



Transportation Advisory Committee (TAC)

Minutes

Tuesday, June 27, 2023

Attendees:					
	Barre City	Michael Hellein	x	Moretown	Joyce Manchester
x	Barre Town	Stephanie Magnan (Chair)	x	Northfield	Thomas Davis
x	Berlin	Robert Wernecke			Jeff Schulz, Alt
	Cabot	John Cookson	x	Orange	Lee Cattaneo
x	Calais	David Ellenbogen	x	Plainfield	Bob Atchinson (Vice Chair)
		Karin McNeill, Alt	x	Roxbury	Jerry D'Amico
x	Duxbury	Alan Quackenbush	x	Waitsfield	Don LaHaye
		Bill Whitehair, Alt.	x		Alice Peal, Alt
	E. Montpelier	Gina Jenkins		Warren	Michael Bridgewater, Alt
	Fayston	Donald Simonini		Washington	Peter Carbee
	Marshfield	Todd Eaton		Waterbury	Steve Lotspeich
x	Middlesex	Ronald Krauth	x	Williamstown	Richard Turner
x	Montpelier	Dona Bate		Woodbury	Chris Koteas
			x	Worcester	Bill Arrand
Staff: Keith Cubbon, Christian Meyer Guests: Amanda Holland					

Stephanie brought the meeting to order at 6:31pm.

Roll Call

- Roll was called and a quorum was present

Adjustments to the Agenda

- None

Public Comments

- None

Staff Announcements

- Keith mentioned that Dorothy Kinney-Landis, CVRPC's new planning tech will be starting work on Monday July 10th for the summer.
- Discussed Steve Lotspeich's emailed information about holding the July meeting in Waterbury at the Municipal Center's Community Room and will be able to supply the equipment to hold a hybrid meeting followed by a tour of the recently completed Waterbury downtown project.
- Discussed Michael Hellein's email about the need to move faster with transportation issues to address climate change. Keith mentioned that the workplan and budget is the day to day but long-term goals will be able to be more readily addressed in the regional plan.

Approval of May 2023 TAC Meeting Minutes

- The May minutes were accepted Lee C. made a motion to accept the minutes and was Rich T. 2nd the motion.

Memo Nomination of Officers

Keith apologized for the delay in nominations as still learning the TAC yearly schedule. Jerry nominated Stephanie for Chair. Lee nominated Bob as vice chair. There were no other nominations and voting will be at the July meeting.

Memo TPI Guidance and Budget Review

- Keith asked the group if there were any changes or recommendations for the FFY24 Workplan and budget.
- David asked about task 8 and the Lamoille Valley Rail Trail and why the Cross Vermont trail wasn't included in this and would like to see more funding to support the CVT. Keith explained that the LVRT was a state project and had already removed the hours associated with this in our budget due to a conversation with Amanda Holland of VTrans about this. Due to the state may offer further funding to support RPCs with the LVRT but that we could support the CVT with our Task 7 money. Bob thought it would be great to help the CVT since they had a washout near Twinfield school but had trouble getting money for repairing. Also that the ROW for the CVT was given back to the landowners when that railway folded so it is much harder to get the necessary pieces for completion of this route.
- Alice asked about CVRPC support the Mad River Path-Keith explained that he had met with Misha the new E.D. and explained the process and that they would most likely be applying for a transportation alternatives grant in the winter for a scoping study. And that they are wanting to create and accessory path along the route 100 corridor from Warren to Moretown. That we have been trying to support them in their process. Alice

1 asked if this would be funded under this workplan. Keith-Yes, we could support them in
2 planning and applying for a scoping or implementation grant with Task 7-bike and ped
3 or with Task 3-Planning. Alice-I don't know how you make one path to be bike,
4 pedestrian, electric bike, and ADA compliant. Keith-Under most Federal Highway
5 Administration would be near 10 ft wide on most projects like this. Keith gave example
6 of Irvine CA that has a large network of about 113 mi. Stephanie- Barre Town forest has
7 just adopted standards that allow electric bikes and are more accessible. So far their
8 haven't been any problems.

- 9 • Robert-We are not voting on TPI budget at this meeting correct? Keith-Yes that will be
10 at the July meeting.
- 11 • Stephanie-Is it correct that Task 6 money is going away or dwindling? Keith-Asked for
12 Amanda's opinion. Amanda-Task 6 is part of the workplan and RPCs can assist towns in
13 inventories. But grants for conducting these are trailing off. Right now, both agencies
14 are trying to figure out how these are being funded. That if RPCs are doing more of
15 these it is taking funding away from the other inventories and work that needs done.
16 With the permit round it will still be eligible, it is just whether there will be other
17 sources of funding to pay for these.
- 18 • David- Had some notes and wondered if we were accepting edits or comments. Keith-
19 Replied that yes, we wanted input about edits and ideas. David would like to have the
20 language in 2.1.3 Road Foreman changed to Supervisor/or Foreperson and the next task
21 2.1.4 is about equity and inclusion. Under 3.2.3 it talks about the Complete Streets
22 Concept. Keith-Was unsure if this was formalized. Amanda-There isn't necessarily a
23 specific standard but includes all users. VTrans did just update the agency's complete
24 streets guidelines, in general it could be many things in how we design complete streets.
25 David-Historically it had no teeth. This committee had to send a consult back to the
26 drawing board in Barre because they had not considered pedestrian access for the
27 project at all. Amanda-There is a law that is reported on each year about projects in
28 towns/municipalities requiring Complete Streets on certain projects to be considered.
29 That is really the only piece of teeth with this concept. Donna-The only reason
30 Montpelier has any teeth in their implementation is they completed a study and passed
31 an adopted ordinance requiring this so that it is implemented by city council and
32 public works. They city is odds with the state isn't requiring the same level of
33 consideration on the Route 2 paving work being done. The state and each town need to
34 adopt their own principals and put some teeth into it for adoption. Alice-ACCD in its
35 bylaw's modernization grants for a more user-friendly environment in your village or
36 town. We think it will really be a part of our downtown projects for developers and
37 institute Complete Streets to improve walkability and accessibility and can be done both
38 on small scale and town highways. Really for towns to develop their own and see where

1 it fits into the state initiatives. Christian-The T bill this year section 35 requires any city
2 or town will include Complete Streets in their transportation projects. This came out of
3 the Transportation Bill H 479 may put more teeth into this.

- 4 • David- Under task 4 it supports the counts of non-motorized collection data. Keith
5 explained the counts that VTrans requires at repeat locations. The group discussed that
6 under state guidance e-bikes are considered to be non-motorized and that they come in
7 different grades 1-3. Keith explained the limitation of the counting equipment that
8 CVRPC has and what is on the market. He gave a description of the locations and the
9 VTrans requirements for yearly counts. It was decided to remove the term non-
10 motorized and just labeled as bike and pedestrian counts.

11 **Safe Streets and Roads for all-attached to the minutes will be the power point slides**

- 12 • CVRPC was asking for TAC support either as the whole organization or a committee of
13 members to be an oversight committee for a grant application to create an action plan
14 to attempt to lower the fatality and serious injuries on roadways within our region. We
15 would need a letter of support to support our application. Christian-The idea for
16 applying for this grant is how to address safety for our roads. There is a big pot of
17 federal money that is behind the firewall of having an action plan. This project would
18 create an umbrella over the region so each town could then apply for federal safety
19 grant funds based off our regional action plan. We would probably be applying for
20 \$150,000 and could use some of our pandemic recovery funds. This is taking a lot of our
21 conversations within this organization and acting on them. We can all get behind a zero
22 fatalities stance ideally, depending how far are we willing to go for implementation. Lee-
23 addressed the gaps in the data especially in the more rural communities the injury and
24 accident reporting is probably less accurate. Due to no police presence. Not sure how to
25 collect better data than currently done. Joyce- Do we have good data on the cause of
26 injuries or deaths? Is it speed, driving while drinking, bad weather? Christian- Weather,
27 and intoxication has good data. Driver error less accurate, since people will paint the
28 best picture in regards to their actions post-accident. There is a limit to it. We are not
29 getting the distracted driver data. The police reports are available, we would have to
30 request them but more broadly we can begin to look if there are rural issues. The
31 majority were single vehicle accidents on rural roads. Which maybe we could implement
32 rumble strips or something on rural roads. Joyce-I don't think rumble strips will work on
33 dirt roads. Christian-Dirt roads often have fewer accidents but maybe this may give us
34 some best practices that we could highlight. Robert-I support the plan and like the
35 regional approach, and agree with Lee's data statement. I have reviewed a lot of the
36 accident reports over the years and maybe the outcome of this would be how to
37 improve the data. This warrants support. Christian-Just at this point a letter of support

1 in the broadest terms that the chair can sign since we are just at the application stage.
2 Not currently making a zero fatalities statement or asking for the TAC to support safety
3 planning at this time. Alan-I agree especially with Alice's example in Waitsfield. Anything
4 we can do to reduce fatalities in our region I think is a positive step and I think we
5 should look at this. Alice-Where is your data from? Is this state trooper data? Christian-
6 Yes. Alice- Is this more what towns could do? Christian-We want specific
7 recommendations for intersections and turns. On dirt roads that hopefully we could
8 look for pieces that defy trends. Bob- Is this basic lack of police officers to support stuff?
9 Mentioned how speed effects outcomes in pedestrian accidents. Lack of officers in
10 region for enforcement. Also, speeds are affecting efficiency on the roadways. Christian-
11 In safety-road design, enforcement-police, drivers-education maybe part of the
12 recommendations could be an educational program for CV region or we try to find
13 additional funding for Sheriff hours for enforcement. Bob- I would vote for rolling road
14 blocks on the interstate. David-Representative for Calais having the most dirt roads in
15 the state. Increased signage along dirt roads since there are many intersections in Calais
16 that have no stop signs, the town office is right around the corner from the town office.
17 Also, the signage must be visible. The plan could be for a town inventory of signage to
18 make dirt roads safer. Robert-In the interest in moving this forward. I believe you are
19 looking for support. I would like to make a motion to support an application and
20 authorizing a letter of support. That we are looking for trends and how do we attack
21 them and how do we solve them. Alan-I 2nd them. Joyce- I would like to know the age of
22 the vehicles involved in the crashes. Maybe one thing to collect would be this. Motion
23 was voted on and passed.

24 Data came primarily from the [Crash Query Tool | Vermont Agency of Transportation](#)
25

26 TAC Member Round Table

- 27 • Alice-I have a question for Amanda on the Route 100/17 project? The selectboard would
28 like to make sure that the intersection construction work will have new infrastructure in
29 this area by the time that happens. Amanda-You can pass that along to Keith or
30 Christian to pass along to any project managers in the future. Christian- Scoping hasn't
31 fully started yet, making sure Annie is aware. Either us or the town manager will be able
32 to address this during the scoping process.
- 33 • David-We have gone through a lot of administrators in this role in how long you all last
34 in this role? Is this a stepping stone? Is it us? Christian- I'm going to point the finger at
35 the state who often people move off to. We are hiring a new transportation staff person
36 and hopefully we will be around for quite a while, and will share some of the

transportation load. We are trying to build a long term team and Keith will still be with the TAC.

- Robert-Berlin has completed the Fisher road diet study. Some interesting pieces have come out of it, overall and for bike and pedestrian access. The town will now pursue implementation. Like a traffic circle in front of the hospital.
- Alice-Is there a VTrans traffic toolkit for traffic calming? Robert- Many pieces can be found out there but there is a lot of different reference material out there. Amanda-Yes and Vtrans did just complete a research project and is trying to put together and outreach plan for this but have faced some restrictions due to staffing.

<https://vtrans.vermont.gov/sites/aot/files/documents/20230606%20Toolbox.pdf>

Adjourn

- At 8:06 PM Robert made a motion to adjourn Don 2nd the motion.

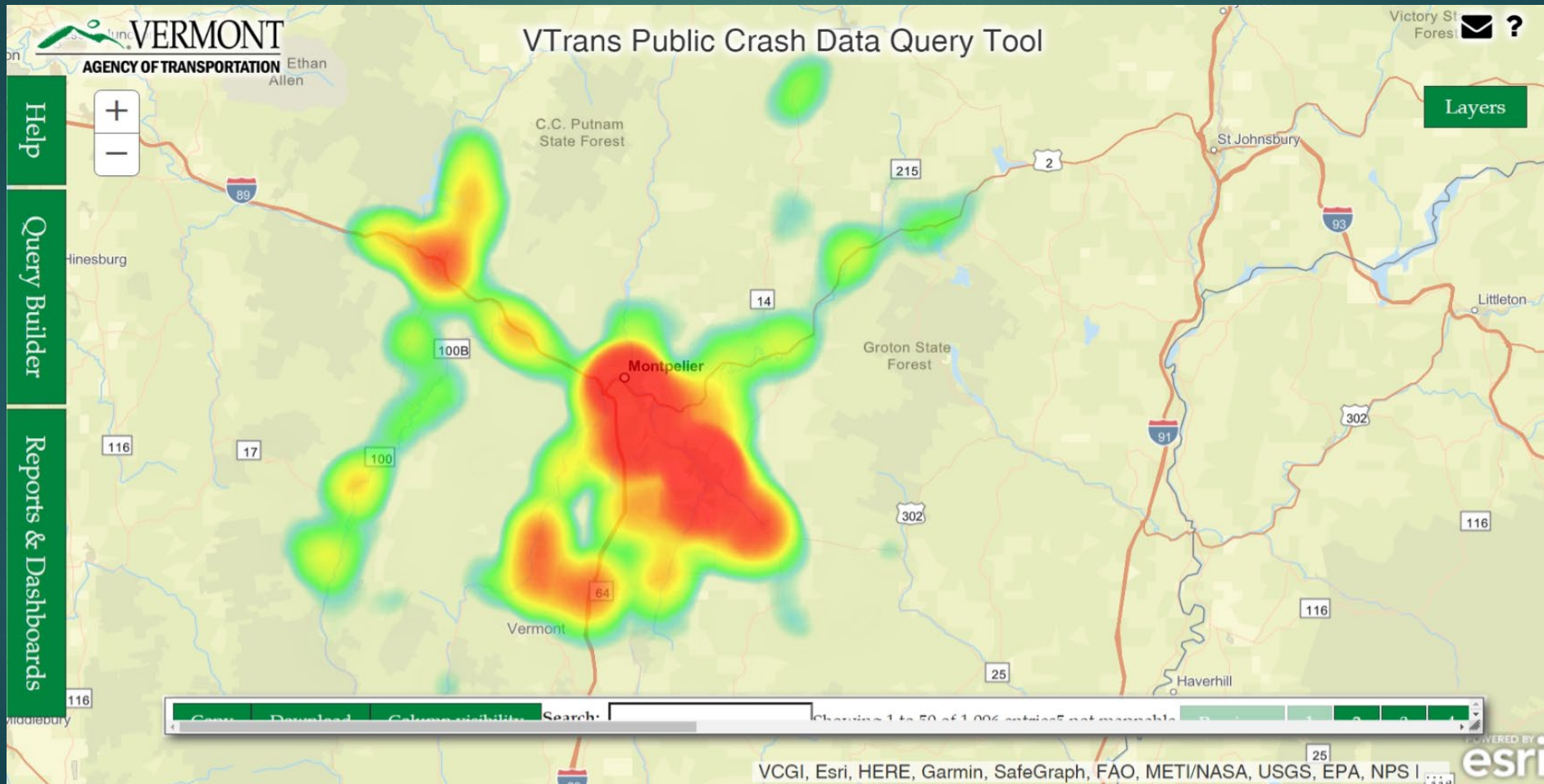
DRAFT



USDOT: FY 23 Safe Streets and Roads for all

CVRPC

Regional Injury and Fatality Totals: Since 6/27/2017=1027 and 447 in last 3 years.



Planning and Demonstration Grant

- ▶ Identify and develop plan to address road safety issues.
- ▶ Adopt the goal of zero fatalities or serious injuries.
- ▶ Would develop a Comprehensive Safety Action Plan
- ▶ Open new opportunities for funding for the implementation of safety improvements. A safety action plan is required for implementation funding.
- ▶ Prioritized actions to improve safety along urban and rural roads, including low cost easily deployable improvements.

Requirements:

Leadership Commitment and Goal Setting

- ▶ An official public commitment (e.g., resolution, policy, ordinance) by a governing body (CVRPC) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following: (1) the target date for achieving zero roadway fatalities and serious injuries, OR (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

Planning Structure

- ▶ A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Safety Analysis

- ▶ Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries
- ▶ Analysis of systemic and specific safety needs is also performed, as needed

Engagement and Collaboration

- ▶ Engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.

Equity Considerations

- ▶ Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

Policy and Process Change

- ▶ Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate. .

Strategy and Project Selections

- Identification of a comprehensive set of projects and strategies will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach and effective interventions and consider multidisciplinary activities. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

Progress and Transparency

- ▶ Method to measure progress over time after an Action Plan is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online

Discussion:

- ▶ TAC or TAC member subgroup tasked as oversight committee
- ▶ Consultant derived study
- ▶ 20% local match – \$100K? \$150K?
- ▶ CVRPC transportation staff will coordinate

ACTION: *Authorize the Chair of the CVRPC TAC to sign a letter of support for the CVRPC application.*