

**Regional Active Transportation Plan Kickoff Meeting
March 24, 2022**

Present:

Amanda Froeschle, VT Dept of Health
Chris Damiani, GMT
Greg Rowangould, UVM TRC
Jonathon Weber, Local Motion
Jon Kaplan, VTrans
Jon Rauscher, Urban rep – Winooski
Josh Katz, CATMA
Jorge Andres Rios Garcia, Transportation Equity Coalition
Kelly Stoddard-Poor, AARP
Lauren Chicote, Winooski Valley Park District
Matthew Arancio, VTrans

Project team:

CCRPC: Eleni Churchill, Bryan Davis, Pam Brangan
Toole Design: Michael Blau, Jake Berman

Absent:

John Abbott, Rural rep – Jericho
Samuel Dingba, AALV

1. Welcome, Introductions, Team
 - a. volunteer stipend available, contact bdavis@ccrpcvt.org
2. Overview of ATP
 - a. Creates vision for safe, connected regional walk/bike network. Not local scale. Not prescriptive in facility type. Informs local plans, supports grant requests.
 - b. Serves as the active transportation element of the long-range Metropolitan Transportation Plan (MTP).
 - c. First ATP completed in 1993, updated every 5 years
 - d. Overview of 2017 plan – vision/principles/goals; public process; proposed regional network with short/long term projects, other infrastructure and non-infrastructure
 - e. Relationship of ATP to other plans
 - f. Why active transportation? Supports climate and energy goals, reduced vehicle use, financial impacts, health, safety, access and mobility and more.
3. Advisory Committee roles and responsibilities:
 - a. Expand stakeholder engagement with Chittenden County communities
 - b. Offer technical expertise and local knowledge to guide the plan development process
 - c. Review and comment on major deliverables
4. Overview of scope and schedule
 - a. ATP will inform the CCRPC Metropolitan Transportation Plan (MTP) which is the region's Long-Range Transportation Plan. The MTP:

- i. Evaluates system performance, identifies future needs, and sets regional transportation priorities
 - ii. Plan must be fiscally constrained
 - iii. Projects must be in the MTP to be eligible for federal funding. Some exceptions apply, including:
 - 1. Emerging safety issues
 - 2. Municipal bike and pedestrian grants
 - 3. Stormwater projects
 - b. Advisory Committee meetings: March, June, Aug, Oct
 - c. Public engagement:
 - i. Listening sessions: April
 - ii. Other outreach ongoing
 - d. Materials Review: March (draft complete)
 - e. Analysis: March-June
 - f. Recommendations: August
 - g. Prioritization: October
 - h. Draft/Final Plan: November
- 5. Study Process – major tasks/deliverables align with committee meetings:
 - a. Kickoff – introduce project, discuss outreach and equity, audiences. Toole reviewing past materials and plans.
 - b. Analysis Results – four types of analysis to be undertaken:
 - i. Bicycle Network Analysis – low stress, comfortable. Present two buildout scenarios and potential impacts. One scenario to be equity focused.
 - ii. Equity Analysis – create sociodemographic profile, use qualitative and quantitative data, establish equity priority areas.
 - iii. Trip Potential Analysis – estimating trip potential for walking and biking. One analysis for bicyclists countywide, two for pedestrians in local areas identified by committee (i.e., suburban and rural).
 - iv. Unpaved Trail Analysis – consider if these can fill gaps in the system
 - c. Recommendations – infrastructure, programs, policies.
 - d. Prioritization Results – with committee help Toole will develop framework and scoring system, then present recommendations to committee

Michael described the Bicycle Network Analysis (BNA) in more detail:

- Bicycle Network Analysis (BNA) is a way to measure how effectively people can connect to destinations via bike on comfortable, "low-stress" routes.
- The BNA algorithm evaluates each street and trail to measure how traffic speeds, traffic signals, and bike facility design affect riders' stress levels.
- It then looks at all destinations within biking distance, and what proportion of those destinations can be reached by low-stress connections.
- BNA has three main steps
 - 1. Level of Traffic Stress – The analysis helps identify appropriate bicycle facilities that are comfortable for people of all ages and abilities.
 - 2. Block-to-block connectivity analysis – During this step, we route bicycle trips from every census block in the county to every other census block, and summarize the proportion and types of destinations available in each census block. These fall into several categories, like recreation, retail, transit, population, and employment.

- 3. Aggregation of destinations – It looks at all the destinations that are within biking distance, then evaluates what proportion of those are reachable on low-stress bikeways.
 - Each of the above steps can be customized in many ways so that the analysis reflects project priorities.
 - BNA can also be used to measure impact of future network improvement scenarios on connectivity, as you can see in the map here.
6. Outreach:
- a. Tools & Techniques
 - i. Two Listening sessions – anyone willing to host? Possible locations?
 - ii. Other opportunities: present at existing public meetings, Old Spokes Home Transportation Equity Coalition as focus group, CCRPC staff meet with groups and individuals...?
 - b. Other audiences/locations?
 - c. Need committee help in spreading the word
7. Questions & Discussion:
- a. Bryan shared the 2017 ATP Vision for consideration and discussion:
 - i. In the future, Chittenden County residents, employees, and visitors of all ages and abilities are safely connected to origins and destinations by a comprehensive active transportation network. Plentiful opportunities for active transportation make for a healthy community throughout Chittenden County. The network connects towns within Chittenden County and connects to the networks of neighboring counties. Active transportation is an important part of people’s lives for transportation, recreation, and health. There are economic, environmental, health, and quality of life benefits that affect the entire population, even those who do not walk or bike. Active transportation becomes the default mode of travel in support of the ECOS Plan and its goals.
 - ii. Committee members used the online menti survey tool to offer a one-word top priority for the plan (results below).
 - b. Bryan reminded the committee of the planned outreach of two listening sessions, as well as a forum of local walk/bike/trail groups next week, and asked for people to be in touch with other ideas on which individuals, groups, and events at which we could share information about the ATP update and ask for input.
 - c. The committee discussed which possible Origin-Destination (O-D) Pairs should be used for the Trip Potential Analysis. These pairs represent trips between two types of geographic points. Options to consider:

Origin features	Destination features
Population	Parks (major and minor)
Population	Transit
Higher education	Transit
Transit	Employment
Population	Employment
Population	K-12 Schools
Population	Higher education

Population	Commercial activity
Employment	Commercial activity
Transit	Commercial activity
Higher education	Commercial activity

The committee used the online menti tool to “vote” on preferred O-D pair (see graphics below).
Further discussion:

- Kelly – is transit included in O-D pairs for active transportation? Yes
- Greg – how to choose O-D pair when some trips include several of those types of trips? Michael said he will check with his team.
- Jonathon Weber – what is distinction between employment and activity centers? Michael said activity centers are not only where people work but also visit for shopping, etc. There are different data sets for these land uses.
- Michael noted in the menti results that higher education pairs scored low and asked people to share why. Amanda said more importantly for her that housing costs are high, so can people get from affordable places to live to places to get food, school, etc. if they don’t have a car? So she chose population-employment, population-transit, population-K12. Framed her choices around housing. Greg said he didn’t rank higher education because in our area students typically live close by, compared to other needs in the area.
- Vision statement – Jon Kaplan shared the complete streets definition from Federal Highway Administration: - "A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network."
- Jonathon Weber said he likes the 8-80 Cities organization and that calling out ages is more specific which can be more helpful than “people of all ages.”
- Jon K likes the complete streets statement because people need to feel safe to choose active modes, which has been borne out by studies showing the “interested but concerned” group as largest and the need to capture them as walkers/bikers. He doesn’t advocate for the full group to workshop a new vision statement together.
- Greg said that perception of safety is key, in addition to actual safety. Accessibility is also key, people need to get you where you want to go. Jonathon agrees and says comfort is important too.
- Amanda – likes conciseness of complete streets statement.

Follow up responses from team:

Can we capture multi-purpose trips in the trip potential analysis, like home to school to retail to home?

We can capture each leg of the trip separately if the OD pairs include them. For example, a home->school->retail->home trip would be captured if we decide to use the following OD pairs:

1. Population-Schools
2. Schools-Retail
3. Population-Retail

Toole doesn't recommend Schools-Retail as separate O-D pair unless the committee thinks it's significant. Toole also won't be able to isolate multi-leg leg trips in the analysis, but instead look at each leg as a separate trip (in other words, we can't tell which trips are part of a larger trip).

How do we differentiate between commercial and employment for O-D pairs?

There is probably some overlap between the two. For employment, the number of jobs would be the weighting factor. For commercial centers, it will be different, such as size of building or something like that

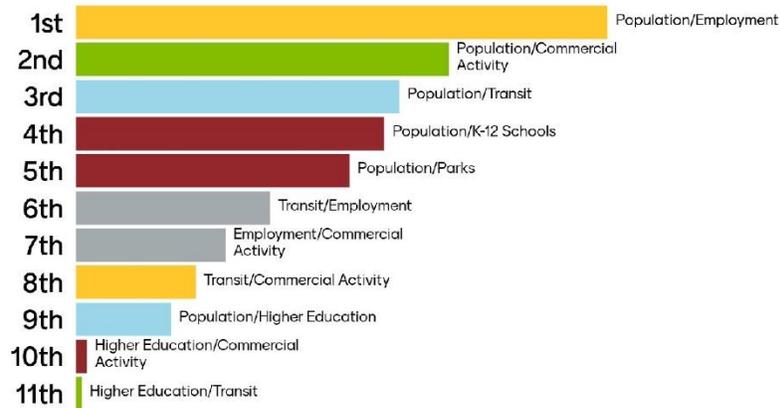
8. Next steps

- Decide on Origin-Destination pairs – project team will review committee feedback, welcomes additional feedback, and will make a decision within two weeks. Contact bdavis@ccrpcvt.org.
- Outreach – project team will start planning the two listening sessions for April, welcomes committee member input on potential audiences, events, and anyone willing to host an event. Contact bdavis@ccrpcvt.org.
- Stipend – CCRPC can offer a \$50 per meeting stipend for committee members serving as volunteers (that is, your employer isn't paying for you to be on the committee). Contact bdavis@ccrpcvt.org.

In ONE WORD, describe your top priority for the plan.



What are the most important Origin-Destination pairs to consider for the trip potential analysis?



Chat log:

From Michael Blau (he/his) to Everyone 05:14 PM

We will be using www.menti.com for an activity later on. Please go to the website and enter code 8595 2333 to join.

From Kelly Poor, AARP VT to Everyone 05:18 PM

It also supports older adults in staying independent allowing them to age in place

From Kelly Poor, AARP VT to Everyone 05:39 PM

OD pair include transit in active transportation?

From Jon Kaplan (he/him) - VT Agency of Transportation to Everyone 05:42 PM

I'm guessing we will be getting back to the vision statement. I actually really like the Complete Streets definition from FHWA - "A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network."

From Josh Katz - CATMA (he/him) to Everyone 05:54 PM

I have to head out a little early, thanks everyone! Looking forward to being involved in this process!

From Jonathon Weber (he/him) - Local Motion to Everyone 05:59 PM

Unpaved trail analysis was mentioned earlier. Will that look at ADA accessible surface trails?