



## Central Vermont Regional Planning Commission

### TRANSPORTATION ADVISORY COMMITTEE

Tuesday February 27, 2024, 6:30 p.m.

Join Zoom Meeting via Computer, Tablet or Smartphone:

<https://us02web.zoom.us/j/86220375669?pwd=aXFEYkNaOVYeTBORmlhd2tZV3VKdz09>

**Meeting ID:** 862 2037 5669- **Passcode:** 692202

**Dial in via Phone:** +1 929 436 2866

Find your local number: <https://us02web.zoom.us/u/kbEE5qK91g>

Download Zoom here: <https://zoom.us/download>

#### Agenda

- 6:30 1) Meeting Commencement
  - a) Roll Call
  - b) Adjustments to the Agenda
  - c) Public Comment
  - d) Staff Announcement
- 6:40 2) Approval of September & October 2023 TAC Meeting Minutes (*Enclosed; Action*)
- 6:45 3) Review updated Transport Chapter Goals
- 6:55 4) Discussion of Planning and Project Priorities in absence of VPSP2
- 7:10 5) TAC Member Round Table
  - a) Local concerns including project updates and other issues
- 7:30 6) Adjourn

#### ***Next Meeting March 26, 2023***

Persons with disabilities who require assistance or alternate arrangements to participate in programs or activities are encouraged to contact Nancy Chartrand at 802-229-0389 or [chartrand@cvregion.com](mailto:chartrand@cvregion.com) at least 3 business days prior to the meeting for which services are requested.



## Transportation Advisory Committee (TAC)

### Minutes

Tuesday, January 23, 2023

Attendees:					
	Barre City		x	Moretown	Joyce Manchester
	Barre Town	Stephanie Magnan (Chair)		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	Gerry 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	x	Waterbury	Mike Hedges
x	Middlesex	Ronald Krauth	x	Williamstown	Richard Turner
x	Montpelier	Dona Bate		Woodbury	Chris Koteas
				Worcester	Bill Arrand
Staff: Keith Cubbon, Rueben MacMartin					
Guests:					

Bob brought the meeting to order at 6:34pm.

#### Roll Call

- Roll was called and a quorum was present

#### Adjustments to the Agenda

- Mike Hedges offered to share Project information-VTransparency and Budget information at a future meeting.

#### Public Comments

- None

## **Staff Announcements**

- Keith introduced Reuben MacMartin Senior Transportation Planner. Reuben gave a quick introduction of his background and that he had been working on the Transportation chapter of the regional plan.
- Keith gave an update about the State Transportation Improvement Plan and stated it will be sent out to TAC members with the meeting link. Also the VPSP2 program is still on hold due to the inflation rate taking up most of the increase of the IJA bill.

## **Approval of September 2023 TAC Meeting Minutes**

- Robert W. made a motion to accept the September meeting minutes with Lee C. as 2<sup>nd</sup>. Group voted and motion passed

## **Approval of October 2023 TAC Meeting Minutes**

- Lee C. made a motion to accept the October meeting minutes with Mike H. as 2<sup>nd</sup>. Group voted and motion passed

## **Memo 1 2024 Meeting calendar**

- Keith reviewed that this is the list of 10 meeting dates for 2024. Mike H. made a motion to accept the calendar of meetings with Donna B. as 2<sup>nd</sup>. There was a discussion about switching the July and August meeting dates. No changes made at this time. Keith stated he would look into the bylaws as to if there are any requirements or rules about meeting requirements or calendars and report back. Group voted and motion passed.

## **Memo 2 Regional Plan Transportation Chapter discussion.**

- Keith started off with sharing the Statute requirements for the Transportation chapter and goals from the 2016 plan. Bob A.- requested more emphasis on climate issues and multiple members vocalized being in a climate emergency and the need to set goals that address this. With roads washing out, bridges washing out, and for his vote to endorse we would need language to address this. Lee-Seconded Bob and spoke to Route 302 a major highway has closed due to flooding twice this year and needs to be addressed. Bob-Likewise with Route 2 both North and South of Plainfield. Alice-Said she will third and would speak to goals that the plan will lead. supporting town with flood mitigation and flood planning strategies moving forward. Landslides throughout region. Siting transportation infrastructure and transportation support infrastructure, and should fix connector services. The old goals seem redundant. They mention maintaining what we have. Goals should Be to enhance. Mike H.- The agency spends most of its budget to maintain what we have. Bob A.-We are doing reactive things and we should be doing proactive things.

1 When he worked with the agency to upsize culverts and bridges, but this is a all hands-  
2 on deck emergency and needs to be handled accordingly. David E.- Asked if the goals  
3 are ranked by priority. Reuben- Mentioned language that these old goals could be  
4 consolidated some and that we can put language in addressing the committee's desire  
5 for goals for a climate emergency. Keith- Stated that staff agree with this sentiment and  
6 would like to strongly address the climate within this plan.

7 Bob W.- Spoke that we have an existing investment and keeping it in a state of good  
8 repair this is the most cost-effective way of maintaining this. Mike H.- Spoke to language  
9 to Maintain and enhance. Reuben- The language would ideally be then to "Maintain and  
10 enhance". David E.- Instead of improving or maintaining, replacement, how many times  
11 do we have to replace a road instead of moving it. Also mentioned that the Aspiration #  
12 6 which is for the transportation chapter mentions multiple users by type of the  
13 transportation system but doesn't mention wheelchair users. Retirement of some  
14 roadways or pieces should be an option.

15 Joyce- Was surprised by Green House gas emissions weren't listed and state climate  
16 goals. Reuben mentioned it is not called out but in goal 3-5. The group spoke to having  
17 clearer goals that more directly called out their intent.

18 Ron- Would like to see more about how we are going to set up the grid for more vehicle  
19 charging. Reuben- Electrification and infrastructure are handled more in other chapters.  
20 Committee spoke to needing language in both in text and goals, and encouraging people  
21 to drive electric.

22 Alice spoke to the Regional Plan Committee and that they will be reviewing the chapters  
23 as well and will take the ideas from this committee to the Regional Plan Committee.

24 Mike H.- Mentioned ice storms moving into the future and likely moving forward.

25  
26 Reuben spoke to the regional plan draft if there are any charts, data, and text that are  
27 missing please let him know. Lee- asked to have the town boundaries on the maps.

28 Joyce- Average Vehicles Per Mile that 2020 wasn't an average year and would like a  
29 note mentioning Covid effect to numbers for that year.

30 Mike- HPMS map which doesn't cover many of the routes in the region. AADT maps can  
31 be gotten from the agency. Reuben- We can do passenger AADT, this one is to  
32 specifically make a statement about freight.

33 Gerry- Small section on air transportation, would like to see more. Also would like  
34 mention of Burlington and Lebanon airports for regional connectivity. Reuben- Would  
35 like to get volume, especially freight. Is tougher to get.

#### 36 **TAC Member Round Table**

- 37 • Rich Turner- Williamstown finally got 100% of roads open from July just a week ago. The  
38 December flooding had set them back but finally got them all back.

- Mike H.-Spoke to I-89 condition rapidly declining. Will need up to 6" of pavement removal in '25 and '26 from Waterbury to Montpelier. Southbound one year and Northbound the next.
- Alice-Post December flooding the town roads are in mud season followed by rut season. Most were impassable during the last rain and flooding event. This is causing issues with access to houses especially for emergency services. Have started talking about need for rescue vehicles that can navigate these conditions.

#### **Adjourn**

- At 7:43 PM Mike H. made a motion to adjourn Don 2<sup>nd</sup> the motion.  
Motion passed.

DRAFT

## 1. Future needs and CVRPC's Goals and Actions

- a. Aspiration #6 provides an overall direction for the CVRPC to follow. To guide our actions, CVRPC established a series of ten transportation goals that further define our progress. These goals are described below, as well as the policies written to provide guidance of how the goals can be achieved.


1. Build a responsive, robust, and sustainable regional transportation **planning** process that integrates and considers all users
  - a. Support regular and fruitful engagement with the CVRPC Transportation Advisory Committee and Road Supervisor's Round Table to identify regional needs and steer planning priorities
  - b. Encourage coordination and cooperation in comprehensive transportation planning among the various municipalities in the Region and at the regional, State, and private levels.
  - c. Balance regional and local decision-making, and flexibility in transportation planning, when conflicts develop between local and State plans.
  - d. Prioritize regional planning goals when evaluating projects.
  - e. Promote open and inclusive public participation in the planning process.
  - f. Provide guidance to towns, so they can be responsible for how their development affects the regional transportation system.
  - g. Provide comments/recommendations with regard to the impacts of specific land use projects on the regional transportation system during the permitting process.
  - h. In coordination with local plans, the region recognizes regionally significant local roads.
  - i. Use Complete Streets guidelines in the development of all new projects, maintenance and repair of roads and zoning decisions.
  - j. Foster a sense of safety and comfort for riders of public transit.
  - k. Coordinate with state and local partners to develop projects and strategies for a safer transportation system.
  - l. Support local planning for bike and pedestrian facilities and the development of interconnections between municipalities.
  - m. Foster a sense of mutual respect among users of the various modes of transportation.
2. Increase the **safety** of the transportation system for motorized and non-motorized users
  - a. Encourage participation in the Safe Routes to School Program and provide technical assistance for associated plans.
  - b. Prioritize safety-targeted measures at High or Potential Crash Locations, and develop strategies for traffic safety region-wide.
  - c. Promote safety improvement projects that limit conflicts with the rail system and other modal users of transportation.

- d. Work on removing unsafe conditions for bicyclists and pedestrians that present a barrier to active transportation and recreation
  - e. Encourage traffic calming efforts to minimize conflicts between traffic and surrounding neighborhoods.
  - f. Support planning that will promote greater safety for transit riders and operators
- 3. Mitigate the negative impacts of the transportation system on the **environment and climate**
  - a. Develop a transportation system that encourages concentrated development, allows greater access to residences, employment, and services, and facilitates carpooling, bus and rail service, and non-motorized travel.
  - b. Prioritized the development of active transportation within the commute-shed of major employment centers.
  - c. Encourage municipalities to analyze local transportation needs at the local level, including the relationships between development patterns and transportation needs across various modes of travel.
  - d. Support efforts to minimize negative environmental impacts associated with the transportation system (including air quality, noise levels, surface water quality, stormwater runoff, vegetation, agricultural land, fragile areas, and historical/archaeological sites).
  - e. Support efforts to minimize energy consumption, especially nonrenewable energy resources, and explore expanded use of alternative fuels for municipal vehicles.
  - f. Factor long term direct and indirect costs and benefits into decision-making. Impacts that are not easily expressed in dollar values should also be considered.
  - g. Encourage congestion mitigation to preserve air quality and the sustainability of the highway network.
- 4. Increase the **resilience** of the transportation system for motorized and non-motorized users
  - a. Plan for disaster resilience to provide essential transportation system during floods, ice and snow storms, power outages, wind storms, medical epidemics, etc.
  - b. Leverage the AOT Transportation Resilience Planning Toolbox to identify and mitigate hazards caused by vulnerable roadways to neighborhoods and users.
  - c. Ensure access to essential infrastructure to all by promoting a geographically balanced network of electric charging infrastructure along our interstate network, towns and village centers, and frontline communities.
- 5. **Maintain** and maximize the performance of the existing network for people and freight
  - a. Provide technical assistance for evaluating, prioritizing, and implementing preventive maintenance programs for all elements of the transportation system.

- b. Target levels of service appropriate to local context Level of Service C will be taken as the preferred condition. Level of Service D should be accepted within the more urban, built-up sectors of the region
  - c. Encourage efficient system development and operation by:
    - i. Undertaking a comprehensive regional analysis of existing and anticipated travel behavior and intermodal, approaches to accommodating anticipated travel demand.
    - ii. Promoting the optimization and or coordination of traffic signal timings when needed
  - d. Foster a neighborhood street system characterized by a network of interconnected streets that minimizes through traffic in residential neighborhoods.
  - e. Promote physical and operational connections between various modes of transportation, and prioritize projects that integrate the various modes of transportation.
  - f. Identify priority connections with neighboring regions
  - g. Improve the connectivity between modes for people and freight
  - h. Encourage access management policies that improve safety, reduce traffic congestion, and maintain capital investment.
  - i. Consider new facilities when demand warrants (e.g. when alternatives to reduce congestion and improve safety have been attempted) and/or when other strategic state, regional, or local goals apply.
6. Facilitate the development of a transportation system that support **mobility for all**
- a. Ensure adequate mobility for all segments of the population, including transit users, pedestrians, bikers and residents who cannot or do not use private automobiles.
  - b. Consider new or expanded public transit services that serve intra-regional and intercity travel needs.
  - c. Encourage full accessibility to the Region's transportation services for the Region's disabled and elderly.
  - d. Engage and educate the public on modal choices available.
  - e. Provide technical assistance to the Region's employers in the development of Travel Demand Management Programs (e.g. telecommuting, flextime, compressed work weeks, rideshare matching, preferential parking, commuter fringe benefit, etc.).
    - i. Facilitate the establishment of Transportation Management Associations to organize and administer TDM programs.
7. Promote **connectivity between modes** for all users
- a. Support the development and maintenance of convenient connections to the rest of Vermont, the US and the World. Examples include: I-89 and other highways,



rail, E. F. Knapp and nearby commercial air service, such as Burlington International Airport

- b. Plan public transit that advances economic development, including employment, medical services, shopping, and tourist areas.
  - c. Encourage intermodal freight transfer hubs to expand shipping options.
  - d.  Rural Shared Transit Options?(e.g. transportation hubs with basic amenities)
8. Leverage transportation investments to increase Vermont's **economic vitality** and support planned growth areas
- a. Provide transportation system improvements at locations where they will or can serve land use centers.
  - b. Foster transportation and commerce links that contribute to the economic health of the region.
  - c. Encourage transportation system improvements that renew and improve downtowns, land use centers, and neighborhoods.
  - d. Encourage the development of park and ride lots for ridesharing and public transit use, and encourage employers to provide incentives to car and van pool users.
  - e. Plan public transit that provides access to employment when and where needed.
  - f. Encourage investment in the freight network to support the local manufacturing and commerce.
9. Protect and enhance **cultural resources**, prioritize aesthetically and contextually sensitive highway system design, and promote development patterns that support the **land use goals** of the regional plan that improves the quality of life and supports healthy communities
- a. Plan and design of the region's transportation system to encourage development and re-development in existing villages, cities, and designated growth centers.
  - b. Encourage the full integration of transportation and land use planning at the regional and local level.
  - c. Encourage the appropriate scale and design of streets, highways, and other transportation infrastructure to serve local traffic, destination traffic, and through traffic.
  - d. Support livable, aesthetically pleasing infrastructure, healthy communities
  - e. Plan the design of visually attractive and durable infrastructure such as roadways, pathways, and bridges.
  - f. Plan high architectural standards for terminal buildings, stations, shelters, garages, and other facilities.
  - g. Respect and enhance the built environment by restoration of period transportation structures where possible and maintain the natural environment through architectural, landscaped, and engineered features.
  - h. When feasible, encourage restoration or preservation of historic bridges.
  - i. Foster improvements that are contextually appropriate.

- j. Encourage the preservation and enhancement of scenic views and corridors.
10. Develop a transportation network that facilitates **tourism and recreation**
- a. Advocate for the preservation of existing rights-of-way for future transportation purposes, such as Class 4 Roads and Legal Trails. Work to retain abandoned railroad rights-of-way for transportation uses such as trails and bike paths.
  - b. Support regional scenic byways groups
  - c. Work with partners to develop regional and statewide recreational assets such as the Cross Vermont Trails of the Lamoille Valley Rail Trail
  - d. Support funding visitor center models while exploring broader use of the public-private partnership model of travel services.