

CVRPC Transportation Advisory Committee (TAC) Minutes

DRAFT – October 25, 2016

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

Others: Tina Bohl (VTrans) Dennis Vertiyen and Jason Sobel (Green International Affiliates), Chris Loyer (GMT), Bob Clark (resident), Bill Clark (resident), Davis Delacore (Times Argus)

Chair S. Lotspeich called the meeting to order at 7:05pm. Introductions were completed.

Adjustments to the Agenda

S. Lotspeich requested 10 minutes be added for the Rules of Procedure discussion.

B. Werneke moved to approve the agenda, D. Bate seconded. Motion carried.

Public Comments

None.

Approve September TAC Minutes

S. Bascom noted that on Page 2, line 4 “effort” should be “effect”

L. Cattaneo moved to approve the September 27, 2016 TAC minutes; S. Bascom seconded. Motion carried.

Berlin Park & Ride Project - Local Concerns Meeting

Scott Burbank from VHB is the Project Administrator. Tina Bohls is the VTrans Project Manager. Jason and Denis from Green International are the design contractors.

Bohl noted that Exit 7 Park and Ride is frequently full and needs expansion. The bus shelter needs help. This meeting will gather input about local concerns and issues that need to be addressed. Then VTrans' contractor will develop alternatives and present them for comment at another meeting. The improvements are intended to maximize use of the site, potentially shifting the park and ride from 81 spaces to 100 spaces.

Local concerns included:

- Bus circulation - The western end of the parking lot is tight and tough for a bus to turn around. The shelter is in the corner. Turning is tight coming out of the P&R and onto Paine Turnpike.
- Stormwater treatment - Stormwater is currently treated with a small swale. Sand from parking areas filled the brook this year.
- Poor site entrance design. Bob Clark noted that he's not interested in having anything encroach into his property further.
- Traffic backup on Paine Turnpike due to traffic increases over time.
- Used needles, garbage, and other trash at the property.
- Whether the additional spaces will be enough to serve the demand.
- People don't respect the traffic sign and traffic cuts the corner.
- Observation that the area is no longer rural.
- The shortness of distance from park and ride to the road, and the distance from the Clark driveway to the intersection.
- Modify the swale into a rain garden.
- Channelize traffic and define parking.
- A danger from cars turning too tightly near the mailboxes, and a suggestion for a separate entrance for the park and ride.

Suggestions included:

- Increase capacity by adding one or more park and rides at locations such as the new visitor center where there are restrooms and a lot of commercial space and the library.
- Limit the amount of time people can park.
- Install a fence to restrict people creating problems.
- Pick up the trash around the park and ride.
- Install a security camera.
- Install electric vehicle chargers.
- Install solar covered parking spaces.
- Face the bus shelter towards Paine Turnpike for higher visibility.
- Include bicycle parking, covered if possible.
- Expand or dedicate a right turn lane.
- Complete a traffic analysis.
- Design an exit-only egress onto Paine Turnpike as an alternative to the right turn lane, perhaps with signalization connected to the intersection light. The limited access highway would need to be modified through FHWA.

The TAC noted it would appreciate an update on the Exit 6 park and ride scoping study. Waninger will verify project progress prior to the next TAC meeting.

The TAC asked how the cost of redoing a park and ride compares to acquiring new land. Bohl said building in the VTrans right of way is much cheaper because a new site would require property purchase and design and construction of a new facility.

Bohl said the project alternatives should be developed within a few months. The TAC welcomed the opportunity to host the alternatives meeting.

TAC Rules of Procedure

B. Waninger explained CVRPC is working to increase its transparency. As a first step, the Commission is working with its committees to develop Rules of Procedure.

The TAC discussed the committee purpose quorum, committee membership changes, and voting as follows:

Purpose:

- Does the TAC provide an oversight role or does it assist the CVRPC with the transportation planning program?
- Is the TAC an advisory or decision body? The 1993 formation documents note its role is advisory, and the Commission makes the decision. However, the TAC has been making decisions for CVRPC related to project prioritization and studies funded through CVRPC's Transportation Planning Initiative program. Were changes made in the past?

Quorum is the minimum number of members that must be present at a meeting to make the proceedings of that meeting valid.

- Quorum should be all the members present.
- Five is too small. Reviewed attendance (5 vacant seats; 10-13 typically attend).
- Majority of filled seats
- Seven people in attendance.

Membership Changes:

- Retain town-only membership.
- Add other modal members represented on the TAC, whether voting or not.

Voting:

- Higher threshold for adding a committee member.
- One town-one vote appointment to the TAC only.
- Higher threshold for amending the Rules of Procedure.

The Chair asked staff to verify open meeting law requirements for quorum and voting requirements.

The Chair requested that TAC members send comments to Bonnie Waninger for discussion at the next meeting.

Transportation Updates

Waninger noted she would be speaking with Waterbury about the Rt. 100 Corridor Management Plan in the near future.

1
2 Rail ridership projections done as part of the Commuter Rail Study were lower than for
3 transit because commuter rail would offer fewer stops and fewer trips.
4

5 **TAC Member Concerns**

6 None.
7

8 **Set Agenda for the Future TAC Meeting**

9 *L. Cattaneo moved to cancel the regular November and December TAC meetings and*
10 *to schedule a meeting for December 6; D. Bate seconded. Motion carried 7-2.*
11

12 **Adjourn**

13 *B. Werneke moved to adjourn at 8:45 pm; D. Bate seconded. Motion carried.*