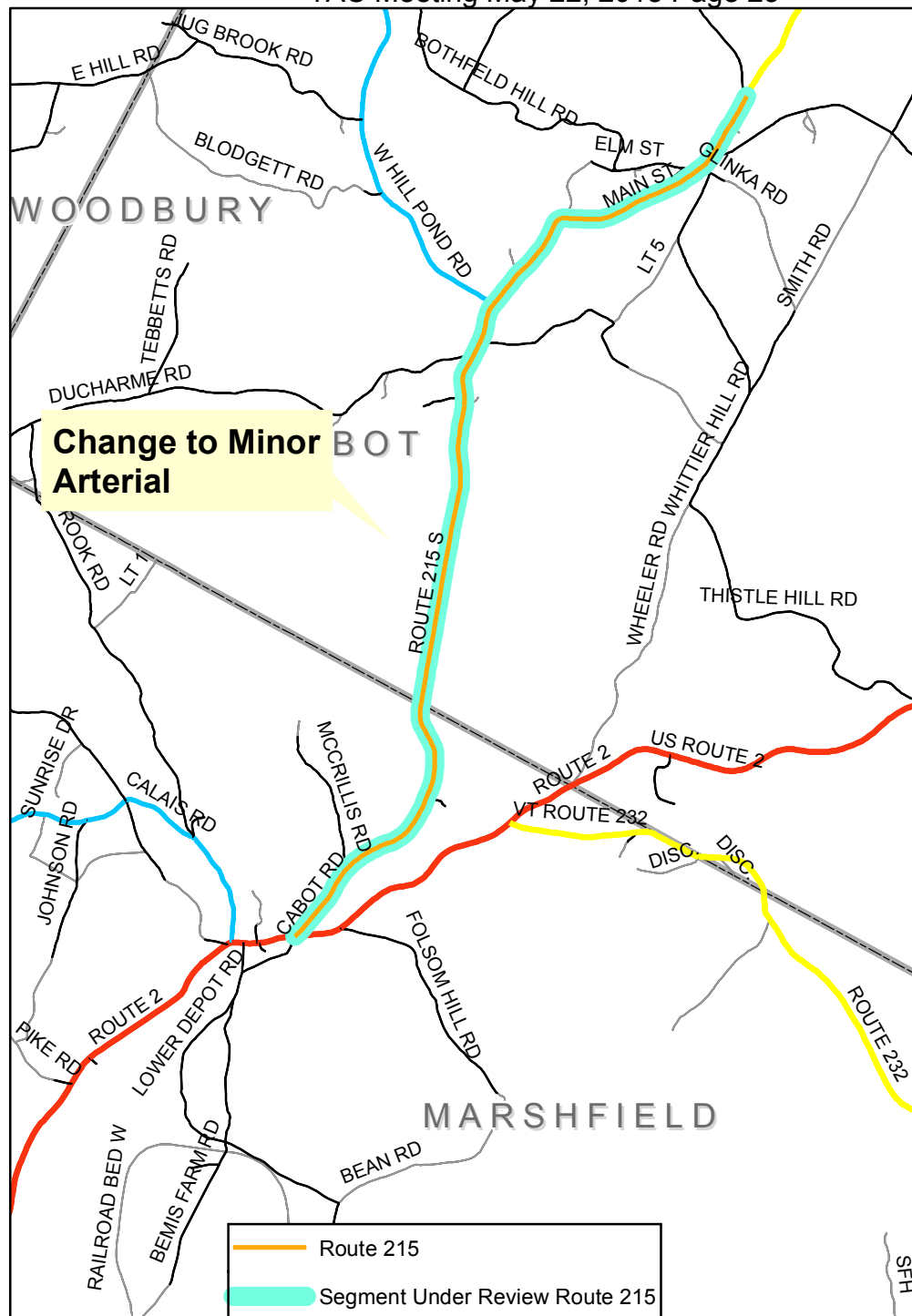


Existing Road Functional Classification

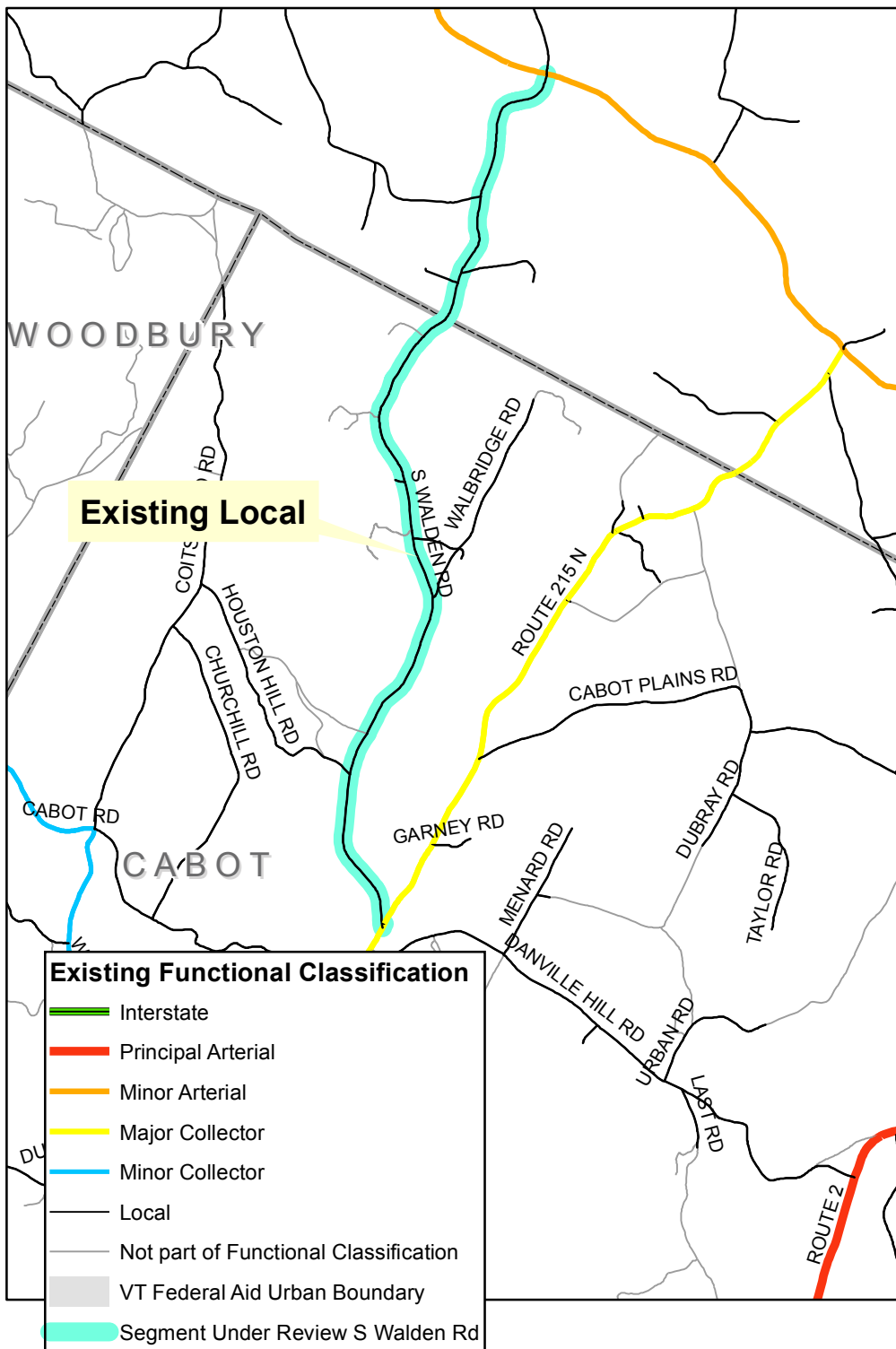


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 23

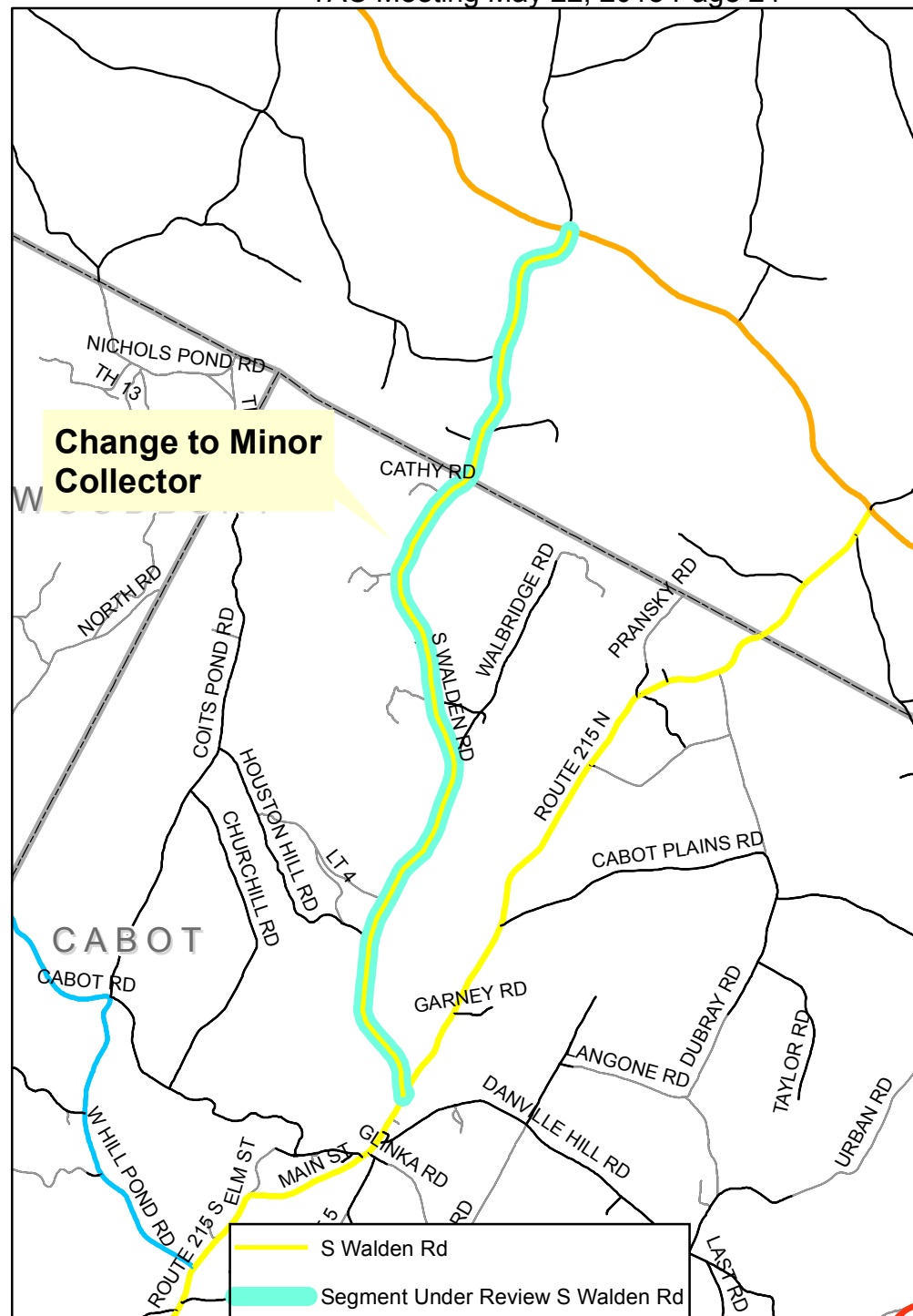


Existing Road Functional Classification

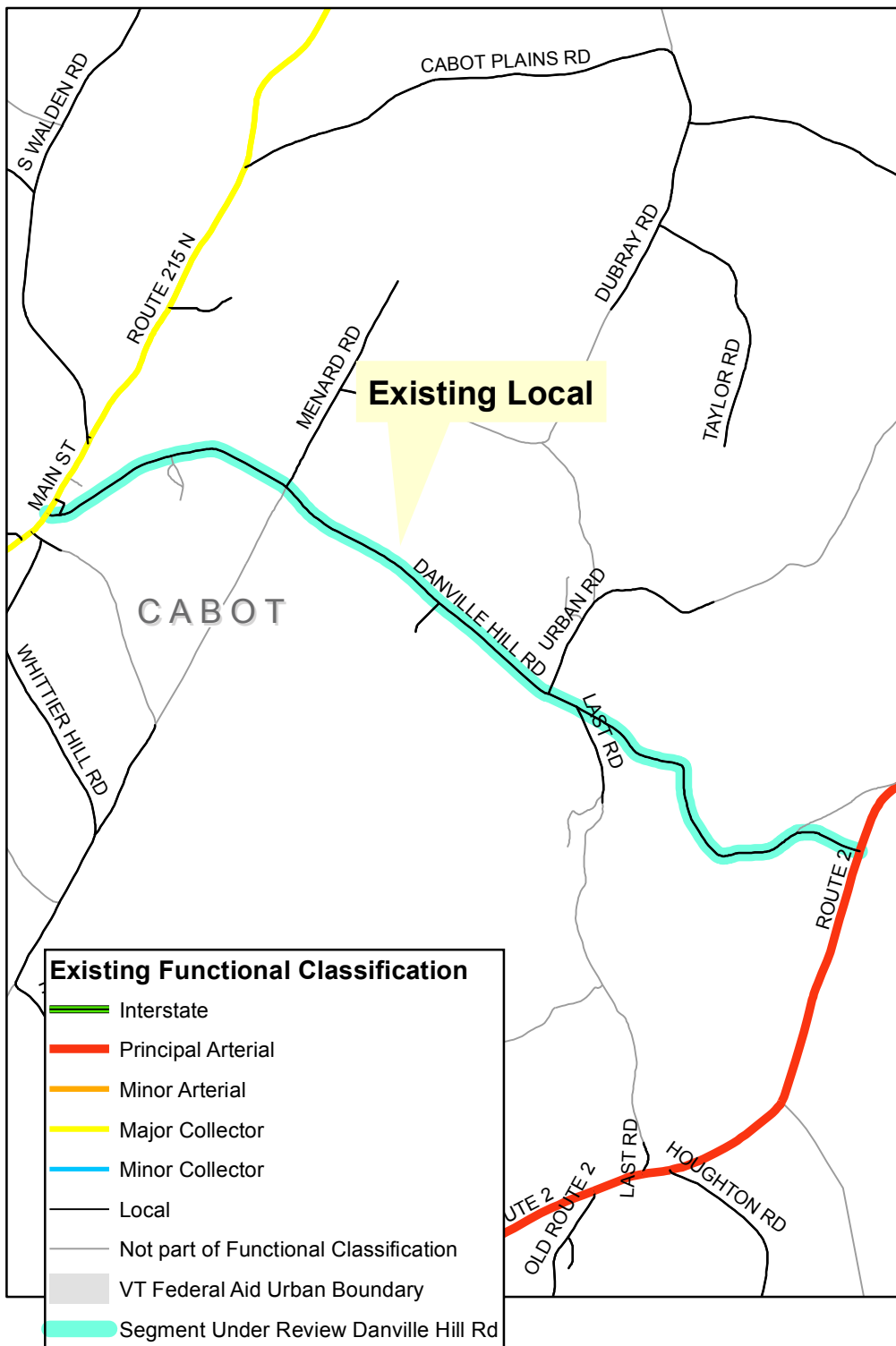


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 24

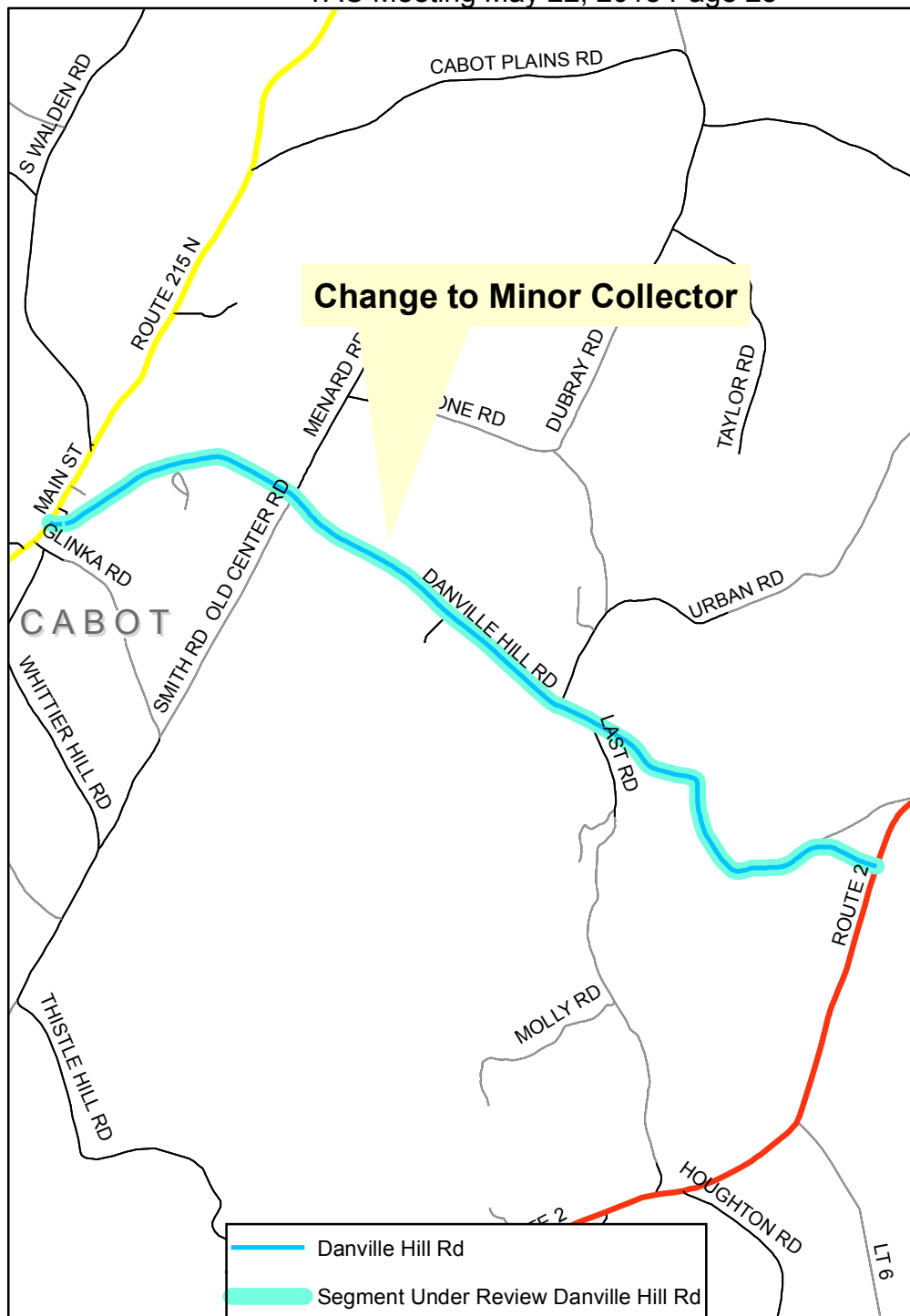


Existing Road Functional Classification

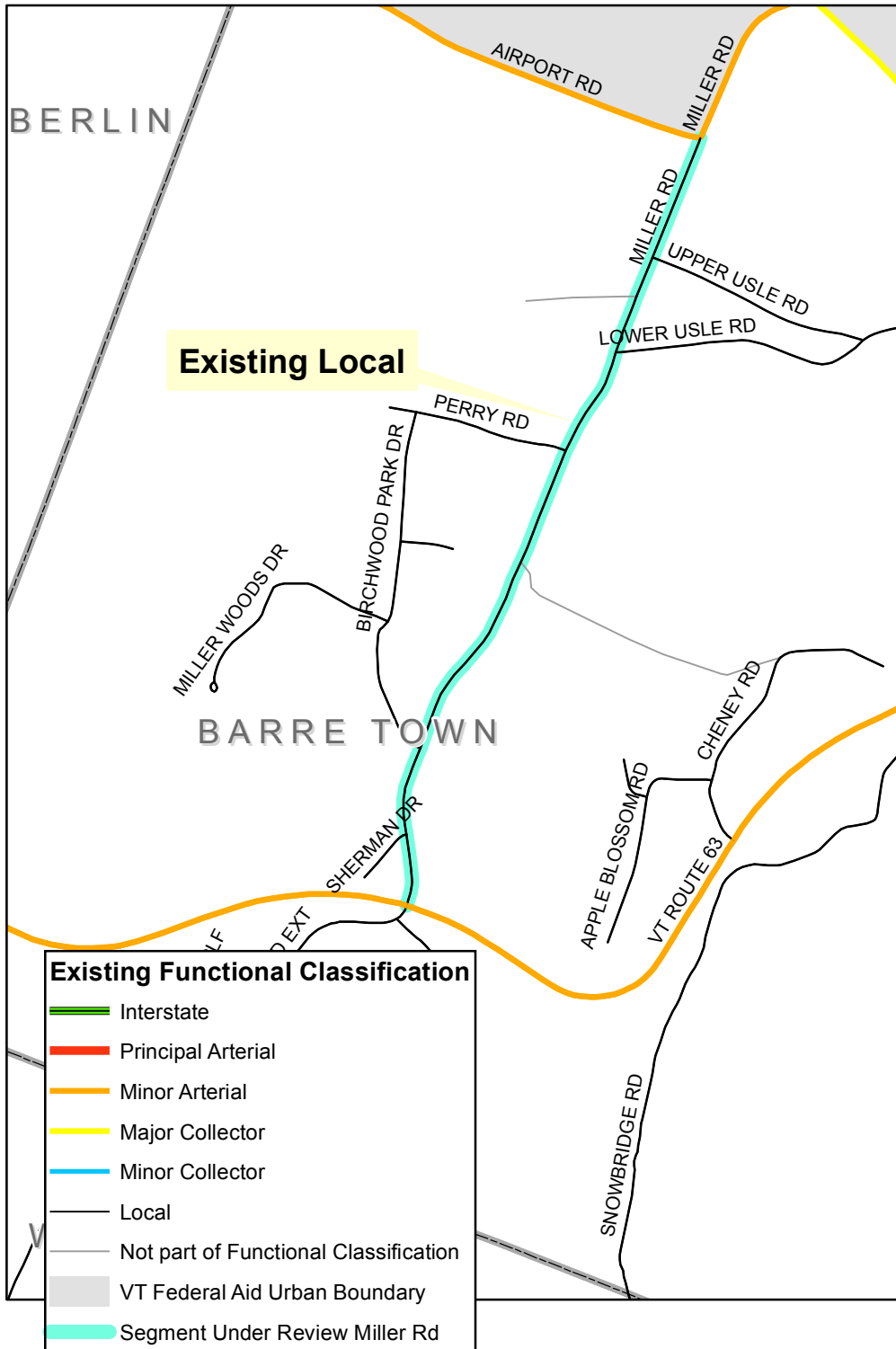


Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 25

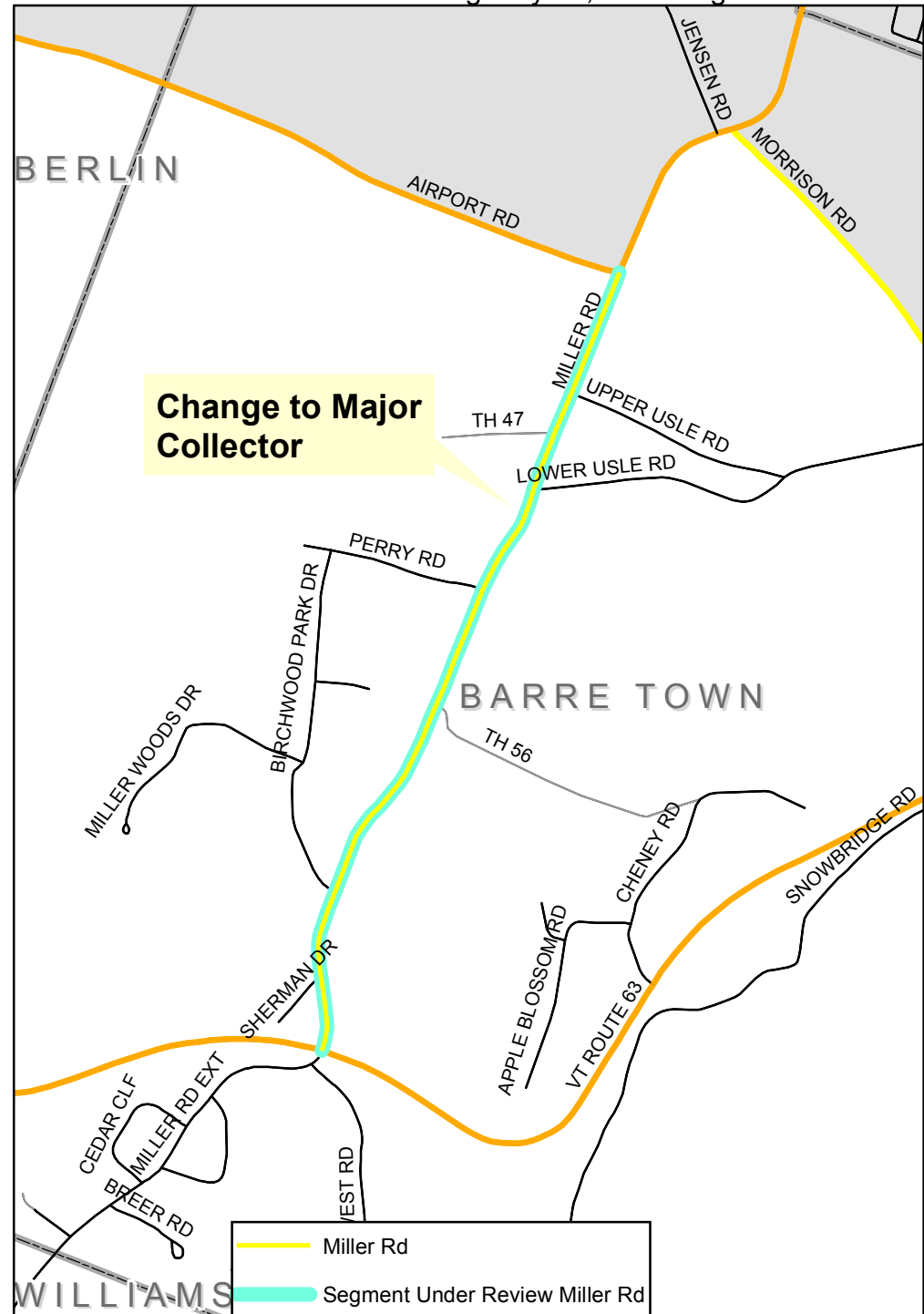


Existing Road Functional Classification



Proposed Road Functional Classification Change

TAC Meeting May 22, 2018 Page 26



TRANSPORTATION UPDATES

May 22, 2018

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

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>